

AUTOSPORT

NOVEMBER 7 1958

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EVERY FRIDAY
Vol. 17 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY

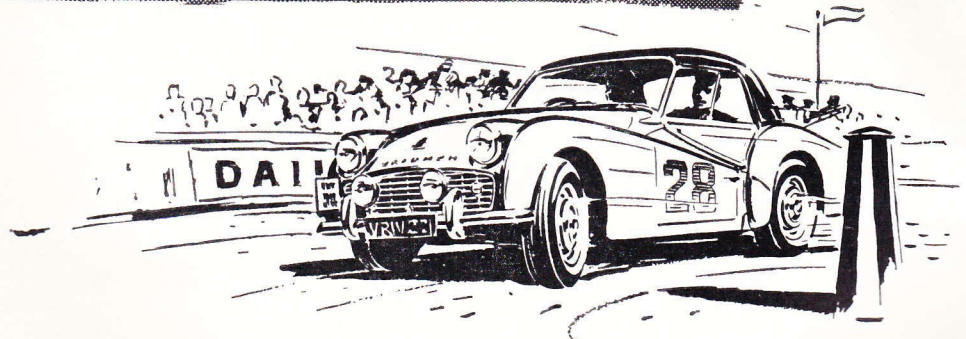
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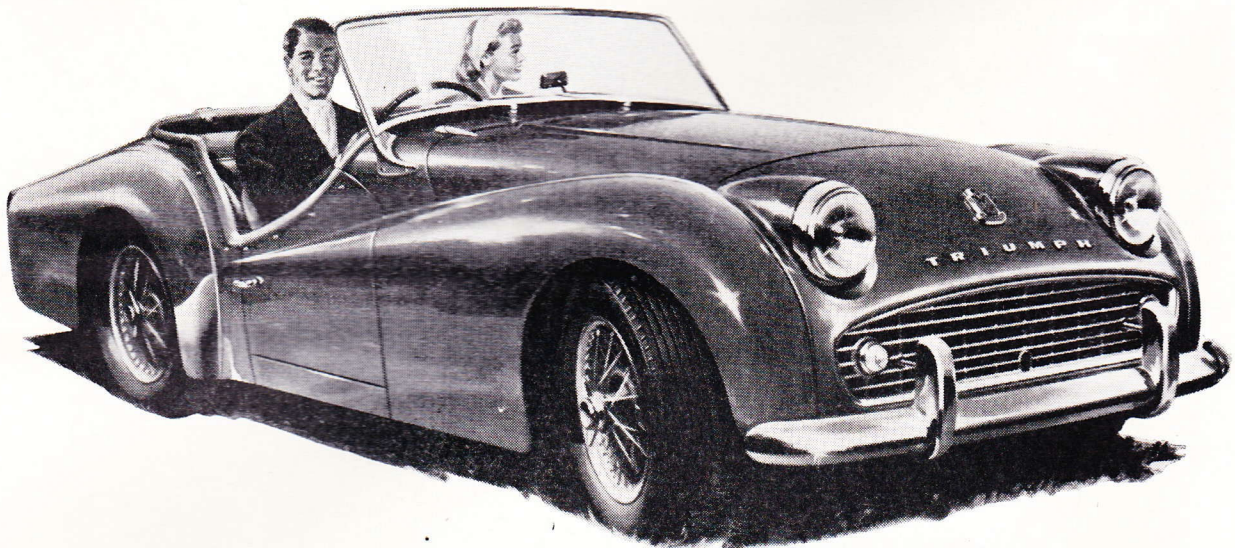
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 17 No. 19

November 7, 1958

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office
Advertising Department

PADdington 7673
PADdington 7671-2

General Manager PETER BAYLEY

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Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

AN IMPOSSIBLE DECISION

MUCH has already been written about the half-ton "1,500" Grand Prix formula for 1961, which has been announced by the F.I.A., and the general concensus of opinion is that it is a ridiculous business altogether. That countries which do not make a direct contribution to Grand Prix racing should have the powers to out-vote the two nations which produce the cars, is a curious state of affairs altogether. It is now pretty obvious that the suggestions were mooted by France, a country which does not produce a single G.P. machine since the demise of the Gordini; her supporters included Belgium, Holland and Monaco—also non-producers. True, Formula 1 races are organized in these countries, but that does not mean that they should possess the same voting powers as the nations which actually build machines for this type of racing. Such a formula as has been adopted could quite easily spell the end of Grand Prix racing; it cannot possibly carry sufficient prestige to attract important constructors. For example, Vanwall, B.R.M. and Ferrari have intimated that they will not build cars to the smaller-capacity formula. The sole let-out appears to be the suggested U.S.A. and Europe formula, probably of 3 litres, which would allow for six events during the season. This, in itself, is sufficient to provide an attractive basis for a World Championship series, without bothering about the C.S.I.'s silly little category. Let the countries which supported the proposals organize their own 1,500 c.c. Grands Prix, and let's see how many paying spectators will take the trouble to watch a class of racing which cannot possibly provide the spectacle associated with the *grandes épreuves*. Of the nations which voted against retaining the present Formula 1, Germany alone has any interest in building cars, although it is difficult to imagine that Daimler-Benz A.G., with its tradition of very powerful machines, would enter the field with Mercedes-Benz. Porsche or Borgward might, however, be persuaded to commit themselves to a full programme of G.P. racing. With such a weight limitation, it would be extremely difficult for any designers, however brilliant, to produce a 1,500 c.c. car of sufficient speed to make racing a spectacle, without expending vast sums of money. Signor Enzo Ferrari is of the opinion that the probable optimum power-output from 1½ litres, unsupercharged, would not exceed 200 b.h.p. Even if this were attained, there is the 500 kilograms minimum weight to be considered, producing a power-weight ratio of around 400 b.h.p. per ton, as compared to about 600 b.h.p. per ton for a modern 2½-litre G.P. machine. The C.S.I. can prattle about safety till they are blue in the face. The fact remains that all top-flight drivers maintain that the more power available, the greater the safety.

OUR COVER PICTURE

OFF TO BRIGHTON in what has almost become traditional weather for the veterans' annual pilgrimage. Mirrored in the streaming surface of The Mall against a background of Buckingham Palace, J. E. Crossman's 1900 Georges Richard dog-cart travels in company with another competitor.

The Sabotaging of Grand Prix Racing

C.S.I. Decisions Shock Motor Sporting World—Noisy Scenes at R.A.C. Follow Announcement of 1961 Formula

By GREGOR GRANT

WHEN guests went to the R.A.C. on 29th October for the presentations to World Champion Mike Hawthorn, and constructors Tony Vandervell and Charles Cooper, little did they know that a bombshell was to be dropped which threatens to blow Grand Prix racing right out of the circuits altogether. The decision of a group of men, who appear to be completely out of touch with motor racing, is that from January, 1961, Formula 1 will be limited to un-supercharged machines of not more than 1,500 c.c., not weighing less than 500 kilograms (10 cwt.).

In order to arrive at this ridiculous decision, members of the Commission Sportive Internationale deliberated for many hours, calling in drivers such as Maurice Trintignant, Mike Hawthorn and Stirling Moss, and constructors Tony Vandervell and John Cooper. The advice of these experts was completely disregarded and, owing to the support of delegates from countries which neither build cars nor organize Formula races, the proposal to make it a 1½-litre Formula was adopted. When Pat Gregory, the R.A.C. Press officer, made the announcement on behalf of C.S.I. president, M. Perouse, it was greeted with a storm of jeers and catcalls. Normally staid gentlemen reddened with anger, and the Italian delegate, Count Lurani, shouted: "This was certainly not supported by the Italians!"

The scenes that followed have never before been witnessed within the august portals of the Royal Automobile Club. A gesticulating crowd surrounded M. Perouse, bombarding him with questions. Chaos reigned; the president tried to answer as best he could, but eventually the meeting broke up in disorder. Racing drivers such as Hawthorn, Moss, Salvadori, Brabham and Hill were shocked to the core; entrants Tony Vandervell, Charles Cooper, Colin Chapman and Rob Walker could scarcely believe that such an outrageous thing had happened; press representatives wholeheartedly agreed that it spelled the end of Grand Prix racing as a spectacle.

There is a story going round that a camel is a horse designed by the F.I.A. Few will disagree that this sums up the position entirely. It is difficult to envisage anyone other than lorry manufacturers attempting to construct a type of machine which bears no relation to a Grand Prix car. There would certainly be no lack of drivers for a "1500" weighing over half a ton, but none of the star men would think it worth their while to exert their skill in machines which cannot possibly be made to go faster than a present-day F2 Cooper or Lotus. The crowds which flock to the *grandes epreuves* will never come to watch the pathetic sight of small-capacity machines dragging along totally unnecessary weight at speeds which are likely to be exceeded by G.T. cars of even smaller engine capacity. Not only that, but the things have to be equipped with starter motors and roll-bars!

It is incredible that, in this day and

age, a majority should be controlled by a minority. Wilfrid Andrews, during the presentations, stated that the C.S.I. would doubtless have made their deliberations in a democratic way. Well, then, if this is democracy . . . I ask you?

Earl Howe and the members of the R.A.C. Competitions Committee did not agree one whit with the new formula, but Great Britain possesses only one vote, exactly the same as more or less disinterested delegates whose countries contribute absolutely nothing to motor-sport. That France, a country without a single decent racing car, and nothing in the way of sports cars, should be able to influence the C.S.I. owing to the support of non-racing countries, is a complete and utter disgrace. There is, however, one ray of hope. It is proposed that for races between U.S.A. and Europe, a 3-litre limit should be adopted. If France refuses to have anything other than 1,500 c.c. Grands Prix, then that country could be ignored altogether, leaving other countries to organize events to the 3-litre Formula. This would have tremendous repercussions in France generally. Even sports car manufacturers would tend to support the G.P. people, and classic events such as Le Mans might disappear altogether, for who in the right mind would go to Sarthe to watch a flock of blue-painted "tiddlers" circulating?

It is obvious that the delegates who supported this decision cannot regard Grand Prix racing in its true perspective. It is the highest form of automobile engineering possible, and with powerful, fast cars, produces the greatest spectacle in modern sport. It offers a challenge to the skill and ingenuity of designers and constructors, who could possibly overcome the restrictions set by the 1961 Formula, but would be woefully handicapped by producing machines which no one would wish to watch racing.

As regards the actual conference, a letter was read from Enzo Ferrari expressing his regrets at being unable to attend. He did, however, send a rather lengthy letter setting out his proposals, amongst which were that G.P. cars should, as well as sports cars, run on 96/100 octane fuel, as obtainable from pumps. He did not favour a 1,500 c.c. formula, but might support a 2-litre one—a limit which he thought might also be applicable to sports cars in the World Championship series.

Great Britain and Italy voted for the continuance of the present formula for an extra year—completely against a 1,500 c.c. one. U.S.A. favoured 3 litres, and ultimately abstained from the final vote. France proposed the new 1,500 c.c. formula, and received unexpected support from Germany. This was backed up by Holland, Belgium and Monte Carlo; Sweden, Switzerland and Mexico not being represented. Thus there was a five to two majority for the 1½-litre formula.

Germany appears to have been influenced by Porsche and Borgward. Mercedes-Benz surely could not have

been co-conspirators. At any rate there was a secret meeting in Stuttgart some days before the R.A.C. conference, to discuss the future of German-built G.P. machines.

In Great Britain and Italy the reaction to the C.S.I. findings has been one of dismay. Tony Vandervell was rendered speechless, and the Owen Organization could not visualize B.R.M. entering the field. The weight limit had its most severe critics in Cooper and Lotus: Mike Hawthorn and Stirling Moss were completely against the 1½-litre category, emphasizing that it might lead to less safety, as well as providing most tedious racing. In Italy, Enzo Ferrari stated that he would not support the class.

Nevertheless, the most important announcement came unofficially from Mr. Dennis Druitt of B.P. He said that the new formula was completely unacceptable, and that he could not possibly justify a recommendation to British Petroleum to support it. Other representatives of the fuel companies seem to share Mr. Druitt's opinion, as do many of the senior executives. Without the support of the oil companies, directly or indirectly, Grand Prix racing would have great difficulty in surviving as a major motor sporting activity. Surely the F.I.A. must realize this!

The final formula was approved as follows:—

FORMULA 1, 1961

1. Cylinder capacity; maximum 1,500 c.c., minimum 1,300 c.c. No superchargers.
2. Incorporation of roll-bar.
3. Automatic starters.
4. Dual braking system. Normal on four wheels, plus independent operation on front wheels.
5. No addition of lubricant during a race.
6. Open cockpits and wheels.
7. Minimum weight of 500 kilograms, with fuel.
8. Fuel tank to be constructed of a safety material to be decided later.

POST SCRIPTS . . .

David Brown has no intention of building a 1,500 c.c. machine and the decision may lead to the abandonment of the new G.P. car. . . . Mercedes-Benz believe that the new formula will not produce technical advances and it will certainly not persuade them to re-enter racing. . . . Organizers in France are dismayed at the prospect of small capacity G.P. events. . . . The Italians feel sure that the formula will lead to the demise of Grand Prix racing. . . . Almost the sole welcome for the 1961 formula comes from Porsche. Von Hanstein declares that it opens up new horizons for the marque. . . . Borgward have likewise expressed approval.

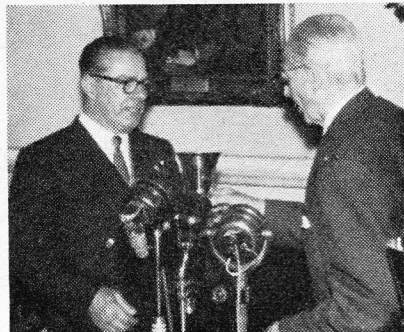
Following the F.I.A.'s announcement of the new Formula, Mr. David Brown issued the following statement: "In view of the extraordinary decision reached at last night's meeting of the C.S.I. in London, the whole question of Aston Martin's participation in Formula 1 racing now and in the future must come up for reconsideration. We have no thought or intention of building a 1½-litre car, as this would not be in line with our present engineering policy and would not, in my view, be for the ultimate good of motor racing.

"It does appear to me to be an extraordinary situation when decisions of this kind can be reached in complete opposition to the views of the only countries interested in building racing cars."

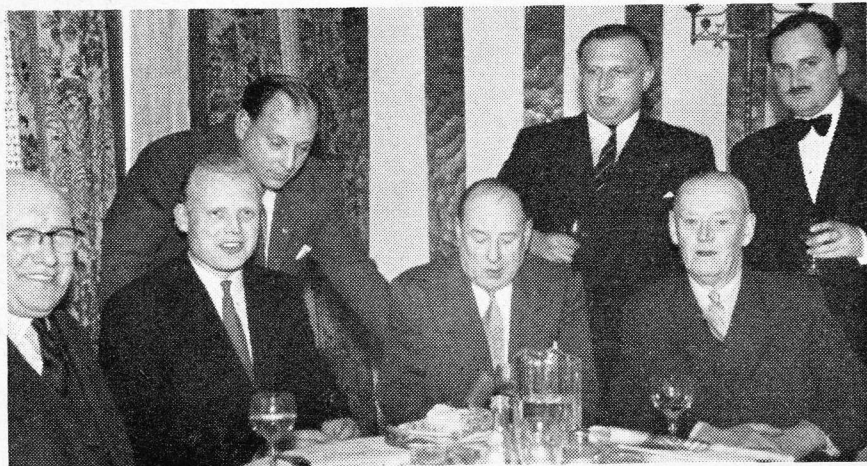


★
 LAST WEEK, at the end of the 1958 racing season, the presentations were made at the Royal Automobile Club, Pall Mall. For the first time a British driver has won the World Championship, and on the left we see M. Pérouse of the C.S.I. presenting the cup to Mike Hawthorn who won it so deservedly. On the right Charles Cooper receives the F2 Constructors cup.

SPORTS NEWS



ANOTHER British triumph was the Constructors' Championship for Grand Prix Cars. Below Tony Vandervell, whose Vanwalls swept the board, receives his award from M. Pérouse.



MIKE WAS ALSO HONoured BY THE B.R.D.C. The club gave a party last week at the Park Lane Hotel to mark Mike's wonderful achievement by giving him a gold medal (presented by Earl Howe). Seen with Mike are Jimmy Simpson, Ivor Bueb, Reuben Harveyson, Ian Nichols (Sunday Times), J. Bennett (Sporting Life) and George Williams (Castrol).

DRIVERS from "down under" took the first two places in the 1958 Autocar Formula 2 Championship. First was Jack Brabham with 46½ points and second was Bruce McLaren with 42. Third was the late Stuart Lewis-Evans with 33½ points.

JOHN COOPER and Arthur Owen broke two world records at Bedford Airfield recently. Driving a 2-litre Cooper-Climax, John recorded 22.94 secs. for the standing kilometre (97.5 m.p.h.) and Arthur completed the standing mile in 33.14 secs. (108.6 m.p.h.). Bill Knight in a 350 c.c. Cooper-Norton tuned by Ray Petty, broke both the standing mile and standing kilometre records for class J with speeds of 76.6 and 65.8 m.p.h. respectively.

THE Automobile Club de Turin announce that the 10th Sestrière Rally will take place from the 23rd until 26th of February, 1959.

IT is announced that all Norton-engined F3 cars entered for B.R.S.C.C. meetings in 1959 must run on premium grade petrol. For the time being competitors with J.A.P.-engined cars will be allowed to run on alcohol against petrol-engined Nortons.

THE annual Show-time party of the M.G.C.C. at the Hyde Park Hotel on 31st October was even more enjoyable than usual—there were no official speeches!

THE fifth Annual National Boat Show will open at Olympia on 31st December.

JEAN BEHRA may well be in the works Ferrari team in 1959. He will be driving a 250GT model at Caracas on 23rd November.

LAST Saturday, two Italian drivers, Cabianca and Leraldi, were seen testing a new, disc-braked, two-litre Testa Rossa Ferrari at Modena. Without a single Italian in his team, Enzo Ferrari is searching hard for some home-grown talent.

RON FLOCKHART is taking a B.R.M. and two mechanics to Australia and New Zealand for next January's races.

BRUCE HALFORD will drive Fisher's new Formula 2 Lotus in 1959.

JOHN PATTEN is entering a Berkeley "500" hardtop for the Monte Carlo Rally.

IT is reported that the majority of the French long-distance races for G.T. machines will be for Appendix C sports cars next season. This means that Rheims will return to its former status as an important 12 hours event.

WE hear that Daimlers hope to have a sports car in production by next autumn, also a sports saloon. These cars will be in the medium price range and will be powered by a 2½-litre V-8 engine of advanced design.

ROY SALVADORI will drive in sports car races next season for John Coombs.

GRAHAM WARNER intends to enlarge the scope of his Chequered Flag stable to take in more Continental events in 1959.

SCUDERIA FERRARI have been trying out Scarfiotti, Severi and Cabianca for the 1959 sports-racing team.

THE C.S.I. fined Jean Behra 100,000 francs for driving at Riverside when engaged at Casablanca a week later. He was also suspended for six months (suspension later lifted) and the organizers fined 400,000 francs.

FRENCH courts decided that, during a rally, the driver is automatically responsible should the passenger be injured in an accident. Case quoted is Gourbault versus Pégaix, the former claiming as a result of an accident in the 1954 Lyons-Mayenne event.



★
PAYING US A VISIT: Mike Hawthorn appeared on the AUTOSPORT stand on numerous occasions during the Show. Here he glances through a magazine under the eagle eyes of members of AUTOSPORT's secretarial staff. No, sir, we will not publish their 'phone numbers!

★
JOHN BOLSTER was recently featured on the popular "Tonight" programme on B.B.C. television, being interviewed concerning his book *Motoring is my Business*, published on 15th October by AUTOSPORT.

SIR WILLIAM AND LADY LYONS gave a private party for certain of their friends in the Press, on 29th October, at Grosvenor House, London.

BOB GIBSON-JARVIE, deputy chairman of United Dominions Trust, was cheered by many important people in the motor industry when he deplored the absence of a Vanwall at Earls Court, after the annual U.D.T. luncheon party.

BILL BANKS will probably drive a Vauxhall Cresta in the Monte Carlo Rally; G.M.'s British producers are showing a definite interest in this event.

★
AMONG MANY motor racing personalities to come to our stand were Jean Behra, Joakim Bonnier and Brian Tull of Shell. They are seen inspecting the then current issue of AUTOSPORT.



★ **B.R.M. AT LE MANS!**

★
FOR the first time since World War II, a Formula 1 car has "set foot" on the "sports cars only" Circuit de la Sarthe. Last week Jean Behra drove a B.R.M. there in an attempt to set up a new out and out lap record. At the moment this honour is held by the World Champion, Mike Hawthorn, who, in 1956 lapped in 3 mins. 58.7 secs. (126.14 m.p.h.) in a 4.1 Ferrari.

Conditions for the attempt were distinctly unfavourable. Heavy rain blown by strong winds made the track slippery in the extreme and Jeannot's best time was 4 mins. 37.4 secs. (108.12 m.p.h.) although he claimed to have attained over 285 k.p.h. (175 m.p.h.) two or three times. He thought that Le Mans would make an excellent Grand Prix circuit and reckoned that under normal conditions he could lap at about 210-215 k.p.h. (circa 130 m.p.h.).

A new attempt will be made on the record next February or March.

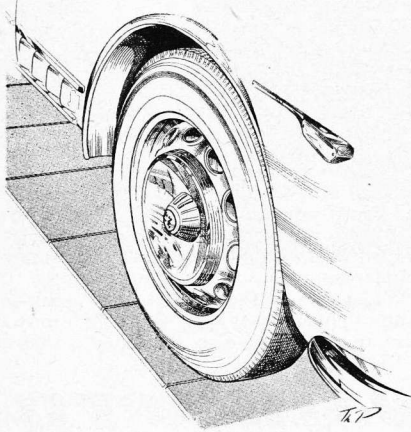
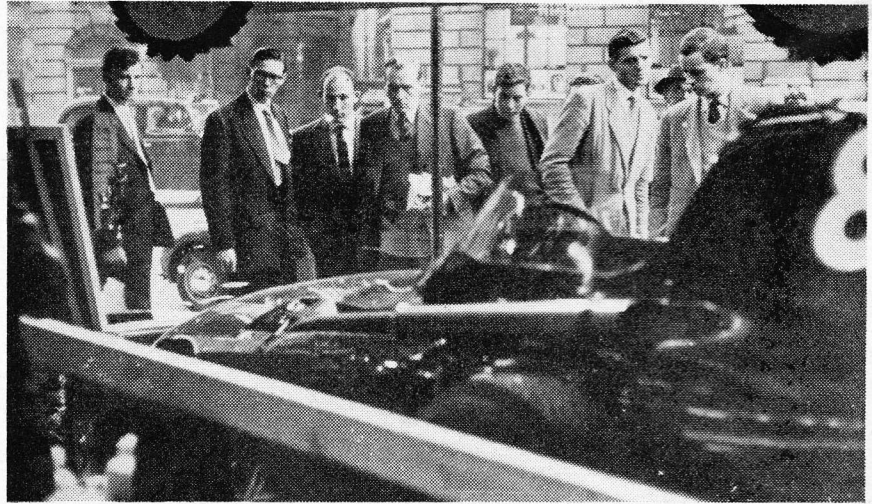
★ **FORD RESHUFFLE**

★
THE Ford team of Zephyrs for the "Monte" will have as first drivers Edward Harrison, Denis Scott, Peter Bolton and Gerry Burgess. The "Coupe de Dames" crew, of course, is Nancy Mitchell/Anne Hall.

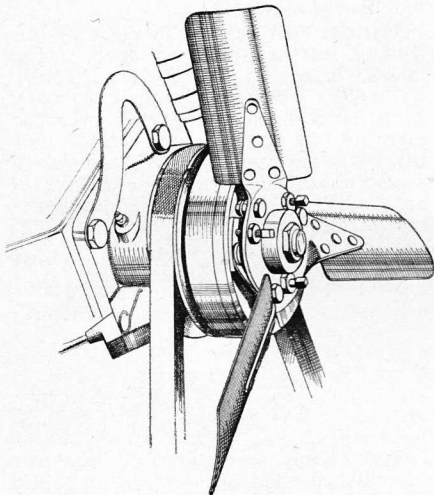


★
MEET THE NEW all-leather World Scooter Champion, Neddie Seagoon! The new B.S.A./Triumph scooters were shown in London recently and among the guests were Stirling Moss and Harry Secombe. The B.S.A. Automotive Division is going into large-scale production with the new scooters — the B.S.A. Sunbeam and the Triumph Tigress. They have alternative power units—a 250 c.c. four-stroke twin or a 175 c.c. single-cylinder two-stroke.

THE ONE THAT WASN'T THERE. Interested passers-by, among them Stirling Moss, peer through the window at the Vanwall. The S.M.M. and T. refused to allow the Vanwall to appear at the show so the Daily Express put one in its Fleet Street window for the public to see.



Wheel discs on the Alfa Romeos.



The three-bladed fan on the Peugeots.

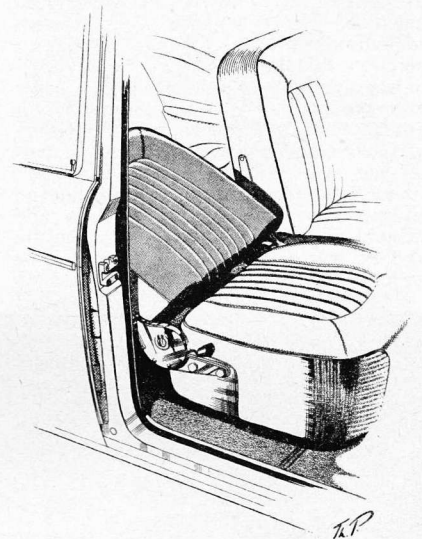
ROOTES' MONTE PLANS

NORMAN GARRAD will depend entirely on Rapiers for the Rootes entry in the Monte Carlo Rally. It is likely that the striking force will go from Stockholm, i.e., Peter Harper/Jimmy Ray, Ronnie Adams/Ernie McMillen, Ivor (The Driver) Bueb/Jack Scott and Mary Handley-Page/François Clarke. Gregor Grant/Brian McCauldin go from behind the Iron Curtain; Warsaw will most likely be replaced by the more conveniently situated Gdynia as a starting point.

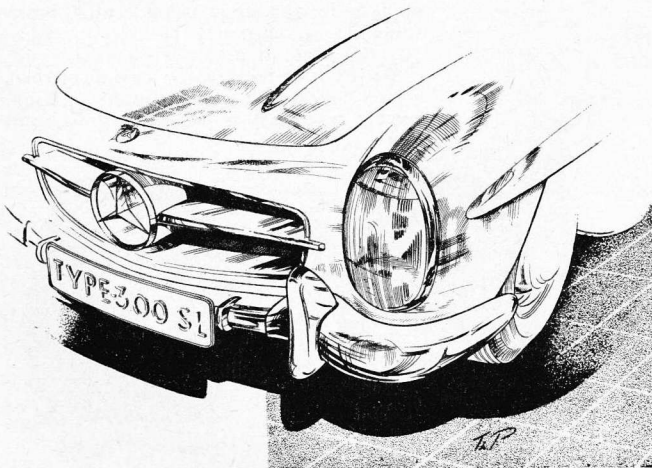
RONNIE ADAMS, winner of the Monte Carlo Rally in 1957, will drive a Sunbeam in the 1959 event.

THE prices quoted in a recent advertisement for A.C. Cars were incorrect. The correct prices are given below: Ace Sports Car with A.C. engine: basic price £1,188; purchase tax £595 7s.; total: £1,783 7s. Ace Sports Car with Bristol engine: basic price £1,443; purchase tax £722 17s.; total: £2,165 17s. Aceca coupé with A.C. engine: basic price £1,446; purchase tax £724 7s.; total: £2,170 7s. Aceca coupé with Bristol engine: basic price £1,700; purchase tax £851 7s.; total: £2,551 7s.

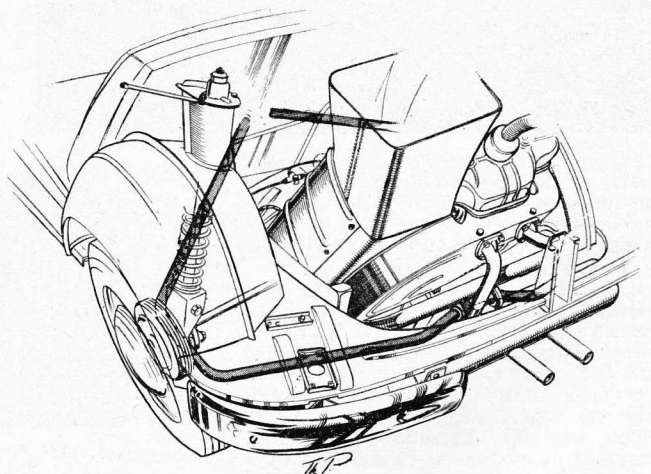
On this page we present some of the interesting details that caught the eye of AUTOSPORT's artist Theo Page at the Paris and London Shows.



Reutter seats are becoming more and more popular.



TEUTONIC BEAUTY. The frontal treatment of the Mercedes-Benz 300SL.



COMPACT, the engine of the N.S.U. Prinz with suspension details.



CRANKSHAFT for the potent new DB4 Aston Martin had a place of honour on the Laystall stand.

VERY few of us are in a position to have our cars made to order, exactly to our personal requirements, and we have, if we can afford a new car at all, to make do with a mass-produced machine. However, man always wants something a little different from his neighbour's, and resorts to the products of the accessory manufacturers in order to make his car into a machine that is exactly "him". I always find the gallery at Earls Court the most interesting part of the show and at these accessory stands I could spend a small fortune on gadgets that are really ingenious and valuable in enhancing the pleasure and/or efficiency of my motoring. The gallery is not only concerned with

Around the Gallery

A Review of the Accessory Stands at the London Motor Show

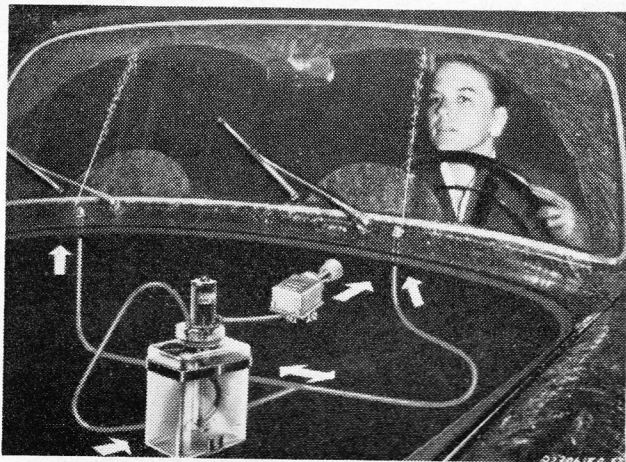
Ultra-Grip. **Pirelli** were showing a pre-production example of their Cintura tyre, which will be available before long. This has already become popular in Italy on Giuliettias, Fiats and the like and will at first be available only in a few metric sizes. It has an entirely different construction to conventional tyres, and incorporates a circumferential rayon cord "belt" under the tread to resist distortion at speed. It is essentially a high-performance tyre and ex-

sealed beam conversion kit for Ford Populars at only £2 7s.

Marchal had several new lamps, including matched pairs of spot or fog lamps, based on the 5½ ins. "Junior Fantastics" which can be mounted on a front vertical panel, or may take the place of the existing side lamps. For this latter purpose the new Marchals are available with side/flasher bulbs built in at 96s. 9d. each. They were also showing another pair, called the "Popular" fog and spot lamps. These are optically identical with the very efficient "J.F.s" but are in a plain shell in smart metallic grey enamel at only 69s. 6d. each. An interesting small item on the stand was a new spot lamp (or headlight) switch. When the switch was pulled, it snapped into the "on" position, but when pressed, it was spring-loaded, for flashing purposes.

Delco-Remy were showing a new pair of matched wind horns at 98s. 6d., and **Bosch** had a new high-pressure electrically operated screen-washer at around £5. **Autocar Electrical Equipment** had a range of well-made, but inexpensive spot and fog lamps using sealed beam units in a chromed brass (*i.e.*, non-rusting) shell at prices from £3 17s. 6d.

Raydyot had a new 4s. version of their neat "flick-on" under-bonnet lamp, which now has a shielded bulb, and



★
SCREENSPRAY by Bosch is a new high-pressure, electrically pumped type.

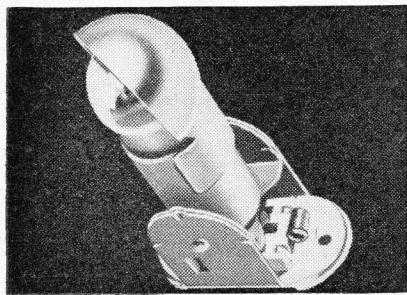
"gadgets", however; here are seen the wares of all the makers of every kind of auxiliary equipment for the modern motor car. They range from tyres to tools, from brake linings to batteries and from spotlights to seat covers.

On the tyre stands we found that **Michelin** are now producing their remarkable "X" covers in all modern sizes. They are now available in 13, 14 and 15 ins. sizes, to fit the small Standards, Austins and Fords, Morris Minors, the small Wolseley and Riley and the 2.4 and 3.4 Jaguars, amongst many others. Nearly all tyre-makers are now producing a dual-purpose "winter" tyre, newcomers being the **Avon** Waymaster and the **Goodyear**



★
TYRES still appear in new varieties. Here (left to right) are the Pirelli Cintura, a high-speed cover for cars using 15 in. metric sizes; the Goodyear Ultra-Grip with elaborate slotting; and the Avon Waymaster, the two latter being of the dual-purpose "winter" type.

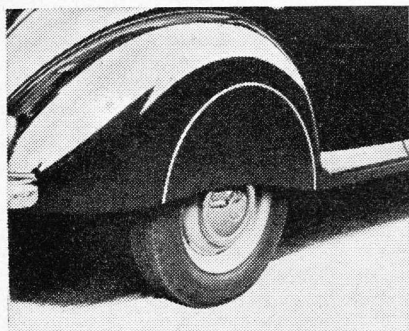
Barnacle showed a cute ashtray which sticks firmly to a modern metal dash by means of a magnet. This costs only 7s. 6d. **Cotel** had a useful little auxiliary switch panel, incorporating two push-pull switches and a polarized plug and socket, with all fixing screws for just 12s. 6d., and **Desmo** showed a new



UNDERBONNET operations at night are made easy by this new hooded Raydyot "flick-on" light.

version of their popular "Boomerang" self-returning wing mirror. This is in the "Continental" almost rectangular shape, and they also exhibited a new plunger-operated screen-washer, incorporating an exceptionally well-made pump by Kigass. A one-pint version costs 30s.

Barnacle were also showing their engine oil gauge, which for 30s. will show the sump level on a dashboard indicator. For 12s. 6d., **Tudor** offer their oil check, which is a translucent



WHEEL-SPAT for Morris Minors is made by Weathershields. They also make one for Austin-Healey Sprites.

bulb attached to a hollow dip-stick (replacing the car's usual one) which shows the oil level without the dip-and-wipe procedure.

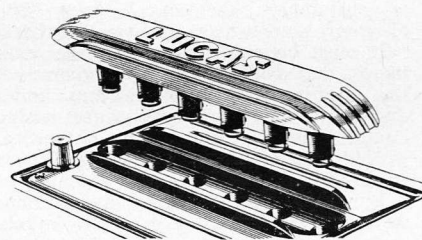
Key-Leather were exhibiting their new 2½ kW. "Monsoon" circular pattern car heater and the curious phenomenon was explained to me that whereas British purchasers like square heaters in their cars, the Continentals won't buy one unless it's circular! The customer is always right, so K-L make them in both shapes! They are also marketing the German-made Dräger fuel gauge for the VW. This device has been tested by VW and they report that it is accurate to the nearest litre (about 1¼ pts.). It gives a reading on a dial on pressing a button, after which the needle stays put until the next reading is taken; thus consumption on a trip can readily be measured. This costs £4 19s. 6d.

Tex were showing prototypes of an entirely new type of driving mirror which will be on the market soon. A



MIRRORS that return to their setting automatically if knocked out of position are a sound idea. This one is made by Raydyot.

new process of making surface-reflective mirrors has been perfected; a durable reflective surface is put on to the front, not the back of the glass, so that there are no "double images" and no trouble with sealing the case to keep moisture out. The surface does not deteriorate and even water runs off it without collecting in droplets. They are also producing windscreen wiper blades in neoprene instead of rubber; the synthetic product is claimed to resist deterioration by heat, light and chemical-



BATTERIES by Lucas now have this all-in-one "cap" for easy inspection of the acid level.

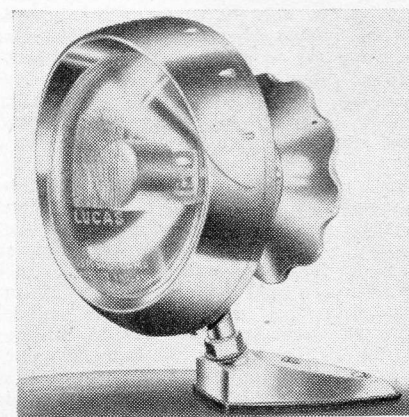
loaded atmospheres far better than rubber does. I have a pair on test on my own car now; they certainly wipe just as cleanly as any others, but I shall report later on how they last. Rubber blades need replacement about every three months in London. Incidentally, all Tex arms and blades are of stainless steel—why isn't this universal?

There were no end of other interesting items on show in the gallery this year; the accessory makers are certainly keeping up with the times.

STUART SEAGER.

The Makers

- Michelin Tyre Co., Ltd., Stoke-on-Trent, Staffs.
- Avon India Rubber Co., Ltd., Melksham, Wilts.
- Goodyear Tyre and Rubber Co., Wolverhampton.
- Pirelli, Ltd., 343-345 Euston Road, London, N.W.1.
- Joseph Lucas, Ltd., Birmingham.
- Wipac, Wico-Pacy, Ltd., Dunstable, Beds.
- Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middx.
- Delco-Remy Division of General Motors, Ltd., Dunstable, Beds.
- Autocar Electrical Equipment Co., Ltd., 32-34 Albert Embankment, London, S.E.11.
- Raydyot: James Neal & Sons, Ltd., Graham Street, Birmingham, 1.



NEW small spotlights by Lucas include this one on a swivel mounting, ideal for rally use.

- Barnacle, Ltd., Croydon, Surrey.
- Cotel: J. G. Coates, Ltd., Hope Works, Trafalgar Street, Burnley, Lancs.
- Desmo, Ltd., Pensnett Trading Estate, Brierley Hill, Staffs.
- Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middx.
- Key-Leather Co., Ltd., 5 Urswick Road, London, E.9.
- Tex: Magnatex, Ltd., Bath Road, Harlington, Middx.

"We want to place a large order. . ."



TRAFFIC JAM in the Goodwood paddock. Nearly 100 demonstration cars were available for the Press to try out round the circuit.

operated conventionally, without the servo assistance accorded to the "God-dess". Settling into the very comfortable seats and revelling in the superb all round vision unencumbered by thick screen pillars or useless quarter-lights, we were instructed in the gear pattern which turned out to be upside-down compared with British column shift arrangements, *i.e.*, bottom gear was down and towards me, while top gear was up and away. This took a little extra concentration but worked very well, and I am not so sure that it isn't a better arrangement than the conventional

GOODWOOD TEST DAY

The Guild of Motoring Writers' Annual Day Out With the New Cars

THE London Motor Show is a baffling phenomenon, particularly to the motoring enthusiast. For 10 days each year the vast hall at Earls Court is filled with all the products of the World's motor industries; the doors of the arena are opened and the ravening hordes are let in—but to what purpose? Certainly to members of the British and overseas motor press and motor trade it is a wonderful opportunity of getting right up to date with all the current models and new developments, but these visitors visit on Press Day—the day before the show opens to the public—or on opening day itself, when high admission charges are levied, in order to keep the occasion exclusive to those who have a serious purpose for being there. One has only to fight one's way on to a few stands on the "public" days to realize that the vast majority of the milling thousands who throng the hall each day don't know a motor car from a bull's foot and are just taking the Show in as one of the sights of London, like the Changing of the Guard, or Madame Tussaud's Waxworks. The Show is always so packed with shambling humanity that it is quite impossible to see anything properly, and even the salesmen are picked for their prowess in defending the exhibits from the ravages of small boys rather than for their technical knowledge. Hundreds of pounds-worth of damage is done to these cars and I can't see what the manufacturers get out of it: surely not sales, for I find it hard to believe that anyone considering car purchase makes his choice at the Show or even goes there at all. The only sensible way to pick cars is surely to read all about them in the technical press, then go along to the local showrooms and examine them in comfort, followed by a try-out on the road, this latter being the most important aspect of all. All the visitors get out of the show (apart from perhaps some highly coloured brochures) is sore feet, near-suffocation and a hatred of their fellow-men. Yet still they flock in their hundreds of thousands every year. Baffling!

Of course, AUTOSPORT has a stand at the Show, and one of the compensations for the rigours of Showtime is that on the middle Sunday the Guild of Motor-

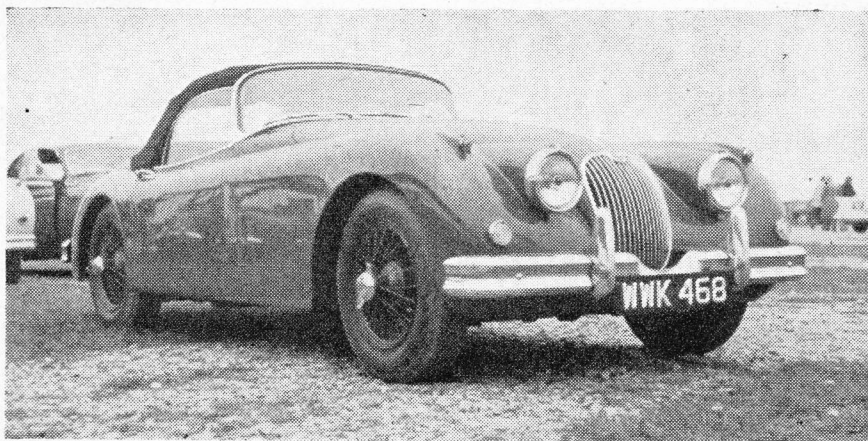
SHEER POWER of this scarlet Jaguar XK 150S was the experience of the day! With 250 b.h.p. under the bonnet, the right-hand pedal had to be treated with considerable respect, but the middle one, operating servo disc brakes all round, was reassuringly effective.

ing Writers holds its annual test day at Goodwood. This year over 90 cars were at our disposal at that pleasant Sussex circuit and, as usual, we were allowed just three laps (about $7\frac{1}{2}$ miles) in each one that we could get our hands on. They were all well run-in demonstration cars and they were to be kept constantly on the go from 11 a.m. to 4 p.m.: it is to their credit that they all stood up to the day's tousing without anything breaking! There were, I should guess, well over a hundred journalists present, of all nationalities, and it is to their credit that for the first time for several years there was not a single "shunt"—although there were one or two near misses! As is customary, the day stayed dry, although there was a grey sky overhead.

It must be emphasized that the comments that follow are the outcome of the briefest of first impressions under quite unnatural conditions—a fast racing circuit—and must necessarily not be regarded as anything remotely like a "road-test".

For the first time the new Citroëns were present, for they are now largely built over here, and I decided to move in quickly and book a run in the ID-19. This was my first experience of either the ID or the DS and those who have tried them both seem to regard the former as being more satisfying to the keen driver, for although it has the fabulous "hydro-pneumatic" suspension, the gearbox, clutch, steering and brakes are

one. After all, the change one usually wants in a hurry is to drop from top to third, and it is easier to flip the lever down quickly than heave it up. The gear ratios suited me very well. There is a school of thought that says you should have a top gear which gives you peak revs at maximum speed, and for racing this is of course the ideal, for there is less gear drag in direct top. However, on the road, I like a top gear that allows the engine to turn relatively slowly at normal fast cruising speeds, with a high third gear for acceleration up to those speeds. The ID-19 had just such a set of ratios and I only used top for the longer straights, third taking me up into the seventies. The car leans over a fair amount on corners, but the seats give such good lateral support that this is not disturbing, and it just goes around with no trouble at all. The steering appears to need no power assistance at all and it was only later that I remembered the car had front wheel drive; it felt quite orthodox. On the rough surfaces in the paddock, the suspension ironed the bumps right away in a most impressive fashion. I could not fairly test the brakes (discs at the front) for Citroën's representative informed me that a mysterious fault had developed on the way down from London, and the pedal went nearly down to the floor. After my run—the first of the day—the car was reluctantly withdrawn from service.



I went back to the Allocation Office to see what I could have next (there is an elaborate tally system, so that everyone gets a fair chance of driving the cars he wants) and picked a Rover 105. It was a disappointment that the new 3-litre was not available for test, but the 105 was the next best thing. Rovers almost always seem to be driven by one of two types of drivers—either the elderly professional man who rarely travels at more than 35 m.p.h. or else the hard-driving trans-continental conductor who rarely drops below 80 and takes in several European capitals in a day. Rovers have found the rare combination of restrained luxury allied to outstanding "roadability"—and have even added a degree of reliability which is almost unique nowadays. The Rover 105 completely belies its staid appearance and can be handled in an enterprising manner which few other cars in its class can approach. The seats are really well designed, the control layout is excellent and the suspension permits very little roll on corners. Up until a couple of years ago Rover steering was heavy, but that is largely overcome now and this solidly built car can be flung about almost like a sports machine. Third gear is a little on the low side for Goodwood, the comfortable maximum in this ratio being not much over 60, but top gear flexibility is good and an overdrive for near-silent high-speed cruising is standard equipment. At little over £1,600, it is extraordinarily good value for money.

Next, I renewed acquaintance with another favourite of mine, but of entirely different character—the Morgan Plus 4 2-seater. This is one of the few sports cars which I could happily go and race, without any period of "familiarization". I felt at home in this model from the first moment I sat in it, and once again I revelled in the high-geared precise steering, the fine balance, the excellent visibility and the well-fitting cockpit layout—all of which go to give confidence. The divided bench seat is much more comfortable than some sports car "bucket" seats, although a non-average sized driver might find the limited adjustment a snag. An ideal club competition machine, it was in its element at Goodwood, but it might be thought a little stark for everyday trans-

port unless one is a complete "addict"!

Changing tack again I next tried a Vauxhall Cresta. Apart from a short run in a Victor some time ago, this was the very first time I had driven a Vauxhall of any kind, and I approached it with some misgivings, for although handsome, it is of scarcely "sporting" aspect. However, I was pleasantly surprised, for the driving position is good and although the big car leans over on bends, it is very steady and does not "wallow" at all. In addition, it has a very healthy amount of power indeed and progresses in a satisfyingly purposeful manner. The column shift is quite good (synchronesh on all three ratios—cheers!) and a wide centre arm rest plus non-skid nylon fabric upholstery keep one in place on the comfortable bench seat.

If the Cresta's power impressed me, the power of my next car filled me with sheer awe! I found myself under the jovial eyes of Bob Berry, in the driving seat of a Jaguar XK 150S. This is the specially "hot" version of the latest two-seater roadster, and the three-carburettor motor, on a 9:1 compression ratio, produces no less than 250 b.h.p.! This is more than I had ever had under my right foot before, and the extra strong throttle spring fitted is not without its purpose. I drove cautiously out of the paddock, the 3½-litre engine quite absurdly docile, but when I was waved out on the track and gingerly put my foot down, I almost broke my neck! The sheer acceleration was quite tremendous and my first lap was conducted so timorously that I was passed by Sprites and Turners. However, I soon found that the enormous engine power was matched by exceptional brakes. Dunlop discs are fitted all round with servo assistance and they really do work. There is no "feel" to them at all (it's like treading on a sponge) but the analogy of the "giant hand" restraining the car was never more apt. Gradually I used more of the available horses until on the last lap, we recorded a little over "the ton" on the Lavant straight, which is never very long and suddenly became very short indeed. An experienced driver of the car would obviously come out of the tight Lavant corner very much quicker than I did, but the handling of such a car—not to mention steering with the right foot—takes more than 7½ miles to

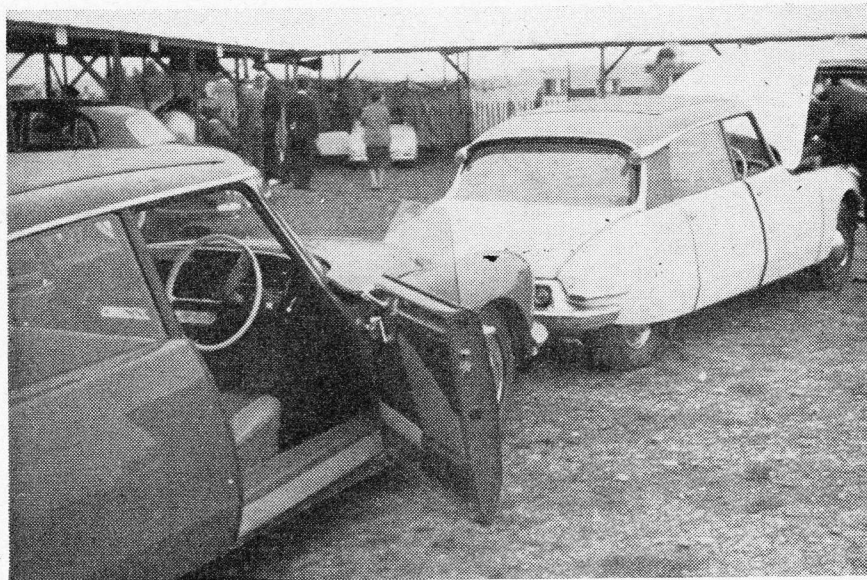
get used to! Of course, the whole performance takes place in the greatest comfort. I had the hood down, but the side windows were wound up (none of this side-screen nonsense) and the steeply raked and curved windscreen deflected all the 100 m.p.h. gale over the top and scarcely ruffled my passenger's hair. What a motor-car—and by today's standards it is (at £2,186 17s.) a bargain.

Coming down nearer to earth, I next tried the Austin A105. This is the development of the competition A90 Westminster that the late Ken Wharton used to drive so rapidly in saloon car races, and that Jack Sears uses so effectively nowadays. The car has a particularly good driving position and most comfortable separate front seats. One can now order it with a floor gear change, but the test car was hampered by the optional column shift, which I found awkward to use. In addition, it had Borg-Warner semi-automatic overdrive, which when left in operation tended to go in and out of engagement at inopportune moments, while to put it out of action required the operation of a handle located, for some incomprehensible reason, in the parcel shelf on the passenger's side of the cockpit. With a floor change and a more conveniently operated overdrive, I could like this lively saloon very much.

Changing to fresh-air motoring for a while, I next tried the Fairthorpe Electron Minor. This was in the charge of John Green of Fairthorpe's, and was the actual car with which he has performed effectively at various club race meetings, sprints and hill-climbs this season. It has had a hard time as a works "hack" as well and, as might be expected, a few rattles had developed in the body, which is of glassfibre construction. The engine is a twin-carburettor version of the Standard 10 and uses the same excellent gearbox. Although it has had little attention this summer, the motor was still in excellent song and propelled the little car in an exhilarating fashion. The steering is high geared and the car seemed remarkably sure-footed, giving one a great deal of confidence very quickly. The brakes, too, seemed notably up to their job. Although a considerable improvement on early Electrons, the seating and control layout is still a little peculiar, mainly due to the



DIFFERENT APPROACHES to the design of a sporting two-seater were exemplified in the G.T. Allard (left) and the Twin-Cam M.G.A. (right). The Allard is a big car (in fact there are two occasional seats in the back) and is a luxurious machine, powered by the 3½-litre Jaguar engine. The new M.G. is strictly a sports car and is propelled by the noisy, but extremely potent, 2 o.h.c., 1,600 c.c. B.M.C. engine; the performance of the two cars would be fairly comparable.



FIRST APPEARANCE of Citroëns at the Test Day, and present were both DS-19 and ID-19 models. These very advanced machines aroused considerable interest, for they are still comparatively rare in this country, although now being assembled at Slough.

insistence upon providing a "kiddy seat" between the two normal seats. This means that the cockpit is exceptionally wide with driver and passenger far apart; as one also sits well back from the scuttle, there is given the curious illusion of being in an open boat rather than a car. However, it goes very well, and can be built from a kit for as little as £425.

Attracting considerable interest during the day were two of the new Farina-inspired Austin A40s. These smart little station wagons are propelled by the A35 engine and gearbox and I found that the handling is similar, but rather better, due to the slightly larger "chassis". However, they are also a little heavier, and there seemed a lack of performance, even allowing for the fact that even a fast car doesn't feel fast on the wide open spaces of Goodwood. On returning to the paddock it was found that the ignition had become retarded; this was corrected and later triers-out reported somewhat more urge. Incidentally, the interior comfort and driving position seemed a considerable improvement upon both the A35 and the Minor.

At last I secured the token for a car that had been making rings round most people all day—the Twin-Cam M.G.A. The familiar lines were only distinguished externally from its push-rod brother by the knock-on disc wheels, but, once in the comfortable driving seat, I noticed that the rev-counter was orange-marked at "six-five" and the red sector started at 7,000 r.p.m.! Once under way and going up through the gears, the revs seemed to go on for ever. There was lashings of power available and the disc brakes were most reassuring, but most comforting was the roadholding, which maintained the M.G. slogan of "Safety Fast". Again this was a car which inspired confidence from first acquaintance and it was most exciting to drive, the excitement being perhaps heightened by the sound and fury from under the bonnet. It is undeniably a noisy engine mechanically and not particularly flexible, but it makes a pleasant sports car into a real road-burner as well. However, the gearbox on this particular example was extremely stiff to use and almost spoilt my enjoyment of an excellent set of ratios.

As Turners covered themselves with

glory in the AUTOSPORT Championship series, I had to try one, and I was soon installed in one that was in Turner's Stage 2 tune. This was reckoned to give about 62 b.h.p. from the 950 c.c. B.M.C. unit and the engine had been carefully balanced. It turned out to be quite amazingly smooth all the way round the rev-counter and was very quiet too. Yet again, this was a car which inspired confidence and I galloped round the circuit very quickly indeed and enjoyed every moment of it. The cockpit was very comfortable, but the pedals were offset somewhat to the right and the gear-lever was placed rather far back (a rare fault, this), but doubtless one would get used to it. A delightful little car, though.

Another old friend came next—the Austin-Healey 100-Six. I have always liked the Austin-Healey; to me it seems one of the prettiest and also one of the most comfortable of production sports cars. In the early days it had quite a list of shortcomings, but these have nearly all been overcome, and the latest 100-Six is the most desirable of the series. The seats still fit me like a glove, and with the hood and sidescreeens down I am fully protected from the wind, but no longer cramped against the wheel, and there is now a good and proper four-speed gearbox that I can reach. The flexible six-cylinder engine plays sweet and effortless music and with the new six-port head there is some real urge. There seem to be no worries in the roadholding department now and in fact very little to fault at all. Around Goodwood one uses third and overdrive third all the way, but whereas last year, with the old head, it would just reach 5,000 r.p.m. in o/d third (about 90 m.p.h.) on the straight, this time I had to lift off to keep the needle out of the red, and debated whether to find normal top before Woodcote.

Allards are rare birds nowadays, but they still make them and at the top of the alphabetical list of cars for trial was the Jaguar-engined Gran Turismo Allard which I tried next. It was a big machine, but very comfortable, and with another 3,442 c.c. of twin-cam motor rumbling in front of me, I edged cautiously out of the paddock. However, I soon found that it handled very well indeed and it was only when I returned that I found it had a de Dion rear axle, which ex-

plained a good deal. It also had disc brakes at the front and although a full 2-4-seater could be driven in a most enterprising manner without it turning vicious.

Time was now running out; four o'clock approached and with all the sports cars booked, I had my last fling in luxury—in one of the new Humber Super Snipes. With Borg-Warner automatic transmission, power steering and servo brakes, combined with remarkable sound insulation and the plushness of furnishing, I almost lost touch with the outside world altogether. The engine was so smooth that it was almost impossible to hear the gremlin-box change ratios and the whole process was most relaxing—yet this car has a turn of real speed and although softly sprung, will corner at surprising velocities. I was a witness of this from the outside, when I was on my first tentative lap in the XK 150 and was taken on the *outside* at Lavant Corner by that unpronounceable French journalist, Jacques Ickx, driving at an incredible speed in a Snipe, the car over on the door-handles, but as steady as a rock!

So that was that. My whirling impressions, 39 laps in 13 diverse motor cars, had given me my regular Test Day Headache, my back and shoulders ached, and I'd enjoyed every minute of it. There had been little really new from last time but one marked impression was how much steering has improved over the past couple of years. Nearly all manufacturers are now using the almost frictionless recirculating ball type of steering box instead of less refined devices, this means that the wheels will self-centre more freely and castor action can be greatly reduced, resulting in much lighter steering than we used to have. There is a continued and most welcome trend back towards proper gear-levers, and for all but the smallest cars I expect the option will eventually be between a floor change and fully automatic transmission. There is still a regrettable tendency to put controls in inconvenient places and sometimes pedals are not where they should be. One unfortunate journalist, parking a Sprite after his run, braked at the end of a three-point turn but continued unabated whilst pumping the pedal frantically until, with a clang, he arrived against Jack Barclay's Bentley Continental. He had been pumping the clutch pedal!

STUART SEAGER.

THE Renault Dauphine with Gordini modifications, which include a "hotter" engine and a four-speed gearbox, will be available in this country in early February at a price of just under £900 including purchase tax.

THE Council of the B.A.R.C. have decided unanimously to award a B.A.R.C. Gold Medal to Mike Hawthorn. Only two medals have been awarded previously and the award is given for outstanding achievements in motor racing by British subjects. The medal will be presented at the Club's annual dinner at Grosvenor House, London, W.1, on 7th November.

CONCENTRATION: In extremely murky weather Eric Jackson finds a section giving him food for thought during the High Peak trial. With, comparatively, very little experience he has shown fine form.

THE Sheffield and Hallamshire Motor Club held their 13th Classic High Peak Trial on Sunday, 26th October, in the Callow Bank area, near Hathersage. This very well known B.T.R.D.A. Star and Championship event attracted an entry of 57 cars, which is the largest for any fully sporting trial for the last eight years and included just about everybody who is anybody in the trials world.

Newcomers to the mud-plugging game may not quite realize that the very cleverly designed cars used, which cost but little and are specially built for the job, with very light weight and precise balance, can climb gradients and negotiate deeper mud than even an army tracked vehicle can conquer. As far as it can be ascertained, there are now approximately 100 of these cars in the country although each year more and



Two in a Row!

Eric Jackson (Cannon) Wins High Peak and the Chase Trophy Trials

more previous disbelievers join the ranks of the faithful being attracted to this very cheap and highly exciting sport; to wit the S. and H. boys charged an entry of 25s. and in return gave some 31 different sections, approx. 9½d. per trip. Not too bad!

Leaving London and the fetid atmosphere of the Motor Show, chief photographer George Phillips and I made our way north, eagerly anticipating great draughts of clear Derbyshire air, only to find on arrival a swirling mist of dank and very wet fog, making visibility near zero and photography a thing for experts only. It did clear a little around early afternoon, but just as quickly descended at the finish, to make the finding of one's car and the main road a feat of navigation.

Now for the hills. This report being factual, may I make apologies in advance for magnificent cleans not so witnessed?

First was Quarry 1 which, starting from a lane on wet grass and bracken, turned first right, then left, then right again to finish up a steep bank. All this proved nothing as no one passed Section 3—not so good!

Quarry 2 was a short right-hand bend on bracken, then up a very steep bank. This was a good 'un, so good that only one car was clean. This was the Cannon of G. J. Newman, who is still about tops! Others who made Section 8 included P. H. Faulkner (Paul), E. Harrison (Harford), R. W. Phillips (Fairley), J. D. Ackernley (Harford), P. A. Barden (P.A.B.), A. D. Alldred (Bassinett), E. Jackson (Cannon) and J. F. Harrison (Harford).

Then came Quarry 3. This started on a very acute bend, and then came a

LOOK OF ANGUISH crosses the face of Ron Kemp's "bouncer" as Ron sets the car at a steep hump. Trials are "catching on" in a big way—look at the crowd!

long climb which turned and turned to end against a very large stone: those reaching the top were faced with a rather perilous reverse and descent. Many, however, were not so affected! Cleans were made by N. H. Coates (N.C. II), N. Kemp (Cannon), Newman, Phillips, B. H. Dees (P.A.B.S.), B. R. Potts (Cannon) and A. W. Faulkner (Cannon).

Quarry 4 was a fierce ascent, routed via a left-hand turn to a very steep bank indeed, but rather surprisingly disturbed but few of the experts, some 18 cleans being observed.

Quarry 5 was a long hill with a very bad right-hand bend around which, well, most people just didn't get! Those that did were faced with a very "tight-in" marker which was asking to be clouted and in the main was. Only Newman was clean in perhaps the day's best climb, while two others made Section 9

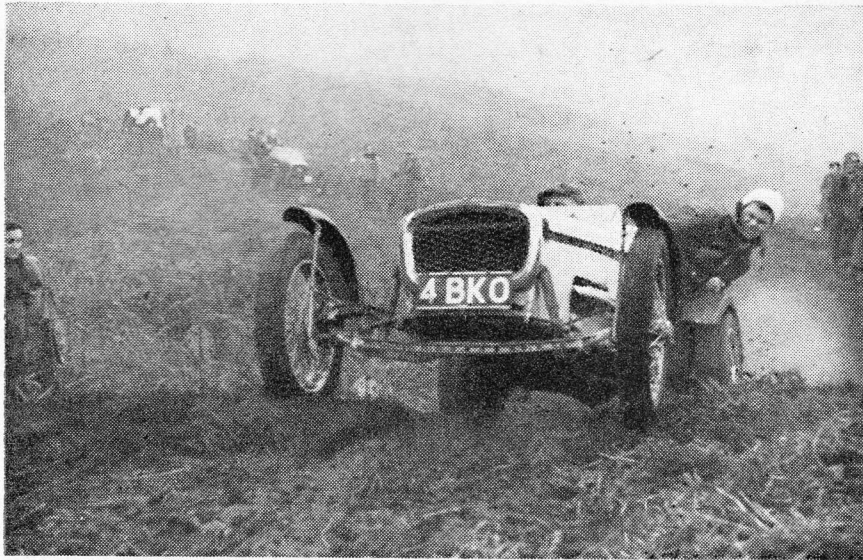
(Faulkner and Jackson). The shape of things to come was slowly moulding!

Lunch stop brought more than the usual crop of retirements, chief of which were Reg Phillips (shock absorber), E. Harrison and B. Bodenham (crown wheels). Setting off again, more and more fog was encountered so that the sighting of one section from another just wasn't on, with lighting conditions bringing forth more and more evil words from "Phil"! Starting off came Bradley 1, which, now very wet and really down to earth, circled round, first right, then left to run up the side of a mound. Nearly everyone made Section 7, and P. F. Highwood (Expence) and Jackson reached 8, but even this didn't prove anything!

Bradley 2 was a wide hairpin which circled round a big rock, thus requiring great care, and "softly softly" seemed to be the right approach! Then it turned right and left to run up the side of a hill. This was found to be similar to the previous climb—easy to seven with only Kemp and Jackson climbing to nine. Not a good hill!

Bradley 3, from a level start, went up and over a narrow track, then round a





torn earth hairpin to climb again high up a mountain. The latter didn't really matter because no one got there! Only Lawson made the level after the hairpin and then, surprisingly enough, failed when he looked all set. On the whole this was a good hill which looked easy but wasn't.

Bradley 4 started down hill, then ran around a falling-away hairpin turn to climb a steep bump, then up and over another. Again it was the wily Newman who made the only clean with Ackernley alone into eight. Dees sailed up but to no avail as his front wheel floored a marker en route—a great pity as it was a great climb. Bernard was not having a good day, as immediately afterwards he became hopelessly bogged en route to Bradley 5, which went up and over a deeply rutted track round a bad turn, then down a narrow lane to turn left down a valley. Then it continued over a bump at the exit to finish on a falling-away grass bank! This was a really good hill which sorted the wheat from the chaff, slowing up climbs by drivers of the calibre of Lawson, Newman, M. F. Hazlewood (M.F.B.), R. C. Needham (Spl.), R. Chappell (S.C.S.), T. C. Harrison (Harford), Dees and Jackson.

Gill 1 was very rough and bumpy,

over grass mounds, now well torn up, over a high hump, along a level track to a steep grass ledge. Cleans here were made by Coates, Lawson, Pollard, Newman, Harrison (*Père*), Jackson, Harrison (John) and Dees.

Gill 2 went up and down a grass track, then on and into mud, finishing with a steep left-hand turn on to a bank. A dozen or so made Section 7, but not even a mountain goat could have got any higher!

Gill 3 was a swinging banked turn, first right, then left, to find a very steep falling-away ledge. This did not trouble the experts, some dozen or so making a clean climb.

Gill 4 was short and steep, climbing up an adverse-cambered bank, then into a hairpin left and away up the mountainside. Here it was Dees only with Faulkner, Kemp and Newman making nine.

For the last series, the fog was so bad that it was difficult to follow the markers. First of these hills was Kitson 1, which ran up between high banks to a bad left-hander, then right to an adverse steep-cambered mound. All the way went M. H. Delingpole (B.S.T. 11), D. R. Fancutt (D.M.F.), P. H. Dickinson (Ford S), Wilson and

AGILITY is displayed by Mrs. Newman as she and husband Geoff—runner-up, only two marks behind—try to keep the car moving to reach the top.

Highwood; all of them very early numbers!

Kitson 2 started with an acute left-hand turn, then carried on down to a long, wide, falling-away hairpin to climb a very rough steep bank. No one was clean, but a dozen or so climbed into Section 9. Kitson 3 was a twisting "Col" up the side of a mountain. No cleans were made but Alldred, Marshall and Jackson climbed successfully into Section 7. A good hill! Kitson 4 ran round a falling-away hairpin on a very greasy surface which left cars hopelessly sliding off course on the apex of the bend. This was a real "little horror", and only two competitors made Section 5, these being Alldred and Dees.

Back at the finish it seemed obvious that it must be either brilliant veteran ex-trials champion Geoff Newman, or Eric Jackson, now only in his second season, but very early on "tipped" for stardom by reason of his immaculate approach! Eventually it turned out that it was Jackson by two marks only, a very well-deserved effort.

To sum up, it was a good trial spoilt by vile weather, but—and it is a big "but"—it was by no means a great one. The hills were far too similar in character, the *modus operandi* between sections far too rough and in one place positively dangerous, and oh, those markers! Thin whisks of cane and those diabolical little rounders. Not again, please!

A lot of us missed hills like Old Lees and Greenhope—real world-beaters, only still climbed by the best half dozen. Next time, please!

FRANCIS PENN.

Results

High Peak Challenge Trophy: E. Jackson (Cannon), 200 marks. **Beeston Trophy:** G. J. Newman (Cannon), 198. **Needham Trophy:** M. H. Lawson (M. & L.), 189. 4, P. H. Faulkner (Paul S), 179; 5, B. H. Dees (P.A.B.S.), 178; 6, N. H. Coates (N.C.II), 178; 7, J. F. Harrison (Harford), 177; 8, R. J. Wilson (R.J.S.), 176; 9, A. D. Alldred (Bassinet), 171.

Best Sheffield and Hallamshire M.C. Member: E. Jackson.

Team Prize: London M.C.: G. J. Newman, B. H. Dees and R. Chappell.

The "Chase" for Jackson Too!

Eric Jackson's second win in two weeks

ERIC JACKSON'S second win in two weeks came on Sunday, when he triumphed over quite appalling weather conditions of almost continuous rain and thick mist to take home the major award in the Shenstone and D.C.C. Chase Trophy trial, a qualifying event for the Trials Championship held on land near Lichfield, Staffs. This area, in the hills around Hopwas, was the scene of the "Chase" in former years, but then moved elsewhere.

Most of the hills were to be found on the two sides of a valley, and the surface of all of them was a mixture of grass and bracken. The character of each one changed considerably as it was climbed, but the organizers, with the assistance of an obvious mechanical genius, changed the order of ascent for each climb and no competitor had the

advantage of being first up on every hill. It was unfortunate that this, combined with a huge entry and limited "parking space" at the foot of the hills, resulted in a certain amount of delay, and at one time it seemed doubtful whether the course would be completed in daylight. However, with the cutting of a couple of sections all was well.

Ten hills were tackled before lunch, and only three non-starters had to be subtracted from a total entry of 50 cars! In spite of the weather, "cleans" were well distributed among the entry. Ron Kemp started the day with a well-judged climb which brought him no penalty on the very first hill, and this feat was repeated by P. L. Cracknell, Mike Lawson, M. Hazlewood, Tony Alldred, whose twin-cylinder Bassinet chuffed its way along in splendid style, and F. T. Lewis.

Of the remainder, Tiny Lewis reached "8", as did Overton, Bodenham and T. C. Harrison: N. Moor climbed to "7", and so did Rex Chappell, but the rest of the entry was unable to do better than "9".

The next hill proved to be rather more thought-provoking, and only F. T. Lewis and Geoff Newman climbed it clean. There were some valiant efforts, however, including Tony Marsh, who was this time *not* the only competitor in a supercharged car; Moor's Wasp was also blown. Tony reached "4" on this hill; three others reached "5" but no one else bettered "7".

So it went on throughout the morning—a sprinkling of cleans, one or two good tries and a succession of fairly conclusive failures. The fifth hill was a complete stopper, the vast majority of the entry climbing to "11", which no one managed to beat, and many getting no further than "12".

The lunch stop was at Whittington,

and by the time this was reached Jackson was already in the lead. Six "cleans" on the 10 hills put him a little ahead of F. T. Lewis, whose tally included four "cleans" and whose nearest challenger was P. L. Cracknell, with three "cleans" and several other near misses.

After lunch a 2½-mile road section took the competitors to the remainder of the hazards—and the rain still fell inexorably. There was considerable confusion here, for the change in numerical order, coupled with attempts to keep things moving, meant that all sorts of hills in varying places were being climbed at once. This, of course, meant that we had to move about quite a bit, so if you made a brilliant climb and it isn't mentioned, don't be offended: I just didn't see you!

All the retirements were reserved for the afternoon: Tony Alldred and R. Rose retired at the end of the morning's session, while J. S. Dickson joined the ranks after four of the afternoon hills.

The first one that I watched was up a steep, fern-covered hillside which included a couple of kinks. No one got to the top on this one, and for one reason and another everyone had to reverse down it, which at times tended to be a little on the hair-raising side.

No fewer than eight of the after-lunch hazards proved to be complete stoppers, although in some cases the best efforts very nearly reached the top. The first of them was like this, for although Geoff Newman got up farthest to reach "2", several people, including Eric Jackson, achieved "3". Surprisingly, one or two crews got no higher than "10"!

Second on the afternoon's list was a steep, twisting climb up the other side of the valley. The surface was the same treacherous grass and bracken and it proved to be another unclimbable hill. The bulk of the entry stopped at the first bend, although some struggled to reach "8". Then Mike Lawson gave an excellent demonstration of how it ought to be done and, with a steady throttle opening—just sufficient and no more—ambled gracefully up as far as "5". Only three other drivers—including, somewhat naturally, Mr. Jackson, managed to get as far as this.

Best performance on the third hill, which again stopped the entire field, was that of Tony Marsh, who worked his way up as far as "3". Edward Harrison and Faulkner made "4", Jackson

★

*TWO EVENTS—
TWO WINS for
Eric Jackson (right)
who is only compet-
ing in his second
trials season. Below:
L. Hunt's passenger
becomes an "out-
rigger" on a particu-
larly sticky section.*

★



and Bailey made "5" and Reg Phillips wasn't stopped until he reached "6", but no one else looked like getting much above "8" or "9". Particularly bad luck was suffered by R. B. Potts's passenger, who was bounced on to an especially unyielding part of the car and suffered extensive bruising which put her "out" for some minutes.

Stiffer than it looked was a gentle gradient which twisted to right, then left up through the bracken to defeat, once again, everyone with a violent bump just as the car entered "3". Nearly the whole entry got as far as the bump, but no one got any farther! Similarly, another hill on t'other side of the valley involved a steeper, twistier track which was punctuated at intervals by large and solid-looking tree roots. Once again, most people managed to get past the early roots, but a combination of angle and gradient beat them all by the time—or sooner—that the front wheels poked into "8"! Eric Jackson and Edward Harrison shared the same fate

on this one: striking an early tree-stump threw them off line and they got no farther. Reversing down this one was a fairly lively proceeding. After struggling to move his car backwards past an especially large stump, he breathed a sigh of relief and immediately found that a tree was in the way!

Incidentally, a new version of "back-seat driving" was observed in the course of the trial, when one well-known competitor who had persuaded his wife to "bounce" reversed down a section he had failed, to the accompaniment of chidings from his good lady: "If you'd only put the power on a little sooner. . . .!"

All in all, people seemed to enjoy this year's Chase, even if the weather did modify the course and cause at least one driver to mutter darkly about a hard-top trials car for next year!

MARTYN WATKINS.

Results

Best Performance (Chase Trophy): E. Jackson (Cannon). **Runner-Up (and Committee Cup for the most improved performance over 1957):** F. T. Lewis (Cannon). **Best Shenstone and D.C.C. Member (Rugeley Bowl):** P. Cracknell (Elfin).

First-Class Awards: M. Haylewood, R. W. Phillips, A. E. Marsh, R. W. Faulkner, J. G. Foster. **Second-Class Awards:** M. H. Lawson, N. Overton, G. J. Newman, T. C. Harrison, R. Chappell. **Team Award:** T. C. Harrison, E. Jackson, R. Chappell.

Recent Results

LIVERPOOL M.C.

HORSMAN-MONTE RALLY,

1st-2nd November

Provisional Results

Best Performance (the "Horsman-Monte" Challenge Trophy): E. Mather/I. Hall (A35). **Second Best Performance** (the "Ted Lambert" Challenge Trophy): M. Sutcliffe/G. P. Crabtree (Minor). **Best Performance by a Liverpool Club Member:** A. H. and Mrs. A. H. Hill (A35).

Third Best Performance: A. H. Hill and Mrs. A. H. Hill (A35). 4, R. Kirkham/P. Dann (Healey Sprite); 5, K. Ashton/D. Town (Minor); 6, C. C. Bethell/M. J. McCory (Rapier); 7, T. A. Gold/J. M. Wood (TR3); 8, D. Seigle-Morris/V. H. Elford (TR3A); 9, J. D. Wood/D. A. Wilkinson (TR3); 10, R. N. Richards/G. G. Davies (Wolseley 1500).

Team Award: E. Mather/I. Hall (A35) and C. C. Bethell/M. J. McCory (Rapier).



THE 1900 NAPIER of Mr. and Mrs. D. R. Grossmark rumbles over Westminster Bridge early in the morning.

THE first requirement of a good motoring writer is that he shall be entirely unbiased, and neither bear any personal prejudices nor have an axe to grind. This article, therefore, is a thoroughly bad piece of journalism, for it is written by a perfervid enthusiast who, for well over two decades, has regarded the R.A.C. Veteran Car Run as the *grande épreuve* of the year!

The "Brighton Run" of 1958 took place the day after the conclusion of the Motor Show, so I decided to drive the 1903 Panhard to London before Earls Court claimed all my attention. Then, if I could spare an hour to two from the Show, I would be able to tune, grease, and polish the old car. My friend, Freddie Baylis, kindly lent me a garage within walking distance, and so whenever I grew tired of the new cars, I could get my hands dirty on one of their ancestors. During these happy, stolen hours, I carried out a pretty complete overhaul, for only meticulous preparation can ensure absolute reliability in a Veteran. I can honestly say that, when the old girl reached the starting line, she was as well prepared as any Grand Prix car.

On the preceding evening, Brian Johnston and I had a "spot" in "Sat-



starting area, and one of the foreign entries, the Benz of Hans Schoof, had a breakdown on Westminster Bridge. Babcock's 1901 Royal Enfield "Quad" seemed to be in trouble at Kennington, as did Major Gardiner's 1902 Wolseley

To Brighton — in the rain again

day Night on the Light", and had lots of fun driving the Panhard through the West End with the oil lamps aglow. "You've got lovely weather for the run tomorrow," said Brian, but when I awoke at 6 a.m. the rain was pouring down! I drove to Hyde Park, where the Panhard was boarded by my companions for the journey, Raymond Baxter, Pete Murray, and Arthur Phillips, plus a B.B.C. tape recorder. It is melancholy to record that, almost

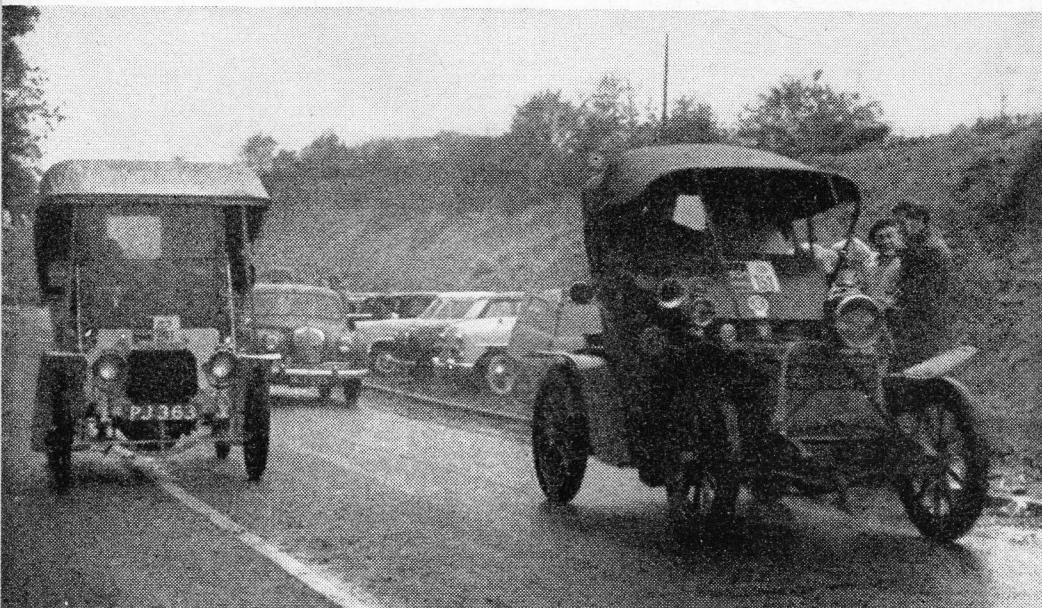
before we had left the start, our "waterproof" clothing was showing serious defects.

Waterproofing defects were also shown by some of the veteran cars, several of which were refusing to start as we left Hyde Park. I have never seen so much trouble before around the

By JOHN BOLSTER



HURRYING up the hill (left) before Pycombe are a 1902 de Dion Bouton, driven by C. W. Ward, and a 1904 Darracq in the hands of R. D. Gregory. WE MADE IT! (above) John Bolster and Raymond Baxter relax on the prom at Brighton.





THE FIRST CAR to arrive (officially) was the 1901 Mors of Stanley Sears. Here the Mayor of Brighton congratulates Stanley.



WITH Croydon Power Station in the background F. W. Hutton-Stott (1903 Lanchester) makes his way to Brighton in company with the Royal College of Science's fire-engine (not competing).

PROTAGONISTS together this time. Jack Sears and Tommy Sopwith, great rivals in this year's Production Car racing, shared the wheel of a 1903 Clement-Talbot for the run. They are seen here (below) on arrival at Brighton.

at Brixton. When we overtook Cecil Bendall's Oldsmobile, we were delighted to see a small boy actually strapped on top of the tail, and obviously loving every moment of his wet ride. Through the traffic, we had an amusing "duel" with Arthur Prince in his 1903 Panhard.

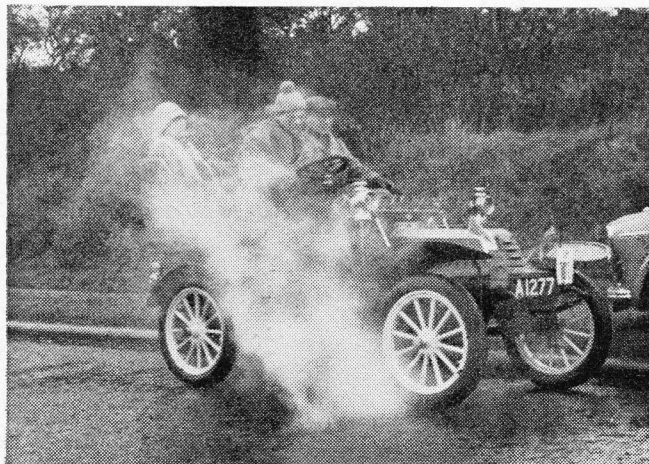
Turvey's 1903 de Dion—complete with the famous axle—was stationary by Purley Way. At this point, the Panhard began to overtake some of the oldest cars, which had started considerably earlier. Steadman's 1899 International Benz was wreathed in steam clouds, but battling steadfastly on. "Ebb" Rowe was travelling very slowly, and looking unusually serious, on the eccentrically named Victoria Combination. Bill Grose was right in the middle of the road, overtaking the traffic, when his engine suddenly stalled, and left him high and dry.

Most of the Veterans have governed engines, which do not run at all happily if throttled down. They go much better,



in fact, if they are allowed to maintain their natural cruising speed. One is not allowed to average more than 20 m.p.h. on pain of exclusion, and this is a great hardship for the more powerful cars. We saw Lord Montagu trying to throttle back his 60 h.p. Mercedes, which was running extremely roughly in consequence. Eventually, he was forced to stop by the roadside to waste some time, and later the great machine swept contemptuously past us, with scarcely a sound from its 9-litre engine. I feel that the permitted average could safely be raised to 25 or 30 m.p.h., for the road is much "faster" than it used to be.

Still the rain continued relentlessly, and though there were thousands of spectators, most of them were sensible enough to watch from their warm saloon cars. The traffic on the road was the lightest for many years, which made the journey much easier. However, the Clot family were out, of course, generally with the Duchess directing opera-



CAUTION: H-TEST IN PROGRESS! R. G. Forster's 1903 de Dion Bouton comes to a halt in a cloud of steam. The engine blew up and the crew courageously pushed it seven miles to the finish.



THE OLDEST CAR IN THE RUN. The 1888 Benz of Dr. T. Morrison-Scote and C. F. Caunter halts for hand greasing. This car runs on iron "tyres" and was allowed to start half an hour early.

AT THE TOP of Brixton Hill the *Decauville* of Norman Manby leads the "R.A.F." de Dion Bouton, driven by Air Chief Marshal Sir Alec Coryton and Air Marshal Sir Geoffrey Tuttle, and the 1898 Benz of R. A. Rockliffe and D. Johnston.

tions from the back seat. A favourite technique was to overtake a Veteran, cut in, and brake hard—such an intelligent thing to do, and bad manners at any time! A member of the Clot family tried very hard to run into my front mudguard, just as Raymond was doing a piece for the Light Programme, and thus earned some sort of immortality by his villainy.

As we chuffed along Purley Way, Lt.-Col. Manning was seen at work on his Benz, but these very early cars have to be stopped occasionally for hand greasing of the exposed big end. Car No. 1, the 1888 Roger Benz from the Science Museum, was undergoing similar routine attention in Purley. This three-wheeled car runs on iron tyres, and was allowed to start half an hour early because of its low cruising speed and limited hill-climbing power. Capt. Colver was driving the Arnold, which is a British-built Benz that took part in the 1896 "Brighton Run". When we overtook him, the car seemed perilously unsteady, and one of the back wheels was running out of true. He was pressing on gallantly, but the trouble became worse and eventually caused the retirement of this famous car, which was hard luck indeed.

Harrison's 1900 Phebus-Aster, Cullimore Allen's Oldsmobile, and several other cars, were observed to be stationary in the Purley area. It is possible, though, that these were merely premeditated stops for refreshment or lubrication. In our case, both these chores were carried out on the move by industrious Baxter, who poured oil into the engine and rum into the driver with equal skill. Coulsdon was another popular stopping place, and here Douglas FitzPatrick was ministering to the 1903 Achilles; this was his first appearance after a near-fatal accident on, of all things, an agricultural tractor.



At Redhill, A. H. Grundy was lying underneath the 1902 Quadrant tricycle. Just outside the town, Philip Shaw looked the picture of misery when the engine of his 1902 Beaufort suddenly cut out on the summit of a small hill, and while he sat in the middle of the road, traffic roared past on both sides of him. Gatwick Airport seemed utterly bleak, and as we pressed on into the wide open spaces of Sussex the rain was colder and wetter than ever. Yet, it was around then that I suddenly realized how happy I was! The wonderful old Panhard was going as never before, my friends were in the highest spirits, and I wished that the *Grand Prix de Brighton* could continue for ever.

For the Panhard, the South Downs represent a series of mountain passes. The three-speed gearbox has a very low bottom gear with a maximum speed around 7 m.p.h. Thus, one hangs onto second for as long as possible, since once first is engaged a change up can only be assayed on almost level ground.

If the Clot family, who never use their rear-view mirrors, baulk a veteran on such a hill, the shouts of rage are usually louder than the bulb horn of the car. However, these slow ascents allow time for the lubrication of man and machine. I was lucky enough, on this occasion, to have a completely clear road for the descent of Handcross. As we sped downhill at over 50 m.p.h. in neutral, the rain stung our eyes like hail.

On one of the hills, we were overtaken by Jack Sears and Tommy Sopwith, who were sharing the immaculate 1903 18 h.p. Clement-Talbot from the Sears collection. Stanley Sears drove the equally beautiful 1901 Mors, and Eric Sears the 18/28 h.p. Mercedes



A STAR TAKES A CONSTITUTIONAL. P. C. Allen's 1899 Star is seen here (extreme left) at the end of Constitution Hill.

racing two-seater. All these cars had no-trouble runs, proving that with Veterans it is meticulous preparation which counts.

As Brighton came into view, we suddenly realized with a shock that we were in danger of checking in too soon. In other years, the Panhard has finished a quarter of an hour or twenty minutes after its permitted time, in spite of maintaining its full governed speed all the way. That indicates how light was the traffic compared with previous years. An attempt to throttle the engine back resulted in rough and uneven running, and so, like our friends in their powerful four-cylinder cars, we had to stop while the clock ticked on.

Then, we swept into Brighton and on to the Madeira Drive, flanked by a grey and angry sea. It was at once obvious that there was more trouble than usual on the road, for the cars were slow in arriving. Tony Bird was dead on time with that lovely two-cylinder Lanchester that once belonged to the late Lord Charnwood, but many others were still in trouble out in the country.

After we had completed our B.B.C. recording, we refreshed ourselves at Lord Montagu's splendid party, which took place under the painted domes of that delectable piece of nonsense, Prinny's Pavilion. Returning to the start, we were delighted to find that the cars were now straggling in. Most of the troubles had not been serious ones, an excess of water in the wrong places usually causing the delay. Ignition systems and belt drives were often thus affected, but in other cases the drivers had felt compelled to stop and dry themselves a little before pneumonia set in.

The rain continued, and the South Downs were capped with mist like real mountains. Seven miles down the road, Ray Forster had run into really serious



A FEW MINUTES after the start the 1899 Decauville of A. Tyler and F. G. Smith's Benz of the same year are seen on Constitution Hill.

trouble with his de Dion, and pushed it all that way to check in a matter of seconds before zero hour at 4 o'clock. There was a hearty cheer for C. F. Caunter, who arrived with the 1888 Roger Benz still running under its own power. This, by far the oldest car, had over an hour in hand, and averaged around 8 m.p.h., including all the stops to grease the crankshaft and the exposed gear wheels and for other necessary tasks. Everybody was delighted, for Caunter had an accident last year when the inevitable rain put his brake out of action. When the finishing control closed, 182 cars out of 193 starters had qualified for awards. Well done indeed!

Thus ended the "Brighton Run" of 1958, and for some reason that is hard to explain, it was the best of the lot. I feel, however, that we are less adept than our ancestors were in dressing against the weather, for I met nobody who could claim to be other than soaking wet. I think that the carriage rug, which used to be strapped firmly to the dashboard of a horse-drawn vehicle, may be the answer, and I propose to make myself something of the kind to protect the people in front and, incidentally, the ignition coils. The two layabouts in the back of my car, Arthur and Pete, were protected to some extent by the broad backs of Raymond and myself.

So, as the evening approached, my

son Bill and I mounted the Panhard and set off for Horsham. That remarkable car never missed a beat, though some of the roads were inches deep in water, and at last, with a convulsive snort from her automatic inlet valves, the old lady settled to rest in her own garage. Roll on, November 1959!



NOT on the Brighton route—it's "P.C." Rob Walker at Casablanca!



REAR VIEW. The Grossmarks Napier umbrellas up, bumbles along Purley Way in company with (right) F. S. Bennett's 1903 Cadillac.

WHILE the starter looks at his watch, the winners, Harding and Mabbs, await the start of what proved to be the toughest event in the series.

VOTED by competitors as "a really fine rally", this year's Bournemouth Rally, the third of these highly successful events to be organized by the West Hants and Dorset C.C., proved to be the toughest so far. Relying solely on accurate navigation and a strict time schedule, with no tricks, the road section was very good. Of the 84 starters only 38 were classified as finishers. Not only had the organizers, under rally committee chairman Peter Cooper, done a first-class job but the weather man played his part by supplying thick patches of fog at appropriate places on the route.

Viewers to Southern I.T.V. were able to see something of the event, when 16 competitors, selected as representative of the entry, took part in three special tests on the sea front at Bournemouth on Saturday, 25th October.

The 1958 Bournemouth Rally

Premier Award in West Hants & Dorset C.C. Event
Won by B. J. Harding/D. Mabbs (M.G. Mulette)

Assisted by ideal weather conditions the I.T.V. cameramen were able to give viewers all over the South of England a preview of the driving tests to be held the following afternoon, when the cars had completed the road section.

Starting this year from Bournemouth's Pier Approach, competitors were flagged off by the Mayor of Bournemouth *en route* for a control situated on the outskirts of the town and the start of Section 1. This section took the entry, by a maze of secondary and minor roads, in the direction of Bridport, and included a secret check. Only five cars came through this section clean and already quite a number of people were out of the running, either through exceeding the time limit or coming to mechanical grief. Among the casualties was the Riley 1.5 of D. J. Harnett and Miss G. M. McVigar, which rammed a bank at speed, luckily without any personal injury, thanks possibly to the fact that the car was equipped with safety straps.

After a short break competitors commenced Section 2 which was to lead them to the rally major control, the



Royal Hotel, Shaftesbury, and a well-earned break for refuelling and refreshment. It was about halfway through this section that competitors ran into the fog that was to persist in patches until the dawn. By the time the supper halt was reached all the crews had lost marks, and many people had retired.

Results

Best Performance: B. J. Harding/D. Mabbs (M.G. Mulette). **Second Best Performance:** Dr. J. T. Spare/J. F. Bailey (Singer Gazelle). **Best Mixed Crew:** A. F. Robbins/Mrs. P. M. Robbins (Ford Squire). **Novice Award:** D. I. G. DeSouza/J. Moore (Minor 1000). **Ladies' Award:** Mrs. P. Mayman/Miss V. Domleo (Morgan Plus Four). **Best West Hants and Dorset C.C. Member:** W. G. Cawsey/K. Bridle (Triumph). **Team Prize:** W. G. Cawsey, A. F. Lefevre, Dr. J. T. Spare.

The next route card consisted of an approximately 60 miles-long loop to the south-west of Shaftesbury and was aptly named the Alpine Section. Although this section was designed principally to test the skill of the driver, it did not, however, mean that the navigator could grab "forty winks", as was soon discovered. With thick fog very much in evidence every available "eye" was needed and one or two people began

to run into trouble with overworked charging systems due to running with a full battery of lights on. A magnificent effort by Bill Cawsey and K. Bridle (TR3) resulted in the only clear sheet at the end of this section but they were followed very closely by "Amie" Lefevre (Rapier) and Dr. J. T. Spare (Singer Gazelle), who dropped 10 points, and the eventual winner B. J. Harding and D. Mabbs (M.G. Mulette) who lost 20 marks.

There was to be no let-up and the now weary crews were despatched on a 110-miles loop northwards into the Radstock area and back to Shaftesbury for breakfast, a journey which was to prove the toughest of all. Again everybody dropped points, the best performances coming from the Harding/Mabbs combination who lost 90 points and the extremely battered Simca of H. H. Rowcliffe and T. Underhill which lost 120 marks.

The time schedule for the final section which brought the cars from Shaftesbury, via Hurn, into Bournemouth was very sensibly relaxed, for by that time it was daylight and the countryside was stirring into life. Whilst many competitors felt a sense of anticlimax, the organizers' efforts to reduce any chances of mishap must be applauded. Anyway a lot of people still managed to lose marks on the way into the final control at Bournemouth. As the cars began to arrive there was plenty of evidence of a hard night's rallying, with scarcely a car unmarked, and there were many hair-raising tales of the night's events being told while crews prepared for the driving tests which took place after lunch.

Although test times were only to be used in the event of a tie on the road section, there was a separate award to be won for the best performance of the afternoon. W.H.D.C.C. Captain, Geoff Dear (M.G.A Twin-Cam), led at the end of the first test but his time for the second was narrowly beaten by Don Rickman (TR2). The third test again went to the M.G.A but this time Derek Rickman (Austin-Healey), the other half of the famous motor-cycling partnership, got into the running with second fastest time, followed closely by brother Don, and M. R. Davies (TR3). W. Wadham

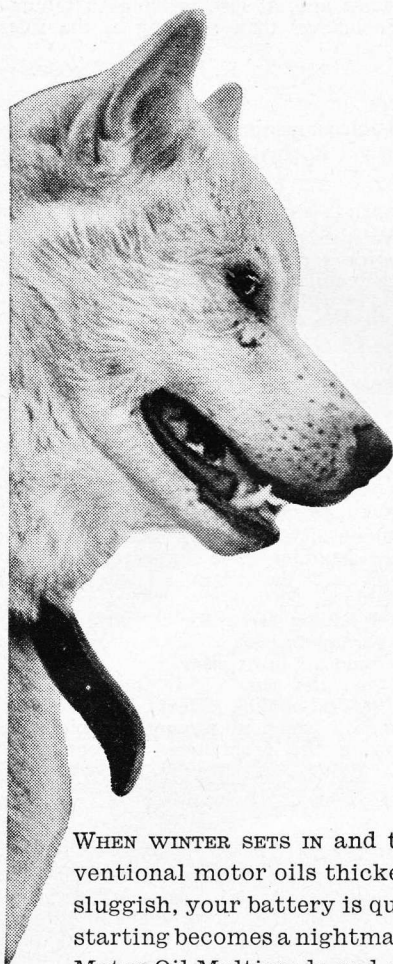
(Continued on page 616)



★
SWINGING his TR through the pylons is Bill Cawsey, who achieved third best performance and also won awards for best W.H.D.C.C. member, best Triumph and a class win.
★


Will
Shell Multigrade
make starting
easy
this winter?

Of course!
Whatever the weather
Shell Multigrade
is a motorist's
best friend



WHEN WINTER SETS IN and temperatures drop, conventional motor oils thicken, your engine becomes sluggish, your battery is quickly drained of life and starting becomes a nightmare. Change to Shell X-100 Motor Oil Multigrade and at once you will notice a difference. Even on the coldest day Shell Multigrade flows freely from the word go. This means your car gets immediate engine lubrication. You start easier, and because your engine warms up quicker, you save petrol. But that is not all. Because Shell Multigrade is not affected by temperature changes in the same way as ordinary oil, it will still give perfect engine protection after long runs at high engine temperatures. With Shell Multigrade in your sump you get 24-hour engine protection.

Change to Shell Multigrade now; and to complete the job of winter protection ask your dealer for the Shelllubrication Service. Don't forget, always specify Shell X-100 Motor Oil Multigrade.

 FOOTNOTE Because Shell Multigrade comes in two grades 10W/30 and 20W/40, it is ideal for all cars—fast or slow, old or new.

EVERY ENGINE'S BEST FRIEND



CORRESPONDENCE

The F.I.A.'s recent decision concerning Formula 1 racing has caused a storm of protest. Here are just a few of the letters received from our readers.

The F.I.A. and Formula One

I HAVE been a motor racing enthusiast for a number of years now. My original interest lay only in sports cars, but over the past three seasons I have become very interested in Grand Prix racing, and now fall in line with the many who consider it to be the highest form of the sport.

I am writing to you in protest at the proposed new Formula 1 to take effect as from 1961. I have read the reports of the daily press—remarkably sensible for a change—and share the views expressed by Messrs. Moss, Hawthorn, Cooper and Vandervell, together with the "boomers". It is clear that England and Italy are the only countries, with the possible exception of Germany, on this side of the Atlantic who are really concerned in this matter of a new formula, and it seems to me that there is something radically wrong when the countries which represent the manufacturers of Ferrari, Maserati, Vanwall, B.R.M., Cooper and Lotus cars are overruled by countries who either cannot or will not do this.

I look to your magazine to do all in its power to back up any counter-measures that may come along, and surely from the manufacturers and drivers in this country alone something concrete in the way of action can come.

K. HAMMERTON.

SUNDERLAND.

I HAVE just read in the morning paper of the decisions which have been made over the future of Formula 1, and I must express my surprise. It would seem as though the views of Britain and Italy, which are, without any doubt, the two most important countries in modern Grand Prix racing, have been ignored. Do the majority of the members of F.I.A. not realize that, in their ruling, they are destroying the spectacle of the Grand Prix? I, for one, will not travel over 100 miles to see their creations in action if, that is, any manufacturer believes it is worth while building them. I shall probably go instead to the nearest fairground where my friends and I could handle the equivalent of a Grand Prix car in the "dodgem" arena.

ROBERT LIGHT.

GLOS.

I READ with horror in the morning paper of the latest piece of nonsense perpetrated by that idiotic and anachronistic body the F.I.A. There is no point in trying to discover why they did it—the thing is to undo it as quickly as possible, and, in undoing it, finally to lay to rest the F.I.A. in its present form.

How can this be done? This country and Italy make the cars so both countries should withdraw from the F.I.A. and let them get on with organizing motor races as best they can. I believe that most drivers of consequence belong to U.P.P.I. Members of U.P.P.I. should refuse to handle cars of the new formula. Then let's sit back and see what happens. To my mind these measures are the only ones which will ensure that in future due weight is given to the views of the only people in motor racing who really matter—the participants. If motor racing, as we know it, is to be saved, immediate and drastic action is essential. Otherwise by 1965 the formula may well be for cars weighing not less than two tons and propelled by not more than one pedal. Well, I wouldn't be *too* surprised, would you?

ROBERT LEAPINGWELL.

DERBY.

I AM one of the many thousands horrified by the recent decision concerning Formula 1 racing. Could not AUTOSPORT, or the motoring press in general, bring about a get-together of Formula 1 constructors for the purpose of bringing pressure to bear on the F.I.A. to revoke a decision which could prove to be fatal to Grand Prix racing?

As a reader of AUTOSPORT for several years I have great faith in its judgment and influence.

A. H. BOWDEN.

MERTON COLLEGE,
OXFORD.

MAY I join in the chorus of protest concerning the new F1 regulations—which appear to be designed for the benefit of Porsche and nobody else. Surely the object of racing a vehicle is to travel fast, and this is normally best done by using an engine of adequate power. Continuing the post-war rate of progress of "The Vanishing Litres", by 1970 my 1931 s.v. Morris Minor should be in a position to obtain a worthy placing in the British Grand Prix.

The remedy? To ignore the F.I.A. and run British events as *formule libre*. Continental organizers would find their Formula 1 races did not draw adequate gates and after a short while would probably begin to run *Formule Libre* events concurrently. With Britain able to field six or seven marques in this category I do not feel that we will find Ferrari, Mercedes or Temple Buell lagging far behind. Unrealistic monsters would be ruled out by their cost of production and by European circuits—John Cooper's successes being strong evidence in this argument.

The way would also then become open for American participation in European events and, at last, watching a Grand Prix would be of greater interest than standing at the side of the Kingston By-Pass.

K. DONOVAN GROSE.

BIRMINGHAM.

I UNDERSTAND that, to the accompaniment of cries of protest, the Commission Sportive Internationale has seen fit to announce a new formula for Grand Prix racing to take effect from 1961.

Now here in Britain we have the finest drivers, cars, and circuits in the world. We also possess an exceptionally efficient organization of motor racing in general. Why then should we be so pathetically childish as to protest against this decision from the C.S.I.? Let us institute, to whatever formula we choose, a British Grand Prix Championship, to be decided on the results of a series of *Grandes Epreuves* held on the major circuits of Great Britain. These races will be of such a standard that the British Champion will be the World Champion in all but title. Foreign entries should be restricted to drivers who have already won a *Grande Epreuve* under the C.S.I. formula.

I estimate the advantages of this scheme to be fourfold:—

(1) In Britain we shall be able to enjoy the type of racing desired by the public, the drivers, and other interested parties.

(2) Our drivers will not be endangered by the presence of inexperienced foreign drivers handling these supposedly dangerous machines which comply with the current F1 specification.

(3) The public will be able to see our star drivers in action more frequently instead of having to be content with merely reading of their successes abroad.

(4) The C.S.I. will have been put in its place.

We could, of course, use the new C.S.I. formula as a proving ground for our up-and-coming drivers, by allowing it to replace the F3 category which at present occupies far too prominent a position in the programmes of our race meetings.

J. P. DALY.

SIDCUP, KENT.

AS the leading weekly motor-sport journal, I hope AUTOSPORT will do all in its power to oppose the new 1½-litre limit on Formula 1. The main reason for this shameful decision appears to be "safety", yet these cars will be available to any so-and-so driver at a comparatively cheap price thus considerably lowering the standard of driving, which is fairly high at the present. The large number of starters would also encourage accidents as would the lightness of these machines, which are not worthy to bear the name of Grand Prix cars. Personally, I foresee motor racing declining rapidly unless something is done about this. How about the circuit promoters refusing to organize such races? A further extension of the present formula would be all right in my view, if not even stretching it to three litres.

J. HENDERSON.

TARPORLEY, CHESHIRE.

P.S.—Having just gazed into my crystal ball I see in 1961 the shareholders of Coventry-Climax engines making an offer for the Empire State Building for use as an office and staff canteen. Jack Brabham becomes world champion. In 1978 A. Cloghead driving a 250 c.c. Cooper-NSU wins the British Grand Prix over 20 gruelling laps of the Brands Hatch circuit. At the F.I.A. conference a resolution by the Canary Islands delegate to limit Formula 1 to 125 c.c. unanimously carried: "These high-powered 250 c.c. monsters are becoming too fast" says Uruguayan delegate.

(Continued on page 614)

Valve Springs...

effect on performance

Engine speeds

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

Valve Temperature

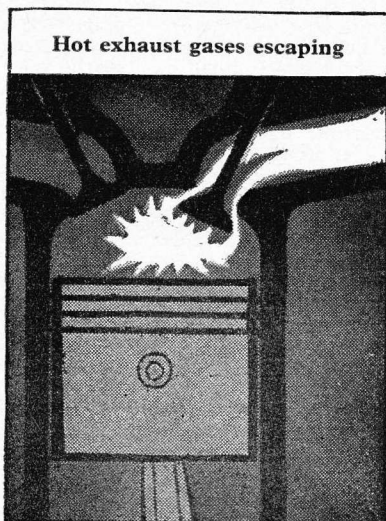
The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force

exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

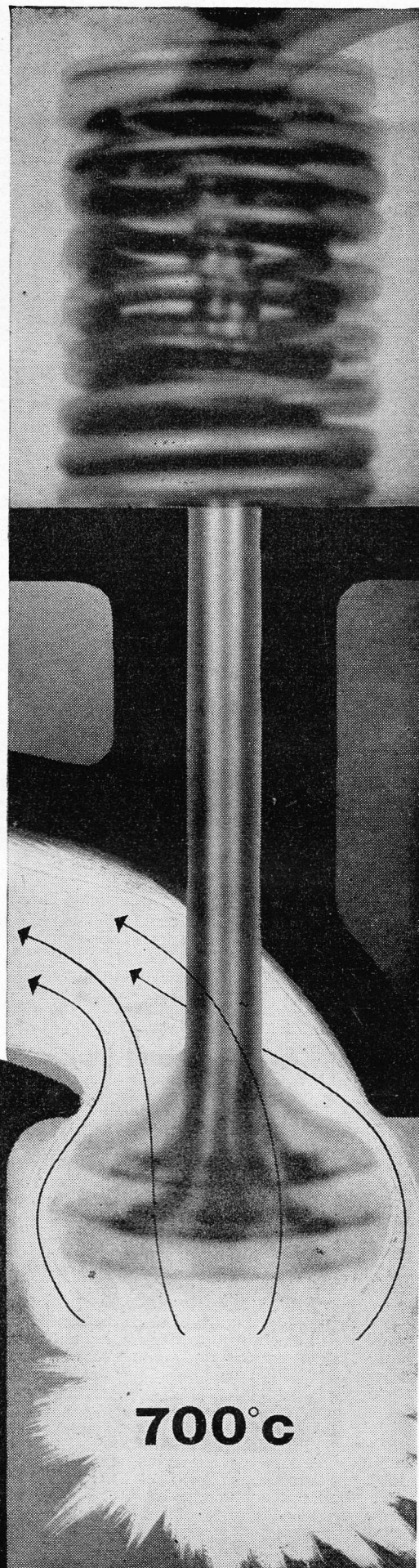


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Correspondence—continued

THE recent decision of the F.I.A. with regard to Formula 1 is obviously an underhand attempt by those countries who cannot, or will not, compete fairly to break British and Italian supremacy in motor sport.

The answer to these countries, who make little or no contribution to the sport, is to refuse to recognize the F.I.A. and to boycott any event organized by it and to set up a new international body with a sensible scale of voting rights.

If the new body is not accepted by other countries—well and good. Let us have more Grands Prix in England and Italy (and such other countries as will support us). France & Co. will soon grow weary of holding Grands Prix without any cars. Can you imagine the Vingt Quatre Heures without Jaguar, Aston Martin, Ferrari, Lotus, Maserati, etc.? They would soon come round to our way of thinking.

RICHARD A. RIGBY.

LIVERPOOL.

IF ever there was a case of "The Tail wagging the Dog" the recently reported decision by the International Sporting Commission of the F.I.A. to reduce the engine size of Formula 1 Grand Prix cars from 2,500 c.c. to 1,500 c.c. would seem to be such a case.

If, as reported, Britain and Italy were the only two who voted for the retention of the present formula then surely they, as the main manufacturers of Formula 1 cars, have the answer in their own hands?

No doubt many other expressions of amazement and regret will be made public but there must be some tangible method of bringing home to the Federation the disgust which their decision has aroused.

G. THOMAS.

ULVERSTON, LANCs.

Mr. R. Ferrari v. The Readers

POSSIBLY the letter from R. Ferrari in a recent issue was not intended seriously. If it was, such reasoning doesn't really deserve an answer, and I'm writing this letter largely as a relief for my own indignation.

I must agree with him that motor racing does not have the following in this country enjoyed by football (though I would suggest that the lack of newspaper coverage is a cause, as well as an effect, of this).

However, to suggest, as he does, that enjoyment is confined to drivers and those connected with them must make it appear that most of our drivers have a remarkable number of friends and relations, or else that the legend about the British taking their pleasures sadly is to be taken in a very literal way. Were the thousands I saw braving the rain at the last Brands Hatch meeting just there to suffer?

Seriously, the attendance figures for the major meetings, of course, show very clearly that the following of motor racing is extremely large, even if not so great as some enthusiasts claim.

Mr. Ferrari also says that "participation is the whole attraction of a game". This is the kind of generalization that even so humble a historian as myself must abhor, but even were it true, I feel that it would favour motor racing rather than football.

Does he really suggest that even 10 per cent. of the huge crowds who watch soccer matches have played with any regularity since they left school? I don't think so—they haven't, they don't want to, and they realize perfectly clearly that more than the purchase of football kit lies between them and the top-line players.

Most people who attend motor race meetings probably have no desire to race, but the skill of the racing driver and the qualities of the racing car have a distinct relationship to the skills and qualities needed for the ordinary road driving which a large proportion of them do constantly for business or pleasure. In a mechanized age, motor racing is connected with the life of ordinary people in rather the way that horse racing was in earlier centuries.

As for the Walter Mittys like myself, who *do* want to race—and there are plenty of us, too, in any motor racing crowd—we aren't quite so Walter Mittyish as Mr. Ferrari claims; we haven't in most cases the qualities for top-line racing, even if we could afford the tools, but we know (as Mr. Ferrari apparently does not) that it is possible to go motor racing for a figure which (by courtesy of the 750 Club) needn't be as much as one-tenth of the £5,000 he names.

Possibly club meetings aren't the "real" racing he refers to, but they do represent participation, in which observation of driving techniques and technical ideas may be applied.

The desire to pit your own skill, and perhaps mechanical knowledge, against that of others, and the joy of using a

mechanical device to its limits seem to me the basis of motor racing as a sport, and are present in club racing perhaps more than in the more exalted spheres.

Finally, is motor racing, as your correspondent states, "merely a procession of cars past a given point at wide intervals"?

If that is all he sees, I can understand his lack of enthusiasm, but that isn't quite how it looks from my viewpoint on Pad-dock Bend, and I don't think I'm unique, nor that the thousands who put up with English weather (and frequently inadequate spectator facilities) wonder whether what they are getting is worth while.

G. R. P. GUSH.

TUNBRIDGE WELLS.

I CANNOT help thinking that Mr. R. Ferrari is being deliberately provocative in his article on TV and motor racing. It is surely impossible for anyone who is literate and has troubled to study AUTOSPORT beyond the "picture" stage to write consistent rubbish to a point that almost commands admiration.

Mr. R. Ferrari completely loses sight of the fact that there are so many admirably competent magazines entirely given over to motor sporting matters and supported by a vast reading public, that popular newspaper coverage is almost superfluous and invariably amateurish.

This year I travelled 1,800 miles for the sheer joy of watching the Italian Grand Prix and I suppose it was by complete chance that I saw thousands of British people doing the very same thing. It is well known to nearly everyone, except Mr. R. Ferrari apparently, that in the two *Daily Express*-sponsored meetings at Silverstone this year, nearly 200,000 people travelled a total of something like 20 million miles in order to bore themselves silly watching motor racing.

Mr. R. Ferrari's description of a motor race reminds me of a particularly pathetic clown with big red nose who, having been informed that the ringside seats have been booked by the Arsenal Supporters' Club, endeavours to raise humorous jeers when he quipts that a game of football is nothing more than 22 hooligans belting a bit of leather about.

As one whose greatest thrill in life has been derived from racing one's own sports car at club meetings at Silverstone, on a very average income, I would suggest that motor sport is well rid of the Mr. R. Ferraris of this world.

Shame on you, sir, that you should so utterly disgrace a name as honourable as Ferrari.

JEFFREY A. SAWYER.

BIRMINGHAM.

JUST read in AUTOSPORT Mr. Ferrari's letter (no relation to Enzo, wot?). He seems to me to be an angry young man of motor racing, obviously! Ignoring the fact about ITV v. B.B.C. coverage, after all, we had the British G.P. on (or did we? I don't know, I was there). Going back a bit to my schooldays, to quote Mr. F., I will stick my neck out and say that motor racing and football are (nearly) on a level footing where "Joe Public" is concerned. Where can you see 100,000 folk watch 22 men booting a piece of cow-hide around? Not at Silverstone, obviously!

Also, newspaper coverage; admittedly, some papers, who sponsor racing, cover their *own* meeting fairly well, but I suppose that Mr. F. notices the accidents as well, wonderful photos too! And motor racing on TV is (sometimes) dull, owing to telephoto lens reducing the sensation of speed, also TV is not able to capture the colour and atmosphere. Anyway, what's better than seeing a meeting on TV when you can't get to the meeting yourself? Getting to this "real" racing question, would someone please tell me what "real" racing is? I have seen racing from 250 c.c. to F1, so if that isn't real racing, can someone tell me where I can see some (I've been to Rheims).

Please, Mr. Ferrari, be realistic! So in closing, I would like to add that Mr. Ferrari ought to see motor racing (costing how much? £5,000!), and be "bored or confused" at a "mere procession of cars passing a given point"! I have also seen Messrs. Grant, Bolster, Chapman, Parnell, at various meetings up and down the country, and a more confused lot I've never seen! So please, sir, once again, be realistic, and stop seeing motor racing as something that smells (if that's at all possible!).

"WALTER MITTY".

LONDON, E.8.

IT is not my habit to submit letters to AUTOSPORT, as I am usually quite content to read other people's comments and opinions, but on reading a recent issue I feel that I must answer the affront to motor racing that was published under the name of Mr. R. Ferrari.

It appears obvious to me that Mr. Ferrari is writing about a subject of which he is totally ignorant and as to how such a letter can come from a reader of this excellent magazine is beyond my comprehension. Nevertheless, for his benefit I will briefly comment on the "points" which he has raised:—

(1) Soccer, I agree, has a greater popularity than motor racing, but I challenge anyone to name another sport which can boast attendances at one meeting which run into six figures. Newspaper coverage of motor racing leaves a lot to be desired, but it must be remembered that full coverage of motoring events is given in AUTOSPORT and its contemporary motoring journals, the circulations of which reach a very high figure.

(2) As for motor racing being boring on TV, I would like to inform your correspondent that I spent one of my most memorable afternoons glued to the TV watching the Vanwall victory in the 1957 Grand Prix d'Europe. I admit that several minor meetings which have been televised recently were not particularly exciting but how many viewers get enthusiastic over an amateur cup-tie between two teams that they haven't even heard of?

(3) The statement that it requires £5,000 to go motor racing is so inaccurate that I don't think it is necessary to elaborate on that point.

(4) In recent years we have seen some of the closest fought motor races of all time and for Mr. Ferrari to describe these events as "merely a procession of cars past a given point" is almost as laughable as his estimate of 120,000 at Silverstone or a quarter of a million at Le Mans as a "few men"!

I am connected with motor racing in my own humble way in that I am a member of the Ecurie Ecosse Association and on behalf of myself, my fellow members and the thousands of motor racing enthusiasts throughout this country, I insist on an apology for a letter which was in very bad taste and so obviously based on personal prejudice.

COUPAR-ANGUS, PERTHSHIRE.

DENNIS W. H. STEWART.

Motor Racing and the B.B.C.

I HAVE been following the correspondence in AUTOSPORT regarding B.B.C. Television's coverage of this year's Grand Prix meetings. Rather than discuss the merits of football against motor racing, I wish to place before you the facts. The only Grand Prix available for television was the British Grand Prix at Silverstone. This was televised "live" by B.B.C. Television.

Naturally, enquiries were made of the Italian, French, Belgian and German Television Services whether their respective G.P.s could be transmitted. In each case, the answer was "sorry, no". Obviously, the B.B.C. cannot relay an event that is not being televised in the country where it takes place.

Because these G.P.s could not be shown direct, *Sportsview* made special arrangements for film coverage. In many cases, this meant sending a three or four man crew from this country. Every Grand Prix film was shown on the Wednesday after it happened, totalling just over 47 minutes in all.

If I may just take up your space for one more sentence: your readers may like to know that we intend to join all our 1958 Grand Prix films into one 45-minute film to be shown in a future edition of *Grandstand* on Saturday afternoon.

PAUL FOX

LONDON, W.12.

(Editor, "Sportsview" Unit).

The "Three Hours"

JUDGING by what I have read so far your "Three Hours" at Snetterton seems to have been a success again, and I am sorry that I was not there, as I was last year. To my mind it is the real *Tourist Trophy*! Also, the whole series of events which you organize during the season are very commendable.

Neither, do I think, does the "Three Hours" suffer from no works entries, or from the absence of professional drivers, as I have said before. The only amendment I would advocate is that at least half of the race should be in proper daylight, from both the spectators' and competitors' points of view.* The use of aero-screens is only to be wished for on the ground of safety alone, I consider.

The additional races at this meeting are a welcome feature and I hope that your Trophy series, and the "Three Hours", receive even more deserving support.

HERTS.

K. J. BLYTHE.

*This year it was 50-50.—Ed.

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

Don't muff it! fit a

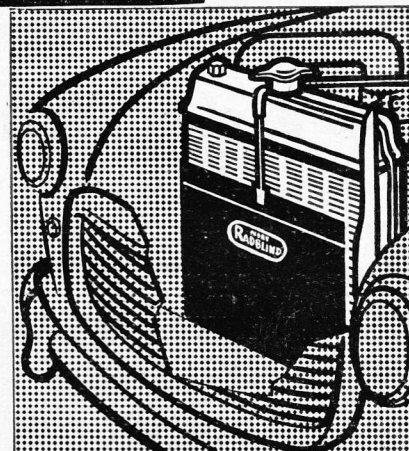


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A3

FROM starting points at Shenstone and Buxton 45 starters took part in the eighth Buxton Rally on Saturday, 18th October.

After joining a common route near Denstone the competitors entered the first navigational section described by route card and carrying both early and late penalties. By the end of this section all except 16 competitors had suffered penalties before entering the second section, during which the way had to be found by reference to a fixed point in a series of 10 x 10 kilometre squares. The whole entry sustained penalty in varying degree in this stage, either through timing or the failure to locate controls. Leading on the road at this point was R. G. Preston (Morris Minor), with 60 marks, followed by R. B. White (Vauxhall Victor) (70), and W. B. Hercock (Triumph TR) (90).

The route then led to Oulton Park where were the first two driving tests.

On arrival at Oulton Park, competitors cars were scrutineered, then proceeded to the start line of test 1, which was situated just before the Bailey bridge. From here drivers were faced with a standing lap of the short circuit, which turns right immediately before Cascades to re-join above Knicker Brook, then, without stopping, they had to perform a flying lap.

A Victor Wins the Buxton

R. B. White "Victorious" in Shenstone and D.C.C. Rally

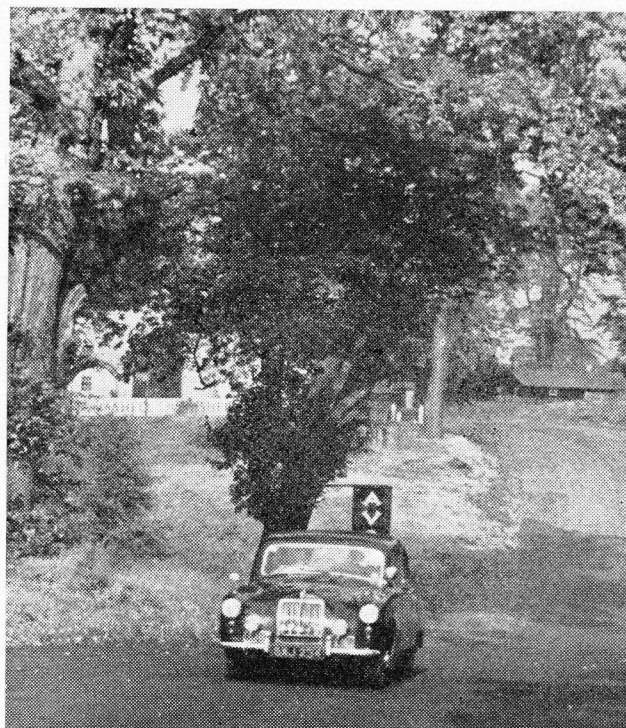
The object of this exercise was to complete the flying lap within the figures of ten seconds plus or five seconds minus the time of the standing lap. This was not so easy as it looked on paper, unofficial timing showed good figures to the credit of P. E. Roberts (Austin-Healey), standing lap 1 min. 43.6 secs., flying lap 1 min. 34.4 secs.; B. Harper (Morgan), standing lap 1 min. 45.6 secs., flying lap 1 min. 31.8 secs.; G. A. Boughton (Triumph), standing lap 1 min. 47 secs., flying lap 1 min. 38 secs.; M. Eaves (Morgan), standing lap 1 min. 43.2 secs., flying lap 1 min. 34 secs. and C. B. Taylor (Triumph), standing lap 1 min. 35.4 secs., flying lap 1 min. 28.6 secs. Taylor's time made b.t.d.

At the end of test 1 competitors left the course at the paddock entrance, continuing to the exit barrier where was laid out test 2—all under the eagle eye of Jack Twyford and his new transistor recording apparatus. This started with a hundred yard dash to stop astride a line, a double reverse into two garages then a very long high speed run again to stop astride a line, this latter fooling almost everyone! The best times here were P. E. Roberts (Austin-Healey), 33.3 secs., M. Eaves (Morgan), 33.4 secs. and C. B. Taylor (Triumph), 33.9 secs.

After a lunch break, navigation by shortest route, avoiding an "out of bounds" area, caused further failures and mark losses and put White into a lead which he subsequently retained, and led into the third special stage, in which cunning siting of controls caused "wrong approaches" to become rather the order of the day.

On arrival at Chapel-en-le-Frith there were two further driving tests, where fastest times were recorded by D. H. Holland (Morris Minor) and M. J.

★
SEEN on the highly entertaining test at Oulton Park circuit is a competitor's Armstrong Siddeley.
★



Eaves (Morgan), and a short refreshment break, before setting off for a final stage during which darkness fell, so that the final forwards, reverse, forwards test round a pylon on a very stiff gradient was carried out in darkness, fastest here being W. B. Hercock (Triumph).

Results, announced later during the evening at the Palace Hotel, Buxton, showed that of the 28 competitors completing the course only six had visited all the controls, and the remaining 17 had fallen by the wayside due to navigational or mechanical failure, no incidents being reported.

Results

Buxton Trophy: R. B. White (Vauxhall 1507).
Saloon Car Group: M. Sutcliffe (Morris 948).
Other Car Group: C. B. Taylor (Triumph 1991).
Saloons, up to 1,100 c.c.: A. H. Gray (Morris 947), 1,101 c.c. and over: P. Keartland (Ford 1172).

Other Cars Classes: B. Harper (Morgan 1991).
Next 10 per cent. in Gen. Cat.: J. May (Standard 948); M. J. Webb (Sunbeam 1494); R. L. Hayes (Triumph 1991); L. H. Pole (Hillman 1390); R. Preston (Morris 948).

Newcomer's Award: J. H. Showell (Sunbeam 1498) and (Navigator) J. J. Troman. **Best Navigator:** P. G. Boosie (with R. B. White). **Best B.T. & R.D.A. Member:** B. Harper. **Best Test Performance on class index:** M. J. Webb. **Team Award:** M. J. Webb, R. B. White, D. H. Holland.

PETERBOROUGH ENTERPRISE

THE Peterborough M.C.'s Autumn Rally had several innovations making for a first-rate and really enjoyable event. Starting money in the shape of 24 coppers was paid to each of the 57 starters from London, Bedford and Peterborough. This was for telephoning to the Bedford control area to obtain map references and so on for the night section. Full co-operation of the G.P.O. was obtained, and this method of time-

control worked admirably. Competitors were required to call up from six telephone boxes—all indicated by map references. If competitors rang the controller before or after the time shown on their route cards, they had 200 penalty points. If unable to ring up, a penalty of 100 points was incurred by opening a sealed envelope giving the route to the next telephone box.

After driving tests on an airfield, the entry was sent on a route which was indicated in a reverse direction. Then they had to find four passage controls which were indicated on aerial photographs.

The whole thing was thought up in the ingenious minds of Dr. "Bob" Smith, J. R. L. Barrett, R. A. Johnson and S. E. Nicholas. Stewards were Gregor Grant and Bill Banks.

Results

Best Performance: N. Dearnley (Jaguar).
Runner-up: P. Hillier (Austin-Healey Sprite).
Third: R. A. Newsum (Riley 1.5). **Ladies' Award:** Betty Edward (Morris). **Team Award:** Kings Lynn M.C. (C. D. Bos, F. G. Canham and W. S. Lee).

Class Awards: G. B. Scotney (Minor), K. B. McQueen (Ford), R. A. Newsum (Riley 1.5), E. O. Goodman (TR), N. Dearnley (Jaguar), C. Armstrong (Zephyr), P. Hillier (Austin-Healey Sprite) and H. D. Bos (TR).

Bournemouth Rally—continued

(Morris 1000) beat them all in the fourth and final test with Don and Derek Rickman coming second and third respectively. On the times being totalled up it was found that the overall best performance had been put up by Don Rickman, with M. R. Davies second and P. J. Macdona (M.G.A) third.

So ended this year's "Bournemouth". Full marks must go to the rally committee who had the results of the first five places in the general classification available to competitors by six o'clock that evening. All praise to Brian Fisher and his band of marshals for a job well done, and a word of thanks to the Royal Signals T.A. Unit, whose efforts with their four radio vans enabled close contact to be kept throughout the rally.

L. G. HALL.

NO CHAINS, STRAPS OR SPRINGS

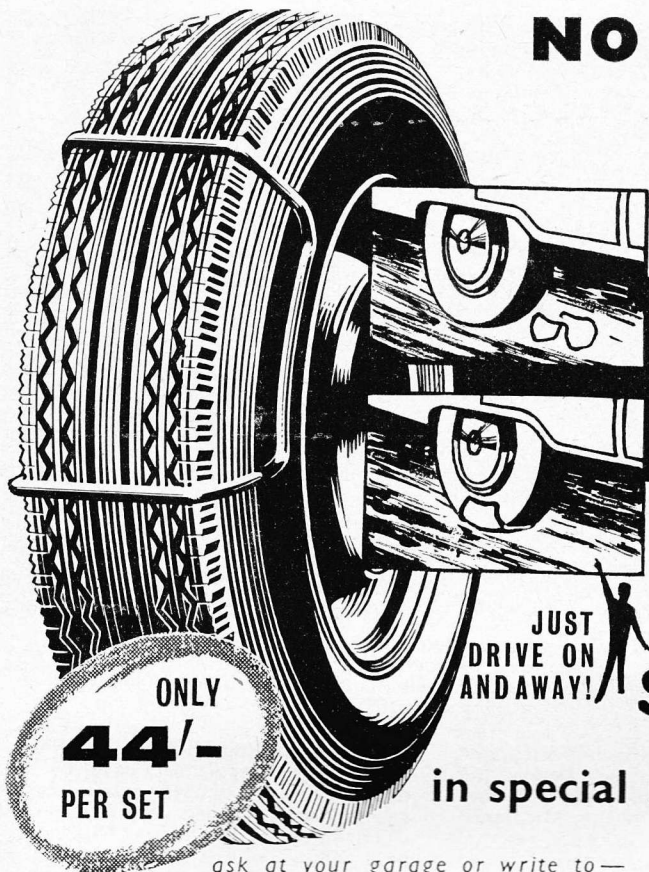
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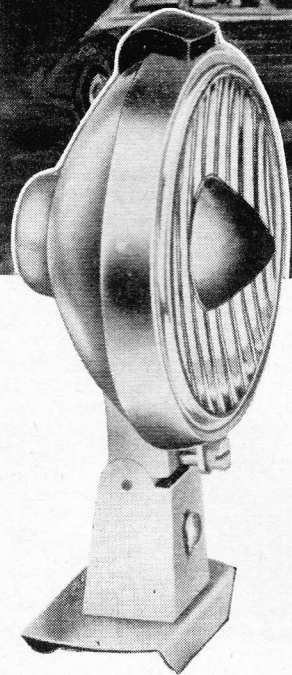
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Club News

By MARTYN WATKINS

A NOTICEABLE trend in motor sport over its more recent history is the growth of interest in trials. At one time—not so very long ago, either—the majority of people seemed to think that the chief pleasure in motoring came in going quickly all the time, and even a couple of years ago there were probably little more than a hundred crews who competed regularly in sporting trials.

This business of causing a motor-car to demonstrate its superiority over anything that Nature and a wily clerk of the course can provide in the way of hazards is now catching on at a great rate, however. To go back only a couple of weeks, the **Sheffield and Hallamshire M.C.'s** classic High Peak trial attracted an entry of 57—highest number in any trial for something like eight years. Last week-end there were 50 entrants for the **Shenstone and D.C.C. Chase Trophy** trial.

Even the pattern of results is changing, and if at one time the winner of an event was generally a "name" in the trials field, at least one competitor is doing something about that! Still in his first season in this branch of the game, Eric Jackson has become a name to conjure with: elsewhere in this issue it is recorded that he has beaten all the old hands to win both the events mentioned above, and has to add to these victories another best performance in the **Maidstone and Mid-Kent M.C. Bossom Trophy** trial.

This increase of interest is not, of course, confined to the full-blooded, "specials only, please" type of event. The less strenuous standard car events are growing in popularity, while the pre-war long-distance trial of the M.C.C. "Land's End" type is another variant that is pulling in the entries.

You may not agree, but personally I thoroughly enjoy the trials season. I even enjoy the trudging through mud and water in the cold, damp winter that's necessary to cover them, believe it or not! And while I admit that one man's meat is another man's mud-plugging, we must all agree that increased interest in any branch of motoring competition can be nothing but a healthy sign.

IT is now the time of year when we find ourselves thinking about annual general meetings and the yearly club dinners, and to start off this week's list we have one of each of these items. The **Stafford and D.C.C.** met on 27th October and elected its officers for next year. Secretary is D. Montgomery, assisted by Miss M. E. Bridgwater, treasurer is K. Lloyd and competitions secretary is W. L. MacCall. . . . Annual dinner, dance and presentation of prizes for **Exeter M.C.** takes place at the Countess Wear Hotel, Exeter, on 28th November. Tickets are available from Mrs. R. A. Walton, 135 Cowick Hill, Exeter, or from members of the sub-committee. . . . **Kentish Border C.C.** holds its Christmas party—how time flies—on 18th December, its annual dinner on 23rd January and has a film show on 8th January. . . . **Brent Vale M.C.** and **Fairey Aviation M.C.**



UNUSUAL FEATURE—possibly the first time this idea has been employed in a British rally. These aerial photographs were used as part of a route card by the Peterborough M.C. on their Autumn rally, a report of which appears on page 616.

hold their "Eggs and Bacon" half-night rally on 22nd November. Details and entry forms are available from R. Woodruff, 18 The Warren, Heston, Middlesex. . . . **Fiat C.C.** holds a luncheon run and treasure hunt, starting at Bakewell, on 9th November. Details are available from the secretary, Mrs. K. T. Maxwell, Thorney Hall, Newark, Notts. . . . **North Staffs M.C.** holds an evening rally on 12th November, closed-to-club and entries closing on 10th November. . . . Annual dinner of the **Burnham-on-Sea**

ville Road, Sutton, Surrey. . . . Annual rally of the **Gosport A.C.** is to be held on 15th-16th November, entries closing on 8th November. Secretary of the event is G. Barnes, 6 Strathmore Road, Gosport, Hants. . . . A series of talks on rally navigation is to be given to members of the **Waterloo and D.M.C.**, starting on 11th November, and the first talk will be on the club's recent Waterloo cup rally. The club's annual general meeting will take place on 2nd December at the R.N.A. Club, 5 Church Road, Waterloo, and the annual dinner is fixed for 10th December at the Blundellsands Hotel, Crosby, Liverpool. . . . **Leicestershire C.C.** holds its John Bull sporting trial on 23rd November, entries closing on 15th November. Invited clubs are London M.C., Peterborough M.C., Shenstone and D.C.C., Sheffield and Hallamshire M.C., Coventry and Warwickshire M.C., Hagley and D.L.C.C., Sunbac and the North Midland M.C. Secretary of the meeting is W. B. Hercocock, 14 Hinckley Road, Leicester, and the start of the trial is at the Fox and Hounds, Skeffington, near Uppingham. . . . **The Bexley L.C.C.** hold their Witsend Rally on 30th November, invited clubs being C.S.M.A., Folkestone and East Kent M.C., Maidstone and Mid-Kent M.C., Margate and D.M.C., Rochester, Chatham and D.M.C., Sevenoaks and D.M.C., Surrey Sporting C.C., Sussex C. and M.C.C., T.E.A.C. and Tunbridge Wells M.C. Entries close on 25th November and go to Mrs. H. Kerr, 620 Sidcup Road, London, S.E.9. . . . Ninth annual Nocturne, a 130-mile night navigation rally, will be held on 22nd-23rd November by **Herts County A. and Ae.C.** Invited clubs are A.C.O.C., Hants and Berks M.C., Seven-Fifty M.C., Harrow C.C., Falcon M.C., Riley M.C., Singer O.C., Anglia and Prefect O.C., Murphy M.C., London M.C., T.E.A.C. and N.L.E.C.C. . . . Entries close on 18th November and regs. are available from Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead, Herts. . . . **Crittall C.C.** holds its novices rally on 16th November.

Coming Attractions

November 9th. North Midland M.C. Autumn Trial, Winster, Derbyshire. Start, 10.30 a.m.

Hagley and D.L.C.C. Ken Wharton Memorial Trophy Team Driving Tests, Marsh & Baxters Garage, Moor Street, Brierley Hill, Staffs. Start, 2.30 p.m. (To be televised by B.B.C.)

Chiltern C.C. Chiltern Hills Trial, near Watford, Herts.

Harrow C.C. Cottingham Autocross, Earls Colne, near Colchester, Essex.

November 15th. Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.

November 22nd. London M.C. Television Trophy Trial, near Aylesbury, Bucks.

November 23rd. Leicestershire C.C. John Bull Trophy Trial, Fox and Hounds, Skeffington, near Uppingham, Leics. Start, 10.30 a.m.
Landrover O.C. Trial, Brands Hatch, near Farningham, Kent. Start, 10 a.m.

M.C. will be held on 28th November. Tickets can be had from Miss T. Maunsell-Eyre, Desiree, Lympsham, near Weston-super-Mare. . . . A closed-to-club Landrover trial will be held by the **Landrover O.C.** at Brands Hatch on 23rd November, starting at 10 a.m. Details can be had from R. R. Waller, 16 Sack-

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USED CARS FOR SALE

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1957 A.C. Aceca, finished in metallic grey with red hide upholstery, Bristol engine. This car has only covered 13,000 miles. Special equipment includes Smith's heater and demister, H.M.V. push-button radio, screen washer, defroster in rear window, adjustable steering column, Bray electric heater in water system, long-range driving lamp and wing mirror. Price £1,775.—Dickinson and Adams (Luton), Ltd., Tel.: Luton 51221-4.

1957 ACE-BRISTOL D2 engine, Le Mans exhaust, low mileage, many extras, showroom condition. Absolutely perfect, one owner. Offers invited. For cash sale, terms may be arranged.—Box 2948.

ALLARD

FACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—3 Keswick Road, Putney, S.W.15. VANDyke 1835. (See also New Fords.)

81 M. 1949. Remod. 1951. Four-seater coupé. Excellent tyres, hood, interior and exterior. Engine under 10,000. £220. Must be seen.—Phone ABBey 5131.

1948 COUPE, outstandingly good throughout, many extras. £195. Terms.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BELgravia 3711.

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1932 ALVIS T/J 12/50 V.G.C. Another 1931 T/J 12/50 with cracked block for spares. For quick sale, £90 the two, o.n.o.—HITher Green 4743.

ASTON MARTIN

ASTON MARTIN DB2/4 black saloon, April 1954, one owner, first-class condition throughout, many extras. £1,300.—Young, 105 Peterborough Road, Fulham, S.W.6. RENown 1121.

ASTON MARTIN International 2/4 s/c., restored to near concours condition throughout. £270.—M. Thomas, R.A.C Cirencester.

1938 2-LITRE 2/4-str. ASTON MARTIN, B.R.G. £230 o.n.o.—Wright, 3 Mulgrave Road, Middlesbrough, Yorks.

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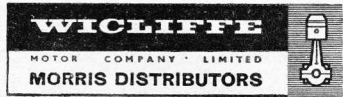
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1937 NIPPY. Perfect for "special" builder. New c.w.p., 2 L.S. hydraulics, hood and screen. Body and king pins tatty. No hand-brake. Engine and gearbox good. £70.—Box 2942.

AUSTIN-HEALEY

AUSTIN-HEALEY B.N.1, Sept. 1954, dual primrose/black, o/drive, heater. Open to A.A., R.A.C. inspection. £585.—ARCHway 6452, evenings. **£685** 1956 BN2, red, many extras, immaculate throughout.—Appleton House, Thundersley, Essex. South Benfleet 3325.

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1922 BENTLEY 3-litre, chassis No. 29, 2-seater racing body. To enthusiast only, £150 o.n.o.—To view, phone Snitterfield 351 any time (Stratford-on-Avon).

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BERKELEY distributors (Surrey). Immediate delivery 492 c.c. now in stock, also 1957 328 demonstration model, 4,000 miles only, latest mods. £435.—Surrey Car Co., 44 Richmond Road, Kingston-on-Thames. KINGston 6340-7660.

BERKELEY Sports tuning and racing specialists. See and test our demonstration model. Open 8.30 to 7 weekdays, 10 to 12.30 and 2 to 6 Sundays. Early delivery new models. Rev. counters, chrome plated luggage grids and tonneau covers always in stock.—Mantles Garages, Ltd., Henlow Garage, Henlow Camp, Beds. Phone: Henlow Camp 233.

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BASIL ROY, LTD., B.S.A. (Scout Model) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

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CONNAUGHT Sports/Racing, 1,500 c.c., gas-flowed head, twin Amals, Scintilla mag. Completely reconditioned engine, new four-speed close ratio gearbox. Incredibly fast, but docile enough for shopping in Oxford Street. £325 is the price, but would consider a sensible exchange, Formula 3 car, or even a family saloon for the missus. Deferred Terms if necessary. Apply.—J. Bristow, 125 Milbrook Road, Southampton. Telephone: Southampton 20615.

COOPER

MK. X, little used this season, short-stroke Norton, suitable petrol or dope, c/w trailer and spares. £525.—Ford, 290 Warstones Road, Wolverhampton.

DKW

£695 1956 (Aug.) DKW 36 Sonderklasse, one owner, engine reconditioned and specially tuned. Terms. Exchanges.—D. Margulies, Ltd., Cornwall Garage, Stratford Road, W.8. WESTern 2616.

FIAT

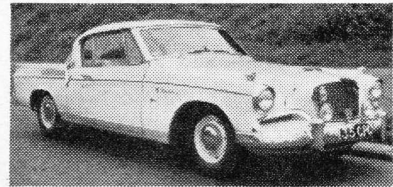
FIAT 600, Oct. 1955, 22,000 miles, engine just rebuilt, condition very good, heater, undersealed. £400.—Ruislip 2910, after 6 p.m.

FORD

BRADSTOCK MOTORS, LTD., offer: 1956 Ford Thames converted to station wagon, including special seats and dashboard. Willmont conversion, including suspension, four-speed gearbox, etc., etc., £475.—454-456 London Road, North Cheam. FAIrlands 6283.

1956 ANGLIA de luxe, Servais manifold, etc., polished head, twin tanks, lamps, washers, heater, excellent condition. £495.—Rigglesworth, "Danesfort", Highcliffe Road, Swanage, Dorset.

AMERICAN CARS



STUDEBAKER GOLDEN HAWK (Yellowstone) pillarless 2-door 4/5-seat coupé, the rare type fitted with the 352 cubic inch, 275 b.h.p. Packard engine and twin ultramatic transmission; power steering, power brakes (Mintex racing linings), Pirelli tyres, 8-valve push-button Philco radio with twin speakers, twin-Lucas flamethrowers, Lucas windscreen washer, and Teleflo Ride Control dampers. 12,000 miles, completely as new.

80 m.p.h. in first speed/torque converter, 100 in second speed ditto, 120/140 in fixed high, 15 m.p.g. The car has very high performance, good road-holding, nice manners and good brakes; it has been described as the best-looking car from America; and is the least tiring car, either at high speed or in traffic, which we know.

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MERCURY OFFER: £1,175, 1952 FERRARI, 2.6-litre, 12 cylinder drophead coupé in magnificent condition. The body, by one of England's most famous coachbuilders, is a 4-seater with superb styling. Finished in grey, with red leather interior and is fitted with radio, heater, fully disappearing hood and tonneau cover. The chassis is a special show model, with many parts chromium plated and is fitted with the fabulous o.h.c. engine with dual ignition and fuel pumps, Weber carburetors, five-speed gearbox and Borrani alloy wheels, with new Pirelli tyres. A car which is capable of fantastic speeds in safety and comfort, with amazing flexibility and appearance which attracts admiring and envious attention everywhere. Terms or Exchanges with pleasure.—Mercury Motors, 824 Harrow Road, Wembley, Middx. WEMbley 6058.

(Continued overleaf)

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1954 LAST LE MANS Replica built. Specification includes: works de Dion fitted 1957, located by Panhard rod; special wide 2½ ins. brakes and matching offset wire wheels; Koni shockers throughout; ZF differential.

Engine works rebuilt 1957, including new BS4 head, new Halsett damper, new crank and camshafts and special pistons with Dyke piston rings.

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CONNAUGHT ENGINEERING, England's largest distributors. New and used GOGGOMOBILS always in stock.—Connaught Engineering, Portsmouth Road, Send, Surrey, Ripley 3122.

1957 GOGGOMOBIL 2-door 4-seater saloon, finished in pale blue with dark blue upholstery, 650 miles only from new and still needs running in. Cost £500, but will accept £330.—King's Motors, New Road, Oxford. Tel. 48458-9.

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1948 SPORTS TOURER, excellent condition, recently fitted Mich. X, all weather equipment, with respray, engine and front suspension overhaul, heater, tonneau cover. A genuine 100 m.p.h., 26-28 m.p.g., reliable car. £365.—West, St. Albans 56480.

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AEN 546 XK 120. This well-known car was prepared for the 1951 Le Mans race and we understand was commendably driven into 12th place by Mr. Bob Lawrie. Many extras include hardtop, soft-top, wire wheels, racing tyres, radio, Marchal headlights, twin flamethrowers, windscreen washer, close-ratio gearbox, 9 to 1 comp. ratio, racing linings, racing clutch, metal and canvas tonneau, Perspex aeroscreen, twin flues. This car has been the extremely swift personal carriage of Mr. Alan Barton for the last three years.—Offers to Alan Barton, Ltd., The Burton Road Garage, Derby 41307/8.

FABULOUS JAGUAR Mk. VII, fitted full "C" type cylinder head and camshafts, fantastic performance, radio and heater. Bargain for enthusiast. £575 o.n.o.—6 Warren Drive, Bridge Park, Newton-le-Willows, Lancashire.

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JENSEN 541, November, 1955, overdrive, special head and twin exhaust, heater, screenspray, rev. counter, wire wheels, etc. £1,300.—P. S. Nicholson, Garage, Forres.

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RACING LANCIA Asturia, aerodynamic body designed by Castagna. Mechanically perfect. O.h.c. engine. Quick sale, £295 or £90 deposit secures.—GLadstone 2532, 6-7 p.m. evenings.

1955 LANCIA Aurelia Gran Turismo, dark green, seat covers to match, fitted radio, under 20,000 miles. £1,675.—Park Automobile Co., Ltd., 69 Dumbreck Road, Glasgow. Tel.: Ibrox 2206.

LOTUS

LOTUS LE MANS Mk. 11, complete less engine and front cowling, inclusive of de Dion, disc brakes. New gearbox and clutch, £595. Less gearbox and clutch, £525.—Power Unit Engineering, Ltd., Torre Road, Leeds 9.

LOTUS Mk. VI, late 1955, less engine and gearbox. Offers, details, write V. Decoene, Ingle-side, Hilltop, Romsley, Birmingham.

LOTUS Mark VI, 1955. Rebuilt August, 1958, with extensively developed 100E engine. Elva o.h.i.v., quick camshaft, Dural flywheel, mirrored tappets, special manifolds, R.5 tyres on new wide rims. New tonneau, seats. Cooper steering wheel. Racing linings, high axle C.R. gears, etc. Countless new spares. Fully prepared for 1959. £525 o.n.o. Seen by appointment.—Whitmore, Orsett (Essex) 245 (day), 233 (evenings).

1958 MK. XI LOTUS. Fitted with new Ford 100E engine, special Willment experimental O.H.I. head, enlarged exhaust valves and ports, enlarged exhaust manifold, Barwell gas-flowed throughout, special twin SU carburetters and fitted with ram air box, special big ends and mains fitted, polished and balanced con. rods, pistons, clutch and flywheel assembly, racing clutch, M.G. gearbox, special brake liners, oil cooler. Tyres only 40 per cent. worn, two new wheels and tyres. Spare gearbox and numerous other spares, full width screen, wrap round screen, rear body blimp, tonneau cover. Commer transporter, five new tyres, fitted with cubby holes and shelving, repainted 1958 and mechanically overhauled. Lotus unpainted and undamaged or shunted. Maintained and raced by director of firm. The lot, £780 o.n.o. H.P. terms arranged.—Brookholes Motor Co., Ltd., Main Ford Dealers, Southgate Huddersfield. Tel.: Huddersfield 8875. Home Tel.: Honley 61281.

1957 LOTUS Mark XI Le Mans, Stage II Climax, Appendix C, with Lotus trailer, hood, etc., Weber carburetters. £1,200.—The Tourist Trophy Garage, Ltd., East Street, Farnham, Surrey. Phone: Farnham 5363.

1957 LOTUS Mk. XI, series II, Stage II Climax 1,100 c.c., Hume trailer, two spare wheels, five tyres, three axle ratios, spare gearbox, etc. £950, or exchange 1.5 Riley or similar car.—Bradstock Motors, Ltd., 454-456 London Road, North Cheam. FAIrlands 6283.

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U.M. HAVE THE LARGEST STOCK OF M.G. M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.

EX-HAESSENDONCK supercharged PB "Cream Cracker". Many engine mods., Lystall crank, Scintilla magneto, alloy body. Ideal for club events, fast, handles well. £235 o.n.o.—Bedford, Blackstock Farm, Hellingly, Sussex. Tel. 213.

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Wanted. M.G. wanted, any model, any condition, any age, even models which are only suitable for salvage of spares. Full engine, chassis and body recondition service. I have never yet refused to buy any M.G. A good selection always available.

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M.G.A COUPE, 1958, 2,000 miles, whitewall tyres, Rimmelishers, immaculate, as new. £950.—Hornchurch 43167, after 6 p.m.

M.G.A., EXTENSIVELY modified, fitted with a host of extras, including hardtop, disc brakes all round, etc., etc. In perfect mechanical condition, Ivory paintwork and interior, immaculate. Approx. 12,000 miles. £800 for quick sale.—Box 2938.

M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

M.G. TA, with TF Stage II engine, heater, racing, sealed tripod lights, new tonneau, 16 ins. rears, spot, "Brooklands" wheel. £250.—16 Morris Avenue, Coventry.

M.G. TC, 1949, black, excellent condition, recon. engine, dynamo, steering, good tyres, hood, sidescreens, etc. £300.—16 Mellows Road, Ilford. Tel.: WANstead 2215.

M.G., 1947 TC, Columbian green, excellent condition, luggage rack, Windtones, extras, new Vynide hood, full tonneau. Carefully maintained. £325 o.n.o.—Cranmer, "Dunedin", Caterham, Surrey. Caterham 3076.

M.G. 1938, 2-litre, grey saloon, sunroof, good bodywork and interior, mechanically perfect. £135.—Box 2937.

SEPT., 1954, M.G. TF. Concours condition, low mileage, many extras.—ENField 3824.

SPECIAL HEAD for Magnette or "A", 9.8 CR, gasflowed, enlarged inlet and exhaust valves and ports, complete with special valves and springs, 78 b.h.p., used as spare only. £20. M.G. "A" distributor, new. £5. 3 "A" or Magnette wheels (steel) at £4 each, perfect. One 4.5 and one 4.7 differential unit complete, new, at £18 each. One "A" or Magnette 1½ inc. manifold complete with tuned carbs at £15. Set "A" front hubs, back plates, wishbones and king pins, little used at £12 the pair.—Box 2943.

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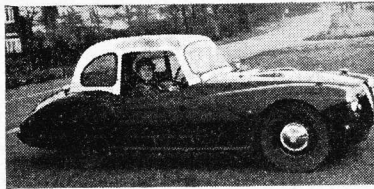
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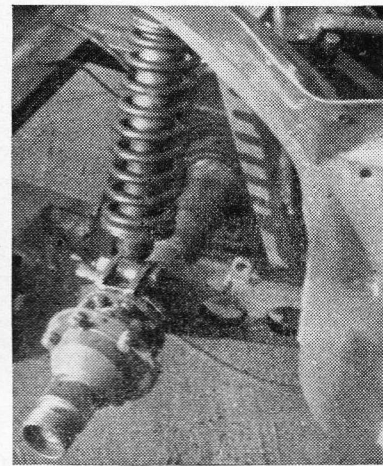
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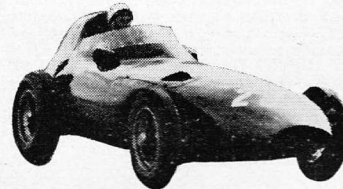
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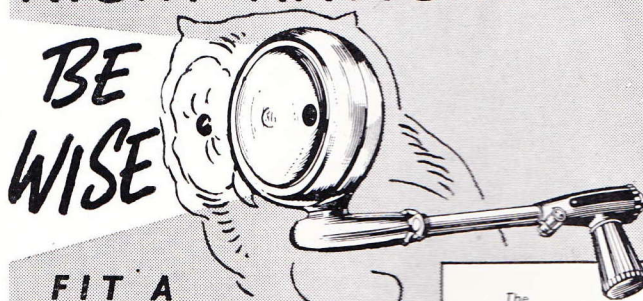
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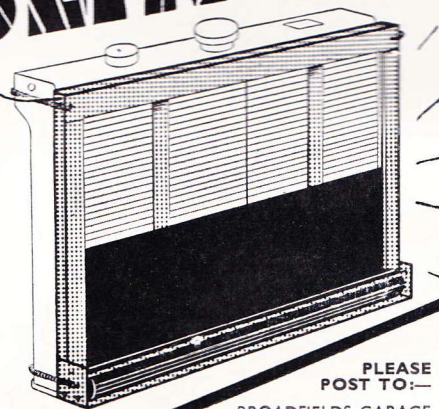
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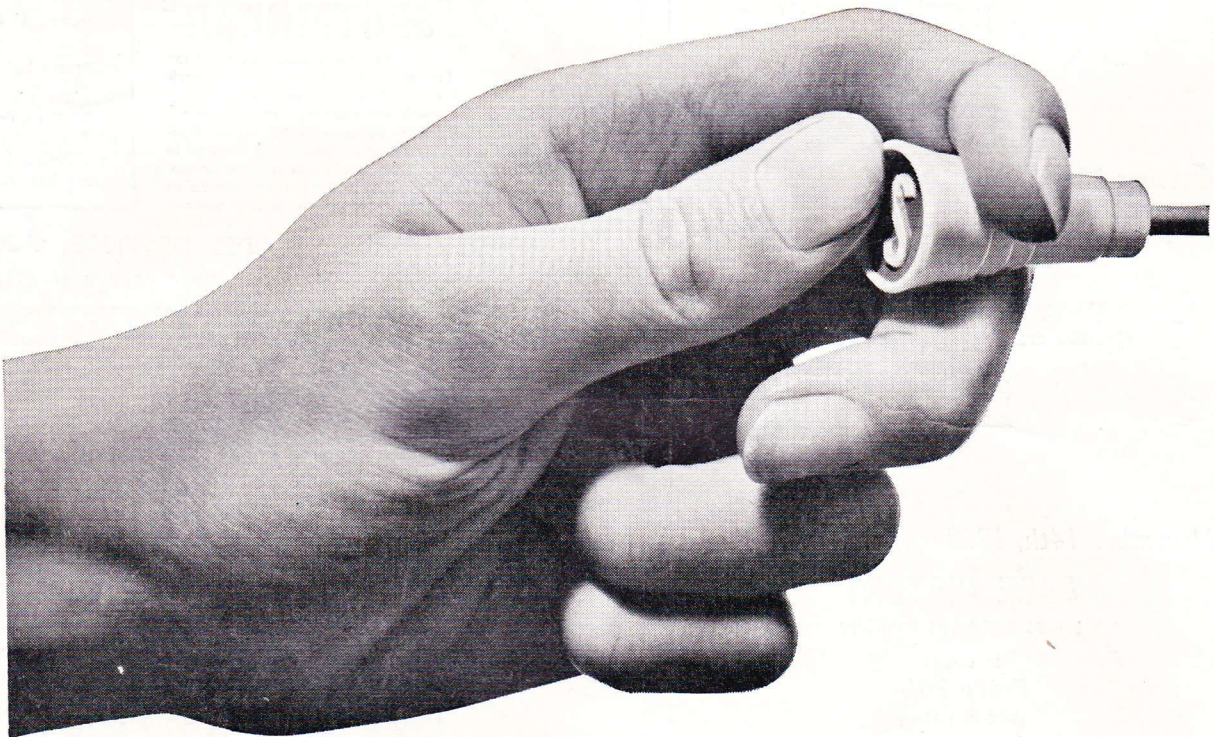


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