

AUTOSPORT

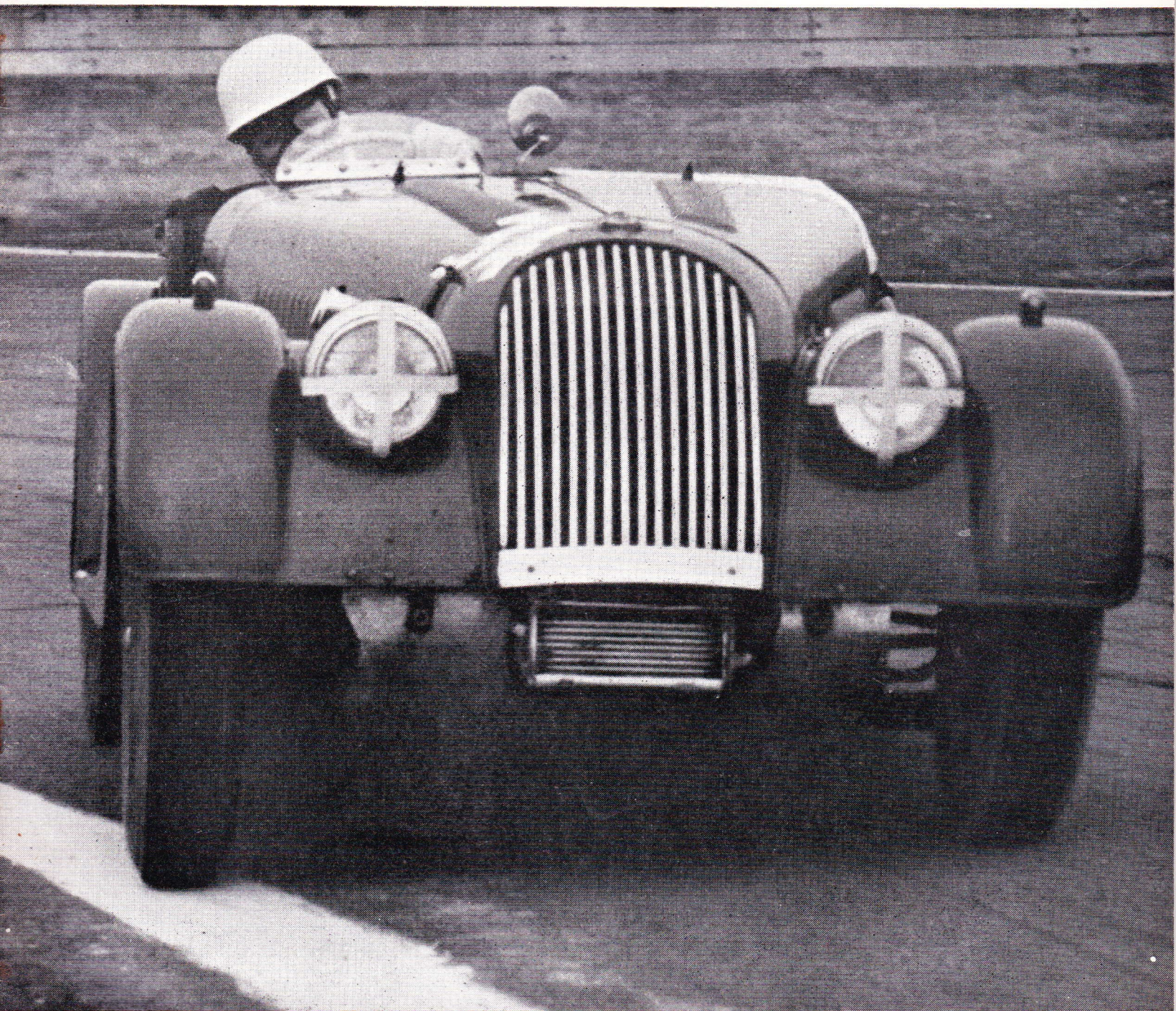
MARCH 20, 1959

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EVERY FRIDAY
Vol. 18 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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

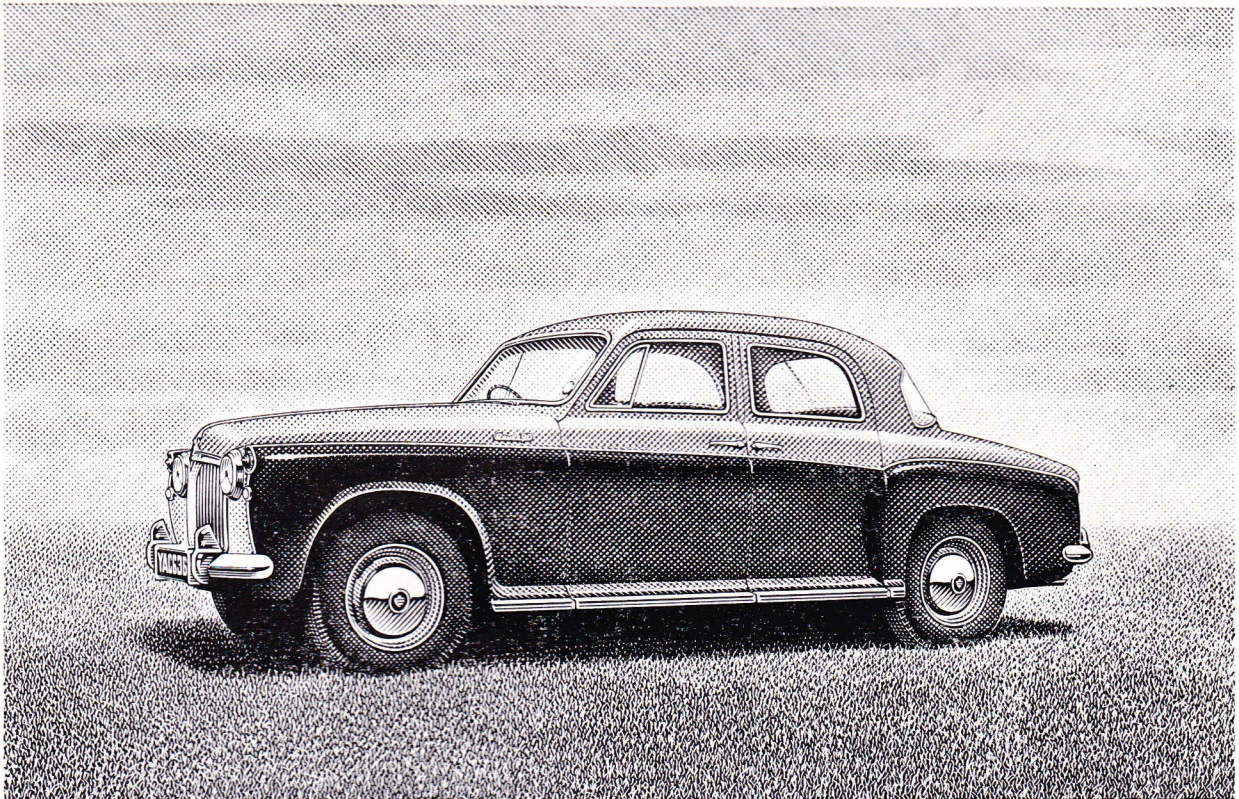


IN THIS ISSUE

THE GENEVA MOTOR SHOW : JOHN BOLSTER TESTS THE PEERLESS G.T.
CLUB RACING AT GOODWOOD : THE SECOND CHILDHOOD OF "REMUS"

*Here, without fuss or ostentation,
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Vol. 18 No. 12

March 20, 1959

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EDITORIAL

THE FIRST ROUND

ON Saturday the first round in the 1959 World's Sports Car Championship takes place at Sebring—the International 12 Hours Race of Florida for the Amoco Trophy. To whom will the honours go? As favourites one cannot discount Ferrari, winner of the Championship last year. For Sebring, with the 300 h.p. version of the already sweepingly successful Testa Rossa car and a team of drivers which includes Phil Hill, Jean Behra, Olivier Gendebien and von Trips, the threat to the British entrants is more than formidable. Lister-Jaguar, on whom most British hopes are pinned, must nevertheless remain an unknown quantity until the 3-litre Jaguar engine has given an indication of its power and reliability. It is still not certain whether the Briggs Cunningham car, to be driven by Stirling Moss and Ivor Bueb, will be fitted with the latest "alloy" power unit. Not to be ignored from this country, however, is the lone DBR1 Aston Martin, which will be handled by Carroll Shelby and Roy Salvadori. This is a car which is certainly as fast as anything in the race, and, in its 1958 form, holds the lap record for the Florida circuit. The chief threat to the larger-engined cars can only come from Porsche, with faster versions of the machines which startled the racing world with their fantastic performances at Le Mans in 1958. These cars should play a large part in the Index of Performance, where a threat must come from de Tomaso's extremely fast Osca. A danger, too, is the G.T. Fiat-Abarth 750, which has displayed phenomenal speed allied to that all-important reliability. Lotus Elite will also be after the Index honours. In motor-racing, however, anything can happen, as has been said so often before, and we can only await with interest to see who will be the winner in the first round.

CLUB RACING

ONCE again the club racing season is under way for another year, and while the men at the top are concerning themselves with the important issues to be fought out on the other side of the Atlantic, here at home thousands of enthusiasts will be preparing their cars for another day's racing-for-fun. Although the club season yearly appears to begin earlier and finish later, there is never a shortage of competitors. Many meetings throughout the year are heavily oversubscribed, an indication of the enormous popularity of club racing, the spirit of which is simply the enjoyment given to those who handle a fast car skilfully on a circuit. There is, however, a greater importance to the sport than this. There is the aspect of a "training school", where drivers may gain experience and knowledge in their chosen art so that they may one day follow in the steps of the late Mike Hawthorn, and bring world honours to Britain against the best the world can produce.

OUR COVER PICTURE

CLUB RACING is here again, and to salute its arrival we reproduce a fine action shot of a series-production sports car—the Morgan Plus Four of C. J. Lawrence, who won two events with the car at the first race meeting of 1959 at Goodwood on Saturday. The car is seen taking the tricky Madgwick Corner at real speed.

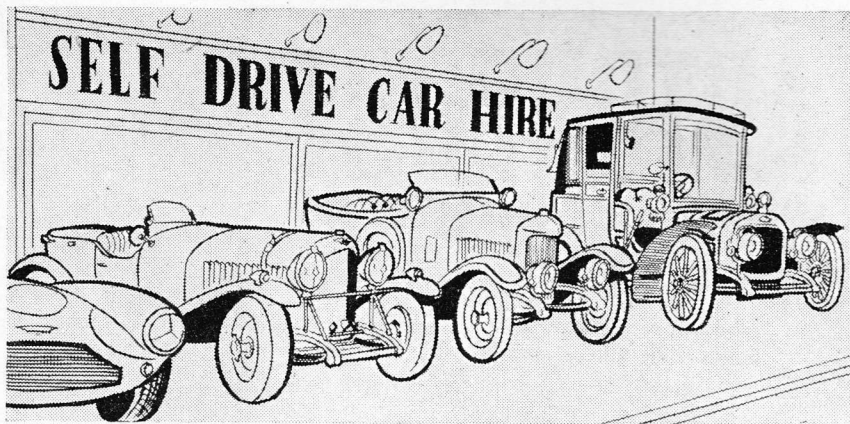
SPORTS NEWS

PAT MOSS and Ann Wisdom are to drive an A40 in the Lyons-Charbonnières Rally, to be held on 19th-20th March. Also entered are John Sprinzel and Stuart Turner in an Austin-Healey Sprite.

AN International M.G. Rally is being held at Monza Autodrome on 25th-26th April. This is more or less a purely social gathering, but includes timed tests on the full 10 km. circuit under the supervision of Gigi Villorosi. The entry fee of 10,000 lire includes a ticket to the Milan International Fair, various cocktail parties, souvenir badges, etc. Further details and entry forms may be had from S.I.A.S., Autodromo Nazionale di Monza, Monza. The organizers will also attend to the booking of accommodation and competitors should write as soon as possible as the International Fair will no doubt cause a run on hotels nearer the date of the rally.

SNETTERTON OPENING

THE Archie Scott-Brown memorial tablet will be unveiled by his father on Sunday, 22nd March, before the start of the first event at Snetterton. This meeting will see the first competition outings of both the new Cooper Monaco and the new 5.7-litre Lister Corvette, probably the most powerful sports car ever seen on a British circuit. In the big sports car class R. A. Brightman and J. Ewar will handle the Lister Corvettes, Bill Moss, John Bekaert and Peter Mould will have Lister-Jaguars, while Ecurie Ecosse are to send down a Tojeiro and a Lister, both Jaguar-powered. In the under 3,000 c.c. class entries are headed by Jim Russell and Percy Crabb (Cooper Monacos), Dick Stoop (Frazer-Nash), Douglas Graham and Mike Taylor (Lotus XV), Mike Salmon (3-litre D-type Jaguar) and the Ecurie Chiltern DB3S Aston. First race in this promising five-event programme starts at 2 p.m.



BOOKINGS for Britavia low-fare charter flights have been so heavy for all *Grandes Épreuves* this year that prices may have to be increased for late bookings, due to the increased charter fees later in the summer. To avoid this any readers wishing to make use of the service, which normally leaves Britain the day before practice and returns the day after the race, should book (no matter how provisionally) with Britavia Travel, Ltd., 62 Brompton Road, London, S.W.3, as soon as possible. This will allow planes to be booked in advance at more advantageous rates.

TEAM SPEEDWELL

SPEEDWELL PERFORMANCE CONVERSIONS, LTD., of 763 Finchley Road, London, N.W.11, are to recruit drivers for their Team Speedwell from the ranks of private drivers who competed last season. They are to drive yellow cars and make their first 1959 appearance at Goodwood on Easter Monday when John Sprinzel and Len Adams will drive A35s in the saloon car race. The team will also visit Scandinavian, German and Belgian circuits. Private owners will also be given support at various meetings and a new trophy, the "Speedwell Trophy", with a cheque for 25 guineas, will be awarded to the private owner who puts up the most meritorious performance during 1959. Competitors are asked to submit details of any success to Messrs. Speedwell as soon as possible.

WALLPAPER, marketed by Dept. W., John Webb Press Services, Ltd., Silver City House, 62 Brompton Road, London, S.W.3, has a contemporary design comprising eight sports cars: Aston Martin, Lotus, A.C., Jaguar, Triumph, Austin-Healey, Porsche and M.G. Available in red against a natural mushroom background, other colours will be available later. Price is 12s. 6d. per standard roll.

750 PRACTICE DAY

A SUCCESSFUL innovation last season, the Seven-Fifty M.C. members' practice day at Brands Hatch is to be repeated this year, on 12th April. Preference will be given to drivers with limited experience of driving 750 and 1172 Formula cars and entries close on 1st April. Secretary of the meeting is Peter Dawe, "Hollydene", Beadles Lane, Oxted, Surrey. First practice session starts at 9 a.m.

THE Peter Collins Memorial Fund portrait which will hang at his old school at Alcester, Warwickshire, has been commissioned and will be painted by Miss Sofy Asscher, the well-known London artist. The portrait, measuring 40 ins. by 30 ins., will depict Peter Collins after his victory at Silverstone in May, 1955, in the Owen Maserati. The unveiling ceremony will take place in October or November and Rob Walker has agreed to officiate. After the cost of the painting there will be a surplus of money which is being offered, with the approval of Peter's wife and family, to the B.A.R.C. for a memorial trophy to be competed for at a Goodwood meeting.

1959 MOTOR SHOW

THE 1959 Motor Show, the 44th in the series, will be opened at Earls Court on Wednesday, 21st October, and will remain open until the evening of Saturday, 31st. For the first time there will be no display of boats or marine engines at the Motor Show, since the manufacturers concerned consider that their side of the industry will be adequately represented by the National Boat Show, to be staged at Earls Court in January, 1960. Because of the absence of a Marine Section more space will be able to be allotted to cars, caravans and other motor products.

Leaving for New York and Sebring is this 1959 Lister-Jaguar, which has been bought by Briggs Cunningham. It will be driven in Saturday's 12 Hours race by Stirling Moss and Ivor Bueb.

ANSWER to the parking problem—a 45-car roof-top car park in Corby New Town, Northants. Access is by ramps.

MOTOR RACING ENTERPRISES

MANY of our readers will doubtless have seen in the back pages of AUTOSPORT an advertisement by Motor Racing Enterprises, offering to hire out racing cars to those who wish to race but cannot afford the capital outlay required.

The man behind this idea is one Alec Jones who has himself done some racing in past seasons and now intends to continue his association with the sport by providing the cars for others to drive—a most praiseworthy scheme.

Since his advertisements first appeared last November Mr. Jones has had nearly 1,000 applications, some of which have had to be rejected. However, over 600 have been accepted and it is his intention to form a team in the future when the potential stars have proved their latent ability. The team will be called Ecurie Anglais and will eventually have three or four cars at its disposal as well as two or three more which will be used as "hire cars", so to speak.

Last Saturday at the invitation of Alec Jones's 2 I.C., Jeff Clarke, we went down to Brands Hatch to see the firm's first outing. Three cars were brought (all Coopers—two 500s and a Sports) and the first four applicants, one of whom was a girl, were sent off to get in some practice. Unfortunately though, the day was split up into 20-minute intervals, first for motor-cycles and then for cars, so no prolonged practice was possible. This notwithstanding, all four drivers got in a few laps. Obviously no scintillating times were recorded but they all acted sensibly and nobody misbehaved himself.

This little session at Brands forced home the need for a circuit whereon M.R.E. can operate by themselves without interference. They are looking hard and are inquiring into the use of Membury Aerodrome at Ramsbury, near Stapleford. However, nothing is settled yet, but should anyone know of a suitable venue, Alec Jones will be very glad to hear of it.

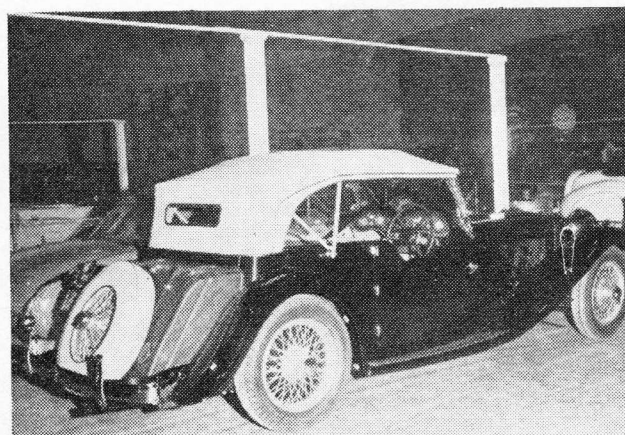
A provisional range of prices for the hire of these cars is as follows: 500 c.c. cars—£10 per meeting; F2 cars—£15 per meeting, and sports cars—£15 per meet-

ing. Transport is up to the individual. If he has the facilities he can tow the car behind his own. If he wants it taken to the circuit for him, then M.R.E. will charge 9d. per mile. Obviously, therefore, if two competitors wish to drive at the same meeting, these charges will be reduced.

By creating Motor Racing Enterprises, Alec Jones has given many people a

chance they would never have otherwise received and his scheme is the first of its kind anywhere. The response to his idea is encouraging indeed and his venture deserves every success. There will undoubtedly be a few snags to overcome but eventually there will no doubt be a good many people who will have cause to be grateful to Alec Jones and his men.

★
RIGHT—What a car should look like: a 1937 S.S. Jaguar. BELOW: What do you think? An American special based on a Studebaker. Both cars were shown at the Hartford, Connecticut, "Autorama".
★

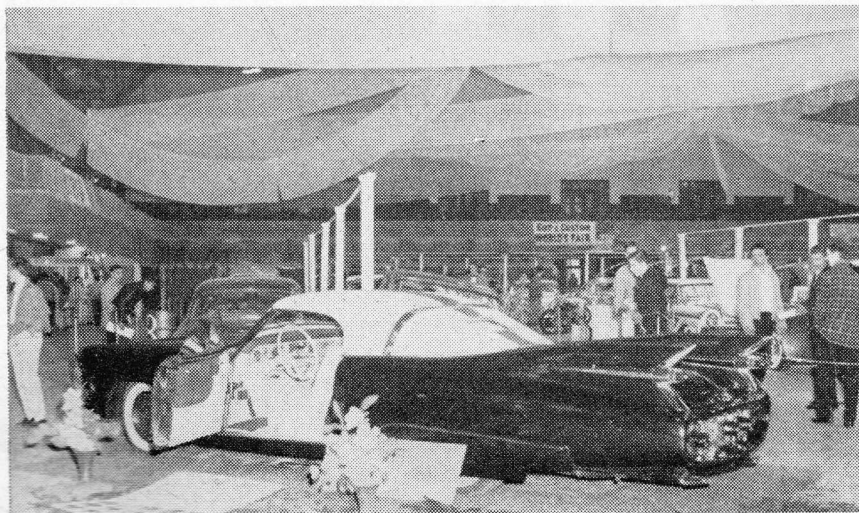


RED-FACED DEPARTMENT!

A FORTNIGHT ago in our Editorial column we were discussing, in an innocent sort of way—or so we thought—the subject of prestige cars.

Our sins of omission have been brought home to us by a large correspondence from the loyal followers of the Jaguar marque which has appeared before more "crowned heads of Europe" than most other makes.

Of course nobody will deny, least of all ourselves, that when it comes to prestige Jaguar is right in the top drawer and a full list of distinguished owners from Royalty downwards would read like a sizeable portion of Debrett. The point is that, whilst the Jaguar is by no means a cheap car, one does not have to be in the millionaire class to own one, hence its omission, with other fine cars, from the list of those which are only within reach of those fortunate people for whom money is no object.





JOHN BOLSTER
TESTS

The Peerless G.T.

A quality four-seater with an exciting performance

IN days of yore, virtually all sports cars above the smallest sizes were four-seaters. Admittedly, they were open four-seaters, but the weather was kinder and we were tougher then. Nowadays, even very powerful sports cars are usually only two-seaters, and a growing family spells the end of motoring except in a despised "family saloon". Rear seats for legless dwarfs are available here and there, but there is a very real demand for a genuine sports car that will really carry four people in comfort.

The Peerless is certainly a sports car, and it has four seats plus a reasonable luggage boot. The engine, gearbox, and front suspension come from the Triumph TR3, but a multi-tubular frame and a de Dion rear axle make the specification really interesting. Disc brakes in front ensure that the machine may be stopped. The body is very low, but four average-sized people may be accommodated, and they are all located on bucket seats.

It is unnecessary to describe the well-known Triumph power unit in detail. It is a conventional four-cylinder, two-litre, with pushrod-operated valves and twin S.U. carburetters. The four-speed gearbox has reasonably close ratios and the short central lever works exceedingly well. The Laycock-de Normanville overdrive may be employed on all but first and reverse gears.

The test car, which was submitted by Rudds of Worthing, had its fibreglass body finished in a lovely deep red. The appearance, which caused considerable excitement wherever the machine was parked, obviously had some Italian inspiration but was most individual never-

theless. The general finish was attractive, and a great improvement on the original Peerless. Yet, some details were curiously shoddy, and it seemed a pity that such a pretty car should be marred by minor imperfections. Of course, this standard production model had not been specially prepared for road test, as is sometimes the case I believe.

On taking one's seat, one was impressed by the good driving position, with a really lovely (and adjustable)

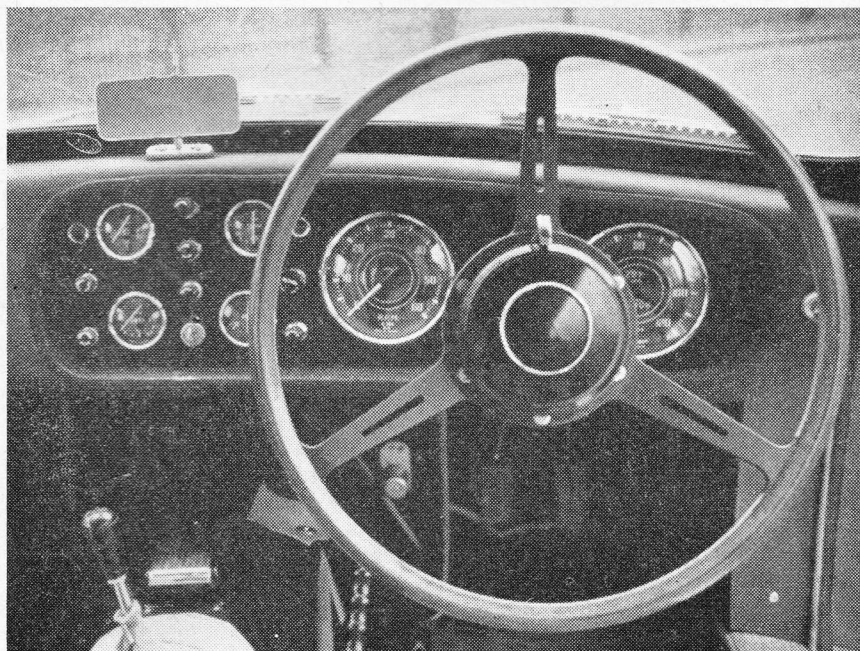
MUCH ADMIRER: The smooth and attractive lines of the Peerless attracted many admiring glances from passers-by.

wood-rimmed wheel. Citroën's lead has been followed in deleting those useless little ventilating panels from the door windows, and the slim windscreen pillars must also be applauded. The seats felt unusually hard on first acquaintance, but during a long, fast journey they were found to be surprisingly comfortable. My long-legged daughter approved the rear-seat ride, though the suspension is fairly firm at the lower speeds.

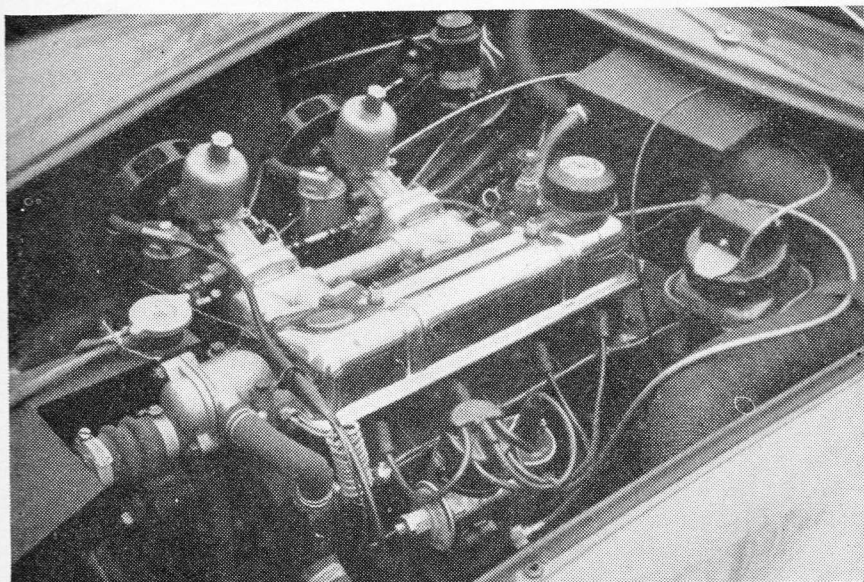
Comfortable the Peerless most certainly is, but to enter and leave it requires a modicum of skill, as the multi-tubular frame encroaches to some extent on the door openings, and the roof is very low. The Editor and I had got this absolutely taped, we thought, and hopped nimbly into the car from opposite sides. A moment later, a shriek of unprintable anguish proved that we had met head-on in the middle, and thereafter we looked before we leapt.

The performance is extremely interesting. The Peerless is naturally heavier than the Triumph and Morgan 2-seaters, and when I weighed it, with about five gallons of fuel on board, the certificate said 21½ cwt. Nevertheless, it is quicker

off the mark than these two lighter cars with similar engines, because the de Dion axle virtually eliminates wheelspin. It also accelerates faster than the other pair at the top end of the scale, because the body is better streamlined. The maximum speed is definitely higher than that of the sports 2-seaters, the very respectable figure of 107.1 m.p.h. having been recorded. This was done on overdrive top gear, on which ratio the engine could not attain full revs. However, over-



BOLSTER ENTHUSED over the driving position. All the instruments are readily visible, the steering column is adjustable and the gear lever comes easily to hand.



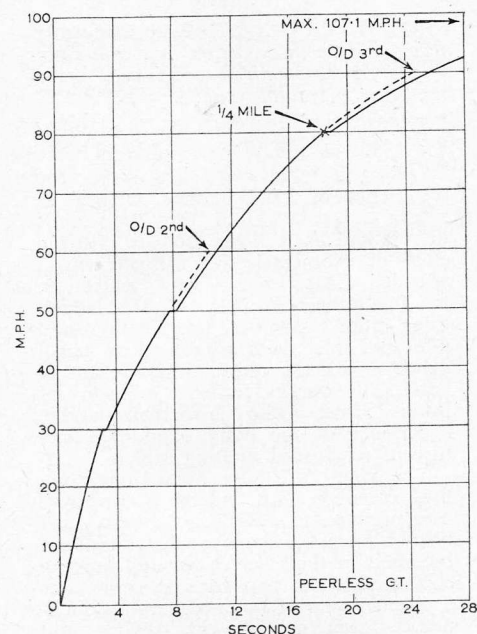
WELL-TRIED UNIT: The four-cylinder Triumph engine is used, the front suspension and gearbox also being of Triumph manufacture.

revving occurred on the direct drive, and I did not wish to risk damaging the engine by completing a couple of timed runs with the needle well in the red. As the car tends to be overgeared, and demands the frequent use of third speed, a 4 to 1 rear end would render it even more lively, and should put the overdrive speed past the 110 m.p.h. mark.

The car runs straight and true at the high speeds of which it is capable. It holds the road well, of which more anon, and it has good brakes. This is, therefore, a very desirable machine, but it must be criticized in one respect. Briefly, the engine can be heard and felt to a greater extent than is usual these days. At high cruising speeds on the overdrive, the Peerless is surprisingly quiet, but at the lower end of the scale, and when accelerating, one is, to say the least, somewhat conscious of the engine. Now, there are several other sporting cars which are just as noisy, and some people would regard the sound level as entirely normal, but I am absolutely sure that only a very little work would be required to make a substantial improvement.

The steering is very "quick" indeed,

with only two turns of the wheel from lock to lock. It is fairly heavy at low speeds, but absolutely ideal for really fast driving. The standard of controllability must be rated very highly, and I thoroughly enjoyed some fast laps of a road racing circuit. The de Dion axle is on semi-elliptic springs, and so the lateral location is not completely positive, nor is the unsprung weight particularly low, especially as the brakes are on the



Acceleration Graph

hubs. As would be expected, the rear end behaviour is better than that of any "conventional" car, but a very bad bump may make the wheels hop, for the reasons stated above. In general, the saving in cost and complexity which the semi-elliptic springs confer are worth any small lack of theoretical perfection, compared with a typical racing design.

A delightful feature of the Peerless is
(Continued on page 359)

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Peerless G.T. 2-door 4-seater coupé.
Price £1,493 7s. including P.T.

Engine: Four cylinders 83 mm. x 92 mm. (1,991 c.c.). Pushrod operated overhead valves, 101 b.h.p. at 5,000 r.p.m., 8.5 to 1 compression ratio. Twin S.U. carburettors. Lucas coil and distributor.

Transmission: Borg and Beck 9 ins. single dry plate clutch with hydraulic operation; four-speed gearbox with remote control lever, plus electrically operated overdrive (optional extra). Ratios 3.03 (o/d), 3.7, 4.9, 7.4, and 12.5 to 1. Hardy Spicer propeller shaft to chassis-mounted hypoid unit. Articulated shafts to rear hubs.

Chassis: Multi-tubular frame. Independent front suspension by wishbones and helical springs. Cam and lever steering. De Dion rear axle on semi-elliptic springs, 5.50-15 ins. tyres on bolt-on

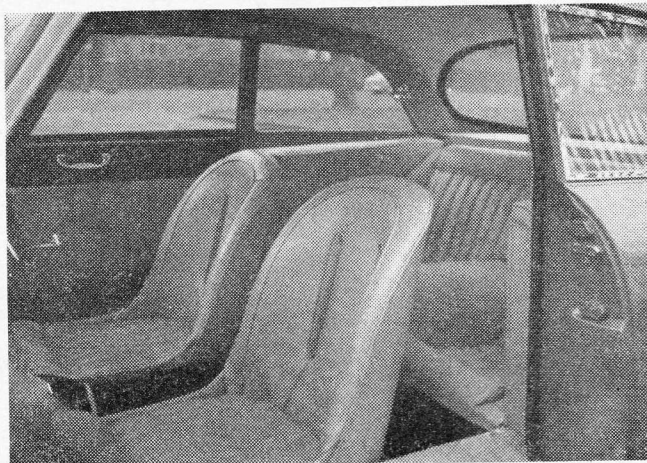
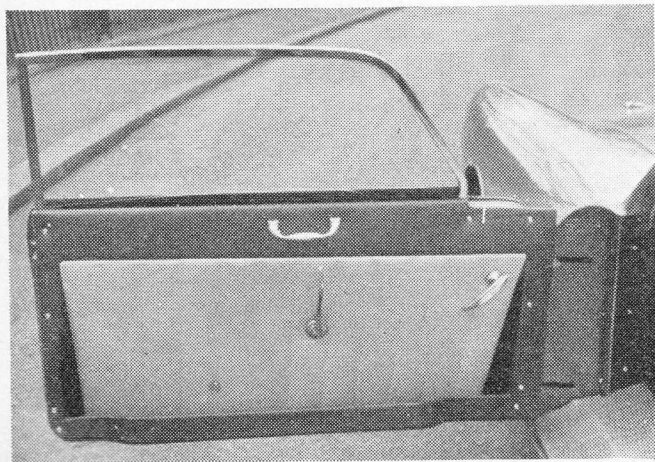
disc wheels. Hydraulically operated disc front brakes and drum rear, with fly-off hand brake lever.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure, water temperature, and fuel gauges. Self-parking windscreen wipers and washers. Flashing indicators. Heater and demister.

Dimensions: Wheelbase 7 ft. 10½ ins. Track 4 ft. 3½ ins. Overall length 12 ft. 9 ins. Width 5 ft. 3 ins. Weight 1 ton 1 cwt. 2 qrs.

Performance: Maximum speed 107.1 m.p.h. (o/d). Speeds in gears. Direct top 104 m.p.h. Third 80 m.p.h. Second 50 m.p.h. First 30 m.p.h. Standing quarter-mile 18.4 secs. Acceleration 0-30 m.p.h., 3 secs.; 0-50 m.p.h., 7.8 secs.; 0-60 m.p.h., 10.4 secs.; 0-80 m.p.h., 18.4 secs.

Fuel Consumption: 26 m.p.g.



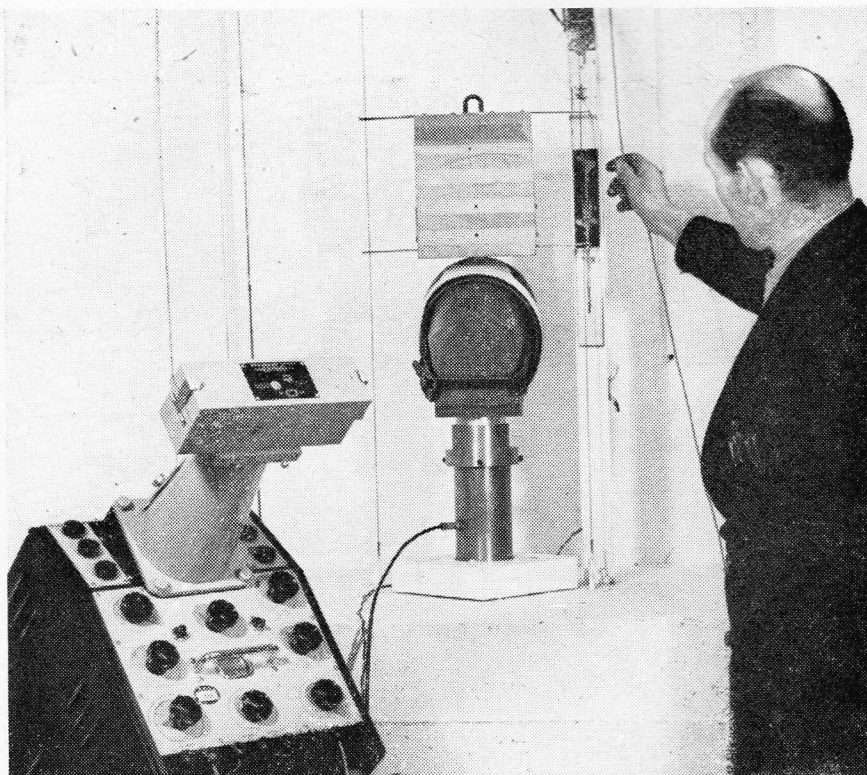
THE DOORS are very wide (left) and the interior is well appointed. The quick-action window opener will be appreciated by many. **FOUR-PASSENGER COMFORT:** (Right) The bucket seats appear to be hard at first but are ideal for long-distance driving.

PROTOTYPE HELMETS are stringently tested. Here the reaction to a measured impact is electronically registered on a dummy head.

IN 1932, as today, many drivers were feeling a trifle concerned about the prevalence of head injuries suffered in racing crashes. Until this time most drivers had been in the habit of wearing cloth or chamois leather helmets which afforded little or no real protection. A. T. Goldie Gardner felt that something more substantial was required and discussed his theories regarding crash helmets with the old-established firm of hatters, Messrs. Herbert Johnson of Bond Street, who had considerable experience of the design and manufacture of reinforced hunting caps.

The result of these discussions soon took concrete form and the Bond Street firm produced the Herbert Johnson crash helmet later the same year. Based on the shell of their velvet covered hunting cap, the helmet was formed from over a dozen layers of linen of varying thicknesses, each coated with shellac and moulded to the correct shape before the next layer was laid in place. The finished helmet weighed only 14 ounces, but it gave a high degree of protection to the head under almost every circumstance.

The helmet was of pleasing appear-



CRASH HELMETS

An evolution from the hunts of England to the G.P. circuits of the World

ance, had an integral peak and swept low at the back to protect the junction of neck and skull. It was quite rigid and a built-in chin-strap with non-slip clip ensured that, even under severe stress, the helmet was securely positioned on the head and dispersed impact loads over the surface of the helmet while cushioning the blow as much as possible.

Credit for pioneering the use of the visor must go to S. C. H. Davis, but Herbert Johnson's were not far behind in designing and fitting them to their already established helmet. The combination of a light, comfortable, efficient helmet and a non-distorting, rigid visor, ideal for wet-weather racing, met with immediate and widespread success. The firm takes justifiable pride in the fact that almost every driver of note

By Michael Durnin

bought, wore and expressed satisfaction with their helmets. Many famous drivers had special features built in to suit them, but the basic design features remained unchanged and continued to give satisfaction.

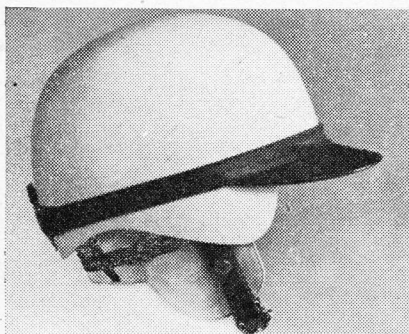
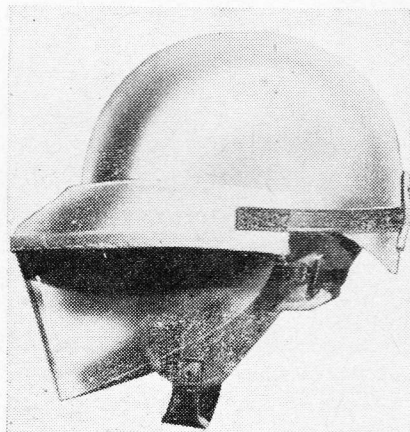
These helmets were all made in Herbert Johnson's own workrooms but, with the introduction of the ruling which required all racing drivers to wear crash helmets, it soon became obvious that the firm could not keep up with the flood of orders which poured in with every post. Research proved that the recently developed glass-fibre compounds could be used satisfactorily for helmets and give even better protection than the linen and shellac "goss" helmets which the firm had been making

for about 25 years, so a plastics firm was approached to help in the design and development of a helmet which could be mass-produced, while sacrificing none of the efficiency of the hand-made article.

After extensive testing a plastic helmet was evolved which, from the standpoint of driver-safety, was even better than the old type, but which was, unfortunately, somewhat heavier. This helmet was not in production for very long as research had shown that it would be advisable to modify the design.

More testing and research, by Messrs. Herbert Johnson, a medical expert, the plastics firm (who produce jet-pilot helmets for the Air Ministry) and the late Mike Hawthorn, produced an alternative design which incorporated special temple pieces and an optional, detachable peak. This new design proved to be rather more expensive to make, so the manufacturers approached Messrs. Herbert Johnson and informed them that, if making the crash helmet was to be an economic proposition, they would have to consent to its being sold to other retailers.

The new helmet has an eighth of an inch-thick glass-fibre shell with an extra strong matting used in its construction and is lined with half an inch of laminated cork with the addition of an extra reinforcing layer at the brow. An interior cross-strap harness and the chin-strap mounting are cross stitched through the carcase of the helmet to provide maximum security. The chin-strap is made of rexine-covered Terylene to minimize stretching and the safety release buckle from the old-type helmet is retained. The peak is secured by a buckle, a press stud and a clip and is immovable in even the strongest wind. The temple pieces are made of cork-lined glass-fibre. The visor design has been modified to fix firmly to the new peak and can be had in dark or clear optical plastic.



HERBERT JOHNSON "crash hat", showing temple-pieces and detachable peak. Left: The helmet with visor attached.



Peerless—continued

the high average speed which it is able to maintain without appearing to hurry. It is small enough to be fast on crowded roads, and the high speeds of which it is capable on the indirect gears are useful in this connection. The overdrive can be

used on second and third gears if required, and as this allows up-changes to be made on full throttle, it is handy under certain conditions. For instance, it is possible to accelerate from a standstill to 60 m.p.h. in 10.4 secs. by using overdrive second. Again, overdrive

Helmets—continued

Some idea of the stringency of the tests which the new design has undergone can be gathered from the following report produced after tests carried out by the Road Research Laboratory of the Department of Scientific and Industrial Research:—

"It appears from these studies that the application to the head itself, whether protected or not, of a force in excess of 5,000 lb. (2,270 kg.), even for only a few milli-seconds, is likely to result in fatal concussion.

The basic requirements for protection are that the helmet shall have an outer shell which is separated from the wearer's head by a layer of protective padding material or by other means of energy absorption and that it shall be smooth and free from rigid external projections which, in a crash, might cause dangerously violent movement of the wearer's head.

Performance tests are required to prove the following:—

- Shock absorption of the complete helmet under various conditions of temperature and humidity,
- Strength of the helmet and its resistance to penetration,
- Strength of harness and of its attachment.

The shock absorption test is carried out by placing the helmet on a headform front upwards, the 10 lb. striker is then raised to a clear 12 ft. above the point of contact with the helmet, and then allowed to fall freely; a photographic high speed record of the force transmitted during impact is made. The helmet is then reversed and the test repeated on the back of the helmet. The transmitted force must be below 5,000 lb.

The penetration test is carried out by dropping a 4 lb. cylindrical striker, having at its lower end a conical point with an included angle of 60 degrees, from a height of 3 ft. The point of the

striker must not pierce the inner surface of the helmet.

The harness attachment test is carried out by applying a load of 150 lb. on the chin-strap of the helmet for two minutes: neither the harness nor its attachment to the helmet shall show signs of damage or deflect more than 1½ in.

The shell of the helmet is made of reinforced glass-fibre, lined with ½ in. of protective cork padding. The temporal extensions are an integral part of the shell and are lined with protective cork padding.

The chin-strap is reinforced with Terylene and is fitted with an adjustable quick-release fastening. Web concussion tapes are fitted and a nylon adjustable drawlace to the headleather.

The neck curtain is adjustable at the rear by means of two leather straps. The peak is detachable."

TEST RESULTS OF PROTOTYPE HELMET

Transmitted force in lb.	Penetration in mm.	Harness deflection in inches
Front 2,500	4.0	½
Back 4,100		

The helmet eventually put into production closely followed the pattern of the prototypes tested and results in actual competition have been encouraging, the greater weight of the helmet notwithstanding. It is hoped that the R.A.C. and the British Standards Institution will soon produce a standard specification for all crash helmets permissible for use in racing, a specification which, we are assured, will be based on the successful Herbert Johnson crash helmet.

A TOTAL of 120 cars, considerably more than last year, will take part in this year's Circuit of Ireland Rally, the only international motor rally held in Ireland each year. The rally will start simultaneously from Belfast, Omagh and Dublin on the evening of Friday, 27th

FROM ANY ANGLE the car is a good-looker. Petrol tanks are placed under each door in the tubular frame girders.

third may be used on the straight at Brands Hatch, a touch of the switch regaining normal third as one brakes for Paddock Bend.

Although the car has a short tail, a luggage boot of useful size has been provided because the petrol tank does not encroach on this space. There are two seven-gallon tanks, one under each door in the tubular frame girders. A switch on the dashboard selects either tank at will, via its own electric fuel pump. This is a very good feature, and so is the provision of quick-acting window openers, operated by long levers. All cars should have something like this, instead of the usual winding handles.

There are, indeed, many features of the Peerless which must endear it to its owner. The lack of chromium strips, or of any useless decoration, will appeal to the average sports car man. This looks, and is, a fast car, but it is above all a safe one. Driven fast all the time, on wet and dry roads, it never put a foot wrong during my "ownership". Perhaps the most surprising feature is the fuel economy, for there are many 1½-litre vehicles which can scarcely equal the Peerless when they are driven hard. Any family man with the sports-car urge should certainly try this machine.

March, and will continue until the afternoon of Tuesday, 31st March, when it will end at Bangor, Co. Down. The first stage of the rally will take the cars from their starting points down the east coast of Ireland and will entail an all-night drive. Early on Saturday morning the cars will halt at Tramore and then continue to Killarney. On Sunday there will be a comparatively short run and on Easter Monday the route will lead up the west of Ireland, through Galway and Donegal to Londonderry, where there will be an overnight halt. On Easter Tuesday the cars will head for Bangor, detouring to undergo speed tests at Kirkistown airfield.

THE Duraband R.B.1 tyre by Dunlop, which until now has only been available to rally drivers, has been released for general sale. It has a braced tread and very flexible casing, which combine to resist distortion, particularly during fast cornering where the tyre drifts less and wears more slowly than conventional tyres. The Duraband is designed primarily for sports cars, but will also appeal to some owners of saloon cars who experience motoring conditions likely to cause rapid tread wear. It should be realized, however, that braced tread tyres have certain limitations. Steering at low speeds tends to be heavy, and the ride is noticeably harder below about 40 m.p.h. There is also the possibility of abrupt breakaway at high cornering speeds when the limit of road/tyre adhesion is reached.

THE ex-American Air Force base at Manston, Kent—one of the largest airfields in Britain—is likely to become a major cross-Channel port. Silver City, in association with British Railways and French Railways, propose to operate a new low-cost rail-air service for passengers between London and Paris.

The service, called the "Silver Arrow", is due to start on 15th June, and the return fare, £8 19s.

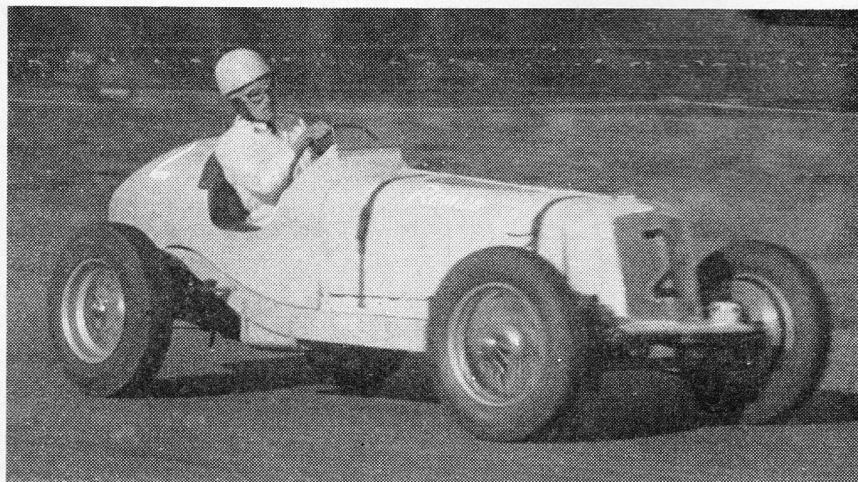
"REMUS" AND BILL MOSS win an all-comers event at the V.S.C.C. meeting at Silverstone in April, 1958.

"I HAVE not opened the bonnet in the last two meetings," said the previous owner, when Bill Moss collected E.R.A. R5B "Remus" at the September Prescott meeting in 1956.

On consideration of the proved reliability of "Remus" and its superior performance, Bill decided to sell R1A, which he had raced during that season. After a stirring race on Whit Monday at Crystal Palace, the car was delivered to the new owner and has since been seen in vintage events. Although Bira never appeared to like the car, "Remus" had the potential for beating any opposition in any historic car events, and this was proved in the last four events of that season. In preparation for the 1957 season, the car was completely stripped for an overhaul and improvements.

As the most important person in motor racing is the bank manager, Bill has always done the majority of work on "Remus" himself. In this overhaul he decarbonized the engine, relined the brakes, repainted the body the familiar "Bira blue" and had a new seat made.

For the 1958 season, the engine was stripped and rebuilt by a reputable firm, who also made a new roller bearing for the middle of the crankshaft. This permitted higher revs, and contributed more to the success of "Remus" than any other single improvement. During the week between meetings, Bill would change the axle ratio and prepare the car for the coming race or sprint. One evening, the car was started up and the next day the publican opposite the garage complained that his glasses moved along the shelf: so this practice was seldom exercised! During the heat of the season, the preparation only left one night free a week, and Casanova



"REMUS" — a second childhood

BY RALPH MOSS

would have had but few memories if he had worked with Bill!

On the spares side, E.R.A.s score heavily over most other historic racing cars. After the war, Bob Gerard bought Bira's stock of spares and still has some available, after Remus had had some of the more important spare parts. Spares could be found in different places and once a technician friend said, "Why not come to the works and sort around with me in the stores?" The resulting visit to the ex-E.R.A. workshops in Dunstable produced new valves, guides, pistons and sparking plugs, many in their original wrappings.

When the car was finally ready before each meeting, it was loaded on to its "flying bedstead". This was a 1946 Austin removals van, which refused to

do more than 48 m.p.h. without boiling! After rejuvenation, it was transformed into a true 60 m.p.h. (down hill with the wind behind it!) transporter!

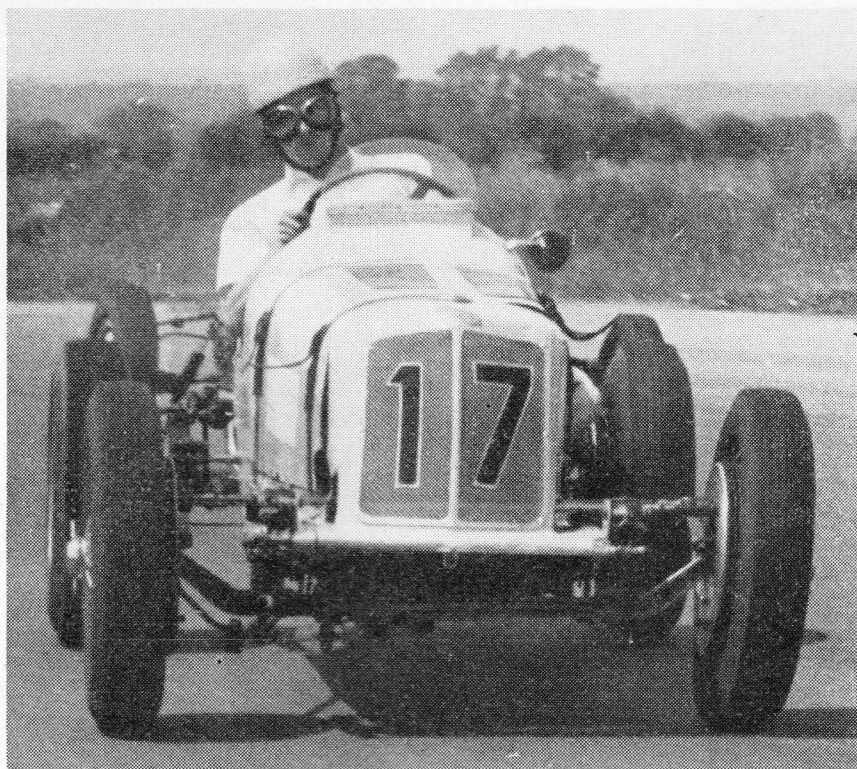
Once at the meeting, "Remus" was unloaded and pushed to the scrutineering bay before practice. After having obtained the scrutineer's ticket, the car was often started from cold by putting it on the jack and turning the rear wheels. "I'll bet Bira's mechanics never did that," remarked an onlooker once, as the engine fired immediately. This made a change from R1A, when four or more "backsides" might be seen pushing an invisible, spluttering object along the concrete with the two-minute hooter adding to the chaos!

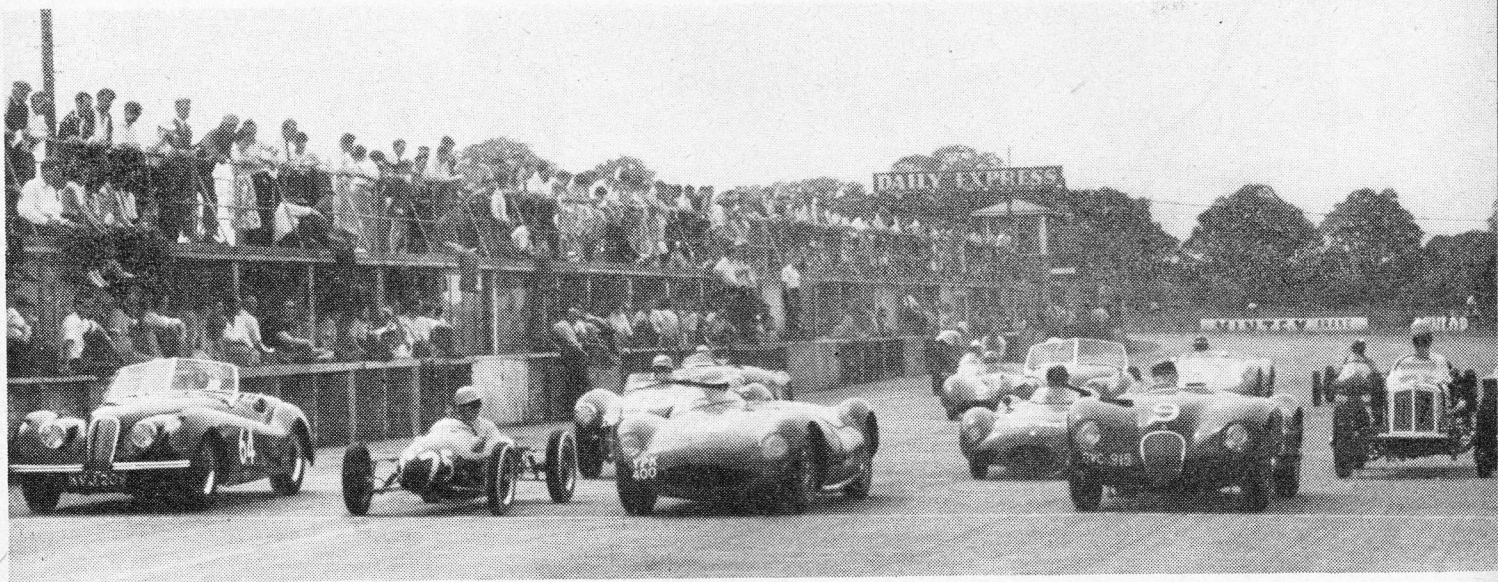
Sometimes after practising, Bill and his helper stayed in the van, which became unmistakable in the dark, when the candle-light shone through the legion of little holes in the bodywork. At Shelsley Walsh, a friend, also staying the night in the paddock, was without transport when a "jug" was indicated. Soon, a large blue van appeared at a local pub, complete with wolf whistle accompaniment, causing faces to appear at windows, probably expecting a pink elephant to step out of the cab.

Back at the course, Bill treated "Remus" as a stepping stone to greater heights, so that the race became a serious matter after the previous week's work had been used to full benefit in practice. This, I think, has been borne out by the way in which Bill "drifted" "Remus" in true Bira and Seaman fashion last season.

In the first V.S.C.C. race meeting in 1957, Bill was second to M. Souman, driving Spero's Bira-Maserati, after the first lap, but spun on Woodcote whilst trying to pass him. By lap seven, he was behind the leading pair, tore past Stuart's 2-litre E.R.A. whilst entering Woodcote, tried to pass Souman as well, but spun again, being narrowly missed by Stuart! In the same race in 1958, "Remus" led from start to finish: you live and learn!

"REMUS" has not become a six-wheeler. The extra two wheels at the back belong to Bill Whitehouse's F2 Cooper, travelling in close company.





The second important race of 1957 was the Easter Monday Mallory Park meeting, when Bill, in the *formule libre* race, did not hold his second place for very long as on the second lap a valve broke, damaging a piston. After this failure, sodium filled valves were fitted for their improved cooling properties. At the Notts Sports Car Club meeting in May at Silverstone, Bill had a neck-and-neck duel with John Dalton in his Aston Martin DB3S, the two passing and repassing several times. However, it was the younger car across the line first, but by only a length. "Remus" was not to be outdone, though, and replied with the fastest lap time!

With the growth of interest for vintage cars that has taken place in recent years, the V.S.C.C. introduced an extra race meeting at Silverstone in June. The 50-kilometre scratch race was a chance to even up with Spero's Maserati, and although the attempt gave great spectator value, it was unsuccessful. "Remus" led for three laps, when, at Copse Corner, Spero took the lead. Bill, without overshooting any braking points this time, repassed the Maserati, only to be overtaken after a few more laps, due unfortunately to rocker trouble. "Remus" hobbled over the line, but such was the lead of the fighting pair that Bill still gained second place. At the Midlands M.E.C. Silverstone meeting in the same month, Bill had another "dice", this time with Brian Whitehouse in his F2 Cooper. A slower car spun in front of the pair as they entered the last corner of the final lap so that they, in taking hasty avoiding action, spun as well. Both drivers, keeping control and holding their revs., negotiated this *fracas*, enabling "Remus" to win by one second!

The Richard Seaman Memorial Trophy race is one of the only long distance races for which "Remus" was eligible. Run over 75 miles at Oulton Park, it is quite a different proposition from the usual five-lap sprints. Driving strategy and tactics must be used, but although this meeting was televised, the

time allowed was so short that viewers could not appreciate this fact. Nevertheless, Bill won the race by over two minutes, at an average speed of 74.88 m.p.h., beating Spero's Maserati, which unfortunately went sick after a few laps. That meeting was one of the most memorable club meetings last season, the Mercedes-Benz Grand Prix cars adding an extra, unforgettable attraction. In the race, Douglas Hull drove Arthur Jeddere-Fisher's 2-litre E.R.A. very rapidly, but only with a sprint fuel tank, necessitating a pit stop at half distance. He and Bill were racing neck-and-neck, but after this stop "Remus" was out on its own. Hull regained second position very creditably, but was in no position to challenge "Remus", whose winning speed was 76.88 m.p.h.

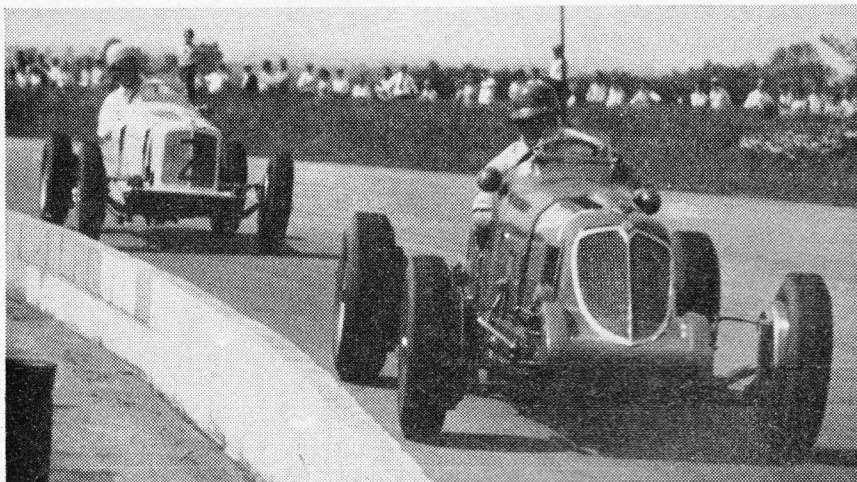
The historic racing car events of last season were less exciting, and at the Whitsun Goodwood meeting, "Remus" led from start to finish in the vintage race, its average speed being 2.3 m.p.h. less than Whitehead's sports car race average in the Lister-Jaguar. Against modern machinery, however, the tables were reversed, and Bill had to drive to gain every second. For the Easter Monday Brands Hatch meeting, the Saturday practice was cancelled owing to snow on the circuit, but this had cleared by Monday, and in the *Formule*

Libre race, Bill was leading when M. J. Parkes, who was driving a supercharged Lotus Ford and had started at the rear of the grid, caught up and overtook to win quite comfortably, leaving "Remus" with a second place. The *formule libre* races attracted F2 cars and big sports cars, but the only alternatives were handicap events which would not give a real race for "Remus". At the Stanley Sears Trophy meeting in June at Snetterton, "Remus" was rather lost amongst F2 Coopers and Lister-Jaguars, arriving half-way down the list at the finishing line. This was improved to seventh place in the similar July event.

At the M.M.E.C. Silverstone meeting in June, "Remus" was fourth behind Tony Marsh in his Cooper, Geoff Richardson in a 2½-litre Connaught, and Tim Parnell in another Cooper, beating Jimmy Stuart (who used to drive a 2-litre E.R.A.) in a Formula 2 Cooper after a ding-dong battle. At the August Mallory Park meeting, "Remus" was sixth in the *formule libre* race behind four Coopers and a Lotus.

A recent article in an American magazine was entitled "English Racing Antiques", but this seems hardly appropriate for many of the E.R.A.s racing today. "Remus" has broken two course records: Gosport in May, and the Bed-

(Continued on page 372)



A MIXED BAG (above), but "Remus" (extreme right) is still well able to hold his own. Right: Nobby Spero's 2.9-litre Maserati leads Bill Moss and "Remus" at Silverstone's Copse Corner.



Another Season Opens

B.A.R.C. Members' Goodwood Meeting

Starts off the 1959 Club Racing Season

THE motor-racing season, at least as far as club racing is concerned, seems to begin earlier and earlier as each year passes, and usually one shivers at the early meetings which seem to be held quite often in weather more appropriate to skiing than motoring.

This year, however, Goodwood and the B.A.R.C. took the lead, starting the 1959 ball rolling with a members' meeting at the pleasant Sussex circuit on Saturday. The weather, for once, was on our side, with bright if scarcely hot sunshine lasting almost all day. The programme consisted of the usual 1,100 c.c. scratch races and handicaps, handicap events for closed cars and the ever-popular "marque" scratch races; a total of seven events under the usual impeccable B.A.R.C. organization.

First on the list was a 10-lapper for the 1100s: a fair number of non-starters lessened the field a little and the absence of Keith Greene meant that we must wait a little longer to see how the Lotus Seventeens go—possibly he, too, has to wait a little longer to do that himself. Non-Hornsey runners consisted of T. H. Shaddick's Elva, Chris Threlfall's Tojeiro, the Victoria driven by J. H. Saunders—this has grown a new body since Cedric Brierley had the car, a smart affair in polished alloy with tail fins—and Mrs. Bluebelle Gibbs's familiar green Cooper.

Pole position on the grid was occupied by Peter Riley (Lotus) and he went into an immediate lead with R. W. Waters, R. A. Murdoch and R. N. Prior, all in Lotuses, in hot pursuit. At the end of the first lap Riley was in front by a matter of a couple of seconds or so and he extended this very slightly during the second lap. Chris Threlfall appeared to be well back in the field but may have

made a bad start—there was a certain amount of confusion and someone's brake lights went on in the *melée* away from the grid.

By the third lap, Prior began to press E. L. Hine for third place and moved past him next time round. A couple of laps later, he had passed Waters and was lying second. Riley seemed to know what was going on, and replied with a lap in 1 min. 41 secs., by my stopwatch, but this was not quick enough, and Prior began to close the gap. With four laps to go he got past and thereafter, as often happens, drew steadily away to win by 2.6 secs. Riley stayed with him but for this margin, and crossed the line some 10 seconds ahead of Waters. Murdoch, who had been well up in the opening laps, retired at the pits on lap five with a broken throttle linkage, and Peter Gordon, whose Lotus had been going well on three cylinders, gave up trying

START of another season—and the start of the first race of 1959. On the grid for the 1,100 c.c. race are P. Riley, R. W. Waters and R. A. Murdoch (all in Lotuses), followed by E. L. Hine, D. Howard and, in the Tojeiro, C. H. Threlfall.

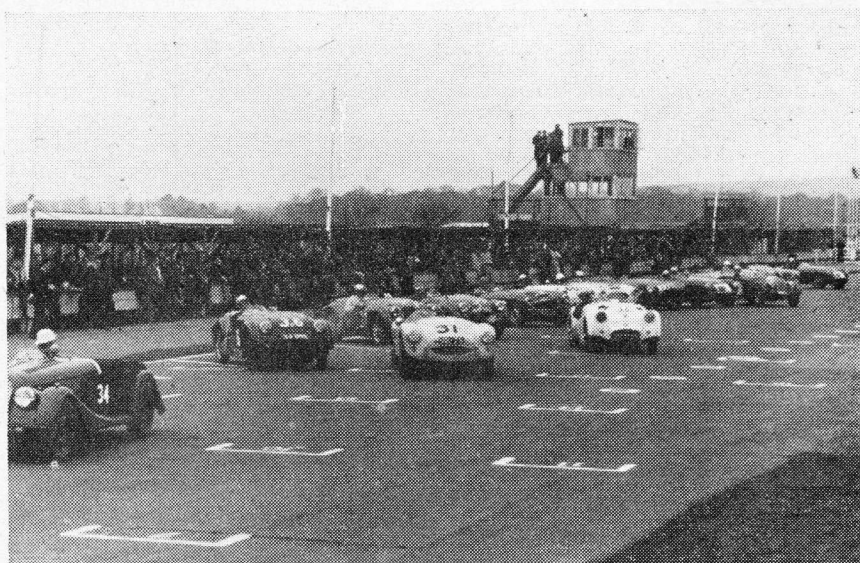
to make the fourth plug cut in, pulled up at the pits and found a disconnected plug-lead.

Fastest lap went to Prior in 1 min. 39.6 secs. (86.75 m.p.h.) and his winning average was 84.79 m.p.h.

Second event was the first of the five-lap handicaps for closed cars and produced an interesting field which included a pair of Peerless coupés, a Lotus Elite (J. P. Williams's car; Peter Lumsden's was a non-starter), a truly beautiful Alfa Romeo G.S.V. and, among a variety of more usual machinery, a Lester-M.G. which had the look about it of one of the Monkey Stable cars of days gone by.

A batch of Rileys on the limit mark crept like mad when the flag went up and departed with a great deal of axle-tramp. The Lester, driven by J. M. Sparrowe (didn't he have a DKW last year?) shot off like a rocket, accelerating with both Peerless entries and leaving them well behind as they all disappeared towards Madgwick. R. Shepherd-Barron's Alfa left in company with a 3.4 Jaguar and was comfortably ahead of the bigger car at the end of the first lap! By the second lap things had sorted themselves out. Sparrowe's Lester, which had been in front of the Rileys to lead on the first lap, had dropped to second place when A. Gay's Peerless took the lead and behind Sparrowe came the first Riley, that of A. S. Hutcheson. Then, on lap three, the Riley was dislodged by J. M. Uren's Ford Zephyr, which moved into second place on lap four and settled the order, for the Peerless was well ahead.

Gay, in the red Peerless, won by nine seconds, with Uren second and Sparrowe third. His race average was 69.61 m.p.h. Fastest lap was shared by Shepherd-Barron's Alfa, which had been going like a rocket and might well have been in the money but for a spin on lap four at Madgwick, and Williams's Elite, which finished in 11th place after struggling against the handicap. Speed was 75.00



LE MANS START for the "marque" sports cars. C. J. Lawrence, the winner, gets away first in his Morgan, followed by Bob Staples (Ace) and the TRs of R. W. de Selincourt and Sid Hurrell.

PEERLESS VICTORY: Winner of a five-lap handicap for closed cars, A. Gay takes his scarlet Peerless through the chicane in fine style.

m.p.h.—a more than creditable showing.

Then came the marque scratch race, which featured the usual variety of Austin-Healeys, TRs, Morgans and A.C.s. Among the M.G.A contingent was W. Southam in a red model which turned out to be extremely fast and which was, apparently, an ex-works Le Mans car, bearing the chassis number EX 182.

There was a Le Mans start for this one, which left C. D. Hextall's TR2 on the line for something like a quarter of a minute after the field had departed, still refusing to start. Eventually he got away and then proceeded to work his way through as much of the field as he could catch in a most businesslike manner. An immediate lead was taken by C. J. Lawrence's Morgan Plus Four, hotly pursued by Bob Staples's A.C.-engined Ace—the car in which he did so well at Brands Hatch on Boxing Day, and at the same circuit in the Surrey Sporting M.C. sprint a couple of weeks ago. Behind the blue Ace came the TRs of Sid Hurrell and R. W. de Selincourt, both of whom were trying hard to take second place. After the third lap the three cars were tied together, and Hurrell managed to take Staples for a brief space out at the back of the circuit. The latter was faster through such corners as could be seen from where I was, however, and although slower on the straight left his braking later and simply rushed round the swerves.

Meanwhile Lawrence was still in front, lapping quietly and steadily in 1 min. 49 secs. or so, to keep an increasing lead. The two TRs pressed Staples harder and harder, and eventually the pace got too hot, experience told and the Ace excused on to the grass at Lavant Corner on lap eight, losing second place and rejoining the field in fourth position. De Selincourt was now second, with Hurrell third, but both were uncatchable and they finished in that order. Lawrence won with nearly 10 seconds in hand at 77.82 m.p.h., de Selincourt was second and Hurrell third. Staples would have been fourth but was disqualified for leaving the circuit. In spite of the disappointment, however, one



feels that he need by no means feel ashamed of his first appearance on this circuit. Fastest lap went to de Selincourt at 1 min. 48.6 secs. (79.56 m.p.h.).

Another five-lap handicap race followed, the field being composed of the sports-racing machinery. This included D. W. A. Chamberlain, in what looked suspiciously like the ex-Mike Head

Results

Sports Cars, up to 1,100 c.c.: 1. R. N. Prior (Lotus), 84.79 m.p.h.; 2. P. Riley (Lotus); 3. R. W. Waters (Lotus). **Fastest lap:** Prior, 86.75 m.p.h.

Closed Car Handicap: 1. A. Gay (Peerless), 69.61 m.p.h.; 2. J. M. Uren (Ford Zephyr); 3. J. M. Sparrowe (Lester-M.G.). **Fastest lap:** R. Shepherd-Barron (Alfa Romeo) and J. P. Williams (Lotus Elite), 75.0 m.p.h.

Marque Scratch Race: 1. C. J. Lawrence (Morgan Plus Four), 77.82 m.p.h.; 2. R. W. de Selincourt (Triumph TR3); 3. S. A. Hurrell (Triumph TR3). **Fastest lap:** de Selincourt, 79.56 m.p.h.

Five Laps Handicap: 1. D. Howard (Lotus), 80.72 m.p.h.; 2. I. M. Gillett (Aston Martin DB2); 3. C. J. Dade (Revis). **Fastest lap:** Howard, 82.13 m.p.h.

Five Laps Handicap: 1. P. Riley (Lotus), 82.47 m.p.h.; 2. R. W. de Selincourt (Triumph TR3); 3. D. J. Duncan (Triumph TR3). **Fastest lap:** Riley, 84.05 m.p.h.

Five Laps Handicap: 1. J. Turner (Ford s/c.), 68.03 m.p.h.; 2. G. Lawrence (A35); 3. A. Clark (Volkswagen). **Fastest lap:** Turner, 70.70 m.p.h.

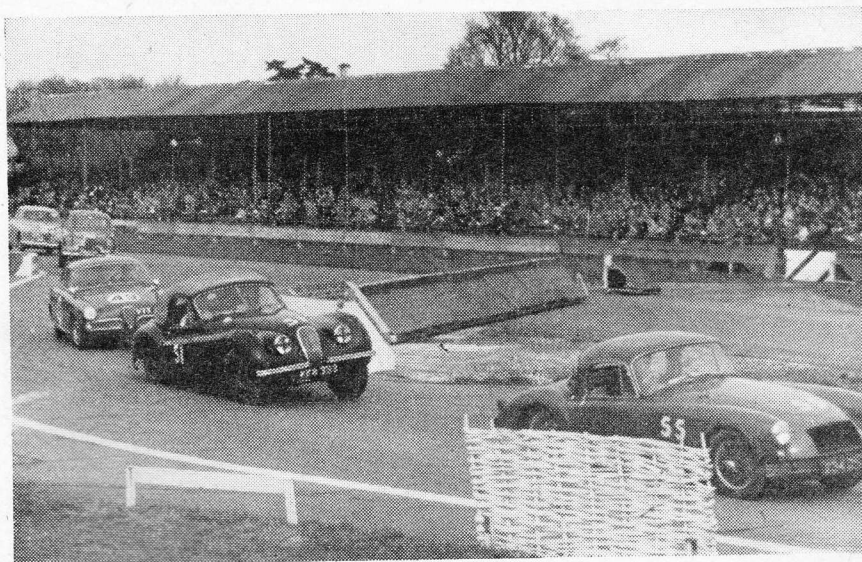
Five Laps Handicap: 1. C. J. Lawrence (Morgan Plus Four), 77.08 m.p.h.; 2. P. G. Fletcher (M.G.A twin-cam); 3. R. B. Ide (M.G. TD). **Fastest lap:** Lawrence, 79.7 m.p.h.

Cooper-Jaguar, J. O. Coundley in a D-type Jaguar, a horde of Lotuses, and C. J. Dade in that astonishing Revis that Reg Bicknell dreamed up some years ago: it is still a fast car by any standards, in spite of its rather odd appearance! The ex-John Bekaert H.W.M.-Jaguar should have joined battle in this event, but during the morning's practice a wheel and stub-axle parted company from the car, doing it no good at all and precluding any further appearance that day. The driver was unhurt.

Unusual sight was a Climax-engined Fairthorpe, which stood on the line beside a brace of Lotuses and simply towered over them. To begin with, this machine appeared not to be tuned in on the same wavelength as the competition, but later on showed a rather surprising turn of speed and stability.

The lead for the first two laps was held by Dade in the Revis, with I. M. Gillett's DB2 Aston in second place, apparently unable to get in front. On lap three, however, D. Howard's Lotus took charge and simply romped home to win by over 30 seconds from Gillett and Dade, in that order. The pits were again visited by the unhappy R. A. Murdoch—not throttle linkage this time, but simply running out of petrol! Howard's winning speed was 80.72 m.p.h., and he also made fastest lap in 1 min. 45.2 secs. (82.13 m.p.h.). He looked to be seconds faster than that, but stop-watches don't lie—not often, anyway!

Event five was the third of the five-lap handicaps with an immensely varied field, ranging from Lotuses to a Berkeley by way of an assortment of production sports cars. Here there was the first of the attacks upon the chicane which will doubtless continue through the season. On the first lap A. G. Murray's TR clouted it mightily, resulting in a certain amount of remodelling on the front end, but happily with no damage to the driver. Leader after the first lap was the Berkeley, driven by R. C. G. Ashby, but the tiny car was overwhelmed after that by D. J. Duncan's (Continued on page 372)



MIXED BAG: E. O. Kine's M.G.A leads R. Hunt's XK 120, R. Shepherd-Barron's Alfa Romeo and a Riley through the chicane during a five-lap handicap.

ENORMOUS CROWD watches Tony Alldred, winner of the Yorkshire S.C.C. 4/44 Trial, as he tackles the last hill of the day. Tony is having a successful season so far.

Section 6 started in the same lane, ran up a very rutted path, round a large tree, then to an acute left-hand turn on mud, finishing between two trees, not very far apart! Here F. E. Wall (Cannon) was highest, making three. Four saw some half-dozen others.

Seventh section was a straight climb up the side of a bracken-clad hill which allowed 18 cleans. Section 8 was of a similar nature but somewhat longer, and this one only stopped some nine entrants.

The ninth hill, a long and deeply rutted climb, circled first to the left and then to the right, then went up a very steep bank which led back to the lane. Its adverse camber and severe finish proved very difficult, car after car spinning to a standstill. Four made cleans, J. Foster (Mackeson Spl.), Dees, Alldred and Faulkner, Hurt having a near miss to fail in one.

No. 10, which concluded the morning session, ran across a bracken hillside to terminate on a very steep bump. The first clean after many failures, all of whom had "rushed it", was made by G. D. Hobson (Ford Spl.), who, plagued by clutch slip, was forced to trickle it! This started the fashion and others to gain cleans this way were Alldred, C. W. Pollard (Cannon), J. S. Jenkins (Staneford) and Jackson.

After lunch the circus moved off *en masse* over the moors to Ben Rhydding, where within "spitting" distance of Ilkley's Craiglands Hydro is a valley overlooking the River Wharfe which has just about everything a trial demands. It even rivals Gandale Moor, thought by many to be supreme in the mud-plugging game, and that indeed is high praise! Why the Y.S.C.C. bother with Spring Cragg Wood, now a little out-dated, when the whole 4/44, the R.A.C. Championship, Uncle Tom Cobley and all can be comfortably accommodated at Wharfedale Farm with its superb amenities beats me, and that is a repeat of last year's sentiments!

The first one was a short, steep grass

The Yorkshire 4/44 Trial

**Northern Drivers Sweep The Board with First Six Places
Best Performance By Tony Alldred**

THE Yorkshire Sports Car Club's big 4/44 B.T.D.R.A. & R.A.C. Championship event started as usual from Ilkley on Sunday, 15th March.

A gloriously hot, sunny day brought forth crowds of spectators, and, as expected from the Yorkshire boys, an extremely tough event with "no holds barred" at which some 40 competitors enjoyed a "real day out".

Overnight heavy rain had somewhat mellowed Spring Cragg Wood, the morning arena, making certain of the sections which should have been on the easy side anything but easy! This caused consternation to appear on the faces of several experts when they stopped very low down and couldn't quite realize why! The trouble was a surface of mixed loam and bracken which seemed to hold the moisture about an inch down, making the whole like glass!

Spring Cragg Wood 1 went up and over a bump, down into a glutinous mud bath, then immediately up a steep, adverse-cambered approach to a tree-lined track. The only method was a very slow entrance to the pit and then, and only then, power on. A too-fast approach only threw the cars right off course. Those using this technique and who made cleans were R. Chappell (S.C.S.), R. C. Needham (Needham Spl.), B. H. Dees (P.A.B.), R. W. Phillips (Fairley), A. D. Alldred (Jap-Bassinet) and R. W. Faulkner (Paul). Here, T. A. Marshall (Cannon) found two punctures and E. Jackson (Cannon) broke a Panhard rod.

Second hill was very short and steep, with a badly placed tree just after the start line. Its bracken surface cut up rather quickly. No one reached the top, nor indeed looked like so doing, and highest up was Phillips into section four, whilst those making five included L. Hurt

(Ford Spl.), Chappell, Dees and R. J. Wilson (R.J.S.).

Hill No. 3 started in a grass lane, then went up a rutted track to a badly "dug in" right-hand hairpin turn, on over a very steep bump and up a narrow track to a big and adverse-cambered bank. This was a very long and difficult climb with failures digging deeper into the already severe ruts! No one was clean. Alldred, with a magnificent attempt, just managed to get his front wheels past marker one, but couldn't manage the extra inches! "Dad" Harrison, for once the only family representative, made three, with four seeing Chappell, N. H. Coates (N.H.C.2), Dees and G. Clark (Cannon).

Sections 4 and 5 were scrubbed out, due to some "spoilsports" removing the overnight-placed markers! One would have thought the superb administration of the Y.S.C.C. capable of dealing with such an emergency, but no—no sections!

DOWN into the mud on Spring Cragg Wood 1 goes Fred Harrison—no relation of the famous family! The mud was unpleasantly glutinous, as many crews found!



ARISING from the depths of Spring Cragg Wood 10 is Norman Coates. The hill concluded the morning sections and finished with a very steep bump which could not be rushed!

bank which looked simple but wasn't. Its surface, short tufty grass moulds which don't give an inch, deceived almost all, only Hurt, Foster, Marshall, Dees and Harrison reaching the top!

Section 2 ran downhill, nastily cambered to a taped bend, then climbed a grass bank liberally studded with big ledges. A "Stross"-caused fire then forced competitors through an unfriendly bramble bush to the tree-guarded finish. It was rather a pity that after all Alan's work none reached the scene of his depravity! No one bettered eight!

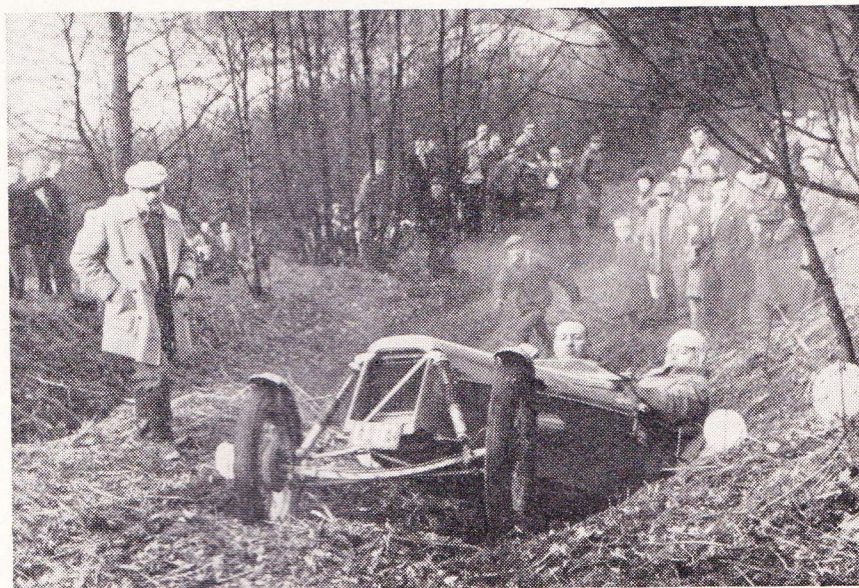
No. 3 was highly complicated and just missed being a corker! It dropped down into a splash, immediately followed by a very tight, acute right-hand turn which was well guarded by a lithe and very active tree! As if this wasn't enough, and it was for most, the route continued up and down to a taped hair-pin of such acute camber that it was just impossible. The rest of the hill, of which there was plenty, doesn't matter! Only Hurt, L. Whyte (Cranford) and F. E. Wall (Cannon) made section four, thereafter no one passed the tree, which would appear to prove something!

Section 4 went up and over a hillock, down to a wet valley incorporating a muddy splash (not quite as deep as last year) which played havoc with ignition systems and caused many evil words from drenched passengers to equally drenched drivers! The route continued on to a very sticky clay-surfaced left-handed turn! This no one surmounted, highest being K. Lees (Wolseley) in to three, while four saw nine others.

Fifth section started by a tree, turned right over very bumpy ground to a left-hand hairpin, then up to a rough grass track finishing on a severe ledge. Chappell made three, and five saw Hurt, G. D. Hobson (Ford Spl.), Harrison, Alldred, Pollard and Faulkner.

For section 6 a rough grass track led up from the valley's depths to a steep, ravine-like finish. Foster, Alldred and Jackson were clean, with Marshall in one.

Section 7 was just a long, narrow hair-



pin on the side of a hill which showed up fine driving and cleans by Hurt, Wall, Foster and Marshall.

No. 8 ran straight, and very steeply, to a ledge. The main difficulty here was to get away from the sticky start area, those succeeding being Hurt, Hobson, Marshall, Alldred and Faulkner.

Ninth section was like a switchback. It ran down a dip, round a tree, along a narrow valley then up a very steep bank—a very good hill! Dees, Phillips and Jackson were all clean, the latter going very well, still with a broken Panhard rod! Wall, Foster, Chappell, N. Carr (Trafford) and Harrison got into one.

Section 10 ran up a muddy track, wound right into a mud swamp, then went on through two feet deep scrub grass, which later no one made! Alldred got into three and Foster, who was going great guns, Needham, Dees and Jackson into four.

No 11 was a long, winding grass climb bouncing over ridges and humps to a right-hand turn, over a ledge, sharp left and up a very steep gradient. Alldred to three with Foster, Needham, Dees and Jackson into four.

The last hill of the day was surrounded by spectators, dogs and children, so much so that drivers were faced with more than the acute gradient of a very long finishing climb which included the rounding of a large log encrusted with all of the aforementioned beings! The only clean went to Joe Foster, who many thought was the winner, but Alldred, on whom was still my lolly, made section 2 and so clinched it. Reg Phillips must be mentioned for a fine climb to one.

And so back to Ilkley where the results were quickly forthcoming. Alldred was a very worthy winner and his "little basin" (I wish some one would tell me the correct spelling of it, as in every programme it's different), now with an o.h.v. motor, is going to take some stopping, especially if there is any wet about.

The 4/44 was well up to standard and should have been. After all, if the Y.S.C.C. can't run a top liner, well, who can—there being more trials cars to the acre in that county than anywhere else!

FRANCIS PENN.

Results

The 4/44 Trophy: A. D. Alldred (J.A.P. Bassinet) 75 marks; Gambles Trophy: J. Foster (Mackeson Spl.), 77 marks; First Class Awards: L. Hurt (Ford Spl.), 77 marks; T. A. Marshall (Cannon), 77 marks; T. C. Harrison (Harford), 84 marks; E. Jackson (Cannon), 85 marks. Team Prize: Marshall, Harrison and Alldred.

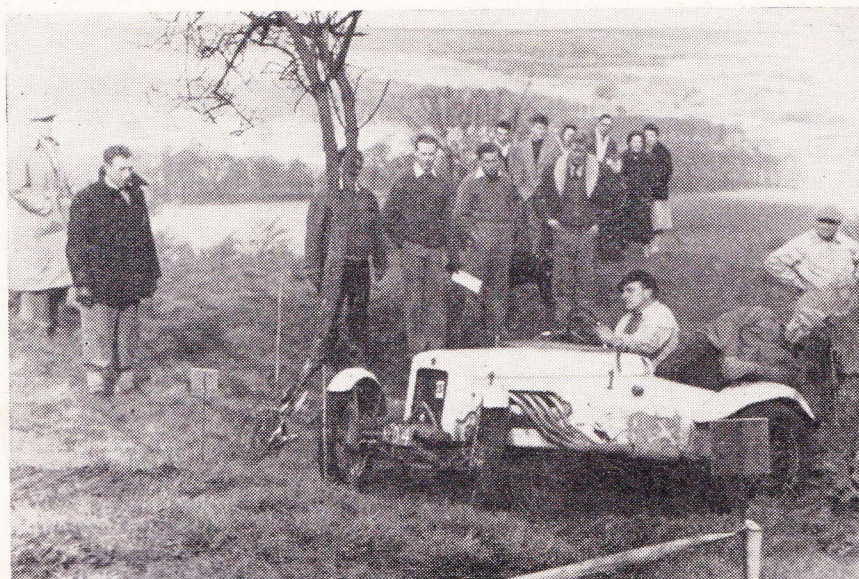
FASTER AT SILVERSTONE

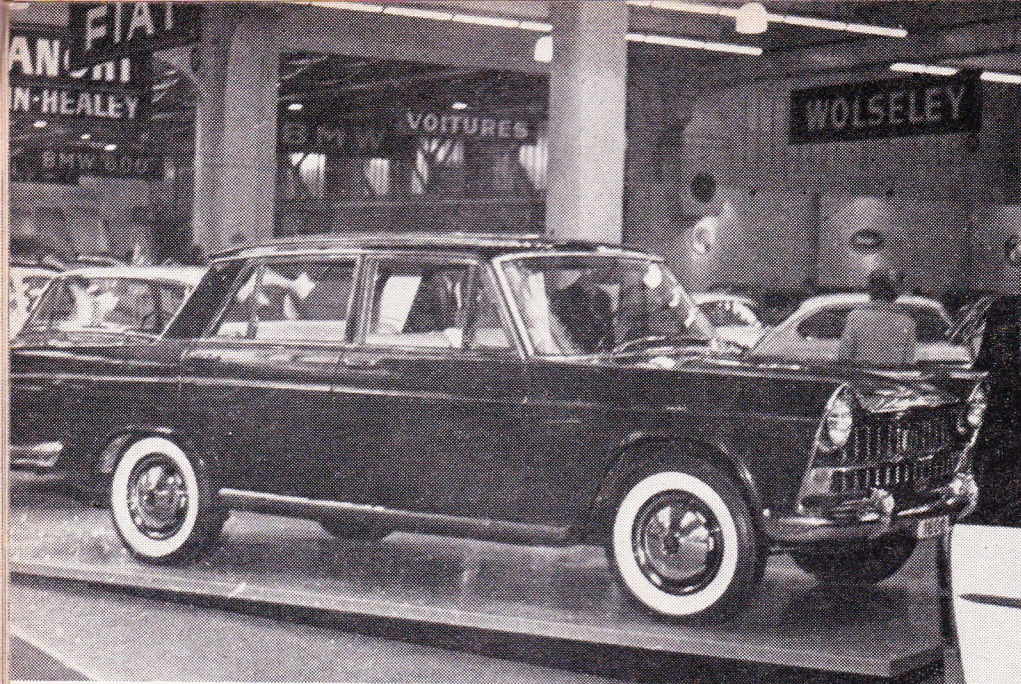
LAST Monday Harry Schell unofficially broke the Silverstone lap record in a B.R.M. His time of 1 min. 38.9 secs is 1.1 secs. faster than the official record of 1 min. 40 secs. set up last year by Jean Behra and Peter Collins.

A MOTOR SHOW VANWALL

IT is nice to know that the organizers of one Motor Show appreciate Tony Vandervell's efforts in the sphere of Grand Prix racing. He has been invited to send a Vanwall to be exhibited at the New York Motor Show which opens on 4th April. Team manager David Yorke will take the car over on the *Queen Elizabeth* next week and the car will be on show in the foyer of the exhibition building.

FANTASTIC LOCK on a trials car is shown by Eric Jackson's Cannon, as, alas, the car stops at a tree on Ben Rhydding 3.





AUTOSPORT, MARCH 20, 1959

PRECURSOR of a new trend, the six-cylinder Fiat 1800 is unveiled at the show. Approximate price in this country, after purchase tax has been added, will be £1,475.

rubber shock-absorbing universal joints on the front section.

The B.M.C. Farina-styled cars, Magnette, Wolseley, and Austin A55, are making their bow, and the 3-litre Rover is seen for the first time on the Continent. The rather elusive twin-cam M.G.A. appears in open and hard-top forms. Some of the British cars seem to need modification if they are to be sold in Switzerland, France, or Germany. All these countries now have very strict safety regulations concerning mascots, sharp edges, door opening, decorative strips, and even tail fins. The Bentleys shown at Geneva have lost their radiator caps and winged-B mascots in consequence, and the Rolls is illegal until the

The Geneva Salon of 1959

Wider use of disc brakes by Continental manufacturers; a return to curved body styles in preference to the severe styles recently popular

THE Geneva Show of 1959 will not perhaps go down to history as an epoch-making event. Yet the Swiss exhibition is of very great importance, and has been chosen once again by a manufacturer of international repute for the announcement of an entirely new model. In the past, new models were always announced at Paris in October. The Régie Renault were the first to prefer a Spring presentation at Geneva when their outstandingly successful Dauphine made its spectacular début. Now, Fiat have stolen the limelight with a car which is not only destined to win worldwide renown, but is also the precursor of a new trend.

The Fiat is a six-seater family car of compact overall dimensions, relatively light weight, and advanced suspension features. If one excludes the rather larger Humber, it is the first of the new medium-sized six-cylinder cars, which will gradually replace the four-cylinder machines of 1,500 c.c. and over. Most

"big fours" are less smooth than their baby brothers, and the public are becoming tired of these relatively rough power units. The Fiat engine is of 1,795 c.c., though an over-square 2,054

By John Bolster

Photography by M. L. Rosenthal

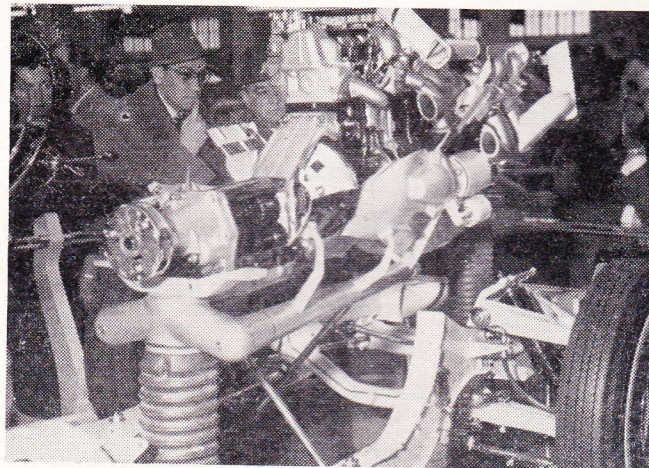
c.c. version is also available. It has pushrod-operated inclined valves in hemispherical combustion chambers, and each choke of the double downdraught carburettor feeds three cylinders.

The front suspension is by torsion bars, and the rear axle is on helical springs, but though it has a normal Panhard rod, the radius arms are unconventional, being in the form of plastic-interleaved leaf springs. The brakes have a very large area, the width of the shoes being quite exceptional. Typically Fiat is the divided propeller shaft, with

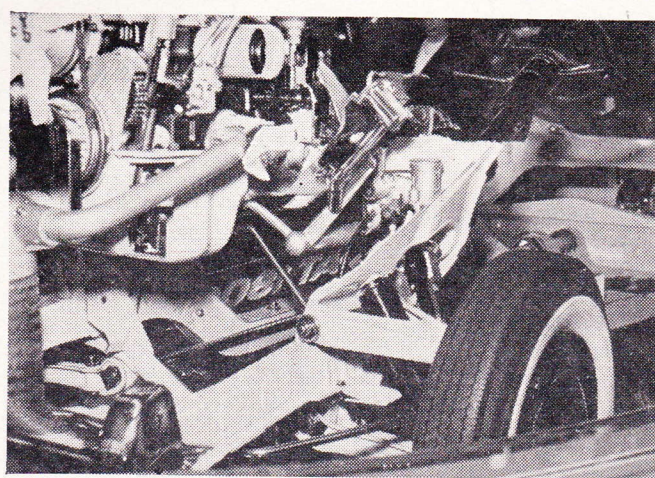
famous flying lady vacates the position she has occupied since 1911.

Quite a stir was created by the arrival of a new Berkeley with a Royal Enfield four-stroke engine. This is a 692 c.c. twin, developing 41 b.h.p. at 5,500 r.p.m., and if the car remains stable the performance must be immense. The great interest that the Junior racing formula is creating is reflected in the crowds round the single-seater Stanguellini. This has a superbly finished body, but the steering and suspension parts are not polished as they should be, and the lateral location of the rear axle on cables is crude in the extreme.

Up to the present, Britain has led the world in the field of disc brakes. Now, many of the best Continental cars are being fitted with discs, usually of British manufacture. The Gran Turismo version of the Lancia Flaminia may now be ordered with discs, which are in-board-mounted at the rear. The 3.5-litre Maserati has disc front brakes, but the



FRONT END chassis details and engine mounting of the Fiat 1800 reveal advanced suspension features.



ENGINE of the new car is of entirely new design and is the first of the new medium-sized six-cylinder power units.

large turbo-finned drums are retained at the rear. Although Ferrari is to race with discs, his two Farina-bodied cars at Geneva have drums all round. The Aston Martin DB Mark III has front discs, but the superb green DB4 has them for all four wheels. Disc brakes are much in evidence on the Jaguar stand, too.

Mercedes-Benz have not yet espoused the disc, and there is nothing new on this stand, though a red 300SL is suitably spectacular. There are, however, three new Mercedes-Benz lorries in the extremely interesting commercial vehicle section. The Facel Vega now has disc brakes all round, and wire wheels with three-eared knock-on caps.

The Geneva Show has always been noted for the beautiful bodies that are shown there, and indeed it vies with Turin in this respect. It is a great pity that the once-famous British coach-builders have dropped out of this field, and the 1959 special bodies are of Italian or Swiss origin. There are signs that the rather severe straight lines and sharp edges that Farina inspired are on the way out. Pinin Farina himself shows an astonishing Alfa Romeo open sports car, with twin streamlined head fairings and curved sections "gouged out" of its sides. The Fiat 1500 coupé with the twin-cam Osca engine is more typical of his work, and his Lancia Appia, with detachable hard-top, is extremely desirable.

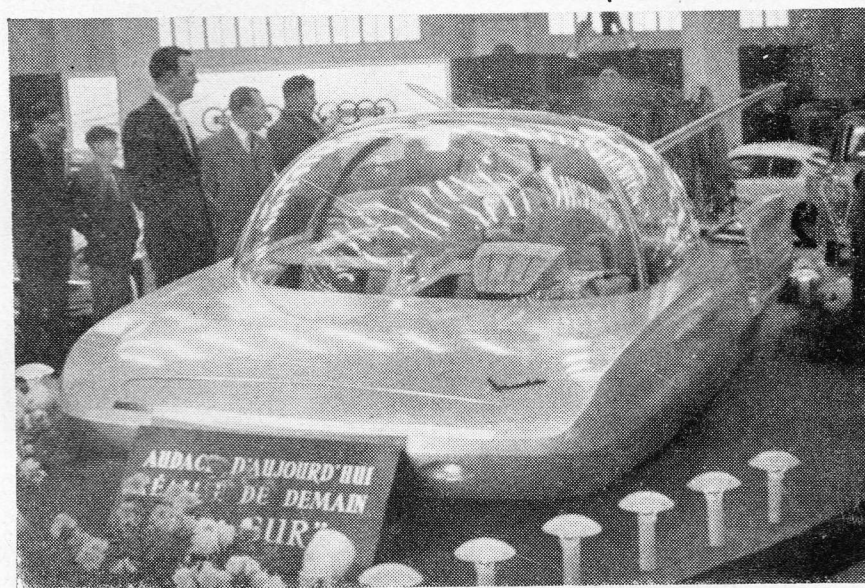
Superb is the two-door, four-seater Appia on the Vignale stand, and a very lovely Fiat coupé and a big white Alfa Romeo 2000 both carry the signature of Giovanni Michelotti on their bonnets.

Bertone are famous for the Giulietta Sprint coupé which they created, and they show a lovely one in light metal-lascent green. Their two-door saloon on the 2000 Alfa Romeo has the now popular peaked rear window, and an open sports Stanguellini Fiat shows the trend towards long noses and extreme wrap-around of the screen. The very attractive NSU Sport Prinz has a Bertone body.

The Lloyd Alexander is a small German car with no pretensions to beauty. Pietro Frua, a pupil of Farina, has now designed a coupé on this chassis that shows traces of the old master's influence. It is a very pretty car indeed, and the body is to go into series production at the Ghia factory. Graber show a new version of their well-known Alvis, which is more angular, has a bonnet-top air intake, and a grille that is less reminiscent of the traditional radiator. Incidentally, a drophead coupé on Alvis's own stand has the blindest rear quarters we have seen for years.

Those "Jolly" beach cars with basket-work seats appear on the Ghia stand, and are just the kind of rather useless toys that most of us secretly long to buy. Lombardi show a Fiat 600 four-seater soft-top in which the rear quarter windows pivot neatly into the body. The Viotto Fiat station wagon again appeals by virtue of its clean lines.

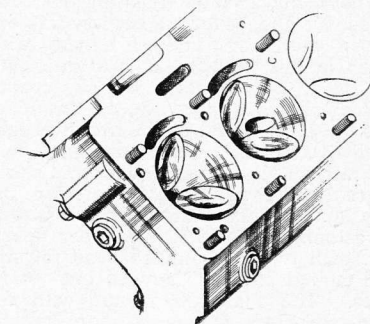
Zagato once again enchant us with their lovely little Fiat Abarth coupé. Touring have a new Alfa Romeo two-seater with a detachable hard-top and



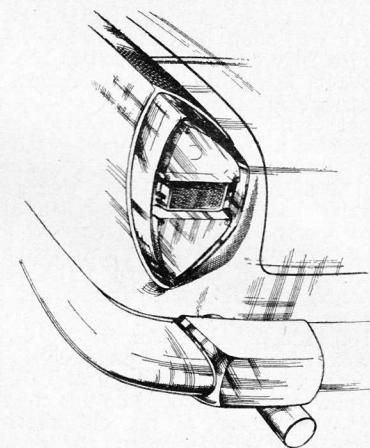
TOP: The 1,100 c.c. Formula Junior car by Stanguellini. CENTRE: The astonishing Simca "Fulgur". BOTTOM: Not the prettiest car in the show, perhaps, is the Chrysler with body by Reutter.

COMPACT overall dimensions of the Fiat 1800 can be judged from this picture of the new car, a typical example of the current Italian styling trend.

At any motor show, some of the more go-ahead exhibitors compete with each other for the most spectacular gimmick. Simca have always gone in for such publicity, usually in the form of girl-shows. This time they have a wooden "car of the future", but it isn't as good as the girl-shows. As usual, Fiat have made a wonderful job of sectioning the new 1800, and it proceeds to dismantle and rebuild itself continuously to the wonder of the crowd. In addition to the Fiat, there are



HEMISPHERICAL combustion chambers, plug and stud location of the Abarth-Fiat 750.



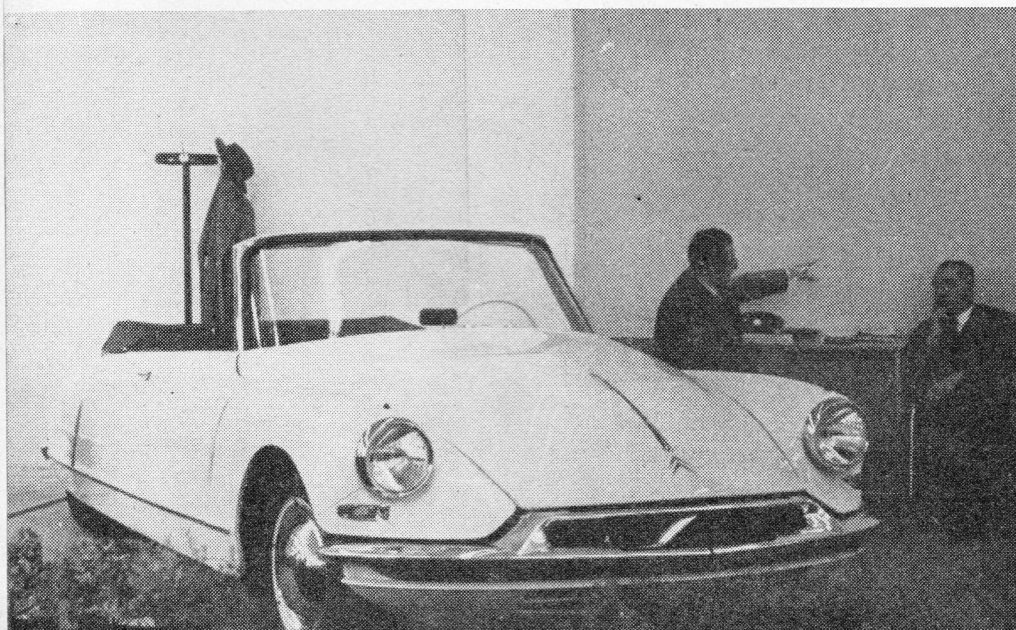
ATTRACTIVE rear light cluster on the superb Lancia Flamini G.T.

lots of luggage space. Beutler present the Citroën ID19 as an open car, but it is not particularly attractive. In contrast, a two-door, four-seater Auto

Union by the same coachbuilder is superb. Among all these lovely bodies, two huge American things by Reutter can only be described as rather shocking.



DELIGHTFUL is the word for the Lancia Appia, which is as neat as ever and now boasts disc brakes to replace the drums to which Italian manufacturers have so far been faithful.



several other stripped chassis—a form of exhibit which always adds interest to a motor show. The BMW V-8 is beautifully prepared, and one is able to marvel at the immensely long torsion bars, and to examine the unusual location of the separately mounted gearbox. The Facel Vega is also worthy of examination, the big tubular chassis making a splendid show exhibit. The Austin-Healey Sprite also strips well, but by comparison, a stripped Plymouth chassis looks as though it should be decently obscured by a body as quickly as possible.

The Swiss market is a particularly interesting one because no cars are produced locally and all the foreign makes are on equal terms. Although this is reputedly a very wealthy country, your

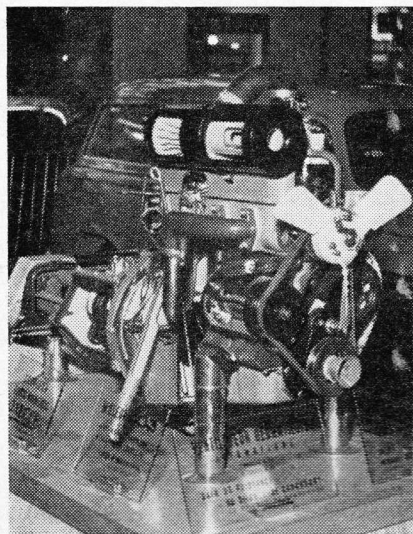
OPEN CAR version of the Citroën ID19 is presented by Beutler but it is not particularly outstanding and gains little in comparison with the normal saloon.

REALLY GRACEFUL is the Renault Floride coupé which, introduced at the London Show last year, still commands attention at Geneva.

Swiss drives a hard bargain, and is interested in saving the last franc. A few typical prices may therefore be worth quoting.

Among small cars, the Fiat 500 costs only 3,850 Swiss Francs, compared with 4,500 Swiss Francs for the NSU Prinz, 4,950 for the Lloyd Alexander, and 5,000 for the 4 CV Renault. The Austin A35, the Dauphine, and the Morris Minor cost 5,850, 6,475, and 6,875 Swiss Francs respectively. A few typical medium-sized machines are the Aronde at 6,990, the Victor at 7,700 and the Consul at 9,250 Swiss Francs. Interesting too are the Frégate at 10,500, the Volvo at 10,950, and the Zephyr at 11,000 Swiss Francs.

Finally, let us buy a few sports cars.



ENGINE FAN on the Peugeot 403 is automatically uncoupled when not required for cooling purposes.

An Austin-Healey Sprite costs 7,850 Swiss Francs and a Triumph TR3 12,650 Swiss Francs. The Healey Six costs 15,500, the Alfa Romeo Giulietta Sprint is 15,900, the Porsche 1600 has a 15,950 ticket, and the Alfa Veloce sets you back 17,500 Swiss Francs. These few figures give some idea of a market where competition is really keen and there are no artificial barriers or incentives.

Motor Racing is illegal in Switzerland, and so there is not much emphasis on competition work at the Geneva show. The successful record-breaking Abarth appears, and so does the Monte Carlo-winning Citroën. Sports cars are popular, however, and British machines are regarded as offering very good value for money in this sphere. The British motor industry as a whole is very well represented at Geneva, as indeed it needs to be, against the all-out effort of the French and the Germans to capture the market.

Geneva, unlike Paris, is seldom the place for fanciful prototypes. However,

REMARKABLE Alfa Romeo 2-litre sports car is shown by Pinin Farina. It has twin streamlined head fairings and curved hollows in the sides.

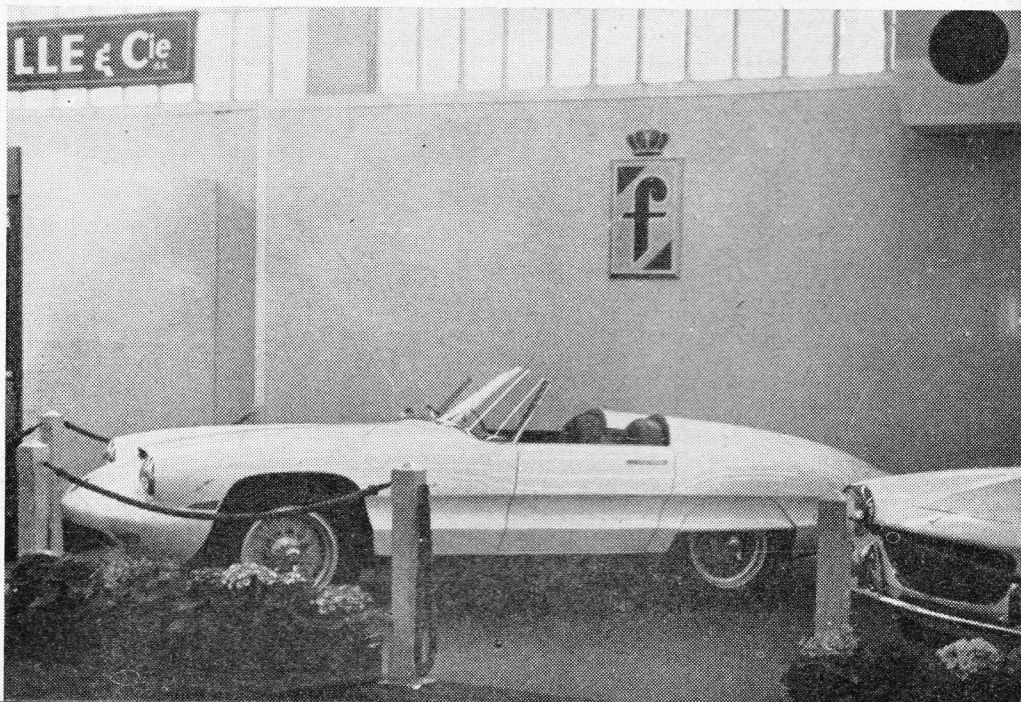


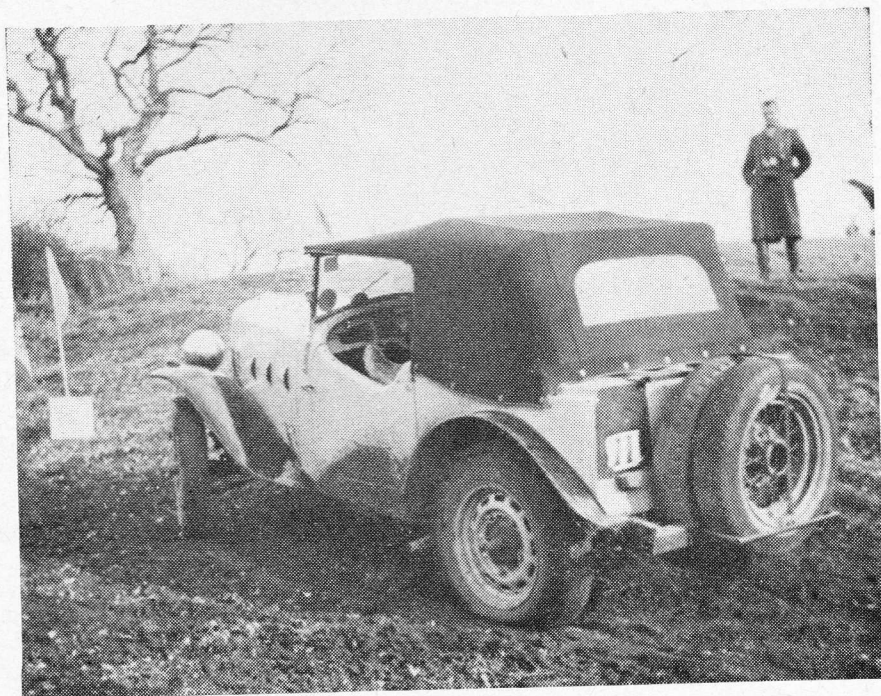
an astonishing German car called the Eurocar has appeared, with an Austin engine at the rear and a rather Jeep-like body. It is claimed to be amphibious

and has two large marine propellers on its tail. Perhaps it should be among the boats, for Watersport is well represented at this important international exhibition.



THE UBIQUITOUS 2 c.v. Citroën is shown, and appears a little out of place among the work of the famous coachbuilders.





The Falcon M.C. March Hare Trial

A Well-organised Event Won By N. Tyler (Chandler)

IT has been remarked on many occasions that standard car trials are becoming increasingly popular. The Falcon Motor Club has probably done as much as any club to bring this about, with its two well-established events, the Guy Fawkes and the March Hare (which was originally known as the Mid-Summer). By clever handicapping, however, they contrive to produce an event which is suitable for anything from a flyweight to a family saloon and in which the premier award may be won by any car in the field. The handicapping is done by juggling with starting lines, introducing stop and restart lines for the specials in sections which other cars take non-stop and, occasionally, slightly modifying the course of a section. That this can be outstandingly successful was shown by last year's March Hare, in which three clean sheets were returned, one by a special, one by a sports car and one by a saloon. In this year's event, run last Sunday, the weather just beat the handicapper by making one hill so tricky that it was climbed only by four specials; nevertheless, the results were close enough to show that the event as a whole was a fair test of any type of car and there is no doubt at all that it was thoroughly enjoyed by all the competitors.

Norman Tyler, driving his famous whistling Chandler, emerged as the only contestant with a completely clean sheet and the closing stages of the trial were most exciting. Norman was running about halfway down the field while his brother, Ron Warren and Derek Fleming, the only others to conquer Harlington in its particularly gooey state, were bringing up the rear. Everything appeared to depend on the results of the final section, Sapsed's Stopper,

which was a long S-bend up a steep grass bank with a stop-and-restart for the specials at sub-section 6. Norman made a fine climb on this to record the only clean so far, and we all waited eagerly for the arrival of the tailenders. Two more cleans were made, by Arthur Hay in the Lotus and, in a brilliant drive, by Bety Tucker-Peake with her

Results

Best Performance Overall: N. Tyler (Chandler), 0. **Best Performance by a Special:** Mrs. B. Tucker-Peake (Tucker-M.G.), 2. **Best Performance by an Open Car:** P. G. Gough (Morgan), 23. **Best Performance by a Saloon:** J. P. Davis (VW), 8. **First Class Awards:** R. Tyler (Cannon), 3; R. E. Warren (Dellow), 5; A. E. S. Hay (Lotus), 6. **Second Class Awards:** J. Tucker-Peake (Olympic), 9; D. Fleming (Primrose), 10; J. C. Smith (Morris Minor), 15; J. F. A. Bracey (Ford Anglia), 16; P. Le Couteur (Dellow), 17; Miss D. J. Freeman (Wilson-Ford), 19; D. J. Warner (Austin-Ford), 19. **Team Award:** The Falcons (R. E. Warren, D. Fleming and Mrs. B. Tucker-Peake).

★
BEST PERFORMANCE—and the only clean sheet—was achieved by Norman Tyler in his Chandler. Here he tackles High Heath Hill.
★



SAPSED'S STOPPER—the final section on which everything appeared to depend for the results—is tackled determinedly by I. C. Wilson (Wilson-Ford).

husband's Tucker-M.G., ably "bounced" by their teenage daughter Lindy. Then, one after the other, the three who we thought were in the running for major honours fell victim to the upper reaches of the section and Norman Tyler got a clear-cut and well-deserved victory. What we did not realize at the time was that he was really competing only against his own brother, since Ron Warren and Derek Fleming had lost points on the first test of the day. The timed tests were marked in relation to standard time for the class, which was taken as best time plus 10 per cent, in each of the three main categories; this is another way in which widely different vehicles can be made to compete on level terms.

The sports car category was a chapter of accidents, figuratively speaking. Jeff Bradford in a Morgan Plus Four made excellent performances on several difficult sections but lost the class through two unnecessary heavy penalties; he was unlucky enough to have a gear jump out on Hill House, a section which stopped only one other car, an Amilcar which retired at that point, and he was clot enough to fall foul of the time control at Hastoe (or his navigator was!). Reg Horsnell in an M.G. TC was also climbing well and might have carried off the category if he had not overshot a line in the first test. Either or both of these might have finished with single figures; as it was the category award went to P. G. Gough in another Morgan which was running on standard tyres and would normally not have stood a chance.

The saloon category was hotly contested, Jack Davis (VW) wrestling the honours from John Tucker-Peake (Olympic) by a single point. John Bracey with an Anglia and Cliff Smith with a Minor were at times brilliant and finished in the top third of the entry.

Conditions were nearly ideal for the game, early rain giving way to a fine morning and a glorious sunny afternoon; if anything, a little more early rain might have been welcome except at Harlington, where it was already too wet for the early numbers. The course covered some 85 miles in Herts, Beds

(Continued on page 372)

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March Hare—continued

and Bucks, starting from the car park at the Stevenage new town centre and finishing at Falcon headquarters, the Chequers Inn at Woolmer Green on the A1. There was what should have been a little simple navigation and time-keeping to keep the bouncers amused between observed sections; it is a curious thing, though, that this never fails to catch someone! Jeff Bradford was not alone as a victim and I remember that last year the bag was quite impressive. The first bit of this "simple navigation" led, or should have led, the field to Chalk Hill, where there was a timed test of the double-stop-and-restart-and-a-flying-finish variety. There should have been an engine-restarting test also but this had to be cut out because a car-load of marshals failed to find the hill. Next came Telegraph, a straight grass climb which was not in last year's route; two days before the event this was in a most interesting condition but by Sunday there was nothing in it. Hill House, at Barton-in-the-Clay, is a very long climb on, not surprisingly, chalky clay. Half an hour before the arrival of the field it was extremely slippery but it suddenly dried out and, as aforesaid, caused no trouble. Then came Harlington, another hill which was not in last year's menu. This was a beauty, up a grassy, muddy lane between banks. The first few cars could not manage more than a length or so of

progress and then John Bracey arrived with the Anglia and surprised everyone by storming up into sub-section two. Jack Davis followed suit with the VW and this remained the extent of anyone's travel until Norman Tyler rocketed to the top at a tremendous speed, pursuing an unsuspecting photographer into a thorny resting place in the bank. As we mentioned before, the only other cleans here came from Ron Tyler's Cannon, Ron Warren's Dellow and Derek Fleming's Primrose.

The trial then moved down into the area south of Tring and Berkhamsted, where the first item was a timed climb of Hastoe Hill. Derek Fleming made the best time here, with Bety Tucker-Peake and Norman Tyler next up. Jeff Bradford was the fastest sports car and John Tucker-Peake the fastest saloon. At Bellingdon Bottom there was a slightly greasy lane which caused no real trouble, followed by a stop-and-restart test on Hawridge; cars had to clear the line within three seconds from the marshal's signal. Two cars only failed on this count but a further seven were failed for running back across the line. Tunnel Hill has previously been used as a downhill test but this year it was an observed climb which again caused no real trouble.

Back to Marford, near Wheathampstead, whence there was a Y-shaped driving test to be used only as a tie-decider. Thence to High Heath farm near Codicote, where the last two

sections were laid out on a high bank at one end of a grass field. The first of these, High Heath itself, was a short, narrow, tight S-bend round trees. The only saloon to get a clean was D. Taylor's Dauphine. Jack Davis and E. R. Haywood, both in VWs, got to the top but motored round the outside of the marker flags at five. John Bracey (Anglia), Cliff Smith (Minor) and John Tucker-Peake took the conventional route and scored two each. Jeff Bradford and Reg Horsnell climbed clean for the sports cars but their copybooks were already irretrievably blotted. The specials had a stop-and-restart at the 8 board; they mostly climbed clean despite this, although the hill caught Daphne Freeman, Ian Wilson and R. J. Dudley in an Austin-powered Riley. Sapsed's Stopper has already been dealt with in some detail. It was another excellent hill which showed how well the inbuilt handicapping system can work. It was nearly climbed by several saloons and yet, with only slight modifications, it stopped the specials unless they were superbly driven.

So to sign off, clean up and take tea at the Chequers, and a thoroughly good event was over for another year. Congratulations to "Tucker" (H. W. Tucker-Peake, husband of Bety and brother of John), whose untiring efforts and clever organization make these all-comers' trials the success they so richly deserve to be.

DAVID PRITCHARD.

"Remus"—continued

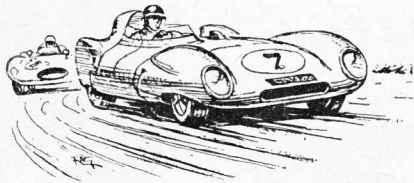
ford Thornwood Sprint in June, both in last season. No official check is kept of the Silverstone club circuit record, but Bill was credited with this after a race in May of last season. Sprinting and hill-climbing have been a speciality of E.R.A.s with their Wilson gearboxes and good torque at low revs., and so Bill entered for quite a few of these—two dozen in all. He won the Junior Hill-Climb Championship in 1957 and so entered for the open championship last season. "Remus" leapt up Shelsley Walsh in 38.54 seconds, but could not beat Hull at Prescott with 45.85 secs. A short stay in Jersey produced a 58.6 seconds climb. Sometimes sprints do not offer much excitement to the spectators, but at Stapleford in October, 1957, only four-hundredths of a second separated the two fastest cars! "Remus" did a run in 46.51 seconds to beat Peter Ash-down in a team Lotus, who took 46.55 seconds to cover the course. Many people said that only half a dozen cars in England could do a standing quarter-mile in under 14 seconds; "Remus" did Gosport in 13.99 seconds!

Bill and "Remus" only had one incident when another car became confused between blue flags and blue E.R.A.s, took to the middle of the corner and spun, bending one of "Remus's" front wheels. During last season, Bill never failed to finish a race.

After a race the club paddock with its unique atmosphere fills with spectators, most cars attracting a flock. It is not difficult to think of "Remus" on the concrete behind the Silverstone pits as the revs. drop to zero, and the bonnet is opened. "Excuse me, please—would you mind signing my daughter's autograph book? I know you are not 'Stirling', but my daughter is quite convinced you are," says an anxious

mother. An official steps into the ring of faces with "Not the same blue as Bira had, y'know," while one innocent says, "I saw Romulus at a meeting last week." Finally a chequered cap disappears into a hot-rod A35 with "Just can't afford it, old chap" to dash off testing this week's new mod.!!!

And so the meetings ended, perhaps with another piece of silverware, but hardly ever with a mechanical derangement with "Remus". Some people may have retained a picture of "Remus" jumping from crag to crag round Pad-dock Bend at Brands Hatch, with flames shooting from the exhaust, but for Bill Moss it meant another week of evenings ahead in which to prepare "Remus" for next week's drive.

**Goodwood—continued**

TR which led until lap three, then being passed first by Peter Riley (Lotus) and then by R. W. de Selincourt (TR3). Riley won fairly convincingly at 82.47 m.p.h., de Selincourt was second and Duncan third. Paul Fletcher's very smart twin-cam M.G.A went very quickly but could not better sixth place, and fastest lap went to Riley at 1 min. 42.8 secs. (84.05 m.p.h.).

Then came another closed car handicap, dominated throughout by the stupendous performance of J. Turner in Leslie Ballamy's Ford Popular, which had received the full L.M.B. treatment both bodily and to the suspension, plus a supercharger to add to the engine

modifications! To say that this car was impressive would be the understatement of the past five years. Said to achieve a genuine 95 m.p.h., the car lapped Goodwood consistently in very little over two minutes, and put in a fastest lap in 2 mins. 02.2 secs.! For those who aren't familiar with the circuit, that represents a speed of 70.7 m.p.h. and, in the idiom of the moment, is surely going some.

However, we digress. Carried away by enthusiasm, I almost forgot to say that the lead for the first three laps was held by Miss Jane Covell from the limit mark in a Morris Minor with a hardtop on it. Mr. Turner came romping through the field, scattering A35s, Morris 1000s and Volkswagens to right and left, while his speed down the straight will have caused many men to marvel—and lift their bonnets. He eventually won by some 13 seconds at over 68 m.p.h., followed home by G. Lawrence (A35) and A. Clark (Volkswagen)—this latter car boasted a swept volume of 1,385 c.c., if you can make anything of it!

Then came the last event—another five-lap handicap. This gave C. J. Lawrence (Morgan Plus Four) his second win of the day, but Paddy Gaston, in the Downton-tuned Sprite, motored at a simply phenomenal rate. Perhaps it was a little too phenomenal, for he retired on lap four when in fourth place.

Also impressive in this event was Paul Fletcher's twin-cam M.G.A, which has a very prettily modified front end and went through the field at a great rate to finish second in front of R. B. Ide's fast and very noisy M.G. TD. Fastest lap went to Lawrence at 1 min. 48.4 secs. (79.7 m.p.h.).

This brought the meeting to an end—a very pleasant meeting, and an excellent start to what we hope will be another good season in the club-racing world.

MARTYN WATKINS.



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Coopers and G.P. Racing

CONTRARY to the letters published in these columns recently, I am not dismayed at the thought of Great Britain's chances in Grand Prix racing this coming season. One has only to study the tabulated results of last year's *Grandes Épreuves* (Seasonal Survey, 2nd January) to find who is the rightful heir to Vanwall's throne.

Coopers were "placed" 23 times (including fastest laps) in 15 major races, the nearest challenger from Britain gaining only seven places. Coopers also gained third place in the Manufacturers' Championship, with undersized engines into the bargain.

In the Formula 2 category (with a maximum capacity engine this time) Coopers gained 30 places out of a possible 39, again the nearest challenger from these shores bagging only four.

No good was ever done by moaning and wailing. That attitude is most ungrateful. There are many who have tried desperately hard to put Britain back on the Grand Prix "map", and of them all Mr. Vandervell and his Vanwall team will never be forgotten. In the meantime, we should consider ourselves fortunate to have the Surbiton concern to take up the main struggle. As they will be using full-size engines this year, we have every excuse for optimism.

S. O. AUSTIN.

HERNE HILL, S.E.24.

Trials Regulations

ON this subject, I am surprised to read the comments of the Manager of the Competitions Dept. of the R.A.C., from which source it must be taken as official. How on earth it can be logical for a car to have "cleared" a section when the front wheels only reach the "Section Ends" sign is beyond me! I suggest that there is only one possible advantage of front wheel marking, namely, that the marshal has only the front wheels to watch for both marking and marker-bashing. Even this advantage is at once lost if the regulation relating to ANY part of the car touching a marker is adhered to.

Regarding the "experience" gained last year of this marking system, Mr. Delamont, it may be of interest that in every event in which I have competed during the past two seasons, the promoting club contracted out of some or many clauses of S.S.R.'s and in every case contracted out of the marking system. So who gained the "experience" and where? The system most widely used over the past few years, rear wheel marking, marks gained 1 to 10, worked very well in my

CORRESPONDENCE

opinion, but perhaps this proved too simple for the R.A.C. To my certain knowledge, since 1952 a different marking system has been used in the R.A.C. Championship to that used in its qualifying events! It does not seem so very long ago that in the Championship Trial one could even have another run at the hill if a marker had been touched! All very logical?

I am all against penalizing the rear of the car touching a marker, as I have yet to see the driver who, with deflated tyres on a slippery surface, perhaps adversely cambered, can so accurately place the rear wheels of his car as envisaged by Mr. Delamont. He sees drivers craftily mowing down markers with the rear wheels, whilst getting the front higher up a section! This is interpreted by Mr. Delamont as "not playing the game", an unworthy and low-grade remark reflecting on the sportsmanship of as grand a bunch of sportsmen as I have met in the many forms of sport in which I have taken part.

By all means let us have uniformity and simplicity, as opposed to the chaos and confusion to which the present S.S.R.'s will give rise.

NORMAN H. COATES.

LEEDS.

Information Wanted

I WOULD be very interested to learn the history of TY 4730.

It is a Rolls-Royce saloon apparently 25-30 years old. From its appearance it appears to have been built for a special purpose, possibly to attack long-distance records. The body is just wide enough for two bucket seats, has a very shallow windscreen, and the body tapers at the rear as also do the wings.

In general appearance it resembles a 1955 Bentley Continental.

Congratulating you on an excellent magazine.

B. JONES.

MIDDXX.

The Editor is not bound to be in agreement with opinions expressed by readers.

BOOK REVIEW

Title: *Championship Year*.

Author: Mike Hawthorn.

Size: 5½ x 8½ ins. 239 pp. Many illustrations.

Publishers: William Kimber & Co., Ltd., London.

Price: Cloth-bound, 21s.

THE story of Mike Hawthorn's successful struggle to win the 1958 World Championship had to be told, and although it is obviously related through the medium of a second party, *Championship Year* contains sufficient of Mike himself to make it authentic. His great friendship with Peter Collins receives a prominent place in many chapters of the book, and Mike reveals how his team-mates did everything possible to ease his path to the Championship. He also pays Stirling Moss the compliment of stressing the sportsmanship which caused the shadow of disqualification to be lifted in Portugal. Hawthorn insists that if Moss had not come out on his side in the subsequent inquiry, he (Hawthorn) would not have been World Champion.

All the events counting towards the Championship are fully described, and although much use has been made of contemporary race reports, much of the material could only have been supplied by Mike himself. Nevertheless there are certain inconsistencies in the narratives. For example, this reviewer is described as having driven a Rapier at Nürburgring in a special event for journalists during the 1,000 Kilometres race, when he was not within 300 miles of the circuit. The name of Mike's boxer dog was first used many years ago by the late Don Beauman—before Mike had such a dog—and was also adopted by Stirling Moss and others. Mike certainly saw the number "12" on the blazing Vanwall at Casablanca, as he related to many people in the hotel afterwards. Also, there

is no evidence to support the statement that: "the car had blown up, as Tony's had..."

Anyway these are only quibbles. Mike's comments on the Monza "500" and the Targa Florio are most illuminating, and it was obvious that the Champion disliked both of these races. His preference for Jaguar in sports-car racing is also emphasized, as was his admiration for Lofty England. Nevertheless throughout the book Mike insists that Grand Prix racing was his only love, and rather hinted that other activities were due to his contract with Scuderia Ferrari.

It is also intriguing to learn just how bad the drivers believed the G.P. Ferrari to be in the earlier part of the season, and also how Hawthorn himself maintained that disc brakes would have to be fitted sooner or later. Mike also reveals how dreadfully the tragedies of Musso, Scott-Brown and Collins affected him, and confirms that after Pete's accident at Nürburgring he just didn't want to know anything else about the race.

The hopes and disappointments as *Grande Épreuve* succeeded *Grande Épreuve*, bring the book to an exciting climax at Casablanca, and Mike tells how the Ferrari-Vanwall struggle was played out to its conclusion. Yet another inconsistency here, for Mike told many people afterwards that he was very definitely worried when Tony Brooks passed him. He believed that the Vanwall driver might tempt him to go above the p.p.m. limit which had been set beforehand, and he knew that Phil Hill was not likely to catch Moss.

All in all *Championship Year* is an excellent book, and it will gain in importance with the passing years, as being the story of the unforgettable "Farnham Flyer", who was the first British driver ever to gain that coveted world title. Mike is already a legend, and with his passing motor-racing suffered an irreplaceable loss. Yet his exploits will never be forgotten, and his attitude to the Sport he loved will ever remain an inspiration to others who would seek to follow in his footsteps.

G. G.

VALVE SPRINGS

Effect on performance

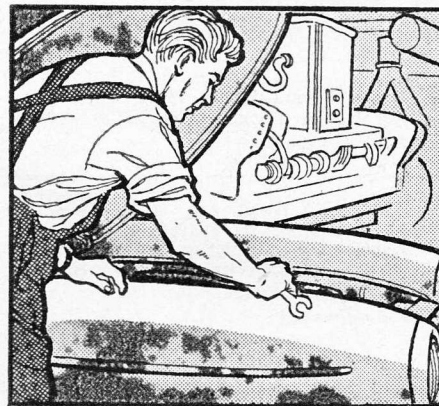


Engine speeds Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

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Valve Bounce At high revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.



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Club News

by MARTYN WATKINS

I'M beginning to wish that I'd never mentioned those practice driving tests: ever since sticking my neck out by saying that the T.E.A.C. event was possibly unique, it seems as though just about everyone else has been running the things for years. Latest to join in with a claim is the **Sheffield and Hallamshire M.C.**, which, apparently, ran a practice driving test meeting every Monday evening during 1958 until shorter evenings made things difficult. Then they tried floodlighting! The sessions for 1959 have already started, and as the club points out, practice is important and has enabled the club's team to win the annual test team driving event.

* * *

THE Association of South-Eastern Motor Clubs is inaugurating a rally championship for both drivers and navigators amongst member clubs of the Association. Points will be scored for the first 15 places in general classification in certain nominated rallies organized by member clubs, and those so far on the list of qualifying events are the Kent Rally, 6th-7th June (Sevenoaks and D.M.C.); the September Rally, 12th September (Rochester and Chatham and D.M.C.); the Rally of the Bogies, 10th-11th October (Metropolitan Police M.C.); the Witsend Rally, 7th-8th November (Bexley L.C.C.) and the restricted rally run on 28th-30th November by Ashford (Kent) M.C.

Further details of the championship may be obtained from A. T. Burgess, the Association secretary, at 270 High Street, Beckenham, Kent.



HAVING A WHALE OF A TIME: H. D. Sephton tackles a watersplash on one of the sections in a recent Landrover O.C. trial in Surrey.

THE racing season is already under way, and so no one will be surprised to find news of a race meeting at the top of the list this week. Event in question is the **Maidstone and Mid-Kent M.C.** national British Silverstone meeting, which will take place on 9th May. Entry forms and regulations will shortly be available from L. G. Riley, The Rilco Glass Co., Ltd., P.O. Box No. 27, Maidstone, Kent. . . . **Romford Enthusiasts' C.C.** annual general meeting was held on 5th March. Among the officers elected were C. A. Pelling as competitions secretary and, as secretary, E. N. J. Watson, 59 Woodland Avenue, Hutton, Brentwood, Essex. Next event for the club is a closed driving test

meeting on 29th March, entries closing on 26th March and going to M. A. Pratt, 57 Squirrels Heath Road, Harold Wood, Essex. . . . Annual general meeting of the **West Essex C.C.** will be held on 18th March, followed by a film of the Alpine Rally. On 5th April there is the club's national speed trial at North Weald Aerodrome. Regulations for this event are available from J. M. A. Edmondson, 160 Hermon Hill, South Woodford, E.18. . . . **Cavendish C.C.** Fiona Ellison Trophy rally takes place on 5th April, starting from the Flower Pot Inn, Congleton Road, Macclesfield—it is a closed event. Entries close on 2nd April and go to G. S. Haggie, 5 Tytherington Hall Grove, Macclesfield. . . . **London M.C.** eighth "Little Rally" takes place on 11th April, the event following the usual pattern of about 220 miles with frequent driving tests thrown in! Secretary of the meeting is Wing Commander John King, Hillside, South Newington, Banbury, Oxon, from whom regs. may be obtained. . . . Next meeting of the **Association of Northern Car Clubs** will be on 8th April at the White Swan Hotel, Halifax, starting at 7.30 p.m. . . . **Swansea M.C.** night rally will be held on 18th March, and entries for this will be taken at the start, which will be at Day's Filling Station, Jersey Marine Road, near Swansea. . . . Regulations are available for the **T.E.A.C.** "Day of Dicing" driving test meeting, which has a national permit again this year and is being run on 19th April. Entries close on 11th April and secretary is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . **Kentish Border C.C.** hold a closed trial in Vintner's Park, near Maidstone, on 22nd March. Secretary of the meeting is H. F. Eady, 167 Bexley Road, Eltham, London, S.E.9. . . . Regulations are available for the **Wirral 100 M.C.** sprint at Rhydymwyn, near Mold, Flintshire, on 4th April. Invited clubs are B.R.S.C.C., Liverpool M.C., Lancashire A.C., B.A.R.C., Lances and Cheshire C.C. and Sheffield and Hallamshire M.C. Entries close on 25th March and go to T. Woodworth, 62 Hawthorn Road, Little

(Continued on page 378)

Coming Attractions

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

Pembrokehire M.C. Hill-Climb, Lydstep, near Tenby, Pembs. 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 Farningham, Kent. Start, 12.30 p.m.

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

Hagley and D.L.C.C. Worcester-shire 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, Leics. Start, 1.30 p.m.

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

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

Liverpool M.C. Driving Tests Meeting, Speke, near Liverpool.

April 4th. Daytona International Opening Meeting, U.S.A.

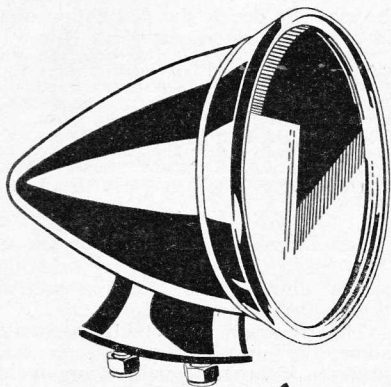
B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leics.

Wirral 100 M.C. Sprint, Rhydymwyn, near Mold, Flintshire. Start, 1 p.m.

April 4th-5th. Bugatti O.C. Testing Week-end, Prescott, near Cheltenham, Gloucestershire.

April 5th. West Essex C.C. National Speed Trials, North Weald Aerodrome, near Epping, Essex. Start, 10.30 a.m.

Seven-Fifty M.C. Blandford Hill-Climb, Blandford Camp, Dorset. Start, 1 p.m.



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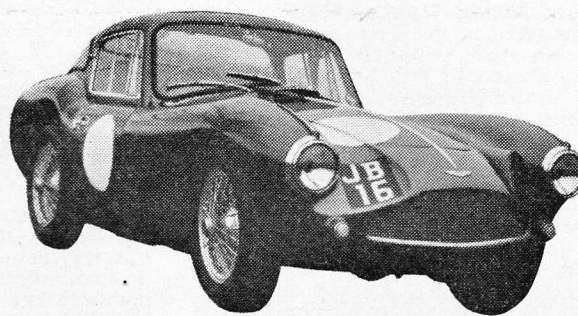
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BEST PERFORMANCE ON DRIVING TESTS
Best driver in each class
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Club News—continued

Sutton, Wirral, Cheshire. . . . **B.A.R.C.** fourth Mallory Park members' meeting takes place at the Leicestershire circuit on 4th April, with classes for sports cars, closed cars and 500s. Regulations are available from the B.A.R.C. and entries close on 23rd March. . . . Also in line for the **B.A.R.C.** is the international meeting at Aintree on 18th April, when the programme includes the International "200" for F1 and F2 cars. Entries for this close on 31st March and go to H. J. Morgan, B.A.R.C., 55 Park Lane, London, W.1. . . . **Bugatti O.C.** testing week-end at Prescott on 4th-5th April takes on a new significance this year, for the B.B.C. is to televise a regional competition during the afternoon of 4th April. There will be five teams for the event, from north, south, east, west and the Midlands, and each will comprise five cars from standard saloons up to 1,200 c.c., grand touring saloons, sports cars up to 3 litres, racing cars up to 2 litres u/s and vintage sports cars. Selection of teams will be carried out by the secretary of the meeting or by ballot. Apart from the televised runs, normal testing will continue as usual. Entries go to K. Nightingale, Crescent Copper Works, Edward Street, Birmingham 1. . . . **Liverpool M.C.** driving test meeting will be held as usual at Speke, near Liverpool, on Easter Monday. Entries close on 26th March and go to R. H. Moore, Gravelley, Park Road North, Birkenhead. . . . Regulations are available for the **South-sea M.C.** Hunt Trophy rally on 11th-12th April. Invited are all member clubs of the Southern Centre Association. Entries close on 4th April and go to T. Juniper, "Chance Cottage", 49A Bedhampton Hill, Bedhampton, Hants. . . . **R.A.F.A.M.C.** spring navigation rally takes place on 21st March, starting from Horsmans Garage, Queensferry. . . . Regulations are available for the **Maidstone and Mid-Kent M.C.** national "Hopper" rally on 4th-5th April. Entries close on 31st March and secretary of the event is R. A. Aberly, Yeoman Nurseries, Ashford Road, Bearsted, Kent. Starting points are at Manchester, Brands Hatch and Maidstone. . . . **Hants and Berks M.C.** Blackwater reliability trial takes place on 22nd March, starting at 1.30 p.m. on Kingsley Common, near Bordon, Hants. . . . **Newport (Mon.) C.C.** has now found a base at the St. Mellors Golf Club, near Newport, and in future a weekly meeting will be held there. On 9th April an instructional rally will be held. . . .

London M.C. now has a film of the 1958 London Rally. The film is 800 feet long, is 16 mm. and has a magnetic sound-track. It is available to clubs for hire at 30s. and full details are available from Ian Lewis, 9 West Road, Coombe Lane, Kingston, Surrey. . . .

North London E.C.C. and Herts County A. and Ae.C. joint March Hare rally takes place on 21st-22nd March, starting from Stanmore at 9.01 p.m. . . . **Chester M.C.** Martini Rally will take place on 18th-19th April, open to members of the invited clubs which have accepted the invitation. Over 20 of them were invited. Entries close on 8th April, although late entries at an increased fee will be taken up to 13th April. Secretary of the event is M. N. Whelan, 13 May Tree Avenue, Vicars Cross, Chester. . . . **Eastern Counties M.C.** Felixstowe rally takes place on 12th April, this year taking the form of a driving test meeting in Felixstowe. Invited clubs are B.A.R.C., Cambridge '50 C.C., Cambridge U.A.C., East Anglian M.C., Hagley and D.L.C.C., London M.C., Marconi A.C., M.G.C.C., Sporting C.C. of Norfolk and Thames Estuary A.C. Entries close on 4th April and go to M. R. Sharp, Conrods, St. Georges Road, Old Felixstowe, Suffolk. . . . **Blackfriars M.C.** Crocus Rally takes place on 4th-5th April. Invited clubs are Cemian M.C., Hants and Berks M.C., Rochester, Chatham and D.M.C., C.S.M.A., Jaguar D.C., B.A.R.C., Advertising M.C., VW O.C., East Surrey M.C. and Sevenoaks and D.M.C. Entries close on 28th March and go to E. Pennells, 21 Avondale Drive, Loughton, Essex. . . . Membership of the **Snetterton M.R.C.** has now topped the 1200 mark, and a greatly enlarged club-house with all facilities is hoped to be ready for the opening meeting on 22nd March.

WORCESTERSHIRE M.C.

THE first club rally of the year attracted an entry of 15 cars. In view of the bad weather in the week preceding this event, clerk of the course, John Dodds, decided to cut the course down to 50 miles.

Despite the fact that the morning itself turned out bright and sunny, most competitors found that the shortened course, which was run as a total regularity section with an average speed of 24 miles per hour in two loops around the narrow and hilly Lower Malvern district was quite sufficient, indeed it proved ideal from the organizers' point of view in that all competitors lost marks on the road, and no resort to the driving test had to

be made to decide the destination of the awards.

Results
Best Performance: W. G. Acoc/A. D. Moore (M.G. 1½-litre saloon), one penalty mark. **Up to 1,300 c.c.** 1, G. H. Williams/P. Ward (Ford Prefect), 2 penalty marks; 2, Dr. Cronin/Mrs. S. Cronin (Morris Traveller), 7 penalty marks. **Over 1,300 c.c.:** 1, D. Tilt/Miss A. Homer (M.G. Sports), 6 penalty marks; 2, A. Bilborough/S. Laite (Wolseley 1,500), 8 penalty marks. **Novices Award:** D. Powell/D. Cox (Austin A35), 9 penalty marks.

B.R.S.C.C. DINNER

THE British Racing and Sports Car Club (Northern Centre) held their annual dinner-dance and prize presentation at the Metropole Hotel, Leeds.

The function was well patronised, some 125 members and guests being present, including parties from as far afield as Middlesbrough, Newcastle, Bolton, Southport and Bradford. Chief guests of the evening were Group Captain Gill, D.S.O., Mrs. Gill, Tom Bentley, of A.B.C. Television, and Johnny Cliffe, of Shell-Mex and B.P.

It was with the kind assistance of Group Captain Gill that the B.R. and S.C.C. were able to promote their series of very successful race meetings at Full Sutton during 1958 and again this keen motor sporting enthusiast has greatly helped in negotiation with the Air Ministry for the use of Rufforth Airfield for which the Club has now permission for an Easter Saturday Meeting.

After a valuable collection of glitterware was presented to the lucky recipients by Mrs. Gill, with the assistance of Centre Chairman, Mr. T. Tait, came the highlight of the evening, a beer-drinking contest at which the competitors, among whom were race drivers P. Proctor, P. Robinson, G. Gartside, W. E. Allen, Ian Smith, R. H. Smith, J. Burgess, M. Bailey, Bob Hudson and Dick Hanson, had to consume, against the clock, a quantity of beer from a baby's feeding bottle!

LEICESTERSHIRE C.C.

WEATHER conditions were ideal for the production car trial run by the Leicestershire Car Club during the week-end. The entire event took place in a hilly field near Stockerston, and consisted of a number of hill-climbs and non-stop sections. Considering the heavy over-night rain the course had dried out remarkably well, and despite the rather rough surface some excellent driving was witnessed by the large crowd.

Provisional Results

Wentworth Trophy: W. B. Hercock (TR3), 16 marks lost. **First Class Awards:** E. Hunt (Hillman), 22 marks lost; A. E. Thompson (Renault), 29 marks lost, and J. B. Williams (M.G.), 37 marks lost.

More Club News on page 384.

Come and see the New Twin-Cam M.G.A. at University!

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USED CARS FOR SALE

A.C.

ACE-BRISTOL, 1956 car to 1958 specifications, disc brakes, 21,000 miles, light blue with red interior. Offers over £1,000.—Ian H. S. Smith, Branshaw, Oakworth, Keighley, Yorks.

1955 ACE, fitted much modified BS4 Bristol engine, 4.3 axle, overdrive, heater, two-speed wipers, etc. Offers.—Park, 46 Northlands Road, Southampton. Phone 26748.

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1957 ALFA ROMEO Sprint Veloce coupé, red, one owner, leather upholstery, radio, heater, spot lamp, many extras, 18,000 miles approximately. Regularly and carefully maintained. Cost £1,950.

1957 (September) ALFA ROMEO Giulietta Spider, red with black trim, mileage 11,500 approx., one owner, regularly maintained, immaculate condition. £1,850.

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ALVIS 12/50 beetleback, decoked, repainted B.R.G., new carburettor and magneto, new carpets and hood, two new tyres and two spare wheels, spare engine, v. sound throughout. A vintage thoroughbred for £110.—Undery, "The Towers", Walton Lane, Shepperton, Middx.

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VMF 63. Works DB2, Le Mans, 1950, Pippbrook maintained, small mileage, one owner. £925.—Eric Thompson, Gosden Farm House, Bramley, Surrey.

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A35, SEPT. 1958, 6,000 mls., d. blue, two-door de luxe, anti-roll bar, htr., s. washers. £530. H.P. available.—Phone Odiham 304.

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AUSTIN-HEALEY 100, 1954, one owner, unraced, extras, immaculate. £595 o.n.o.—Box 3100.

AUSTIN-HEALEY 100S (Sebring), June 1955, dark blue, immaculate condition, recently resprayed, ready to race.—Offers, Box 3096.

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(Continued overleaf)

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1951 Morgan 4/4 Blue/silver Immac. £345

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FORD

ZEPHYR Convertible, 1954. Grey/fawn. Raymond Mays conversion, heater, wing mirrors, rimblishers, windscreen washers. £465 o.n.o.—Withers, TATE Gallery 4792. 9-5.30

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PHOTOGRAPHS

MOST CARS at the members' meeting B.A.R.C., Goodwood.—Charles Dunn, Greenleaves, Woking, Surrey. Telephone 3737.

PHOTOGRAPHS of most cars C.U.A.C. Snetterton 8th March.—Richmond Pike, Pincroft, Leighton Buzzard.

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(Continued overleaf)

Reminder

EARLY CLASSIFIED

for

Early Easter-Press Time

All Classified

advertisements for the

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MUST reach this

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Monday March 23

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South London's Leading Sports Car Specialists

- £855 Jaguar XK140 D.H.C. Special equipment. White with maroon hood. Xtyres. Spots, radio, heater, etc. 1955.
 - £596 Austin Healey 100/4 BN1. Red. Exceptional condition. 1955.
 - £577 Lotus VII. Tuned 100E unit. 11,000 miles. Body work finished in immaculate red cellulose. 1958 (Aug.).
 - £576 Lagonda 2.4 ex-David Brown. Reconditioned Vantage engine recently fitted. Immaculate appearance and mechanically perfect. 1951.
 - £576 Sunbeam Talbot D.H.C. Ivory. Radio, heater, etc. An immaculate example. 1954.
 - £575 Triumph TR2. Ivory. One owner. Beautiful condition. 1955.
 - £565 TR2. 1955. Dark green. One owner. Exceptional throughout.
 - £526 Morgan 4.4. Ford engine. Radio, spot light. Tonneau cover. 1957 model. Virtually unmarked.
 - £450 M.G. TD. B.r.g. Recent engine overhaul. Very good condition throughout. 1953.
 - £395 Allard J2. Competition de Dion, Mercury engine. Completely rebuilt. 1951.
 - £365 Rochdale G.T. 1172 Special. 1958 registration.
 - £345 Triumph Roadster 1800. An exceptionally good example. 1948.
 - £345 Austin Special. Professionally built. Falcon body. Tuned Austin 8 engine. Beautifully made. 1958.
 - £295 Ford Falcon, space frame, full mods. B.r.g.
 - £295 M.G. TC. B.r.g. Extras. A very good example. 1947.
 - £260 Austin A.90 convertible. Radio, heater. Requires respray. 1950.
 - £225 M.G. TA. Tickford. Ivory. Recent engine overhaul. 1939.
 - £165 B.M.W. 320 Saloon; reconditioned engine, not yet run in. 1939.
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BRISTOL M.C. AND L.C.C. FULL MOON TRIAL

"No strain on the brain, no tight time schedule demanding high speeds on narrow roads, no big mileage to cover, no gradient as steep as some by-roads, no damaging route, plenty of prizes including the handsome Full Moon Trophy, no reason not to enter." So read the advance "blurb" on this old-established half-day sporting trial on 7th March, now in standard car form; so enter we did and found that the organizers' claims were not unfounded.

Twenty interesting and varied cars assembled at the start, the first away, Trump's special, being both varied and interesting! Nevertheless, he climbed the first hill, that old favourite, Elwell, which defeated Maudsley's Series II Rapier and Tily's 220S Mercedes.

The second hill, Ubley, was in prime condition. The well-tried combination of damp leaf mould, mud, and loose stones kept even Tommy Clarke's Austin-Healey Sprite from the lovely view at the top. He was not alone, though, Eric Harris's Wolseley 1500 keeping him company, along with nearly half the entry.

A couple of tests followed, rather later than intended as the upper reaches of Ubley, strangely unobserved, were even stickier than the actual section, which created quite a delay. The first test, an M.C.C. type of stop and restart, with the vital line cunningly situated across a convenient slimy rocky outcrop, caught out 10 of the cars, including our venerable Ford.

The second test, a forward-and-reverse affair around a grass triangle, proved to

be just up Alf Morrish's street, the blower on his almost antique M.G. special doing its bit towards the best time of 29 secs. dead. Blowers were the answer here, apparently, as Julian Flook's blown Dellow tied with the M.G.!

Burledge, the last hill, a long, stony track winding up to Prospect Stile overlooking Chew Lake, could only stop six entrants, Cyril Read's Triumph Renown romping up in particularly fine style.

All that now remained between us and the finish was a tricky rolling brake test back down Elwell, where competitors were required to stop with the front wheels just over the line, the distance in feet being added to the time taken. Here Tomlinson showed that his Jowett Javelin stopped just where he wanted it, recording easily the best performance.

Then back to the finish at the Willow Café on A38 for one of the best cups

of tea for some time. The post-mortem was continued over more substantial refreshments at the film show later in the evening at the Royal Hotel, Bristol, held in conjunction with the two other local clubs, namely, Burnham-on-Sea M.C. and the south-western centre of the M.G. Car Club.

After the results had been announced, the evening was rounded off by an Inter-Club Motoring Quiz, presided over by Question Master Derek Burston, of the Bristol Club, but even he could not stop the "Brains of Burnham" from winning the day.

CLIVE SEWARD.

Results

Full Moon Trophy for best performance: Alf Morrish (M.G. Special), 73.3 marks lost. **First Class Awards:** N. Pow (Dellow), 73.7; J. Buncombe (Dellow), 79.3. **Second Class Awards:** C. M. Seward (Ford Anglia), 84; Jack Crates (Ford Anglia), 84; Cyril Read (Triumph Renown), 85.3; J. C. Grist (XK 120), 93.9; Peter Champency (Austin Seven), 99.8; Julian Flook (Dellow), 101.5.

SILVER CITIES AIRWAYS announce that their vehicle and passenger services to Cherbourg will operate from Hurn Airport, near Bournemouth, instead of Eastleigh Airport, near Southampton, until further notice. The Ministry of Transport and Civil Aviation have, apparently, decided to close Eastleigh Airport temporarily for reasons of "airport unserviceability".

To celebrate the 21st of the series of races for the British Empire Trophy organized by the B.R.D.C., over £1,300 will be distributed in prize money in the four events that comprise the Trophy Meeting at Oulton Park, Cheshire, on Saturday, 11th April.

PEOPLE travelling to the Republic of Ireland after 1st May will not need a triptyque, carnet or bond. A "sticker" will be supplied, which, when stamped by customs at point of arrival, will be valid for one year, during which time any number of visits may be made on the "pass" supplied.

THE Tulip Rally this year will have no special stages but the extremely difficult route will include several speed eliminating tests. There will be nine passes, and all competitors will start from Paris.

REGULATIONS are available from the B.R.D.C. for the International Silverstone meeting on 2nd May.

Classified Advertisements—continued

TUNING SERVICE—continued

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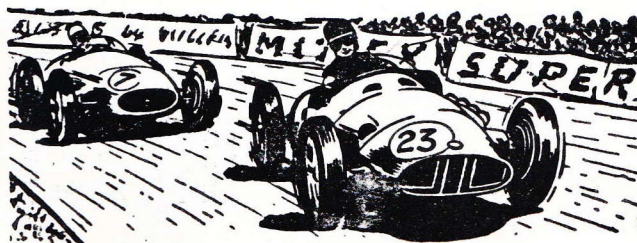
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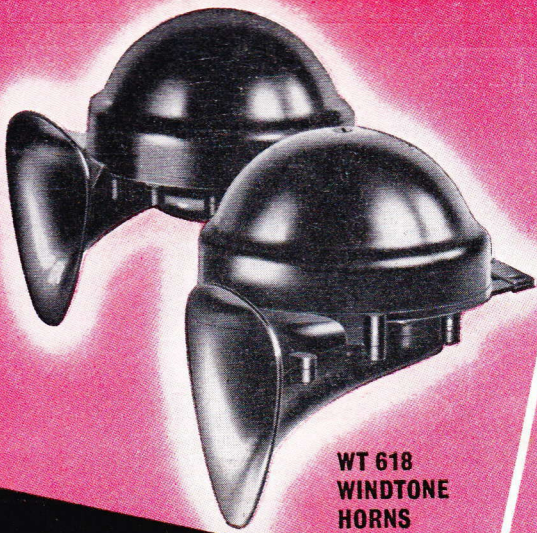
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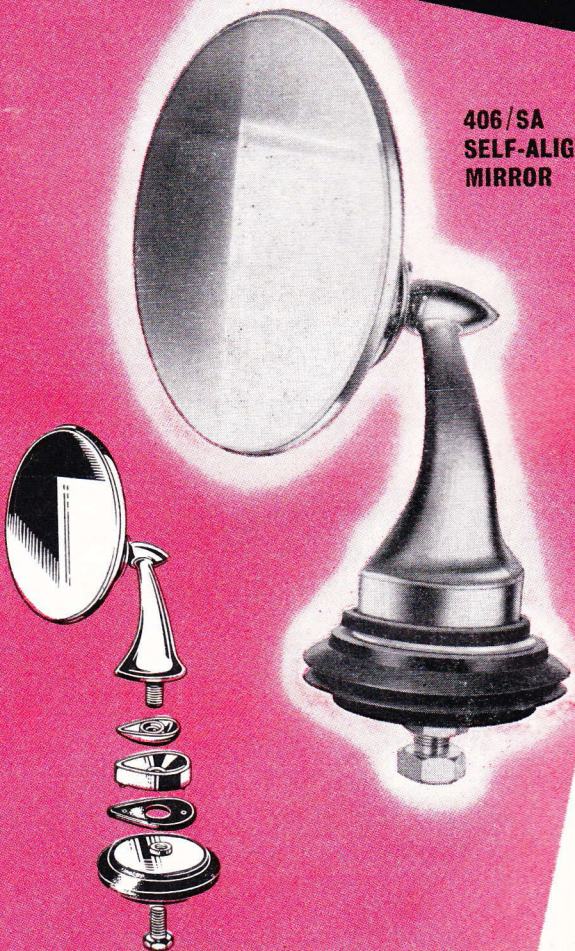


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