

# AUTOSPORT

MARCH 13, 1959

1/6

EVERY FRIDAY  
Vol. 18 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper



## IN THIS ISSUE

C.U.A.C. SNETTERTON SPRINT : MID-CHESHIRE M.C. WILSHIRE TRIAL  
JOHN BOLSTER TRIES THREE ELVAS : THE NEW FIAT 1800



# RECORD-BREAKING RALLY WINS for the SUNBEAM RAPIER



A Coupe des Alpes, outright wins, team prizes and triumphs in many important international events. Such is the impressive list of motoring honours already 'under the bonnet' of this truly remarkable motor-car, the 1½ litre Sunbeam Rapier.



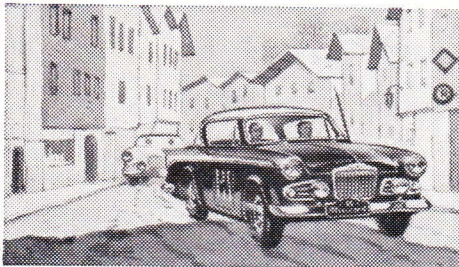
First British car in the Monte Carlo Rally for the second year in succession. Finishing unpenalised after 2,000 gruelling and hazardous miles, Sunbeam Rapier completed the double by again winning the Stuart Trophy.



A Sunbeam Rapier, making its competition debut, won outright Britain's 'toughest ever' international R.A.C. Rally. After 2,000 miles of snow and icy roads, Sunbeam clinched its victory with a magnificent performance in the final manoeuvrability tests.



In the gruelling 4-day Circuit of Ireland's International Rally, which led competitors from Belfast to Tramore, Killarney, Londonderry and Bangor, two Sunbeam Rapiers took 1st and 2nd places in the popular 'closed car over 1300 c.c. class.' The winning team was J. E. Dowling and C. J. Atkinson; John Peile and R. Bell drove the other successful Sunbeam.



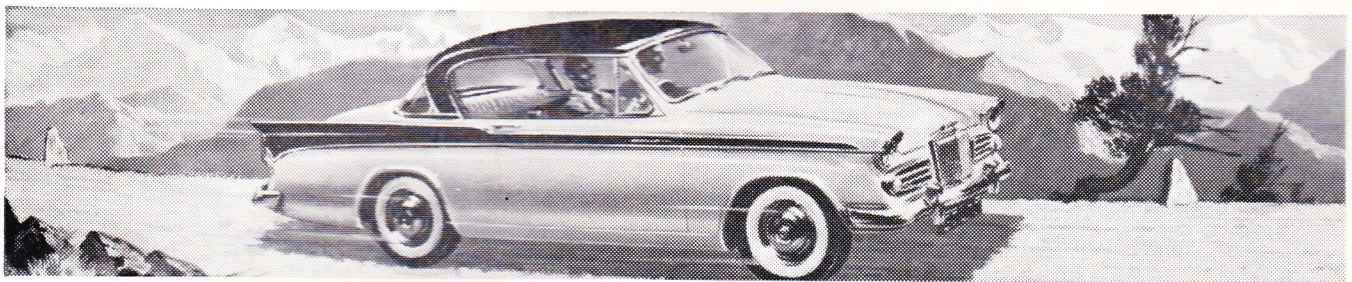
The Vosges, Jura and Auvergne mountains and the French Alps were in the route of the six-day Dutch Tulip Rally. Three work-entered Sunbeam Rapiers were awarded the coveted manufacturers' team prize.



More glory for two Sunbeam Rapiers in the '58 Scottish Rally: 1st and 3rd places in the up-to-2600 c.c. class for modified touring cars.



2,600 miles of incredibly narrow, twisting mountain passes make the Alpine Rally one of Europe's toughest motoring events. A Sunbeam Rapier arrived unpenalised at Marseilles to win a class victory and a coveted 'Coupe des Alpes'.



The new 1½ litre Sunbeam Rapier sets new standards in performance, safety, comfort, looks. New featherlight steering . . . new 10" brakes with 15% better performance . . . new gear change . . . twin carburettors, compression increased to 8.5. All new features, but tested and proved perfect in the toughest Rally conditions.

**SALOON £695 (plus P.T. £348.17.0). CONVERTIBLE £735 (plus P.T. £368.17.0).**

## the new 1½ litre SUNBEAM RAPIER



A product of **ROOTES MOTORS LIMITED**

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Vol. 18 No. 11

March 13, 1959

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## EDITORIAL

### SAFER SPORTS CAR RACING

AT events such as Le Mans, the speed differential of the competing cars is viewed with ever-increasing concern by all experienced drivers. At night, the peril is even more pronounced, as it is difficult to judge the distances between overtaking cars and others. With all their rules and regulations, AUTOSPORT wonders why the A.C.O. do not insist on identical rear and stop lights for all competing vehicles, with the addition of different-coloured "Scotchlite" to assist in identification. With all rear-lighting equipment of standard size, grouping and intensity, judging distances at night would be helped considerably. Also, by using coloured reflecting tape to indicate categories, drivers would know at a glance the approximate speeds of cars being overtaken. Whilst no one will ever agree that safe racing can be undertaken when cars may vary in speed by as much as 100 m.p.h., everything possible should be done to lessen the most obvious risks. Anyone who drives regularly at night on normal roads must substantiate the added perils of overtaking caused by the use of so many different types of rear-lighting equipment. To drivers of cars doing about three miles a minute on the Mulsanne straight, it is extremely difficult to judge distances when, by the use of small, pin-point rear lamps, a car in front may appear to be much farther away than is actually the case. In the same way, some cars are fitted with stop-light equipment which is far too powerful, and will tend to blind following drivers. Before the 1959 race, officials of the A.C.O. should issue definite instructions as to this equipment, for it would undoubtedly be a step in the direction of safer motor racing.

### TOO MANY RALLIES

TO all concerned with the welfare of motoring sport in Great Britain, the remarkable increase in the number of permitted and non-permitted road events which take place on public roads during week-ends must be worrying. Already, in certain well-used areas, the general public is becoming hostile to competitive events which use routes tending to interfere with normal traffic, and AUTOSPORT understands that at least one Member of Parliament has been petitioned to raise the matter in the House. Although, on the map, some minor roads may look as if they were seldom used, this is no guarantee that no traffic is to be found on them. If public wrath is aroused, then police action will force competitions off the Queen's Highways altogether. There are very few areas in this country where the Continental-type of rally can be organized safely; average speeds between controls may not appear high, but on twisty bylanes they might entail some pretty furious driving. The only answer seems to be fewer events and more use of closed circuits; also, more clubs should combine forces in organizing events.

### OUR COVER PICTURE

PRODUCTION CAR TRIALS grow more popular almost every day. A particularly successful example of this type of event was the recent Shenstone and D.C.C. trial. M. Hinde tackles the hill in his Ford Popular.



# SPORTS NEWS

STIRLING MOSS tested the prototype Grand Prix Aston Martin at Goodwood last Friday.

FITZWILLIAM M.G. Team's plans for 1959 include the Monza G.T. race on 5th April and Nürburgring. Two or three "Twin-cams" will be used: drivers are "Fitz", Robin Carnegie and Paul Fletcher.

AMERICAN Drivers' Club held a most successful Motor Sport Fashion Show at the Columbia Club, on 5th March, arranged by Jack Lipman. Commentator was A. F. Rivers Fletcher. Many motor sporting folk were present.

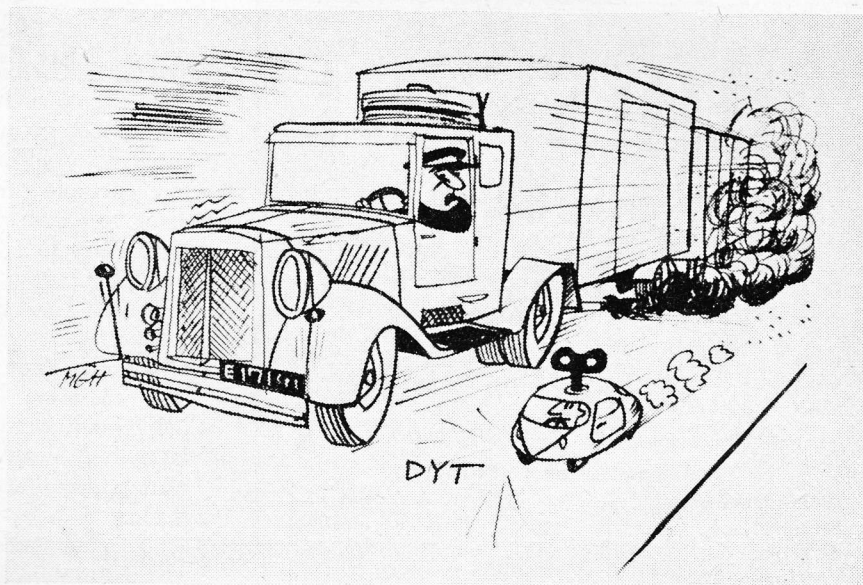
DAVID MURRAY, the patron of Ecurie Ecosse, will discuss his plans for the season on the B.B.C.'s Network Three at 7.30 on 20th March and there will also be a talk on trans-Alpine driving.

KEITH HALL will not be able to compete in all major meetings this season due to pressure of business. He hopes to keep his hand in by competing in a few National rallies with his Lotus Elite.

THERE are to be two major race meetings at Aintree this season. The Aintree International "200", over 67 laps, will be on 18th April and the British Grand Prix will be held there on 18th July.

APPARENTLY the grand touring car race to be held at Monza in place of the 500 miles race will take place on 28th June—the same date as the *Formule Libre* event was to have been held—and not, as we first thought, in April.

JIM RUSSELL has equipped his privately owned Cooper-Climax F2 car with disc brakes and other mods. for the coming season. In addition, he has acquired one of the first batch of Cooper Monaco sports cars with the 2-litre engine and plans double Cooper entries, formula and sports, as his programme for 1959.



ALEXANDER ENGINEERING CO., LTD., are to offer a certain amount of support to drivers using their conversions on Austin-Healey Sprites in competition during this season. The amount of support which they will be prepared to give depends on the driver and on his progress during the season. Managing director Michael Christie says: "Any driver who intends to race an Alexander-converted Sprite during the season is welcome to apply".

THE Border Reivers have acquired the ex-Bruce Halford Lister-Jaguar for this season and hope to enter it widely in British events. With works backing they will also take their Lotus Elite to Le Mans, the G.P. of Spa and the Nürburgring 1,000 kms. race. Drivers will be: Le Mans, Jim Clark and Tom Dickson; Nürburgring, Graham Hill and Jim Clark. Most other races will see Jim Clark at the wheel, with Jim Blumer as the team's reserve driver.

## GOODWOOD OPENS

THE season's first Members' Meeting at Goodwood is scheduled for tomorrow (14th March). The first event will be at 2 p.m. and there will be four main

events: a 10-lap scratch race for sports cars of under 1,100 c.c.; a five-lap scratch race for sports cars under 1,500 c.c.; a 10-lap "marque" scratch race (Le Mans start) for the following cars: M.G.A., A.C. Ace (excluding Bristol-engined cars), Morgan Plus 4, Triumph TR2 and TR3, Austin-Healey 100 and 100-Six (excluding 100S); and five-lap handicap races for non-supercharged and supercharged sports cars and closed cars.

THE 1959 Deutschland Rallye, over some 2,400 kms., takes place on 13th-16th May and will include a number of special road sections with supplementary speed tests on circuits and roads closed to normal traffic. There will be two categories, for series production touring cars and series production grand touring cars, with various capacity classes in each. All entries should reach Fahrleitungs-büro, Frankfurt/Main, Weisenhüttenstrasse 2, by 27th April. The rally counts towards the European Rallies Championship.

## "AUTOSPORT" CHAMPIONSHIP

FIRST qualifying event for the 1959 AUTOSPORT Series-Production Sports Car Championship will be at Mallory Park on 30th March, organized by the Nottingham S.C.C. The races will be run in conjunction with the newly instituted Mallory Park Championship. Secretary of the Notts S.C.C. is A. Knowles, Leen Valley Dyeworks, Bulwell. Telephone 27-1573, or home, Kirkby-in-Ashfield 3303.

### Provisional List of Events\*

30th March	Mallory Park	Notts S.C.C.
9th May	Silverstone	Maidstone and Mid-Kent
†10th May	Snetterton	Snetterton M.R.C.
18th May	Mallory Park	Notts S.C.C.
14th June	Snetterton	Eastern Counties C.C.
28th June	Mallory Park	B.R.S.C.C.
26th July	Snetterton	Snetterton M.R.C.
3rd Aug.	Brands Hatch	B.R.S.C.C.
3rd Aug.	Mallory Park	Notts S.C.C.
9th Aug.	Silverstone	West Essex C.C.
29th Aug.	Brands Hatch	B.R.S.C.C.

\*Other events to be notified for Oulton Park, Aintree and Goodwood.

†National date to be confirmed.



BACK AGAIN—and spring was around when this sunny picture of the Goodwood paddock was taken at the first general practice day this year.



*NOW IN PRODUCTION is a hard-top for the Tornado Typhoon occasional four-seater. A 7 ft. 3 ins. wheelbase competition two-seater is also now being produced.*

### EASTER BRANDS

**E**ASTER Monday's race meeting at Brands Hatch features nine races totalling 105 laps of the circuit. Heading the bill is the Easter Trophy for 1,500 c.c. sports cars. It will be run in two 10-lap heats and a 15-lap final, and the entry list is expected to include many new sports cars making their Brands debut.

Also in the programme is a race comparatively new to Brands and one which will feature consistently in other 1959 meetings. It is a 10-lap scratch event for Grand Touring and sports cars complying with Appendix "J" of the International Sporting Code. It will be run in classes of up to and over 1,600 c.c.

Other events will be a 10-lap saloon car race, a 15-lap unlimited capacity sports car race, and the *World Sports Trophy*, in two 10-lap heats and a 15-lap final, for 500 c.c. Formula 3 cars.

Racing begins at 12 noon.

### RACING CAR SHOW

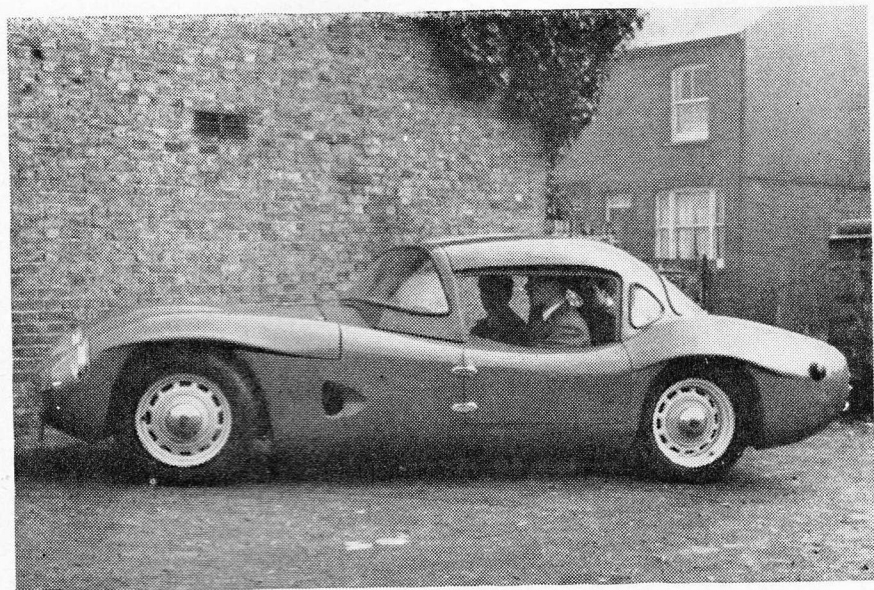
**T**HE British Racing and Sports Car Club has announced that from Saturday, 2nd January, to Saturday, 9th January, 1960, they will be staging in London their first annual racing car show. Venue will be the Old Horticultural Hall, Vincent Square, Westminster.

The show will feature an exhibition of the latest and most interesting single-seater racing cars, sports-racing cars and other competition cars. Stands will be available for firms connected with motorising sport to display and sell their wares.

This show will provide followers of the sport with a unique opportunity to see, at close hand, the cars, accessories and personalities that make up the motor racing scene.

All enquiries regarding the show should be addressed to the Exhibition Manager at 347/349 Goswell Road, London, E.C.1. (TERminus 4725.)

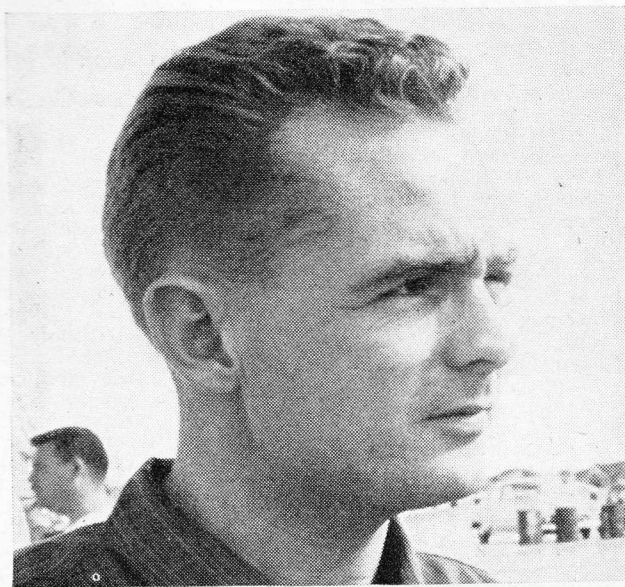
**J**UST imagine! Nancy Mitchell has just become a grandmother, her daughter Maureen having produced a daughter on 21st February. From now on it will be "Grannie Mitch"!



★

ONE OF THE  
FAVOURITES for  
this year's Sebring  
12 Hours race on  
21st March is Phil  
Hill, who won last  
year's event with  
Peter Collins.

★



### HANDY INSPECTION LAMP

**A**N extremely handy portable inspection lamp is being marketed by Keydale Services, Ltd., 2 Broadway Mews, Bowes Road, N.13, at 12s. 6d. Called the Burkelite, it has a variety of other uses—for example, as a parking or map-reading light. The lamp is very robust, and the body is moulded from rubber. A 9 ft. lead is provided which clips on to the car battery terminals and the lamp body has a sucker, which fixes firmly to any smooth surface, and a hook in addition. The lens is strongly made in plastic and the whole thing, packed for transport in a plastic case, is almost unbreakable.

**T**HE Pomona Sports Car Grand Prix held in California last week-end was won by Ken Miles driving a Porsche.



*OSCA FOR 1959. This is the new 750 c.c. Osca. It is powered by a four-cylinder twin cam which develops 70 b.h.p. at 7,500 r.p.m. Lotus are bound to have some very stiff opposition from this little bolide at Le Mans.*



**BRITISH CHALLENGE** for Sebring includes the 1959 version of the DBR1 Aston Martin, to be driven by Roy Salvadori and Carroll Shelby. The 1958 car holds the lap record at the circuit.

ON Saturday, 21st March, the International 12 Hours Race of Florida for the Amoco Trophy takes place at Sebring. This is the first round in the World's Sports Car Championship, with Ferrari as the general favourites to win the race outright. However, Sebring usually provides plenty of surprises, and one recalls that Stirling Moss and Bill Lloyd won in 1954 with a 1½-litre Osca, despite the presence of the strong Lancia team, headed by Fangio and Ascari.

Nevertheless, Scuderia Ferrari, with the 1959 300 h.p. versions of the Testa Rossa, and a team which includes Phil Hill, Jean Behra and Olivier Gendebien, must be reckoned as pretty formidable. Lister-Jaguar must remain an unknown quantity, depending on whether or not the 3-litre Jaguar engine is powerful enough. It is still not certain that the



## The Sebring "12 Hours"

*Strong Ferrari Team Faces Opposition from Lister-Jaguar, Maserati and Lone Aston Martin—Osca Challenge in "Index"*

**By Gregor Grant**

Moss/Bueb car will have the latest all-alloy unit, and the other Cunningham-entered cars will have the earlier type. Then we have Trintignant and Schell in the ex-factory 3-litre Maserati, run under the banner of Scuderia Centro-Sud, and the DBR1 Aston Martin of Salvadori and Shelby, a car which should be as fast as anything else, and the 1958 version of which holds the Sebring lap record. There is also a Canadian-entered 2.2-litre Lotus-Climax.

Chief threat to the larger-engined cars will almost certainly come from Porsche, and the 4-o.h.c. cars are even faster than they were last year. They should play a large part in the Index of Performance, where the chief danger should come from the very rapid little rear-engined Osca, entered by de Tomaso. The G.T. Fiat-Abarth "750" cannot be discounted: with its 2½ h.c. engine it has displayed remarkable speed and reliability. Lotus Elite will also be

after the "Index", and it will be interesting to see how the performance compares with the concern's sports-racing types.

The G.T. class is full of interest, containing such interesting machines as Ferrari 250, Porsche, D.B.-Panhard, A.C.-Bristol, Triumph, M.G. "Twin-cam", Alfa Romeo, Morgan, Austin-Healey Sprite and so on. Unfortunately, owing to the 3-litre limit imposed for this year, no Corvettes will be seen in action.

An interesting addition to the Sebring programme is the Historic Car Cavalcade, which has many interesting vehicles from both U.S.A. and Europe. Rolls-Royce, Mercedes-Benz, Isotta-Fraschini, Bugatti, Amilcar, Duesenberg, Pierce-Arrow, Alfa Romeo, Benz, Stutz Bearcat, Mercer Raceabout—these and dozens of others are represented.

ter Cronkite, who has been loyal to Lotus, was unable to get an entry for his car because of six others of the same marque having been entered. He will co-drive a Lancia Zagato with Peter Baumberger and Warren Rohlf. When we asked Cronkite how he could announce the 12 hour race with Art Peck for C.B.S. and still drive the Lancia, he explained that he would spend four hours in the cockpit while the opera was being broadcast from the Metropolitan. Incidentally, the C.B.S. coverage of Sebring this year will be stupendous, with the following schedule going coast-to-coast in the U.S.A. as well as being carried by short wave via Armed Forces Radio Service to Europe and Greenland:

9.55-10.00 a.m.—Start of the race, WCBS Radio  
11.05-11.15 a.m.—Progress report  
12.05-12.15 p.m.—Progress report  
1.05-1.15 p.m.—Progress report  
1.55-2.00 p.m.—"Top Three" bulletin within the five-minute news summary  
Opera, sans sounds of Sebring!  
5.30 p.m. (or whenever the opera ends)—"Top Three" bulletin  
6.05-6.15 p.m.—Progress report  
7.10-7.20 p.m.—Progress report  
8.15-8.25 p.m.—Progress report  
10.15-10.30 p.m.—Final Results.

There's a rumour that Franklin D. Roosevelt, Jr., might make his racing début in Sebring. He has entered three 750 c.c. Fiat-Abarths through his Washington, D.C., company, Roosevelt Auto Company, but has not named his drivers as yet.

Denise McCluggage, who will share a 749 c.c. works Osca with Ricardo Rodriguez, tells, in a recent issue of her publication *Competition Press*, about a running gag she and Ricardo started in Le Mans last year. Denise writes: "His elder brother, Pedro, was driving but Ricardo was not. Why not? Too young. I wasn't driving either so I said: 'No women or children, huh?'"

"Pedro, whose English is better than Ricardo's, translated for him. And the next time I saw Ricardo, which was at Rheims, again he wasn't driving. Nor was I. 'No ladies or babies,' he explained with a laugh."

The provisional entry list for Sebring lists 72 cars, some with and some without drivers:

Rix/Rahal (1971 A.C.-Bristol); Means/Weis/Kurtz (1971 A.C.-Bristol); Jackson-Moore/Cook (1971 A.C.-Bristol); Van Buren/Valesquez/Mercader (1290 Alfa Romeo); Comito/Kramarsky/Pfaff (1290 Alfa Romeo); Grossman/Rubin (1290 Alfa Romeo); Kaplan/Rainville (1290 Alfa Romeo); Durant/Peck

(Continued on page 330)

## American Angle

*From RUTH SANDS BENTLEY in New York comes Further News of Round One in the Sports Car Championship*

SEBRING is the chief topic of conversation at Le Chanteclair and Sardi's these days, and two of the most promising cars seem to be of British manufacture. These are the Aston Martin and the Lister-Jaguar.

The 2,922 c.c. Aston Martin, originally scheduled for a shake-down run at Monza in preparation for Le Mans, has been rerouted to Sebring, Florida, and its drivers are to be Roy Salvadori and Carroll Shelby, the Anglo-American team which finished fourth at Sebring in 1956. Anglo-American teams have been very successful indeed in the Florida 12 hour race, the winning combinations being Phil Walters and Mike Hawthorn; Bill Lloyd and Stirling Moss, and Phil Hill and Peter Collins.

Stirling Moss is making final tests in the Lister-Jaguar in England, and reports that have reached this country are extremely favourable. It seems that the new car with water-cooled disc brakes has been clocked at 203 m.p.h., which is truly breezing. Although Briggs Cunningham used liquid-cooled drum brakes on his Ferrari-engined Cunningham at Le Mans in 1955, this will be the first time liquid-cooled disc brakes have been fitted to a sports car. Stirling Moss's co-driver for Sebring will be Ivor Bueb.

Another British car making its début on 21st March will be the Lotus Elite. There will be two Elites, drivers probably being Colin Chapman/Pete Lovely and Jay Chamberlain/S. Weiss.

Columbia Broadcasting System's Wal-

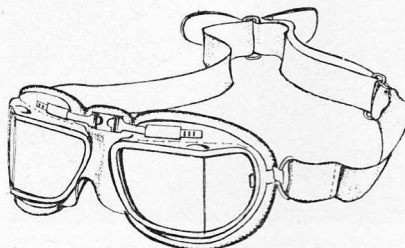


SPRING, the calendar assures us, is almost here and with it the racing season. There will, no doubt, be many newcomers to motor racing and it is to them that this is addressed.

The car is the thing, but there are several other articles which are necessary before one can go racing. First, and most important, is the acquisition of a crash helmet. This is an item where only the best will do; not only is anything less stupid and perhaps even suicidal, but the scrutineers won't accept it. One of the best helmets is made with a shell of glassfibre construction with a half-inch thick cork inner liner. This "crash-hat" has a fully inset Terylene harness and incorporates temple protection plates and a detachable peak. Helmets made to this pattern may be readily obtained in London, from Les Leston, 314 High Holborn, W.C.1, and Herbert Johnson, 38 New Bond Street, W.1. Many of the world's foremost drivers, including Stirling

wearers' eyes are not affected by the airstream. They are virtually essential for wet-weather racing, and there's a lot of that in the British summer.

Prime essentials for goggles are that they should be firm, comfortable and, of course, absolutely wind and waterproof. Few things can be more disturbing than uncomfortable or chafing goggles. Mark 8 R.A.F.-type goggles have been found to be most effective, but unfortunately these do not fit very well



## VARNEY'S VIEW



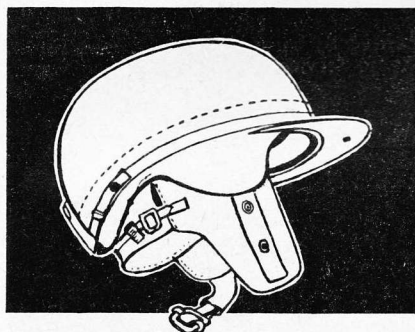
"You've got your blessed Fangio-type driving gloves, your Harry Schell hat, your Salvadori shoes — why shouldn't I have a Stirling Moss chinchilla?"

*Courtesy of "Daily Mail".*

# RACING EQUIPMENT

VARIOUS AIDS TO DRIVER SAFETY AND COMFORT

ing Moss and Jean Behra, use helmets made to this or a similar specification. They were designed by the makers in conjunction with a leading medical expert who had at his disposal many helmets which had been worn by drivers involved in accidents resulting in head injuries.

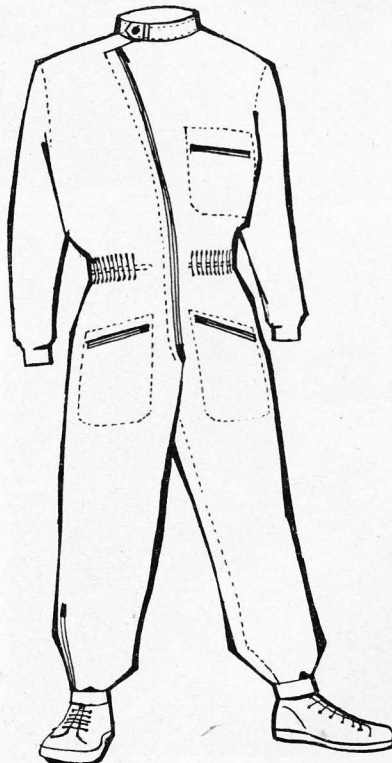


This enabled the designers to determine which helmets had best withstood impacts and formed the basis for experiments to design a new helmet calculated to afford the maximum of protection. Practical experience was supplied by Les Leston, who examined the proposals from the point of view of the competitor.

Some form of eye protection is a necessary adjunct to these helmets, and both Messrs. Leston and Johnson have a

under the temple-pieces of the new-style helmets. Les Leston, however, has arranged to have the Mark 8 goggle modified to fit with his helmet and has been able to make them generally available. The goggles have soft, leather-covered, foam-padded facepieces and angled, interchangeable safety lenses. Another style of goggle is made with windproof eye-cups and one-piece, interchangeable lenses.

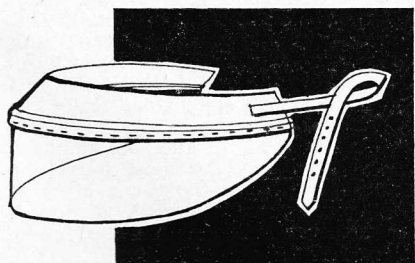
Flameproof racing overalls are well worthwhile and may be had in several colours: blue, green, black, red, yellow, tan and white. Although it is hoped that overalls may soon be permanently flameproofed, at present it is necessary to re-proof them every time they are washed.



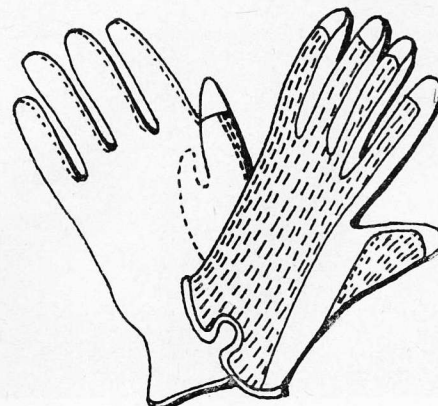
The overalls should be soaked in a solution formed by dissolving 11 oz. of borax and 5 oz. of boric acid in one gallon of water and then dried. It is important that these chemicals should be of the standard of purity required by the British Pharmacopoeia. It must be emphasized that this method of flameproofing is not 100 per cent. effective, but we are informed by the B.R.D.C. that they hope to be able to announce an improved and more permanent compound in the near future. Again, Leston's supply overalls as described above; they have a cossack-style collar, a diagonal, full-length, double-ended zip, three zippered pockets, a built-in elastic waistband, wristbands and elastic anklebands, also fitted with zips. The R.A.C. do not specify flameproof overalls, but they do insist that drivers be "adequately clothed". Most authorities agree that it is as well to wear proper overalls, although a thick woollen sweater affords quite a good protection from flames. On the whole, one-piece overalls are to be preferred to two-piece overalls, as they lessen the risk of burns around the waist.

Next on the list is a good pair of gloves. The most favoured pattern are those with leather palms and string backs. These afford a good grip on the wheel, while the net backs allow the hands to

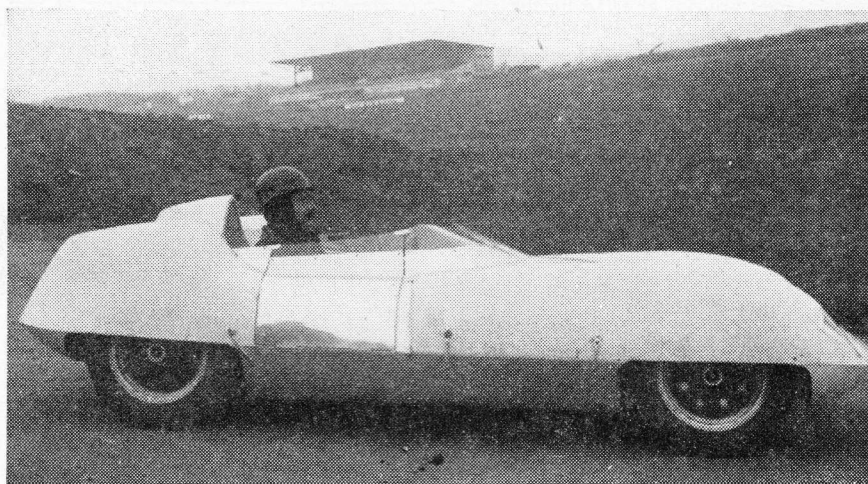
*(Continued on page 352)*



most efficient visor available. Made of optical plastic, these are designed to attach to the peak and to give a maximum of comfort, while ensuring that the







## JOHN BOLSTER TESTS

THE energetic Frank Nichols is going from strength to strength with his Elva cars. On the eve of opening a brand new factory, he finds himself in the happy position of being almost overwhelmed with orders, of which well over 50 per cent. are for dollars. Elva Couriers have been doing particularly well in the States lately, much to the chagrin of the local Porsche boys, who used to clean up their class in sports car events. Anyway, a demand has arisen for a slightly more expensive version of the basic sports-touring Courier, for those owners who like to do a bit of racing occasionally.

The new Elva Spyder will have its B-series B.M.C. engine tuned to give 85 b.h.p. As the revolutions will be increased, a 4.2 or 4.5 to 1 rear end will replace the former 3.7 to 1 axle, and the clutch will be of the competition type. The unsprung weight will be reduced by the fitting of magnesium alloy wheels carrying Dunlop R5 tyres. Alfin drums will be used in conjunction with Lockheed brakes—10 ins. x 2½ ins. in front and 10 ins. x 1½ ins. at the rear.

Numerous small modifications have been made to the front suspension, in conjunction with a 5 ins. lowering of the roll centre at the rear, and the replace-

ment of the Panhard rod by triangulated trailing arms. The Armstrong telescopic dampers are to be of the adjustable type, both in front and at the rear.

# THREE

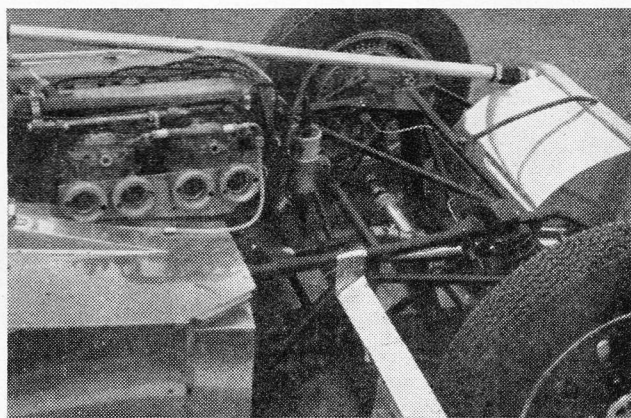
This competition-type suspension is the work of Keith Marsden.

The fibreglass body will have a lower seat, and the screen will be curved and

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*ALFA-ELVA (Right): This Giulietta Sprint Veloce unit is installed in a Mk. 4 chassis. Tests are still being carried out with this car. Note how far back in the chassis the engine is placed.*

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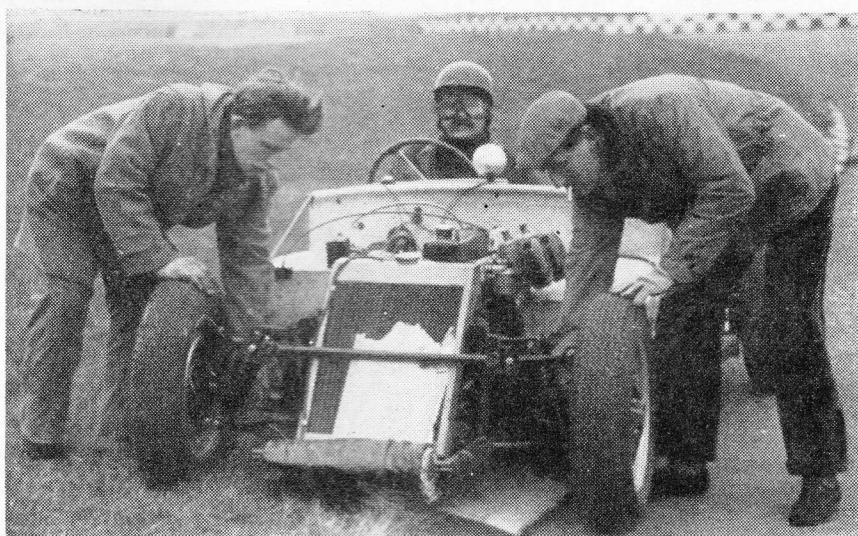
*SLEEK: Bolster sits in the Mk. IV Elva at Brands Hatch. The smooth lines of the car are unbroken by any protuberances.*

steeply inclined, though proper all-weather equipment will be carried. A single aero-type screen will be supplied, as these are still permitted for certain events. A long-distance fuel tank may occupy part of the boot space. It is considered that the price of the Spyder will be about £175 above that of the normal Courier, of which the wheels and brake drums will make up the greater proportion.

I recently had the opportunity of driving a prototype chassis. The body had not yet been fitted, but the strategic use of sheet lead in the right places brought the weight up to standard. It did not, however, do anything to protect the driver from the icy blast! I put in a good many laps of Brands Hatch at racing speed, and was very impressed with the new car. The handling was definitely better than that of the previous model, particularly over considerable bumps.

The days have long gone when competition cars had hard springing. Indeed, they usually give a better ride than do less exalted vehicles. This Elva was a

# ELVAS

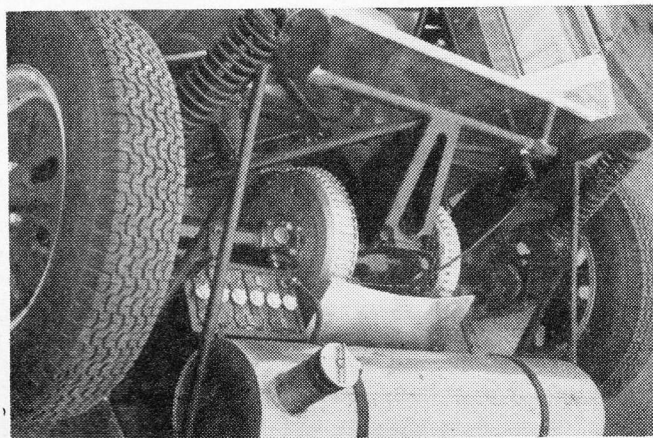
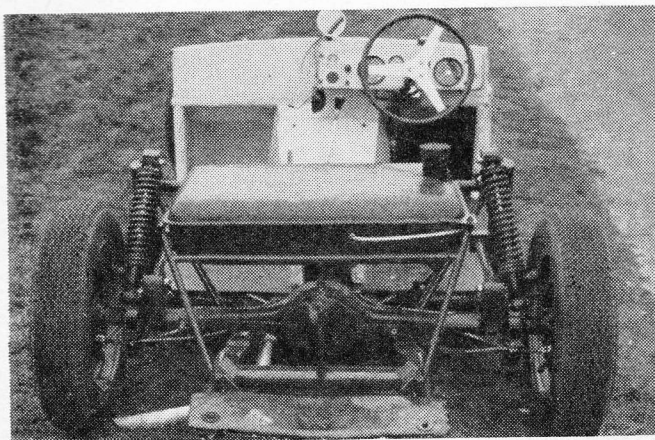


case in point, and the springing swallowed the bumps on Bottom Straight most admirably. The steering seemed to have just the right ratio, and I found myself tackling Clearways in a most determined manner. We tried different helical springs, which may be changed in a few minutes, and various damper settings. Quite soft springing gave the best road-holding as well as the most comfortable ride, and the cars will be delivered with the final setting which we evolved. I can assure future owners of the Spyder that they are going to enjoy some really fast cornering.

That was a lot of fun, but the next Elva I tried was the most interesting variation. The chassis was a Mark 4, with independent suspension all round, and the now well-known space frame.

*TRACK-SIDE CHECK-UP: (Left) Frank Nichols (right) and a mechanic check the front suspension of the prototype Spyder.*





*DIFFERENT APPROACHES: The new Spyder (left) has a rigid rear axle with out-board brakes. The long-distance fuel tank will occupy the boot space. The Mk. 4 (right) has an independent rear end with inboard-mounted drum brakes.*

As a change from the all-conquering Coventry Climax engine, this car was fitted with an Alfa Romeo Giulietta Sprint Veloce unit. This was untuned and strictly "as bought", but it is to be "stretched" to 1,500 c.c. and given the treatment in due course. It had been mated with an M.G.A gearbox with the special close ratios, an admirable component that I keep meeting on every sort of competition car.

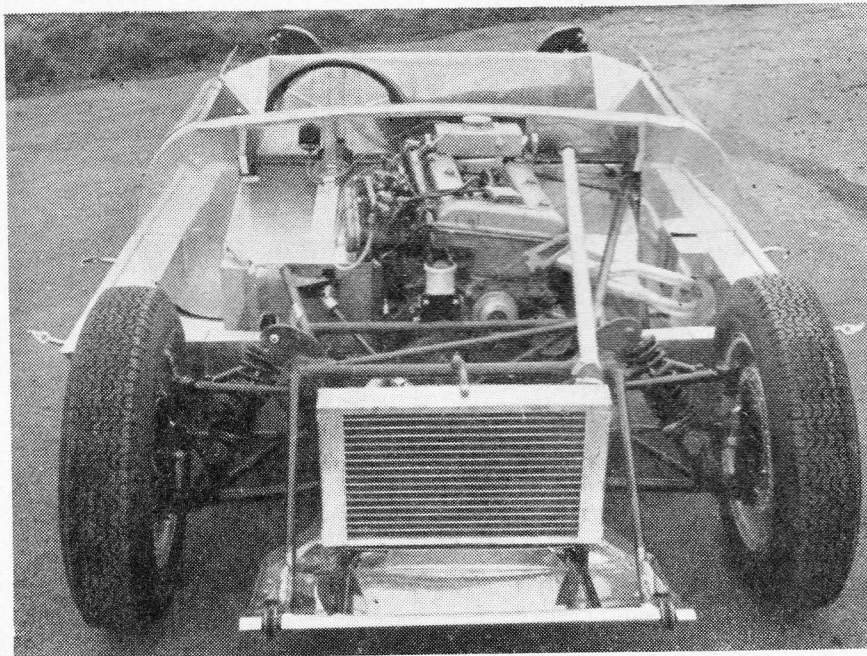
manner, and there is a responsiveness about the steering that is altogether delightful. This Elva ran straight at high speed without any steering wheel corrections, and there was no "twitching". There are many problems in designing a really good all-independent chassis, but one feels that in the Elva they have been pretty well solved. In a car such as this, with large inboard-mounted drum brakes, the total saving in unsprung weight is so

great that it could not be approached by a de Dion rear end. That is why rear "independence" is becoming universal among the smaller competition cars, and the extra complication is certainly worth while. From a driver's point of view, the absence of wheelspin on leaving slow and bumpy corners is a most noticeable feature.

For the next act, we moved to Goodwood. As a test circuit, the Sussex track is perhaps inferior to "the Hatch", because it lacks some of the bumps and changes of camber that bring out the beast in an ill-suspended car. However, we wanted to test the steadiness at a high maximum speed, and Lavant Straight is the place for that.

The car, on this occasion, was a new Mark 4 for the well-known American driver, "Doc" Wyllie. The engine was a 1,500 c.c. twin-camshaft Coventry Climax, with two double-choke SU carburettors. It had been passed off the bench by the makers at 142 b.h.p. I was delighted to find that, once again, I was to handle an M.G.A close-ratio gearbox. The all-independent chassis was similar to that of the Alfa-engined machine, being a little longer in the wheelbase than the 1,100 c.c. cars which appeared last season. The Girling disc brakes had no servo assistance.

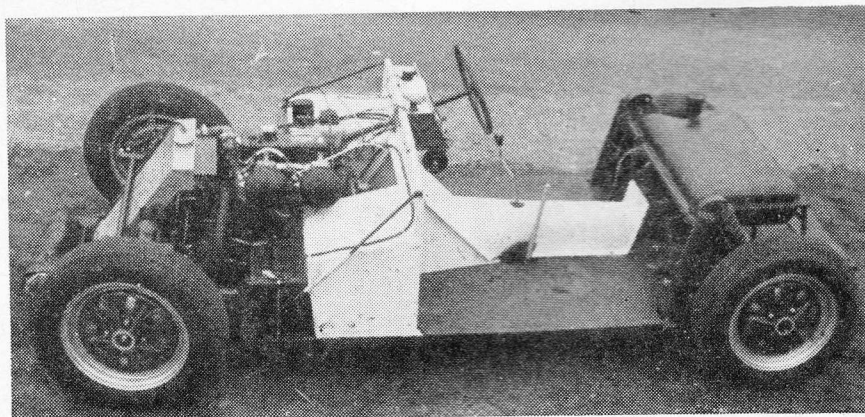
I took a liking to this car at once, for



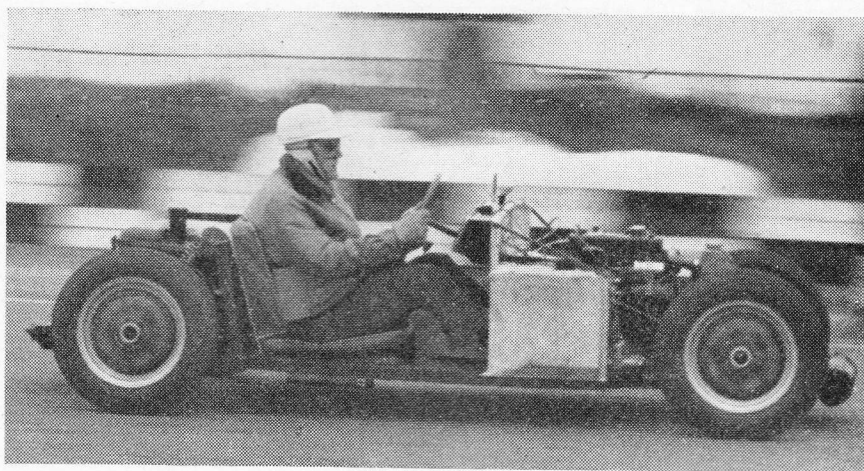
*FRONT VIEW of the Alfa-engined Elva: (Left) Suspension details can be clearly seen in this illustration. BARED for all to see (below) the Spyder has a B series B.M.C. engine tuned to give 85 b.h.p.*

The engine was rigidly mounted in the frame, but it was surprisingly smooth. It had plenty of punch in the middle ranges, though it seemed to peak at a rather lower speed than a Coventry Climax. However, it will no doubt become a very formidable unit in tuned form. The gearbox seemed to suit it perfectly, and this will certainly be an extremely fast 1½-litre car.

The Mark 4 Elva has a definite understeering characteristic. It is a rather unusual car, because the engine is exceptionally far back in the chassis. This reduced the polar moment of inertia, and so the steering has not that "dead" feeling that afflicts some understeerers. If one corners with plenty of power on, the machine will drift in the authentic



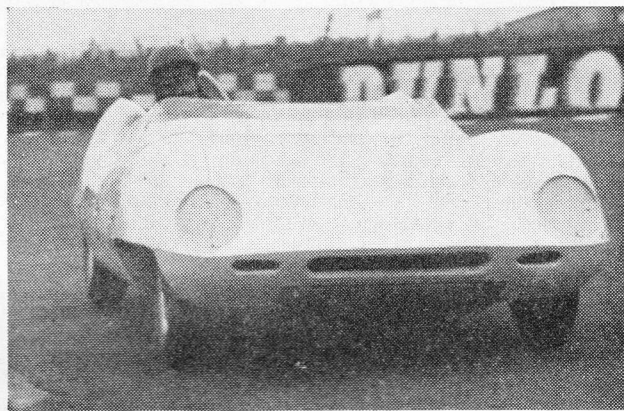




it was so beautifully turned out. I felt that I would never forgive myself if I damaged the immaculate green cellulose, for the Elva was to be shipped to the States the day after my test. However, after a few warming-up laps, I almost forgot about the necessity for caution, and really enjoyed myself. Once again, the handling characteristic tended towards understeering, but the Climax had enough "steam" to alter all that. The steering was high-g geared, which was useful for sudden corrections, though not at the expense of making the machine "dicey" at maximum speed. One could, in fact, drive with one hand down the curving Lavant Straight while adjusting one's goggles.

The disc brakes on this car were very pleasant. They demanded more pedal

★  
OWNER-DRIVEN :  
Frank Nichols  
(above) puts the  
prototype Spyder  
through its paces.  
(Right) John Bolster  
urges the Mk. 4  
through a corner.



### EUROPEAN RALLY CHAMPIONSHIP—1959 Edition

FOR this year the scoring system has been slightly altered to give more weight to an outright win or high placing in General Classification and to give more points difference between class placings.

The revised scoring system is as under:—

	1st	2nd	3rd	4th	5th
General Classification ...	8	6	4	3	2
Class placings (over 20 cars) ...	8	6	4	3	2
—qualifying (16-20 cars) ...	6	4	3	2	—
number of (11-15 cars) ...	4	3	2	—	—
starters (5-10 cars) ...	3	2	—	—	—
(Less than 5 cars)			NIL		

Ladies' Class  
(3 cars must start to score) 8 6 4 3 2

The scoring rallies will be: Rallye Monte Carlo (18th-26th January), Monaco; Rallye del Sestriere (23rd-26th February), Italy; Tulpen Rallye (27th April-2nd May), Holland; Deutschland Rally (13th-16th May), Germany; Rallye Acropole (28th-31st May), Greece; Rallyt till Midnattsollen (9th-13th June), Sweden; Coupe des Alpes (23rd-30th June), France; Rallye Adriatique (23rd-27th July), Yugoslavia; Rallye of the 1,000 Lakes (14th-16th August), Finland; Liège-Rome-Liège (2nd-6th September), Belgium; Viking Rally (18th-21st September), Norway; Iberian Rally (22nd-25th October), Portugal; R.A.C. Rally (16th-21st November), Great Britain.

Of these, the Finnish rally is a new event, and the Iberian was not held last year as it did not cover the minimum distance of 1,500 kilometres. Drivers can count their best score in seven events if 13 are held, in six when 10 to 12 are held and in five when six to nine are held. Entrance in a qualifying rally gives automatic entry in the rally championship for the two first drivers only, although rally regulations may allow more drivers to be carried. Drivers who have consistently crewed together

throughout the season will be declared joint champions.

With two rallies run, the reigning male champion, Sweden's Gunnar Andersson, has acquired only 3 points to the 16 points scored by the "Monte" winners, Coltelloni/Alexandre. The reigning lady champions, B.M.C.'s Pat Moss/Ann Wisdom, have, however, won the Coupe des Dames in both, although their victory in the recent Rallye del Sestriere brought no championship points as only two ladies' crews started.

The highest-placed Britons are Parkes/Horwath with 8 points, but the redoubtable Ada Pace of Italy lies fifth in the Men's Championship with 9 points brilliantly scored in taking second place in the Sestriere.

The rally season has, however, only just opened and many of the best drivers, such as Bernard Consten and Max Reiss, have not yet entered the lists.

JOHN GOTT.

### LE MANS ENTRIES

Now available is a provisional entry list for the Le Mans 24 Hours Classic on 20th-21st June. Below is a list of entrants and cars.

So far accepted are: Brian Lister (Lister-Jaguar 3-litre, 2 cars); Ecurie Ecosse (Jaguar 3-litre); David Brown (Aston Martin 3-litre, 3 cars); Graham Whitehead (Aston Martin 3-litre); Ecurie Ecosse (Toleiro-Jaguar 3-litre); Equipe Nationale Belge (Lister-Jaguar 3-litre); Scuderia Ferrari (Ferrari 3-litre, 3 works cars); Pavano (Ferrari 3-litre); Ecurie Francorchamps (Ferrari 3-litre); Fayen (Ferrari 3-litre); North American Racing Team (Ferrari 3-litre, 2 cars); E. D. Martin (Ferrari 3-litre); Ecurie Three Chevrans, Switzerland (Aston Martin 3-litre); Lotus Engineering (Lotus 2½-litre); Scuderia Ferrari (Ferrari 2-litre); Cooper Cars (Cooper 2-litre, 2 cars); Triumph (Triumph 2-litre, 3 cars); A.C. Cars (A.C. 2-litre); Rudd Racing Limited (A.C. 2-litre);

pressure than some drum-type installations, but they were progressive to an extent that is seldom found among discs. All the wheels could just about be locked during a panic application, but this would certainly not be done accidentally. There was definitely nothing tricky about the handling of the car. Naturally, the technique of driving a modern all-independent sports racing car must be learnt, but any competent racing driver could soon start putting up some really good lap times with this 1½-litre Elva.

I enjoyed the experience of driving these three Elvas at Brands Hatch and Goodwood. I feel that the cars are particularly well made, which gives one confidence on a racing circuit. I am to carry out a full road test of the Spyder shortly, but this time I am glad to say that it will be fitted with a body.

Porsche (Porsche 1,600 c.c., 2 cars); Kerguen (Morocco) (Porsche 1,500 c.c.); Porsche (Porsche 1,500 c.c.); M.G. Car Club (M.G. 1,600 c.c.); De Beaufort (Porsche 1,500 c.c.); Hugas (Porsche 1,500 c.c.); Les Amigos (Cooper 1,500 c.c.); Contrero (Giulietta 1,300 c.c., 2 cars); Border Reivers (Lotus Elite 1.3-litre); Car Exchange Racing Team (Lotus Elite 1.3-litre); Sid Hurrell (SAAB 750 c.c.); Jansson (SAAB 750 c.c.); Pagni (SAAB-Abarth 750 c.c.); D.B. (D.B. 750 c.c., 4 cars); de Tomasso (Osca Special 750 c.c.); Osca (Osca 750 c.c., 2 cars); Masson (D.B. 750 c.c.); Lotus Engineering (Lotus 750 c.c., 2 cars); Stanguellini (Stanguellini 750 c.c., 2 cars).

It will be seen that Scuderia Ferrari has a very strong entry, with three cars in the 3-litre class and one 2-litre machine, a new V-6. Opposition comes from two Lister-Jaguars, three works Aston Martins and—not to be ignored—Graham Whitehead's entry. Ecurie Ecosse has one Lister and one Tojeiro. For the Index, D.B. seem to be making a determined effort, with four cars, but against these are two Lotuses, two Stanguellinis and two Oscas. Other makes are also well represented, while the performance of the three Triumphs will be watched with interest. The cars will be fitted with prototype engines which, we believe, are 2 o.h.c. fours.

No drivers have yet been named, but it seems likely that the following cars will be piloted as suggested:—

Car Exchange Elite: Bill Frost; Hurrell's SAAB: Sid Hurrell and Roy North; Lotus 750: Keith Hall, Keith Greene, Mike Taylor and Ian Walker; Lister: Ivor Buch, Bruce Halford, Walt Hansgen and Ed Crawford; Aston Martin: Tony Brooks, Roy Salvadori, Maurice Trintignant, Carroll Shelby, Paul Frere and Masten Gregory; Graham Whitehead's Aston Martin: Graham Whitehead and Brian Naylor; The big Lotus: Graham Hill; Coopers: J. Brabham, Bruce McLaren, Jim Russell and George Wicken; Triumph: Dickie Stoop, Peter Jopp and N. Sanderson; Rudd A.C.: Ken Whiteaway; M.G. Car Club's M.G.: Ted Lund; and the Border Reivers' Elite: Jim Clarke and Tom Dickson.



*SECOND TO NONE*—Ritchie Ginther's steady drive in the 4.1 Ferrari rewarded him with victory in the main event after his usual first-rate performance.

As a preview of things to come during the forthcoming Pomona Grand Prix, the West Coast season opener at Pomona lacked nothing. No one monopolizes the winner's box on the West Coast, but the consistent, steady driving of Ritchie Ginther paid off again for the smiling young man in the big Ferrari. He won the main event after holding off a lot of very hungry opposition. Ken Miles was in rare form as he set a new all-time lap record for the small but rapid two-mile Pomona circuit. Earlier Bob Drake turned up a surprise winner in the semi-main. It was so surprising, in fact, that his win wasn't even greeted with a chequered flag. One thing was very clear, the International talent showing up for the forthcoming Grand Prix at



## Surprises At American Season Opener

Fine Win for Ritchie Ginther—Lap Record by Ken Miles

Pomona will have to knuckle down to make much of a dent in the ranks of the formidable local talent on the West Coast.

After qualifying races on Saturday, Sunday's races started with a fantastic five-way duel between five Cooper-Nortons in the Formula 3 race. Bud Hand, Jack Brink, Bob Wenz, Harry Morrow and Ken Nichols went at it with hammer and tongs, exchanging the lead several times a lap. Ken Nichols finally rocketed across the finish line one second ahead of Jack Brink to establish a surprising 79 m.p.h. average (15 mins. 11 secs.) for the 10-lap, 20-mile race. Bob Wenz was third and Harry Morrow was fourth in a race that was a rarity in Formula 3 annals; all 12 entries finished the race!

In the race for production cars of up to 1,300 c.c., Dick Hayward in an Alfa Romeo Spyder not only won by 25 seconds over second place-man, John Webb in a D.B. coupé, but lapped all but the first seven cars out of 18 starters. Winning average for the 30-mile, 15-lap race was 72.70 m.p.h. (24 mins. 45 secs.).

Although the Porsche Supers and twin-cam M.G.As race in the under 2-litre race, Frank Aldhous accomplished quite a feat in winning the under 1,600 c.c. production car race in his Alfa Romeo Veloce. (Veloce models of the Alfa race

By GORDON H. MARTIN

Photography by Bill Norcross

in the under 1,600 c.c. race, rather than the under 1,300 c.c., to make a more sporting show of things.) It was another frightfully close one, however, for Mark Sanders brought his M.G.A. across the line just one second behind Aldhous, but a safe 23 secs. ahead of Bob Greenland's Porsche 1,600 c.c. Speedster. Aldhous's time for the 30-mile, 15-lap race was 23 mins. 35 secs. (76.30 m.p.h.).

Ronnie Bucknum walked away with the under 2,000 c.c. production race in his Porsche Super Speedster, averaging 76.90 m.p.h. for the 14-lap, 28 miles (21 mins. 52 secs.). R. W. "Kas" Kastner was second in a Triumph TR3, 20

seconds back, and Jim Parkinson was third in a twin-cam M.G.A.

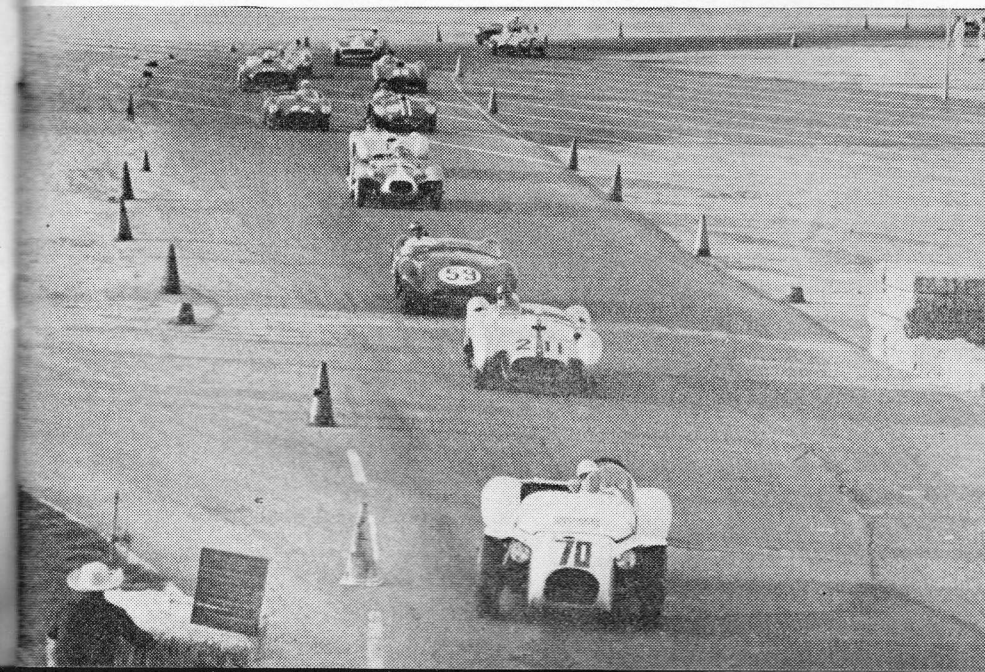
The under 3,500 c.c. production car race went to Jack Breskovich and his race-weary Austin-Healey 100-S. (A fine example of a car that was ahead of its times. It's a pity that a refined model of the "Sebring" Healey isn't still in production, for the old ones still around make a good account of themselves and were a credit to their maker.) Second to Breskovich's Healey was Skip Conklin in an A.C.-Bristol and third was Jimmy Moore aboard a Porsche G.T. Carrera. Both the Bristol and Porsche Carrera have been moved up into the under 3,500 c.c. class for closer races. Winning average, 77.60 m.p.h. (23 mins. 11 secs.) for 30 miles (15 laps).

The "Fiberglass" race, for Corvettes only, was won by Andy Porterfield. Second and third went to Fred Grant and Vince Mayell. This was the first race of the day to better the winning average in the Formula 3 race, at 79.60 m.p.h. (22 mins. 35 secs.) for 30 miles (15 laps).

Joe Playan has never won a 2-litre main event, but he managed to get into a commanding lead in the 2-litre race. Nearly everyone was happy, the crowd, and Joe, but not his opposition; which included Gordie Glyer in a 1.9 Ferrari, Bob Drake in a 1.5 Cooper-Climax and assorted other competitors. Thirty-four opponents, to be exact. Playan built up a sizeable lead in his Porsche 550 Spyder and he was a certain winner up to two laps from the end of the 25-lap event.

Due to lack of Formula 2 cars, the officials had a hard time deciding which race to allow John McLaughlin to enter in his Formula 2 Cooper-Climax. Although he was disqualified later, some official told McLaughlin he could race with the under 2-litre non-production sports cars. He started at the back of the grid and slowly worked his way forwards. Two laps from the end of the race he overtook Playan's Porsche Spyder and changed the entire outcome of the race. Rounding turn three, on the last lap of the race, just pass the overpass, McLaughlin spun out, Playan crashed into the F2 Cooper, and Bob Drake in the Cooper Sports and Skip Conklin in a 1,100 c.c. Lotus Mk. XI nipped by the

*"OLD YALLER" takes charge—Max Balchowsky leads the pack in his ugly Buick Special on the first lap of the main event.*







two damaged cars. In spite of a lot of bent metal, McLaughlin and Playan restarted and set off in hot pursuit. The flagman was waiting to give Playan the chequered flag. Drake and Conklin roared by in first and second place, but the flagman was still waiting for Playan, who came in third and got the chequered flag. After the race was over they got it straightened out; Drake first, Conklin second, and alas, Joe Playan third. Drake averaged 82 m.p.h. (36 mins. 35 secs.) for the 50-mile, 25-lap race. McLaughlin, in spite of a fine drive that would have netted him fourth, in spite of the spin out, was disqualified. Ed Freutel, Jr., driving his Lotus-Fiat, came in 17th and won the under 750 c.c. modified class running in the same race.

Then they turned the ladies loose. All classes, both production and modified, including a rather ancient Talbot-Lago Grand Prix machine driven by lovely, very feminine Linda Scott. A Formula 1 car of any variety is a rare sight in the States, but with a woman driving... well! The laughter soon turned to amazement, though. The 16-mile, eight-lap race was won by Linda, who averaged 76.20 m.p.h. (12 mins. 38 secs.).

Dan Gurney, the newest addition to Ferrari's International team for 1959, won Saturday's qualifying race in a 4.9 Ferrari. Sunday's main event for over 2-litre non-production cars found him a favourite to repeat. When the green flag dropped, Gurney got a miserable start, although he occupied the first row on the grid. Max Balchowsky tore off into the lead and into turn one first. A mighty cheer went up for Max's "Old Yaller", the ugliest home-made special in existence. But the nondescript yellow monster packs a 5,350 c.c. Buick fuel-injected engine and has had a long and distinguished career and many overall wins. Max reacted to a very sympathetic crowd and easily kept five Ferraris, a 3.8 Aston Martin, a 4.5 Maserati and assorted big-bore monsters at bay. On the third lap Gary Picken's modified Triumph TR2 blew up, depositing oil all over turn six. Max came roaring around on his fourth

tour, hit the oil, and spun like a top. Ritchie Ginther tooling a 4.1 Ferrari hit the oil, as did Bill Krause in a 4.5 Maserati, both flying off the course. Although Ginther and Krause quickly regained the course in first and second place respectively, Balchowsky had to tour slowly to the pits to remove a dangling exhaust pipe before resuming the race in earnest, two laps later.

Trouble this time was spelled "Miles". Ken Miles had won the under 2-litre modified race on Saturday by such a wide margin in his 1,600 c.c. Porsche 550 Spyder that the officials allowed him to race with the "big bore boys" on Sunday. For this dubious privilege, however, Miles had to agree to start at the back of the grid. So here was Miles, circulating like a satellite, ahead of Oker and now yapping at Gurney's heels. Just to prove it was no accident, Miles not only overtook Gurney (Saturday's winner), but he set an all-time lap record for Pomona at 1 min. 21.30 secs.! He might well have won had he not started at the rear of the grid.

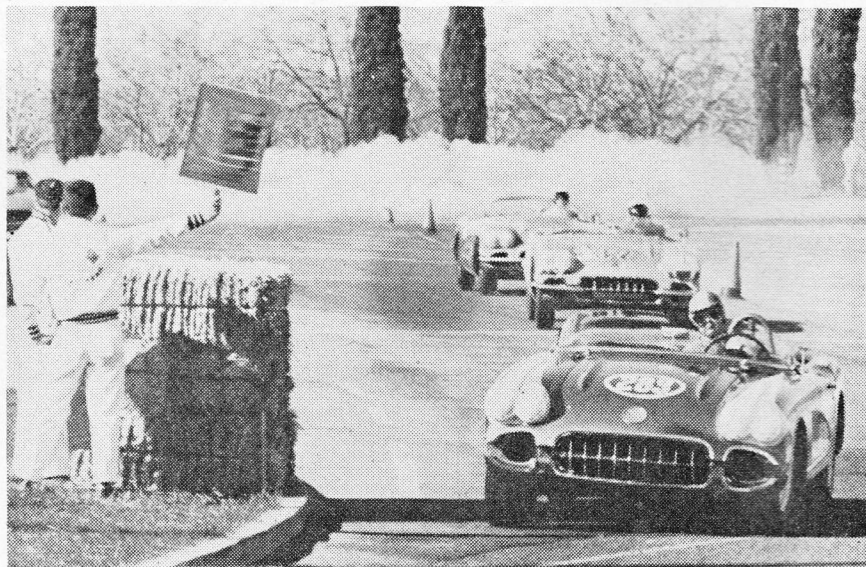
Krause did an excellent job in the ex-Paravano 4.5 Maserati, but he couldn't catch Ginther. Few drivers can drive as

**GIANT-KILLER**—Ken Miles, who entered his Porsche 1600 in the over 2-litre race, moved steadily through the field, overtook such men and cars as Dan Gurney in a 4.9 Ferrari (No. 69) and finished in third place!

steady a race as Ritchie Ginther, and no one is less likely to abuse a car. Ginther has finished virtually every race he's ever started. He finished this one first, four seconds ahead of Krause and just six seconds ahead of Miles. Gurney was fourth, 15 seconds behind Ginther, and Oker was fifth, 59 seconds behind. Balchowsky was eighth, over a lap behind. Ginther won the 50-mile (25-lap) race at 86.60 m.p.h. (34 mins. 40 secs.).

#### American Angle—continued

(1290 Alfa Romeo); Arnolt/Goldman/Durbin (1971 Arnolt-Bolide-Bristol); Salvadori/Shelby (2922 Aston Martin); Sheppard/Forlong (2922 Aston Martin); Hambro Automotive Corp. (Austin-Healey Sprite); Hambro Automotive Corp. (Austin-Healey Sprite); Hambro Automotive Corp. (Austin-Healey Sprite); Oakes/Bethell (Austin-Healey Sprite); Lucas (Cooper); Laureau/Armagnac (750 D.B.); Bonnet/Bouharde (750 D.B.); Hanna/Toland (850 D.B.); Wyllic/Dietrich (1098 Elva); Tweedale (Elva Courier); Martin/Wallace (Elva Courier); Milliken/Ripley (Elva Courier); Hill/Gurney (2996 Ferrari); Gendebien/Von Trips (2496 Ferrari); Allison/Ginther (2496 Ferrari); Daigh/Rodriguez (2953 Ferrari); Geitner/Carveth/Andrey (2996 Ferrari); Reed/Odell/Sturgis (2953 Ferrari); Casner/Hunt/Collins (1994 Ferrari); Martin/Reventlow/Kimberly (2903 Ferrari); Mena/O'Shea/Joacito (2903 Ferrari); Johnston/Lunken/Pabst (2953 Ferrari); Roosevelt Auto Company (750 Fiat Abarth); Roosevelt Auto Company (750 Fiat Abarth); Roosevelt Auto Company (750 Fiat Abarth); George Schrafft (750 Fiat Abarth); Blanchard/Pauley (1090 Lancia Zagato); Baumberger/Cronkite/Rohlfis (1090 Lancia Zagato); Charles Kreiser Motors (1090 Lancia Zagato); Moss/Bueb (Lister-Jaguar); Hansgen/Crawford/Thompson (Lister-Jaguar); Cunningham/Underwood/Boss/Forno (Lister-Jaguar); Chapman/Lovely (Lotus Elite); Chamberlain/Weiss (Lotus Elite); Team Lotus (Lotus Eleven); Chamberlain (Lotus Eleven); Moran/Rand (Lotus 1475); Entwhistle/Hannah (Lotus 2000); Lawrence/Durbin/Cook (Maserati 300S); Venezuela Auto Club (Maserati 300S); Trintignant (Maserati 300S); Hambro Automotive Corp. (M.G. 1588 Twin-Cam); Hambro Automotive Corp. (M.G. Twin-Cam); Hambro Automotive Corp. (M.G. Twin-Cam); Wright/McNeill (Morgan Plus Four); Rodriguez/McCluggage (Osca 749); Pabst/Makins/Eichenlamb (Osca 954); Boynton/Jeffords/Middleton (Osca 1491); de Tomasso (Osca 750); Maglioli/Hermann (Porsche 1598); Barth/Wolfgang/Von Trips/Bonnier (Porsche 1600); Von Hanstein/De Beaufort (Porsche 1598 Carrera Coupé); Sessler/Holbert (Porsche 1498 R.S.K.); Miles/McAfee (Porsche 1498); Erickson/Hugus (Porsche 1498); Von Dory/Mieres (Porsche 1498); Cuevas/Martin (Porsche 1498); Art Bunker (Porsche 1498 R.S.K.); John Bentley (1991 Triumph TR3); Kolb/Moore/Hobbs (1991 Triumph TR3); McArthur/Rollason (748 Stanguellini).



**HUGE** production Corvettes had a race of their own. Here the eventual winner, Andy Porterfield, leads Fred Grant by a hairsbreadth.

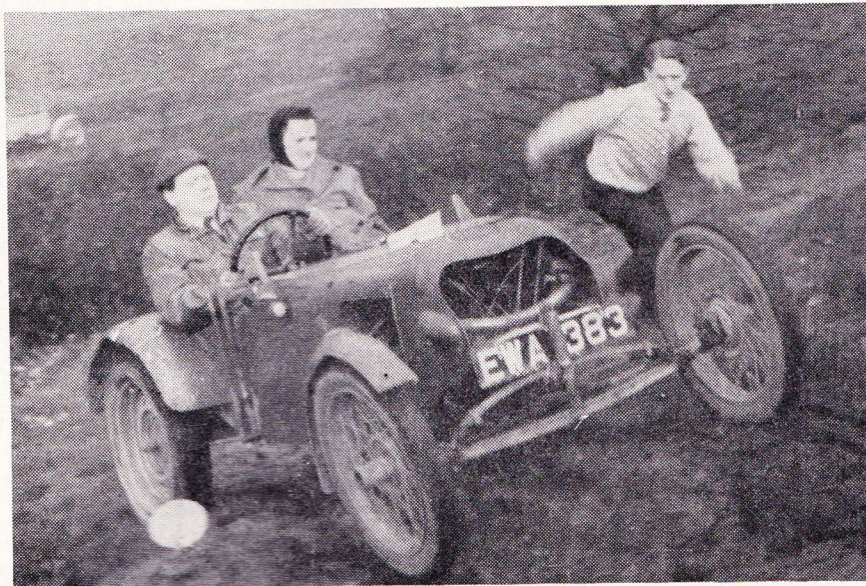


**YET ANOTHER CLEAN CLIMB** as Tony and Brenda Alldred, winners of the "White Rose" Trial, urge their J.A.P. Bassinet over the top of one of the Post Hill sections. Marshal Henry Holliday has to sprint to keep watch.

**ALTHOUGH** only a closed to club event and not qualifying for R.A.C. or B.T. & R.D.A. ratings, the Yorkshire Sports Car Club's "White Rose" trophy trial, held on 1st March, attracted an entry of an excellent quality and of a number matching a restricted event.

The trial was organized by Norman Coates, who lent his well-known "N.H.C.2" car to his 17-year-old son, John, to compete in his first trial. John did not let down the family tradition and finished fifth, gaining a first-class award and making his father comment thankfully, "He's got another two years to do at agricultural college yet!"

The course devised by Norman Coates followed that used last year closely, with 10 sections at Post Hill, Leeds, in the morning and 14 sections a few miles



## THE YORKSHIRE SPORTS CAR CLUB'S "WHITE ROSE" TRIAL

away at Howden Clough in the afternoon.

The Post Hill sections consisted of long grassy climbs, short twisting hills on a leaf-mould surface and a couple of tricky gullies. On these sections, the winner of the event, Tony Alldred, was able to build up enough advantage to show up as a seven-point leader by lunch time. In doing so he climbed six of the 10 sections without penalty.

The earliest sections were the gullies and on the first only six drivers were clean. The second caught out every one of the 24 competitors but four reached the "four lost" mark. The trial, incidentally, was marked on the new marks lost, or "highest loses least", basis.

The next sections were those among the trees and it was here that John Dickinson had the most alarming incident of the day. After failing a hill the car ran back and dropped down a steep bank, overturning as it hit the ground. Fortunately there were plenty of spectators to lift the car from John and his

passenger and they were unhurt. The car was too badly damaged to continue. Tony Alldred showed his form on the last two of the Post Hill sections by climbing both long grassy climbs clean where earlier numbers had spun to a stop quite low down.

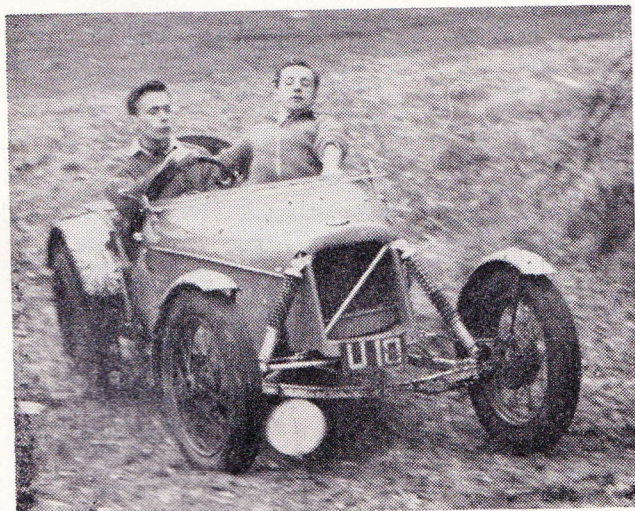
At lunch Tony led from Roland Wilson with Eric Jackson third.

The afternoon sections gave more variety—even one with axle-deep mud. The last two hills were the most spectacular of the day, both long climbs from a path. One of them was not climbed at all, and John Coates and Tony Alldred put up the best shows, reaching the "two" mark. The last hill of the day encouraged some fast climbs,

### Provisional Results

**White Rose Trophy (Best Performance):** A. D. Alldred (J.A.P. Bassinet), 42 points lost. **Special Award (second):** R. J. Wilson (R.J.S.), 49. **First Class Awards (in order):** E. Jackson (Cannon), 60; T. A. Marshall (Austin), 62; J. H. Coates (N.H.C.2), 74. **Team Award:** A. D. Alldred, T. A. Marshall and J. S. Jenkins. **Novice Award:** G. D. Hobson (Ford Spl.).

★  
*BEGINNER AT seventeen—and with the assurance and precision of an experienced driver, John Coates, son of trials driver Norman Coates, won a first-class award in this, his first trial.*  
★



among them Joe Foster, John Coates and L. Hurt, all of whom fairly rocketed up.

On this and on many of the other sections Alldred found that the low-down slogging power of his unusual J.A.P. twin-cylinder special was ideal and coupled with his careful driving and the enthusiastic bouncing of his wife, Brenda, gave him the advantage needed to win the trial.

A good trial, efficiently organized and in a compact area was the verdict on a trial regarded as an oil-warmer for the club's important "4/44 Trophy Trial" the following week-end, 8th March.

PETER CRAVEN.

### N.L.E.C.C. JACOBAN TROPHY RALLY

28th February/1st March

**BETWEEN** 10 and 11 p.m. on 28th February 58 crews started from Paul Street Garage in the City of London and between 7 and 10 a.m. the next morning 44 crews were clocked in again there, after having woven intricate patterns through the unseasonably lovely spring night and the North and South Downs to the tune of some 240 miles.

A strictly 20 m.p.h. section took competitors out of the denser traffic to Mitcham, where the fun began with 104 points to be visited, 12 of them timed, and a further 14 points to be plotted for a short closed route section with secret checks. Over Box Hill, down Pebble Combe, up Ranmore Common, round Leith Hill, through Wealden woodlands to Whiteways Lodge and on to Hove went an ever more breathless procession to use up 140 miles of road to travel some 50 crow-flight miles. The return run past the Devil's Dyke and through St. Leonards Forest was less complex in pattern but equally demanding.

The quality of the organization is evidenced by the receipt in Tuesday's first post by all competitors of detailed analyzed provisional results.

R. S.-P.

### Provisional Results

**Outright Winner:** Paul Steiner, navigator, B. Cumbers (Simca), 420. **Runner-up:** S. Clipstone (VW), 470. **Class A, Up to 1,300 c.c.:** B. Blain (Prefect), 720. **Class B, 1,300-1,600 c.c.:** P. Sapsed (Volvo), 1,190. **Class C, Over 1,600 c.c.:** F. Freeman (Plus Four), 800. **Team Prize:** Ecurie Esteem, M. Reeves (Austin-Healey 100-6) and S. Clipstone (VW).



*SKELETON VIEW of the brand new Fiat 1800, showing the inner details of this newcomer from Turin.*

of interest) are fitted so that door-slaming is unnecessary. There is a very roomy luggage compartment, with the spare wheel stowed so that it is accessible without removing or disturbing the luggage; in spite of its capacity, however, the floor is considerably lower than the bottom of the lid, so that the luggage must be lifted out rather than drawn. This is not, perhaps, a serious disadvantage, and in view of the few occasions on which the boot is likely to be filled with heavy luggage, there is adequate compensation in the increased body stiffness which results from the "back wall" on the boot.

There is a full complement of instruments and a heater is fitted as standard. Also fitted is a demister for the rear window, the warm air leaving the duct behind the rear seat squab being fan-impelled. Grab-handles are fitted above the doors and the seats themselves are roomy and extremely comfortable. The back-rest of the bench-type front seat is divided and each half is individually adjustable for rake.

Mechanically, there are a number of interesting features on the new Fiat. The power unit combustion chambers are described as "polyspherical", the shape being formed by several intersecting spherical surfaces. This results in a unique shape which is said to combine the advantages of both hemispherical and triangular chamber-shapes. The inner surfaces of the combustion chambers are machined all over, ensuring accuracy of shape and uniformity of volume on all six chambers. The polyspherical shape is claimed to be

## A New Fiat "Six"

*New Medium-capacity Six-cylinder Cars  
to replace the existing 1400 and 1900*

**By Martyn Watkins**

As forecast in AUTOSPORT by John Bolster just over a year ago, a Continental manufacturer has produced a new, medium-capacity six-cylinder engine car which is likely to take the lead in a growing trend of popularity for cars with this type and size of power unit. The manufacturer is Fiat and the car is the exciting new "1800", an entirely new machine both mechanically and bodily which replaces the four-cylinder 1400 and 1900 models, which are now no longer in production.

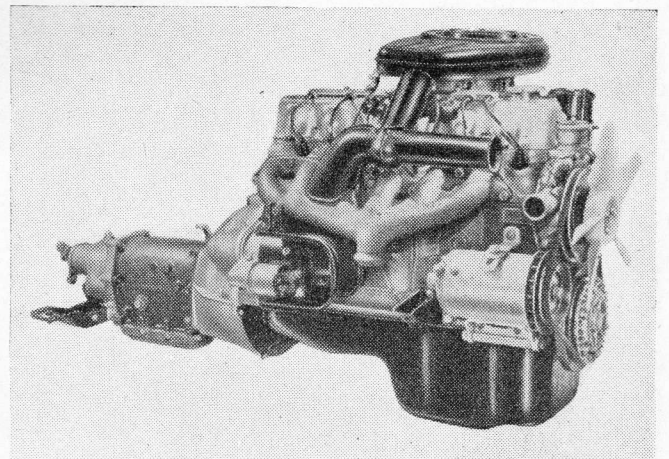
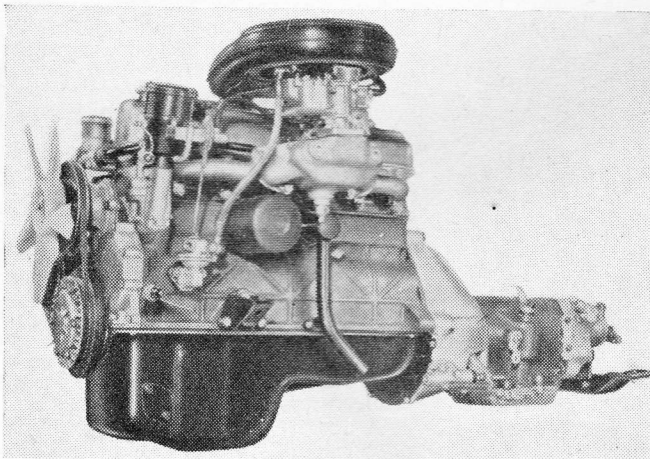
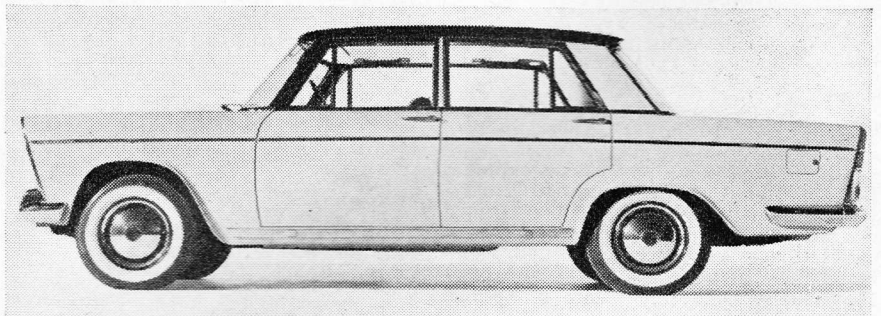
Basically, the 1800 is powered by a 1,795 c.c. engine, with its six cylinders in line, developing 85 b.h.p. It is also available, however, with a 2.1-litre engine of 2,054 c.c. which gives 95 b.h.p. In each case, exactly the same body and other details are used and one of the reasons for the alternative engine size is the question of taxation, which in some countries is measured on cylinder capacity. Apart from this, the larger engine gives the obvious benefits of better acceleration and a slightly higher maximum speed. The difference in fuel consumption is said to be negligible.

Both versions of the car are five/six-seaters, available at first in saloon form with estate car versions to come at a slightly later date. However, leg-room in the rear seats, especially with a tall driver, is noticeably restricted, even

when all passengers are of average size. From the standpoint of cushion width, there is ample, comfortable space, but one feels that the additional passengers would grow cramped on a journey of reasonable length. Finish throughout, both internally and externally, is superb.

The new car is distinctly a quality car. The body style is something of a new one for Fiats, displaying the wide, square look now fashionable and beloved of many manufacturers: Fiat's description of it is "Turin styling". The body is notable for a high degree of interior light and for first-class visibility.

There is a feeling of sturdiness and solidity about the body. Silent door locks (by Willmot-Breeden, as a matter



*TWO VIEWS of the entirely new 1.8-litre engine, which has an unusual combustion chamber shape and, incidentally, a nylon cooling fan.*





*FULL INSTRUMENTATION and individually adjustable seat squabs are found in the driver's end of the car, which is laid out in a most pleasing manner.*



*REAR SEATS are comfortable and provided with a folding armrest. Rear quarter-lights can be opened, and grab-handles are fitted.*

highly resistant to detonation. Compression ratio is 8 to 1, and the valve gear incorporates a single camshaft located in the crankcase.

The crankshaft is fitted with a torsional vibration damper, and a centrifugal oil filter is fitted.

On the chassis, Fiat has departed from tradition and is using a torsion bar independent front suspension while the rear suspension remains similar to that used on the discontinued 1400 model. Drum brakes are fitted, and incorporate an unusual feature in the hydraulic system in the addition of a pressure governor for the rear brakes. This device prevents locking of the rear wheels when braking, although emergency use may, apparently, be too much for the device on occasion. Front wheel brakes are assisted by the booster used with success on the 1400.

Gearbox, operated by a steering column lever which is short and precise by steering column standards, has synchromesh on all four forward speeds, while the clutch is hydraulically operated.

It is obvious, on examination, that nothing has been skimped in any way on the new Fiat 1800. Attention to detail has been complete and little features like the rear window demister demonstrate the care with which the finish and fittings have been planned. The bonnet release catch is fitted inside the lockable glove locker on the fascia; opening of the locker lid automatically switches on a light fitted inside. Courtesy lights—themselves remarkably carefully designed—are fitted behind both rear doors and beneath the rear-view mirror, while

lifting the bonnet automatically switches on inspection lights, one mounted on each side of the engine compartment. The engine cooling fan is formed out of a synthetic, nylon material; sound-insulating glassfibre lines the underside of the bonnet. All bright parts of the exterior trim, with the exception, for some reason, of the bumpers are in stainless steel or polished aluminium alloy. For additional body protection the bumpers themselves extend well round the corners of the body. Elegant, spring-loaded bright metal flaps cover the jacking sockets. The ashtrays are spring-loaded, and open of their own accord when a release-button is pressed. In spite of the well-wrapped windscreen, which combines a large degree of curvature with no distortion, the designers have managed completely to avoid any suggestion of those knee-cracking corners, and the whole of the leading edge of the front door curves gently backwards. Sun-visors are completely flexible.

On the road the car provides impressive acceleration and a comfortable ride. The quietness and flexibility of both engines is one of the noteworthy features, while the car responds well to the steering wheel. The brakes and general road-holding qualities are excellent. When maximum speed is approached there is some wind noise, although a large amount of this appears to centre around the radio aerial! Corners can be taken at most enterprising rates with little body roll but considerable tyre squeal, and the car always goes where it is pointed with no unpleasant tricks from the rear end. The

2.1-litre engine is, perhaps, a little noisier than its smaller brother, but to complain about this would be splitting hairs, to put it mildly.

## SNETTERTON OPENER

AMONG the entry list for Snetterton on 22nd March are no fewer than seven of the powerful Cambridge-built Listers—three of them with 380 h.p. American Corvette engines of 5,752 c.c. Driving the new cars will be Mike Anthony, R. A. Brightman and J. Ewer; the Jaguar-engined Listers will be in the hands of John Bekaert, Bill Moss, Peter Mould and David Shale.

These cars will be competing in an eight-lap scratch race for sports cars. Against them will be two other new contenders making their debut—the Cooper Monaco, driven by Jim Russell and the new 2-litre Lotus Seventeens of Mike Taylor and Douglas Graham. Also entered are two cars from Ecurie Ecosse—a Lister and a Tojeiro.

A surprise entry in the *Formule Libre* race is 24-year-old Martin Courtenay Vandervell—young cousin of Mr. Tony Vandervell, originator and patron of the world-famous Vanwall, who has just been forced to announce his temporary retirement from the track because of ill health. Young Martin Vandervell has been a pupil of Jim Russell's Racing Drivers' School at Snetterton since last July.

He has been entered in an 1,100 c.c. Cooper sports car converted by the Jim Russell School to look like a Formula 2 car.





## Cambridge U.A.C. Speed Trials

T. J. Threlfall (Lotus) Makes B.T.D. at Snetterton

FOR the second speed meeting of the year the Cambridge University boys staged an ambitious event at Snetterton last Sunday under a restricted permit. The entry list was over-subscribed but in other respects Dame Fortune did not smile on their efforts. Nearly a fifth of the competing cars were non-starters; the marshalling force was seriously reduced by illness; the home-built electronic timing gear which they dreamed up refused to talk sense and had to be replaced by a more normal device which, in turn, gave trouble and caused several re-runs; practising started late and was further delayed by the furious onslaughts which sundry competitors inflicted on the chicane near the finish; this delayed the start of the meeting and forced the organizers to limit the timed runs to one per car per class; when the event did get under way and seemed to be running smoothly the Fates struck hard once more—poor Bill Fowler's lovely old Aston Martin suddenly distributed half its engine and all its oil over the course, which took a great deal of clearing up before the proceedings could continue; finally, the weather was horrible to say the least—wet and cold for practice, drying but bitterly cold for the event. However, what these chaps lacked in experience and the ordinary run of luck, they made up for in enthusiasm; we sincerely hope the breaks are better for their future presentations.

The course used measured about a thousand yards and ran from the end of the Home Straight, through the Esses, round Coram Curve and through a chicane to finish at Paddock Bend. The famous drain in the Esses which doesn't, didn't, which reduced the effective width

of the banked right-hander by half and made the exit from the corner somewhat interesting. The chicane was made of hardboard on 4 ins. x 1 in. soft timber frames, which seems to be the ideal solution. It took an awful beating during practice but did not offer enough resistance to damage the cars. For the timed runs it was used in modified form, partly because certain portions of it were no longer serviceable, and it escaped further assault.

Apart from a little harmless tail-wagging at the exit from the Esses, which was kept damp by the chaps who clipped the edge of the water hazard in the corner itself, the only incident of the day

*BRUTE FORCE* displayed by the massive Chevrolet Corvette driven by Sir Gawaine Baillie, who also won his class with a 3.4 Jaguar.

was the demise of poor Fowler's splendid old warrior. He made an excellent getaway and was building up some real speed as he shaped for the first bend of the Esses; suddenly the bark of the exhaust was cut off abruptly and the car went into a wild spin, with everything locked solid and quantities of hot metal and oil spewing all over the track. He luckily did not hit either of the extremely unyielding drums which mark the inside of the bend, so Fowler himself was quite uninjured and the chassis of the gallant old car is still sound. The engine, however, was a very sad sight indeed. It looked as though number three con-rod probably went first and everything followed on from there; most of the base came away from the sump, half one side of the crankcase was missing, the bell housing was smashed, the rear of the block had risen about two inches and there was a crack somewhere through into the water-jacket, while the back end of the crankshaft complete with flywheel and clutch was hanging down at an angle of about 20 degrees. It is an unhappy experience to witness the violent death of such cherished machinery.

Cars up to 1-litre opened the programme and H. W. G. Elwes had an undisputed win in the sports category with a very determined run in his Sprite. Among the saloons, "Doc." Shepherd appeared with a new A.40 to take the class, but he was run close by B. M. S. Levy with an A.35. "Doc." has got any amount of urge coming from his new engine but is not entirely happy with the suspension yet; he reckons he has got a highly promising vehicle but it does not respond to the same treatment as the A.35 and he foresees a fair period of development before he can expect comparable results.

The 1½-litre sports class brought out Tom Threlfall in the Lotus-Climax which, running later as a racing car, established B.T.D. He, Barry Millbank



*WATERSPLASH* at the Esses reduced the effective width of the right-hander by half—C. Young is just finding that out in his Minor 1000!



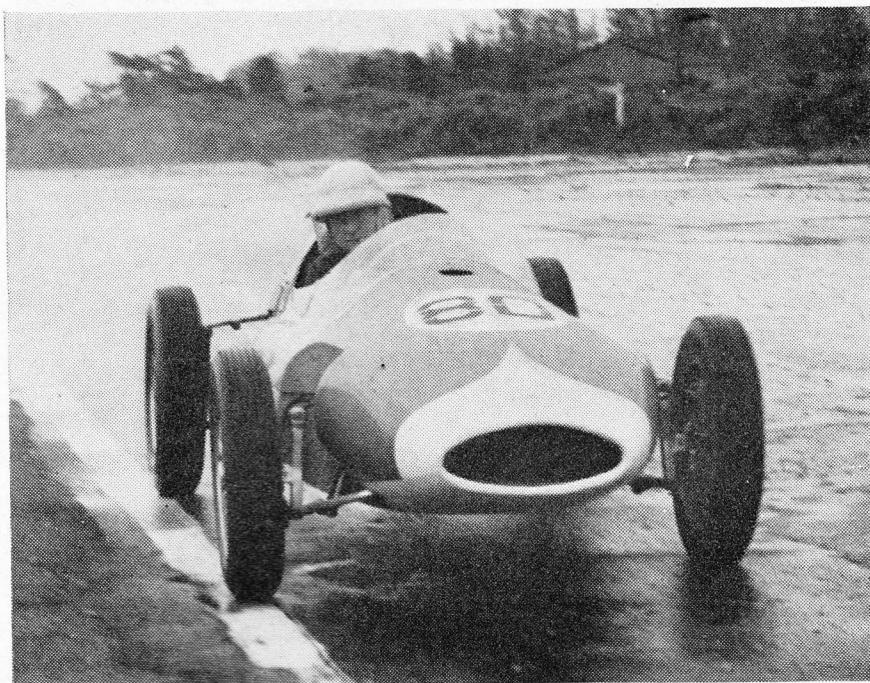
*FINE RUN* in the racing car class was made by Patsy Burt (right). Below, L. J. Coe takes his Peerless through the "watersplash" while a dejected marshal looks on.

and Peter Riley, all major award winners, made the three best times, leaving the class award to G. D. Beedie in another Lotus-Climax. B. R. Spicer's Cooper-Climax was suffering from an acute attack of misfiring which kept it right out of the running. A very fine run was made by R. M. Sheppard-Barron in his baby Alfa Romeo to record next best time to Beedie. The fastest saloon of this engine size proved to be the Borgward of W. B. Blydenstein, but J. D. Scott's Riley 1.5 was only a twentieth of a second slower, next up being P. R. H. Kearley's less fierce Alfa Romeo Giulietta.

Interesting winner of the 2,700 c.c. sports car class was the Austin-Healey 100-6 which Nancy Mitchell drove last year, in the hands of its new owner, John Clarke. This machine sounds to be in beautiful tune and should make itself felt during the season. Club secretary Rupert Jones also drove this car to make second best time in the class, but nothing else could get within two seconds of John Clarke's time, the nearest being M. Lucia's Triumph. There were only three saloons of this engine size running, and M. J. Kingham had an easy win with his big Ford.

John Clarke was again the fastest man in the next class, for sports cars unlimited, but the award went to M. Mostyn's D-type Jaguar, which was nearly four seconds slower. Not unexpectedly Sir Gawaine Baillie won the unlimited saloon class in the 3.4 Jaguar which he drove with Equipe Endeavour last year. He also appeared in a Chevrolet Corvette, which is reputed to develop immense power but had every appearance of being an awful handful.

The racing cars were disappointing, only Patsy Burt and R. J. Dunnett, in the ex-Sowry Cooper twin, recording respectable times with the exception of Tom Threlfall in the sports Lotus, who improved on his previous run by nearly half a second and emerged as the only competitor to break 45 seconds, which feat he did twice. Patsy seemed to be put off by the fear of disaster on the



remains of the oil from Bill Fowler's Aston, and Dunnett had not had the Cooper-J.A.P. long enough to learn to control the colossal power.

The rest of the vintage machinery held sway after this and M. W. Barrett's Alvis recorded best time and also won the class on formula. Finally there was a match race between teams of three cars from Oxford and Cambridge. As the first man crossed the finish line he triggered off a starting light for his number two, who in turn released the third and last runner, the match being decided on total elapsed time. Cambridge were represented by J. G. Denby's 3.4 Jaguar, R. I. Paterson's Jensen 541 and Rupert Jones in the Austin-Healey. Oxford put into the field J. Carden in an Austin-Healey, N. R. Bierrum in a TR1, and W. J. H. Southam, who had far and away the fastest M.G.A. present. The Cambridge boys all looked fast and neat while the Oxford contestants looked just neat but, greatly to our surprise and certainly to the chagrin of the hosts, Oxford emerged the victors by over three

seconds. Looking back now to the aggregate of the individual times in the classes, Oxford's win is not quite so surprising since they came to the line favourites by just under one second; nevertheless, something happened somewhere.

DAVID PRITCHARD.

#### Provisional Results

**B.T.D.:** T. J. Threlfall (Lotus 1,098 c.c.), 44.50 s. **Sports Cars, up to 1,000 c.c.:** H. W. G. Elwes (Sprite), 50.13 s. **Saloons, up to 1,000 c.c.:** Dr. G. C. Shepherd (Austin A40), 51.51 s. **Sports Cars, up to 1,500 c.c.:** G. D. Beedie (Lotus 1,098 c.c.), 45.93 s. **Saloons, up to 1,500 c.c.:** W. B. Blydenstein (Borgward), 51.81 s. **Sports Cars, up to 2,700 c.c.:** J. M. Clarke (Austin-Healey 100-6), 46.14 s. **Saloons, up to 2,700 c.c.:** M. J. Kingham (Ford), 49.58 s. **Saloons, unlimited:** Sir Gawaine Baillie (Jaguar 3.4), 47.64 s. **Racing Cars:** Miss P. Burt (Cooper F2), 45.18 s. **Vintage and P.V.T.:** M. W. Barrett (Alvis 2,511 c.c.), 58.47 s. **Team Relay:** Oxford University M.D.C.; J. Carden (Austin-Healey 2,660 c.c.), N. R. Bierrum (Triumph 1,991 c.c.), W. J. H. Southam (M.G.A 1,489 c.c.), 2 m. 28.58 s. **Sports Cars, unlimited:** M. Mostyn (D-type Jaguar), 49.95 s.

#### THE WORLD CUP

##### "Autosport" Introduces an International Contest for Grand Touring Cars

IN order to promote test matches between countries, the proprietors of AUTOSPORT are offering a World Cup. Already a British team has been challenged to a match on a famous Continental circuit next July, and Great Britain will have a return match in August.

The British team will comprise 12 cars and one reserve. This team will be selected by the panel of the AUTOSPORT Series-Production Car Championship. There will be three classes: (a) up to 1,000 c.c., (b) 1,001-1,600 c.c., (c) over 1,600 c.c. All cars must be normal or improved series-production G.T. vehicles as per the Appendix J of the Sporting Code.

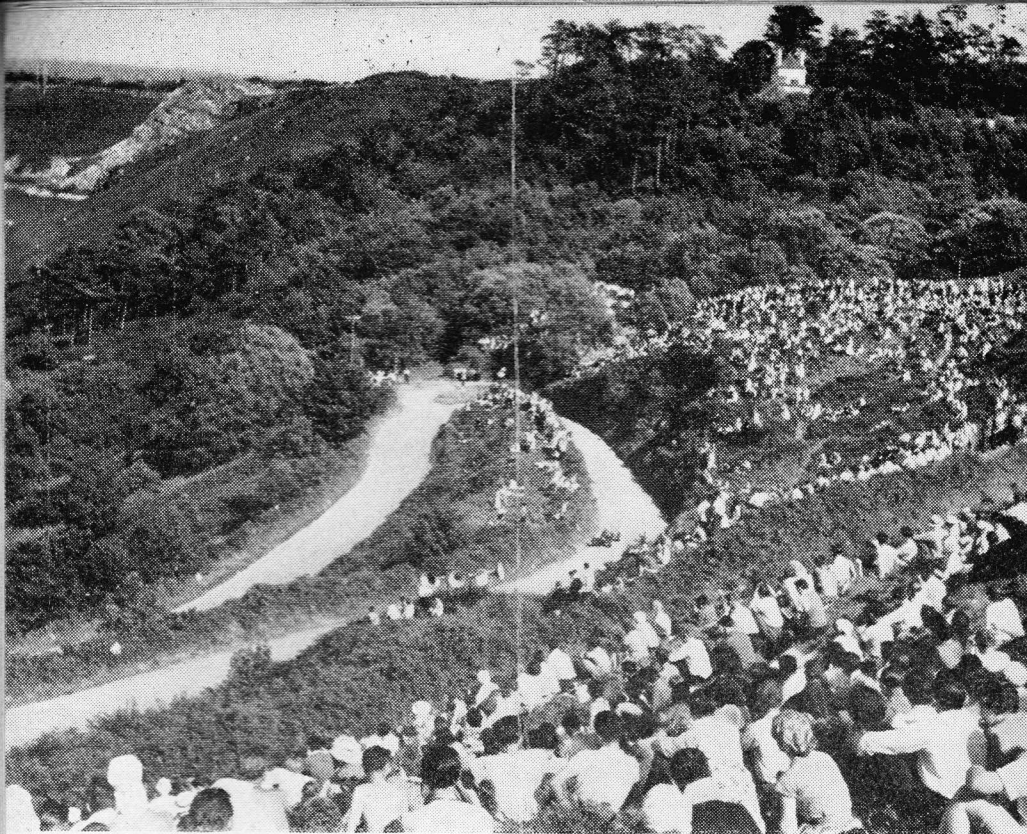
The July race will be of two hours' duration, or, alternatively, a series of shorter events. Full details of the contest and of the first meeting will be published in AUTOSPORT during the month of April.

It is the intention of the organizers to present International medals to all competitors representing Great Britain.





**BOULEY BAY.** In bright sunshine a large crowd of spectators watch a car wend its way up the hillside.



Seven) with 47.68 secs. Phil Scragg (H.W.M.-Jaguar) won the over 3,000 c.c. class for sports cars with a time of 46.82 secs. Next came the racing cars. Mike Christie had an F2 Lotus but didn't seem too happy in it, returning 44.17 secs. Tony Marsh had trouble with his Cooper but won his class with 44.28 secs. Miss Pauline Brock made B.T.D. by a lady with an immaculate climb of 45.80 secs. in her F3 Cooper.

The most important runs of the day were, of course, those done by the championship boys. Boshier-Jones, of course, got maximum points but poor Tony Marsh could only make 47.71 secs. as against David's 42.27 secs. Mike Christie (Cooper) was second with 43.44 secs. and D. R. Good, similarly mounted, third with 43.62 secs.

At Firlie on 1st June David Roscoe set up a new hill record, returning a time of 26.71 secs. in his blown Cooper-J.A.P. and Jean Bloxam reduced the ladies' record to 28.77 secs.

Seven days later at Shelsley, Tony Marsh enlivened the Hill-Climb Cham-

## SEASONAL SURVEY

# Sprints and Hill-Climbs

By CHRISTOPHER NIXON

THE 1958 sprint season got off to a fine start at Snetterton on 23rd March when the West Essex C.C. held their National Speed Trials. For this event the hangar straight was used giving an 800-yard run from the hairpin. Fastest man of the day was Major Ian Baillie whose time of 20.65 secs. was considerably better than anyone else's.

In the small saloon car class "Doc" Shepherd returned a time of 31.75 secs. in his A35, just one second faster than his nearest challenger, S. J. Digby, similarly mounted. In the big saloon car class a Ford Fairlane (F. L. Schmoeckel up), powered by a Thunderbird engine, made a good run of 28.39 secs. and Brian Odoni (Ford Zephyr) just pipped him with 28.26 secs. Beating them both with 27.63 secs., however, was E. G. Brown (3.4 Jaguar).

In the unlimited class for sports cars C. T. Atkins (300SL) saw off a bunch of Jaguars and M. J. Bradley's 4½-litre Bentley with a time of 24.48 secs., the vintage machine running in a very creditable 26.36 secs. R. G. Playford's XK 120 was fastest of the Jaguars with 25.87 secs.

Of the racing cars, D. J. Roscoe won the day with 23.72 secs. with his blown 1,220 c.c. Cooper in the 1½-litre class. Bill Moss in Remus managed 26.55 secs. and Mrs. J. D. Murchison (s/c Lotus) returned 25.56 secs. to become class runner-up.

Now we move on to a hill-climb. On 13th April the S.W. Centre of the B.A.R.C. held their 17th event at Brunton. Fine weather and a large entry made this an interesting meeting.

The saloon cars went off first and R. J. Waters (Dauphine) set the ball rolling with a class win in 35.20 secs. Mrs. B.

Neate made an excellent run in her cream Alfa Veloce and startled quite a few people with a time of 29.49 secs. to win her class. Of the sports cars the familiar M.G. of G. V. Coles won the up to 950 c.c. class with 30.30 secs. S. R. Rudd returned 25.36 secs. with the Frash to win his class. David Good's 24.67 secs. with the Cooper was one second outside his class record but was fast enough to give him B.T.D.!

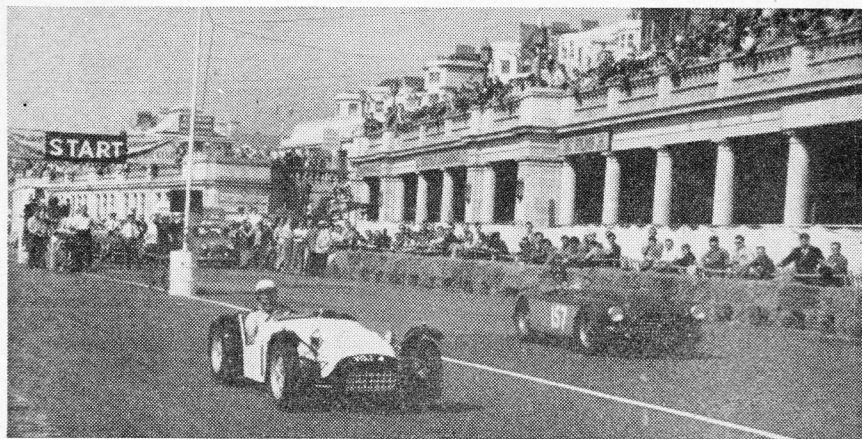
One week later the boys went to Prescott for its first event of the year and David Boshier-Jones got off to a grand start to the season by breaking the hill record in his Cooper-J.A.P. 1100. This meeting was the first round of the R.A.C. Hill-Climb Championship and there was obviously going to be a keen battle between David and Tony.

The class for sports cars up to 1,100 c.c. was won by Jon Fast (Osca) in 47.37 secs. Running him very close, however, was J. J. Richards (Lotus

pionship by winning the championship class from Boshier-Jones and Mike Christie. Unfortunately the weather was unkind and very wet so no hope of a new record could be entertained. Nevertheless, Tony managed 37.97 secs. to record B.T.D. Boshier-Jones made 38.55 secs. Chris Summers unexpectedly ousted Michael Christie from the first three with a splendid time of 38.60 secs. in his Farley Spl. Jean Bloxam was fastest lady, returning 45.68 secs. in her Aston and Bill Moss roared up in 41.47 secs. to win the E.R.A. class in fine style.

The next day the hill-climb "circus" moved to Prescott and here Marsh dominated the scene, making B.T.D. with his Cooper 1100 in 41.87 secs. Once again Boshier-Jones was runner-up with a time of 41.93 secs! In the big sports car class Phil Scragg (H.W.M.-Jaguar) won easily with a time of 47.78 secs. from F. E. Wall (Type 51 Bugatti). The Bugatti handicap was won by J. Berry (Type 55) from Dr. S. G. Baylis (Type 35B) and F. E. Wall (Type 51).

Marsh's splendid drive of 41.87 secs.



**BRIGHTON.** Here Graham Warner in the Chequered Flag Lotus gets away from the start with J. C. Stocks (Tojeiro-M.G.) during the speed trials.



**PRESCOTT.** Bill Moss hustles Remus up the upper stretch of Prescott during the Bugatti O.C.'s May meeting.

gave him B.T.D. and the new record for the hill. Boshier-Jones also broke the record with a personal best of 41.93 secs.

The scene now changed to Scotland, where at the Rest-and-be-Thankful hill, David Boshier-Jones gained another fist-full of points for the championship on 5th July.

Tony Marsh was absent from this meeting, competing at Rheims, but Michael Christie turned up to give David some good opposition. In the class for racing cars up to 1,100 c.c., Boshier-Jones won, clocking 53.82 secs. and Christie was runner-up with 55.58 secs.

Agnes Mickel (A.C.-Bristol) won the Ladies' Award from Averil Scott-Moncrieff in a Lotus after a good scrap. Jim Clark came first and second in the class for sports cars of 1,500-2,000 c.c. winning in a Porsche with a time of 63.31 secs. and becoming runner-up to himself in a TR3 in 65.28 secs. Third was J. Randles (Lister-Bristol) who managed 66.09 secs.

The sports cars unlimited class found J. P. Chapman in his fearsome Chapman Mercury. He duly won this class in 62.66 secs. from A. C. Barrett-Greene (C-type Jaguar) who went up in 63.19 secs.

With this meeting over Boshier-Jones now led the R.A.C. Championship with 31 points and Mike Christie was second with 25.

From Scotland we now come down to Hertfordshire where the next week-end the Herts County Automobile and Aero Club staged a National hill-climb meeting at Westbrook Hay. Although this didn't count for the championship Boshier-Jones put in a worthwhile appearance to make B.T.D. and very nearly break Tony Marsh's record. Tony, although he had entered for this event, was unable to turn up for one reason or another. So the two Davids—Boshier-Jones and Good—had it all their own way, David B. making B.T.D. with 25.09 secs. and David G. making second B.T.D. with 25.24 secs.!

In the sports car class J. B. Norris won the 1,500-2,500 c.c. event in his Frazer-Nash with a time of 29.92 secs. Second was J. R. Rudd, similarly mounted. Phil Scragg won the over 2,500 c.c. class in his very quick H.W.M.-Jaguar in 26.87 secs. Second was A. N. Park (Tojeiro-Aston Martin) in 27.79 secs. and third

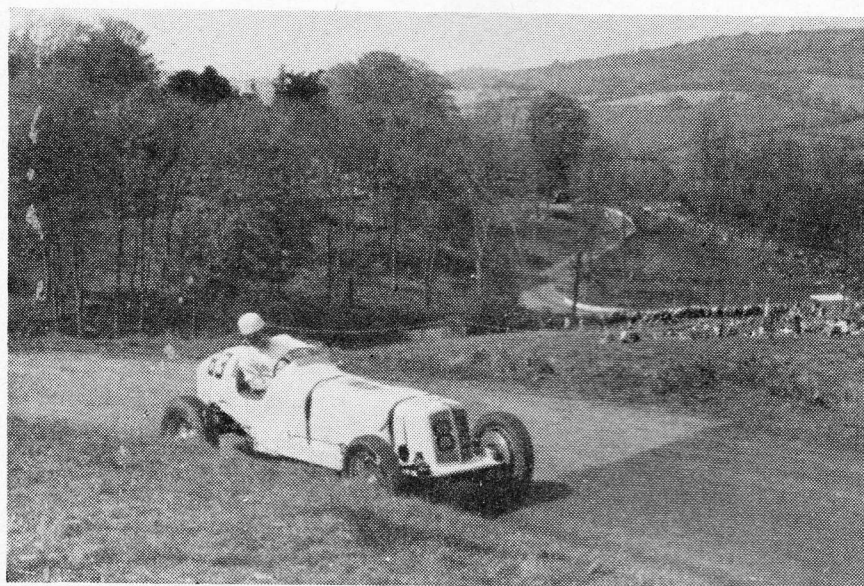
was D. B. Parnell (Cadillac-Allard) in 29.39 secs.

Of the racing cars Boshier-Jones won his class, of course, as did J. D. Roscoe (Cooper-J.A.P.) in 26.15 secs., and Douglas Hull won the over 2,500 c.c. event in his E.R.A., returning a time of 25.86 secs.

Boshier-Jones was by now well established in his winning ways and on 26th July at Bouley Bay he made B.T.D. (more championship points) and broke the late Ken Wharton's record for the hill. This time both Tony Marsh and Mike Christie were absent so David had little to worry about.

Mike Salmon won the over 2,000 c.c. class for sports cars in his C-type Jaguar, rushing up the hill in 58.6 secs. to set up a new class record. Jean Bloxam (DB3S) was runner-up in 62.00 secs. (a new ladies' record this) and A. Owen got his 5.4-litre Cadillac-Allard up in the same time. Second to Boshier-Jones in the racing car class (500-1,100 c.c.) was M. Daghorn (Cooper) in 54.00 secs. In making this time he just beat David Good for second B.T.D., the latter's time being 54.4 secs. Bill Moss (E.R.A.) won the 1,100-1,500 c.c. class in 59.00 secs., beating Patsy Burt (Cooper) by one second.

So, with this event over, Boshier-Jones went home with a total of 44 championship points in the bag. David Good displaced Mike Christie in second spot with 30 points. Tony Marsh was by now right out of the running.



The same week-end saw the Seventh Annual Inter-Club Invitation Speed Hill-Climb at Prescott. No less than 26 clubs took part in this event, which was held in pouring rain.

The Team Challenge Trophy was won by the Morgan 4/4 Club from the West Hants and Dorset C.C. and the Cambridge University M.C.

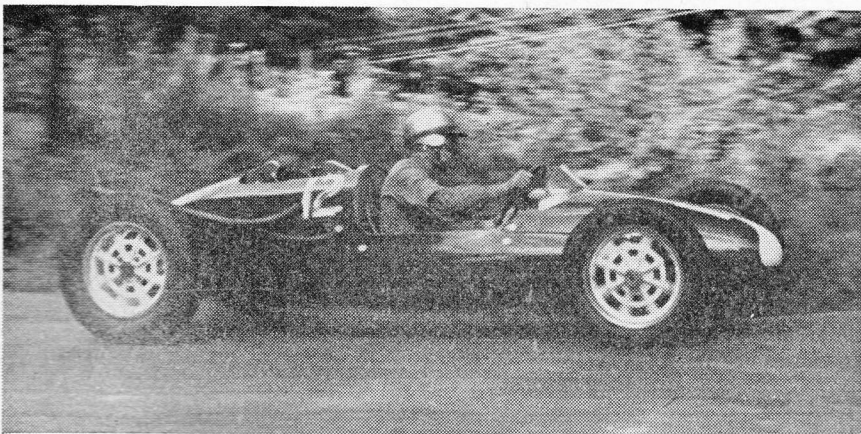
In the class events P. J. Gaskell (Cooper) won the up to 1,100 c.c. class in 45.61 secs. from David Good (Cooper), 45.67 secs., and R. B. James (Cooper), 45.72 secs. Edward Lewis won the 1,100-1,500 c.c. class in his Lotus with 46.89 secs.

The B.T.D. came from Reg Phillips in the Fairley Spl. with a splendid time, considering the conditions, of 43.95 secs. This time, of course, won him his class also.

W. A. Taylor in his vintage Caesar Spl. won the 2,000-3,000 c.c. class in 47.41 secs. and P. Chapman (Chapman Mercury) just beat T. S. Williams (Allard) and D. Farrell (Allard) to win the over 3,000 c.c. class. Their times were 49.23 secs., 49.43 secs. and 49.69 secs. respectively. That is close racing!

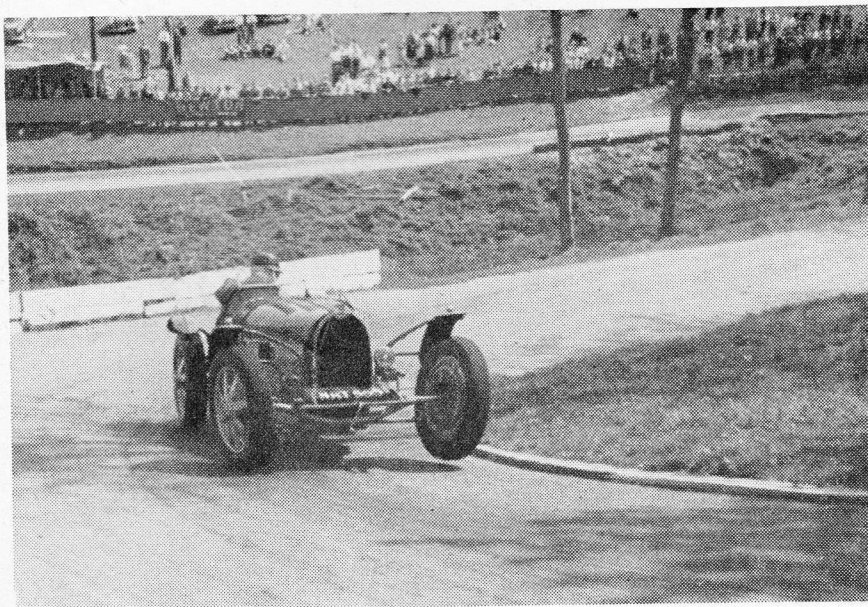
It was Reg Phillips's day at Trengwainton on 1st August. He made B.T.D. in his Fairley-Climax and just failed to beat the record by 0.03 secs. Other good times were put up by M. Hatton (Cooper-J.A.P.) who recorded 24.22 secs. to win his class. S. G. Tallish won the up to 1,300 c.c. class for sports cars in his Lotus with a time of 25.96 secs. Fastest lady was Miss E. M. Griffen (Porsche) and the fastest vintage car was M. H. Norris's 6½-litre Bentley which achieved a very creditable 30.61 secs.

The next day the Hants and Berks M.C. held a National Hill-Climb at Great Auclum. B.T.D. here was made by R. B. James (Cooper) in 22.19 secs. The Chapman Mercury was out again, as was the Caesar Spl., both these cars winning their respective classes. David Good picked up another class win in his Cooper-J.A.P. returning a time of 23.00 secs., and Jon Derisley made the fastest time of the sports car boys.



**FASTEST EVER.** Tony Marsh rushes up Shelsley in the Cooper on his way to record the fastest-ever ascent of the hill.





**HARD OVER.** F. E. Wall lifts a wheel of his Type 51 Bugatti as he rounds Pardon Hairpin at Prescott.

Jim Berry made a good run in his E.R.A. Spl. to record 22.63 secs. which was just good enough to beat D. J. Roscoe's time of 22.78 secs. in the 1,100-2,000 c.c. class for racing cars.

Now we move on to Shelsley, where on 30th August records fell here, there and everywhere. Tony Marsh won the day with a splendid run of 35.60 secs. to beat the late Ken Wharton's record. However, the real honours must surely go to Patsy Burt who not only became the first lady to record a time of under 40.00 secs. but she did it no fewer than three times!

In the class for racing cars up to 500 c.c. R. B. James won with a time of 40.07 secs. and Reg Phillips won the 500-1,500 c.c. class in 37.00 secs. in the Fairley Spl. A splendid effort. In the "big" racing car class Jim Berry recorded 39.09 secs. in the E.R.A. Spl. to win that one.

Sidney Allard made one of his all too rare appearances to win the over 2,500 c.c. class in his new Steyr-Allard with a time of 41.78 secs.

Last event of the day was the R.A.C. Championship event. Once again it was Marsh to the fore. He rocketed up in impeccable fashion to beat his previous time with 36.25 secs. Runner-up was David Boshier-Jones with 36.29 secs. and third was Reg Phillips with 37.04 secs. Patsy Burt put in a really splendid drive to record the fantastic time of 38.28 secs.

Although on this occasion Boshier-Jones had to give best to Marsh he was still well in the lead for the Championship.

Leaving the hill-climb boys for a moment we move to Brighton for the annual speed trials. A motor cycle stole the show here, for C. W. Rous made B.T.D. with his Vincent-H.R.D. 1,000 c.c. twin, recording the incredible time of 22.05 secs. However, Jim Berry made a creditable effort on behalf of the four-

wheeled boys, his E.R.A. Spl. reaching the line in 24.27 secs. Of the racing cars D. Wagner (Cooper) won the up to 500 c.c. class, Tony Marsh (Cooper) the 500-1,100 c.c. class and also the 1,100-1,500 c.c. class. Patsy Burt made a splendid effort in her Cooper to come second in this class and returned a time of 26.38 secs. She later lowered this to 25.02 secs., making a new ladies' record. Jim Berry won the 1,500-2,000 c.c. and the unlimited classes in the E.R.A. Spl., recording 24.79 secs. and 25.01 secs. respectively. Best sports car time was put up by Gillie Tyrer in his Jaguar. His time was 25.11 secs.

Back to the hills now for the final Championship meeting of the season at Prescott where David Boshier-Jones clinched the title.

Tony Marsh started well by winning the John Broad 1,500 c.c. Trophy in 43.03 secs. but a good bit was to come off that time before the day was out. Tony also won the Staniland Trophy with this time. R. Fielding recorded the fastest time for sports cars in his Cooper-Climax. His time was 46.38 secs.

Obviously the main attraction of the day was the imminent battle between

Boshier-Jones and Marsh. The spectators were not disappointed.

They had a "warm up" event for cars of over 500 c.c. before the Championship event and here David gave an indication of things to come, beating Marsh by 0.04 secs. Mike Christie was third with 42.95 secs. Boshier-Jones's time was a new record for the hill, beating Marsh's record of 41.87 secs., set up earlier in the year.

Marsh was first off in the Championship event and equalled his rival's new record of 41.42 secs.

David then went out and reduced his time to 41 seconds dead. Great excitement and much nail biting ensued. Then Tony went out for his second run—41.08 secs. Nearly but not quite. The new champion could now afford to take it easy and his second run was completed in 41.93 secs.

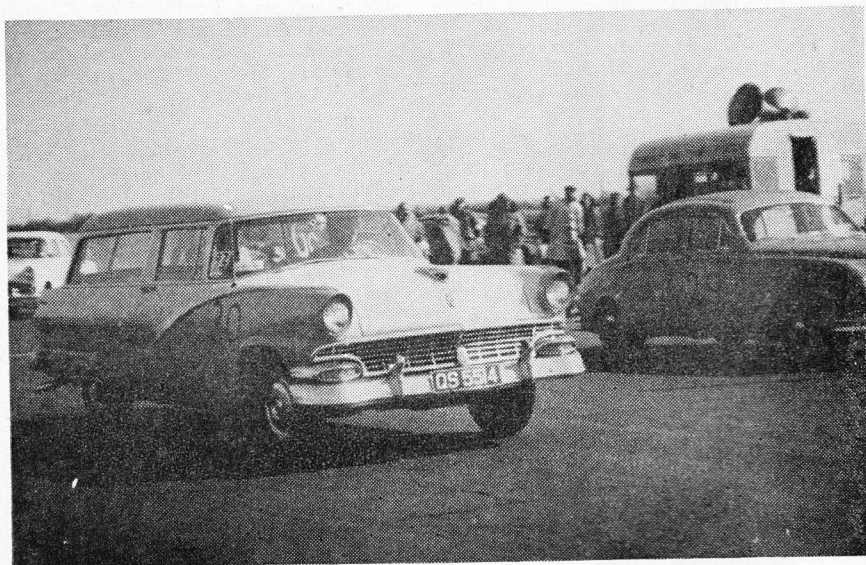
So that was that. David Boshier-Jones was the new champion—and deservedly so. Had Tony competed more frequently he might have been a serious threat to his rival, but David had a first-rate season from start to finish. The battle will no doubt be continued this year.

At Firlie the same week-end the Bentley D.C. staged a hill-climb. Mike Salmon made B.T.D. here, recording 27.48 secs. in his C-type Jaguar to set up a new sports car record. G. H. G. Burton made fastest time by a Bentley in his splendid 4½-litre. His time was 29.76 secs. The Bentley handicap was won by D. W. Llewellyn (3-litre) in a time of 27.04 secs.

The final event of the 1958 season was the West Essex C.C.'s National meeting at Stapleford. Patsy Burt won the day, recording B.T.D. (46.16 secs.) in her F2 Cooper. Second B.T.D. was put up by Keith Greene (Lotus XI) with a time of 46.62 secs.

Sidney Allard in a G.T. Allard won the over 3,000 c.c. sports car class with a time of 52.58 secs., and J. R. Rudd won the 1,500-3,000 c.c. class in his Frash. As at Firlie, D. W. Llewellyn won the Bentley handicap in 51.36 secs.

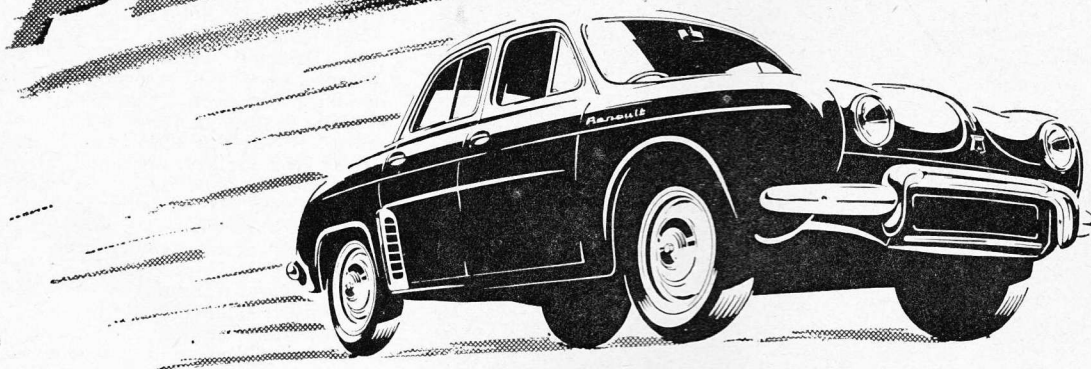
Run with the usual West Essex C.C.'s efficiency the meeting closed the season for 1958. Let's hope this season will be as interesting as the last.



**FAST AMERICAN.** F. L. Schmoeckel gets his Thunderbird-powered Ford Fairlane away from the line in company with E. G. Brown's 3.4 Jaguar during the West Essex C.C.'s sprint meeting at Snetterton.



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*Dauphine*

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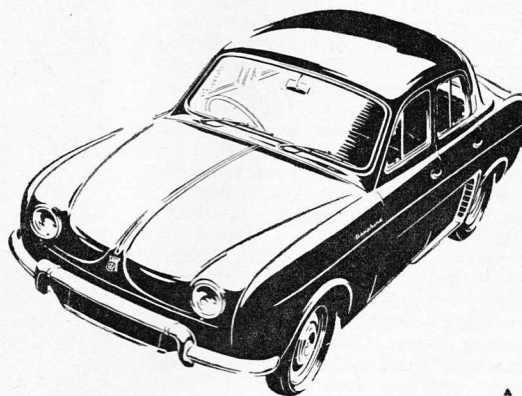
#### GEARBOX DATA

1st.....	16.19
2nd.....	9.21
3rd.....	6.38
4th.....	4.68
Reverse.....	16.19

**RENAULT**

*Dauphine*

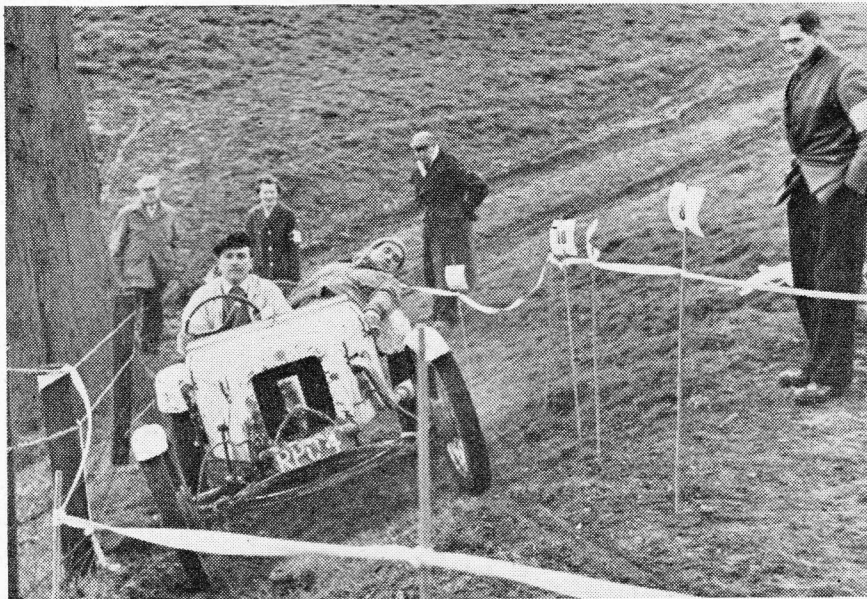
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## A Dry Day for the "Wilshire"

Mid-Cheshire M.C. Event Won by E. Jackson

**W**HAT a difference a day makes! Last year violent snowstorms greeted competitors in the Mid-Cheshire Motor Club's B.T.D.R.A. and R.A.C. Championship Wilshire Trophy event! Sunday, 8th March, produced a very different story—sunshine, warmth and a surface so dry that it nearly upset the "markers intentions"! A shower of rain before the start might have told a very different tale.

Commencing at Broxton, Cheshire, some 37 entrants faced the usual very strict scrutineering. Forsaking its usual sphere, i.e., the local tank-testing ground and last year's large, wet and boggy field, the course commenced with "Dirty Lane" which started with a grass track running off the main road, which turned left into a narrow ditch. Down this ran an extremely evil-smelling drain and this in turn went left into an even "more so" cesspool, then up a short steep bank. This one might be deleted next year, due to the aroma carried around all day by those unfortunates who made cleans, namely, T. C. Harrison (Harford), R. Davis (Austin), T. A. Marshall (Cannon), M. Hazlewood (M.H.S.), P. Highwood (Expen), F. H. Whyte (Cranford), E. J. Chandler (Chandler VW), R. Kemp (Cannon), L. Newey (M.H.S.) and R. Chappell (S.C.S.), most of whom wished they hadn't.

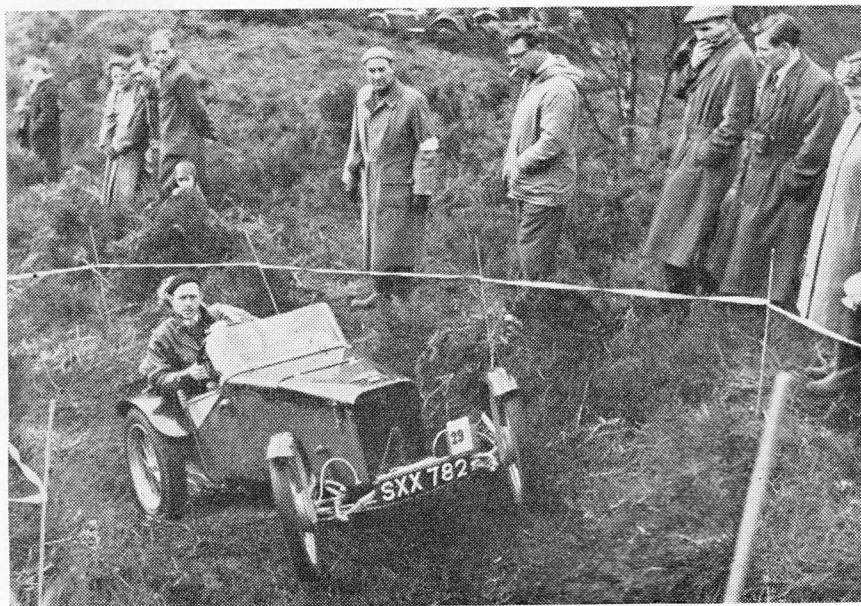
Next came three easy ones, in the shape of "Birts B!" which, starting on marshy ground, continued up a rocky track, over deep gulleys to a tight left-hand finish. Net result: 28 cleans. "Paynes Paradise" came next. This was a well-taped bracken climb, running up between trees which allowed 15 cleans. Then came "Snakes Bend" which had a very narrow tree-guarded entrance and continued over two deep ridges to finish

with a right-hand taped finish. This one allowed 29 cleans. To be fair though, had there been even a vestige of rain, all of these could have been potential stoppers!

Now came a real good 'un, in the guise of "Hunters Horror", which, starting off the main road, shot up a bank, round a tall tree, circumnavigated

### Results

The Wilshire Trophy: E. Jackson (Cannon), 57 marks. The Lilley Trophy: A. D. Alldred (J.A.P. Bassinet), 61 marks. The Hall Trophy: R. Chappell (S.C.S.), 62 marks. Fourth: R. W. Faulkner (Paul Spl.), 63 marks. Fifth: L. Hurt (Ford Spl.), 63 marks. Sixth: C. W. Pollard (Cannon), 64 marks. Seventh: M. Hazlewood (M.H.S.), 66 marks. Stannic Trophy for the best performance by a member of the Mid-Cheshire M.C.: P. H. Crummack (R.M. Spl.), 112 marks. The Knowles Trophy for the "navigator" of the winning car: T. Spinks. The Greame Trophy for the winning team: L. Hurt, R. C. Needham and E. Jackson.



**BEST HILL** of the day was the "Long Drag", which Rex Chappell tackles on his way to winning the Hall Trophy and to third place overall.

**BACK ON FORM:** Eric Jackson drove splendidly to win the Wilshire Trophy Trial from Tony Alldred. He lost 57 marks to Tony's 61.

another, then on to an acutely adverse-cambered hairpin. Then it ran up a rocky step to a bumpy ledge which unfortunately was not visited! R. W. Faulkner (Paul Spl.) made section two whilst four saw Davis, A. D. Alldred (Jap Bassinet) and Newey. "Allofa Twist" came next, best described as a complete taped Hampton Court Maze, with navigators plotting their route on paper! Even this didn't suffice as due to a very well-placed and extremely tight hairpin, only G. Clarke (Cannon) made section six whilst arrivals at the next lowest reached, i.e., nine, included "Stonewall" Jackson now back to top form! D. W. Price (Price Spl.), Davis, C. W. Pollard (Cannon), T. A. Marshall (Cannon), Faulkner and Chappell.

"All Bull" started in a lane, just avoided a gigantic tree and then ran up the side of a barbed wire fence, turned left over two bumps to finish atop a large hump. A. W. Francis (Cannon) made two, whilst some 14 others three. "Castrill", which came next, was a double dog-leg on the side of a grass hill which had such an adverse camber, that only a mountain goat could have made it and then possibly only if it had seen a delectable goats! It was absolutely impossible and rather a waste of time! Jackson, N. Carr (Trafford II), Pollard and Alldred slid helplessly into the tapes at section seven, whilst the rest of the entry did the same in eight.

The morning round concluded with a straight, steep rush up a ridgy effort incorporating many breakneck ledges, which rejoiced in the name of "Smith's Snorter", on which a dozen or so cars arrived at section seven. After an excellent lunch at a first class hotel, which was provided by Mid-Cheshire M.C. to all taking part (*other clubs please copy!*), the score board showed the lead to be shared between Rob Davis and Tony Alldred despite the latter breaking a panhard rod and then mending it! Chappell, Chandler and Faulkner came hard astern. So on to the afternoon



*THE TREE on "Payne in the Neck" was an obstacle which stopped very nearly everyone. Here Rob Davis tangles with it on the first corner of the hill.*

sections, starting with "John Willie". This was just a long, rough narrow taped bracken climb which saw L. Hurt (Ford Spl.) and Jackson into two whilst some 18 others made three.

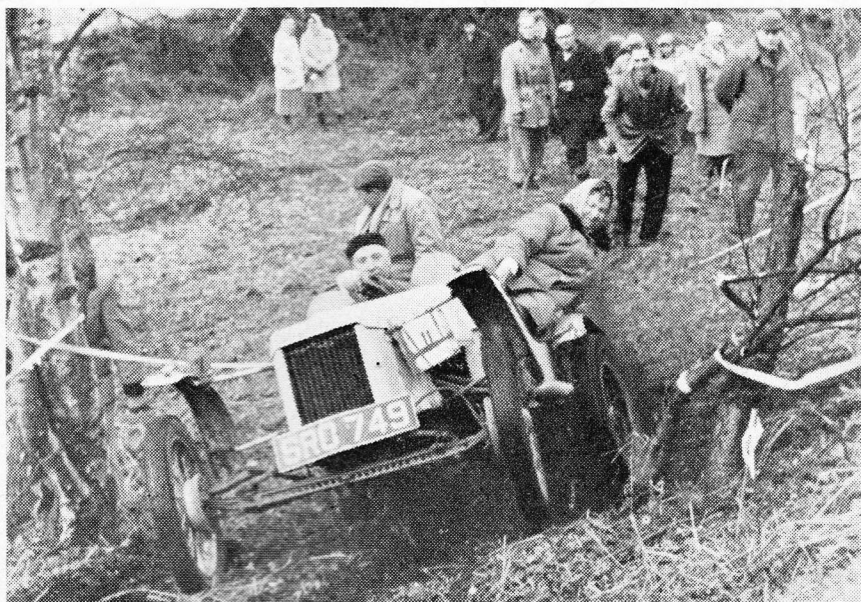
"Second Chance" ran up the side of the same hill, and except for a right and left hand turn was very similar. Here Hazlewood reached nine whilst the remainder failed one step lower down. "Payne in the Neck" lived up to its name. The cause of all the bother was a slender but very resilient tree which barred the correct line to the first turn. Try as they would and did, no one could knock it down and back it bounced for more! Only four avoided its machinations, J. F. Harrison (Harford) and Jackson who made cleans, and Pollard and Kemp who arrived in section five.

"Thirteen For Luck" went along a sandy path, turned left up a narrow taped track and disappeared into a jungle. Harrison (J.), Chandler and Kemp got into section three, Newey reached four and P. H. Crummack (R.M. Spl.), new to this type of sport, five! "Harold's Height" was a taped maze in thick bracken, so deep that cars disappeared from sight. No one reached the top, a dozen or so failing in section 3.

Next came the best hill of the day, aptly named "Long Drag". It ran up a high banked ravine, over ledges to a well-sited left-hand finish up a one-in-two bank, which, however well placed a car seemed, barred its final ascent! Only Hurt and Jackson looked like climbing it, making section two, but they didn't gain a lot as some 16 others arrived in three.

Last hill of the day was "Fox Hill", which ran straight up the side of a bracken-clad slope. Carr and Chandler made one, whilst two saw Needham, Hurt, R. N. Fletcher (C.C.S.), Whyte, Crummack and Francis. Then came a flat out blind sort of test to stop in a box!

To sum up, a good trial, but not a great one, with varied and well-selected types of hill, well marked and amply



marshalled. It was spoilt mainly because of the abnormally dry conditions which did not allow the expert to gain more than inches over those not quite so good. Lastly, a trial which would have been much better with rear wheel marking!

FRANCIS PENN.

#### 11th TULIP RALLY—1959

##### All Start From Paris—No Special Stages But Difficult Routes—Only Nine Classes

SEVERAL changes have taken place for the R.A.C.-West International Tulip Rally (27th April-2nd May). All crews now start from Paris, and the route goes through France, skirts Switzerland, Luxembourg, Belgium, to the finish at Nordwijk, and then the final classification races at Zandvoort. Although the well-known special stages have been abandoned, the route will ensure that on many sections there will be no "dawdling".

Secret and regularity controls will operate, but they will be made known as such to competitors. There will also be several speed tests en route, mainly

hill-climbs. Total route covers 2,000 miles.

All categories of Appendix J cars are eligible, with the exception of special-series G.T. machines (Category 2, Group 6). The classes are as follows:—

Normal and improved series production cars:—

- (a) Up to 750 c.c.
- (b) 751-1,000 c.c.
- (c) 1,001-1,300 c.c.
- (d) 1,301-1,600 c.c.
- (e) 1,601-2,600 c.c.
- (f) Over 2,600 c.c.

Special series touring, normal and improved G.T. cars:—

- (g) Up to 1,600 c.c.
- (h) 1,601-2,000 c.c.
- (i) Over 2,000 c.c.

Entries close on 30th March. Team entries to be nominated by 15th April.

The "Tulip" is, of course, Round Three in the European Touring Championship, the others having been the "Monte" and the "Sestrières".

THE Seventh International Rally Acropolis takes place this year on 28th-31st May. Counting towards the F.I.A. European Rallies Championship and the Hellenic National Automobile Championship, the event is organized by the Automobile and Touring Club of Greece with the co-operation of the A.C. of Yugoslavia and the A.C. of Trieste and entries should be sent to the organizing club, A.T.C.G., 16 Venizelou Avenue, Athens, by 18th April. The route of the rally is over 3,000 kilometres, divided into sections. Within these sections are included special stages to be covered at higher average speeds "demanding a greater effort and skill on the part of the competitors" and there will be additional speed and hill-climb tests. There are categories for standard and modified series production touring cars; standard and modified series production grand touring cars; special series production touring cars and special series grand touring production cars, as described in Appendix "J" of the C.S.I.

"DIRTY LANE" was the name of the hill—and it certainly lived up to its name. Here Peter Highwood splashes through—afterwards wishing he hadn't!





*A RUNNING marshal watches J. W. Rowley (Morris 1000) taking Section 2, with Section 3 in the background.*

THE combination of excellent weather and the increasing popularity of the production car trials made it inevitable that the V. T. Fellows Memorial Trophy trial of the Shenstone and District Car Club on 1st March should be a first-class attraction for spectators as well as competitors.

Before the closing date for the entry list, it was over-subscribed; and the number of spectators who turned up at every section, watching with considerable interest, suggested that there would be an equally great demand for entries in the future.

This year the trial qualified for the B.T.R.D.A. standard car trial competition, which added to the general interest. It was limited to production motor cars, with the entries sub-divided into classes as to saloon or otherwise and further divided as to those using standard or special tyres. Each class set its own index of performance, and the results were decided on a comparison of the performance of each driver against the index for his particular class.

Cars started from Steethay, near Lich-



## Shenstone & D.C.C. Production Car Trial

### *A B.T.R.D.A. Standard Car Trials Qualifier*

field, and headed immediately for what was new territory for the Shenstone Club at Manley, where the cars were required to climb hills which only a short time ago were being used for winter sports by toboggan enthusiasts.

Almost immediately, on these long straight climbs the pattern of the trial became obvious, with cars such as the Ford Anglias of the older type doing extremely well; even more impressive was the performance of the rear-engined vehicles, and also two vast Allards which displayed a remarkable ability to climb

steep hills, although somewhat handicapped by the chicanes introduced to compensate handling against power.

The Allards, in fact, would have done better but for the fact that they were penalized for knocking down marker posts.

A total of 22 sections was completed by traditional Shenstone sections, such as those at Gentleshaw, in the afternoon, following a break at Freeford for lunch, with the finish at Lichfield in the evening.

The performance of the Fords and the

rear-engined cars remained impressive, with the Morgan of Fidler outstanding in the open car class, where the presence of a "bouncer" in the rear seat told against the TR2s. Unfortunately it was later found that Fidler was running, inadvertently, with his tyres slightly below the minimum pressure of 12 lb., and so, somewhat reluctantly, the stewards had to disqualify him, a decision which he took with the utmost good humour, with general apologies all round—from the stewards because they had to disqualify him, and from Fidler because he had allowed his tyres to drop below the minimum pressures.

These production car trials will undoubtedly grow in popularity as a family outing. F. J. Hook, for instance, had his family bouncing for him in the rear seat of his Vanguard, much to the enjoyment of everyone.

Fun apart, the technical types were interested in the performance of J. V. Sandach in an Austin Ruby, which showed an amazing ability to retain wheel grip on the worst of hills, failing only through lack of power and never adhesion. Equally interesting was the Hillman convertible of A. W. Clift, which won the premier award. This was modified to the extent of twin carburettors, which gave him enough power to climb virtually every hill in a most impressive manner.

F. D. Woodhall's Renault Dauphine was taken up in a manner to which we have become accustomed in these trials, resulting in his winning the award for the opposite tyre class to the outright winner.

Typical of the spirit in these trials was that of the Land-Rover of R. Rose, which appeared in a special class against a Dellow. Unfortunately the Dellow did not start, but even so, with no hope of even a class win, the Land-Rover went round the course "purely for the fun of it".

*WHILE a group of competitors compares notes in the foreground, W. A. Scott's Anglia tackles Toboggan Field.*



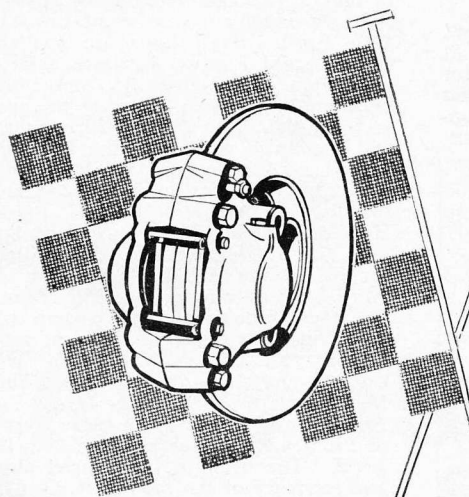




*At times like this...*

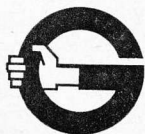
Girling disc brakes prove their worth.

Among many other virtues Girling disc brakes are unaffected by water, they are progressive, fade-free, self-adjusting, self-cleaning, and above all consistently, reliably powerful.



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**GIRLING  
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# Club News

by MARTYN WATKINS

A LOT has been said lately, and a great deal more thought, about the question of rallies and the disturbance by them of which the general lay public complains. However, a recent circular issued by the **Liverpool M.C.** to its members puts the matter in a nutshell and, I think, shows an extremely "right-minded" attitude to daylight rallies. I find myself in complete agreement with the article; so will many of you. There are several clubs—especially those known for the better type of event and for superior organization—who have already stated that as a policy they will organize no more rallies in daylight and will also accept no invitations to such events.

Something has to be done about rallies; if a solution to the dislike and, frequently, hostility of the general public is not soon found then I fear we shall have to lose them, as we have lost road racing and a variety of other forms of sport. Below I publish part of the **Liverpool M.C.** newsletter referred to:—

Much has already been said about day-time events, especially rallies. The more experienced competitor agrees that these events are far more hazardous than night ones. There are no warning headlights at the blind corners, or over humped-backed bridges. Many competitive motorists will not take part in a day-time event, just because it is a day-time event—unless timing is more or less immaterial.

At the moment the R.A.C. are finding it very difficult to control motor sport, especially rallies. There are over 400 clubs running over 2,700 events, mostly at week-ends. The "Sport" is not popular with the general public—and no wonder.

The popular rally areas, such as North Wales, the Lake District and the Yorkshire Dales are much overworked. Some places have two or three rallies through each week-end.



*BIG DATE for the Farnborough D.M.C. recently was the club's first annual dinner. Here Mr. Derek Vick, chairman, addresses the gathering.*

Fortunately, most of these take place at night, when the majority of the populace are in bed. What would happen if just 10 per cent. of the above events took place in daytime—especially Sunday afternoons when people are "out in the country"?

Rally drivers as a body are careful and very competent drivers—in experience and capabilities above the standard of the "Sundays-only motorist"—but enthusiasm and "the clock" can encourage some to exercise slightly less caution than usual, sometimes to the apprehension of our "Sunday motorist", who finds himself in a narrow lane swamped by a bunch of sporting characters who pen him into the nearest sanctuary he can find, terrified to move!

Such incidents, although possibly few, can bring our sport into disrepute. At night it's different; the competitor usually only frightens himself! Should we not stick to our "nocturnal adventures" and leave our already over-

crowded roads free on Sundays for the "man in the street" to motor upon as he may wish?

\* \* \*

THE list this week is headed by the **Circle C.C.**, with the sixth Sussex Rally on 22nd March. It is a closed event, covering about 150 miles, and the secretary of the meeting is Mrs. W. W. Paul, Flat 2, 14 Hardwick Road, Eastbourne. . . . The **Vintage Sports Car Club** opens the 1959 Silverstone season on 11th April with the first of this season's race meetings. Regulations are available from Tim Carson, 3 Kingsclere House Stables, Kingsclere, Newbury, Berks, and closing date for entries is 27th March. . . . First of the 1959 national rallies is the **Midland A.C. Birmingham Post** event on 10th-11th April. Regulations are available from Gerard Flewitt, 4 Vicarage Road, Edgbaston, Birmingham 15, and entries close on 18th March. Start of the event is from the Civic Centre, Birmingham, and the finish will be in the Droitwich area. . . . **Birmingham Y.C.M.C.** holds a closed-to-club rally on 22nd March, secretary of the event being G. Bryant, Hillfield House, Henley-in-Arden, Solihull. . . . Regulations are now available for the **London M.C. Little Rally** on 11th April, entries closing on 25th March. The event follows its usual pattern, with 10 driving tests scattered along the route. Details can be obtained from Wing Comdr. John King, Hillside, South Newington, near Banbury, Oxon. . . . Annual rally of the south-eastern centre of the **B.A.R.C.** takes place on 18th-19th April. The event is, of course, closed and secretary of the rally is R. G. Clayton, Ravenscourt, Homefield Road, Seaford, Sussex. Entries close on 13th April. . . . Regulations are available for the **West Essex C.C.** national speed trial at North Weald Aerodrome, near Epping, Essex, on 5th April. Entries close on 31st March and secretary of the meeting is J. M. A. Edmondson, 160 Hermon Hill, South Woodford, E.18. . . . **Warrington and D.M.C.** "Daffodil Rally" takes place on 5th April. Invited clubs are Bolton-le-Moors C.C., Chester M.C., Congleton and D.M.C., Lincs A.C., Rhyl and D.M.C., Liverpool M.C., B.A.R.C. (north-west centre), North Wales M.C.,

## Coming Attractions

**March 14th.** B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

**March 15th.** Jaguar D.C. Sprint, Brands Hatch, near Farnham, Kent.

Yorkshire S.C.C. 4/44 Trophy Trial, Municipal Car Park, Ilkley, Yorks. Start, 10.30 a.m.

Falcon M.C. March Hare Trial, Hatfield and Royston, Herts.

**March 21st.** Sebring International 12 Hours Sports Car Race, Florida, U.S.A.

Pembrokeshire M.C. Hill-Climb, Lydstep, near Tenby, Pems. Start, 1.30 p.m.

**March 22nd.** Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

London M.C. Hill-Climb, Harleyford, near Marlow, Bucks.

Tunbridge Wells M.C. Sprint, Brands Hatch, near Farnham, Kent. Start, 12.30 p.m.

Sunbac Colmore Trial, Broadway, Worcs. Start, 9.30 a.m.

Hagley and D.L.C.C. Worcestershire Trial, Stewpony Hotel, Kinver, Staffs. Start, 10.30 a.m.

West Hants and Dorset C.C. Hartwell Cup Trial, Doddings, Bere Regis, Dorset.

**March 28th.** B.R.S.C.C. Race Meeting, Rufforth, near York. Start, 2 p.m.

**March 29th.** 250 M.R.C. Race Meeting, R.E. Training Ground, Eelmoor Plain, Aldershot, Hants. Start, 12.30 p.m.

**March 30th.** B.A.R.C. International Race Meeting, Goodwood, near Chichester, Sussex.

Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leicestershire. Start, 1.30 p.m.

B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Start, 12 noon.

West Cornwall M.C. Trengwainton Hill-Climb, Trengwainton, Madron, near Penzance. Start, 2 p.m.



Wirral Hundred M.C., Lancs and Cheshire C.C., M.G.C.C. (north-west centre) and St. Helens and Wigan C.C. Entries close on 2nd April and secretary of the event is R. J. Mann, 2 Waverley Avenue, Appleton, Warrington, Lancs. . . . Regulations are available for the **R.S.A.C.** diamond jubilee Scottish Rally, to be held on 18th-22nd May. The event has, of course, an international permit and entries, which go to A. K. Stevenson, R.S.A.C., Blythwood Square, Glasgow, close on 20th April. . . . **Hereford M.C.** eighth Welsh Marches Rally, on 21st-22nd March, is a qualifying event for the B.T.R.D.A. silver star competition. Invited clubs are Seven Valley M.C., Hagley and D.L.C.C., Welsh Counties C.C., Dowty M.C., Newport C.C., Swansea M.C., Knowldale C.C., Worcester M.C., Wolverhampton and S. Staffs M.C. and Birmingham Y.C.M.C. Entries close on 17th March and go to D. W. Whittall, 24 West Croft, Leominster, Herefordshire. . . . **Crittall C.C.** March Rally will be held on 15th March. Entries should be sent to D. W. Murphy, 5 London Road, Braintree, Essex. . . . **Lancs and Cheshire C.C.** hold the Derbyshire Trial, a championship and Gold Star event, on 12th April. Invited clubs are Hagley and D.L.C.C., London M.C., Rotherham and D.M.C., Sunbac, Sheffield and Hallamshire M.C., North Midland M.C., Yorkshire S.C.C., Kentish Border C.C., and championship entrants. This is the organizing club's jubilee year, by the way, so it will be a particularly good event. Secretary of the meeting is John Sivey, 10 Woodhall Close, Moor Lane, Woodford, Cheshire. . . . **Jaguar D.C.** third annual sprint will be held at Brands Hatch on 15th March. . . . **Leicestershire C.C.** holds a closed-to-club trial for production cars on 15th March, entries closing this week-end. Secretary of the meeting is Mrs. O. F. Williams, 14 Hinckley Road, Leicester. . . . **West Cornwall M.C.** holds a hill-climb at its Trengwainton venue, Madron, near Penzance, on Easter Monday, 30th March. Invited clubs are Midland A.C., London M.C., Jaguar D.C., Burnham-on-Sea M.C., B.A.R.C., M.G.C.C., West Hants and Dorset C.C., Bristol M.C. and L.C.C., Hants and Berks M.C. and the Seven-Fifty M.C. Entries close on 25th March and go to B. L. Ellis, 7 Merlin Place, Mousehole, Penzance. . . . **Cemian M.C.** seventh Coronation Rally will be held on 25th-26th April. Invited clubs are Hants and Berks M.C., Chiltern C.C., Harrow C.C., Lagonda Club, A.C.O.C., London M.C., East Surrey M.C., Chichester M.C., Falcon M.C., M.G.C.C., U.H.U.L.M.C.,

S.O.D.C., Herts County A. and A.E.C., Jaguar D.C., Craven C.C., Circle C.C., Guildford M.C., B.A.R.C., and Per Ardua M.C. The event starts from Farnborough, the course covers 250 miles, entries close on 15th April and secretary of the event is E. Van Dooren, 28 Ealing Road, Wembley, Middlesex. . . . **Airedale and Pennine M.C.** annual "Alpine" Courtesy Rally will be held on 22nd March. A 60-mile course in the Yorkshire district will be covered and entries close on 18th March. Secretary is R. Barker, c/o Wm. Barker and Son, Ltd., Cross Green, Otley, Yorks. . . . **West Hants and Dorset C.C.** Hartwell Cup trial will be held on 22nd March. Entries close on 17th March and go to H. H. White, 45 Springfield Crescent, Parkstone, Poole, Dorset. . . . **Bentley D.C.** Eastbourne Rally takes place on 3rd-4th April, open to A.M.O.C., Lagonda Club, Jaguar D.C., V.S.C.C. driving cars of appropriate make and year, and members of the 20 Ghost Club in Rolls-Royces, the Essex County Constabulary Driving School and Metropolitan Police Motor Driving School. Entries close on 18th March and go to Lt.-Col. C. H. D. Berthon, Madge, Long Crendon, Aylesbury, Bucks. . . . **The Fiat 500-600 Club** have a film show on 14th March at 7.30 at the Bull and Mouth Tavern, 31 Bloomsbury Way, W.C.1. . . . **The Royal Air Forces Association M.C.** (North-West Div.) Spring Navigation Rally is to be held on 21st March. It is a restricted event and entry forms and regs. may be had from R. J. Keeley, 642 Prescott Road, Liverpool 13.

#### WINING AND DINING

**THE** Allard O.C. held their annual dinner on 20th February at the Kensington Palace Hotel, London, when a large number of members and friends—including one who had motored from Wales in his Allard for the occasion—gathered for an enjoyable evening. Speeches were few and brief, Martyn Watkins proposing a toast to the Club, to which Sydney Allard responded. During the dance which followed, Mrs. Martyn Watkins presented the awards.

**THE** annual dinner of the Lloyds M.C. took place in the Café Royal on Friday, 13th February. Tim Hedley not only arranged a superb meal, but put on the "Strip Tease to end all Strips Tease". It was, of course, a stag affair!

**ON** 26th February the Leicestershire C.C. held its 25th anniversary dinner and dance at the Bell Hotel, Leicester. Well over 200 members and guests

attended and each one shared in an enormous birthday cake which had been prepared to mark the occasion and which weighed 36 lbs! A toast to the Club was proposed by Martyn Watkins, the President, Mr. H. H. Mayes, responding. Mrs. Mayes later distributed the awards for the past year.

**BIG** occasion for the Farnborough D.M.C. on 27th February was the Club's first annual dinner and dance, held at the Royal Ascot Hotel, Ascot. Although the club is a young one, there was nevertheless a large number of members and their friends who settled down for a thoroughly enjoyable evening. A toast to the Club was proposed by Chief Inspector Lake, of the County Constabulary, the Chairman, Derek Vick, responding. The guests were proposed by H. W. Greenwood, secretary of the Club, and Martyn Watkins responded.

#### SOUTHERN JOWETT C.C.

**THE** Southern Jowett Car Club's 1959 season was opened on 27th February by a film show held at Caxton Hall, London, at which about 50 members and their friends were present. Among the films shown were Shell's "Mille Miglia, 1953" and "British Grand Prix, 1955", the latter recording the victory of Stirling Moss over Fangio when both were in the official Mercedes team. Forthcoming S.J.C.C. fixtures include 15th March "March Hare" (co-promoted with Singer and Lea Francis Owners Clubs) starting from Croydon at 10.30 a.m., and 26th April, a navigational run in Berkshire. Particulars of membership, open to past or present Jowett owners only, can be obtained from the hon. secretary, L. R. Reed, J.P., 43 Holts spur Top Lane, Beaconsfield, Bucks.

#### PETERBOROUGH M.C.

**THE** annual dinner and dance of the Peterborough Motor Club, with presentation of awards, took place on 26th February in the Continental Ballroom, Peterborough, with over 300 members and their friends attending. "The Club" was proposed by the Mayor of Peterborough who, incidentally, is a founder-member, with the club chairman, C. B. Beckett, responding. The visitors were welcomed by Dr. R. M. E. Smith, with John Bolster replying.

So many awards were won during the year, that these were placed on the tables in front of each winner, and only the main trophies and replicas were presented by Mrs. Banks. Dancing continued until 1 a.m. to Jimmy Ballatyne and his band.

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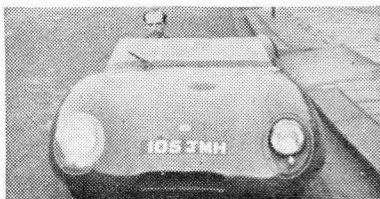
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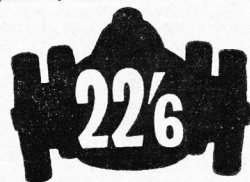
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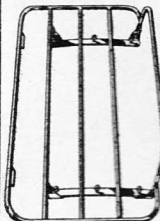
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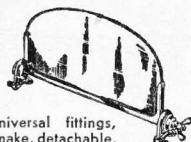
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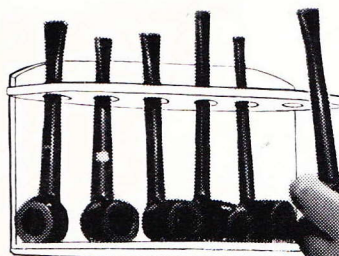
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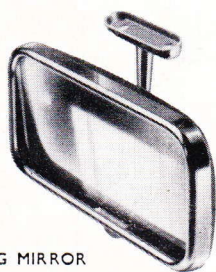
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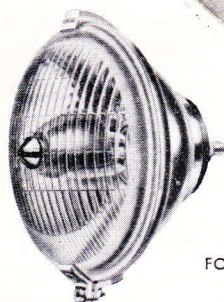
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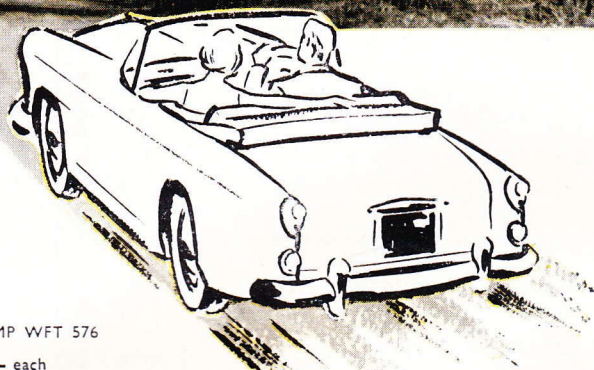
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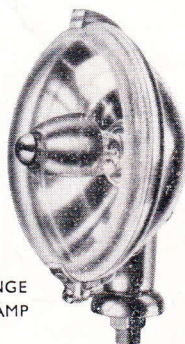
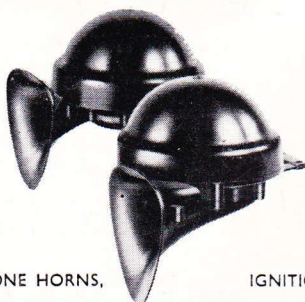


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