

# AUTOSPORT

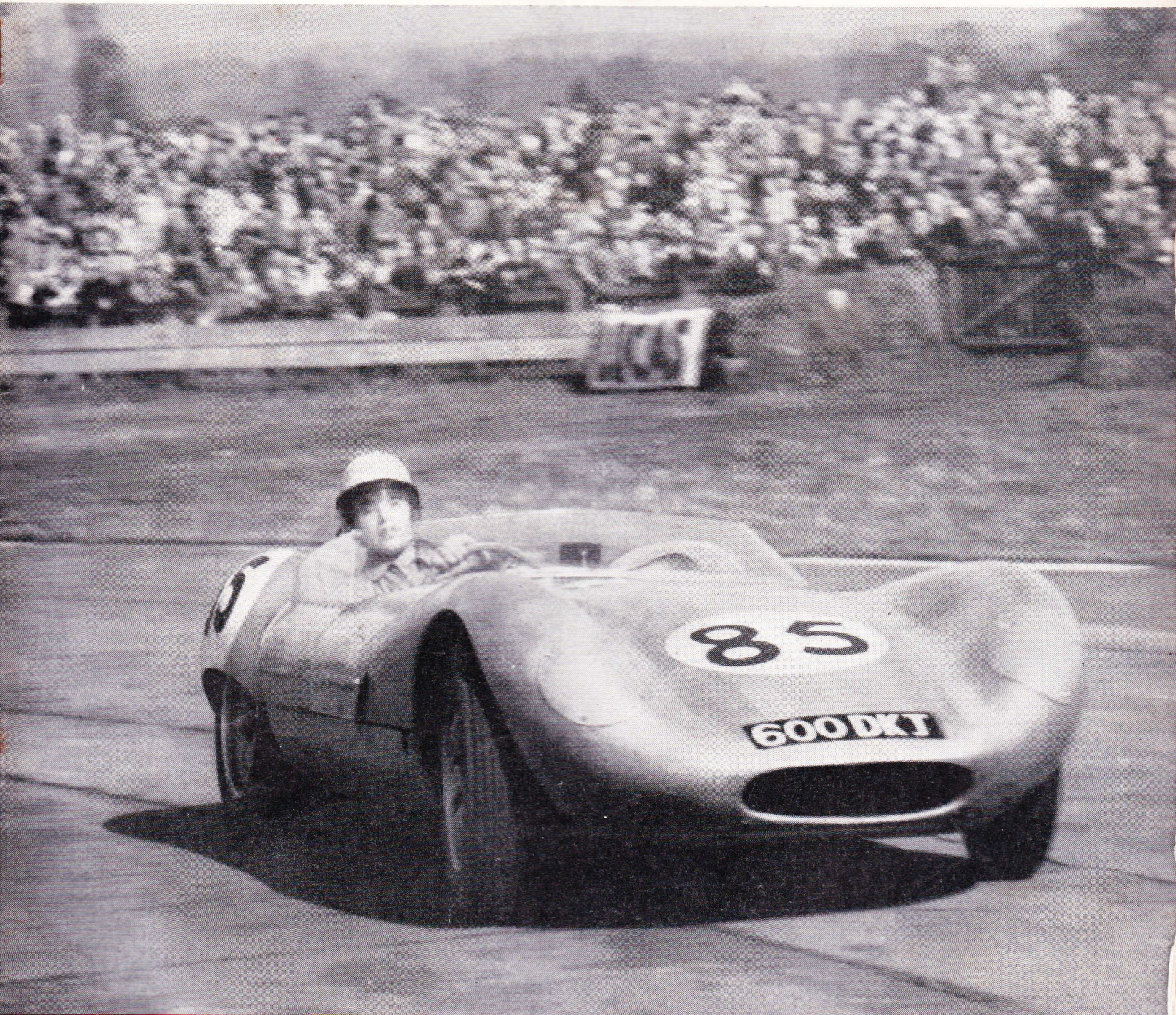
BRITAIN'S MOTOR SPORTING WEEKLY

APRIL 3, 1959

1/6

EVERY FRIDAY  
Vol. 18 No. 14

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



## IN THIS ISSUE

GOODWOOD INTERNATIONAL MEETING—FULL REPORT AND PICTURES

SEBRING REVIEW

EASTER HOLIDAY MOTORING SPORT



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makes  
terrific  
saves...**



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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 14

April 3, 1959

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## EDITORIAL

### MOTOR-RACING IN U.S.A.

THE sport of motor-racing is growing in popularity each week in U.S.A., and events are being staged in every conceivable part of the country. In addition to the purely professional races, which include Indianapolis-type cars, stock machines and midgets, there is ever-growing activity amongst sports car folk and "hot rodders". The strict enforcement of speed limits on the open highway seems to have encouraged the more reasonable-section of the community to seek their speed on closed circuits, and for that reason, the sports car drivers are not hounded so unmercilessly as was the case a few years ago. Naturally the promoters of races at some of the new and magnificently engineered circuits, would dearly like to stage events of Grand Prix status. However, organized motor-racing in most parts of the country does not make allowance for what is general practice in Europe, the payment of starting money. Bill France, chief of the new Daytona International Speedway, has strong views on the subject. He feels that Formula 1 racing in U.S.A. would be successful if entrants would not demand starting money, but race for the enormous prize money that is offered when there is professional participation. He would, of course, be prepared to make some sort of travelling expenses to prevent "name" drivers coming over from Europe and finding themselves out of pocket. Mr. France's views appear to be accepted by many other race-promoters. After all, this is the system which applies to entrants of expensive Indianapolis cars, who think nothing of travelling 3,000 or more miles between races. Before F1 racing can be established Internationally in U.S.A., it is obvious that there will have to be some sort of common financial arrangement. There is also the possibility that F2 racing might appeal to American race-goers, and the same thing will have to apply.

### FORMULA 1 PROSPECTS

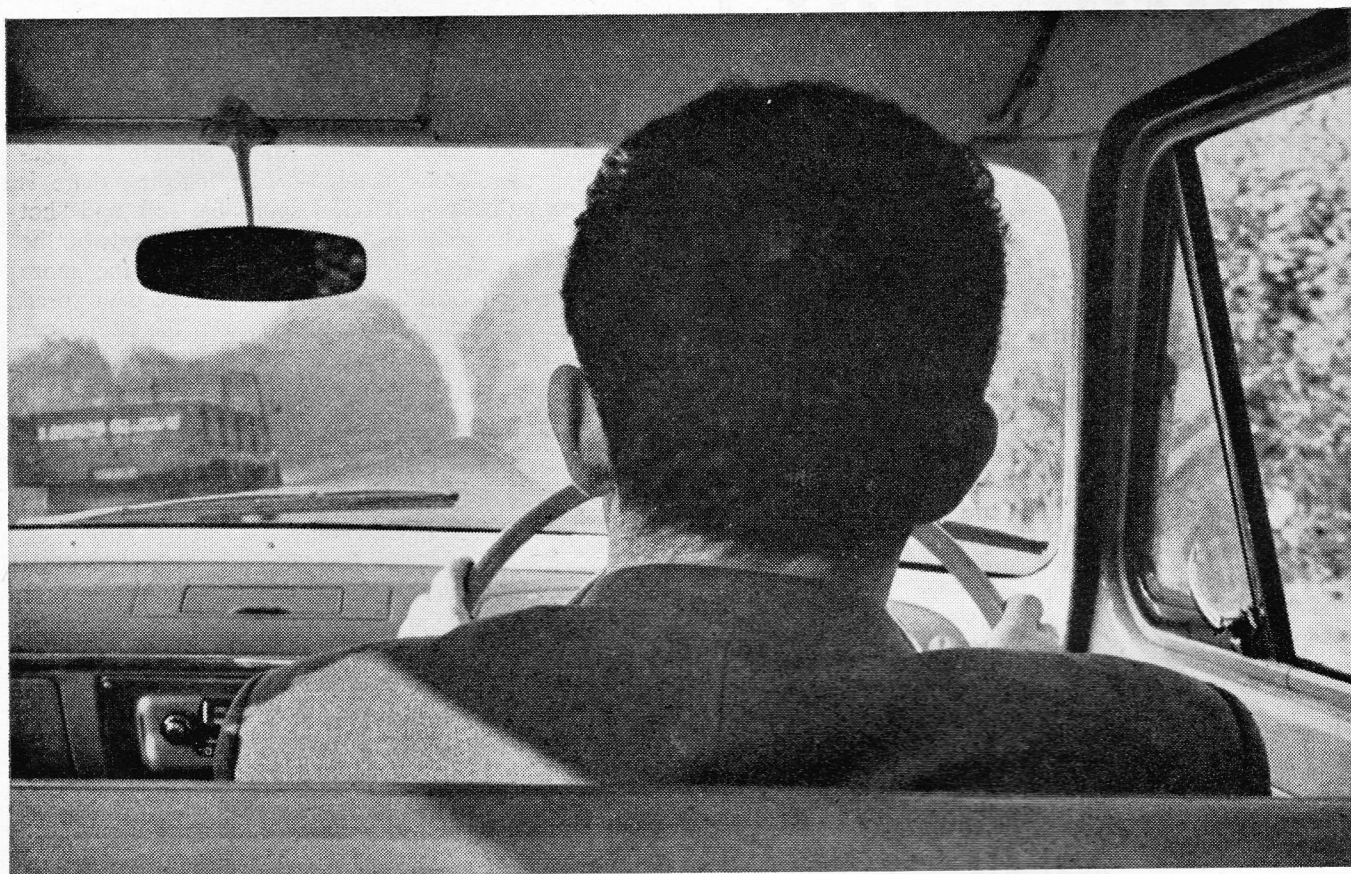
THE Easter Monday international meeting at Goodwood is traditionally regarded as a pointer to the form the green contenders in the Formula 1 sphere may strike during the coming season. After this year's event, one feels that we need not be unduly disturbed at British chances, for although the Vanwalls have withdrawn from competition, there remain the B.R.M.s, the Coopers and Lotuses and, as yet an unknown quantity, the Aston Martin. On Monday the B.R.M.s both impressed with their speed and handling and on Tuesday, Stirling Moss drove one of the cars at the Sussex circuit and lapped at over 100 m.p.h. The Coopers are another strong contender. The chassis design has been proved in a full season's racing and the new 2½-litre Coventry Climax power unit seems to possess both power and reliability.

### OUR COVER PICTURE

QUITE the most impressive display at the B.A.R.C. international Goodwood meeting on Easter Monday was given by the fantastic Lolas, three of which led the 1,100 c.c. sports car race from start to finish. A new class lap record was set up and the average speed of the entire race was very little slower than the previous record. Pictured is Peter Gammon's team car.



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## GOODWOOD INTERNATIONAL '100'

1st COOPER — STIRLING MOSS  
3rd B.R.M. — H. SCHELL  
4th B.R.M. — J. BONNIER

### SUSSEX TROPHY

\*1st LISTER-JAGUAR — IVOR BUEB

### FORDWATER TROPHY

\*1st JAGUAR — IVOR BUEB  
\*3rd JAGUAR — SIR GAWAINE BAILLIE

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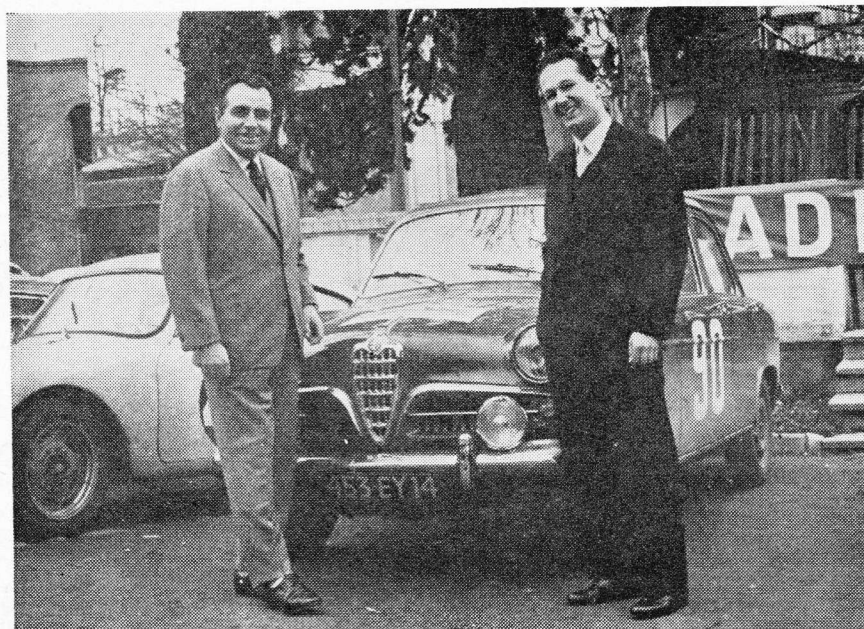


# SPORTS NEWS

## "AUTOSPORT" CHAMPIONSHIP

THE first qualifying races for the 1959 AUTOSPORT Championship formed part of an excellent meeting run by the Nottingham Sports Car Club at Mallory Park on Easter Monday, a full, illustrated report of which will be published next week.

Three separate 27-mile races were staged, the first for Class A, the second for Classes B and C and the third for Classes D and E. In the first race of the day, the Turners showed that at present they have a slight edge over the Sprites, but in the main the race was hotly contested between them. Out in front on his own, however, went Bob Gerard in his Turner with full all-weather equipment in position, the other Turners and the Sprites racing in open form. Bob was lapping with the deceptive speed of the master and he pulled out a tremendous lead to win in comfort, being credited with a fastest lap at 75 m.p.h. This was exactly the same speed as the fastest lap recorded by John McKechnie's Ace-Bristol in winning the last race and only one-fifth of a second slower than Jimmy Clark's best effort in the Lotus Elite, which won the second race: Bob's hand has certainly lost none of its cunning! The man who put the cat among the pigeons was Jon Goddard-Watts, the cat on this occasion being one of the new 700 c.c. coupé Berkeleys. This little projectile has a fantastic turn of speed and on the second lap it was a strong threat even to Bob Gerard. After this effort it appeared to tire slightly, but, nevertheless, kept ahead of the rest of the pack and held its second place from start to finish. After some spirited jockeying for position in the early stages the battle for third place resolved itself into a desperate dice between Barry Gilbert and Austen Nurse, in the Turners which did so well last year. Nurse snatched victory right on the finishing line.



*VICTORS in the Lyon-Charbonnières rally were Hébert and Consten driving the Alfa Romeo T.I. tuned by Conrero, which brought them success last year. They are seen with the car after hearing of their win.*

Jimmy Clark was the only runner in Class B for the second race, J. H. D. Whitmore having damaged the other Elite severely in violent contact with the barrier at Devils Elbow during practice, in the course of which he suffered minor personal injuries. Not unexpectedly, Jimmy made short work of the opposition from Elva Couriers and M.G.As and won as he pleased. There was a splendid scrap for second place between Chris Meek and Pat Fergusson in Couriers, which ended when Meek's car had to stop to take on water. At quarter distance Ted Lund, in an open twin-cam M.G., came up to challenge Bill Needham's coupé for fourth place, but after a few laps of fun and games Needham's engine went rough and Ted inherited third place with the defection of Meek's Courier. Alec James, from

*(Continued on page 420)*

## LYON-CHARBONNIERES RALLY Outstanding Victory for Hébert/Consten (Alfa Romeo)—Coupe des Dames for Pat Moss/Ann Wisdom (A40)

THE 12th International Lyon-Charbonnières Rally was won by a large margin by that splendid team, Jean Hébert and Bernard Consten. They drove an Alfa Romeo Giulietta T.I. Conrero. Second, in front of all the Porsches, were Roger de Lageneste and Greder in a Peugeot 403. As this car was running with an aluminium head the organizers moved it into the G.T. class in company with the Porsches. Undaunted by this considerable handicap, the French pair went on to beat the German cars and achieve a fine second place.

Having won a mere three Coupes des Dames already this season (Monte Carlo, Canada and Sestriere), Pat Moss and Ann Wisdom added yet another to their list with the little A40. These two now look set to win the European Ladies' Championship again. Second in the Coupe des Dames were Annie Soisbault and Michèle Dubosq (TR3).

### Results

#### General Classification

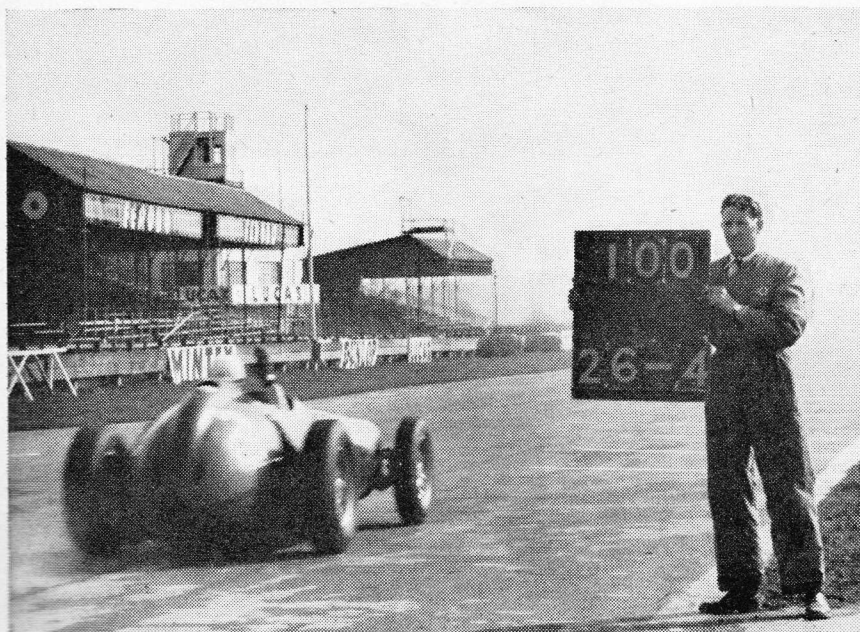
1. Hébert/Consten (Alfa Romeo), 675.7 pts. lost;
2. De Lageneste/Greder (Peugeot), 1,710.5 pts. lost;
3. Vomfell/Kuhne (Auto-Union), 1,774 pts. lost;
4. Schild/Briffand (Ferrari 250 G.T.), 2,062 pts. lost;
5. Fôret/Matroux (Renault Alpine), 2,255 pts. lost;
6. Michy/Dujoncqoy (Renault Alpine).

#### Coupe des Dames

1. P. Moss/A. Wisdom (A40), 5,048.5 pts. lost;
2. A. Soisbault/M. Dubosq (TR3), 5,606 pts. lost.

BARDAHL have introduced a new two-stroke oil to this country. The makers claim that one 4 oz. tin (retailing at 1s. 6d.) is sufficient to treat one gallon of petrol and that this high-efficiency oil additive will result in less carbon formation and cleaner combustion.

TESTING the F1 B.R.M. at Goodwood on Tuesday, Stirling Moss achieved the 100 m.p.h. lap—the first time ever. Here he acknowledges the pit sign telling him of his feat.





*DETAILS* by Theo Page of some of the interesting exhibits at the Geneva Show. Top is the rear end of the Lancia Flaminia G.T., and below right a view of the car's front suspension. Bottom left is an illustration of the exhaust and inlet systems—where the power comes from—of the amazing Volvo.

#### "Autosport" Championship—continued

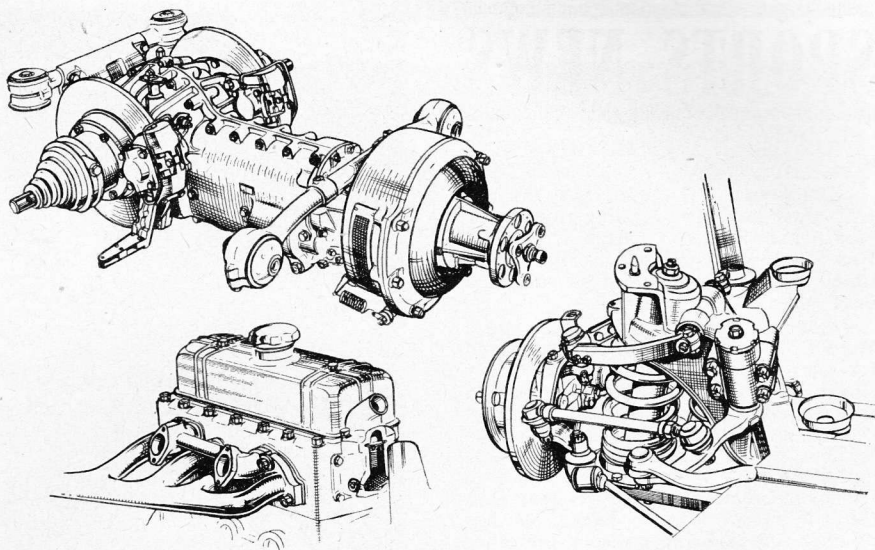
Canada, drove his M.G. vigorously in the early stages, but then tailed off. The Couriers looked a little unstable under the brakes when pressed to the limit.

The last race, for the heavy metal, was probably the best contest that has even been staged for this type of car. It came at the end of a long and exciting programme and those spectators who stayed to see what might have been an anti-climax were amply rewarded for their patience. The result concerned only Class D, since there were but two runners in Class E, the Austin-Healeys of Dick Hansen and Bob Hudson, who could not, in any case, score any points, but were racing in support of their team-mate Peter Sutcliffe, driving the Sebring Frazer-Nash. Sutcliffe snatched an initial lead but was passed on the fourth lap by John McKechnie's Ace-Bristol which held on to its advantage to the chequered flag against furious opposition. The sensation of the race was the performance by the TR3s of Roy North and Syd Hurrell, which just after half distance rushed up among the leaders and claimed the attention of all with their meteoric progress. Their speed on the straight was unbelievable and they were cornering as no TR has ever cornered before. North made one mistake at Shaw's Corner four laps from the end, but despite this he did, for a fleeting moment, get his Triumph to the head of the field. Without it he might well have won the race. Hurrell's bid, which carried him into fourth place behind Sutcliffe, came to an abrupt end on the very last lap when his car tossed a front wheel away. McKechnie, North and Sutcliffe, finishing in that order within four-fifths of a second, drew a tremendous cheer from the crowd, which they richly deserved having put on as fine a spectacle as could be seen in any class of racing.

A full score chart based on the results of these three races will be published shortly. D. C. P.

#### THE DAIMLER "DART"

THE forthcoming International Automobile Exhibition in New York, opening on 4th April, will see the world

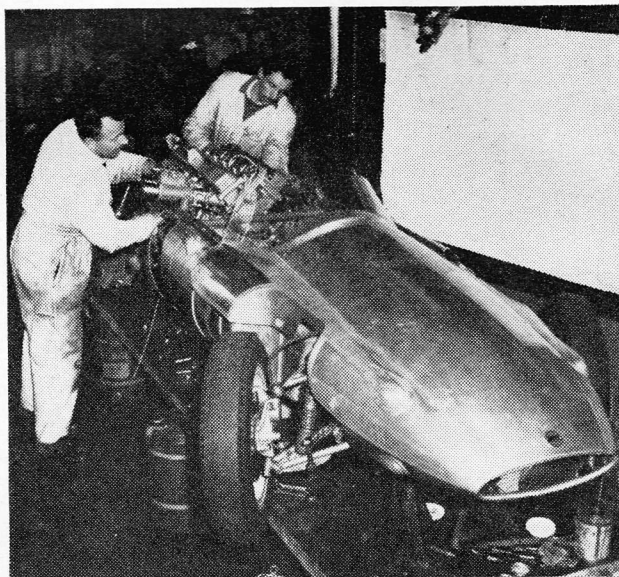


début of the new Daimler "Dart"—a 2½-litre V-8 sports car. The car shown will be a pre-production model and will be the forerunner of quantity production, which is expected in the autumn.

The "Dart" is very compact, with a 92 ins. wheelbase, and is a 2/3-seater with both fabric and hardtop roof. It is powered by an entirely new V-8 over-

head valve engine of extremely modern design and conception, with a straight-forward four-speed synchromesh gearbox and normal transmission. Automatic transmission will be available for overseas markets where required. The body lines are modern and attractive with good aerodynamic shape and a very adequate boot is provided for luggage.

★  
FITTING the carburettors to the new Formula 1 contender, the Rob Walker Cooper-B.R.M., is Alf Francis. The car is expected to appear in the Monaco G.P.  
★

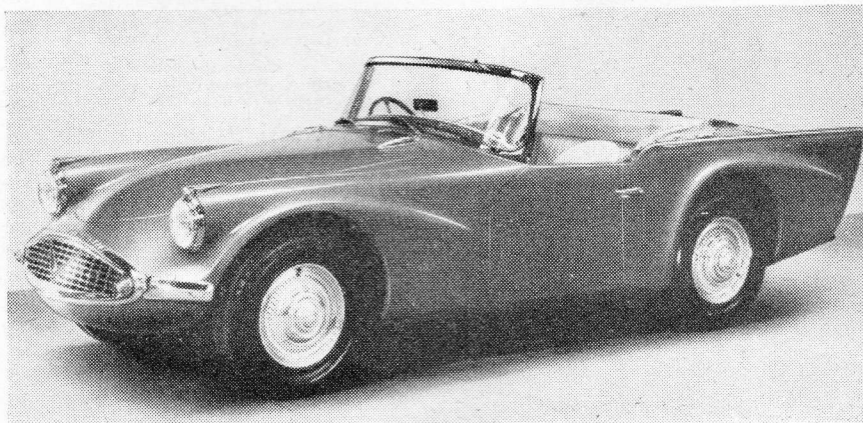


The body is reinforced polyester, and the intake grille is of especially attractive design. Although it is an open car, wind-up windows are fitted.

There are disc brakes on all four wheels. A single high camshaft operates the valves by short pushrods and the engine is said to develop 140 b.h.p. at 5,800 r.p.m. Dry weight is 2,090 lbs. Chassis is conventional, with live rear axle.

ASTON MARTIN team drivers for 1959 will be: Roy Salvadori, Carroll Shelby, Paul Frère, Maurice Trintignant and Jack Fairman. The remaining place in the team has not yet been filled.

SMART, attractive lines of the new 2½-litre Daimler Dart. The car makes its début at the New York show.



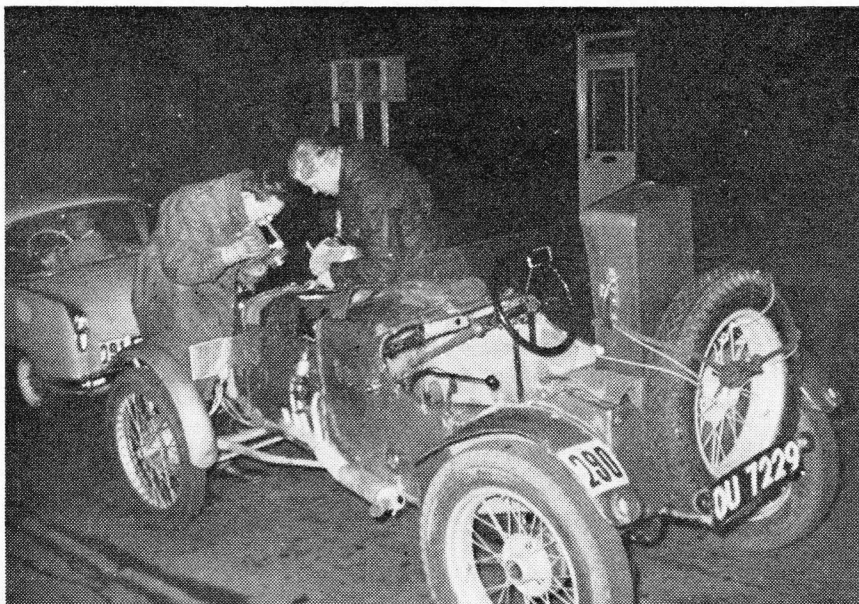


*TOPPING-UP* the radiator before refueling at the Taunton control, where all routes met before the start of the "trials section" proper, is F. W. March (Aust-Ford). Starting points were at Kenilworth, Launceston and Colnbrook.

AUTOSPORT paid a visit to this event on the night of 27th-28th March and the following morning. The journey down to Taunton, where all the competitors meet from three starting points, Kenilworth, Colnbrook and Launceston, was not followed, but we joined the large entry of 325, including some 178 motor-cycles, both solo and with "chairs", there.

We were greeted by the clerk of the course, Mr. J. Tucker-Peake, at Taunton, and he was most helpful with all kinds of information about the trial itself and also about some of the cars running. This event, which dates back to 1908, is extremely popular, and as time wore on it became more and more obvious why this is so. After a look at some of the competing cars as they waited to refuel or were being scrutinized we set off for the first hill, Stoney Street, behind a gaggle of motor-cycles. On arrival we were most kindly told how to get to the top so that we could get away smartly when we wished to.

Stoney Street started innocently enough, but very shortly lived up to its name. Quite large rocks intermingled (Continued on page 423)



## ***The M.C.C. Land's End Trial***

**The 1959 Version of a Popular and Historic Event**

Report and Pictures by PATRICK BENJAFIELD



*SHIELDING* his eyes from the glare of the sun as he tackles Beggar's Roost is N. P. Higgins (Ford Anglia).



*A CLIMB* of Beggar's Roost which was as immaculate as the car's appearance was achieved by J. A. Berrisford's Alvis 12/50.



*HAPPINESS* is registered by Ken Piper, winner of the Cat's Eyes Rally, as his Messerschmitt approaches the top of Beggar's Roost.



*NO BOUNCING* needed for A. F. Scraggs's Trojan, which ambled to the top without difficulty, thanks to a solid rear axle and other details.





**LINE ASTERN:** George Nixon's Formula 2 Cooper, winner of the Formule Libre race, leads the Formula 2 Lotus of A. Brooke. Nixon also made fastest lap at 77.14 m.p.h.

## Successful Opening of New Northern Circuit

J. Blumer (Lotus) Fastest at B.R.S.C.C. Rufforth Meeting

SATURDAY, 28th March, saw both the opening of the northern racing season and of the new airfield circuit at Rufforth, which lies between Wetherby and York.

Rufforth, in my opinion, will make the best club circuit of those the B.R.S.C.C. have found. Although Full Sutton was magnificent in its conception, it needed G.P. cars which are not easily obtainable. Rufforth is much more "manageable" for both driver and official.

Measuring only 2.1 miles in length, it nevertheless gives a straight of some 1,400 yards which terminates in York Hairpin, a rather narrow affair which needs to be taken in two "bites", then come some 900 yards full bore to swing first right then to a sweeping left-hander separated by some 250 yards, named Foss and Grange Curves respectively. Next comes Boundary Bend, a fast right-hander, followed by some 250 yards down to Becketts Hairpin, this time of the wide non-stop curve variety. Straight again for some 600 yards to a very fast right-hander at Runway Bend to rejoin the main straight.

Rufforth has ample width, a tarmac surface with one or two nasty bumps, was well marked by water filled oil drums and large braking-point signs at 300, 200 and 100 yards from each corner.

The programme contained a large entry of 115 drivers, but this was lessened by some 24 non-arrivals. At least 50 per cent. of the entry who did start failed to complete their tours, loud and expensive "noises off" being the order of the day; verily winter preparation is not what it was in my era!

The weather, strange to say for any Yorkshire aerodrome circuit, was warm and sunny and a large crowd of spectators, which increased to bursting point

as the day drew on, witnessed some interesting racing marred only by the acute mortality rate!

Practice times showed the shape of things to come when K. M. Francis and J. Blumer, both driving Lotus-Climaxes, made tours in under 1 min. 40 secs., a speed in the region of some 76 miles an hour. Strange to say, the Formula 2 cars entered were a good deal slower!

The proceedings opened dead on time with a 500 c.c. race over 10 laps which drew a dozen starters, cars being, in the main, Cooper-Nortons. From the flag it was all J. Pitcher who on lap three led J. S. Cordingley by 12 secs. with P. Barack a close third. Lap six and Cordingley had disappeared and R. T. Spreckley appeared on the leader board in third place, his position strongly contested by D. H. Phillips. So they finished with Pitcher crossing the line some 37 secs. ahead. These four were the only finishers.

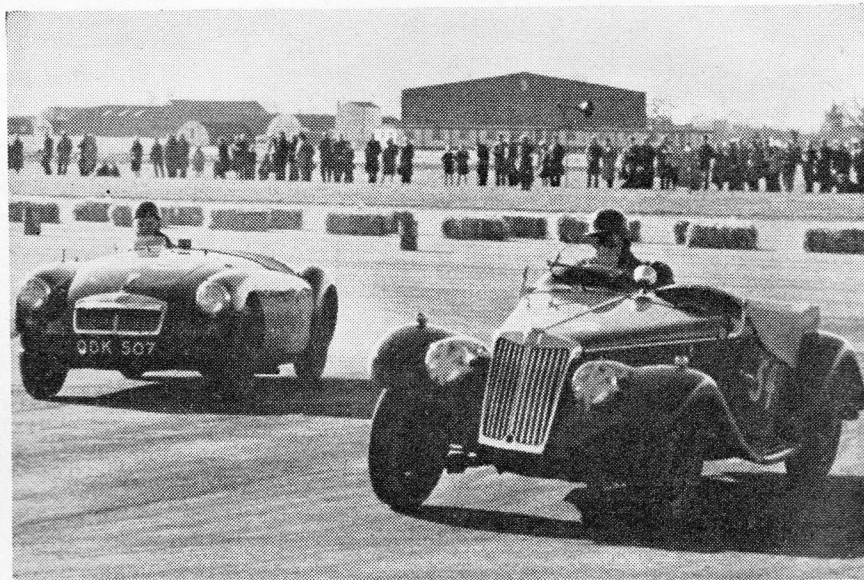
Race number two was a ten-lapper for sports-racing cars up to 1,500 c.c. This was a gift to J. Blumer (Lotus-Climax) who, never headed, toured home with 22 seconds in hand. Second spot produced a good scrap between D. Bertram and K. M. Francis, both Lotus equipped, who passed and repassed ere finishing in the order stated.

Next came the production sports and grand touring cars over 1,600 c.c., over 10 laps. A good race it was too, only nine seconds separating E. J. Mitchell (A.C.), the winner, and M. J. Brook (XK 150), the second man home! Third place was taken by A. Lanfranchi (Fraser-Nash) who, making a very bad Le Mans-type start, took at least five seconds to get going, then really did! He went through the entire field, a grand effort.

Next was a similar event for under 1,600 c.c. production cars. Entered were two twin-cam M.G.As which, strange to say, both burned out pistons in practice, so it was left to the M.G.As of J. H. Cross, T. Entwistle and the TF of J. P. Hacking to do battle, a little matter they did right royally. Cross, towards the end, was a little too fast for the others, winning by some distance, and Hacking just taking Entwistle.

Event four, over 16 laps for unlimited sports-racing cars, was, for the first 12 laps, a gift to J. Blumer, who, travelling very fast, acquired a lead of some 24 seconds when "bang" went a brand new camshaft! Bang, also went C. G. Escott's T.V.R. which finished in a cloud of steam. Into the lead now went A. Ensoll in the ex-Border Reivers "D" type Jaguar and on his heels was D. Bertram (Lotus-Climax) and P. Gordon, similarly mounted. Bertram actually passed Ensoll on a couple of occasions going into Boundary Bend but could not hold the bigger car's speed on the long straight. Gordon, who had been doing well, lost his chance by two successive spins just before Becketts.

Now for the saloons, this time over eight laps, *en masse*, but in separate



**INTERESTING ATTITUDES** are adopted on a right-hander by J. P. Hackney's M.G. TF and the M.G.A. of J. H. Gross—both of which are leaning opposite ways!



*UNUSUAL SIGHT* on a race track is the big Vauxhall driven by J. G. Allison. The car displays noticeably little roll as it corners ahead of H. W. Ratcliffe's Morris Minor, and finished second in the 2,600 c.c. class.

classes. Away went the 3.4 Jaguars of P. G. Walton and J. O'Connor Rorke, the latter car conducted by P. Bolton. These easily outstripped the field, only E. B. Wadsworth (Healey-Elliott), the winner of the up to 2,600 c.c. class, keeping within sighting distance. The "babies", who drifted and swerved in unison, were led home by G. A. Percival (Ford) with J. R. Normanton (A35) in second place.

Last race of the day was for unlimited racing cars and had drawn a big entry, but unfortunately was denuded by the withdrawal of such names as Blumer and Bramley on Lotuses, Dann (Lotus-Maserati), S. Dodd and W. E. Allen with Formula 2 cars. Nevertheless, four drivers really had a go! G. Nixon (Cooper F2), K. M. Francis (Lotus-Climax), R. M. Carter (Cooper F2) and J. M. Bramall (Lotus-Climax) really made a race of it and although they finished in that order, the winner was only five seconds in front at the flag, and the second and third men swapped places all the way through!

It was a good little meeting, well organized and marshalled. Congratulations B.R.S.C.C., and many thanks to Group Captain Gill, D.S.O., Wing Commander Symonds, and to the Air Ministry for their very kind permission. Please, Gentlemen, may we all come again?

FRANCIS PENN.



#### Results

**16-lap Scratch Race for Sports Cars, unlimited capacity:** 1, A. Ensoll (Jaguar "D"), 74.67 m.p.h.; 2, D. Bertram (Lotus-Climax); 3, P. Gordon (Lotus-Climax). **Fastest lap:** J. Blumer 77.62 m.p.h.

**10-lap Scratch Race for F3 Cars:** 1, J. Pitcher (Cooper-Norton), 69.7 m.p.h.; 2, P. Barak (Cooper-Norton); 3, R. Spreckley (Cooper-Norton). **Fastest lap:** Pitcher, 72.0 m.p.h.

**10-lap Scratch Race for Sports Cars, up to 1,500 c.c.:** 1, J. Blumer (Lotus-Climax), 75.03 m.p.h.; 2, D. Bertram (Lotus-Climax); 3, K. Francis (Lotus-Climax). **Fastest lap:** Blumer, 76.2 m.p.h.

**10-lap Scratch Race for Production Sports and Grand Touring Cars, over 1,600 c.c.:** 1, E. J. Mitchell (A.C.-Bristol), 70.52 m.p.h.; 2, M. Brook

(Jaguar XK 150); 3, A. Lanfranchi (Frazer-Nash). **Fastest lap:** Mitchell, 70.52 m.p.h.

**10-lap Scratch Race for Production Sports and Grand Touring Cars, up to 1,600 c.c.:** 1, J. Cross (M.G.A.), 63.39 m.p.h.; 2, J. Hacking (M.G. TF); 3, T. Entwistle (M.G.A.). **Fastest lap:** Cross, 69.10 m.p.h.

**8-lap Scratch Race for Production Saloon Cars, over 2,600 c.c.:** 1, J. O'Connor Rorke (Jaguar 3.4), 65.4 m.p.h.; 2, P. Walton (Jaguar 3.4). **1,601-2,600 c.c.:** 1, E. Wadsworth (Healey-Elliott); 2, J. G. Allison (Vauxhall). **1,201-1,600 c.c.:** 1, D. Jagger (Wolseley). **Up to 1,200 c.c.:** 1, G. Percival (Ford Anglia); 2, J. Normanton (Austin A35). **Fastest lap:** O'Connor Rorke, 67.6 m.p.h.

**10-lap Scratch Formule Libre Race:** 1, G. Nixon (Cooper-Climax F2), 74.9 m.p.h.; 2, K. Francis (Lotus-Climax); 3, R. Carter (Cooper-Climax F2). **Fastest lap:** Nixon, 77.14 m.p.h.

#### Land's End—continued

with smaller stones and all to a considerable depth together with a fair-sized stream running down the middle appeared after about 20 yards on a sharp right-hand bend and a gradient which rapidly became probably more than one in four. There was only about 30 yards or so of this as it eased a lot after the rocky passage, but it was enough to stop several cars. In more than one case the failures appeared to have their tyres too hard. However, it did not stop A. F. Scroggs in his marvellous old Trojan (with pneumatics), which has gone through the Land's End a large number of times.

From Stoney Street we made our way via Lynmouth, the sheer beauty of which in the early morning sun provided one more reason for going on the trial, to Station Lane at Lynton, where we watched, briefly, the stop and restart test. The hill was metalled, but steep as only a Devon lane can be. It presented little difficulty to most people, but one poor Army motor-cyclist we saw stalled his engine, which seemed a little off-colour anyway, and at the angle he was standing we didn't think he would get it started again.

We proceeded to Beggars Roost, which is, of course, a legend in the trials world. It provided its crop of surprises. Most of the bikes got up, with a good deal of bouncing by their riders and tail waggings on the loose and rocky surface by the bikes. But, our same poor fellow from the Army, with the flat motor, failed again. Volkswagens, with one exception, which again seemed to have a slightly sick engine, climbed the Roost with contemptible ease.

## THE TECHNICAL ASPECTS OF GOODWOOD

THIS is a big subject to cover in a very small space, especially as Goodwood contained so many engineering excitements. First and foremost came the 1, 2, 3 victory of the Lolas in the 1,100 c.c. sports car race. I have driven a Lola round Goodwood and I would say that its superiority is due to two things. First of all the acceleration feels almost like that of a Lister-Jaguar, and as the Coventry Climax engine is common to all the cars in this class, the Lola must be lighter than its competitors.

The second virtue of the Lola is very high cornering power, and this is largely due to the rigid and exact location of the wheels. Some independent rear ends allow a modicum of back wheel steering, but the Lola is innocent of this vice. It is not a forgiving car, and can spin off extremely quickly if one oversteps its extremely high limit. It sometimes seems to "twitch" a little on the straight, too, but for acceleration and sheer cornering power it is in a class apart.

The big sports car race was notable for the superb performance of the Lister-Jaguars and the pathetic failure of the Lister-Corvettes. Curiously enough, the big American engines have proved most unreliable, crankshafts and connecting rods being among the casualties. This race was certainly a personal triumph for "Ivor-the-driver".

The Formula 2 event was a Coventry Climax benefit, and the Borgward-engined Coopers disappointed. These fuel-injection units have so far failed to reproduce their test-bench figures in the chassis, and Frank Costin's "schnorkel" was an attempt to get more air into the inlet duct. The extra weight also causes

some rear-end breakaway, and the springs and dampers are to come in for some revision. A very high maximum speed is expected to be developed on the faster circuits.

The Glover Trophy was a victory for the new 2½-litre Coventry Climax engine and the Cooper chassis, but another lap or so would have seen a B.R.M. victory. Stirling Moss finished in a car which had transmission, carburation and road-holding maladies, and Jack Brabham's clutch literally exploded in the last couple of miles of the race. The cars are immensely promising, and the new bigger engine is fundamentally reliable, but much work remains to be done before victories can be expected in full length Grands Prix.

It was splendid to see the B.R.M.s going so well. Their roadholding was most impressive under the difficult conditions prevailing, and they seemed capable of putting into the road all the power that their engines could develop. In contrast, the leading Cooper assumed some most un-Stirling-like attitudes, and even that brilliant driver described the car as "terribly difficult". If he had driven one of the B.R.M.s I think he would still have won the race.

Time marches on, and it is astonishing to see how utterly outclassed are the once-victorious Maseratis. "Fearless" Fairman, who drove the only one of the four that did not crash or break, said that it seemed a very heavy car to handle compared with the modern lighter machines. Let us not be complacent, however, for the Ferraris have yet to make their 1959 appearance.

JOHN V. BOLSTER.







**THE INCREDIBLE LOLAS**—Peter Ashdown in one of the team cars leads Michael Taylor's privately entered machine—the pair, with Peter Gammon in third place, well ahead of the field in the 1,100 c.c. race.

separating any of them, and all racing at great speed and well clear of the rest of the field. Leader for the first seven laps was Peter Gammon, followed at first by Mike Taylor. After two laps more than 7 secs. separated the third man, Ashdown and fourth man R. N. Prior, in the first of the Lotuses. On lap three, Ashdown moved in front of Taylor and the trio opened a still wider gap over the rest of the field, and there was no change in their order until lap eight, when Ashdown took the lead and Taylor got past Gammon for second place. It was clearly going to be a one-two-three for Eric Broadley's incredible machines, but on the last lap it so nearly was not so, for Taylor attempted to go round a corner faster than even Lola would let him, and spun off, damaging the bodywork no end. Nevertheless, he retained third place, and when he crossed the line nearly 30 secs. lay between the last of the Lolas and the first of the opposition, this being R. N. Prior. Prior, in fact, had driven a very neat and orderly race, but was rather overshadowed by the fantastic Broadley designs.

It was no surprise to learn that Ashdown's fastest lap had set a new 1,100 c.c. record at 1 min. 35.6 secs. (90.38 m.p.h.) beating the existing figures by more than a second. Ashdown's winning average speed—87.89 m.p.h.—was not, in fact, so very much slower than the previous record!

Second event was the F2 race over 15 laps for the Lavant Cup, and brought to the line the interesting Cooper-Borgward and another newcomer to this class of racing—Bill Moss, who appeared for the first time in Formula 2 in the Cooper entered by J. R. T. Gibson-

Jarvie and R. J. Hoare. The Borgward-engined car, driven by George Wicken for the British Racing Partnership, had not been outstandingly fast in practice by comparison with the Climax-engined machines and started from the fourth row. Non-starters were Stirling Moss, in the Walker Cooper-Borgward, and Chris Bristow in the Hume Cooper-Climax which was entered by Bradstock Motors. Apart from this, Coopers, the new cars possessing stumpy, flattened tails with a slight fin, predominated, only three Lotuses taking part.

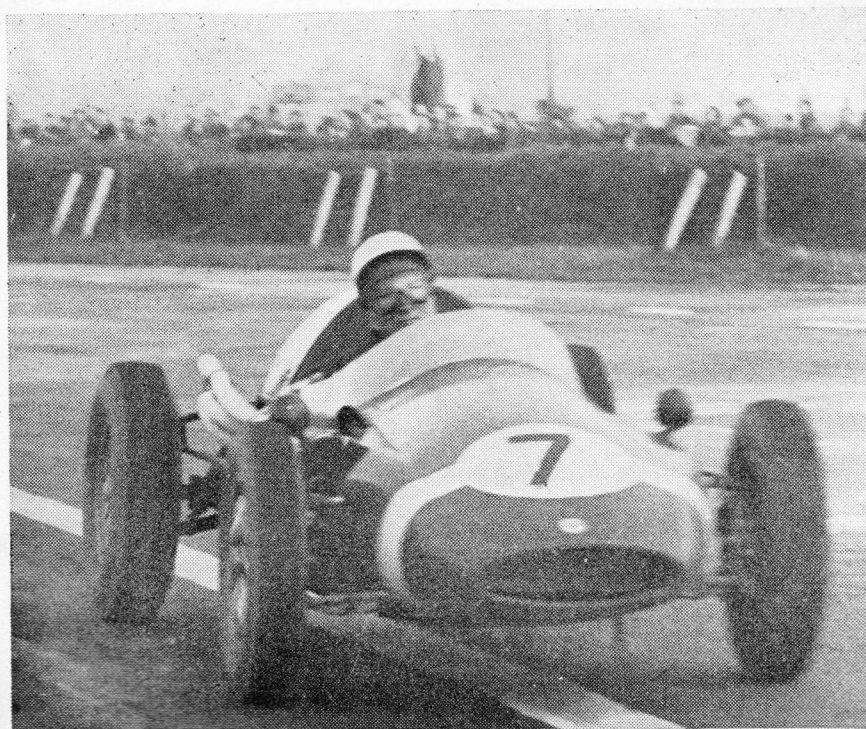
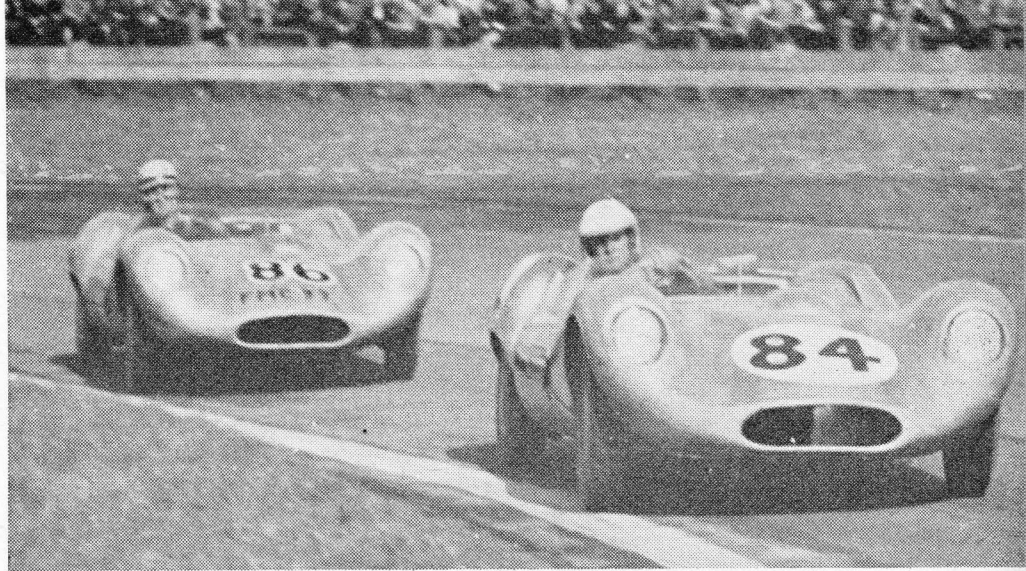
Jack Brabham, in a works Cooper, took the lead from the start and at the end of the first lap it was Brabham, Bruce McLaren and Jim Russell. By lap two, Russell was in second position and, in view of the practice lappery, might well have been expected to produce some fireworks. Meanwhile, however, Roy Salvadori had moved up from sixth to fourth place, was third on lap three and by the fifth lap was in second place, behind Brabham and in front of Jim Russell and Graham Hill, in a works Lotus. Roy was clearly not particularly impressed with the mud flung

up by Brabham's wheels, though, and on lap seven moved into the lead. Jack, on the other hand, did not especially care for this manoeuvre, and took immediate steps to put matters right, re-taking the lead on lap nine. Roy tried everything to get back out in front again, but both cars and drivers were about equally matched, and although seldom more than a length separated them it was Jack who crossed the line first by four-tenths of a second. Roy had the consolation of fastest lap at 1 min. 30.2 secs.: if he had gone 0.2 of a sec. quicker that, too, would have been another lap record to be revised. Jim Russell came home in third place, albeit some 12 secs. behind Salvadori, and Graham Hill retained his fourth place in the Lotus throughout the race.

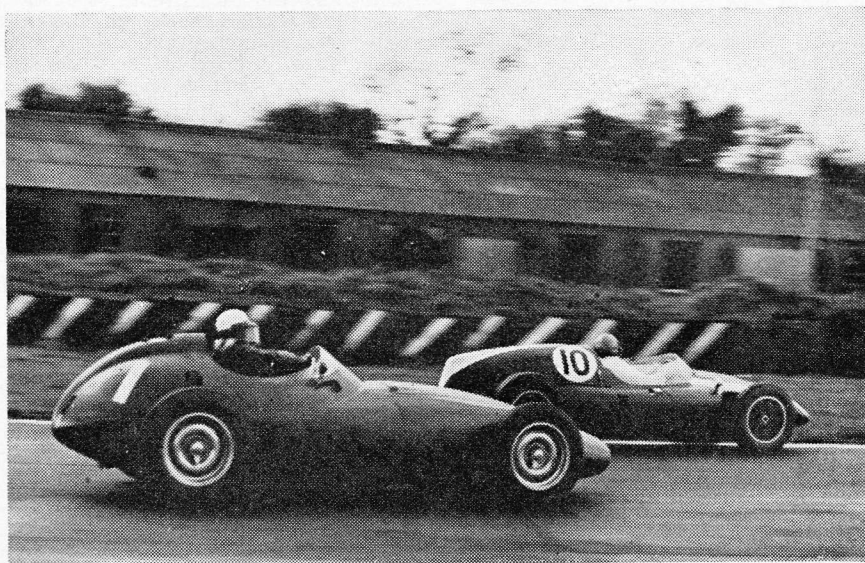
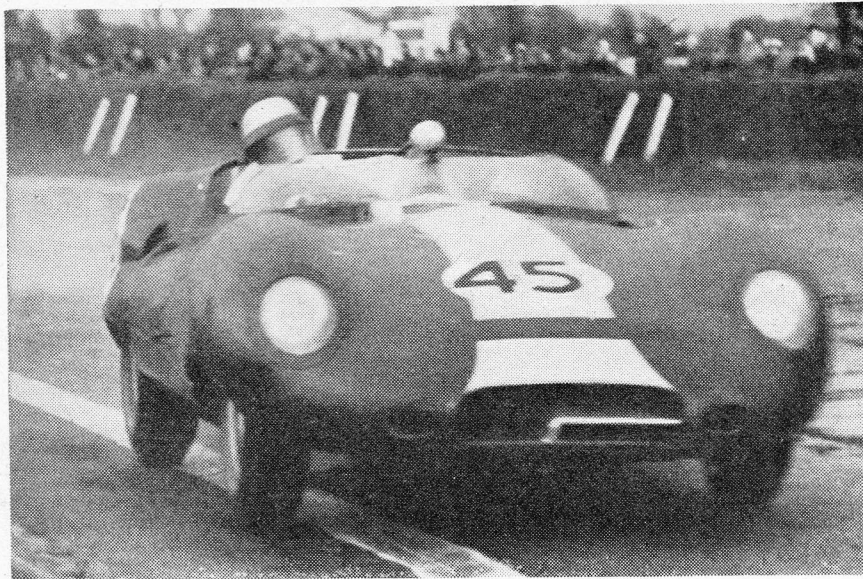
Then came the heavy metal—the over 1,100 c.c. sports cars—and with them came the rain. An absolute cloudburst drenched track, drivers and spectators alike—and some of those hailstones really hurt! The race was a 21-lapper from a Le Mans start for the Sussex Trophy and brought to the line-up the Scuderia Centro-Sud 3-litre Maserati, driven by R. da Silva Ramos, the Ecurie Ecosse Lister and Tojeiro-Jaguars, a bunch of very sleek new-style Lister-Jaguars and one Lister-Corvette—that of J. Ewer. In addition there was a number of Lotuses and Coopers, Graham Whitehead's DBR1 Aston Martin and a brace of D-type Jaguars. Dark horse was the Cooper-Maserati driven by Roy Salvadori for the John Coombs Racing Organization, very smart and with a most impressive exhaust note from its four-cylinder, 2½-litre engine.

This was obviously one race where the record was perfectly safe: anything remotely approaching record-breaking speed was clearly out of the question, for visibility was bad enough for those standing perfectly still at the trackside and obviously almost impossible in a fast-moving motor car! First away from the Le Mans start was Graham Whitehead in the Aston, but in the lead at the end of the first lap was Peter Blond, in John Sieff's 3.8-litre Lister-Jaguar, with Whitehead and Ivor Bueb, in the works Lister, in close attendance. Behind them came a closely bunched group containing Jim Russell (2-litre

**MURKY WEATHER** for Stirling Moss, whose Cooper bears his lucky number seven. Moss held an unshakeable lead on a damp track to win the F1 race at over 90 m.p.h.







*MASTER in the wet (top) was Ivor Bueb, who took his 3.8-litre works Lister-Jaguar through to the lead in the big sports car race, winning under appalling conditions. CENTRE: Formula 1 battle—Harry Schell's B.R.M. duels for second place with Jack Brabham's works Cooper, which eventually stayed in front. BOTTOM: Listers both—Masten Gregory's Ecurie Ecosse car leads John Bekaert, through the rain, eventually finishing sixth to Bekaert's seventh place.*

Cooper Monaco), Masten Gregory (Lister-Jaguar) and Roy Salvadori, in the Cooper-Maserati.

The order of the first three remained unchanged for all but the closing laps, but an enormous gap between third and fourth places opened up. Salvadori took fourth place on lap three; by half-distance something approaching half a minute separated him from Ivor Bueb, still then in third place. Ivor, however, is a wily bird, and moreover has considerable experience of driving quickly in conditions more appropriate to water-skiing than motor racing, and after 12 laps had passed was visibly closing up on second man Whitehead. The latter, in turn, was moving into a position from which he might very well dislodge Blond from the lead but Bueb made the move first, and on the 15th lap passed Graham for second place. Next time round he was leading the race and opening a considerable gap over Blond and Whitehead, the pair now fairly closely knit!

It was too late to do anything about Ivor, but Whitehead kept on trying for second place, and Blond, equally determined about it, kept on staying in front. Graham was unable to do anything about it and held on to his third place. Ivor simply romped home nearly 7 secs. ahead of Blond, who was only 0.6 secs. in front of the Aston. Then nearly a minute elapsed before Salvadori, in fourth place, crossed the line. Average speed of the race was 78.64 m.p.h.—almost amazingly fast for the prevailing conditions, and an object lesson in the gentle art of going slowly but very fast! Fastest lap went to Peter Blond in 1 min. 44.2 secs., a speed of 82.92 m.p.h. There was a special award for the best performance in the 2-litre class, and this went to Alan Stacey in the works Lotus, who completed 20 of the 21 laps at a speed of 74.19 m.p.h.

Then the skies brightened, and out came the 14 entrants for the most serious business of the afternoon—the Formula 1 race for the Glover Trophy. At least, 13 of them appeared, for one of the two Team Lotus entries was a non-starter and Graham Hill was the sole works entrant, although supporting noises for the honour of Hornsey came from David Piper in his own Lotus, a "hightailed" version from the 1958 team. Front row of the grid was made up of Harry Schell (B.R.M.) in pole position, Roy Salvadori (Cooper-Maserati), Jack Brabham (Cooper) and Joakim Bonnier (B.R.M.). Behind them came Stirling Moss (Walker Cooper), Bruce McLaren (Cooper) and Masten Gregory (Cooper). The third row comprised Piper's Lotus, Giorgio Scarlatti (Maserati), Ken Kavanagh (Maserati) and da Silva Ramos (Maserati) and, in the back row, Jack Fairman (Maserati) and Graham Hill (Lotus). Fairman was handling one of the Scuderia Centro-Sud cars in place of Gerini.

When the flag dropped it was Schell who was first away, and he led the cars into Madgwick to stay in front on the first lap. Behind him came Moss, whose progress from the second row of the grid had been something to see, then Bonnier and, in fourth place, Jack Brabham. Then came a considerable gap before fifth man Scarlatti appeared. Lap two was accomplished in something like 1 min. 39 secs., the track surface still very wet and there was no change in the order of the leaders. On



**IMPRESSIVE NEWCOMER** was the 2½-litre Cooper-Maserati in which Roy Salvadori finished fourth in the Sussex Trophy race. Below: Borgward leads Austin in the saloon car race.



lap three, however, Brabham took Bonnier to move into third place, while behind the Swedish driver was a gap of 18 secs. to Salvadori in the Cooper-Maserati, lying fifth. The field diminished when Kavanagh spun at the chicane and hit the safety barrier.

By the fifth lap the first three cars—Schell, Moss and Brabham—were all closing up on each other. Schell's B.R.M. appeared to be faster than Moss's Cooper on the straights, but on the corners the Cooper's handling seemed to leave nothing to be desired. The Maseratis were lapping steadily and all together—all, that is, except the Australian Kavanagh, who had retired after his third lap incident with the chicane fence. On lap six the Team Lotus challenge was removed when, lying in seventh place, Graham Hill stopped at the pits. After a brief examination, the car was retired—apparently without brakes.

Now there were 11. A gap of over 40 secs. lay between Bonnier, in fourth position, and Salvadori, still fifth with the Maserati-engined car. In sixth and seventh places, Gregory and McLaren were having a splendid tussle, both in works Coopers. On lap nine, the sole surviving Lotus—that of David Piper—was lapped by the flying leaders, who were still circulating close together in the order Schell, Moss, Brabham and Bonnier.

Then, on the 10th lap, Moss made his effort and at St. Mary's there was an alarming moment as he squeezed past Schell into the lead—the two cars very nearly touched as the manoeuvre was completed. Once in front, Stirling lowered the lap time by something like a second and began to open a gap. Jack Brabham, working on the principle that anything one Cooper could do, another could do just as well if not better, also passed Schell and set off in pursuit of Moss.

The Rob Walker car was not to be caught so easily, however, and the gap widened slightly. On lap 13 Salvadori found the mud too much for him, misjudged things at Lavant Corner and turned the Cooper-Maserati round, stop-

ping at the pits for clean goggles to guard against it happening again.

By the 16th lap Moss was something like 9 secs. ahead of Brabham who, in turn, was leading both B.R.M.s by a fairly comfortable margin. On the same lap the leader lapped Masten Gregory, now in fourth place by virtue of Roy's spin and subsequent pit stop.

The race had now formed its pattern, and nothing was to change the position of the leaders. There was some momentary excitement at about half-distance when Moss's car began to sound woolly, but in view of a completely unchanged lap speed people soon accepted this as normal. Bonnier closed the gap between himself and Schell slightly, but could not overtake the Franco-American.

The 20th lap saw the unscheduled departure of Scarlatti, who called at the pits, stayed a while and then departed, playing a sort of sonata on the Maserati's gearbox as he left. Next time round, however, he was back again—this time for good, and the car was pushed away to retire.

Three laps later, da Silva Ramos lost control of his Maserati on leaving the chicane, crossed the track to look at the fence and liked it so much he decided to stay. The front end of the car suffered in the process and, motor racing being impractical for the time being, he retired. On lap 25 occurred the only

other incident: David Piper's Lotus was reported to have spun at Lavant Corner, continuing the race undamaged but a long way behind the field.

Thereafter the order was settled. It simply remained a question of whether anyone would make a mistake—and no one did. Brabham was unable to catch Moss, the two B.R.M.s remained in third and fourth places, although Bonnier repeatedly tried to get to grips with his team-mate. Moss went on to win almost in his own time by some 15 secs. or so at an average speed of 90.31 m.p.h. Jack Brabham came home second, just one second ahead of Harry Schell who was, in turn, rather less than a second ahead of Bonnier. Fifth place went to Masten Gregory, a lap in arrears.

Although the order changed little, everyone kept pressing on in a most determined manner and the race was by no means devoid of excitement. The winner was fairly obvious after half-distance, but the next three places were in almost constant dispute. Stirling's fastest lap—that of the race, too—was 1 min. 31.8 secs., a speed of 94.12 m.p.h.

Then came the final race of the day—a 10-lap scratch event for saloon cars. As happens in these events, the race overall was a runaway win for the 3.4

(Continued on page 448)

#### Results

**Goodwood International "100":** 1, S. Moss (Cooper-Climax), 42 laps, 1 h. 6 m. 58 s. (90.31 m.p.h.); 2, J. Brabham (Cooper-Climax); 3, H. Schell (B.R.M.); 4, J. Bonnier (B.R.M.); 5, M. Gregory (Cooper-Climax), 41 laps; 6, B. McLaren (Cooper-Climax), 40 laps. **Fastest lap:** Moss, 94.12 m.p.h.

**21-lap Scratch Race for Sports Cars, over 1,100 c.c.:** 1, I. Bueb (Lister-Jaguar), 78.64 m.p.h.; 2, P. Blond (Lister-Jaguar); 3, A. G. Whitehead (Aston Martin); 4, R. Salvadori (Cooper-Maserati); 5, J. Lawrence (Tojeiro-Jaguar); 6, M. Gregory (Lister-Jaguar). **Fastest lap:** Blond, 82.92 m.p.h.

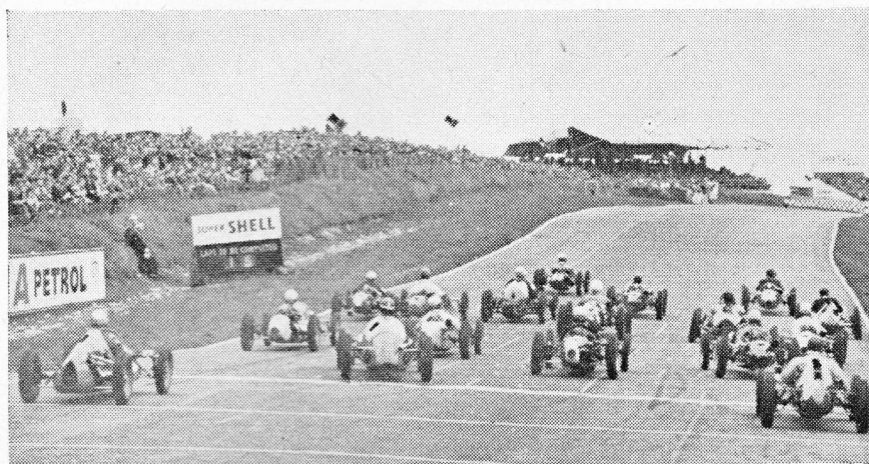
**15-lap Scratch Race for F2 Cars:** 1, J. Brabham (Cooper-Climax), 93.34 m.p.h.; 2, R. Salvadori (Cooper-Climax); 3, J. Russell (Cooper-Climax); 4, G. Hill (Lotus-Climax); 5, M. Gregory (Cooper-Climax); 6, B. McLaren (Cooper-Climax). **Fastest lap:** Salvadori, 95.79 m.p.h.

**10-lap Scratch Race for Sports Cars, up to 1,100 c.c.:** 1, P. Ashdown (Lola-Climax), 87.89 m.p.h.; 2, P. Gammon (Lola-Climax); 3, M. Taylor (Lola-Climax); 4, R. Prior (Lotus-Climax); 5, J. Campbell-Jones (Lotus-Climax); 6, N. Hicks (Lotus-Climax). **Fastest lap:** Ashdown, 90.38 m.p.h.

**10-lap Scratch Race for Saloon Cars: General Classification:** 1, I. Bueb (Jaguar 3.4), 78.40 m.p.h.; 2, R. Salvadori (Jaguar 3.4); 3, Sir Gawaine Baillie (Jaguar 3.4). **Fastest lap:** Bueb, 79.56 m.p.h. **Exceeding 2,600 c.c.:** 1, I. Bueb (Jaguar 3.4); 2, R. Salvadori (Jaguar 3.4). **1,600-2,600 c.c.:** 1, J. M. Uren (Ford); 2, D. Haynes (Ford). **1,300-1,600 c.c.:** 1, L. Leston (Riley); 2, F. Scott (Hillman). **Up to 1,300 c.c.:** 1, G. Shepherd (Austin A40); 2, L. Adams (Austin A35).







## A Fine Day at Brands Hatch

**Tony Skelton (F2 Cooper) Wins Main Event of the Day**

IN spite of the fact that most of the "names" were racing at Goodwood, a very large crowd turned up at Brands Hatch last Monday to watch the first race meeting proper (at this circuit) of the season. The B.R.S.C.C. ran the event with the usual efficiency and produced a very enjoyable afternoon's sport.

The opening event was heat 1 of the *World Sports* Trophy, a 10-lapper for 500 c.c. cars. This produced a fine win for Peter Luke (Cooper-Norton) who led from start to finish. He was followed until the penultimate lap by D. Watson (Ettorne) who was then forced to pack up at the bottom of Druids Hill. This let S. Foreman (Cooper-Norton) and J. Mew (Cooper-J.A.P.) into second and third places.

Event two, heat 1 of the Easter Trophy for sports cars up to 1,500 c.c. (10 laps), was likewise an easy win for Ian Walker in the very fast Willment-Climax. At the end of the fourth lap the order of the first four was Walker, McNab (Lotus), Ham (Elva) and Mallock (Austin-Ford). By lap five Mallock, driving brilliantly, had passed Ham and began to close on McNab, and although he managed to get alongside him at Clearways he couldn't quite get by. So Walker won convincingly with McNab second, one second ahead of Mallock. Fourth was T. J. Threlfall (Lotus) and fifth Ham (Elva).

Next on the agenda was heat 2 of the *World Sports* Trophy. This proved to be yet another start to finish victory, Don Parker taking the flag this time, in his Cooper-Norton. Second all the way was Gordon Jones (Cooper-Norton). G. A. Roe (Cooper-J.A.P.) spun off on the first lap and retired and P. S. Antill (Kieft-J.A.P.) and N. H. Stevenson (Cooper-Norton) both retired on lap four. So Parker won as he pleased from Gordon Jones and B. G. Salmon (Martin-Norton).

Heat 2 of the Easter Trophy was won comfortably by John Brown in a works Elva, leading from the first lap. Second was Ian Raby in his Cooper-Climax, Puddle Jumper, and third R. A. Murdoch (Lotus). Fourth at the end of the first lap was one M. Niven (Lotus). He moved up past Murdoch on lap two but

then spun at Pilgrim's Rise, dropping only one place. He set about catching Murdoch and indeed passed him on lap six, but he then spun at Kidney Bend, damaged the bodywork a little, and was black-flagged. In spite of these contretemps it would seem likely that Niven is a man to watch, for he can undoubtedly go fast and when he has learnt to stay on the island, so to speak, he should do well.

After this event there was an interval of one hour during which we were "entertained" by a sort of soap-box derby between two teams, the one a gaggle of giggly debs of the Inner Circle Mob and the other two or three of the competing drivers who would probably wish to remain anonymous. While this may be fun for those concerned it seems a pity that an hour should be wasted like this when the boys could be having a couple of 15-lappers.

Event five was a Grand Touring car race of 10 laps duration. Jack Sears led throughout in his very potent Austin-Healey 100-6. Second and third places were unchanged for the whole race as well, C. J. Lawrence coming home behind Sears after a fine drive in his Morgan Plus Four. Behind Lawrence came R. A. Gibson (XK 140). Fourth until lap nine was J. M. Clarke (Austin-Healey), who was unlucky enough to spin at Pilgrim's and so lose his place. There was an unfortunate accident at Paddock Bend on lap eight when a marshal was knocked down by a spinning car. He suffered a broken leg.

R. Shepherd-Barron won the up to 1,600 c.c. class in his very fast little Alfa Giulietta which John Bolster tested recently. This little machine is extraordinarily quick. He finished fourth overall.

The sixth event was the 15-lap final of the *World Sports* Trophy. Once again it was Don Parker to the fore. He took the lead on lap two and was never again headed. Gordon Jones followed him home after a fine drive and third was Peter Luke, winner of the first heat. The race was notable for the progress of P. A. Desoutter (Cooper-Norton), who after an excursion on to the grass during the first lap, moved from 17th position to sixth in the 14 remaining

*START of the final of the "World Sports" Trophy 500 c.c. race. With much snaking and swerving the field gets away.*

### Results

**"World Sports" Trophy (Heat 1) for Formula 3 Cars (10 laps):** 1, P. Luke (Cooper-Norton), 66.59 m.p.h.; 2, S. Foreman (Cooper-Norton); 3, J. Mew (Cooper-J.A.P.). **Fastest lap:** P. R. Ellis (Cooper-Norton), 68.68 m.p.h.

**Easter Trophy (Heat 1) for Sports Cars, up to 1,500 c.c. (10 laps):** 1, I. Walker (Willment-Climax), 70.06 m.p.h.; 2, N. McNab (Lotus-Climax); 3, A. M. R. Mallock (Austin-Ford). **Fastest lap:** Walker, 71.54 m.p.h.

**"World Sports" Trophy (Heat 2) for Formula 3 Cars (10 laps):** 1, D. Parker (Cooper-Norton), 69.30 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, B. G. Salmon (Martin-Norton). **Fastest lap:** Parker, 70.86 m.p.h.

**Easter Trophy (Heat 2) for Sports Cars, up to 1,500 c.c. (10 laps):** 1, J. Brown (Elva-Climax), 68.19 m.p.h.; 2, I. Raby (Cooper-Climax); 3, R. A. Murdoch (Lotus-Climax). **Fastest lap:** M. Niven (Lotus), 70.63 m.p.h.

**Grand Touring Car Race (10 laps), Class A, up to 1,600 c.c.:** 1, R. M. Shepherd-Barron (Alfa Romeo Giulietta S.V.), 62.63 m.p.h.; 2, W. J. H. Southam (M.G.A.); 3, G. H. Williamson (Austin-Healey Sprite). **Fastest lap:** Shepherd-Barron, 64.32 m.p.h.

**Class B, over 1,600 c.c.:** 1, J. G. Sears (Austin-Healey 100-6), 65.13 m.p.h.; 2, C. J. Lawrence (Morgan Plus Four); 3, R. A. Gibson (Jaguar XK 140). **Fastest lap:** Lawrence, 66.23 m.p.h.

**"World Sports" Trophy Final:** 1, D. Parker (Cooper-Norton), 68.97 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, P. Luke (Cooper-Norton). **Fastest lap:** Parker, 70.86 m.p.h.

**Formule Libre Race (15 laps) for Sports and Racing Cars exceeding 1,100 c.c. Class A, Racing Cars:** 1, A. T. Skelton (Cooper F2), 62.72 m.p.h.; 2, B. Whitehouse (Cooper F2); 3, A. Sullivan (Cooper F2). **Fastest lap:** Whitehouse, 67.03 m.p.h.

**Class B, Sports Cars:** 1, I. Walker (Willment-Climax), 56.17 m.p.h.; 2, D. G. Addicott (Lotus-Ford); 3, A. M. R. Mallock (Austin-Ford). **Fastest lap:** Walker, 66.63 m.p.h.

**Easter Trophy Final (15 laps):** 1, I. Walker (Willment-Climax), 60.59 m.p.h.; 2, D. G. Addicott (Lotus-Ford); 3, I. Raby (Cooper-Climax). **Fastest lap:** D. G. Addicott, 62.70 m.p.h.

**Saloon Car Race (10 laps), up to 1,300 c.c.:** 1, J. M. Young (Ford Prefect), 56.64 m.p.h.; 2, G. Boxall (A35); 3, P. I. M. Caldwell (Fiat 1100). **Fastest lap:** Young, 59.20 m.p.h. **1,300-1,600 c.c.:** 1, W. B. Blydenstein (Borgward Isabella); 2, G. N. Woolf (M.G. Magnette); 3, J. Menzies (Riley 1.5). **Fastest lap:** Blydenstein (57.38 m.p.h.).

laps. But for that grass-cutting he would have finished higher up in the field.

Next we come to the main event of the day, a 15-lap *Formule Libre* race. This started in pouring rain and proved to be the most exciting race of the day. Into the lead went Ian Walker in the immensely fast Willment. He was closely followed by Tony Skelton and Brian Whitehouse (F2 Coopers). Lap two and Skelton had passed Walker. Lap three and Walker and Whitehouse had passed Skelton! Brian gained the lead on lap five and held it until lap 13 when he ran off the track in the pouring rain at the entrance to the bottom straight. Both Skelton and Walker got past him. He fought back, however, and managed to pass Walker on the last lap to finish second.

Left behind by this trio but nevertheless driving superbly was D. G. Addicott, who drove his Ford-engined Lotus to such purpose in the wet that he finished fourth, in front of such heavy metal as C-type Jaguars, Austin-Healeys and an F2 Cooper. This was an outstanding wet-weather drive.

There was what is called "a moment" on lap seven when J. Woofe somehow lost control of his C-type at the entrance to the top straight. The car went sideways on the grass at a considerable rate of knots, just missed a couple of cars below the timing box and was finally brought to rest almost on the track

(Continued on facing page)



# A Circuit For The 250's

250 M.R.C. Stages its Opening Meeting at Eelmoor Plain

FIRST racing to be held on the 250 Motor Racing Club's recently acquired circuit at Eelmoor Plain, near Aldershot, took place on Easter Sunday. The occasion could scarcely have been held in worse weather conditions, for an incessant downpour turned the whole area into a water-logged morass, while the track itself was, in places, covered in steadily running water.

In spite of all this, however, everyone seemed to enjoy themselves—even the gallant marshals, who each deserve something tremendous in the way of medals for the manner in which they carried on their duties, even if they were almost up to the ankles in water!

Situation of the new circuit is on a Royal Engineers' training ground, a fairly barren, featureless sort of place at the moment and quite without facilities, although this will clearly be dealt with as time goes by. The track itself is exactly half a mile long, includes two straights of about 200 yards and 250 yards each which join up in a rather tricky double radius curve at one end. The other end slows the cars considerably, starting with a really acute hairpin right-hander. Then comes a short straight approach to a right-angle left-hander and then, in another 30 yards or so, a 90 degree right-hand bend which brings the cars back on to the shorter of the two straights.

The surface is fairly rough at the moment, with several bumps. At one or two points, the sealing has broken up to leave small patches of loose stones. Sunday's rain also took its toll and at one point—right on the line for one of the right-handers—the surface broke right away to leave a deepish ruddy dropping down to an unpleasantly muddy ditch. It wasn't too bad for the Berkeleys, but in exposed-wheeled single-seaters it was another matter!

Width of the track is only about five yards anywhere, and this is undoubtedly one of the reasons why R.A.C. approval has been obtained only for Berkeley sports cars and 250 c.c. racing cars. Lap times for the quicker cars varied around 46 seconds—about 37 m.p.h.—in the wet, but given a dry surface this is improved on by about six seconds.

There it is. The circuit will never be the site of the British Grand Prix and one hopes it will never have to be the scene of anything longer than a 10-lapper. It will, however, give an enormous amount of fun to anyone who wants to try his hand in either of the types of car which are suitable. For many people it will be an introduction to circuit racing, and, frankly, I would prefer to see a man trying his hand first at 35 m.p.h. at Eelmoor Plain than at Goodwood or Brands Hatch at higher speeds, if only for the sake of the other competitors!

Well, that's that. What about Sunday's meeting? To start with, there were 17 entrants for a total of seven races, some of which were for 250s, some for Berkeleys and one for both—a sort of *formule libre*, if you like. On this circuit, at least, there is virtually nothing between the twin-cylinder Berkeleys—all of the cars were of this type—and the 250 c.c. cars, and, obviously, it is

driving ability or the lack of it, rather than the degree of tune of the engine, which wins or loses the race. The circuit is one which would make an interesting testing ground for a new car, for it places a premium on acceleration, with its short straights, and on good road-holding, for one or two of the corners are fairly tricky, to say the least—especially when they are covered by half an inch of water!

Without wanting to pour water on anyone's pride and joy, it was fairly obvious on Sunday that the 250s are, to the onlooker at least, deficient to a large degree in this latter respect, and from time to time one was fairly grateful that no speed much above 50 m.p.h. is reached on the circuit. On the other hand, some of the builders are obviously getting, comparatively speaking, considerable power from their tiny engines, and the acceleration of some of the cars was impressive.

There must be a large number of folk about who have never seen these machines in action. Many of the cars use elderly F3 chassis—early Cooper and Kieft designs can be seen. The Emery-Velo, which comes from the same stable as Paul Emery's extremely well-known F1 car, looks and behaves like a real racer, with its engine at the front, a long, low monoposto body of very attractive design and wheels to match its size. This car appeared last year and was not notable for its success, but on Sunday it was working very well, and Emery won two of his races and was second in the other. On the other hand, some pretty quaint machinery appears. M. Bradley's Rudge-engined car is powered by a two-stroke engine which sits high up at the back. It uses a motor-cycle fuel tank, which lives even higher in the air, and has a low-slung and almost flat body—in which the driver appears to be bent at the waist at an angle of 90 degrees, the upper part of his body sticking up rather like a flag-staff (without being personal!). Contact with the road is made by wheels of, perhaps, motor-scooter size or less! Nevertheless, appearances can often lie, and this improbable-looking machine—to be blunt but not rude—won one race and finished second in another.

By complete contrast, at least so far as wheels are concerned, the Angleiron Special—that is the unromantic name bestowed on R. B. Pickles's car—lives on wheels which would look more at home on a two-stroke motor-cycle: I understand that that is, in fact, from whence they came. Cable-operated brakes are fitted, the driver strongly preferring the hand-brake, and the car possesses a marked tendency to face the direction from which it has come!

For the most part, however, these cars are exceptions, and most of the machines resemble nothing so much as Formula 3 cars in the early days of 500 c.c. racing. By and large they are well finished, the turn-out is excellent, and they clearly provide enormous fun at low cost and in complete safety for their owners. Bearing in mind that a strict price limit is placed on the cars so that this is by rule as well as definition inexpensive motor-racing, a great deal of ingenuity

cropped up in their construction. The resulting cars may look odd, but they are, within their obvious and quite natural limitations, effective. The extent of this effectiveness can be judged from the closeness in performance of the more expensive 328 c.c. Berkeley cars, and although it will never bring a crowd to its feet, this type of racing certainly provides fun and sport. Besides—it's cheap!

MARTYN WATKINS.

## Results

**Race 1 (250 c.c. Racing Cars):** 1, H. B. Pickett (J.B.S.-Rudge), 35.3 m.p.h.; 2, M. Bradley (Bradley-Rudge); 3, L. B. Scott-Wood (Pantlin-Anzani).

**Race 2 (Berkeley Sports Cars):** 1, Capt. R. Ashby, 37.4 m.p.h.; 2, P. Henman; 3, R. Vincent.

**Race 3 (250 c.c. Racing Cars):** 1, M. Bradley, 37.0 m.p.h.; 2, H. B. Pickett; 3, E. W. Bennett (Bennett Spl.).

**Race 4 (250 c.c. Racing Cars):** 1, P. Emery (Emery-Velo), 35.8 m.p.h.; 2, R. F. Mayne (Kieft-Excelsior); 3, L. B. Scott-Wood.

**Race 5 (Berkeley Sports Cars):** 1, H. Rogers, 37.6 m.p.h.; 2, R. Vincent; 3, P. Henman.

**Race 6 (250 c.c. Racing Cars):** 1, H. B. Pickett, 38.2 m.p.h.; 2, P. Emery; 3, L. B. Scott-Wood.

**Race 7 (combined Berkeleys and 250s):** 1, P. Emery, 38.6 m.p.h.; 2, H. B. Pickett; 3, H. Rogers (Berkeley).

All races run over 10 laps duration.

## Brands Hatch—continued

again. Mr. Woolfe decided that this was possibly not his day and retired.

The penultimate race was the 15-lap final of the Easter Trophy. This was won in fine style by Ian Walker (Willment) after a stirring duel for 13 of the 15 laps with Ian Raby (Cooper). Raby led for the first four laps but Walker passed him on the fifth. Thereafter ensued a real ding dong, Raby constantly trying to get past at Clearways, but Walker always had the edge on him. Then on lap 14 Raby's door came adrift and he had to hold it shut, which, of course, cost him valuable seconds and his second place, for the irrepressible Addicott had been lying behind the leading pair, waiting to pounce should either one falter and he now seized his chance and passed Raby into second place. Indeed we shall watch Mr. Addicott's progress with interest this season. He is a Vickers-Armstrong test pilot and flies Valiants about the sky at very high speeds. He should have some interesting ideas on engine mods. No, sir, after burners are *not* allowed!

Finally we come to the saloon car race (10 laps) in which J. M. Young (Ford Prefect) soundly trounced all opposition to win as he pleased. Second overall was W. B. Blydenstein (Borgward Isabella) and third G. Boxall (A35). Mr. Boxall was a member of the Cambridge racing team which comprised three very smart black A35s, all with different coloured radiator grills and a thick white band down the centre of the bonnet. The other two members of the team, A. Taylor and B. D. Whitaker, came fifth and eighth respectively.

And so this interesting meeting drew to a close and another Easter was over. It was a fine day's sport and made more interesting by the rain which produced some fine drives.

CHRISTOPHER NIXON.

## "PHIL"

CHIEF photographer George Phillips, who suffered leg injuries when he was struck by a spinning car at Snetterton on 22nd March, is now out of hospital and hopes to be about again in a couple of weeks. He thanks everyone for their kind inquiries.



# Sebring Afterthoughts by GREGOR GRANT

UNDOUBTEDLY Scuderia Ferrari are going to be very difficult to defeat this year in the series of sports-car championship races. At Sebring, their one-two victory was totally deserved, and, although they had their troubles, the fine show put up by the Americans Chuck Daigh and Dan Gurney enabled team manager Tavoni to switch their car to Phil Hill and Olivier Gendebien, after the last-named pair's went out with rear axle failure. On the whole, the Dunlop disc brakes worked well, but there are still several problems to overcome. Gurney and Daigh had a certain amount of trouble through excessive pad wear, and the Behra/Allison car was also stopped for adjustments.

It was a pity that the torrential rain curtailed practice. Daigh managed only very few training laps, and went into the race virtually untried. Gurney showed great enterprise, and both he and Cliff Allison proved their worth to the Ravenna Horse. The Testa Rossa has far more power than any of its rivals, although the singleton Aston Martin was not far behind as regards actual performance. It seems to me that it is far more difficult to run a lone works car than to have a complete team. So much depends on that one machine that the team manager must be reluctant to give the "flat-out" signal. To go out with a broken gear-lever was most galling, and was a severe blow to the Feltham contingent, and especially Carroll Shelby who had just taken over from Roy Salvadori.

It is evident that the over-bored 2.4-litre Jaguar engine just does not have the horse-power to cope with Ferrari. It was the virtuosity of Stirling Moss alone that got the car into the lead, and it was most unfortunate that the car ran out of petrol. Apparently Moss jumped into the car before refuelling was completed; the pits were using the old-fashioned churns against the pressure-filling system. He made to go off, but was stopped to have the tank sealed according to the regs., and it is just possible that in his haste to get away, the tank was about five gallons light. As he came back to the pits not on foot, but on a BMW motor-cycle, the officials disqualified the car. The regulations state that a driver may return to the pits for assistance on foot, but there is nothing concerning getting a ride back!

The slowness of the Briggs Cunningham-Lake Underwood car during the early stages was due to a faulty fuel pump. The Cunningham pit staff did a splendid job of replacing a broken de Dion tube on the Walt Hansgen/Dick Thompson car, taking not much longer than one hour: the average garage staff would probably require about six hours to do the same job.

The Ferrari California driven by Ritchie Ginther and Hively was most impressive, but it seemed to me that a great deal of time was lost driving in the rain with the top down. Heavy rain spotted the windscreen from the rear, making visibility difficult; a short stop to raise the top would have saved a great deal of time and discomfort. During the wettest part of the race, when the roads were at their most slippery, the Fiat-Abarths entered by Franklin D. Roose-

velt Jr. were nothing short of incredible. Their lap times remained constant, and they scuttled past their bigger rivals to the vast amusement of the crowds. All four had practically no-trouble runs, although one was kept going by cannibalizing a dynamo bracket from the car lent to this chronicler by John Norwood.

Disc brakes were fitted to the Austin-Healey Sprites which ran so well throughout. Like the Abarths, the British cars were just as fast in the wet as in the dry. All three were run with hard-tops, and outpaced the lone Turner which suffered from clutch bothers early on. The de Tomaso/Haskell/McCluggage Osca "750" lost a great deal of ground in the wet, contributing to the "Index of Performance" success of that popular French pair Armagnac and Laureau in their D.B.-Panhard. Porsche fought a great battle in the "Index", especially the Americans Don Sessler and Bruce Holbert, whose RSK led for a long time. Porsche speed and reliability was an eye-opener. The "1600" of Taffy von Trips and Joe Bonnier was almost as rapid as the Ferraris, and indeed could out-accelerate them out of the bends. Even the skill of Ivor Bueb could not hold off von Trips in the opening stages, and the little silver car closed up relentlessly on the Lister, after taking the Hansgen machine. Every year Porsche turn up with even more speed and power; according to reliable sources that 1.6-litre engine was pushing out around 170 b.h.p. Actually the car had clutch trouble right from the start, and finished on three cylinders.

Ken Miles and Jack McAfee were most unlucky to have dirt in the fuel lines early on. Both drove very fast, and made up places at an astonishing pace. Miles is surely one of the best small-capacity drivers in U.S.A., and gets the utmost out of his machines. It is true to say that many of the more experienced American drivers have great ability and tremendous enthusiasm. Racing in U.S.A. entails travelling many thousands of miles between events; the number of cars at Sebring with West Coast plates was astonishing—such is the draw of an International event.

The International debut of the Lotus Elite was most satisfactory, but the marque had to play second fiddle to Jake Kaplan's very rapid Alfa Romeo Sprint Veloce. Lotus road-holding appeared to be superior to that of the Italian machine, but that wonderful little twin-o.h.c. engine had the advantage as regards sheer power. When it was going, the Canadian-entered 2-litre Lotus Eleven of Entwistle and Hanna was immensely fast. It was a pity that there was no "750" to give D.B. and Osca a run in the smallest sports category.

M.G. enthusiasts were most eager to watch the "Twin-Cams" in action, but although the cars were as steady as anything on the circuit, they seemed to lack the speed of which a modern G.T. "1600" should be capable. There are undoubtedly problems to be ironed out, and only a much lighter version would be able to cope with Porsche on the majority of circuits.

The three A.C. Bristols, entered from the factory, were driven by Lonnie Rix/Ed Rahal/George Avant; Archie Means/

Ross Wees/Charlie Kurtz and Roy Jackson-Moore/James Cook/Bobbie Burns. They were dead reliable and very fast, and gained the coveted team award. Unfortunately, owing to a mix-up, Bill Love's car was not in the list of starters, so he and Skip Conklin were spectators. They decided to run in the Daytona "1,000 Kilometres" on 5th April.

Frank Nichols was delighted with his Elva "1100s" and particularly the Baptista/Tweeddale/Wallace machine which carried off the class in competition with Lancia, Lotus and Osca. The little white cars were always prominent, and road-holding seems to be a great improvement on the earlier cars.

Alex Ulmann and his associates worked hard to put over the "12 Hours", but they obviously did not bargain for the unprecedented weather which visited Florida. It came as a surprise to the majority of people present that the programme had been prepared in England by AUTOSPORT. To judge from comments, it was most favourably received, and gave much more reading and informative matter than is normally associated with course productions.

The Cavalcade of Historic Cars was highly successful, and many of the machines were most beautifully turned out. Mercedes-Benz were most strongly represented their *pièce de résistance* to the majority of people being the 1914 G.P. car entered by Briggs Cunningham. This white car still has a remarkable performance, as was displayed during a special match sprint event.

Sebring was, of course, packed to capacity for race-week. Accommodation was at a premium and naturally prices were high. Nevertheless I had no grumbles; although prices would appear fairly stiff to European eyes, the management of Harder Hall could not be accused of overcharging considering the quality of the food and the excellence of the hotel generally.

Amongst the visitors from England to Sebring were Ralph Martin (Shell), John Thornley and Marcus Chambers (B.M.C.), Dick Jeffrey and Vic Barlow (Dunlop), Donald Healey, Brian Lister, Frank Nichols, Frank Costin and Reg Parnell.

I learned that the Rodriguez brothers, Pedro and Ricardo, are coming to Europe this season. Pedro will drive Ferrari, and his young brother Porsche. The Mexicans are regarded by many people as future Grand Prix stars; they certainly can drive, and both have that calm, cool and collected manner which is not always associated with the Latin temperament.

## A GENERAL MOTORS "FLAT SIX"?

RUMOURS are constantly circulating that General Motors are shortly going to announce an entirely new range of medium-capacity cars powered by an all-alloy horizontally opposed, six-cylinder engine. There is talk about a rear-engined job, with extremely modern lines. Light aircraft manufacturers are also said to be interested in the "flat six", with a view to producing twin-motor aircraft.

## OVER 171 M.P.H. AT DAYTONA

DURING Firestone tests on the new banked circuit at Daytona Beach, Jim Rathmann, driving the Pontiac-engined Firestone Special, lapped at over



*A LARGE CROWD watches J. Randles (Lister-Bristol) at the third bend. He made joint B.T.D. with a time of 26.50 secs.*

171 m.p.h. Indianapolis machines are expected to achieve three miles per minute, to make this the fastest circuit in the world. Bill France achieved a near-impossibility when a 50-foot stretch of the banked portion was relaid in under 24 hours. Heavy rains caused bulging under the top-dressing, and repair work required complete stripping, installation of French drains, and relaying of the surface.

### IMPORTED CARS INCREASING IN U.S.A.

**D**URING the past few weeks, one out of five new cars purchased were imported. In Florida the ratio was one out of every four cars. Dealers are rushing to obtain franchises in all possible areas. With threatened increased taxes on petrol in several states, more and more people are becoming economy minded.

### GUILDFORD M.C. DRIVING TESTS

**G**UILDFORD M.C.'s closed driving tests were held on Sunday, 15th March, at the old camp at Thursley. The afternoon was cloudy and sunny by turns but no rain fell. Cars ranged from a Goggomobil, driven in turn by D. H. Laver and J. Glayzer, to Anthony Hyde-East's enormous Hudson-powered Railton.

Five tests were run, ranging from the usual garage variety, a forward-and-reverse wiggle-wobble, to an unconventional affair employing a Le Mans type start from the wrong side of the car and a very fast figure eight manoeuvre. This was exciting as not only is the surface loose and somewhat slippery for tyres, but it is also so for feet!

The Goggomobil, driven by D. H. Laver, proved to be just too nippy at this sort of thing for everyone else. Mrs. P. H. Tice, being the only lady competitor, won the ladies' award with her husband's Austin-Healey 100-Six, which had been racing at Goodwood the previous day. It was a pity there were no other ladies, but I suspect that Mrs. Tice would have won anyway. David Cobbett drove his Zephyr with considerable verve, which resulted in a tie with J. Glayzer, this time Ford Anglia-mounted. This was settled by each doing the figure eight manoeuvre again, less the Le Mans start, with the same Morris 1000. This was for the runner-up award, and Glayzer won.

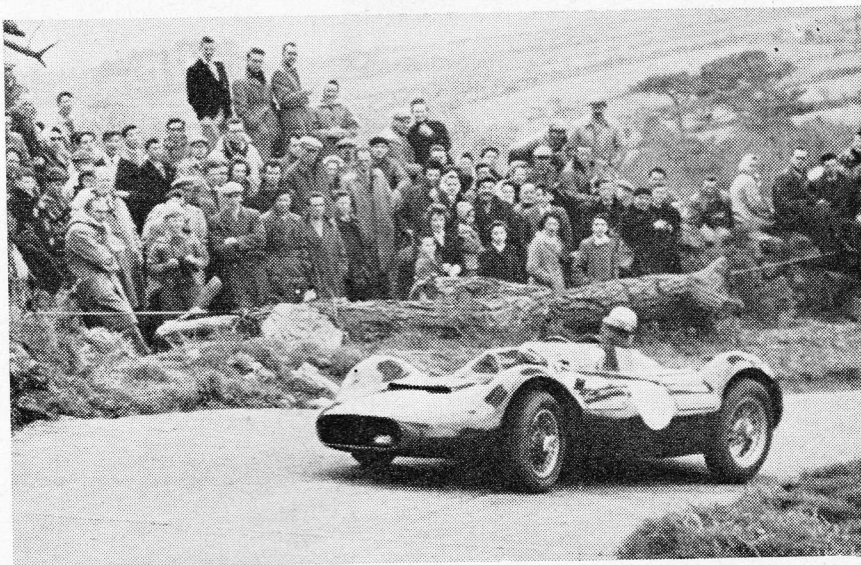
P. B.

#### Provisional Results

**Outright Winner:** D. H. Laver (Goggomobil). **Runner-up:** J. Glayzer (Ford Anglia). **Ladies' Award:** Mrs. P. H. Tice (Austin-Healey). **Class Awards:** C. Taylor (Austin A35); P. C. White (Ford Prefect); D. Cobbett (Ford Zephyr); A. E. Westbrook (Healey Sprite); R. Compton (Triumph TR3).

### RENAULT EXPANSION

**D**UE to increased demands, Regie Renault have expanded their works at Billancourt, near Paris, and St. Jean-de-la-Ruelle, near Orleans, and are building a new plant at Cleon, near Rouen.



## Burke and Randles Fastest at Trengwainton

**A** PLEASING feature at this Easter Meeting was the introduction of the new electrical timing apparatus especially installed. This innovation has long been called for by your correspondent, as the irksome delays of the past have now been overcome, and competitors and spectators alike benefited considerably. There was a first-class entry, and it was noticeable that many more production cars turned up, together with a fair sprinkling of drivers who had travelled over from Newquay after competing in the Land's End Trial.

It was unfortunate that some rather heavy rainstorms had left the competitors paddock in a muddy state, and drivers experienced a certain lack of adhesion at the start causing times to be slower than usual, but on the whole some excellent climbs were recorded. Notable among these was Burke in a Porsche who was paying his first visit to the hill. During practice he was unfortunate to strike the bank coming out on the first bend, and bent his nearside front wing. However, he carried on after straightening it and did joint fastest climb of the day with Randles who motored his very fast Lister-Bristol with plenty of verve, but suffered excessive wheelspin on the corners. The Coopers of Wally Cuff and A. R. Mitchell never really got going which disappointed the very large crowd. This just was not their day for on his second climb Mitchell broke a half shaft and that put paid to his chances.

Some of the neatest climbs of the day came from Tommy Cunane in his immaculate A.C. powered with the Bristol engine, and in the open championship he gained ample revenge on Randles and Burke by beating them both, and his time of 27.00 secs. gave him third fastest of the day.

Ash Cleave, who every year seems to get more urge from his already fleet Morris Special, came a very creditable third in the Championship, beating many cars of twice his engine capacity. Some day we must get him to write a history of this car, for wherever it appears it causes much speculation as to where he gets his horses from. In the class for Sports Cars over 2,000 c.c. capacity, R. Brock and S. J. Broad, both in Austin-

Healeys, had a rare scrap, and it was not until after their second runs that Brock emerged as the winner by  $\frac{1}{2}$  of a second. The Jaguar XK 120s of Kempthorne-Ley and Tremayne could make no impression on the Healeys, and these bigger cars appear to be unsuitable for this type of hill with its very sharp bends and short straights. This was very apparent when the little production Austins of David Stevenson and A. C. Bulpin actually put up better times than their larger opponents, and their road holding qualities was amply demonstrated on the corners. W. A. Alderton in a Healey Sprite did two neat climbs and just pipped Stevenson in the up to 1,100 c.c. class.

Although not figuring in the award list Den Scobey, who these days does some sedate motoring in a TR2, still managed to keep ahead of the rest of this marquee with the exception of V. W. Hatton who did one rapid climb of 27.70 seconds.

Altogether this was a most enjoyable day for competitors and spectators alike, and once again the clerk of the weather smiled on this most western event by holding off his promised deluge till all and sundry had departed their various ways having had their fill of Cornish hospitality, and, we hope, a pleasant stay in the Duchy.

JOHN MARTIN LEWIS.

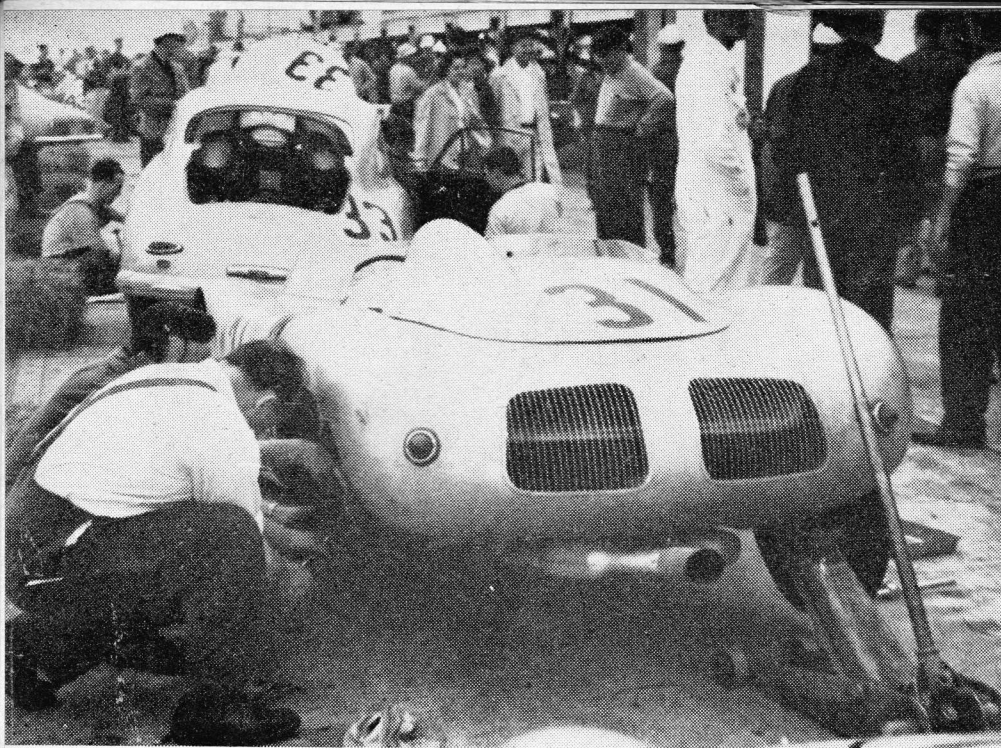
#### Results

**Sports Cars, up to 1,100 c.c.:** 1, W. A. Alderton (Healey Sprite), 30.61 s.; 2, D. Stevenson (Austin), 30.90 s.; 3, A. C. I. Bulpin (Austin), 31.00 s. **Up to 1,300 c.c.:** 1, W. A. Cleave (Morris Spl.), 27.30 s.; 2, G. H. Finnamore (Morris Spl.), 29.50 s.; 3, P. E. Sevier (Buckler-Ford), 30.70 s. **Up to 2,000 c.c.:** 1, J. Burke (Porsche) and J. Randles (Lister-Bristol), 26.50 s.; 3, T. G. Cunane (A.C.-Bristol), 26.90 s. **Over 2,000 c.c.:** 1, R. Brock (Austin-Healey), 29.20 s.; 2, S. J. Broad (Austin-Healey), 29.60 s.; 3, D. Kempthorne-Ley (Jaguar XK 120), 31.00 s. **Racing Cars:** 1, W. C. Cuff (Cooper 500), 31.60 s.; 2, A. R. Mitchell (Cooper 500), 35.40 s.

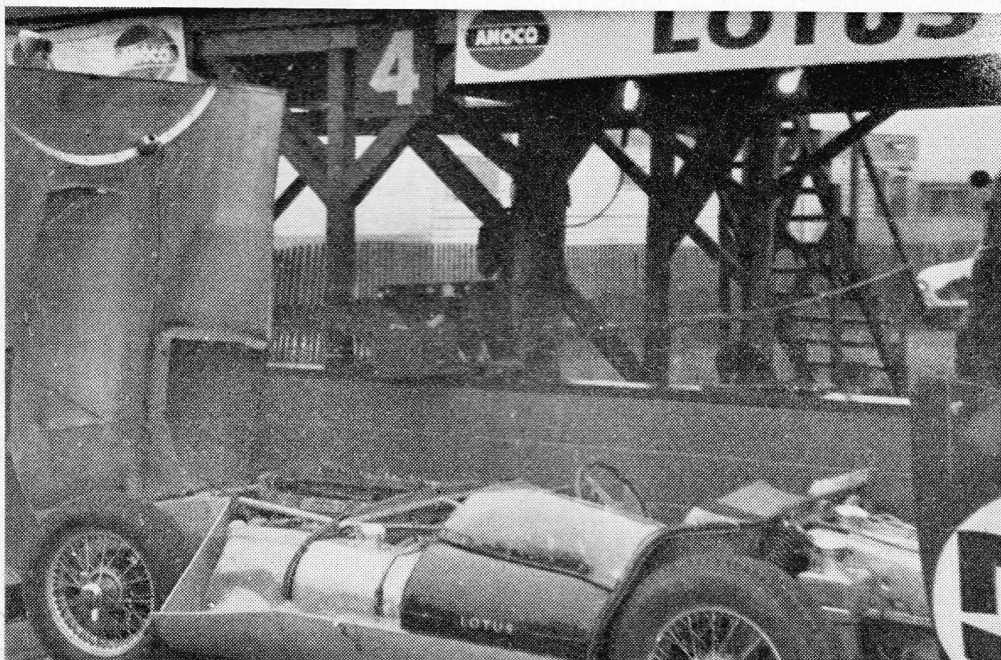
**Open Championship:** 1, T. G. Cunane (A.C.-Bristol), 27.00 s.; 2, J. Randles (Lister-Bristol), 27.20 s.; 3, W. A. Cleave (Morris Spl.), 27.90 s.

**B.T.D.:** J. Burke (Porsche) and J. Randles (Lister-Bristol), 26.50 s. **Fastest Lady Driver:** Miss V. Hocking (Dellow), 32.20 s.

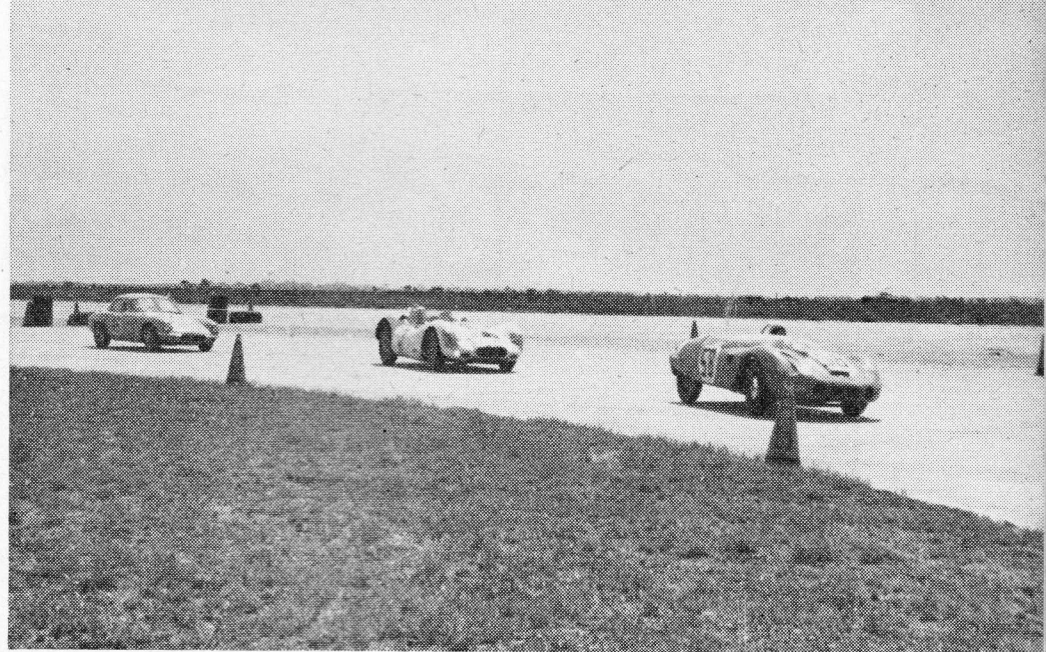




**TOP LEFT:** A wheel change for the Porsche of Vanwall, which achieved an incredible third place behind the Ferraris. **CENTRE LEFT:** The Ferrari (7th overall) of M. Pabst pauses during practice for a brake check. **BOTTOM LEFT:** A final check-over is about to be made on the Fleming/Schade before the car concludes practice. **TOP RIGHT:** The American-entered Porsche of Miles/McAfee, which finished fourth place overall and took third place in its class, wears the "rally" places. **BELOW:** Third place in the 3-litre class went to the Ferrari of Martin/Reventlow/Kimberley. **TOP LEFT:** In the foreground are the D.B. of Wood/Dernes, the Hansgen/Turner Jaguar and the Lotus Elite of Chamberlain/Weiss. **CENTRE LEFT:** Behind it the Elva stable—the Jordan/Dietrich/Martin car ready for the race while behind it Frank Baptista's car waits its turn before the race. **BOTTOM RIGHT:** The Moss/Bueb Lister-Jaguar led the first stage but was clearly outclassed by the Ferraris.



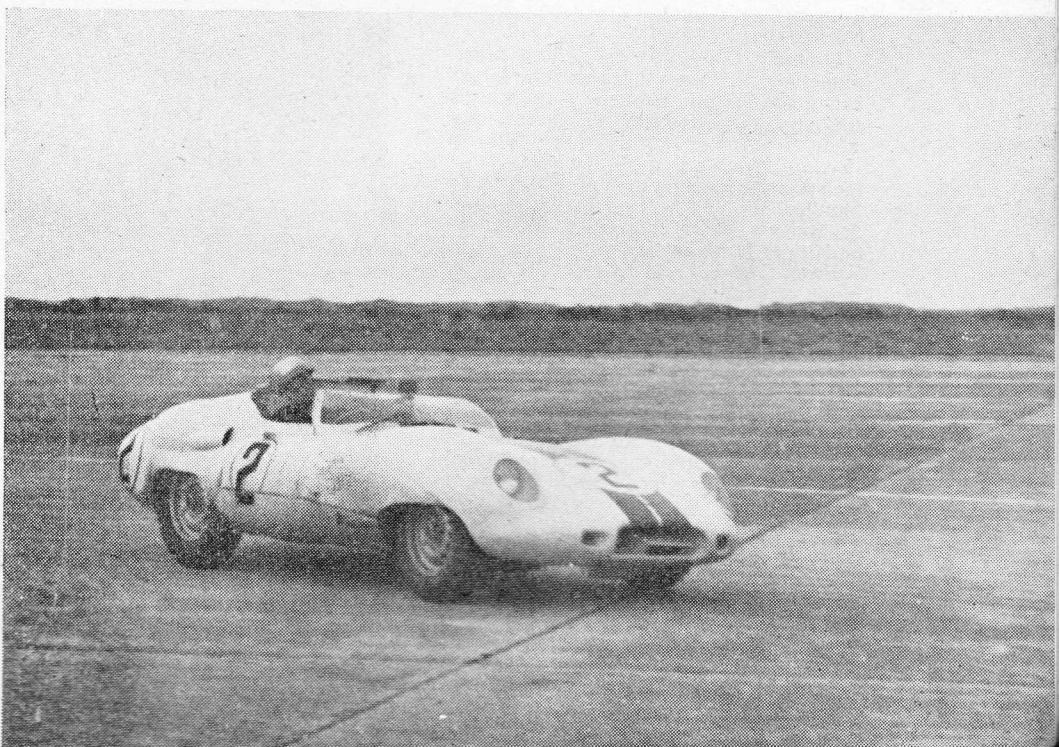
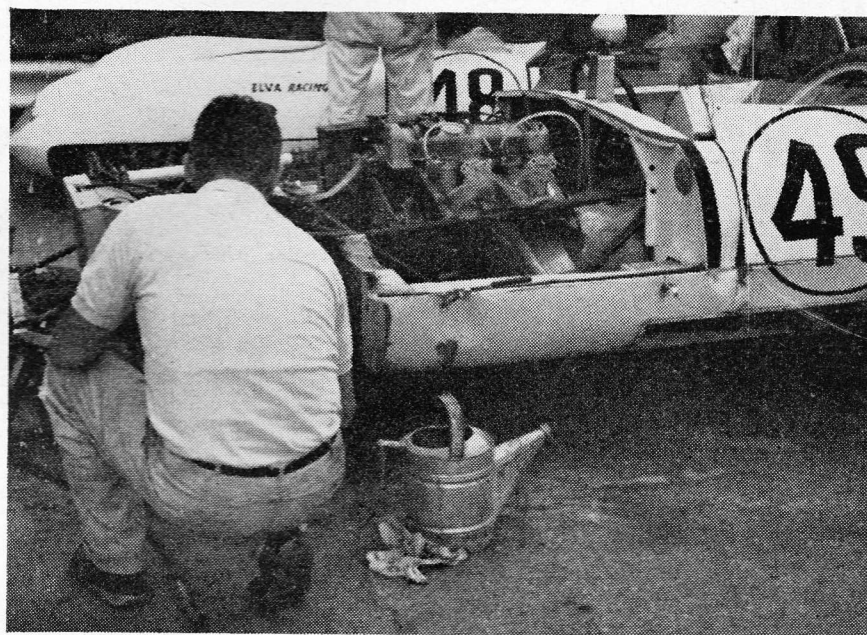




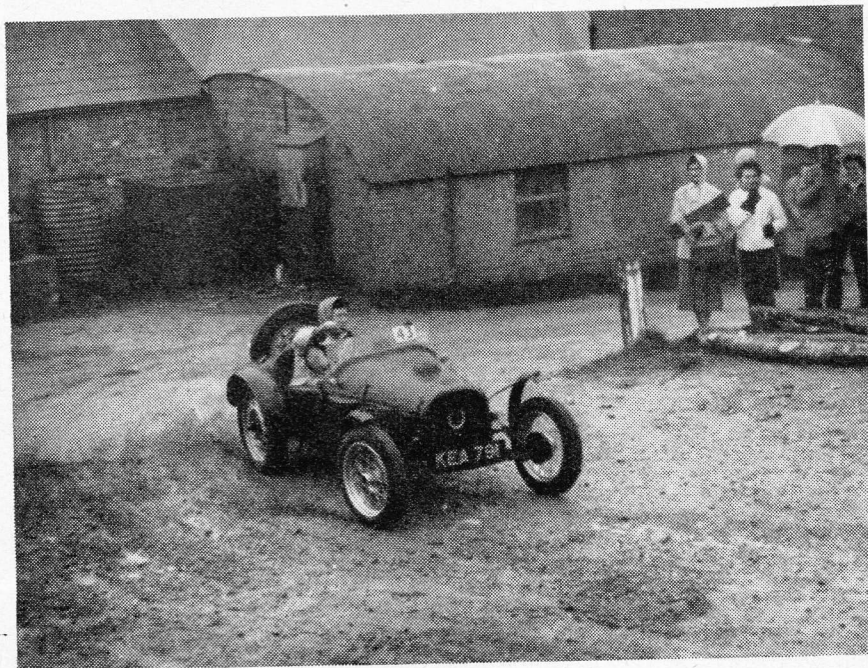
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# Sebring Review

**A Second Look at  
The First Sports Car  
Championship Event  
of The 1959 Season**







West Hants and Dorset C.C.

## Hartwell Cup Trial

D. Williams (Ford Popular) and T. Bryant (Morgan) Win Premier Awards

ON Sunday, 22nd March, the West Hants and Dorset Car Club held its annual Hartwell Cup Trial over a course in south Dorset. The event started at Bere Regis, and approximately 40 cars came to the first test, which consisted of a sprint forwards into a bay, reverse back into a second bay, and then a short sprint to stop astride a line.

Heavy rain overnight, and a drizzle at the time, made the gravel surface slippery. Outstanding among the early numbers was Harry Rose's potent Morris Minor pick-up. This car fairly tore round, with valves at the bouncing point. L. Barter's Jaguar was a mite long for this sort of thing, and smote a drum. R. Waters's Riley was well driven, and W. A. Walters's Ford Prefect was amongst the fastest. Of the open cars, Tom Bryant's Morgan and Geoff Dear's M.G.A really hurried round.

One of the boxes was in close proximity to a very large barn, and the larger cars got perilously near the door, wheels locked under braking. However, nobody actually made contact! Barry Peters's Minx was well handled, while the specials were enterprising. Mrs. Jesty handled the Peter Cooper Ford, and J. Burry's Lilfo showed that it was equally at home in trials as in autocross.

From the tests, the field went to Roke, home of the West Hants autocross meetings. Here the overnight rain had turned the place into a morass, and most of the cars hardly got farther than the line.

Next on the list was a group of sections called "Hedge End". These were on grass, with a clay surface. It was impossible to watch all the sections at once, but on those that were observed, outstanding climbs were made by Harry

Rose's Minor, which afterwards evaporated into a vast cloud of steam, due to a fan belt going awry. Hasty repairs kept things going until the finish. W. B. Caldwell's TR2 went over the skyline. Mrs. Pauline Jesty, passengered by club secretary Mrs. Stevens, chose an inner line, and climbed clean, but Mr. Stevens, driving a Buckler, went into the rough, and failed. Tom Bryant inched his way into the higher regions by dint of much bouncing and many revs., while Paul Channon's Wolseley was heartily driven with a full load of passengers and went high. Walters's Prefect had two en-

**WINNER OF THE LADIES' AWARD and specials class, Mrs. P. Jesty takes the first test at Bere Regis.**

thusiastic children in the rear seat, and was forcibly handled. Of the rest, wet clay took its toll, and quite a few got no farther than the line.

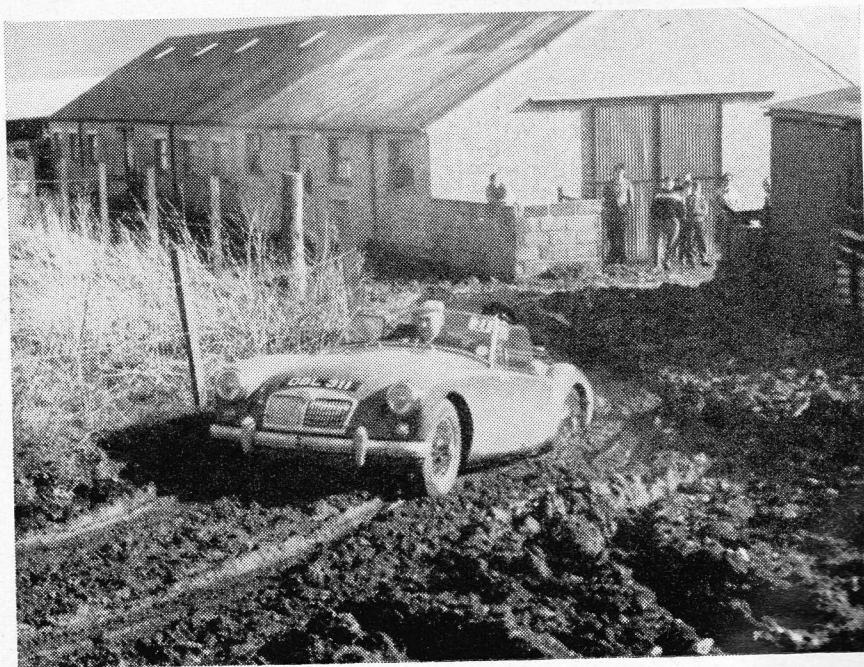
After a lunch break, competitors proceeded to Lyscombe Farm. Here the rain had put paid to all but one section, so the writer went to the final sections at Sydling St. Nicholas. The start of the main hill was in a farmyard, and cars had to go through a morass of deep, and somewhat odoriferous, mud before they embarked on a fairly long straight which ended in a slippery run up the side of a field.

E. C. Hann's Austin 8 got well and truly bogged, but most people found the right track, and got on to the solid underneath surface. David Williams got right to the top with his Ford Popular, but spun to a standstill just before the line. Quite a few people tore up at speed but came to an abrupt stop in the final few yards. Paul Channon slid from side to side in hearty fashion, and Tom Bryant held a real broadside, spattering mud all over the spectators. Geoff Dear announced that he would be around "six thou" and lived up to his statement! M. G. Pacey wriggled to the top, inch by inch, in a venerable Austin 7, but S. B. Southcombe and J. Moss both had a surprise failure in the last few yards. A. Stevens fairly belted up with the Buckler, as did Jim Burry with the Lilfo. Mrs. Jesty was equally successful, but the tailenders found the last few yards just too much. The course had been rendered extremely tricky by the overnight rain, and found the weak spots in drivers' techniques. In fact, it was the complete answer to the prayers of all trials organizers!

A. HOLLISTER.

### Results

**Hartwell Cup:** D. Williams (Ford Popular). **Best In Opposite Class:** T. Bryant (Morgan 4/4). **Class Winners:** B. B. Jones (Ford Anglia); G. Dear (M.G.A.); H. Rose (Morris Minor); W. B. Caldwell (TR2); Mrs. P. Jesty (Ford Special). **Ladies' Award:** Mrs. P. Jesty. **Novices Award:** D. B. Cottle (Ford Popular).



**CLASS WINNER** Geoff Dear in the mud at Sydling Farm.





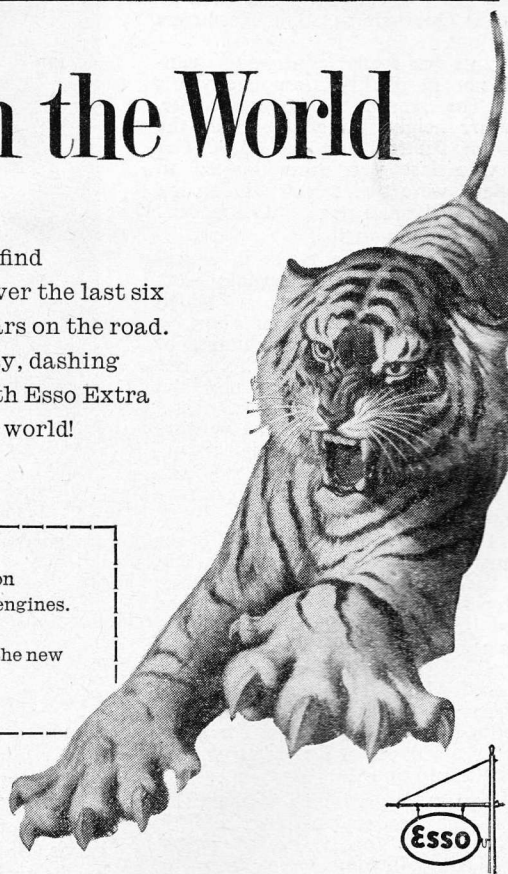
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Royal Air Force Association M.C. (North West Division)

## Spring Navigation Rally

Won by K. Liptrot/P. Dingley (Fiat 1200)

THE R.A.F.A. Spring Navigational Rally was held during the hours of darkness on Saturday, 21st March. Starting at Queensferry, some 50 starters checked out.

Now this was a decided drop in quantity, if not in quality, over last year's entry. The reason was plain to see. Two other neighbouring clubs, i.e., the Broughton Bretton and the M.G. Car Club, who last year were invited to participate, were themselves running the "Gold Leaf" and the "Cockshoot" rallies on the same night!

Whilst different times were in operation, two of these three events were running over similar territory which does not exactly enhance our sport to the already "unfriendly" inhabitants of parts of North Wales. Now this is not good policy, and rather ridicules the much-publicized dates meetings. Incidentally, it amply bears out the wisdom of AUTOSPORT's recent editorial urging fewer events of this type and advising clubs to combine forces in organizing joint rallies!

To forestall the "attackers" your northern editor cares not, nor knows, where the blame lies; but openly avows that repetitions of this sort must be avoided like the proverbial plague!

Enough; one minute from scheduled starting time, navigators were handed a route card which showed some 15 map references, at the same time instructing competitors on no account to pass through the villages of Rhydymwyn, Cilcain and Llandyrnog.

The correct route, which was entirely on surfaced roads, including a little non-damaging "three ply", passed through the following place names in North Wales, viz., Rhewl, Rhyd, Llandegla, Ffynnon, Pen-y-crug, Cerrig-y-drudion, Pennant, Galltegefa, Tynewydd, Hafod den, Star Crossing, Four Crosses, Leeswood, returning to finish at Queensferry, a distance of 120 miles.

**LEAVING THE START:** F. Snaylam T. H. Warburton (TR3A) went on to win second place overall and were part of the winning team.

There is no doubt that organizers Reg Keeley and Les Windsor have the right idea. There was an early start, a finish soon after midnight plus some excellent, sharp, snappy sections which put paid to any idea of clean sheets—an ideal Rally which pleased almost all competitors.

Only 10 cars failed to finish, most notable of whom being Derick Astle's Rapier and Dawson's Sprite, navigated by Mrs. Doreen Reece. On the plaudits side, a "special" to Mrs. Val Harper for an overall third in her Standard 10.

FRANCIS PENN.

### Results

**Outright Winner:** K. Liptrot/P. Dingley (Fiat).  
2, F. Snaylam/T. Warburton (TR3A); 3, Mrs. Val Harper/R. Crellin (Standard 10). **First Class Awards:** G. Hulme/D. Barrow (Dauphine); C. Taylor/W. Sexton (TR2); J. Kirkham/H. Beighton (Sprite). **Novice Award:** A. Bryant/J. Topping (Rapier). **Team Award:** K. Duckworth/J. Taylor (TR2) and F. Snaylam/T. Warburton (TR3A). **Mixed Crew Award:** J. Grealey/Miss E. Haigh (TR3).

**OUT OF LUCK:** (Below) D. K. Dawson and Mrs. Doreen Reece (Sprite) failed to finish, to the surprise of the organizers.



## Hagley's Worcestershire Trial

Eric Jackson (Cannon) Wins on a Damp and Tricky Course

ON Sunday, 22nd March, the Worcester-shire Trial of the Hagley and District L.C.C. was held at Kinver, this being a closed event. It was won by Eric Jackson (Cannon) from B. J. Bodenham (Austin) after an unfortunate mishap to Frank Lewis, who had won the Colmore Trial on the previous day and was again in the lead. His Cannon overturned on a sharp climb and although he himself was uninjured, his wife Betty was taken to hospital with suspected fractured ribs, but was allowed to go home later.

The weather in the morning was damp, causing the course to become very tricky. Ron Kemp in a Cannon did well to obtain a first-class award, only one point behind Bodenham. A second-class award went to John Deeley driving an Elfin.

### Results

**Cutler Trophy For Best Performance:** E. Jackson (Cannon), 96 points. **Harvey Cup For Second Best Performance:** B. J. Bodenham (Austin), 115 points. **First-Class Award:** R. Kemp (Cannon), 116 points. **Second-Class Award:** J. Deeley (Elfin), 125 points.



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M.G.C.C. North West Centre

## Cockshoot Cup Rally

Four Clean Sheets in a Tricky Event

THE North-West Centre of the M.G. Car Club held the annual Cockshoot Cup Rally during the night of Saturday/Sunday, 21st-22nd March, and again the competitors had to pit their wits against those of the very capable organizers, Messrs. Armstrong, Quick and Whatmough. Starting in Stockport at about 11 p.m. the competitors were taken to a bleak spot near Macclesfield from where two 80-mile loops had to be covered at an average speed of 30 m.p.h. Each of these loops contained seven time controls located by grid references.

Many of the sections were only five or six miles long, and kept navigator and driver alike on their toes as the slightest



sheet" proves that the combination of weather and organizers gave everybody an interesting night's motoring. It was apparently even enjoyed by the nameless gentleman who obeyed his navigator's instructions to the letter and drove

**THE WINNER** (above), J. Harold Brooks, in the tests. Co-driver of the Riley 1.5 was Alan Collison. Below: Three cars at central control, R. Heywood (A40). Standing are Harold Brooks and Jimmy Johnstone.



deviation made it virtually impossible to check in at the next control on time. The already difficult route was made extremely tricky by the presence of fog on the hilly parts—a large proportion of the route. The fact that only four crews finished the night with a "clean

straight into a "manure midden" at Faltersford Farm, near Jenkins Chapel, and remained embedded for a time whilst a "stinking" argument ensued!

The night's activities were followed by six cleverly thought-out driving tests held along a 35-mile described route. These

were not of the normal "prom" type, and called for consistent demonstrations of good rally driving. The times of these tests were part of the total penalties so that it was possible to make up for road marks lost.

This procedure is not always popular with rally competitors, but in this event there was no cause for complaint as the eventual winners of the Cockshoot Cup were one of the four with clean sheets.

The rally finished with an excellent breakfast at the Macclesfield Arms (Macclesfield), and thanks are due to all the organizers and marshals who spent a bitterly cold night seeing that everyone else had as good a rally as possible.

J. H. BROOKS.

### Results

**Cockshoot Cup:** J. H. Brooks/A. H. Collinson (Riley 1.5). **Best in Opposite Class:** Mrs. Pamela Haggie/G. D. Haggie (Austin-Healey Sprite). **Team Award:** Macclesfield (P. Higginbotham, Standard 10; Mrs. P. Haggie, Austin-Healey Sprite; and P. Simister, Ford Anglia). **Driving Tests:** J. F. Varley (M.G.A Coupé).

**Saloons up to 1,000 c.c.:** P. Higginbotham (Standard). **Saloons, 1,000-1,600 c.c.:** 1, J. H. Davies (Wolsley 1500); 2, P. Simister (Ford Anglia). **Saloons over 1,601 c.c.:** E. O'Hanlon (Sunbeam). **Sports up to 1,300 c.c.:** R. Fidler (Buckler-Ford). **Sports over 1,300 c.c.:** J. Whittaker (M.G.A).

## THE GRINTON PICNIC

Jimmy Blumer (2.4 Jaguar) Wins an "Airline" Rally

THE Grinton Picnic, formerly, when known as a road rally, referred to as the "North Riding Mille Miglia", returned to its original form this year as an event to be won on the road after several years as a test rally.

This event, held on 22nd March, was in the form of an airline rally where drivers had to visit as many controls as possible in a set time, without exceeding a given mileage or overall time limit.

Twenty-four controls, all with varying bonus points, were dotted all over the North Riding from Whitby to Pateley Bridge and from Bowes to Scarborough. Each control stayed open for only two hours, but this, apart from the overall time, was the only timing imposed.

Winner of the rally was racing driver Jimmy Blumer in a 2.4 Jaguar who got

top score by visiting 20 of the controls. Phil Walton was second, visiting 19.

Details of the route were handed to the 32 starters at Croft Spa Hotel simultaneously, but there was no Le Mans type start! Not one car got away for 10 minutes as much frantic plotting went on all over the hotel, but by 25 minutes after the start time all were safely away.

No one chose the route the organizers expected would be favoured and most had highly individualistic ways of solving the problem. All the controls were at garages and manned by garage staffs which released club members who wished to take part in the rally.

All the drivers had to be back at Croft for 5.30 p.m., the penalty for lateness being two marks a minute. Blumer was back 10 minutes inside his allowance.

At the end of the affair the 28 competitors who finished claimed the new-style Grinton as a big success and it is

now almost certain that it will take the form of an airline rally again.

### Provisional Results

**Grinton Trophy, best performance:** J. Blumer (Jaguar 2.4), 248 pts. gained. **C. U. Peate Cup,** second: P. G. Walton (Jaguar 3.4), 245; 3, F. H. Reakes (Renault Dauphine). **Class Awards: Up to 1,250 c.c.:** M. L. Blewitt (Austin A40); J. Graham (Morris). **Over 1,250 c.c.:** A. L. Myers (Riley 1.5); L. S. Stross (Porsche); J. Watson (Ford Consul). **Team Award:** Stross, Blumer and Walton.

### CEMIAN M.C.

STARTING from Cobham Clump, members enjoyed a pleasant afternoon's ramble in lovely spring sunshine through quiet Surrey lanes for the Club's "Spring Social" on 15th March, finishing the first part for tea at the Sallylunn Restaurant, Hindhead. The second part of the event, which was put in to fill the time until the pubs opened, took competitors through more pleasant scenery to Hautboys Hotel, Ockham.

The winner was R. E. Reynolds (Riley 1½) and the runner-up was K. Paiba (A35).



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# Club News

by MARTYN WATKINS

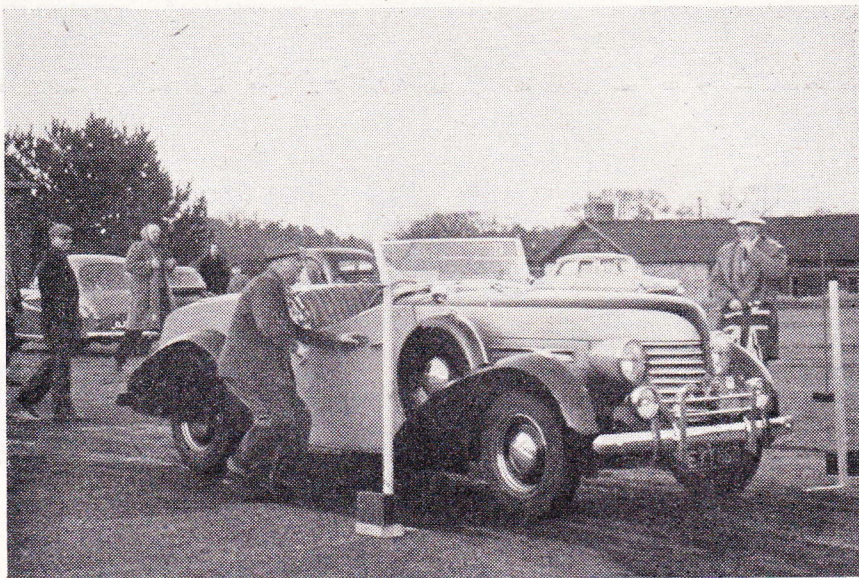
INSTRUCTION classes—for rallies as well as driving tests, over which I fell into a certain amount of embarrassment—are still going on in what is practically the dead season for rally events. **Bolton-le-Moors C.C.** rally instruction classes are to be run again through the summer, taking the form of lectures on navigation, time-keeping and route-finding and, or so I'm told, are equally suitable for both the beginners and experienced crews who want to keep their hands in.

The first two classes are purely instructional and include no road sections. These take place at the Jolly Crofters, Horwich, at 8 p.m. on 15th and 22nd April. After that the club plans to join forces with the Knowldale C.C. and Lancashire A.C. in running an evening event each month in the form of a road section, covering about 40 miles and including exercises in each of the three subjects covered by the lectures. Full programme for the course, which will interest many of our northern readers, is for evening lectures on 15th and 22nd April, and practice rallies on 28th April, 27th May, 25th June, 28th July, 26th August and 24th September. The second two rallies will place especial stress on map references and time-keeping, the first will emphasize route cards and the remainder will be run on modern rally lines.

Full details of the course can be obtained from L. Bradley, 168 Thicketford Road, Bolton, Lancs., and he is the man to whom you should apply for membership, since it is mandatory that "students" must be members.

IT is announced that the **Verulam A.C.**, which centres on St. Albans, has been granted R.A.C. recognition for the promotion of competitions. The club has been in existence for nearly three years, and has a membership of about 100. Its committee clearly has the right ideas in mind, and is conscious of the necessity for the prevention of clashing and annoyance to the lay public. It is intended to make application for the membership of its area association. If only more clubs would do this we might all be saved a good deal of trouble.

THE **Ecurie Ecosse Association** informs us that on 5th April at 8 p.m. in the Lecture Theatre, News Theatre, Pilgrim Street, Newcastle-on-Tyne, there will be a film show and a talk by David Murray. An E.E. Jaguar will be on view at the Dex Garage, Newcastle, from 3rd to 5th April. . . . The next event to be run by the **B.A.R.C.** (Worcester Group) will be the Spring Driving Test Meeting at Staverton Airport on 19th April. . . . On 4th April the **Romford Enthusiasts Club** holds its fourth All Fools Hunt. Those eligible are—and here I quote: "All Goons, Clots, Cads and any Moron of the R.E.C.C." All competitors must be at Childerditch Common before 6.30 p.m. Entries close that day and should be sent to C. A. Pelling, 40 Squirrels Heath Road, Harold Wood, Essex. Their next event will be a Sprint Meeting at Snetterton on 17th May. The



*ENORMOUS is the word for the Railton into which Anthony Hyde-East is about to leap for a "Le Mans test" during a recent Guildford M.C. driving test meeting.*

following clubs are invited: **B.A.R.C.**, Bentley D.C., **B.R.S.C.C.**, Bugatti O.C., Cambridge C.C., East Anglian M.C., Eastern Counties M.C., Ford Sports M.C., Jaguar D.C., North London E.C.C., M.G.C.C., Snetterton M.R.C., Thames Estuary A.C., 750 M.C., V.S.C.C., West Essex C.C. The event will start at 2.30 p.m. Entries (£1) close 11th May and should be sent to M. A. Pratt, 57,

Squirrels Heath Road, Harold Wood, Essex. . . . The **Dowty M.C.** are holding a restricted sprint meeting at Staverton Airport on 18th May. Start 12 noon. Regs. may be had from P. Bowen, Brookside, Brookway Road, Charlton Kings, Cheltenham. . . . The **A.M.O.C.** and the **Jaguar D.C.** are organizing the Martini Race Meeting to be held at Brands Hatch on 26th April. Racing begins at 12 noon. Invited clubs are the **B.R.S.C.C.**, London M.C., East Surrey M.C., Maidstone and Mid-Kent M.C., 750 C.C., Thames Estuary A.C., Bentley D.C., V.S.C.C., Herts County A. and Ae. C. Regs. may be had from Eric Brown, 75 Baker Street, London, W.1. . . . On 11th/12th April the **Rhyl and D.M.C.** are staging their Rali Gogledd Cymru. (What do you mean, "What's that?" The North Wales Rally, of course, what else?) Those invited are the Liverpool M.C., North Staffs M.C., Lancashire A.C., North Wales C.C., Chester M.C., Warrington and D.M.C., M.G.C.C. (N.W. Centre), Lincs and Cheshire C.C., Broughton and Brettons M.C. and clubs affiliated to the Association of Welsh Motor Clubs. Entries (£1 10s.) close on 8th April and should be sent to M. P. Rutt, Basingwerk, Greenfield, Holywell. . . . The **Riley M.C.'s** new "24" Rally, a closed event, will be held on 17th/18th April. Entries are £1 for pre-war cars and 30s. for all others. Entries close 8th April and should be sent to G. Isles, 19 Moorland Drive, Thornbury, Bradford, Yorks. . . . The **Essex Police Driving School** is organizing Driving Tests at Clacton-on-Sea on 10th May. Full particulars will be available shortly from Sgt. J. Anchor, Essex Police Driving School, Chelmsford, Essex. . . . The **Cumberland S.C.C.** have invited the following clubs to their 8th Keswick Rally—the Association of N.E. and Cumberland C.C.s, Bolton-le-Moors C.C., B.A.R.C. (Yorks Centre), Liverpool M.C., Lancashire A.C., Leeds University M.C., Knowldale C.C., Dumfries and D.M.C., M.G.C.C., Yorkshire S.C.C., Scottish Sporting C.C., Furness D.M.C., Whitehaven M.C. and the Morecambe M.C. The rally takes place on 4th/5th April.

(Continued on page 442)

## Coming Attractions

**April 4th. Daytona International Race Meeting, Daytona, Florida.**

**B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.**  
**Wirral 100 M.C. Sprint, Rhydymwyn, near Mold, Flints.**

**April 4th-5th. Bugatti O.C. Testing Week-end and Television Hill-Climb, 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. Hill - Climb, Blandford Camp, Blandford, Dorset. Start, 1 p.m.**

**April 11th. British Empire Trophy Race, Oulton Park, near Tarporley, Cheshire (F2).**

**Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.15 p.m.**

**April 11th-12th. Monthéry Race Meeting, Paris.**

**April 12th. Lincs and Cheshire C.C. Derbyshire Trial, New Bath Hotel, Matlock Bath, Derbyshire. Start, 11 a.m.**

**April 18th. B.A.R.C. International "200" Race Meeting, Aintree, near Liverpool. Start, 11 a.m.**

**April 19th. B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk.**

**Thames Estuary A.C. National Driving Test Meeting, Orsett Military Camp, Orsett, near Grays, Essex.**



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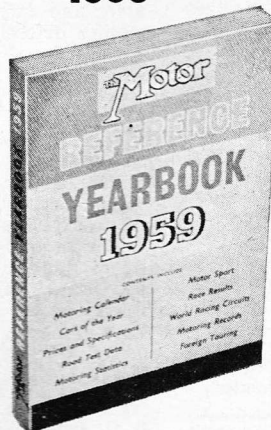
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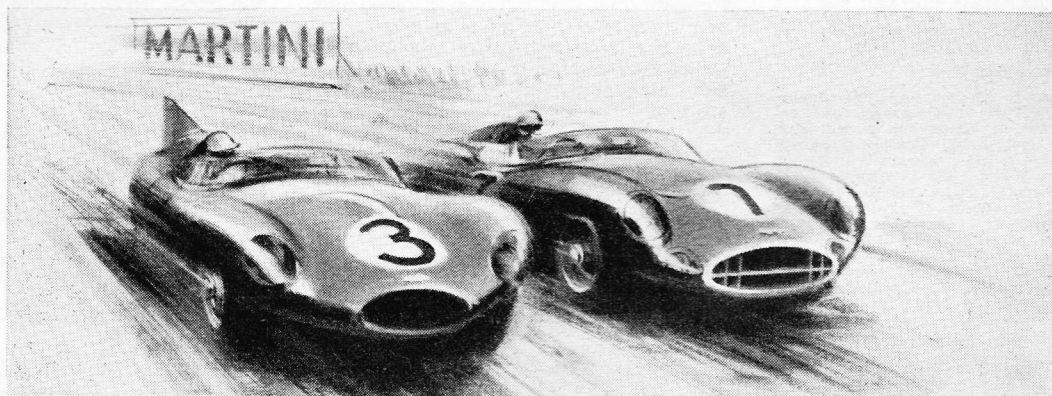
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## Club News—continued

... The next four events on the agenda of the **West Essex C.C.** are a film show at the clubhouse on 1st April, a noggin and natter at the same venue on 8th April, a "Tramps Supper", again at the clubhouse on 10th April and on the 15th John Sprinzel will give a talk to the members. ... The **Isle of Wight C.C.'s** 7th Annual Invitation Rally will take place on 17th/18th April. The following clubs have been invited: B.A.R.C., London M.C., M.C.C., Herefordshire M.C., Thames Estuary A.C., Sevenoaks and D.M.C., S.W. and Southern Association of Car Clubs. The start will be at 8 p.m. from Portsmouth. Regs. may be had from Mrs. I. Wooldridge, Delamare Hotel, Sandown, Isle of Wight. ... The Northern Section of the **Bugatti O.C.** are organizing a Northern Weekend Sprint and Concours on 25th/26th April. The sprint will be held at Oulton Park on the 25th, starting at 1 p.m. The concours d'elegance will be held on the 26th in the grounds of Rowton Hall, commencing 11 a.m. This is a closed event and regs. may be had from A. K. Haworth, 2 Tenby Grove, Spotland, Rochdale.

## AIREDALE AND PENNINE M.C.C.

OVER 130 entries were received for the Alpine courtesy rally which was held on Sunday, 22nd March, competitors coming from Leeds, Bradford, and all the surrounding areas. In rather wet and dismal weather the crews assembled for a tie-deciding width test on Odsal Car Park before embarking upon the 60-mile route in Wharfedale and Niddale. This consisted of route card and map reference sections, with 13 route controls, and also 6 observation points on the route card sections. Despite the fact that there was no timing only three competitors managed to complete the course without loss of marks. A large majority of the entry were beginners.

The organization was splendid throughout, and Maurice Grass and Ken Pollard must be congratulated on producing such a fine and enjoyable event.

## Provisional Results

**Best Performance:** J. Waterhouse/A. Waterhouse (Commer Cob). **Best Performance by an A.P.M.C.C. Member in classes for novices and beginners:** J. B. Smith/J. R. Walker (Standard Ensign). **Experts:** 1. D. Scanlan/W. Baines (Jaguar 2.4); 2. F. White/S. Smith (Morris 1000). **Novices:** 1. P. Green/D. Short (Morris 1000); 2. J. S. Sweeting/G. T. Booth (Ford Zodiac); 3. P. D. Johnson (Healey). **Beginners:** 1. T. W. Thwaite/J. E. R. Seeger (Austin A90); 2. D. Morris/B. Midgeley (M.G.A.); 3. H. Kramer/H. Beckwith (Morris 1000). **Ladies' Award:** Mrs. E. R. Einhorn/S. Robinson (Ford Zodiac). **Team Award:** J. B. Smith and H. Arrol (Austin A90).

## MID-SURREY A.C. GRAND CUP TRIAL

THIS event, run for standard cars, was a joint promotion by the Mid-Surrey A.C., East Surrey M.C. and Surrey Sporting C.C. Held over War Office ground near Bordon, it attracted 30 entries, all except four being saloons. There were seven observed hills and one special test. Rain during the previous night and early morning resulted in one section defeating the entire entry whilst J. Epstein (F.-N./BMW), the ultimate winner, was the only competitor to climb another!

The three best performances were shared by members of the promoting clubs, second place going to T. R. J. Smith (TR2), of Mid-Surrey A.C., and third place to E. G. Smith (Volkswagen), of East Surrey M.C.

The course was carefully planned to avoid damage to competitors' cars and the event was thoroughly enjoyed by many people competing for the first time in a trial.

## Results

**Sopwith Cup:** J. Epstein (F.-N./BMW), 9 marks lost. **Best M.S.A.C. Member:** T. R. J. Smith (TR2), 12 marks lost. **Best E.S.M.C. Member:** E. G. Smith (Volkswagen), 12 marks lost. **First Class Awards:** G. H. Proctor (Ford), 14 marks lost; J. Mott (Morris), 18 marks lost; K. J. Anderson (Volkswagen), 18 marks lost; K. P. Storey (M.G.), 27 marks lost. **Second Class Awards:** R. W. Brown (M.G. saloon), 21 marks lost, and G. P. Howard (Volkswagen), 21 marks lost. **Novice Award:** M. H. H. Groves (Wolseley), 22 marks lost. **Team Award:** Surrey Sporting C.C. J. Epstein (F.-N./BMW), J. Mott (Morris) and G. R. Stevens (M.G. Magnette), 58 marks lost.

## MORECAMBE NATIONAL RALLY

8th, 9th, 10th MAY, 1959

TWO of the problems of modern rallies are fully dealt with in the Lancashire A.C. Morecambe National Rally on 8th-10th May this year, the matter of novices and cash awards.

Both these points are interesting items and not easily decided for the best, particularly as regards cash awards. Apart from the fact that rallying is, or should be, regarded as an amateur sport, too often the large cash prizes are just contributions from the prize fund to a select band of experts, one or more of which are likely to collect the cash every time, the majority having little hope of the money.

Regarding novices, it is noticeable that there has been considerable increase of late in the number of novice rally entrants, and it is very desirable that these enthusiasts be given full consideration. Furthermore, there is the "semi-expert" or "semi-novice" to consider,

and with this in mind the entry in this year's "Morecambe" will be divided into three separate groups—expert, semi-expert and novice. In each group competition will be between entrants of roughly similar capabilities. This grouping will be achieved by means of a questionnaire to be completed by every entrant showing his record of successes or otherwise since 1953.

All competitors will cover the same route and tests, so the premier award goes to the best performance regardless of group or class, but apart from that all other awards will be made on a group/class basis so that dog may eat dog on more or less level terms!

As regards cash awards, after much thought the promoters have decided to eliminate these entirely this year and to spend the money on many more group and class awards. It is felt that this is in the best interests of the sport and likely to be well received by the majority of competitors. There will be a total of three groups and 18 classes with separate awards for each.

Apart from the above items the rally will be very much as last year with starting controls at Morecambe, Glasgow, Buxton, Pontefract and Luton, all converging on Copster Green, Lancashire, for the 190 miles special stage on Friday night, 8th May, followed by driving tests on Saturday and Sunday for separate awards. The tests will have no bearing on road section performances whatever, except in the remote possibility of a tie that cannot be settled otherwise.

Regulations are now available from J. Taylor, 5a Sudell Cross, Blackburn.

## A.C. OWNERS' CLUB DINNER

THE A.C. Owners' Club held their 10th Anniversary Dinner and Dance and presentation of awards at the Casino Hotel, Taggs Island, Hampton Court, on Saturday, 21st March.

There was a good turnout of members and guests, some 120 in all, coming from places as far apart as Knutsford, Torquay, Bristol and Taunton, as well as far and wide around London. Among those present were Mr. William Hurlock, chairman of A.C. Cars, Ltd., who is president of the club, as well as Mr. C. F. and Mr. W. D. Hurlock. Also among the guests of the evening was broadcaster and comedian Jack Train, with Mrs. Train. Well-known A.C. racing driver Ken Rudd was also present, and, during the evening, his engagement to Miss Ann Stevens was announced by Mr. Derek Hurlock.

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**J2X** ALLARD, 1953, Mercury/o.h.v. Resprayed green. New hood, silencing system. First-class condition. £415. Lucas Laystall X.P.A.G. alloy head. £20.—4 The Green, Amersham, Bucks. Phone 457.

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**A**USTIN A35, 1958, Downton Stage III, 7,500 miles, heater, anti-roll bar, rev. counter, oil/water gauge, 110 m.p.h. speedo, safety belt, new Michelin SDS all round. Offers.—Ring Royal 4535, Ext. 32, between 9.30-5.0.

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**A**USTIN-HEALEY, 1955, bodywork superb in red, heater, tonneau, twin spots, two Xs, taxed. Any trial. Genuine sale reason. £625.—Bromsgrove 2642 (Midlands).

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**1937** BENTLEY Vanden Plas drophead, fitted radio, heater, screen washers, new hood fitted last year. In first class condition, colour black. History obtainable.—Southwell Motor Co., Ltd., Southwell, Notts. Tel. 3125.

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The new B95 with Royal Enfield 692 c.c. Super Meteor engine available for early delivery—see and try our demonstration car. Spares, etc., in stock for all models. Open 8.30 a.m.-7 p.m. w/days, 10 a.m.-7 p.m. Sundays.—Mantles Garages, Ltd., Henlow Garage, Henlow Camp, Beds. Tel.: Henlow Camp 233.

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(Continued overleaf)

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Charham Products Ltd., of 5a, Market Place, Acton, W.3, wish to apologize to Messrs. T. F. Taylor & Son, 192, St. Ann's Well Road, Nottingham, for having inadvertently included their name in the list of Auto-Moly stockists in the issue of "Autosport" dated February 20th, 1959.

Messrs. T. F. Taylor & Son are in fact Opticians, and we deeply regret any inconvenience they may have been caused.

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**328** BMW h.c. alloy head, stripped off Veritas, suit Bristol. £20 o.n.o.—Box 3106.

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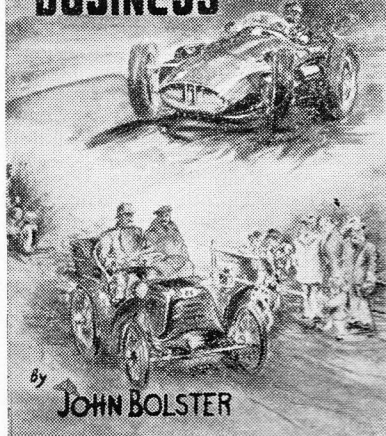
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Sprints, Heathfield, 18th April and  
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Hill-Climb, "The Rest", 27th June.

Winfield Joint Committee  
Race Meetings, Charterhall,  
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Aberdeen & District Motor Club  
Race Meetings, Edzell (Angus),  
20th June and 15th August.

Royal Scottish Automobile Club  
Hill-Climb, "The Rest", 4th July.

Lothian Car Club  
Hill-Climb, Bo'ness, 11th July.

M.G. Car Club (Scottish Centre)  
Sprint, Stobs (Hawick), 7th June.

Berwick & District Motor Club  
Sprint, Winfield, 26th July.

Border Motor Racing Club  
Members' Race Meeting, 28th June.



MRS. GRAHAM HILL recently presented Graham with a daughter. Congratulations!

THE Aston Martin O.C. and the Jaguar D.C., together with the Martini International Club, have issued a mutual challenge to private owners and drivers for supremacy at Brands Hatch on 25th April. This will be a six-a-side Jaguar-Aston event over 15 laps for the Martini Trophy.

#### INTERNATIONAL AINTREE MEETING

REGULATIONS have now been published by the British Automobile Racing Club for the international meeting at the Aintree circuit on Saturday, 18th April.

While the main interest of this meeting is focused on the Aintree International "200" for Formula 1 and Formula 2 cars, the organizers have planned events that will bring together the leading British drivers in the field of sports car racing.

The day's programme will start at 11 a.m. with a scratch race for 1,100 c.c. sports cars over 51 miles. This will be followed by a 30-mile "sprint distance" race for four classes of saloon cars.

For sports-racing cars of unlimited engine capacity there will be another 17-lap (51 miles) scratch race in the early afternoon, and it can be expected that many teams that will be competing in this year's classic Le Mans 24 Hour Race will be included in the line up.

The Aintree International "200" over 67 laps of the testing three-mile Liverpool circuit, is open to both Formula 1 and Formula 2 racing cars, and practically all the 1959 machines in these two categories will be represented on the entry list. The field will be limited to 30 starters, and it is already anticipated that this number will be over-subscribed.

#### R.S.A.C. DIAMOND JUBILEE SCOTTISH RALLY

REGULATIONS and entry forms for this event have now been distributed on a wide scale and indications to date give every sign of the "Scottish" being once again a well-patronized rally. Date of the rally is 18th-22nd May.

This event, one of the two international rallies organized in Britain, will be based on Oban and will rank towards the R.A.C. Rally Championship of Great Britain.

In accordance with previous years the character of the rally remains the same, having no night driving section or navigational problems to distract competitors from what is recognized to be a most enjoyable motoring event conducted under a happy atmosphere amidst the incomparable scenic conditions of the West Highlands.

There is a generous prize list and the many tests will be varied and practical, designed to give equal opportunities to all entrants. Entries close on Monday, 20th April, 1959.

A NEW solid block cleaner for renovating and cleaning suede has been put on the market by New Way Metal Products, Ltd., of 78 Buckingham Gate, London, S.W.1. Called "Persuade", the cleaner is claimed to remove dirt and stains, restore the colour and raise the nap of the leather.

#### CLOSE FINISH IN "EXPRESS AND STAR" RALLY

TONY FISHER, of Barnt Green, Birmingham, tried hard during the Wolverhampton "Express and Star" rally to retain the silver bowl which is the premier award for the annual event—but he lost it by only a minute.

The new holder of the award, its replica, together with £25 for himself and £15 for his navigator, is Bill Bengre, who, with Peter Roberts and their Simca Monthéry, finished the rally without loss of marks.

The Bengre-Roberts Simca was the only car to finish on time. Clean sheets at the end of this rally were not expected by Harry Morgan, clerk of the course!

The rally, organized by the Wolverhampton and South Staffordshire Car Club and sponsored by the *Express and Star*, attracted 81 entrants.

Next year it is hoped that this will be a "Gold Star" event of the British Trials and Rally Drivers' Association.

Crews started from Wolverhampton, Oxford, Liverpool, Nottingham and Hereford and converged on Control "X" at Church Stretton.

At midnight during the week-end of the rally from Church Stretton, competitors were dispatched at one-minute intervals on a 196-mile circular route on minor roads in south Shropshire and north Herefordshire, passing through 29 time controls in the process.

Lateness at any control, judged by sealed watches, was penalized to the extent of 10 marks per minute.

Tony Fisher (A35) lost his vital minute in the early stages of the rally and so was down 10 marks but he gained the £15 second prize, together

with another award for being, with Bill Bengre, a member of the winning team.

Two of the rally's four women entrants came to grief. Mrs. Val Harper retired before she reached Church Stretton. Her Standard broke a spring.

Then, during the timed section, Pauline Brook had her Renault Dauphine plunge through a hedge and turn over twice in a field. She and her navigator escaped injury.

Best performance by a woman driver was that of Miss S. Harms-Cooke (Triumph TR3), a member of the Midland Automobile Club, who lost 250 marks.

The whole of the Rally was included on the marked-up section of one Ordnance survey map. Conditions were bad at the start but began to dry out overnight, although one or two deep fords were encountered where two cars had to retire.

The S. W. Fletcher Memorial trophy for the best performance by a member of the Wolverhampton and South Staffordshire Car Club went to the much-practised team of Arthur Winzor and Norman Jones in their Wolseley 1500. They lost 150 marks.

Third best performance in the general classification of the rally was that of John Casewell, a member of the Severn Valley Car Club, who took his Austin 105 round the tortuous course, losing 120 marks for 12 minutes lateness.

Other winners were:—

**First Class Awards, up to 1,500 c.c., open cars:** J. R. Kirkham (Austin-Healey Sprite), lost 130. **Closed cars:** D. H. Holland (Morris Minor 1000), lost 140. **Over 1,500 c.c., open cars:** Miss S. Harms-Cooke. **Closed cars:** B. P. Odoni (Ford Zephyr), lost 260 marks. **Driving Test Awards, open cars:** J. M. Jones (Triumph TR2). **Closed cars:** Kenneth Piper (Messerschmitt).

#### SEVENOAKS AND D.M.C.

THE Sevenoaks and District Motor Club held their March Rally on the evening of Sunday, 15th March, commencing at Epps Garage, Green Street Green. Competitors were given their route cards one minute before departure and the first clue lay only a short distance down the road. The route wound its way to Staplehurst where there was the first time check; up to this point the navigation was straightforward with but one or two thoughtful twists. From there, however, the organizers had arranged some compass work and other problems. To find the final control, there was a reversed route card, which foiled the whole entry, only one competitor finding the secret check—and then he only found it by mistake because he was lost!

The finish was at the Country Club, West Kingsdown, the full distance being approximately 90 miles.

##### Results

**Outright Winner:** 1, C. Jones (Morgan); 2, W. Strudwick (Ford); 3, S. Clipston (V.W.). **First Novices:** 1, A. Read (M.G.); 2, D. Botting (Jaguar); 3, J. Webb (V.W.).

THE singleton M.G. in the list of Le Mans entrants has been entered and will be run by a syndicate of the North-Western Centre of the M.G.C.C.

#### TV HILL-CLIMB

DURING the opening event at Prescott on 4th-5th April, which is again the Bugatti O.C. testing week-end, a speed hill-climb contest is to be televised by B.B.C. TV. Transmission will be on Saturday.

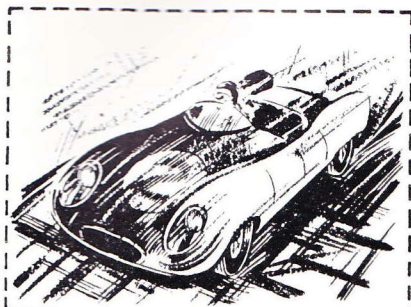
BRIAN NAYLOR's successful J.B.W.-Maserati 2-litre sports car has been purchased by Phillip Dann who, with Colin Murray, will be driving the car at all national and international meetings this year. His first event abroad will be the G.P. des Frontières at Chimay which Brian Naylor won last year in the same car. Brian Naylor himself will be competing this year with a J.B.W.-Ferrari 3-litre and a Cooper-Maserati single seater in World Championship sports car events and in Formula 1 events. He will also co-drive with Graham Whitehead in an Aston Martin DBR1/300 at Le Mans.

#### Goodwood—continued

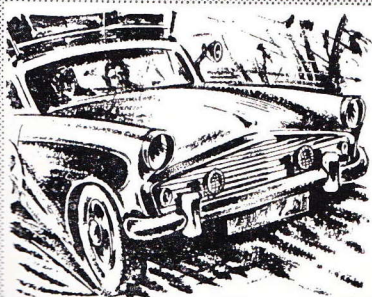
Jaguars of Ivor Bueb and Roy Salvadori—the latter was kept very busy on Monday afternoon—but its most striking feature was the astonishing manner in which Les Leston's very fast Riley 1.5 kept up with the big cars to finish in sixth place in general classification.

The over 2,600 c.c. class, of course, went to Bueb from Salvadori; in the 1,600-2,600 c.c. category, the Ford Zephyrs of J. M. Uren and David Haynes took first and second places. Obviously, Les Leston was a clear winner of the 1,300-1,600 c.c. class. F. W. Scott's Minx taking second position while in the up to 1,300 c.c. group Doc G. C. Shepherd's A40 got home ahead of Len Adams's A35: Len's team-mate Johnny Sprinzel completed a couple of laps with almost the whole of his exhaust system trailing on the ground and was vigorously black-flagged.





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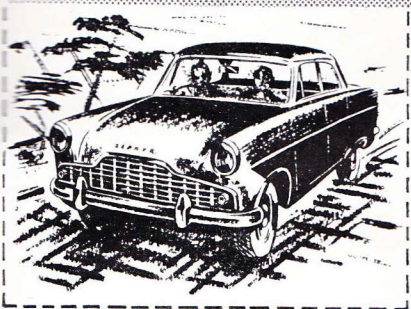
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