

AUTOSPORT

OCTOBER 18, 1957

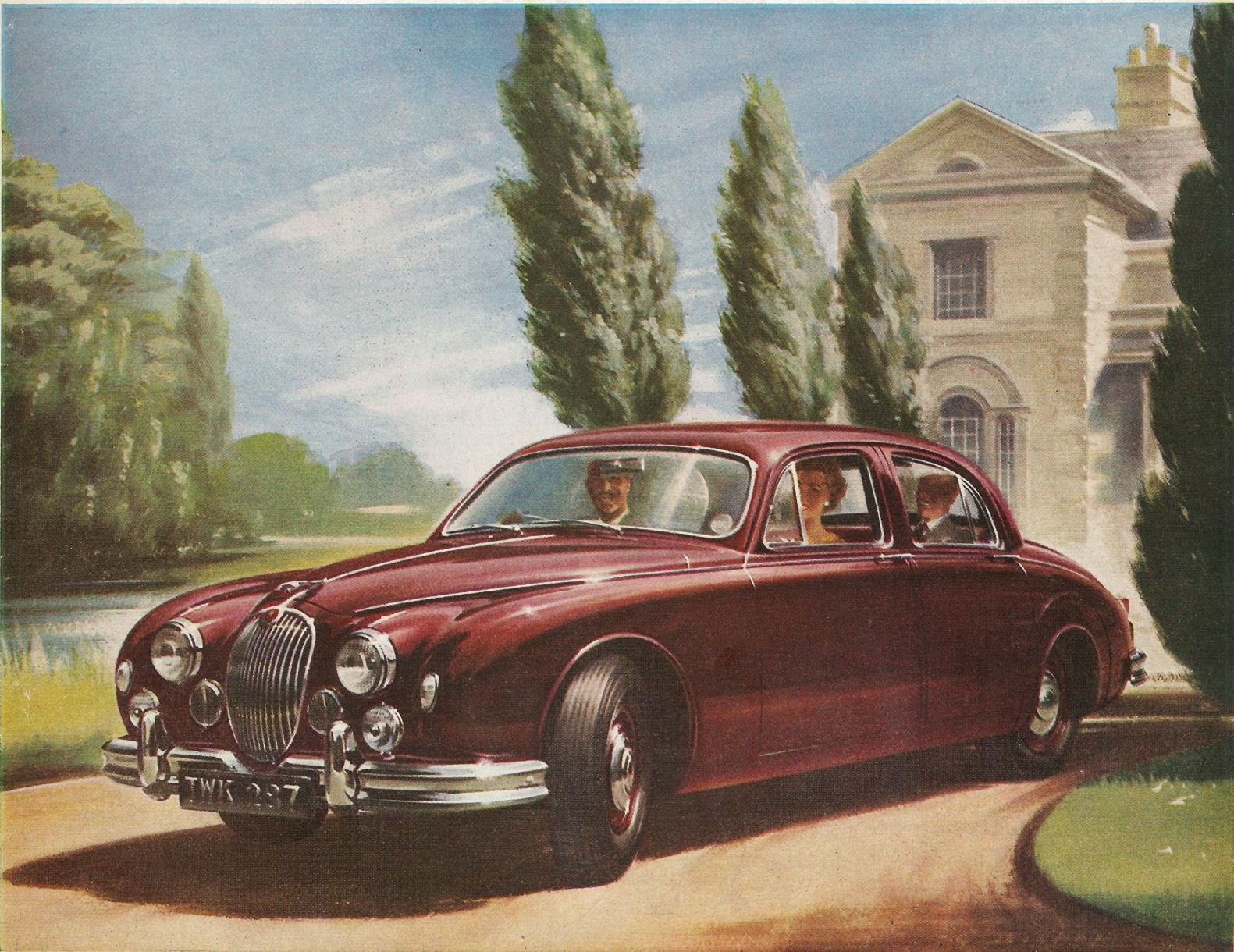
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EVERY FRIDAY

Vol. 15 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY

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



The 3.4 Litre Jaguar Saloon

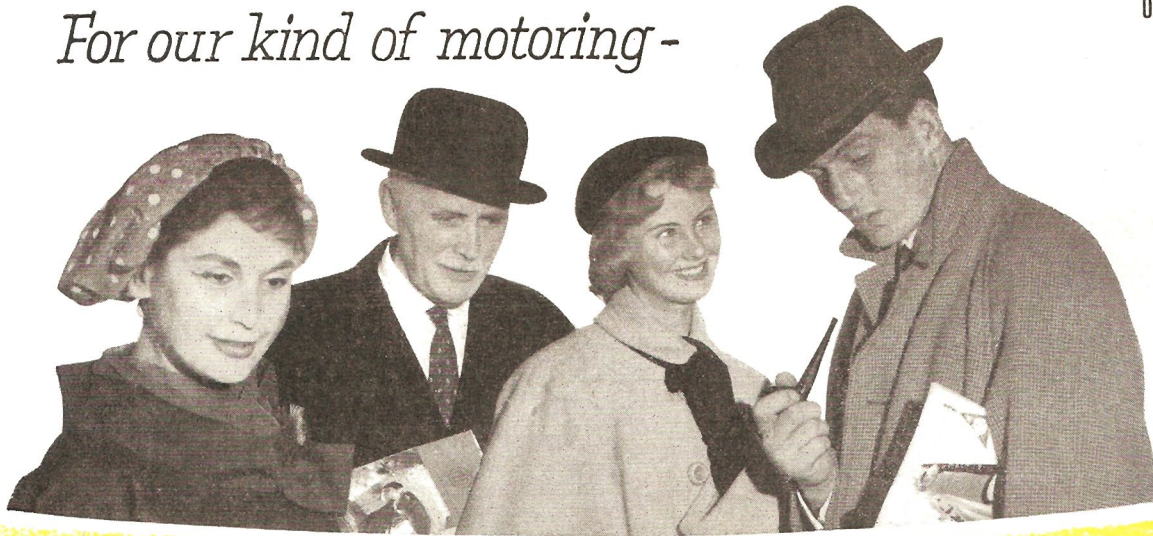
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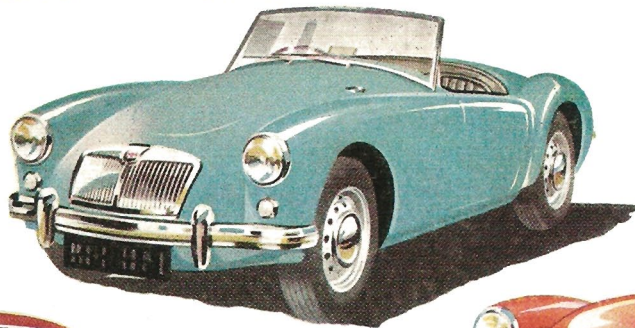
Frank Steele 1A

For our kind of motoring -

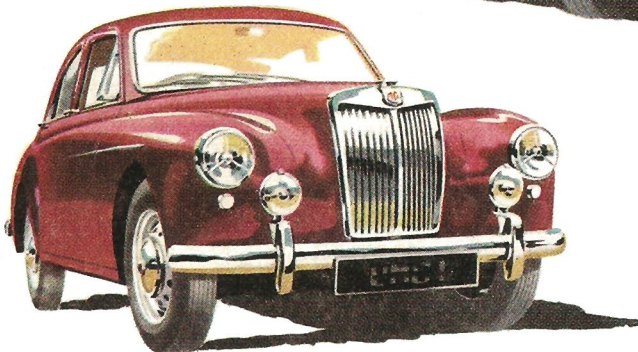


it must be an M.G.

Series MGA Latest and greatest of the M.G. sporting breed. Road-hugging, fast-moving, surges swiftly into the nineties!



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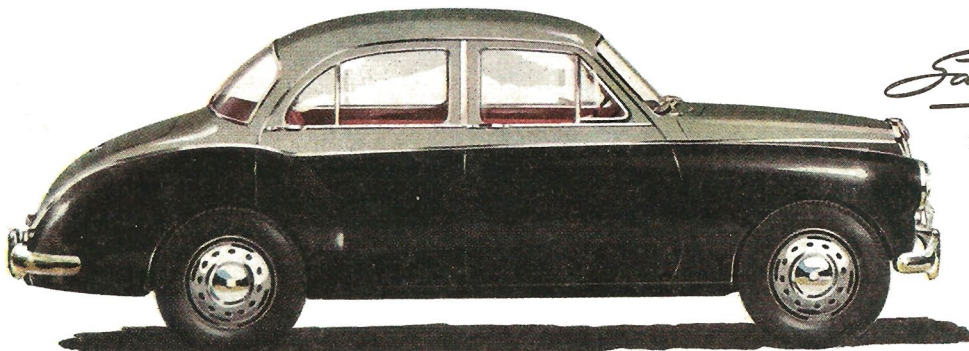


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Twelve Months' Warranty and backed by BMC Service—the most comprehensive in Europe.

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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 15 No. 16 October 18, 1957

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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EDITORIAL

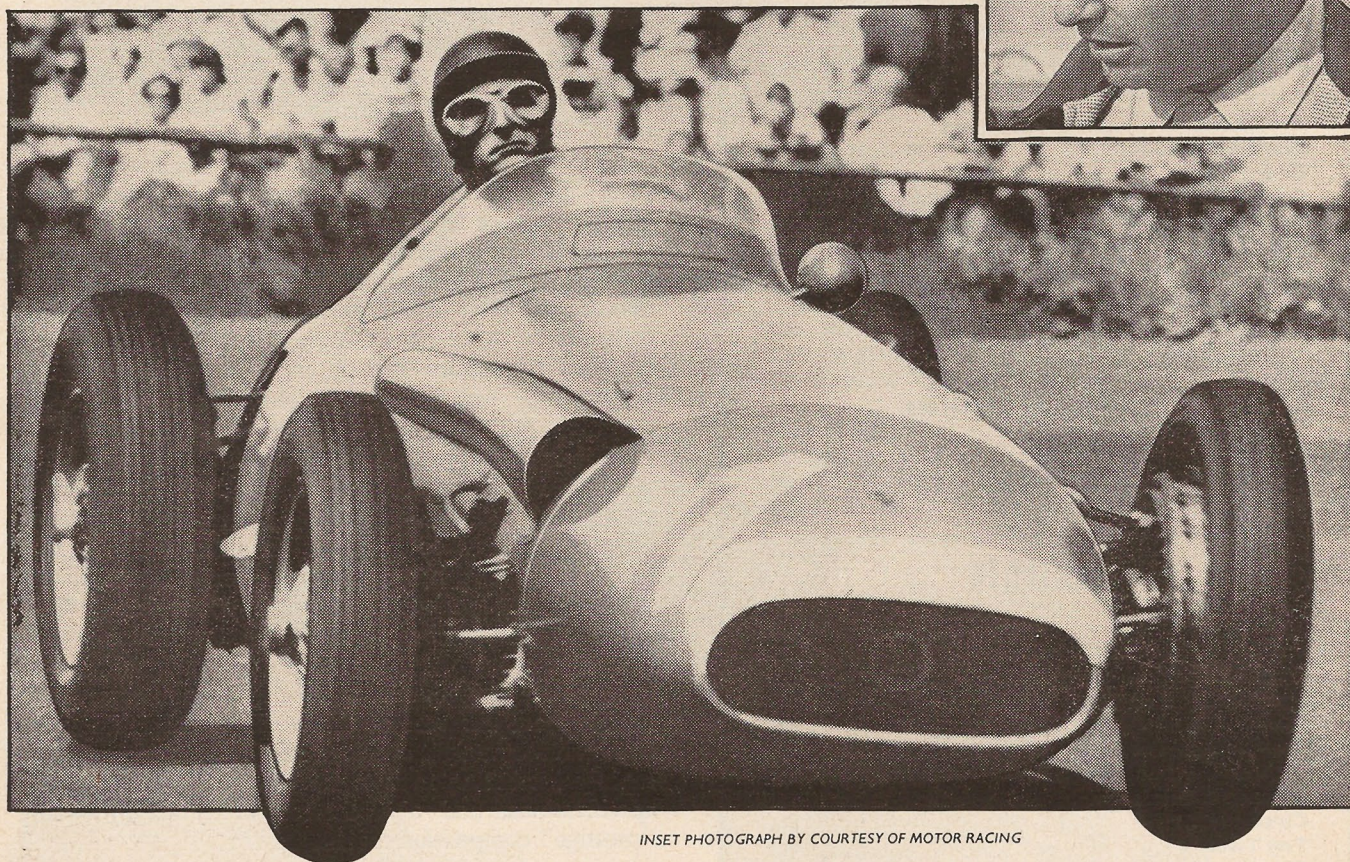
SHOW-TIME IS HERE

FOR the next few days the eyes of the world's motor industries will be on Earls Court where manufacturers present their products for public approval. Vehicles of every shape and size, with prices to suit everyone's pocket are to be seen, from the popular "economy" machines to luxurious limousines. Oddly enough, not a single example of the ultra-small vehicle is exhibited by any of the "Big Five", comprising B.M.C., Standard-Triumph, Ford, Rootes and General Motors. Nevertheless, they will keep a close watch on the reaction to such cars, particularly the new Meadows Frisky. Without a doubt all five have prototypes of very small-capacity machines in being and, should demand for them justify large-scale production, there would almost certainly be a race to be first out. The tendency now is to increase the performance of normal family saloons, and the B.M.C. policy of putting a 1½-litre engine in a chassis of comparatively small dimensions is expected to be followed by other manufacturers in the future. Chief criticism of certain British cars is that they do not perform as well as their Continental counterparts, especially in mountainous countries. This has been proved in important rallies, and the participation of B.M.C., Ford, Rootes and Standard in International events will doubtless lead to much-improved performance. It is true to say that the introduction of the Wolseley "1500" has been, in no small measure, due to B.M.C.'s experience in rallies, and one can expect that this policy will result in more attention being paid to that very important aspect of exportable vehicles—a good power-weight ratio. As regards sports cars, Great Britain leads the rest of the world in sales; however, manufacturers might consider studying more closely the rapidly increasing market for cars of Grand Touring specifications, and also the possibility of producing "prestige" competition machines.

SUCCESS OF THE "THREE HOURS"

THERE is little doubt that the public likes night racing, particularly if it has the proper atmosphere. The final of the AUTOSPORT Series Production Sports Car Championship and Three Hours Race at Snetterton last Saturday evening, succeeded beyond the wildest dreams of the organizers, and a very large crowd indeed turned out to watch Ian Walker (Lotus-Ford) win the Championship Trophy, and Ken Rudd (A.C.-Bristol), the "Three Hours". The racing was exciting; only three cars were retired; above all, there were no accidents whatsoever. AUTOSPORT thanks the very enthusiastic members of the Snetterton M.R.C. who made the event possible, and that stalwart breed, the marshals, whose contribution to the success of the meeting was more than invaluable. That the "Three Hours" will become an annual event is certain. All the fun of the fair, adequate refreshment facilities, good organization, an informative commentary—these make for the proper setting for a "miniature Le Mans".

World champion JUAN FANGIO used BP ENERGOL



INSET PHOTOGRAPH BY COURTESY OF MOTOR RACING

J. M. FANGIO'S CHAMPIONSHIP SCORE

CARS — MASERATI (Formula 1)

1957	PLACED	POINTS	FASTEST LAP
ARGENTINE GRAND PRIX	1st	8	
MONACO GRAND PRIX	1st	9	1
FRENCH GRAND PRIX	1st	8	
GERMAN GRAND PRIX	1st	9	1
PESCARA GRAND PRIX	2nd	6	
ITALIAN GRAND PRIX	2nd	6	

In the hardest tests of all, BP Products prove their superiority again and again.



THE BRITISH PETROLEUM COMPANY LIMITED

THE proposal to limit racing fuel to 100 octane was overruled by the F.I.A. in Paris last week-end. New regulations for Formula racing permit aviation spirit of 100-130 octane (research method). Sports cars are restricted to commercially sold fuel of 95-100 octane.

JUAN MANUEL FANGIO was presented with the Guild of Motoring Writers' "Driver of the Year" award by the Duke of Richmond and Gordon at the R.A.C. on Monday. It was awarded for his remarkable drive in the German Grand Prix. Later he was given a 300SL Roadster by Daimler-Benz A.G. at a Mercedes-Benz reception in the Dorchester Hotel.

PLANS are already formulating for next year's "Three Hours" at Snetterton. Possibly there will be a curtain-raiser in the form of an invitation saloon car race.

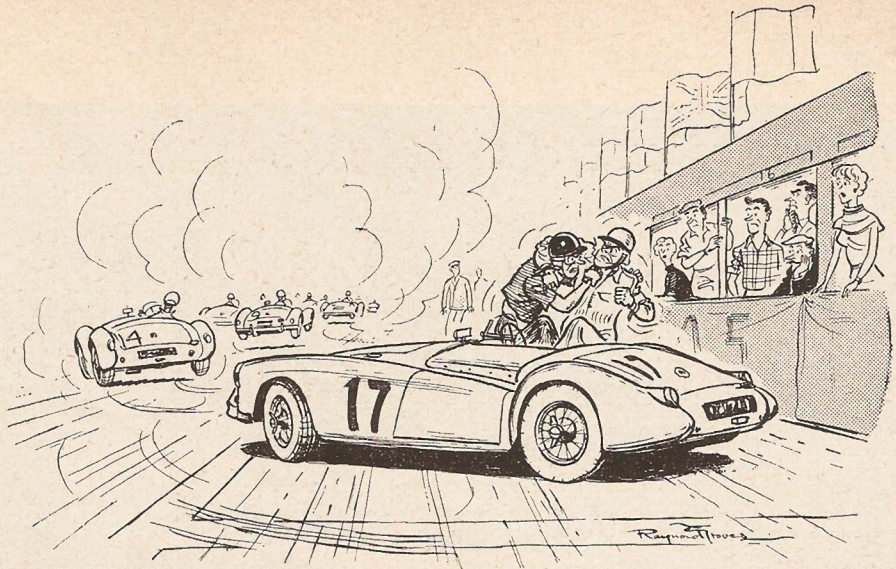
STIRLING MOSS, back from his honeymoon to judge the "Miss World" contest held in London on Monday evening, presented the winner, "Miss Finland", with her prize—a motor car!

WELL over 200 veteran cars are expected for the R.A.C.'s London to Brighton Run, which takes place this year on Sunday, 3rd November. This year, the oldest car ever to compete in the Run has been entered by the South Kensington Science Museum. It is an 1888 Benz, which will be driven by Mr. C. F. Caunter, who is in charge of the Road Transport Section of the Museum. The oldest car in last year's Run, an 1895 Panhard-Levassor, is a mere strippling by comparison!

The Benz is a single-cylinder tricycle developed from the very first creation of Karl Benz and the first commercially marketed vehicle in the world to run on "light oil" or benzine.

As usual, the Run will commence in Hyde Park where the first car is scheduled to move off at 7.30 a.m. and finish at Madeira Drive, Brighton.

DAVID MURRAY has placed an order for a 1958 Lister-Jaguar with which Ecurie Ecosse will supplement their present team of Jaguar "D" types to compete in next season's sports car races in Britain and abroad. Basically the chassis will be similar to the highly successful 1957 Lister-Jaguar which when driven by Archie Scott-Brown won almost all its races this year.



SPORTS NEWS

THE GREAT ESCAPE

By Tom Wisdom

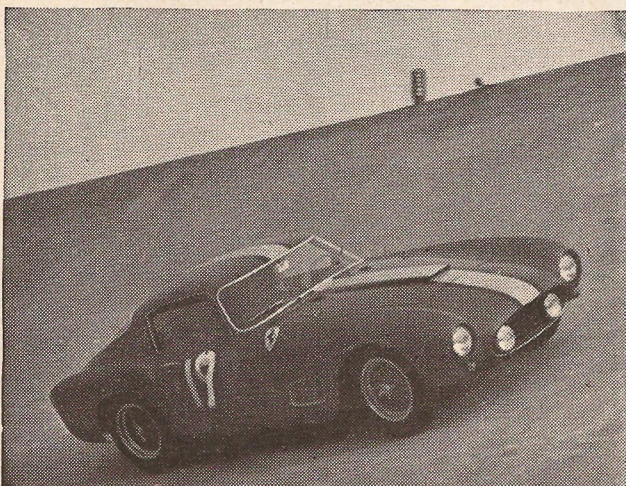
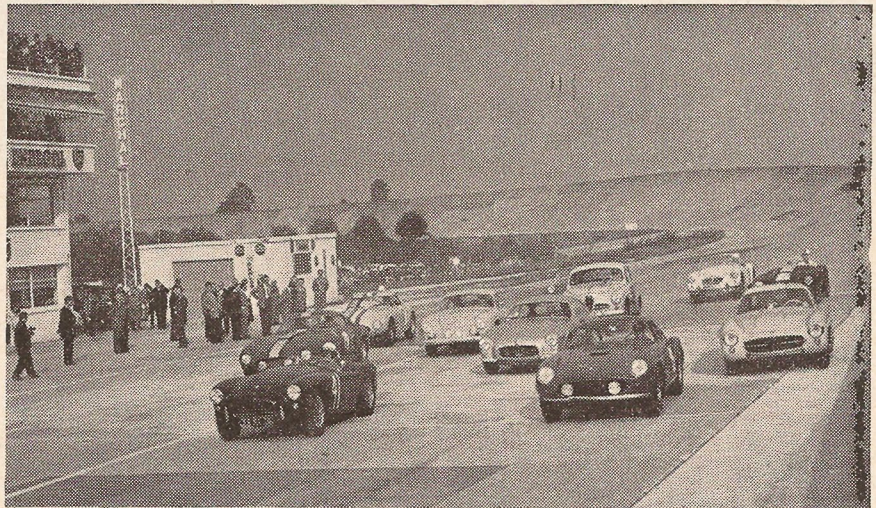
"WHO do you think you are—Fangio?" demanded the angry lorry driver after the crash. It was!

This is the inside story of the world's greatest-ever driver's greatest escape.

Five times world champion racing driver, the 47-years-old Argentinian Juan Manuel Fangio and his wife crashed at 120 m.p.h. on the way to the Modena Grand Prix.

Fangio, featured in the current issue of the international *Life* magazine as the world's fastest driver, was on his way to Modena in a Gran Turismo Lancia Aurelia.

He suffered a damaged left hand—doctors say they think there are no broken bones. His 30-years-old wife, dark-haired attractive Andrea, is suffering from shock with all the skin burned off



★
COUPE du Salon race at Montlhéry was won by Olivier Gendebien in a Ferrari. He is seen (left) on the banking at the Paris circuit and above, at the start, behind Jean Behra, who drove an Ace-Bristol to victory in the 2-litre class.

★

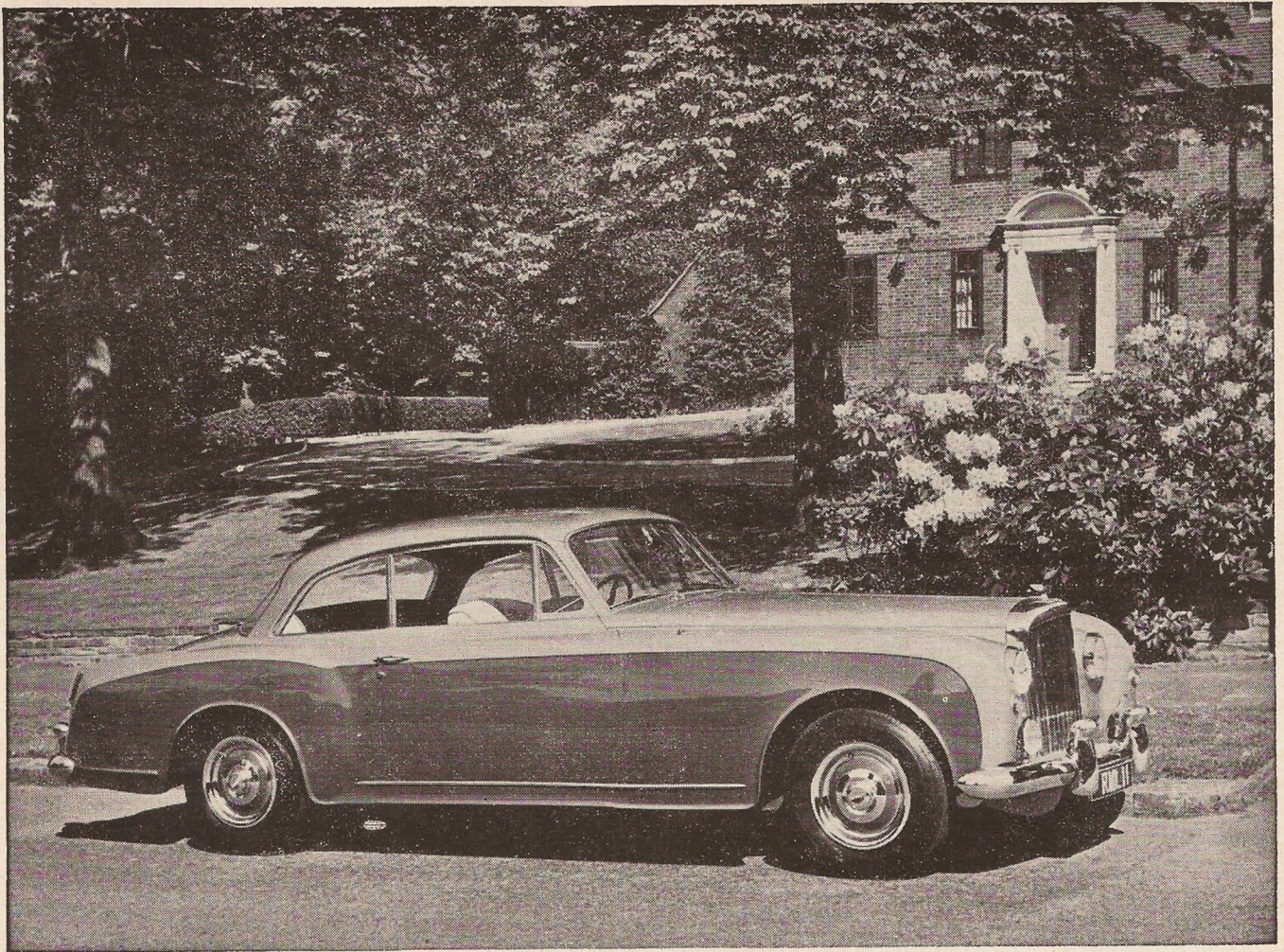
her left arm and leg as she was sent skidding across the road.

The escape of "El Chueco", his wife and a chance passenger was told to me by Gary Laughlin, 35-years-old oil baron from Fort Worth, Texas. "I was offered a lift by Fangio from Milan," he told me. He was on his way back from the Frankfurt motor show to Modena for the race.

"I was delighted at the chance of riding with him. I didn't know that I was to be nearer to death than at any time in my air force service in World War II and in Korea. As we sped down the Via Emilia, sitting in the back seat, I had never felt so safe. After all, I was riding with the 'world's best' at the wheel.

"We had passed the city of Florence 50 miles from Modena. Then it happened. In the darkness (it was just after

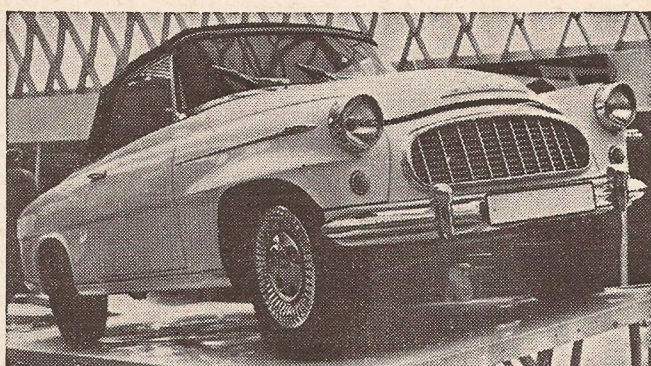
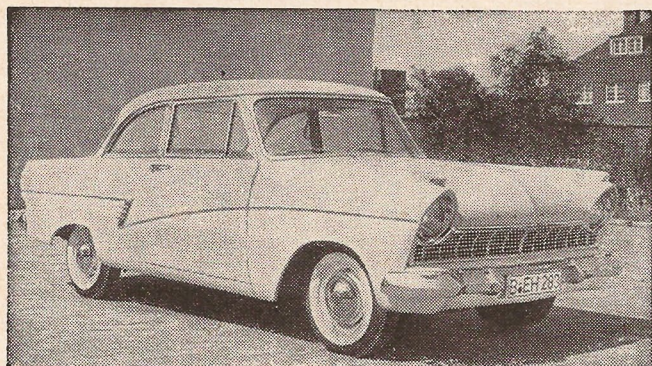
(Continued on page 485)



THE BENTLEY CONTINENTAL
with coachwork by
PARK WARD

The styling of the Park Ward coachwork fitted to the Bentley Continental, includes certain modifications on the design of its predecessor. Enlarged quarter windows, hinged at the forward end, and a wrap-round backlight are two of the improvements which are incorporated in the elegant lines of the light-weight coachwork. The front seats have been "anatomically" designed to give better grip when cornering at speed. There is a Drophead Coupé version of the same car.





TWO new Europeans—one from each side of the Iron Curtain and both exhibited at the recent Frankfurt Show. On the left is the new Ford Taurus 17M from Western Germany, on the right a sporting Skoda from Czechoslovakia.

The Great Escape—continued

eight o'clock), we breasted a rise at 120 m.p.h. Then 70 yards ahead was a truck right across the road. There was absolutely no room to pass. I really believed that I should be killed. It was then that I learned what it means to be a great, really great, driver!

"Fangio spun the car first this way and then that. If we had braked we should have hit the lorry head on at 70 m.p.h. The gyrations, expertly controlled, slowed the car down; just as I was sure we must hit the truck we glanced off a telegraph pole. It was like an explosion. Both doors flew open. Fangio went out one side, his wife went out the other. I was alone in the car far from the controls.

"We stopped inches from the lorry. I jumped out without a scratch to see Fangio and his wife lying in the roadway.

"I was sure they were dead. As I dragged him from the path of the oncoming traffic Fangio stood up. He was bleeding. His wife begged not to be moved. She was sure her back was broken. We flagged down the traffic.

"Then a berserk lorry driver came for me: 'Who did I think I was driving at that speed in the darkness. Were all motorists crazy. Did I think I was Fangio?'"

I said "No, but he is," pointing to the blood-stained figure staggering across the road.

The lorry driver was aghast, stood looking for a few seconds, then burst into tears.

"Bandy-legged" is sore and heavily bandaged and smiling grimly says he will be fit to drive in next month's Grand Prix at Casablanca.

"Racing's safer, at least you can be sure nothing is coming the other way. This was certainly my greatest escape. Too many people drive so badly today. Perhaps we should all go by train and aeroplane to races," was his comment.

P.S.—Laughlin left by train for Milan.

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

Winner: AUTOSPORT Trophy, Replica and £100, Ian Walker (Lotus-Ford), 73 points.

Runner-up: Trophy and £50, Ken Rudd (A.C.-Bristol), 70.

Third: Trophy and £25, Tom Barnard (Lotus-Ford), 57.

Fourth: Trophy and £10, John Dalton (Austin-Healey), 56

Class Winners

(Up to 1,500 c.c.)

1. Ian Walker (Lotus-Ford), 73.
2. Tom Barnard (Lotus-Ford), 57.
3. John Lawry (Lotus-Ford), 40.
4. G. H. Williamson (Lotus-Ford), 23.

(Over 1,500 c.c.)

1. Ken Rudd (A.C.-Bristol), 70.
2. John Dalton (Austin-Healey), 56.
3. John Bekaert (Jaguar), 54.
4. C. R. Hanson (Austin-Healey), 21.

Team Award

Dalton, Bekaert and Rudd (aggregate 57 points).

General Classification

- | | |
|---|------|
| | Pts. |
| 1. Ian Walker (Lotus-Ford) | 73 |
| 2. Ken Rudd/Bob Jennings (A.C.-Bristol) ... | 70 |

- | | |
|---|----|
| 3. Tom Barnard (Lotus-Ford) | 57 |
| 4. John Dalton (Austin-Healey) | 56 |
| 5. John Bekaert (Jaguar) | 54 |
| 6. John Lawry (Lotus-Ford) | 40 |
| 7. G. H. Williamson (Lotus-Ford) | 23 |
| 8. C. R. Hanson (Austin-Healey) | 21 |
| 9. R. N. Prior (Lotus-Ford) | 14 |
| 10. D. G. Dixon (M.G.A) | 13 |
| P. J. Sargent (Jaguar) | 13 |
| 12. K. W. MacKenzie (M.G.A) | 12 |
| R. A. Hudson (Austin-Healey) | 12 |
| 14. A. N. Ford/P. Fergusson (Elva-Ford) ... | 10 |
| 15. R. J. Randall (M.G.A) | 8 |
| D. J. Calvert (Alfa Romeo) | 8 |
| 17. A. G. M. Kellett (Austin-Healey) ... | 7 |
| H. G. Cutler (Healey Silverstone) ... | 7 |
| 19. R. F. North (Triumph) | 6 |
| 20. D. G. Wilcocks (Triumph) | 5 |
| A. F. Coakley (Lotus-Ford) | 5 |
| 22. V. A. Hassall (A.C. Ace) | 4 |
| J. Burke (Porsche Carrera) | 4 |
| R. C. Green (A.C. Ace) | 4 |
| J. Goddard-Watts (Berkeley) | 4 |
| 26. I. L. Taylor (Triumph) | 2 |

WORLD DRIVERS' CHAMPIONSHIP, 1957

DRIVER AND CAR	Argentina	Monaco	Aintree	Nurburgring	Rouen	Pescara	Monza	TOTAL	Actual (Best of 5)	POSITION
Fangio (Maserati)	8	9*	—	9*	8	6	6	46	40	1
Moss (Vanwall)	1*	—	5*	2	—	9*	8	25	25	2
Musso (Ferrari)	—	—	6	3	7*	—	—	16	16	3
Hawthorn (Ferrari)	—	—	4	6	3	—	1	14	14	4
Brooks (Vanwall)	—	6	4	—	—	—	1*	11	11	5
Shell (Maserati)	3	—	—	—	2	4	1	10	10	6
Gregory (Maserati)	—	4	—	—	—	3	3	10	10	7
Collins (Ferrari)	½	—	—	4	4	—	—	8½	8½	8
Behra (Maserati)	6	—	—	1	1	—	—	8	8	9
Lewis-Evans (Connaught and Vanwall)	—	3	—	—	—	2	—	5	5	10
Von Trips (Ferrari)	—	—	—	—	—	—	4	4	4	11
Menditeguy (Maserati)	4	—	—	—	—	—	—	4	4	11
Trintignant (Ferrari)	—	2	1½	—	—	—	—	3½	3½	13
Scarlatti (Maserati)	—	—	—	—	—	1	1	2	2	14
Salvadori (Cooper)	—	—	2	—	—	—	—	2	2	15
Brabham (Cooper)	—	1	—	—	—	—	—	1	1	16
Gonzalez (Maserati)	1	—	—	—	—	—	—	1	1	16
de Portago (Ferrari)†	1	—	—	—	—	—	—	1	1	16
Gerard (Cooper)	—	—	1	—	—	—	—	1	1	16
Perdisa (Maserati)	½	—	—	—	—	—	—	½	½	20

1st—8 pts.; 2nd—6 pts.; 3rd—4 pts.; 4th—3 pts.; 5th—2 pts.; 6th—1 pt. Fastest lap—1 pt. *FASTEST LAP. †DECEASED.

WHEN YOU GO TO THE MOTOR SHOW...



BRITISH BELTING & ASBESTOS LTD., CLECKHEATON, YORKSHIRE
manufacturers of **MINTEX** brake and clutch liners

NAMUR HILL-CLIMB

THIS annual meeting, held on 6th October, was a very great success and many good times were recorded.

Last year, B.T.D. was 1 min. 41.6 secs., set by Paul Swaelens on a 500 c.c. Cooper-Norton. This year this time was broken three times! It was again an F3 day and these three fast climbs were made by these cars. Lex Beels, of Holland, was the winner with his formidable Cooper-Norton, with fuel injection, disc brakes, fibreglass body and double-ignition head. He made B.T.D. in 1 min. 39.4 secs.

Belgian Texidor (Cooper-Norton) was next best at his second attempt with 1 min. 39.9 secs. and Saveniers, on the Lex Beels car, was 0.2 sec. slower, Dardenne (Mark IV) coming next with 1 min. 40.1 secs.

For sports cars and touring categories, there were two different hill-climbs, the second being during the night. There Ringoir (Ferrari) was best with 1 min. 38.1 secs.

INTERNATIONAL CALENDAR FOR 1958

A NEW event, the Grand Prix of Portugal, has been added to the races which will count for the World Drivers' Championship.

Provisional dates for the various categories of motor sport in 1958 were agreed at a recent meeting in Lausanne of the C.S.I. of the F.I.A. These dates are expected to be ratified during the General Assembly of the F.I.A. held recently in Paris.

The three main international events in Britain next year will be the R.A.C. British Grand Prix on 19th July; the R.A.C. Tourist Trophy on 13th September; and the R.A.C. International Rally from 11th March to 15th March.

The British Grand Prix counts towards the World Drivers' Championship, the full list of National Grands Prix races included in this category being: Argentine (19th January), Monaco (18th May), Indianapolis (30th May), Dutch (8th June), Belgium (date to be finalized), French (29th June or 6th July), Portugal (6th July or 29th June), British (19th July), German (3rd August) and Italian (7th September).

The Manufacturers' Championship for Sports Cars is to be limited to cars of up to 3,000 c.c. instead of unlimited capacity as previously. Permission has been given for events to be of four hours' duration instead of six if necessary. Such races will count only half-marks towards the Championship.

The following events are eligible: 1,000 kms. of Buenos Aires (26th January), 12 Hours' Race, Sebring (22nd March), Mille Miglia (11th May), Nürburgring 1,000 kms. (1st June), Le Mans 24 Hours (15th June), Swedish Grand Prix (10th August), R.A.C. Tourist Trophy (13th September).

Other international racing dates assigned to Britain are: 7th April, Goodwood; 19th April, Aintree; 4th May, Silverstone; 30th August, Brands Hatch (provisional); 20th September, Oulton Park.

There will also be two international rallies in Britain in addition to the R.A.C. Rally. These are the Mobilgas Economy Run from 15th to 18th May and the Scottish Rally from 26th to 30th May.



Photograph by Patrick Benjafield

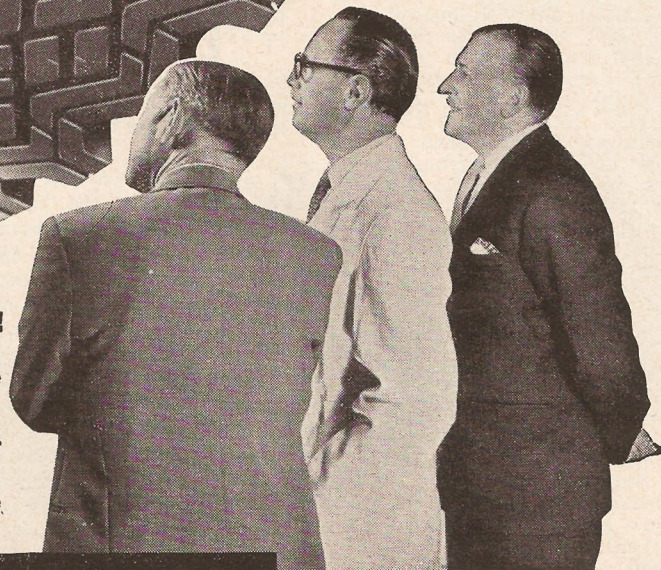
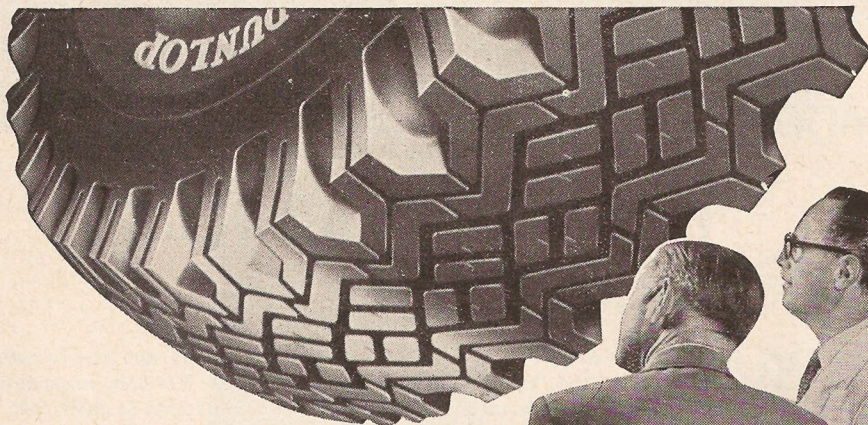
PORTRAIT GALLERY

No. 75—JEAN BLOXAM

TRIM, attractive, petite and so thoroughly feminine one would not readily associate Jean Bloxam with the "manly" sport of motor-racing. Yet this seven-stone of pocket dynamite really can drive, as many mere males have found to their cost when that immaculate, six-year-old Aston Martin DB2 flashes by in a blur of maroon at Goodwood. Courage and sheer determination have brought Jean to the front line of British club "regulars"; she overcame a serious spinal illness and achieved a life's ambition to race, when she made her début at Goodwood on Whit Monday, 1955. Fortunately husband Roy is also an enthusiast, and the pair did extremely well with the ex-Chapman Lotus-M.G., SAR 5. Jean's first victory was at Silverstone in August, 1955, when she won the Aston Martin Handicap at the Bentley D.C. meeting, and followed this up with a victory in the All-comers 10-lap Handicap in which she was the sole representative of her sex. In those days the hard-worked DB2 Aston had a 2.6-litre engine. With the Lotus she lapped at 75 m.p.h. at Goodwood in March, 1956, and the following month won the ladies' race. The same year she set up a new ladies' sports car record with the Lotus at Prescott, which still remains unbeaten. At Firlie she won her class with a borrowed Elva-Climax. At Crystal Palace her Aston was laid up, but she won the ladies' race with a borrowed Magnette. At Goodwood on Whit-Monday she lapped at 77.14 m.p.h. with the veteran DB2, now fitted with a 3-litre engine. She also shared a Fitzwilliam M.G. at Nürburgring with Patsy Burt, who didn't get a drive as Jean's oil pump packed up after 105 miles. Yes, indeed, a grand little driver of the same breed as Kay Petre who used to make males wonder by lapping Brooklands at prodigious speeds in the biggest cars she could find. G.



DUNLOP
'Weathermaster'
for EXTRA GRIP!

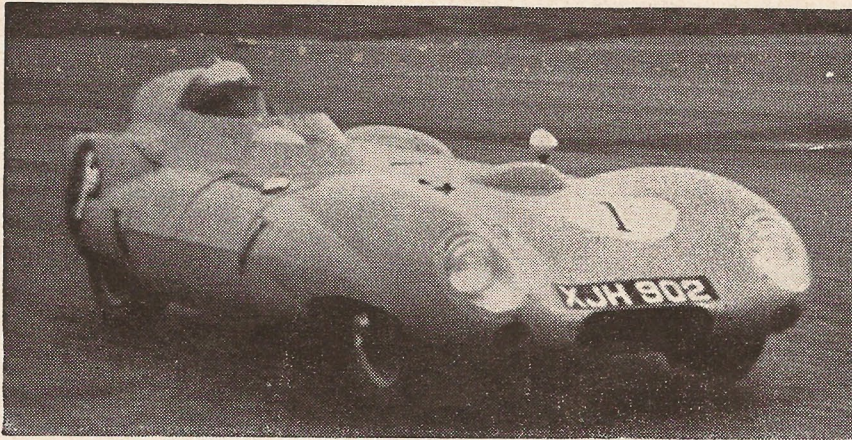


FOR ALL MOTORISTS!

Sure starting on any surface
 Superb road holding and safe cornering
 Top performance on normal hard roads
 Ideal for all-year-round motoring
 Tubeless or with tube

DUNLOP

*built better
 to last longer!*



AS KEEN as they come, Ian Walker is a true amateur of the sport, and now becomes a popular winner of the AUTOSPORT Series-Production Sports Car Championship after winning the 1½-litre class in the three-hour final. His Lotus-Ford has a Willment o.h.i.v. head.

appeal, and such was, in fact, the case this year. Winner of the race by a substantial margin was Ken Rudd in his very rapid Ace-Bristol, second was John Bekaert in his C-type Jaguar and third was John Dalton in his much-travelled Austin-Healey 100S. Winner of the 1½-litre class and fourth overall was Ian Walker, in his Willment-headed Lotus-Ford; this after a most unfortunate start which cost him a lap and a half. Walker also becomes the winner of the

Les Trois Heures de Snetterton

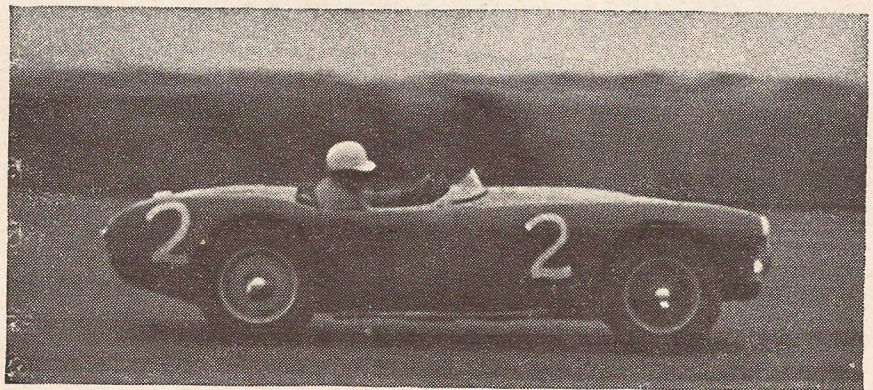
Successful Return of Night Racing in Final of "Autosport" Championship Series—Rudd (Ace-Bristol)
Wins General Classification—Walker (Lotus-Ford) Takes 1½-litre Class and the Championship Trophy

By **STUART SEAGER**

Photography by **GEORGE PHILLIPS**

THE first taste the British enthusiast has had of racing after dark, since the last Goodwood Nine Hours two years ago, took place at Snetterton last Saturday. The occasion was the three hours' final of the AUTOSPORT Series-Production Sports Car Championship for 1957 and the venture was an outstanding success, thanks to the whole-hearted support of the Snetterton Motor Racing Club. The race ran from 5-8 p.m., and as it was dark by six, the major part of the event was run in true Le Mans fashion. The Le Mans flavour was, in fact, very strong indeed, for opposite the pits there was installed a full-size fairground and there were bars, refreshment tents and a most appetizing chicken barbecue, presided over by John Ogier.

Last year's final was a handicap affair, but it was felt that a scratch race would prove to be more popular with competitors and have greater spectator

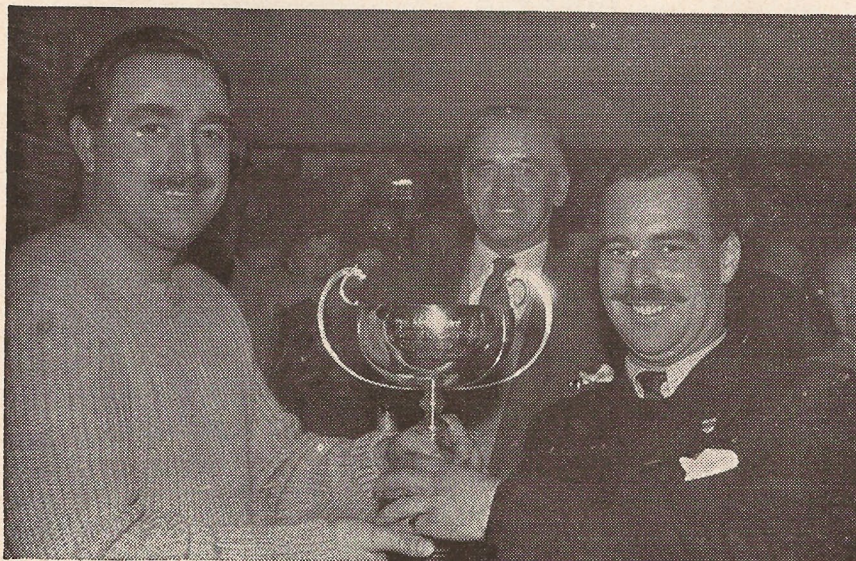


WINNER of the "Three Hours" by a comfortable margin was Ken Rudd, in his very fast, disc-braked Ace-Bristol. He made only one brief stop during the race.

Championship for this year, for he was leading Rudd on points before the race, and the marking for the Championship is on a class basis.

Practice took place the previous evening under conditions which were ideal except for the last half-hour, when a thick ground mist developed. One or two competitors lost themselves in it temporarily along the intersecting runways! After a trial pit stop, Tony Coakley dashed away in his Lotus—leaving behind one of the knock-on hub nuts before the eyes of his horrified pit-crew. The wheel lost little time in coming off, but fortunately the consequences were not serious; little damage was done and the car was ready for the race. Best practice time was shared by Ken Rudd and John Bekaert, both clocking 2 mins. 6 secs. (77.2 m.p.h.). Next quickest was Prior's Lotus-Ford, in 2 mins. 8.4 secs., which was also, of course, fastest of the up-to-1,500 c.c. class.

The weather conditions on race day could scarcely have been better: a sunny (Continued on page 491)



CUP of happiness: Ian Walker (on left) receives the AUTOSPORT Trophy from Archie Scott-Brown at the end of Britain's first night race for two years.

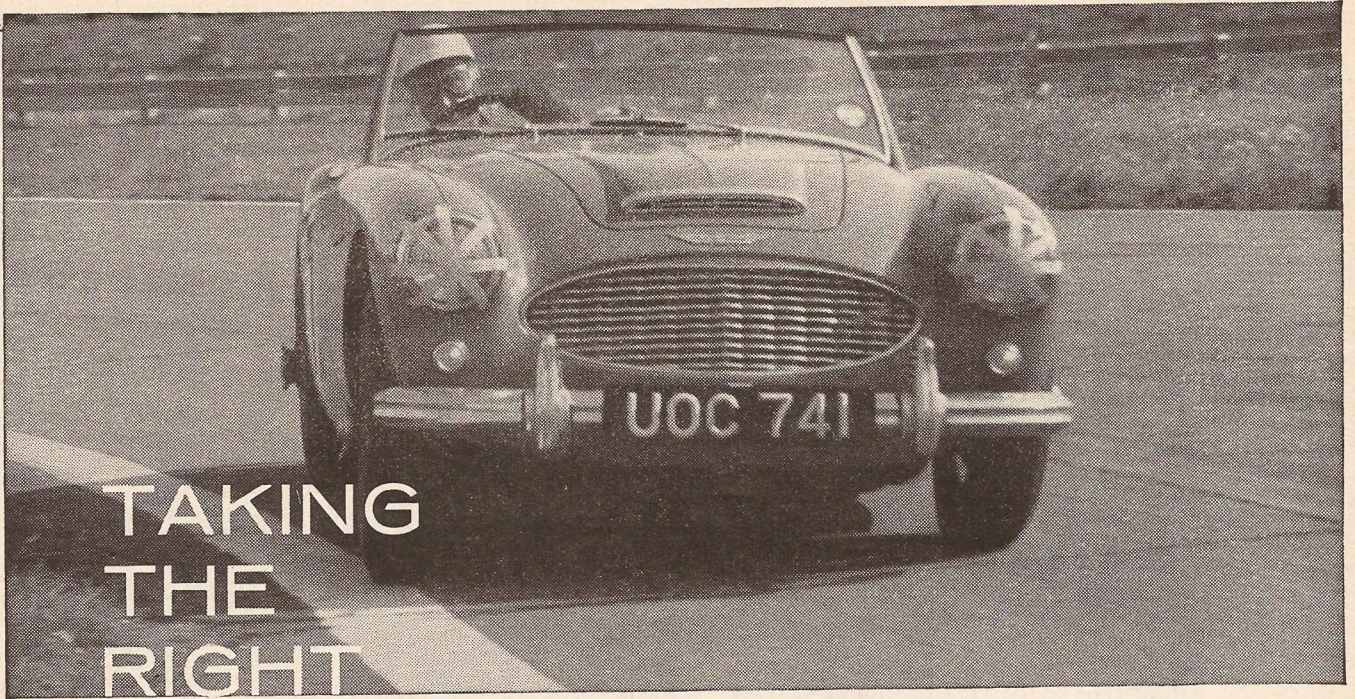


Photo Autosport

TAKING THE RIGHT LINE

ROY SALVADORI
DISCUSSES THE AUSTIN HEALEY 100 SIX
WITH JOHN BOLSTER

Scene: Goodwood, where British racing driver, Roy Salvadori was doing a few warming-up laps in an Austin Healey.

BOLSTER *You were having a bit of a go then, weren't you, Roy?*

SALVADORI Well, I was trying a bit, but this is just the sort of course for the 'six'. There's plenty of power throughout the range and, with dig like that, it would be disastrous if you couldn't stop. But, I must say, these brakes are spot on.

BOLSTER *You were obviously doing at least a hundred miles an hour on that last lap.*

SALVADORI Yes. I had well over the ton most of the way down the straight.

BOLSTER *How did she handle?*

SALVADORI I was quite happy however hard I pushed it. The car seems to be perfectly balanced.

BOLSTER *And I reckon there's not a lot of surplus weight, either.*

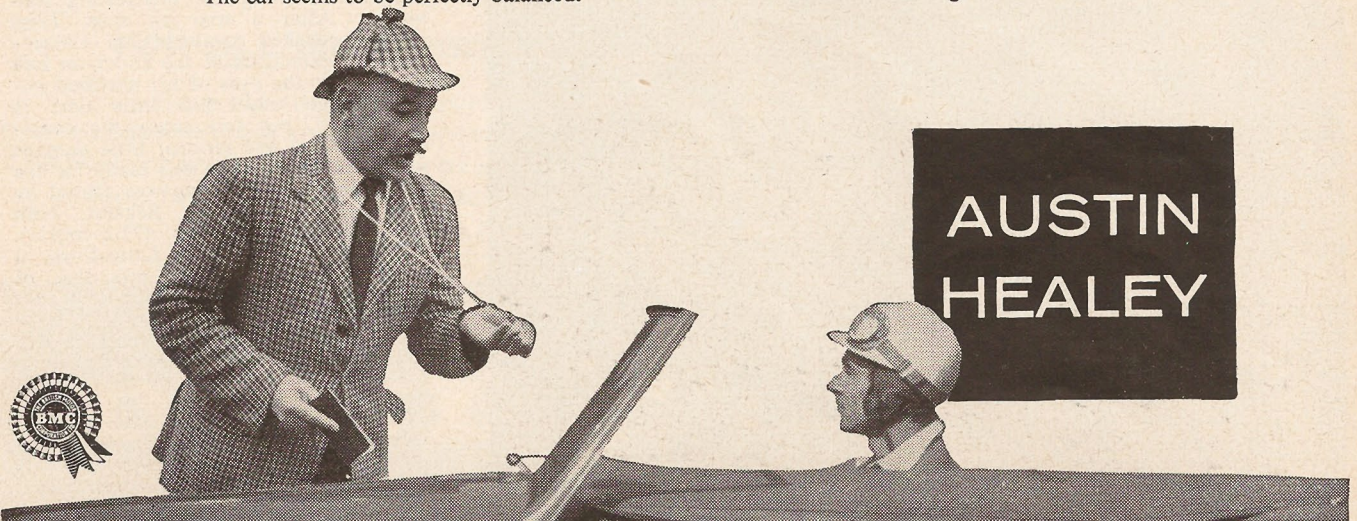
SALVADORI Oh, no, although the box-section frame is really massive for a sports car. The technical chaps say it's one of the best built cars on the road.

BOLSTER *And one of the best finished.*

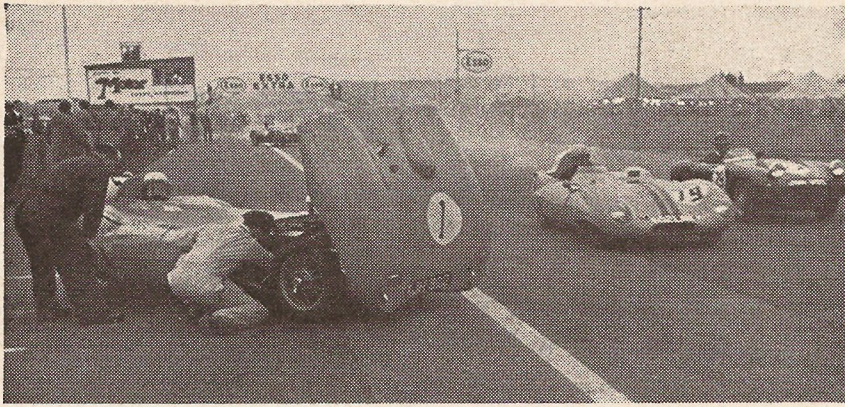
SALVADORI Oh, yes. It's racing in style all right. You know, in the sports car business I run, on the Kingston By-pass, I find I sell Austin Healeys to people who'll probably never do much over eighty in their lives. What they go for is the smooth line, the attractive colours and the trimmings — leather upholstery, heater and so forth.

BOLSTER *In fact, a highly desirable motor car — all round.*

SALVADORI Yes. If you buy an Austin Healey, you're on the right line.



THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

**Snetterton—continued**

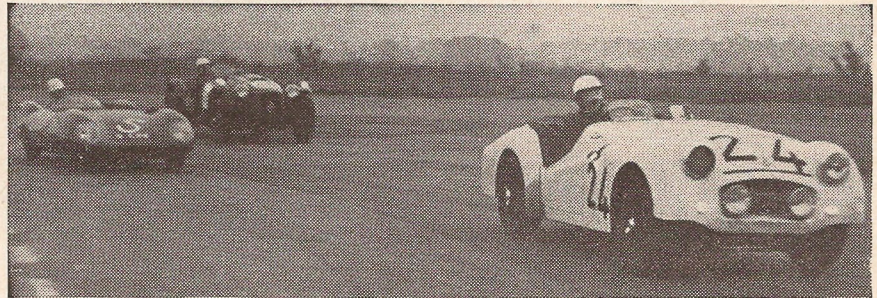
day, followed by a warm, dry evening. While last-minute preparations were being made in the paddock and the drivers were being briefed by the Clerk of the Course, Graham Hill appeared with the works Formula 2 Lotus to have an official crack at the circuit lap record, set up by Archie Scott-Brown in the Lister-Jaguar this season. Graham went away like a rocket and covered a couple of high-speed warming-up laps before he noticed that he was following an ominous oil-trail round the corners! A pit-stop failed to reveal anything seriously amiss; it seemed that overfilling was the trouble, but time was getting too short for another attempt to be made and the project had regretfully to be postponed, although in those initial laps the little 1½-litre Lotus had been only a few seconds slower than the 3.8-litre Lister.

Five o'clock approached and the cars were lined up in front of the pits ready for the Le Mans-type start. The last seconds ticked away: Gregor Grant dropped the starting flag and 23 pairs of tiny feet pattered across the track. Starters whirred, engines sprang into life, and with a wailing of tyres and a flailing of elbows, the multi-coloured traffic jam took off towards Riches Corner. I. L. Taylor, whose TR2 had been a little reluctant to fire, went off at the tail of the field, but poor Ian Walker stayed immobile: the battery hadn't enough urge to turn the engine! He had had starter trouble in practice, and had changed this component, but the battery had suffered too. There was no alternative but for his pit-crew to push-start him and he went off hot-foot in pursuit of the pack, half a lap behind—and was automatically penalized an additional lap for the push. Quite a handicap to start with!

Ken Rudd went ahead into a clear

DELAYED start was the fate of Ian Walker (above). As the rest of the field shot away, he was left behind with an almost flat battery. His pit-crew push-started him and he began the race with a lap penalty as a result.

MAKING the most of the few minutes of daylight left, Roy North (below) leads John Lawry and Mike Bond.



lead from the start and at the end of the first lap the blue Ace-Bristol roared through, followed by Hanson (Austin-Healey), Tom Barnard (Lotus-Ford), John Bekaert (Jaguar), Roy North (TR3), M. J. Parkes (in G. H. Williamson's Lotus-Ford) and Prior (Lotus-Ford). Some seconds after the mob had passed, Ian Walker's yellow Lotus came screaming through, going like a mad thing, and already having passed Goddard-Watts's tiny Berkeley, which, although buzzing happily, was on the way to being left far behind.

Next time round, Rudd was even further ahead, but behind him some reshuffling had been going on, Parkes had shot up to third place behind Hanson, but ahead of Bekaert, while John Dalton was now lying fourth and Barnard fifth. On the third lap Parkes moved into second spot and began to gain on Ken

Rudd—and a couple of tours later was right on his tail! The heat was on in earnest—alas! so much so that 20 mins. later Parkes came screaming into his pit with the water temperature gauge needle off the dial! A geyser of steam shot up as the filler cap was removed and the thirsty header tank was replenished. However time—and places—were being lost; at 5.30 Rudd had more than a 30-sec. lead. It looked as if his only serious challenger was serious no longer for Parkes made repeated stops for water, and then plugs, for misfiring had set in. Considerable interest was aroused by the fact that Parkes had a message pad strapped to his knee and as he passed his pit he hurled out notes for his assistants. However, some notes were swept away in the slipstream of passing cars, whilst others were almost illegible, so the experiment could not be called entirely successful!

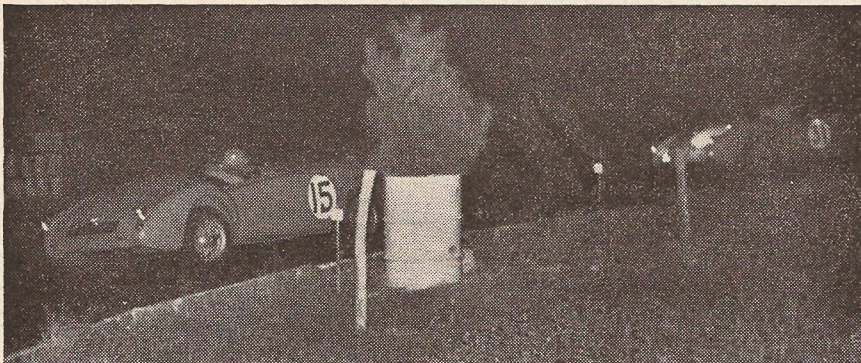
Parkes's dramatic bid for the lead finally sank when it was realized that the head gasket had blown. The dramatic decision was made to change it there and then and frantic work commenced in the deepening dusk. The pit

area was now ablaze with light and as headlights streaked past and the swirling glitter of the fairground across the way twinkled against the evening haze, one might almost have been at Le Mans itself—although the gurglings of Elvis Presley over the merry-go-round loudspeakers did not quite replace the authentic French accordion music!

At six o'clock Rudd had completed 29 laps in the lead; Bekaert was lying second and Dalton third. Prior's Lotus was in fourth place although he, too, had stopped for water. Mike Bond, in a Le Mans Replica Frazer-Nash, was fifth and Kellett (Austin-Healey) sixth. Ian Walker, driving really hard, was carving his way through the field, but still had to absorb that penalty lap.

Prior's place on the leader-board was not to last, however, for he came in at 6.12 and the car was sadly pushed away with big-end failure—the first retirement in the race. Dick Fitzwilliam came in complaining of misfiring on corners—apparently a fuel blockage of some kind—and Kellett's Austin-Healey came in with low oil pressure. More oil was taken on but he came in again soon afterwards with fears of impending big-end failure. A cheer went up from the spectators as Parkes's Lotus roared away from the pits again, sounding in good health—the head gasket having been re-

(Continued on page 493)



DARKNESS has closed in and fleeting shapes at the hairpin are identifiable as the M.G.As of Dick Fitzwilliam and David Dixon.

**"See you on
the Triumph
Stand"**



Motor Show Earls Court



Snetterton—continued

placed within a pit stop of 16 mins. 40 secs.! And this was not just a simple side-valve head, but the Willment o.h.i.v. device.

At 6.30—half-time—Rudd had completed 44 laps; Bekaert and Dalton were second and third, but in fourth place was Ian Walker, who had made up his penalty lap in an hour and a half's very lively motoring! Tom Barnard, in his Elva-headed Lotus-Ford, was lying second in the 1,500 c.c. class and ninth overall.

During the next half-hour the pit-area was a scene of considerable activity. Tony Coakley brought his Lotus in with a slipping clutch and his pit-crew, led by Graham Hill, went so far as to drill a hole in the bell-housing in order to squirt some Pyrene inside; through the hole, however, came depressing clanking noises when the engine was turned—and so there was the second retirement. Parkes still did not seem happy about the rejuvenated Lotus and brought it in for a brief consultation with Williamson, and Dick Fitzwilliam called in again, the carburettors still apparently suffering from night starvation.

At 6.40 the crowd tensed, for the race leader pulled into his pit. However, Rudd was only stationary for a minute and merely took on some water, dashing quickly back into the race again. As he left, Hassall's A.C.-engined Ace arrived at the pits on three wheels and a brake drum! On Coram Curve a rear wheel had disintegrated, but luckily there was no real drama and he had kept the car on the road. The flailing spokes, however, had punctured the fuel tank and Hassall was nearly half an hour at his pit whilst the wheel was changed and the tank patched with chewing gum. Kellett was the next one to call, still short of oil pressure. It was now thought to be bearing trouble: there was nothing that could be done

INFORMATION boards held out by pit crews ranged from a simple blackboard and torch to self-illuminated devices such as this one (above) showing John Dalton that he is lying in third place. The signaller is Alan Barton.

UNLUCKY—although still a finisher—Doug Wilcocks (below) suffered a fuel blockage on his last lap and had to push his TR3 over the finishing line and past Gregor Grant with the chequered flag.

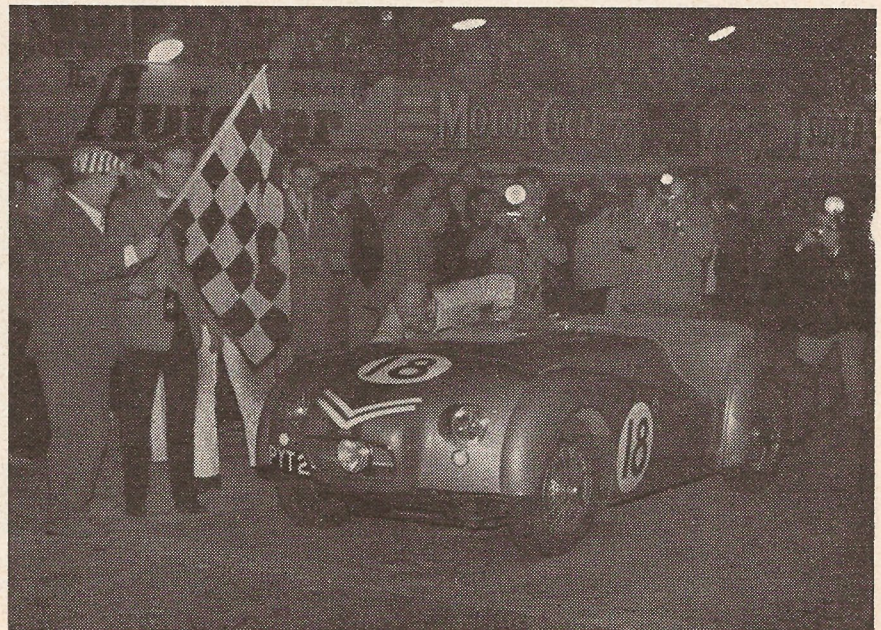
and it was decided to keep trundling round until the finish.

At 6.46 the unlucky Parkes/Williamson Lotus called yet again at its pit—and retired with exhaust valve failure, after all that! At 7 o'clock Rudd had been 58 times round the 2.7-mile circuit. The leaders remained in the same order but Bekaert and Dalton were "mixing it", and, a little behind Hanson, Tom Barnard and Mike Bond were having quite a lively dice of their own, Bond holding (most of the time) sixth place, Barnard being moved up to seventh. K. W. McKenzie in an M.G.A was now holding third place in the 1½-litre class, behind Walker and Barnard. A. N. Ford's Elva seemed to have shot its bolt and was circulating slowly and unhappily.

At 7.30 the positions were largely the same, except that John Lawry (Lotus-Ford) had decided to move into the money, and passed McKenzie, North (TR2) and Cutler (Silverstone Healey) to take third place in his class and eighth overall. During the last few minutes of the race two of the TR pilots decided to do a precautionary refuel, North being away again in 45 secs., followed by Doug Wilcocks in his Wilen-modified car with the strangely extended nose cowling. Wilcocks was to be the victim of one of those last minute quirks of fate that plague motor racing, for as the maroon thundered the hour of eight and the chequered flag was out for the end of the "Three Hours", the lights of his TR were seen, stationary, just short of the Esso Bridge! The winning cars were flagged in and Wilcocks drew a special cheer as he heaved the dead car up the last 150 yards of gradient to the finishing line. The trouble seemed to be a simple little air-lock following the refuelling stop, for after one or two fuel lines had been disconnected and replaced, the car started up and was as healthy as ever!

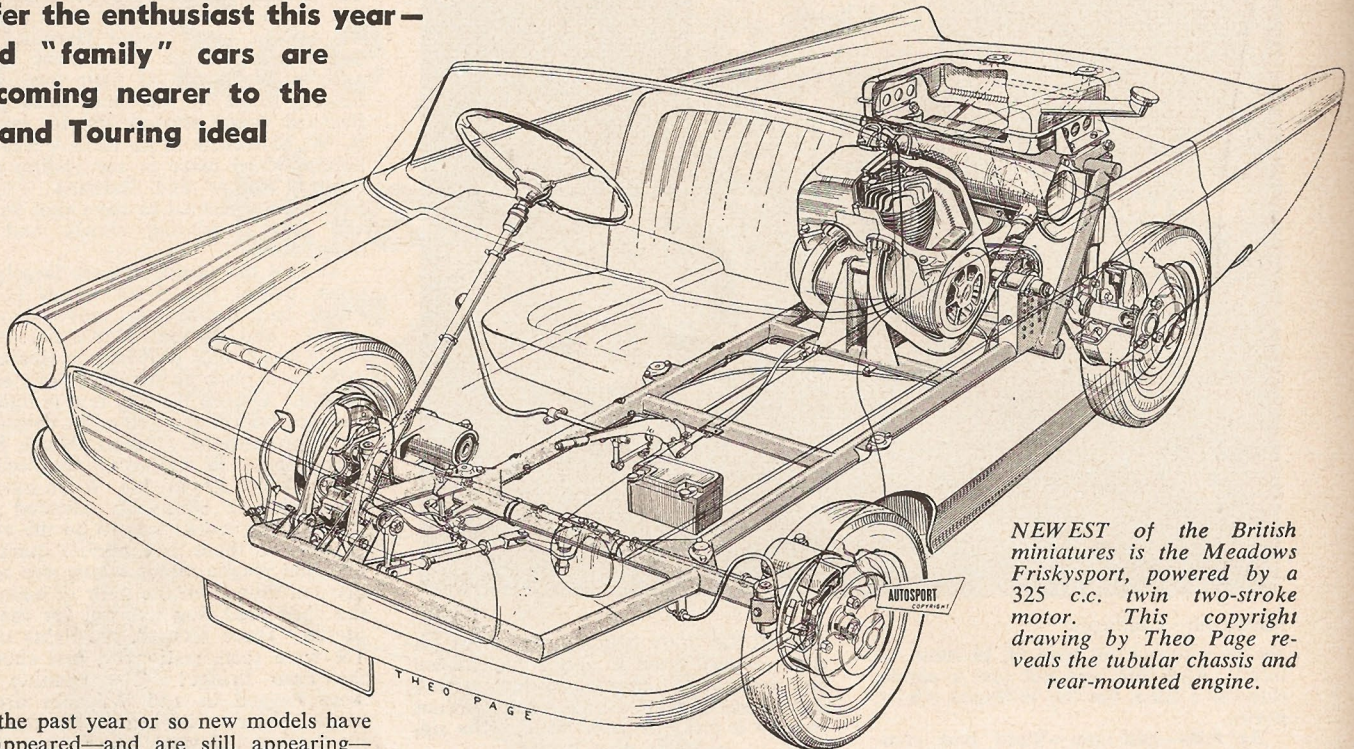
So the first AUTOSPORT "Three Hours" night race came to its close and a huge and enthusiastic crowd seethed around the winning cars. Archie Scott-Brown presented the trophies which were filled in the traditional manner with the

(Continued on page 518)



SHOW TIME AGAIN...

Earls Court Motor Show has plenty to offer the enthusiast this year — and "family" cars are becoming nearer to the Grand Touring ideal



NEWEST of the British miniatures is the Meadows Friskysport, powered by a 325 c.c. twin two-stroke motor. This copyright drawing by Theo Page reveals the tubular chassis and rear-mounted engine.

In the past year or so new models have appeared—and are still appearing—that would seem to indicate that our manufacturers are taking a greater interest in the tastes of a more mature breed of driver than hitherto. None of the big factories has, so far, produced a machine with independent springing to all wheels, but it would seem that the policy is to perfect the established "rigid rear" before playing around with "novelties" such as low-pivot swing axles, or the more complicated de Dion layout.

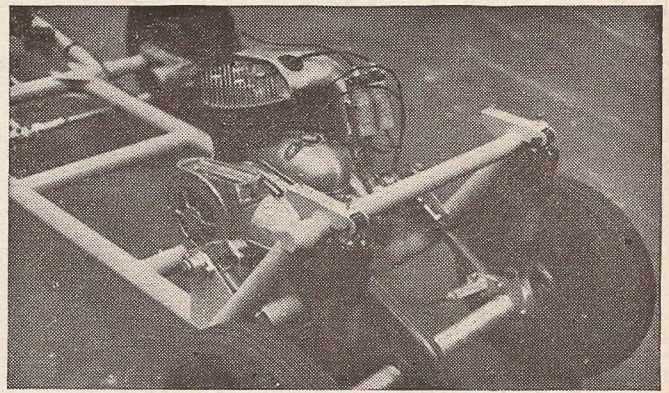
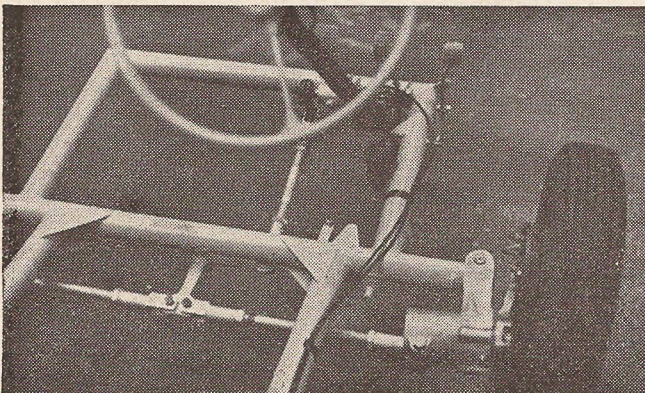
However, it seems to have been appreciated that there are quite a number of drivers about who actually like motoring, and as far too many of them have been buying Continental machines, something had to be done. Now there are the makings of quite a large family of really road-worthy vehicles coming from our factories: cars that go round corners, will

cruise at high speeds without strain, and which have gear controls and ratios that are a pleasure really to use, as opposed to being merely a necessary evil, hitched reluctantly on to the steering column.

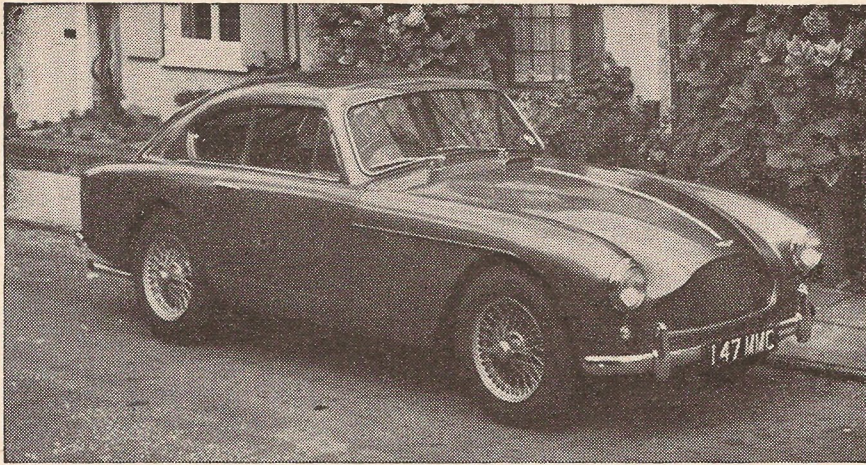
The latest newcomers to be announced are two from the Standard Motor Company, namely, the Ensign and the Penant. The Ensign is based upon the Phase III Vanguard, using the same body shell, but has a simplified grille and trim. The engine is also basically Vanguard, but is a smaller version, of 1,670 c.c., developing 60 b.h.p. at 4,000 r.p.m., and it is particularly intriguing to note that the gearbox, instead of being a three-speed steering column type, is the same

as that in the Triumph TR3—one of the very best four-speed, floor-change boxes. Price will be £599 (£899 17s. inc. P.T.).

The second new Standard, the Penant, is a much remodelled Standard 10. The basic body shell has now a far cleaner and more modern line, the 948 c.c. engine has been developed to produce 37 b.h.p. at 5,000 r.p.m., and the gearchange is now of the "remote-control" type. Price, including P.T., is £728 17s. The ordinary Standard 10 continues, with a number of improvements, including a power increase to produce a maximum speed of over 70 m.p.h., while the price has been reduced by £15 to £653 17s. inc. P.T. The Eight, Companion, Sportsman and Vanguard



FRISKYSPORT details include an unusual form of i.f.s., using rubber in torsion as the springing medium (left). Rear suspension (right) utilizes a solid axle with enclosed chain drive, the axle being located by trailing arms and sprung by motor-cycle type suspension units.



that there may be other variations on this theme from the British Motor Corporation before long.

Although it was perhaps not the intention of its designers, the Hillman Special Saloon—the non-U version of the “Jubilee” Minx, introduced recently—could be attractive to the keener driver, for it has an excellent floor gear-change and well-shaped separate bucket seats, in place of the steering-column change and bench-type front seat. It is not so long since a number of B.M.C. vehicles abandoned steering-column gear-levers in place of floor shifts of one kind or another, and it would seem that this desirable tendency may go to the point where one may have the simple choice of an efficient, practical gear stick, with well-chosen ratios, or else a fully automatic transmission—an excellent arrangement!

STUART SEAGER.

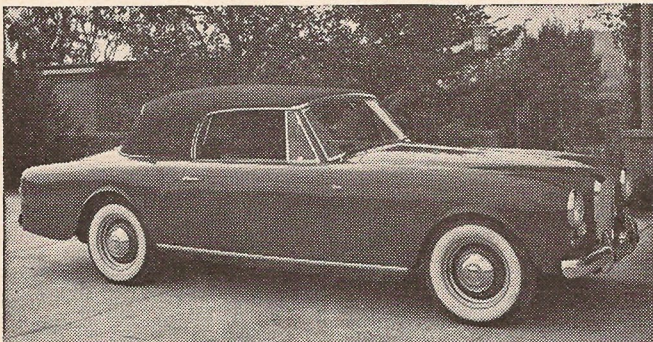
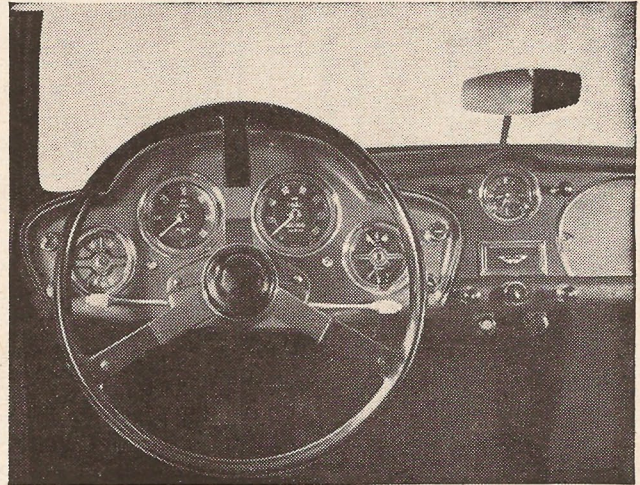
continue with only minor changes, the latter now having smaller wheels, which reduce the overall height.

Another new appearance during the year was the Wolseley 1500, which embodies a most unconventional combination of quite conventional features. A neat new body shell, little larger than the ever-popular Morris Minor, is powered by the 1½-litre B-series B.M.C. engine in fairly de-tuned form. A very high axle ratio is employed, plus a close-ratio four-speed gearbox, with a handy, vertical floor-mounted gear lever. The steering is rack-and-pinion and the front suspension by torsion bars, in Minor fashion. The result is a compact, easily handled car that cruises along in the effortless manner of a much bigger machine, and by stirring the gear-lever around a little, a very lively performance is available, at little cost in petrol, due to the light weight. It seems likely

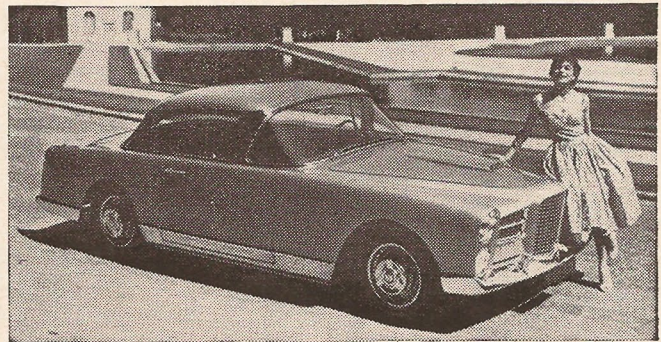
★

DB Mark III is the latest version of Aston Martin's well-proven 3-litre G.T. Coupé. Disc brakes are standard on the front wheels, the grille is akin to that of the DB3S and the instruments are now grouped (right) in a nacelle in front of the driver.

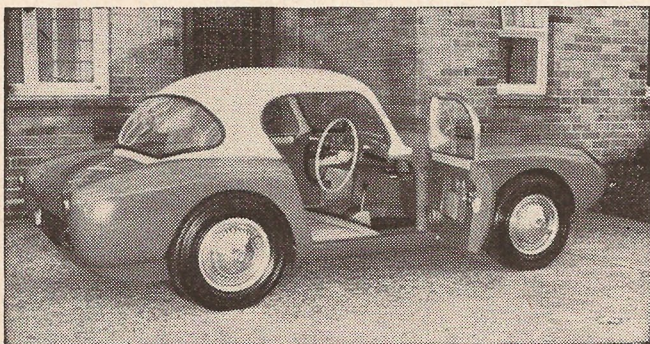
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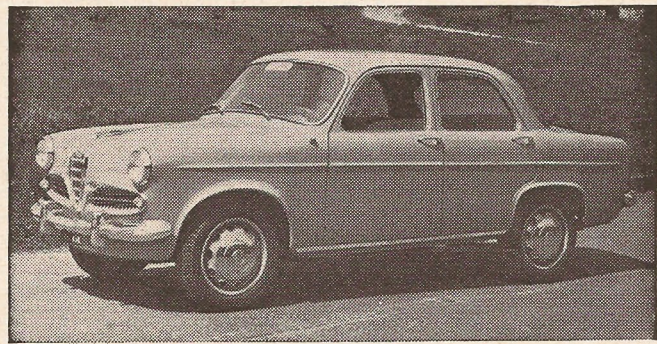
ALVIS will be showing this sleek drophead coupé version of their Graber-bodied 3-litre car.



FACEL-VEGA have a four-seater sports saloon of very high performance, using a 260 b.h.p. 5-litre Chrysler engine.



BERKELEY now have a hardtop, 500 c.c. version of their front-drive, all-independent baby sports car.



ALFA ROMEO have produced a four-door Giulietta called the T.I. The 1,290 c.c. 2 o.h.c. engine produces 65 b.h.p.

SPECIFICATIONS

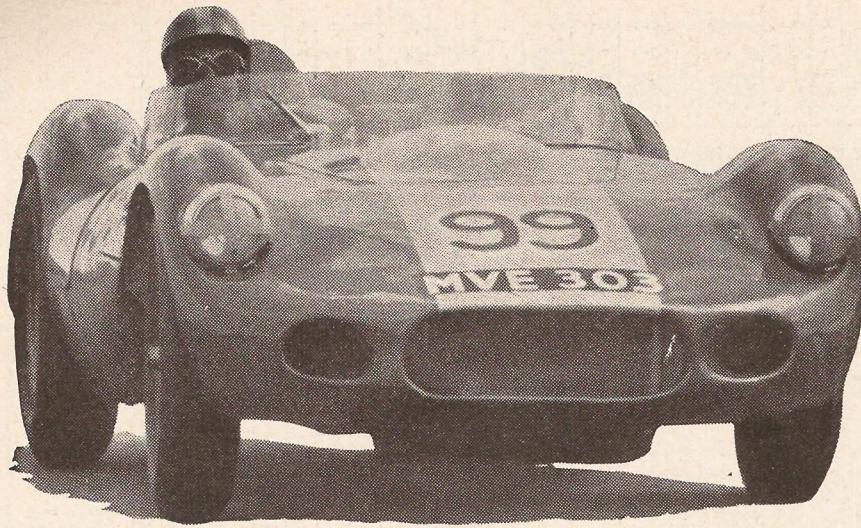
of High Performance Models for 1958

KEY TO ABBREVIATIONS. N.S., not showing at Earls Court. Cyls.: L, in line; V, vee; H, horizontally opposed. Valves: OHV, overhead valves; SV, side valves; OHV, overhead inlet, and exhaust, O.V.C., overhead camshaft. 2OHC, twin overhead camshafts. TS, two-stroke. Cooling: W, water; A, air. Carburettors: SU, SU; SX, Solex; ST, Stromberg; W, Weber; Z, Zenith; V, Villiers; A, Amal; R, Rochester; F.I., Fuel Injection. Suspension (Suspension media): T, transverse leaf springs; H, helical springs; S, semi-elliptic leaf springs; B, torsion bars; P, hydro-pneumatic (Linkage); W, wishbones; V, vertical sides; T, trailing links or arms; S, split or swing axle; D, de Dion axle; R, rigid (live) axle.

Make	Stand No.	Type	Power Unit										Gear Ratios (to 1)					Suspension				Dimensions (Ins.)				Price (£)	
			Cyls.	Bore (mm.)	Stroke (mm.)	Capacity (C.C.)	Compression ratio (to 1)	Valves	Cooling	B.H.P.	R.P.M.	Carburettor(s)	1	2	3	4	Front	Rear	Tyre size	Overall length	Overall width	Ground clearance	Wheelbase	Weight (lbs.)	Basic		Including P. Tax
A.C.	140	Ace (A.C. engine)	L6	65	100	1991	8	OHC	W	90	4500	3SU	12.34	7.21	4.98	3.64	TW	TW	16x550	151	59 1/2	6	90	1685	1,100	1,651	7 0
		Ace (A.C. engine)	L6	65	100	1991	8	OHC	W	90	4500	3SU	12.34	7.21	4.98	3.64	TW	TW	16x550	153	59 1/2	6	90	1848	1,375	2,063	17 0
		Ace (Bristol engine)	L6	69	96	1971	—	OHC	W	120	5750	3SX	11.42	7.43	5.05	3.91	TW	TW	16x550	151	59 1/2	6	90	1792	1,340	2,011	7 0
		Ace (Bristol engine)	L6	69	96	1971	—	OHC	W	105	5000	3SX	10.56	6.64	4.70	3.64	TW	TW	16x550	153	61	6	90	2016	1,585	2,378	14 0
Alfa Romeo	23	1900 Super Sprint	L4	84.5	88	1975	8	OHC	W	115	5000	2SX	11.67/7.81/5.76/4.5	4.5	3.87	—	W	R	165x400	170	63	6 1/2	98 1/2	2128	2,450	3,676	7 0
		1900 Super Saloon	L4	84.5	98	1975	7.5	OHC	W	90/95	5200	2W	13.45	8.98	6.11	4.10	W	C	165x400	174	63	6 1/2	106 1/2	2352	1,695	2,543	17 0
		Giulietta (Hard Top)	L4	74	75	1290	9.5	OHC	W	90	6000	2W	13.58	8.03	5.55	5.1	W	C	15x155	152	60	5 1/2	86 1/2	1792	1,965	2,948	17 0
		Spyder Veloce	L4	74	75	1290	9.5	OHC	W	90	6000	2W	13.58	8.03	5.55	4.1	W	C	15x155	152	60	5 1/2	86 1/2	1764	1,895	2,743	17 0
		Sprint Veloce	L4	74	75	1290	9.5	OHC	W	90	6000	2W	13.58	8.03	5.55	4.1	W	C	15x155	154	60	5 1/2	94	1680	1,945	2,918	17 0
		Sprint Coupé	L4	74	75	1290	8	OHC	W	65	6000	SX	16.38	9.56	6.17	4.55	W	C	15x155	154	60	5 1/2	94	1792	1,635	2,453	17 0
Giulietta II	L4	74	75	1290	8	OHC	W	65	6000	SX	16.38	9.56	6.18	4.55	W	C	15x155	154 1/2	60	6	94	1970	1,460	2,191	7 0		
Allard	122	Palm Beach Mk. II (Zodiac)	L6	82.5	79.5	2553	7.5	OHV	W	90	4400	3Z	10.7	6.18	3.77	—	TW	H	15x600	150	63	6	96	2240	1,050	1,576	7 0
		Palm Beach Mk. II (Jaguar)	L6	83	106	3442	8	OHC	W	210	5500	2SU	10.55	6.2	4.28	3.54	B	C	15x600	150	63	6	96	2408	1,300	1,951	7 0
Alvis	135	3-litre Graber	L6	84	90	2993	8	OHV	W	104	4000	Twin SU	11.20	7.28	5.01	3.77	CW	S	15x600	189	66	7	111 1/2	3283	2,300	3,451	7 0
Armstrong Siddeley	139	346 Saloon	L6	90	90	3495	—	OHV	W	125	4700	ST	12.8	8.55	5.81	4.09	CW	S	16x670	193	72	8 1/2	204	3472	1,100	1,651	7 0
Aston Martin	156	DB Mk. III	L6	83	90	2922	8.2	2OHC	W	162	5500	2SU	11.00	7.45	5.01	3.77	C	C	16x600	171 1/2	65	5 1/2	99	2800	2,050	3,076	7 0
Austin-Healey	126	100 Six	L6	89	102	2639	—	OHV	W	102	4600	Twin SU	12.02	7.84	5.21	3.91	CW	S	15x590	147 1/2	—	—	92	2464	762	1,144	7 0
Bentley	167	Continental	L6	—	—	4887	—	—	W	—	—	auto 11.17	7.69	4.25	2.92	C	S	15x600	210 1/2	—	—	123	—	4,995	7,493	17 0	
Berkeley	116	"S" Series	L6	—	—	4887	—	—	W	—	—	7.81	4.51	3.55	2.92	C	S	15x600	211 1/2	—	—	123	—	3,695	5,543	17 0	
		Sports 500 Sports	L3	58	62	328	7.5	TS	W	18	5000	Am 3A	13.85	8.43	5.22	—	W	SA	12x520	123	50	7	70	672	381.154	597	18 11
B.M.W.	133	507	V8	82	75	3168	7.5	OHV	W	140	4800	2SX	11.45	7.5	5.55	4.55	BW	BR	16x600	173	65	—	97 1/2	2579	—	—	—
		503	V8	82	75	3168	7.5	OHV	W	140	4800	2SX	13.8	8.6	5.42	3.9	BW	BR	16x640	186 1/2	67	—	111 1/2	3219	—	—	—

Bristol	163	405 Droptophead, Saloon	L6	66	96	1971	8.5	OHV	W	105	5000	35X	15.24	7.71	5.46	4.22	TW	BR	16x575	1891	68	61	114	2750	2,450	3,676	7 0
Citroën	141	D.S.19	L4	78	100	1911	7.5	OHV	W	75	4500	1W	13.79	6.96	4.77	3.31	PW	PT	16x650	189	70½	—	123	2464	1,090	1,636	7 0
Daimler	137	Conquest Droptophead	L6	76.2	88.9	2433	—	OHV	W	100	4400	2SU	15.78	9.08	6.04	4.11	BW	SR	15x600	177	67	—	104	2800	1,262.88	1,895	0 0
Dellow	NS	Mk. IIC Mk. V	L4	92.5	63.5	1172	6.16	SV	W	31	4200	IZ	16.9	7.9	5.5	—	TR	HR	16x475	136	54	9	82½	1288	465	698	17 0
Fairthorpe	116A	Electron Minor Electron	L4	63	76	948	8.25	OHV	W	38	5000	2SU	19.45	11.2	6.62	4.55	C	C	—	—	—	—	—	—	—	—	—
Fiat	134	1100 TV	L4	68	75	1089	8	OHV	W	53	5200	1W	16.6	10.2	6.8	4.3	HW	SR	14x520	148½	57½	5	92	1904	750	1,126	7 0
Frazer-Nash	133	Continental Le Mans Coupé	V8	74	75	2580	7.5	OHV	W	130	6000	—	11.9	7.2	4.76	3.5	WT	de D Tube	16x600	156	62	7	96	—	2,500	7,751	3 0
Jaguar	153	Mk. VIII 2.4 Saloon 3.4 Saloon XK150*	L6	83	106	3442	8	2OHC	W	210	5500	2SU	12.73	7.47	5.16	4.27	BW	S	16x670	196½	73	7½	120	3900	1,219	1,829	17 0
Jensen	165	541	L6	87	111	3993	6.86	OHV	W	130	3700	3SU	9.9	6.8	4.2	2.9	HW	SR	16x550	178	63	7	105	2968	1,435	2,153	17 0
Lagonda	156	3 Litre Saloon*	L6	83	90	2922	8.2	2OHC	W	140	5000	2SU	13.3	9.0	6.1	4.6	HW	BW	16x600	196	69½	7	113½	3696	1,995	2,993	17 0
Lancia	120	Aurelia G.T.2500*	V6	78	85.5	2451	8	OHV	W	118	5000	1W	11.42	7.58	5.22	3.69	HW	SR	16.5x400	169	—	6	104½	2744	2,230	3,346	7 0
Lister-Jaguar	NS	Sports-Racing	L6	83	106	3442	9	OHC	W	250	5750	3W	7.61	5.82	4.52	3.54	W	de D tube	16x600F 17x600R	155½	61	3	89	1736	2,750	—	—
Lotus	119	Eleven Le Mans* Eleven Club Eleven Sports	L4	72.39	66.6	1098	9.8	OHV	W	75	6250	2SU	9.15	6.1	4.5	3.6	HS	HD	15x450F	134	—	—	85	854	1,387	2,080	0 0
Meadows Frisky	127	Frisky Sports	V2	57	63.5	325	8.2	TS	W/A	18	5500	V	15.40	9.60	6.65	5.03	T	C	10x440	109½	55½	5	60	740	—	—	—
Mercedes-Benz	117	190SL 300SL Roadster	L4	85	83.6	1897	8.5	OHC	W	105	5700	2SX	13.7	9.0	5.0	3.9	HW	HS	13x640	165	68	6	94	2380	1,850	2,776	7 0
M.G.	151	M.G.A* Magnette	L4	73	89	1489	8.3	OHV	W	72	5500	2SU	15.65	9.52	5.91	4.3	HW	SR	15x560	156	58	6	94	2009	640	961	7 0
Morgan	125	Plus 4 (TR engine) 4/4 Series II	L4	83	92	1991	8.5	OHV	W	100	5000	2SU	12.8	7.4	5.2	3.7	HV	SR	16x500	144	56	7	96	1876	595	893	17 0
Peerless	NS	G.T. Saloon	L4	83	92	1991	8.5	OHV	W	100	5500	2SU	—	—	—	—	CW	de D tube	15x550	162	—	6	94½	—	—	—	—
Porsche	113	1600 Super Carrera	H4	82.5	74	1582	8.5	OHV	A	75	5000	2SX	13.9	7.7	4.9	3.5	BT	BS	15x560	155½	65½	6½	83	1764	1,425	2,138	17 0
Renault	150	Dauphine Gordini	L4	58	80	845	7.2	OHV	W	30	4250	ISX	16.2	7.9	4.7	—	HW	HS	15x520	115	60	6	89½	1399	512	769	7 0
Riley	160	2.6	L6	79.4	89	2639	8.5	OHV	W	101	4750	2SU	12.93	8.03	5.6	3.9	B	S	15x670	185½	67	6½	103½	3505	940	1,411	7 0
Rover	145	1055	L6	73	105	2638	8.5	—	W	108	4250	2SU	14.5	8.8	5.9	4.3	HW	SR	15x600	178½	—	—	111	3248	1,088	1,633	7 0
Standard	146	Vanguard Sportsman	L4	85	92	2088	8	OHV	W	90	4500	2SU	16.1	7.6	4.6	—	HW	SR	16x550	173½	67½	7½	102	2856	820	1,231	7 0
Sunbeam	138	Rapier	L4	76.2	76.2	1390	8	OHV	W	67.5	5000	2Z	16.6	12.9	7.8	5.2	HW	SR	15x560	160½	60½	7	96	2280	695	1,043	17 0
Triumph	168	TR3	L4	83	92	1991	8.5	OHV	W	100	5000	2SU	12.5	7.4	4.9	3.7	HW	SR	15x550	151	55½	6	88	1988	680	1,021	7 0
Turner	NS	Sports	L4	62.9	76.2	948	8.3	OHV	W	34	4750	2SU	16.0	10.8	6.4	4.6	C	W	15x520	138	54	6	80½	—	573	863	13 0
Wolsley	144	1500	L4	73	89	1489	7.2	OHV	W	50	4200	2SU	13.56	8.25	5.12	3.73	B	S	14x500	151½	62	6	86	2060	505	758	17 0

*Jaguar XK 150 : Hardtop also available. *Lancia : Drophead coupe also available. *Lotus : Le Mans '75,' 75 b.h.p. at 6,250 r.p.m. Le Mans '85,' 83 b.h.p. at 6,800 r.p.m. *M.G.A : Hardtop also available.



John Bolster Tests

The LISTER-JAGUAR

A Week-end With Britain's Fastest Sports Car

WITHOUT any doubt, the most outstanding feature of the 1957 racing season in this country has been Archie Scott-Brown's mastery of the sports-car events with the Lister-Jaguar. As the low green projectile, with its well-known yellow stripe down the middle, has taken the lead time and time again, many spectators must have wondered just what it would feel like to drive a car as fast as that. A week-end with the Lister-Jaguar must be the secret dream of the majority of enthusiasts.

I have actually realized that dream, for I have recently been using that famous car as my personal transport on the road. In the first place, Brian Lister wanted to fit a really high cog and see how nearly she would approach 200 m.p.h. Unfortunately, lack of time prevented that exciting project, and we

decided that, in any case, a test with a normal road racing gear ratio would be of more general interest. The car was not specially prepared in any way. Indeed, after Archie had won the big sports car race at Goodwood with almost contemptuous ease, he stepped out of the Lister-Jaguar and I got in, and my week-end had really begun.

As regular readers are aware, I have driven many Jaguar-engined sports-racing cars. This particular one has the latest and largest Jaguar power unit in the shape of a "works" 3.8-litre, with three Weber twin-choke carburettors. There is a three-plate racing clutch and a D-type Jaguar close-ratio gearbox. This box incorporates a linkage whereby either first or second speed is positively locked until the clutch is withdrawn.

The chassis is typically Lister, and

FAMILIAR SIGHT: Archie Scott-Brown in action with the Lister-Jaguar.

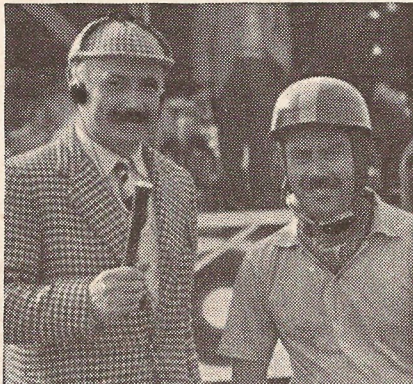
very similar to that of the Lister-Bristol which I have driven in the past. The main frame members are two large-diameter tubes, and the independent front suspension is by helical springs and wishbones with rack and pinion steering. Behind, there is a de Dion axle, again on helical springs, and the dry sump oil tank and the fuel tank are both in the tail. The disc brakes have no servo in their hydraulic system, and the rear ones are inboard-mounted. The Dunlop light alloy disc wheels have three-eared knock-on hub caps.

The car is very compact for its considerable engine capacity. One sits well down in it, the body coming right up round the shoulders. The passenger's seat is perfectly practical, and the shallow full-width Perspex screen deflects the draught sufficiently to allow fast driving without goggles if desired.

On moving off, one is at once impressed with the comparative smoothness of the clutch, which one does not normally expect from a three-plate racing assembly. First speed is much higher than usual, for it is intended to be used on sharp corners, and its engagement is consequently synchronized. Nevertheless, it gives a most stirring getaway, and the machine runs remarkably straight without correction if too much wheel-spin is accidentally induced.

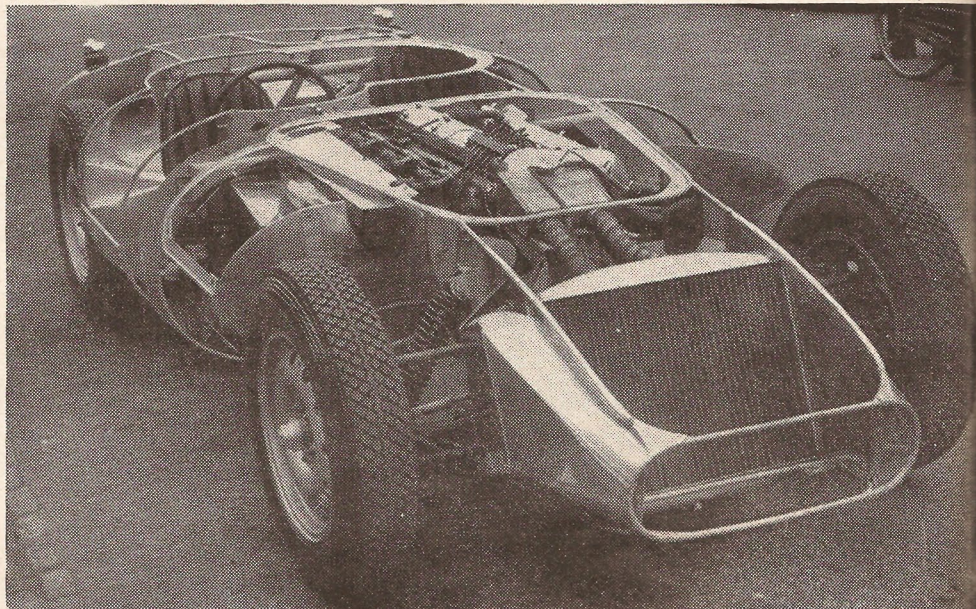
Once the car is on the move, the excellence of the traction is its most outstanding feature. All the power of that great engine can really be transmitted to the road, and I habitually used full throttle on all four gears on every sort of road surface. The sheer sensation of immense acceleration is difficult to put into words. The acceleration figures are the best ever recorded by AUTOSPORT. If one compares them with the times that I have achieved with other sports-racing cars, it is easy to understand the long list of Lister-Jaguar victories.

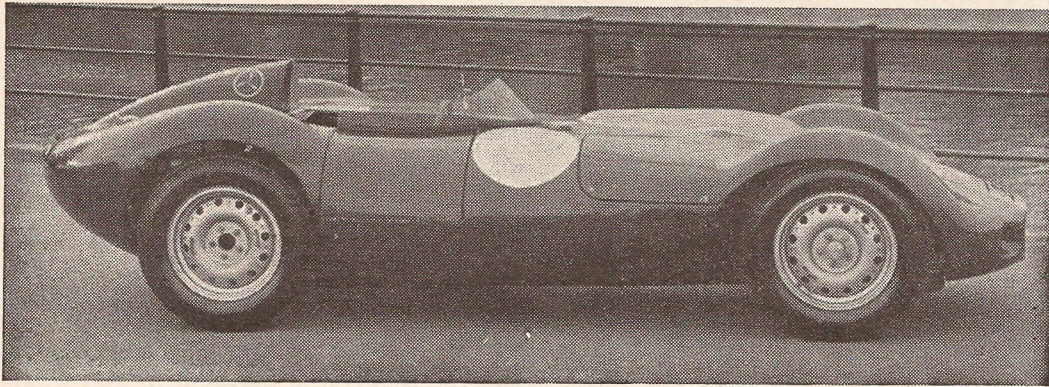
Such performance would be useless, even in the hands of Archie Scott-Brown, if there were not roadholding to match.



"IT'S MINE NOW!" says Bolster, interviewing Scott-Brown at Goodwood for B.B.C. Television, before taking over the Lister-Jaguar.

POWER-PACKED: The Lister-Jaguar with quickly detachable bodywork removed to reveal raked-back radiator and double-wishbone front suspension.

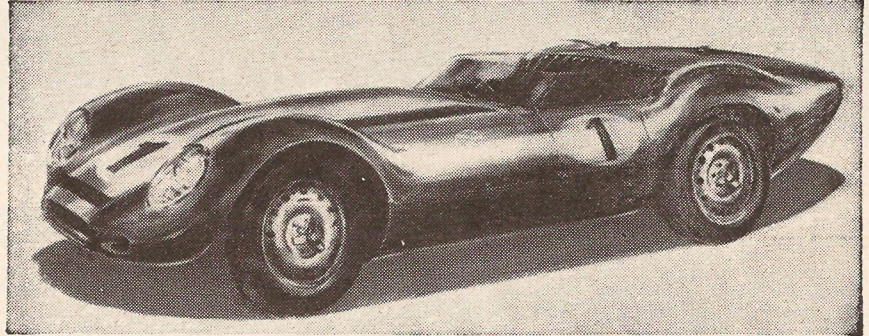
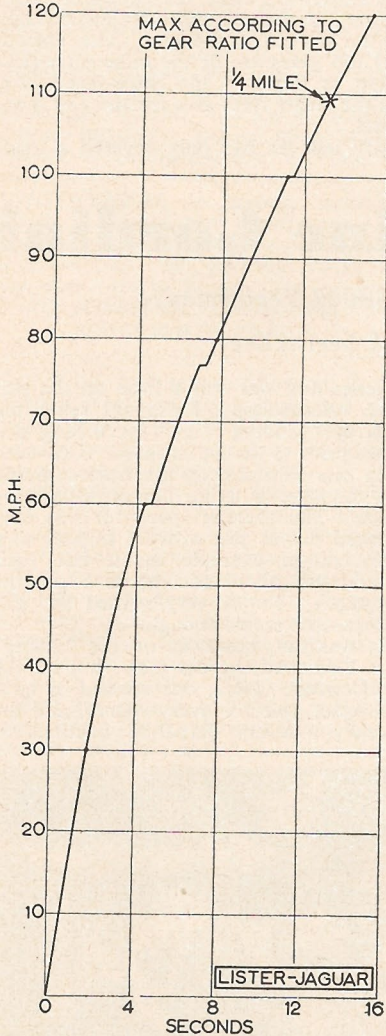




★
PROTOTYPE (left)
 The Lister-Jaguar as
 raced during 1957.

PRODUCTION (be-
 low) Artist Cavendish-
 Morton's impression
 of the 1958 car, with
 lowered bonnet line.

★



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Lister-Jaguar sports-racing 2-seater.

Engine: Six-cylinders 87 mm. x 106 mm. (3,781 c.c.) 10 to 1 compression ratio, 300 b.h.p. (approx.) at 5,800 r.p.m. Twin overhead camshafts. Three twin-choke Weber carburetters. Lucas coil and distributor. Dry sump lubrication.

Transmission: Three-plate racing clutch. Four-speed gearbox with central remote control lever and synchromesh on all gears, ratios 3.73, 4.75, 6.11, and 7.99 to 1. Salisbury hypoid final drive unit with ZF differential.

Chassis: Twin-tube frame with independent front suspension by wishbones and rack and pinion steering. De Dion axle at rear. Helical springs and telescopic dampers all-round. Disc brakes, inboard at rear. Light alloy wheels with centre-lock hubs, fitted 6.00-16 ins. (front) and 7.00-16 ins. (rear) tyres.

Equipment: 12-volt lighting and starting. Rev. counter. Oil pressure, water temperature, and oil temperature gauges.

Dimensions: Wheelbase, 7 ft. 5 ins. Track (front) 4 ft. 2½ ins., (rear) 4 ft. 4 ins. Overall length, 12 ft. 11½ ins. Width, 5 ft. 1 in. Height to scuttle, 2 ft. 5 ins. Weight (dry) 14½ cwt.

Performance: Maximum speed 140 m.p.h. plus, according to gear ratio. Speeds in gears, 3rd 100 m.p.h., 2nd 77 m.p.h., 1st 60 m.p.h. Standing quarter-mile 13.2 secs. Acceleration 0-30 m.p.h. 2 secs. 0-50 m.p.h. 3.6 secs. 0-60 m.p.h. 4.6 secs. 0-80 m.p.h. 8 secs. 0-100 m.p.h. 11.2 secs. 0-120 m.p.h. 15.2 secs.

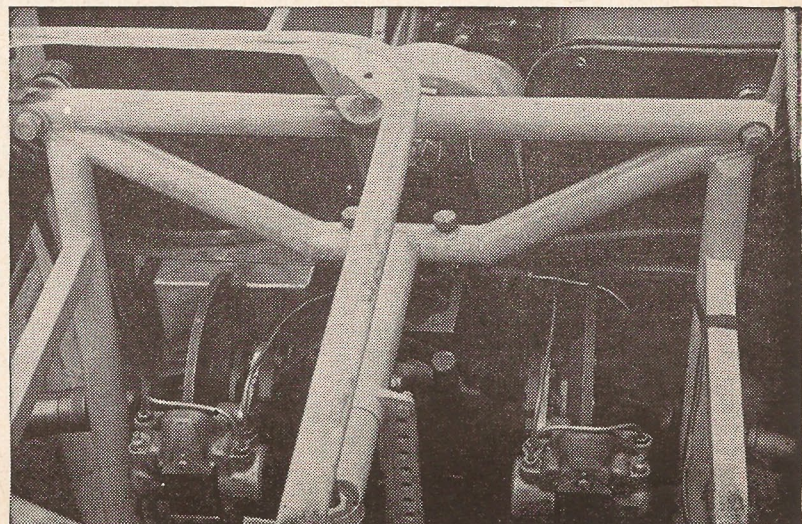
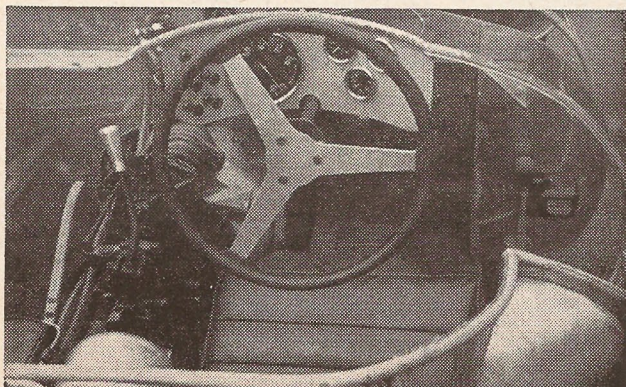
Fuel Consumption: Racing, 10 m.p.g. Touring, 15 m.p.g. (approx.).

In fact, the roadholding is extremely good and the cornering power very high. There is no roll, the car simply remaining level and answering perfectly to its light and accurate steering. Rear end breakaway does not occur, unless it is provoked deliberately with that immense horse-power. With a normal road-racing final drive ratio, the acceleration continues to be breathtaking right up to 140 m.p.h. or so, which comes up on any reasonably straight stretch of road. The maximum speed would be at least 190 m.p.h. with a suitable crown wheel and pinion; it is during high speed acceleration in top gear that the extra punch of the 3.8-litre engine makes itself felt.

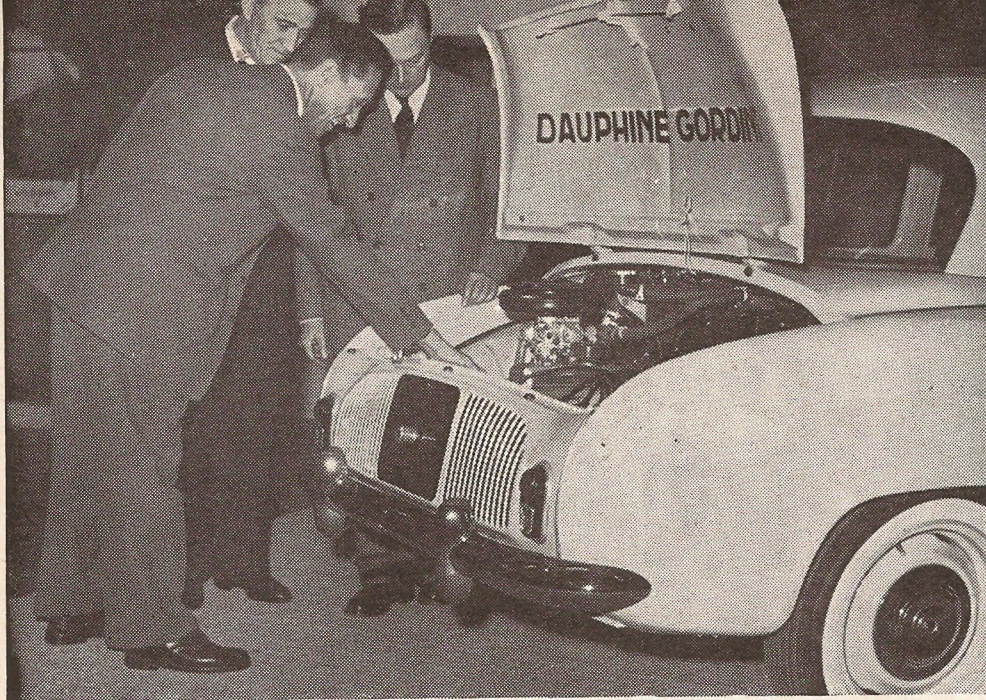
As a road car, the Lister-Jaguar is a sheer delight. For continuous use, one would prefer rather more exhaust silencing, but I drove through several large towns without difficulty. The engine obviously prefers the open road, but by sympathetic handling it can be made to behave in quite a docile manner. I do not know whether or not the engine heat would be oppressive in summer temperatures, but for driving on a frosty autumn

(Continued on page 516)

★
DETAILS of (right) inboard rear brakes and de Dion axle. (Below) Driving compartment, with cranked central-change gear lever.



EXAMINATION of the Gordini version by M. Pierre Dreyfus (left), head of Régie Renault, M. Amedée Gordini (centre) and M. Picard, engineer in chief.



of the little car. I was also glad to find that a much better accelerator pedal had been fitted, giving altogether smoother throttle operation.

It is difficult not to burst into song when praising the gearbox! The movements of the lever are short and light, and the synchromesh does its job every time. Normally, one changes from second gear to third at 45 m.p.h., and into top around 60 m.p.h., but ultimate maxima around 50 m.p.h. and 72 m.p.h. are available. Thus, the choice of ratios is literally perfect, and adds enormously to the charm of the car. The bottom and top gears are of the same numerical value as those in the three-speed box, but the larger tyres give fractionally more speed.

My test car had only covered a small

JOHN BOLSTER

TESTS THE

Renault Dauphine Gordini

Four-Speed Gearbox and Added Performance

in a G.T. version of best-seller

THE Renault Dauphine has proved, since its introduction only a year and a half ago, to be a best seller all over the world. In its native France the waiting list gets longer and longer, and something like half the total production is exported to the U.S.A. Its delightful appearance and remarkable fuel economy are probably its greatest attractions, but to the enthusiastic driver its roadholding comes first on the list.

It is this exceptional *tenue de la route*, consequent upon a properly designed independent suspension of all four wheels, which has prompted so many amateurs to tune their tiny 845 c.c. engines. Now, the Régie Renault have decided to market a moderately hotted up version themselves, and have had the brilliant idea of entrusting Amedée Gordini with the work. It must be emphasized that this is not intended to be a "hot" competition car like the 1063; indeed it is even quieter and more refined than the standard model. What has been achieved is a livelier engine giving a maximum speed in the region of 80 m.p.h., backed up by a four-speed gearbox with closely spaced ratios.

Only a slight increase in compression ratio has been adopted, 7.6 to 1 replacing the standard 7.2. This is in deference to inferior French petrol. The aluminium head is entirely new, and though the valves are of stock size, they are inclined to the left to the extent of 7 deg. The ports are also of normal size, but profiled for increased efficiency. The valve rockers have altered leverage for increased lift, and the valves have stronger springs.

External water passages ensure that the head is well cooled. An entirely new induction and exhaust system carries a 32 mm. Solex carburetter instead of the usual 28 mm. instrument. It is of the latest type with electrical operation of the automatic starting device. The plated valve cover is inscribed "Dauphine G".

The new four-speed gearbox has synchronization of the upper three gears and employs the standard case. The rest of the car is standard, except for larger

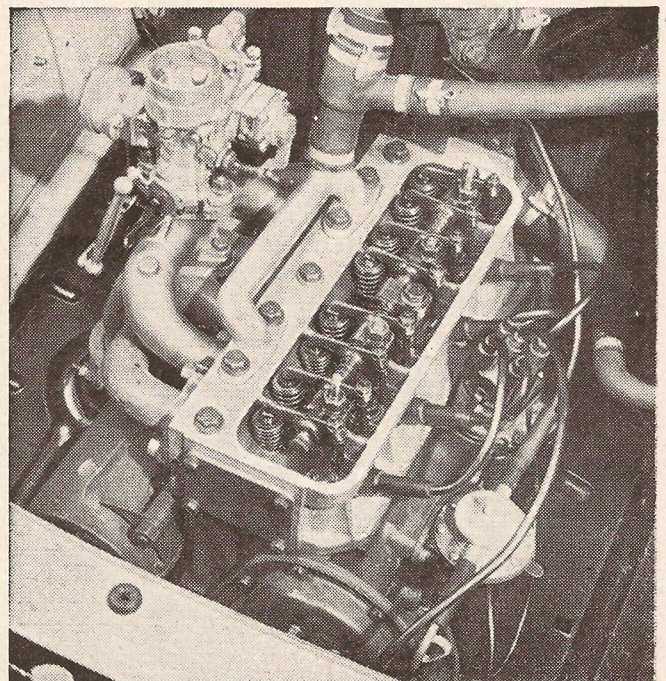
section tyres. Briefly, the engine is carried at the rear of a pressed steel body-cum-chassis, profiled as a result of copious wind tunnel research. The front wheels are on wishbones and helical springs, with a torsional anti-roll bar and rack and pinion steering. Behind, independent swing axles look after the suspension.

When I took over the new car in Paris, there was little to indicate that it differed from a normal Dauphine. Some passers-by pointed excitedly to the name on the side, but only the more observant noticed this small difference. As I drove through the traffic, I was at once impressed with the silence and flexibility

mileage and was still a little on the stiff side. Accordingly, I did not relish the idea of "winding it up" for a long distance prior to timing its speed. I covered only one warming up lap before timing the car over a flying lap of Monthléry track. The average speed for this tour worked out at just over 75 m.p.h., so a fully run-in example on a flat road should just about encompass a genuine 80 m.p.h. For a very refined 845 c.c. saloon, that seems enough.

It was not, however, on the "saucer" that I enjoyed the car most, but on the road circuit. Here, one seemed to have the exact gear for every corner, and the already excellent handling qualities of

THE LID OFF the "hotted-up" version of the Renault Dauphine engine. Valves are inclined 7 deg. and the compression ratio has been raised — although only slightly, in deference to inferior French petrol. The valve cover is plated and is inscribed "Dauphine G".



the Dauphine were notably enhanced because plenty of power was always on tap. It goes without saying that the suspension, steering, and brakes are entirely adequate for the increased performance.

There is something extremely satisfactory about the way in which this car tackles a difficult and bumpy road circuit. Monthéry finds out any weaknesses in the chassis department, and some cars become almost dangerous under the rigorous testing which it imposes. I literally could not fault the behaviour of the Dauphine Gordini, and lucky owners are going to have lots of fun with this little thoroughbred.

It is necessary to point out that, in praising this new model, one is not belittling the standard car. For the average family or business man it represents a splendid investment, and will do all that he requires. For the connoisseur, things are rather different. The joy of handling a more responsive engine, allied with a gearbox of racing ancestry, is worth an

CONTINENTAL in styling, although British in design and manufacture, the Meadows Friskysport is an intriguing newcomer to the growing ranks of miniature cars to be on show at Earls Court. A road-test by John Bolster will appear in a future issue.

QUITE the best organized event that I have ever attended was the test day at Monthéry, in connection with the Paris Motor Show. Incidentally, it was also one of the most enjoyable.

Picture the scene. The full Monthéry road circuit is $7\frac{1}{4}$ miles round and is perhaps only excelled by the Nürburgring for sheer driving pleasure. Every sort of curve and corner is allied with hills—up and down—smooth, bumpy, and very bumpy patches, and a long enough flat-out section for any car to maintain its maximum speed and not just touch it briefly. The circuit, then, is ideal for testing, and when virtually every car made in France is at one's disposal, one's cup is full to overflowing.

It is interesting to make a brief analysis of the 13 cars which I tested. I chose them as examples of every *marque*, but reluctantly left out such

Journée D'Essais

John Bolster samples a cross-section of the French Motor Industry

vehicles as the Dauphine Gordini, of which I had just completed a full AUTOSPORT road test. They varied in size from 393 c.c. to 2,351 c.c., and there were three two-cylinder cars, nine four-cylinders, and one Vee-8. (It is astonishing that there are now no "sixes" in France.) A real sign of progress in the industry is the fact that, of all the cars which I drove, only the Simca range retained rigid rear axles on semi-elliptic springs.

Let us start work *chez Citroën*. The revolutionary DS19 is too well known to warrant a full description here. It will be remembered that it has an elaborate hydraulic system that provides the power for the self-levelling independent four-wheel suspension system, and also for the servos of the steering, gear-

change, brakes (inboard discs in front) and automatic clutch. It is a front-wheel-driven, four-cylinder, 2-litre car.

I have previously enjoyed the "God-dess" for fast cruising on French roads, but on a racing circuit it is perhaps less happy. Somehow, one seems a little too remote from it all in the steering and braking departments, and there is appreciable roll on the bends. The automatic clutch can be fierce, too; having said which, I seem to have been rather critical of one of the most desired cars on the Continent! I am going to put my foot right in it now and say that I preferred the cheaper ID19! This has a normal foot clutch and an excellent four-speed manual gearbox. Its non-servo brakes ask for a heavy foot, and its steering is neither quick nor

Specification and Performance Data

Car Tested: Renault Dauphine Gordini saloon. Price about £100 more than standard in France.

Engine: Four-cylinders 58 mm. x 80 mm. (845 c.c.), 7.6 to 1 compression ratio, 32 mm. Solex down-draught carburettor. Delco Remy coil and distributor.

Transmission: Single dry plate clutch, four-speed gearbox with central remote control, ratios 4.4, 6.370, 9.205, and 15.75 to 1. Spiral bevel final drive.

Chassis: Combined body and chassis. Independent four-wheel suspension by helical springs and hydraulic telescopic dampers—wishbones and torsional anti-roll bar in front, swing axles at rear.

Rack and pinion steering. Hydraulic brakes 5.50-15 ins. tyres on disc wheels.

Equipment: Six-volt lighting and starting. Fuel and water temperature gauges, heating and demisting, flashing indicators.

Dimensions: Wheelbase, 7 ft. 5 ins.; track, front 4 ft. 1 in., rear 4 ft.; overall length, 12 ft. 11 ins.; overall width, 5 ft. Weight 12½ cwt.

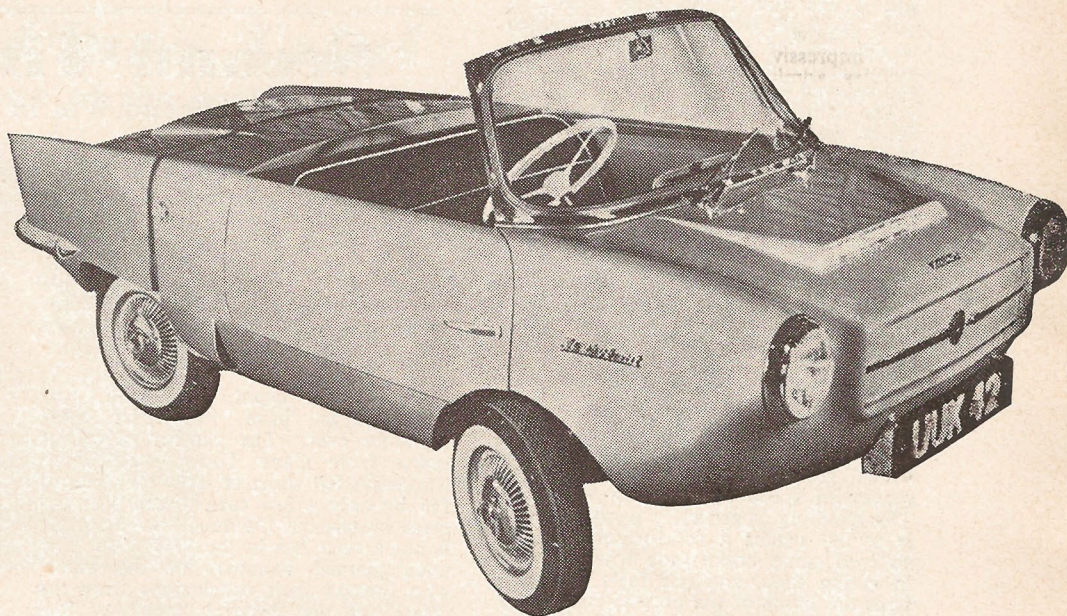
Performance: Maximum speed, Monthéry lap 75.65 m.p.h. Speeds in gears: 3rd 72 m.p.h.; 2nd 58 m.p.h.; 1st 25 m.p.h. Standing quarter-mile: 22.4 secs. Acceleration: 0-30 m.p.h. 4.6 secs.; 0-50 m.p.h. 13 secs.; 0-60 m.p.h. 22.2 secs.

Fuel Consumption: 40 m.p.g. (approx.).

increase in price of less than 20 per cent. If increased noise or inferior fuel economy were the penalty, one might think twice about ordering the new car. As it is even more refined than the bread-and-butter type, and does not drink petrol, one can recommend it with considerable confidence to the most fastidious driver.

One understands that the Dauphine Gordini is not yet available on the

British market, and at the time of writing the price has yet to be announced. Yet, the interest in the car is already so great that I have taken this early opportunity to carry out a full road test in France. As a result, I can say that this is not a sports or competition car, but a highly refined little fast touring machine with impeccable road manners. If that is the kind of car you are after, you'll love the Dauphine Gordini.



light. Yet it is a superb fast car, and I would take on anybody in a DS with it. However, I am about to carry out a full road test of the DS19 on English roads, which may be quite another tale.

To complete the Citroën story, I took out a 2 c.v., the 425 c.c., two-cylinder car. With George Phillips and a load of cameras as ballast, it buzzed along surprisingly quietly at 45 m.p.h., and its four-speed gearbox gave easy restarting on a steep gradient. This model corners very well unless one overdoes it, when the angle of roll becomes a bit untidy. Though the 2 c.v. is intended for basic economy transport, the ride is luxurious in the extreme. For sheer utility, this is the world's best car!

From Citroën one goes to Renault, of course, and here, apart from the glamorous Gordini, the news is the "Transfluide" transmission for the Frégate. For less than £90 in France, one gets a three-element torque converter in conjunction with a three-speed synchromesh gearbox; there is an automatic clutch between these two. In practice, the car may be started off and driven all day in what is, in effect, top gear. However,

for really fast hill-climbing or a burst of acceleration, one can manually select the intermediate gear. There is an emergency "low", but this is only for getting out of ditches and so forth.

In practice, this is an excellent transmission. It is impossible to jerk or stall, whatever one does, yet the man who suddenly feels like changing gear has a light and responsive lever to play with. "Automatics" are a compromise, but this is a very good one.

I also tried the large Renault in "Domaine", or station wagon, form. This is a big, sturdy car, and because the independent four-wheel suspension has been stiffened up for loads, it can be cornered incredibly fast with virtually no roll. The normal four-speed gearbox has a rather springy lever under the column, but I put this car on the very short list of machines that I would like to own. Once again, I drove the 4 c.v. or 750 c.c. Renault, my excuse being that I had not previously handled one with the new disc wheels. The little saloon is just as much fun as before, and it has now found some outstandingly powerful brakes. I am delighted to say that the 1957 car makes just the same noise and vibration as my own old and beloved 4 c.v.!

The third big name in France is Simca, and here one meets the sensation of the day. I was never very fond of the Versailles, but its successor, the Beaulieu, is a really splendid car. The roadholding and steering are improved out of all knowledge, and the Vee-8 engine now gives some real power. This impressive-looking, big, low saloon handles admirably, and is really fast. The ride is harder than before, but this is a small price to pay for such stability; I took a curve quite happily with the speedometer right off its 160 k.p.h. dial.

Also new by Simca is the incredibly fast "Monthéry" saloon of only 1,300 c.c. This car has a really "hot" engine, which gives vivid acceleration and a maximum speed approaching 90 m.p.h. The handling is generally good, but this is by no means a comfortable car. I suffered some brake fade when driving in racing style, and one feels that perhaps the limits of the normal chassis are being approached. I tested the Océane, too, the low and pretty two-seater drop-head version of the same *marque*. This is an exceptionally fast car round corners and is a joy to drive, but my particular one occasionally developed a slight flickering of the steering wheel, though this in no way affected the handling.

For my Peugeot test, I chose the new drophead model of the type 403. It is a really well-made 1½-litre car that is smooth, silent, but will yet exceed 80 m.p.h. There is nothing sensational about the Peugeot—it is just a good car right through. This one was rather spoilt, however, by curiously hard and slippery seats that gave one no lateral location at all.

The 850 c.c. two-cylinder Panhard is a car of immense character. Lacking refinement, perhaps, yet it gives very real performance with excellent fuel economy, in spite of its very roomy body. Since I last drove the Dyna, the main structure of aluminium has been replaced by a steel monocoque, and the consequently higher centre of gravity has to some extent affected the handling. This reflects itself in a pretty marked oversteer that comes on suddenly if one

releases the throttle on a corner. Nevertheless, in the hands of the right sort of driver, the Dyna Panhard can put up a remarkable average speed, and it is oh so effortless at a 75 m.p.h. cruising speed.

By far the hardest-worked cars at Monthéry were the three little 393 c.c. Vespas. It was not till late in the afternoon that I got mine, and I shared it with Count Lurani, who had failed to get one all day. I am no dwarf and the Count is almost a giant, yet we were entirely comfortable in the deceptively roomy body. I am not going to enter into an argument on the pros and cons of miniature cars, except to say that this is a really good one. It is unexpectedly quiet and lively, and does its 55 m.p.h. with ease. The steering is very light and responsive, and this miniature noticed the Monthéry bumps less than did many big cars. I sampled it as both driver and passenger, and gave the Vespa full marks from either position.

Let me conclude with a car which, for sheer fun, had all the others beaten.

Second Time Round

DKW Scores a Second Win in Tough South African Event

FOR the second year in succession, foremost honours in the very tough South African Pretoria - Lourenço Marques Rally were awarded to the Pretoria driver I. Campher, in a DKW saloon. Mr. Campher, one of the country's most successful drivers in this type of event, and an occasional competitor in speed events, is a member of the organizing body, the Pretoria Motor Club.

This year's event, the sixth, was reckoned to have been the most strenuous ever. The number of entries (some from Cape Town, some from Rhodesia) fell short of last year's record 116 by only a few cars. Each year the press emphasize the fact that the rally is not a race, but in the 1957 event, any unenlightened members of the public who formed their conclusions from the "start" at the Pretoria Speedway Stadium must have thought otherwise. Cars set off by negotiating an exciting "wobble-wobble", far more interesting than the usual tame "take-off". Under the glare of floodlights, the first cars left at 6 in the evening to start the 18-hour drive. The average speed set worked out to be rather high—37 m.p.h. The route was only made available to drivers a couple of seconds before they departed, although the situation was not quite as tense as might appear, since a pre-zero meeting had been held to give warning of possible danger spots in the rally. The rallyists had also been informed of their average speeds and directions to be followed at intersections.

So the P.-L.M. Rally, this year sponsored for the first time by a commercial concern (Total Petrol), was on its way. One hundred and eleven cars were off into the night of the Transvaal. Deliberately, the organizers had set low speeds for the opening stage. This move was based on previous experience of early mishaps due to slight abundance of enthusiasm to maintain "correct" speed. Heading East, the cars climbed to an altitude 2,000 feet higher than that of the starting point. Main-

This was the Alpine, a tiny, low, streamlined coupé of superb appearance. Most Alpines are sold with a 1,063 Renault engine and five-speed gearbox. Mine was a cheaper version, with the standard three-speed box, and the 750 c.c. engine only moderately tuned by the addition of a Ferry manifold.

The Alpine is so light, by virtue of its one-piece plastic body on the Renault steel platform, that quite moderate engine power suffices to give it a lively performance. It does over-steer, but entirely controllably, so that one can slide it into any position one wishes. Of course, it would be better with more gears, but it is a little car of immense charm, and beautifully finished withal. I want one!

Well that, I think, is a fair cross-section of the products of the ever-expanding motor industry of France. It remains to thank the organizers for their generous hospitality, which included an excellent lunch and free transport from the centre of Paris and back. Truly, it was a day well spent.

taining this elevation, competitors crossed into mountainous Swaziland, the time spent in passing through the Customs being ignored. And then through this British portion of Southern Africa, round its risky cliff-side corners and over the rail-less, narrow bridges spanning broad rivers. Thanks to the unusually heavy seasonal rains, drivers were spared the usual hazards brought about by dust. Then came the one and only *bona fide* stop in this long-distance affair. This was at the Swaziland-Mozambique border. Afterwards on to the coastal resort which marks the end of this important event. And there was a hill-climb to round off the fun.

N. R. WHITEHEAD.

Results

1, I. Campher (DKW); 2, R. Lee (Volvo); 3, S. van der Merwe (M.G. Magnette); 4, R. Topman (Hillman Minx); 5, R. Ware (Austin A90); 6, P. McDonald (Volkswagen).

Recent Results

KENTISH BORDER C.C.-SEVENOAKS & D.M.C.

"Grieg Goblet" Competition, 22nd September
The "Grieg Goblet" was won by the Kentish Border C.C. Individual Winners. Saloon Cars: 1, R. F. Chappell (Ford Anglia); 2, W. F. E. Armstrong (Ford Anglia); 3, C. Waite (Austin A35). Open Cars: 1, A. Burgess (Jaguar XK 120); 2, D. N. Grieg (Morris Minor 1000); 3, Miss A. Wingrove (Austin-Healey). Specials: 1, W. F. E. Armstrong (Desmond); 2, J. Apps (Cannon); 3, R. Hodgson (Dellow).

OXFORD M.C.

Sprint

B.T.D.: J. Cavill (Cooper), 24 s. Class Awards: J. M. Granville (Standard 10), 29.6 s.; J. Hodges (Griffiths-M.G.), 25.6 s.; W. T. Arden (Hillman Minx), 31.0 s.; Sir Charles Kimber (TR2), 26.4 s.; J. T. Hodges (Jaguar 3.4), 25.2 secs.

PETERBOROUGH M.C.

Sutton-on-Sea Rally, 22nd September

1, Adams Trophy: C. Armstrong. Navigator's Award: S. Nicholls. 2, Peterborough M.C. Trophy: L. Pole. Navigator's Award: J. Taylor. 3, D. B. Holte; 4, W. S. Lee. B.T. in Driving Test: T. Stevenson. B.T. in Handicap Driving Test: G. Woodcock. Team Award: Peterborough A: G. Woodcock, C. Pollard, N. Manser.

CEMIAN M.C.

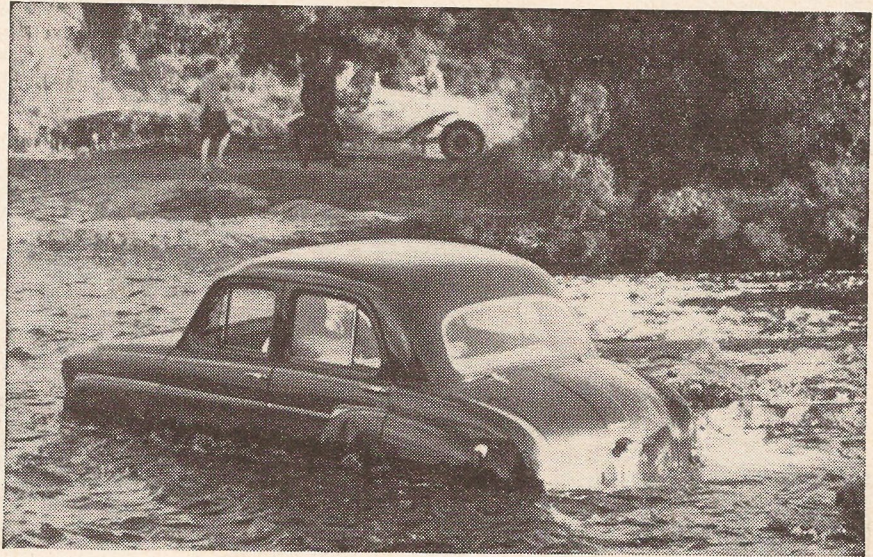
Barbecue Rally, 14th September

Expert Class: R. C. A. Smith (Fiat). Winning Novice: J. M. Sinkins (Wolseley).

FORD OR WATERSPLASH? Freddie Bradshaw decided that whatever it was, the Standard 10 could take it. With a little assistance from boulders they got through!

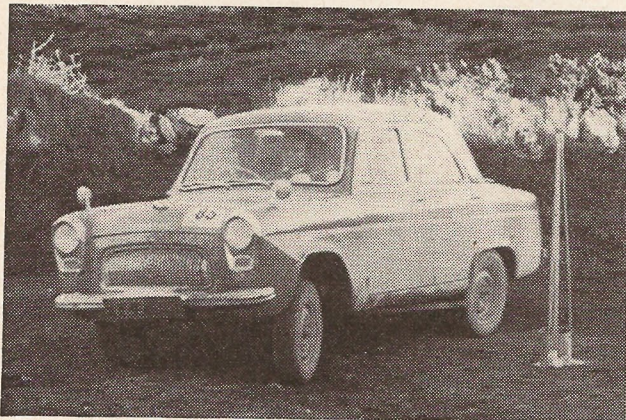
VOTED one of the best Circuits of Clare to date by all, the yarns spun in the Lakeside Hotel, Killaloe, afterwards lost nothing in the telling and I am tempted to suggest that many were influenced by the location at the base of Lough Derg on the Shannon, an anglers' resort. My only regret is that I didn't have a tape recorder with me!

There was the story of how, when confronted suddenly by a deep river flowing across a "road", Paddy Hopkirk ordered his navigator to wade in to test the depth and nearly brought on a navigator's strike. Of how at the same river, Freddie Bradshaw's Standard Ten was last seen floating downstream with doors open having been abandoned, and how two cars travelling in opposite directions at a high rate of knots on a very narrow bohereen, took to their respective ditches



Circuit of Clare Trial

Irish event voted one of the best so far



and flashed past each other without touching.

Generally, the eight tests were so arranged, and the instructions worded, that they could be attacked in different ways, with varying results. In most instances they were on loose surfaces with slippery mud lurking somewhere or other. The sections in between controls was easy enough in the morning and lulled the competitors into false security, but they were rudely awakened after the lunch interval.

Starting at 10 a.m. on a lovely sunny autumn morning on Sunday, 29th September, just outside Limerick city, the first section took the cars to a control some 18 miles distant to the hills overlooking Killaloe in East Clare, where all but one of the starters arrived on time. R. Redmond retired soon after the start with mechanical trouble with his Special. The test here had some very slippery sections and several drivers found themselves clouting banks, or losing control, to end in a ditch. The position after this test was that R. Barrett (DKW) led Val Baker (Special) and Declan O'Leary (VW). With a similar distance to the next control, via a check, the going was easy after the first couple of miles over a mountain track and all but Major

Keane reached the control safely. At the previous control Major Keane's elderly Morris Minor was making ominous noises and his retirement was not exactly surprising, even if it was bad luck. Following the test here Baker took the lead with Kevin Sherry (VW) second and Barrett and O'Leary following, the last named being only 2.8 marks behind the leader. The third control was only slightly shorter distance than the previous ones and on arrival Baker, Mrs. Fitzgerald (Anglia) and Jim O'Mahony (VW) were found to have eliminated themselves from the awards list as they had failed to visit the intermediate check. The check was an electricity pole the number of which had to be recorded. Following test 3 Sherry was in the lead followed by Cecil Vard (VW), O'Leary and Hector Newenham (Special). With only seven miles over roughish going to be covered at 25 m.p.h. to the next control, it was tight but navigation was still easy.

A further 18 miles of very rough stuff brought competitors to the top of a mountain overlooking Lahinch and just midway between that town and Lisdoonvarna, for the fourth test and the lunch break. The positions here took a change, Vard, by a bad test with maxi-

mum loss, dropped to 11th place, and O'Leary was only one better due to a loss of 20 marks on the road. Sherry, with 117 marks, still led with Newenham (117.8) now in second place, followed by Barrett (119.8) and Paddy Hopkirk (Anglia) (120.6).

Next came a 16 miles section at 28 m.p.h., much of which was quite thrilling, climbing steeply on a very, very rough road with a sheer cliff on one side dropping to the Atlantic. Test five at the subsequent control brought Hopkirk to second position and John Davidson, the Ulster driver who is doing so well in his home province and the ultimate winner, moved into third place. Next came a 31 miles section which was comparatively easy, but the test here dropped Sherry from the lead to fourth position, while Davidson moved up to tie with Newenham for second place behind Hopkirk.

But the worst was still to come and the next section of 16 miles caused no end of bothers. About half the field took a route which had a river with the improbable name of Owendulleegle flowing over the road, not so indicated on the map, and although some got through, the loss of time was impossible to make up. Newenham and his navigator stripped and pushed their Special through and Bradshaw only managed to cross after considerable difficulty in his Standard Ten. Both Gar O'Brien (M.G.A) and T. Burke (DKW) were over the limit of 30 mins. late.

From here to the finish was 17 miles and even at the average of 22 m.p.h. asked was extremely tight and the navigation very tricky. Only seven competitors managed to get through these last two sections without loss of time. In the final test at the finish Newenham put up the best time, but this could not overcome the loss of time on the road and Davidson ran out the winner with a clean sheet on the road and a really good average in the tests with best time in two of the eight.

BARRY MASON.

Results

Best Performance: 1, J. Davidson (Prefect); 2, J. D. O'Leary (VW); 3, C. Vard (VW); 4, H. Newenham (Special); 5, J. C. Millard (Austin A35); 6, S. H. Logan (VW); 7, F. B. Hopkirk (Anglia); 8, J. L. Cullen (VW); 9, R. Barrett (DKW); 10, T. V. Connolly (VW).
Sports Cars and Specials: H. Newenham. Saloons Over 1,000 c.c.: J. Davidson. Saloons Under 1,000 c.c.: J. C. Millard.

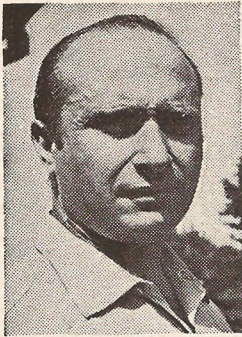
★
DESPITE the apparent lack of dash winner John Davidson was far faster in his Prefect on the final test than many other competitors.

★

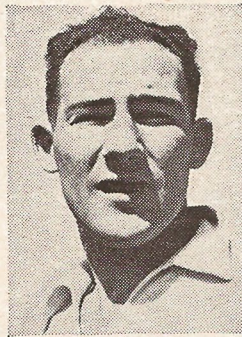
TOP TW

The Annual Subject
Will Be At The Top

By GREGO



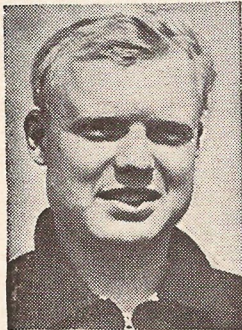
Fangio ★★★★★



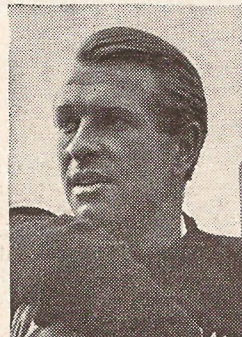
Moss ★★★★★



Behra ★★★★★



Hawthorn ★★★



Collins ★★★



Musso ★★★



Brooks ★★★



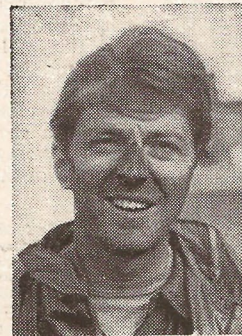
Shell ★★



Gregory ★★



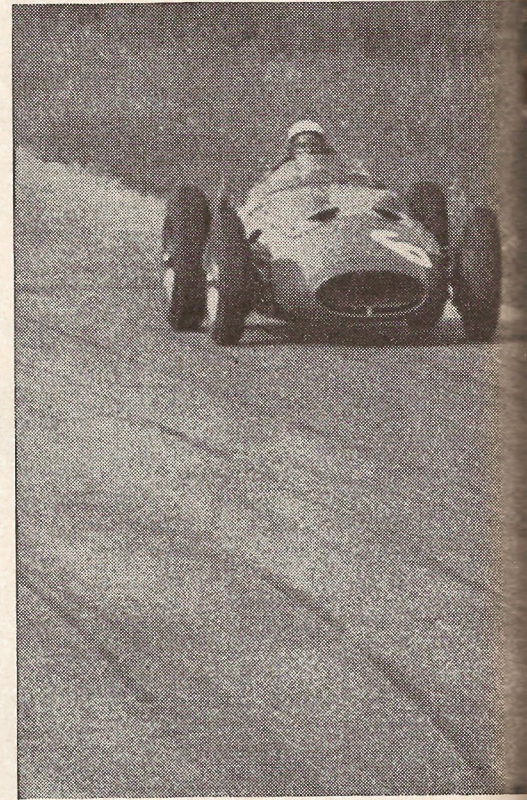
Lewis-Evans ★★



Von Trips ★



Brabham ★



TOP MEN: A bunch of the world's finest drivers in action during the Italian G.P. at Monza: Leading is Fangio, closely harried by Moss, Brooks, Lewis-Evans and Behra. No longer are cars of any one colour unassailable!

WHEN one awards a driver five stars, it is because he is undoubtedly recognized as the best in the world; that honour certainly belongs to Juan Manuel Fangio, five times Champion of the World. Yet I do believe that the much younger Stirling Moss fully deserves to be bracketed with the Champion, as another five-star man. Between the two of them, they won all seven of the 1957 *grandes épreuves*, four going to Fangio, and three to Moss. The Argentinian, affectionately called "the old man", can give Moss a good 20 years. His mastery of the high-speed bend has given Fangio a tremendous advantage on very fast circuits, and his remarkable method of applying the full power-slide, or four-wheel-drift, is one that few can hope to emulate—and still stay alive!

Nevertheless the virtuosity of Moss has enabled him to get the very utmost out of the Vanwall. His driving at Aintree,

ELVE?

for Speculation—Who of the Tree in 1958?

OR GRANT

Pescara and Monza was faultless; he has learned a great deal from Juan Manuel, and is the first to admit it. His great asset is the ability to drive very fast, and remain ice-cool. One cannot say that either Fangio or Moss remind one of any of the great drivers of the past; possibly there is a touch of Tazio Nuvolari in Fangio's corner-work, and at times Farina can be seen in Stirling's relaxed style. Anyway, I will go as far as to say that not even Fangio can match Moss on wet roads; he is the greatest exponent of that very difficult art since Rudolf Caracciola. However, Fangio's drive at Nürburgring in the German Grand Prix was that sort of inspired genius that keeps "El Chueco" at the very top of his profession.

Now comes the 64,000 dollar question. Who is the next in order? Collins, Hawthorn, Musso, Behra? All four are undeniably brilliant, but, on 1957 form alone, Jean Behra has been just that shade better than the other three. He is easily the most improved driver of today; gone is the recklessness and vicious treatment of his cars; possibly his methods of coming out of a tight bend leave him still open to criticism, but this courageous and thoroughly likeable little Frenchman can certainly handle a racing car. His drive at Aintree stamped him as a real Grand

Prix conductor, and B.R.M. must owe a lot to his skill in proving that the car is a potential G.P. winner. So to Jean Behra goes four well-deserved stars.

Mike, Peter and Luigi; it is difficult to say which merits a higher rating than the others. All have suffered from the comparative failure of Ferrari in the World Championship events. Musso actually did win the Rheims race, and also set up a new lap record at Rouen-Essarts. The Italian has been the most consistent member of the team, but on sheer driving ability, just falls short of the very brilliant British pair. Hawthorn, on form, is one of the greatest of all drivers, and flashes of his greatness were evident at Aintree and Nürburgring. Pete is always an artist, but, compared with 1956, did not have the best of seasons, although he is, if anything, driving even better than he did last year. So, in recognition of Musso's value to Scuderia Ferrari, he must have three stars, the same number going to his two team-mates, who, had they been given faster cars, might be bracketed along with Fangio and Moss.

There are several claimants for two stars, including Tony Brooks, Harry Shell, Stuart Lewis-Evans and Masten Gregory. Brooks could, of course, be considered for a higher rating on his Aston Martin record alone, to say noth-



ing of his brilliant drive at Monaco. He is a faster driver than Musso, and is surely the most rapid appraiser of a circuit after Fangio. Yet he was not even considered as of first league standard by the C.S.I., an error which must, of course, be rectified before the 1958 International ratings are published. Yes, indeed, Tony Brooks has earned not two stars, but three, to bracket him with the Ferrari trio.

Harry Shell must automatically be awarded two stars. The ability of "arree" to stay on the road at all times, and to keep up with the boys, makes him a very valuable team member. Lewis-Evans, one of the discoveries of 1957, must also get two stars, as must that very improved driver, Masten Gregory who had a fine record during the season, and was easily the most successful of all the independents. So that leaves two candidates to complete the dozen. Whom shall we choose? Scott-Brown, Von Trips, Gendebien, Trintignant, Flockhart, Brabham, Salvadori? Much as I dislike doing so, I am afraid that Archie's absence from Grand Prix racing through no fault of his own, makes it difficult to consider him for a "starred" spot. He is surely one of the finest drivers of today, and his performances with the Lister-Jaguar have proved his ability to handle very fast cars. So Scott-Brown goes in the "Honourable Mention" list; but he would assuredly have been in the Top Twelve had Connaughts decided to carry on a racing programme.

My choice for the two remaining places goes to the German Wolfgang von Trips, and to the Australian, Jack Brabham. Von Trips has the real G.P. temperament, which Olivier Gendebien, for all his brilliance in sports-car racing and rallies, does not seem to possess to the same degree. One has the impression that the Belgian really enjoys sports cars, and just takes part in an occasional Grand Prix to fill in for someone else. Brabham is heading to the top very quickly. His performance with the 2-litre Cooper at Monaco made him a headliner, and he

is probably the best F2 man we have today. His opportunity will come in Grands Prix; he still is inclined to take up rather more road than necessary at times, but he is rapidly acquiring the technique necessary to keep his end up in Grands Prix.

So that is the "Top Twelve", based on performances in Grand Prix racing during 1957. Next comes the "Honourable Mention" list, which not only includes drivers who have just missed the "starred" selection, but also the most promising of the younger school. I will not attempt to put them in any sort of order of ability, although the first name on my list is obviously Archie. Also, it is difficult to assess the performances of American road-racing men, and can only record the names of Carroll Shelby, Phil Hill, Walter Hansgen and Ken Miles as being really outstanding, and leave their rating to American motor sporting writers.

Ron Flockhart, Roy Salvadori and Maurice Trintignant are all first-rate drivers, and could quite easily have been in the "starred" list. Flockhart has been a bit off-form since his Rouen crash, but his ability is unquestioned. Roy is far happier in a Cooper or Aston Martin than in a full-scale G.P. machine. He is very much a favourite for F2 honours in 1958, and may, like Brabham, be a threat to the F1 machines in one of the "big" Coopers. Trintignant is a very reliable driver, and, when necessary, can tramp on that pedal to no little effect—as was seen in the F2 race at Rheims! Also in this list come the two British G.P. men, Horace Gould and Bruce Halford; and Sweden's Joakim Bonnier. Gould and Halford are far better drivers than is generally realized, and one would like to see how they would fare in a "works" car. Bonnier improves with every outing, and is being considered carefully by more than one team manager as potential material. Jack Fairman, too, is worthy of inclusion, if only for that memorable drive with the "Ecurie Ecosse" Jaguar at Monza, also Ivor Bueb

for his performances in general, particularly Le Mans.

Carlos Menditeguy did not fulfil his early promise, and went back to Argentina after falling out with Officine Maserati. Cliff Allison is one of the "up-and-coming" men in a group which includes Noel Cunningham-Reid, Tom Bridger, Graham Hill, Derek Strange, Peter Ashdown, Keith Hall, Ian Burgess and Henry Taylor. John Dalton is another driver of undoubted skill, as is the Lotus-Ford exponent Ian Walker. I must not forget also Sammy's son Colin Davies who has done well abroad for the Osca concern, Les Leston who, in the right car, would be very good, and the Italian, Scarlatti, who does, on occasion go very rapidly indeed. Then there is the R.A.C. Hill-Climb Champion, Tony Marsh, who might well settle down to become a fine road-racing driver; Keith Greene, who is unobtrusively becoming a very good conductor; Umberto Maglioli, that very charming Italian who can drive like a genius in 1,500 c.c. sports-racing cars. The list could grow and grow, and I am certain that everyone will not agree with my choice of names.

The Top Twelve

Juan Manuel Fangio	*****
Stirling Moss	*****
Jean Behra ...	*****
Mike Hawthorn	***
Peter Collins	***
Luigi Musso ...	***
Tony Brooks ...	***
Harry Shell ...	**
Masten Gregory	**
Stuart Lewis-Evans ...	**
Wolfgang Von Trips	*
Jack Brabham	*

Honourable Mention

Archie Scott-Brown, Roy Salvadori, Ron Flockhart, Ivor Bueb, Scarlatti, Olivier Gendebien, Maurice Trintignant, Horace Gould, Bruce Halford, Jack Fairman, Cliff Allison.

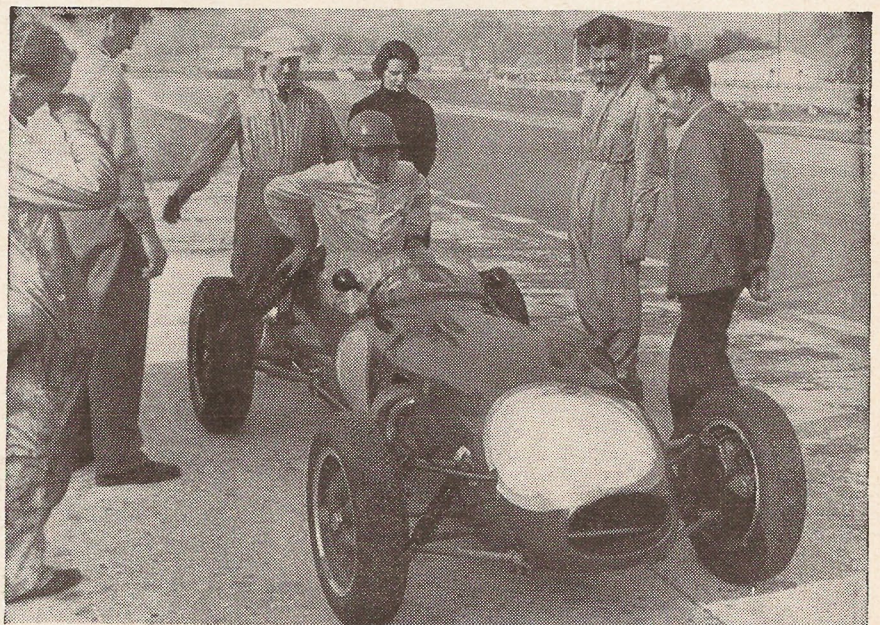
THE CHAPMAN INFLUENCE

*on racing
car design*

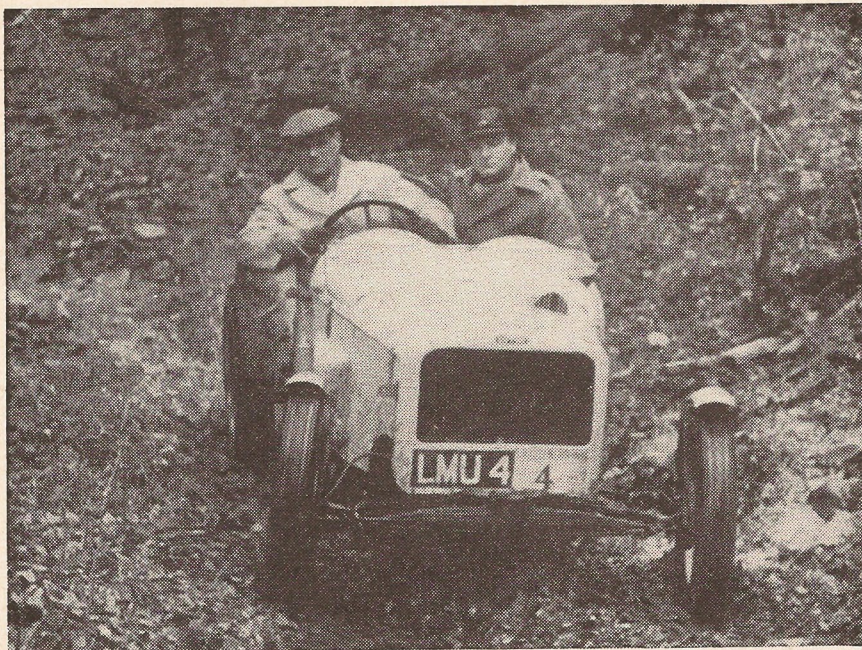
The remarkable career of one of
Britain's top designers

It is a remarkable fact that a young man who, not so very long ago, built a "one-off" trials car for Michael Lawson, which was called "Lotus", should now be recognized as one of the cleverest designers of the present time, and who has contributed a great deal to the success of Vanwall and to the improvement in road-holding generally of B.R.M.

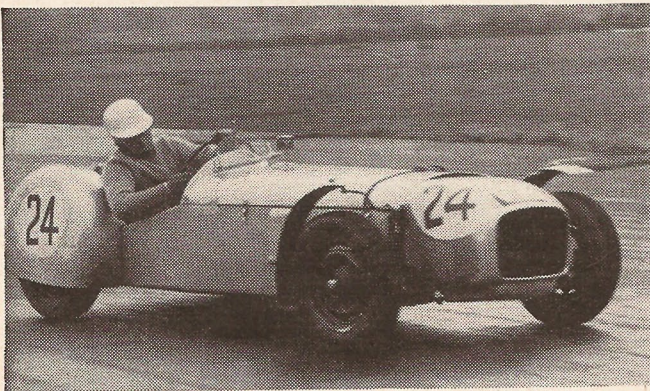
Ever since Colin Chapman entered



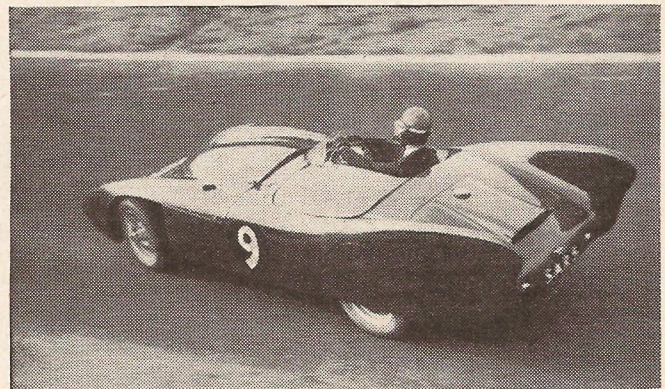
FASTEST of the Lotus line is the Formula 2, here about to set off in the hands of Cliff Allison for a few test laps at Goodwood. Preparing to push is Colin Chapman, with his wife Hazel at his side.



FIRST of all the Lotuses was this Ford-engined trials car which Colin built for Mike Lawson, seen driving it in the 1954 Gloucester Trial.



DO-IT-YOURSELF model was the Mark VI, which proved extremely popular when marketed in component form, and was generally Ford-powered.

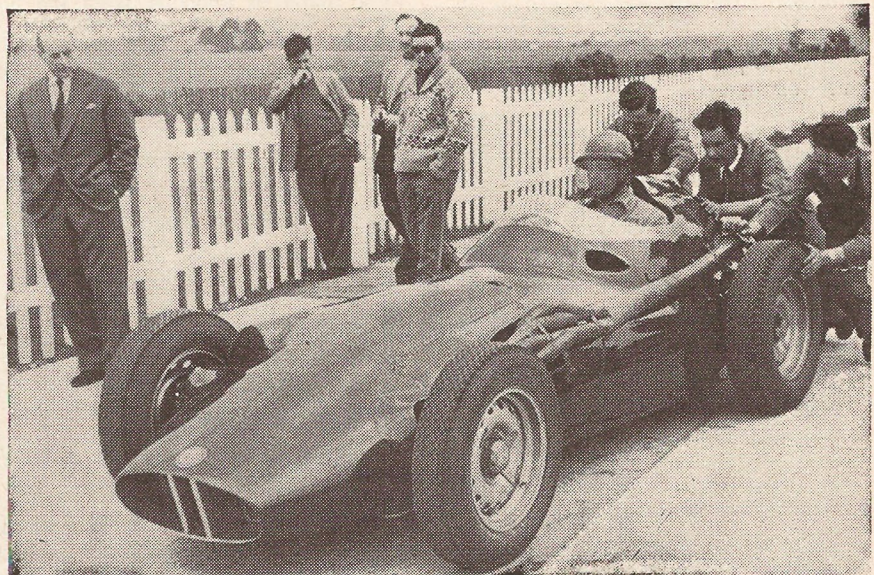


MARK VIII was one of the intermediate models during the "twin fin" vogue. Chapman is caught here at the wheel of the very successful Lotus-M.G., SAR5.

the motor racing world he has been the centre of discussion. When the 750 Club drew up their formula, it soon had to be revised drastically because of the incredible speed which Chapman could coax out of the Austin Seven engine. He changed club racing completely by introducing the original Lotus series, primarily marketed as a "build-it-yourself" sports car.

Chapman's minimum weight tubular steel space frame was widely copied, and it is true to say that, with the cooperation of his friend Frank Costin, the aerodynamic Lotuses set the pattern for streamlined sports-racing machines. Colin's contribution to the world of high-performance is a major one; Maserati, General Motors and other manufacturers have purchased Lotuses for the sole purpose of studying Chapman's designs. Moreover, his concern was the first to fit disc brakes on production cars.

He was approached by Mr. G. A. Vandervell to design the chassis of the now very successful Vanwall, the road-holding of which has been notably excellent. Next to consult the enterprising Mr. Chapman was Peter Berthon, who



ADVISER to many concerns on points of classical design, Chapman road-holding is now incorporated in the Vanwall and the B.R.M. Above, Colin tries the B.R.M. under the eye of Peter Berthon (left).

was having trouble with the stability of the B.R.M. Colin modified the chassis, and redesigned the rear suspension, and on their last outings the cars' road-holding appears to have improved out of all recognition. It was due to his work on the Vanwall as much as his success with his own cars that earned for him the coveted Ferodo Gold Trophy in 1956.

In that same year, Lotus captured half a dozen International Class G records at Monza, and Colin, a very fine racing driver himself, set up a Formula 2 lap record at Silverstone with a two-seater car. However, it was 1957 that brought world-wide fame to the clever young designer, when his daring attempt to capture the Index of Performance at Le Mans met with success. That very experimental "750", which even the engine manufacturers reckoned would not stay in one piece, went for 24 hours at an indecent speed, and shocked the Index-minded Frenchmen beyond belief. Just to make it more emphatic, a 1,100 c.c. Lotus was runner-up, and also won its class.

Truly the impact of Chapman on modern sports and racing car design has been considerable. He will go down in motoring history along with the great
(Continued on page 510)

Trials Time Again

★
West Hants and Dorset C.C.
Knott Cup Trial

THE trials season can be said to have commenced with the West Hants and Dorset C.C. Knott Cup Trial. This "curtain raiser" is also one of the tougher variety, held over the heath land at Bovington Camp, in Dorset. Prepared with the co-operation of the Army, the course shows considerable enterprise on the part of the organizers and this year was quite "dicey" in places.

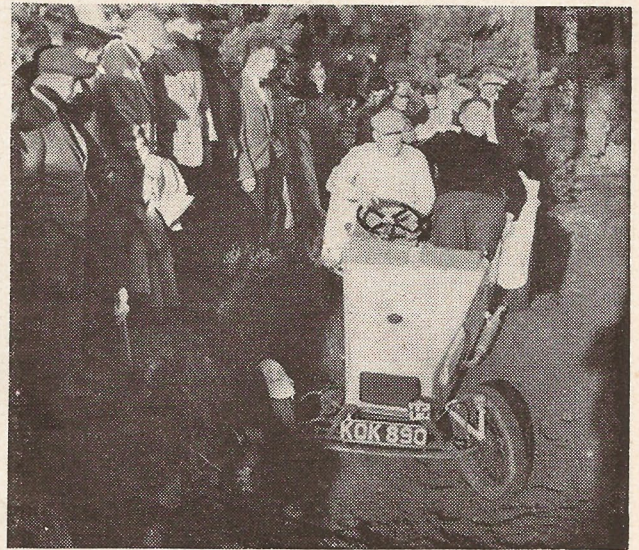
The usual three sections, Bowl, Gallows and Heather, were included, each consisting of a number of hills in close proximity. As "odds" and "evens" were taking differing parts of the course, it was difficult to get more than an overall impression of an event which must rank high as the reporters' nightmare! Added to which, an entry of 30 Army vehicles, as well as a high quota of civilian entries, gave the hard-worked marshals quite a busy day.

The Gallows sections were up to their usual difficult standard. "The Loop" caught most people about halfway up, although E. J. Chandler and A. Oliver were observed to get over the top. Mike Lawson landed rather heavily over one of the bumps, and appeared to break a throttle control, making a repair on the spot. On the "Dipper", he became slightly off course and gracefully inverted the car, without any personal or mechanical damage.

"Gallows" itself caught the majority on the hump near the top, but Chandler and Newman were amongst the few who reached the summit.

"Bowl" area consisted of shorter hills, some of which were a bit tricky. One in particular called forth a fantastic display of aerobatics, the highest flyer being R. Kemp, who had all four wheels a good three feet off the deck for a considerable distance. Those who lifted the foot at "take off" usually failed to make the grade, so it was a case of "press on regardless", much to the delight of the crowd. It was in this area that Mr. Kemp was reported to have inverted himself, without any damage, while B. Wilson later did likewise, without serious hurt. Tom Bryant's J.A.P.-engined machine caused great delight by gathering vast quantities of sand up into the low-built air scoop, in bulldozer fashion. Walter's blown Dellow aviated in another spot and landed with a shattering crash which echoed throughout the area.

★
WITH the sun in his eyes, winner R. Kemp tackles Heather—with a large audience!



★
Lawson, Chandler, Newman and Kemp consistently showed their prowess on all the sections, showing that they were going to be well in the running at the finish.

Most attractive setting was the thickly wooded "Heather" area, and a huge crowd gathered to see the fun. They were well rewarded by some fiery driving. The full throttle technique appeared to pay off, but Chandler, diving into a sharp hollow at speed, leapt out the other side high into the air. The car stood on its tail for agonizing seconds, and then went over backwards with a horrid thump, pinning the crew underneath. However, the soil was soft, and the crew tough, and no damage was done, except to the onlookers' nerves. Later drivers, who were watching points, were somewhat relieved when the section was abandoned!

On another section, B. Wright got a footful of throttle, became airborne, narrowly missed a tree, became so far off course that his spinning wheels suddenly gripped on virgin soil, and tied for the "highest up" much to his surprise! Undeterred by his previous inversion, Chandler stormed the final section, to a round of applause from the big crowd. Once again, the difficult terrain sorted the sheep from the goats, and the select and the famous few were the men who really got places.

The unfortunate included Ron Faulkner and D. Baldwin, who suffered broken

torque rods, J. Moss, who did something drastic to a crown wheel and pinion, B. Wilson, who inverted, and R. Marks, with an engine derangement.

Final results showed a very close thing, only 32 feet dividing the first three cars. Smallest score of unclimbed feet went to R. Kemp, 21 ahead of Chandler, both of whom had experienced a fairly adventurous day. Close behind came D. J. Newman, 11 feet behind Chandler a tight finish after 20 or so of the toughest hills in trials country. The only team to finish, winning the award, contained Kemp, Chandler and P. A. Atkinson.

For the Army, who really had their own separate trial, Capt. D. McDougal's Landrover was by far the best, with 390 unclimbed feet. This, of course being made on a modified route which did not include the worst horrors cooked up for the unfortunate "civvies".

A. HOLLISTER.

Results

1, R. Kemp (Cannon), 357 unclimbed ft.; 2 E. J. Chandler (Chandler), 378; 3, D. J. Newman (Cannon), 389; 4, N. Overton (Overton), 517; 5, M. H. Lawson (M. & L.), 531; 6, B. Wright (Ford), 533; 7, G. Clarke (Canotton), 565; 8, A. Oliver (Cannon), 574. "Bouncers Trophy": R. Winwood. Team Trophy: "3B" Team, R. Kemp E. J. Chandler, P. A. Atkinson.

Category II (Military Vehicles): 1, Capt. D. McDougal, 15 Trng. Bn., R.A.S.C. (Landrover). Team Award: 18 Command Wshp., R.E.M.B., Bovington Camp (Mal), M. H. Pritchard, Maj. P. Humphries, Lt.-Col. W. J. Davis).

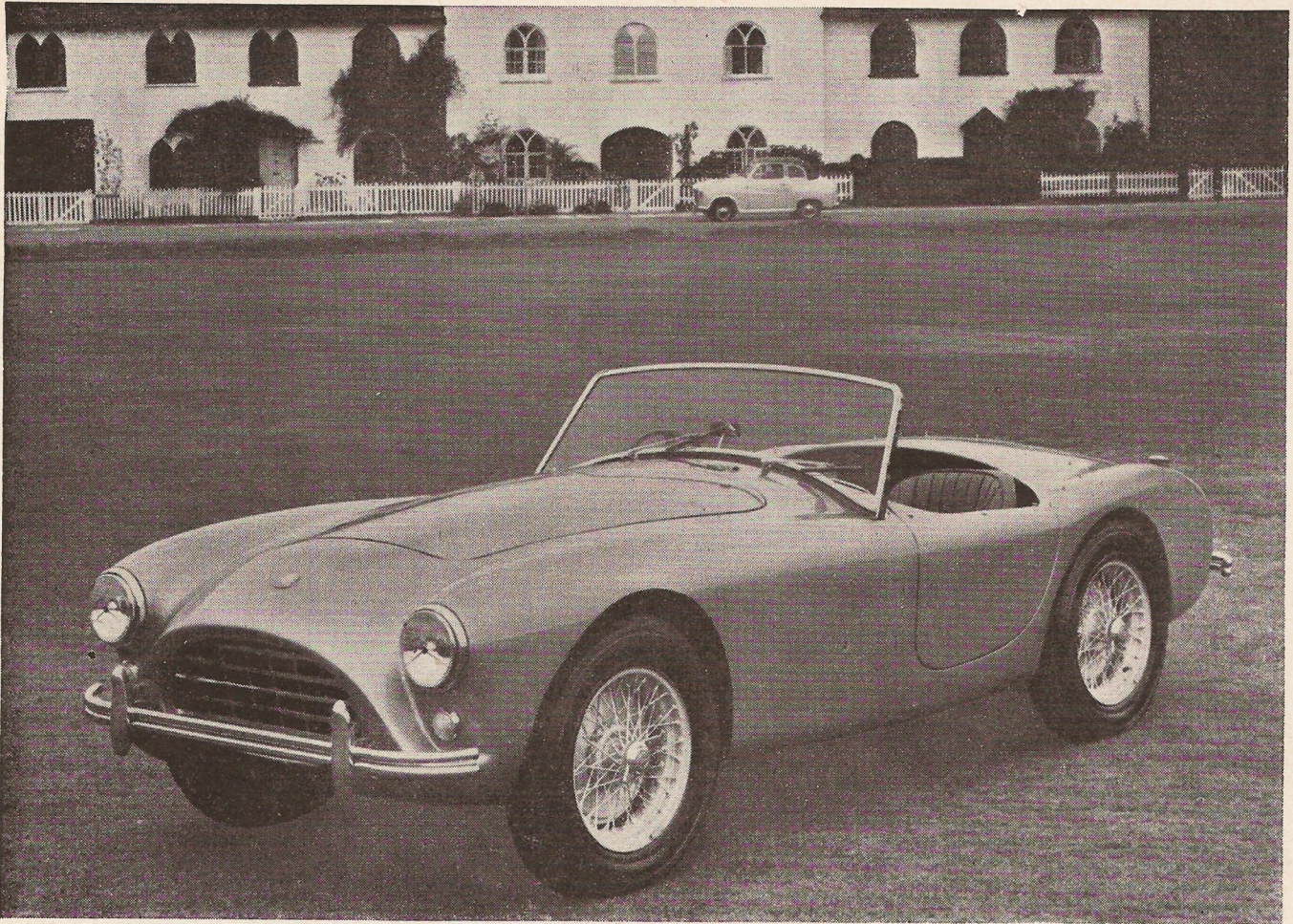
An Atomic "Experts"

THE Hants & Berks Motor Club (as befits the only Club to have a class for Gas Turbine Cars in their annual hill-climb) were completely up to date with this year's "Experts' Night Trial", the theme being very "new clear!" As usual, the title "Experts" was no misnomer, the eventual winners, Pat Moss and Willy Cave in a Minor 1000, being the only crew to visit all points, and they were three hours adrift at the finish! This was indeed an excellent effort on their first attempt at the event, and put some of the regulars to shame, Holly Birkett missing two points and being nearly three hours late, whilst the third best was over four hours late.

The route took the form that has been

usual for the last two or three years; a massed start (yes, really!), a central time control, a number of manned points to be visited in a set order, and seven code numbers to be fitted in as well as possible, these latter eventually giving the reference of the Final Time Control. To avoid the possibility of all the competitors trying to motor up the road from the start in line abreast, the location of the central time control needed considerable working out, no one leaving the car park at the start for at least 30 mins. after the route cards were issued, whilst some unfortunates were still struggling with the problem some 75 mins. later!

On the face of it, the location of the C.T.C. was relatively simple, being a
(Continued on page 512)



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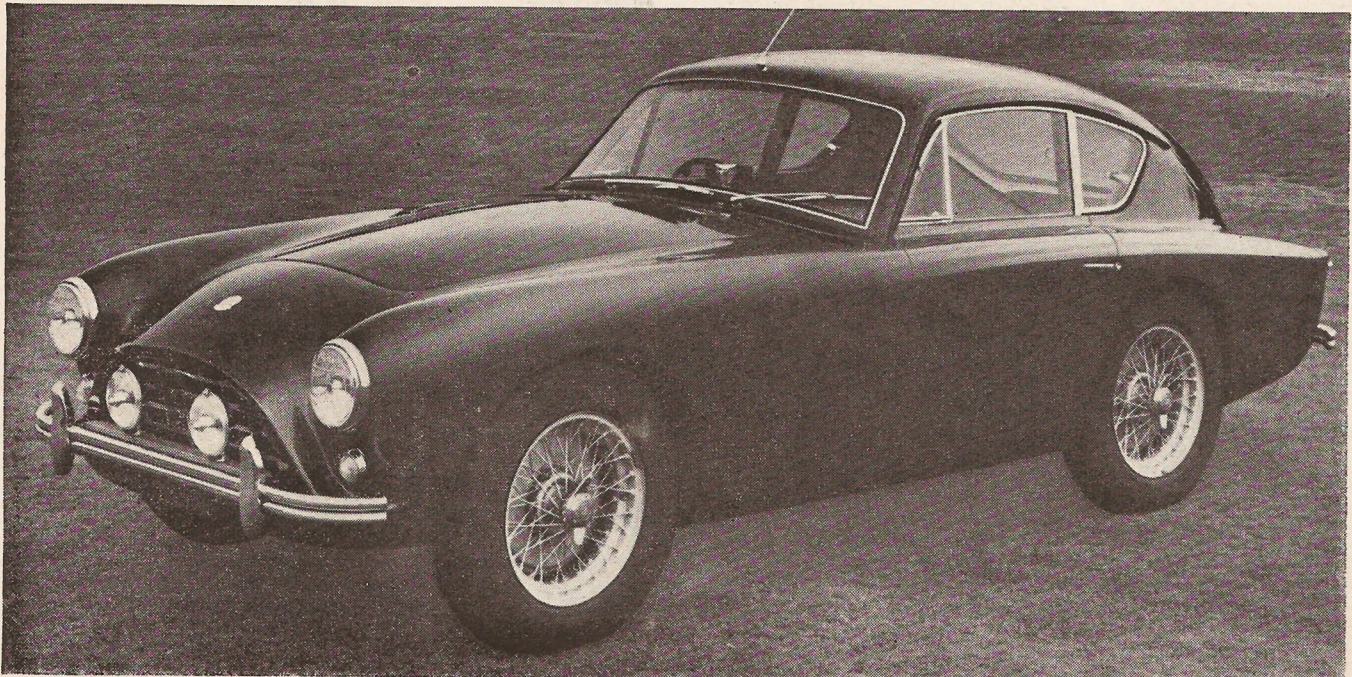
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WELL BOGGED DOWN is John Harrison, seen here on Apples and Pears (1), while his passenger leans out like a yachtsman—with a very determined look on his face! Everyone stayed put in the "slough of despond" in this section.

FOR 1957, the Yorkshire Sports Car Club combined with the B.A.R.C. (Yorks Centre) to promote the B.T.D.A. Star and R.A.C. Championship Trial. Held on Sunday, 6th October, and run in the Grassington area, the small entry of 22 failed for the second year to attract the southern contingent. A pity, as this year no complaint of easiness could be made. Rather was t'boot on t'other foot, as on the best hill of the day, measuring nearly half-a-mile in length, no one, but no one, got through the morass of sections one and two.

Starting with "Mole Hill", a short, steep grass bank, running up from a lane, with a right-hand turn, which became liquid mud after half a dozen attempts. This failed the entire entry. On to "Little Beck" which, starting down



A Sticky Stone Trough

Edward Harrison Wins First 1957 Northern Star and Championship Event

a grass bank, ran through a dried out river bed, rough slate bottomed, then up a very steep slag heap. First man up was R. J. Wilson, who made a clean ascent, as did N. H. Coates and T. A. Marshall. F. H. Crosby broke an axle and Fred Harrison, whose new car is twin Jap powered, shed a Panhard rod after making the summit. Edward Harrison romped up and "Pop" and Tommy Wise failed at the half-way line.

Next came "Straddle Beck", a long grass climb, twisting and turning in and out of bracken to a cunningly concealed right-hander over a bad hump. The hill continued on through more bracken to where, nobody knows, because nobody ever got there to find out! Actually, no one cleared the hump. Coates, Edward, "Pere" Harrison and T. C. Wise, straddled it but could not gather enough steam to proceed farther, even after Mike Wilson in the last of the "Giants" had widened the approach! "Brokers" 1, 2 and 3, the terrain of which was aptly referred to by Mike Wilson as a "blasted

heath" then reared their ugly heads, the first, a grass climb between two Esses in which was a rocky step, failed only T. C. Wise, F. Harrison, G. N. Prince, W. Howarth and G. Gartside, not counting Mike Wilson, whose mount merely looked at it, then chuffed away to become totally bogged at (2) which was a morass. Next, a steep grass climb between bracken walls. Here only R. C. Needham was clean, with one of the best climbs of the day! (3) was similar except that it had a climbing circular approach which avoided the worst of the bog. T. A. Marshall and E. Harrison made clean ascents.

After lunch at Kilnsey came the three sections of "Apples & Pears" but these were mostly "Pips". The first was through a boggy morass, then up a twisting caterpillar logging track which went on and on through woods and mountains and—"well why bother". Everyone stayed put in the "slough of despond". A great pity because it had the makings of a grand hill that had been seen just

that little drier. No. 2 was made shorter by crossing the morass which cut out most of it. Even this was too much though great tries were made by J. F. Dickinson, R. P. Habershon and E. Harrison. The last of this bunch was slightly easier, avoiding most of the bog by twisting around tree clumps then leading straight up a bracken clad slope. Clean climbs were recorded by R. P. Habershon, T. A. Marshall, E. Harrison, J. D. Ackernly and T. C. Wise. The day finished with three sections in "Robin Hood's Wood" all were steep leaf mouldy climbs and as they did not materially affect the results, being climbed by most, we'll leave it at that!

FRANCIS PENN.

Results

Stone Trough Trophy: 1, E. Harrison. Thomas Ramsden Trophy: 2, J. F. Harrison. First Class Award: 3, R. P. Habershon, 4, R. C. Needham; 5, R. J. Wilson; 6, N. H. Coates.

Novice Award: E. J. Verc.

Team Award: "Dadanlads, composing Pere et Fils Harrison".

Chapman Influence—continued

names of the design world—nowadays. Lotus Engineering has its work cut out to satisfy a world-wide demand for the products of Chapman's busy brain! What is more than certain is that everything that Chapman does is considered carefully by technicians in Modena, Maranello, Untertürkheim and Coventry—not only from the racing angle, but from a series-production viewpoint. For example, this latest rear suspension of his as used on the F2 Lotuses, could quite easily turn an indifferent roadholder into a superb high-performance machine. His ingenious five-speed gearbox may also give other firms ideas.

Although everyone misses seeing Colin in action on the circuits, I am sure that all will agree that he is far too valuable a man to risk on race courses, when he could be occupying his time in developing even more important ideas than the considerable number he has already evolved.

G. G.

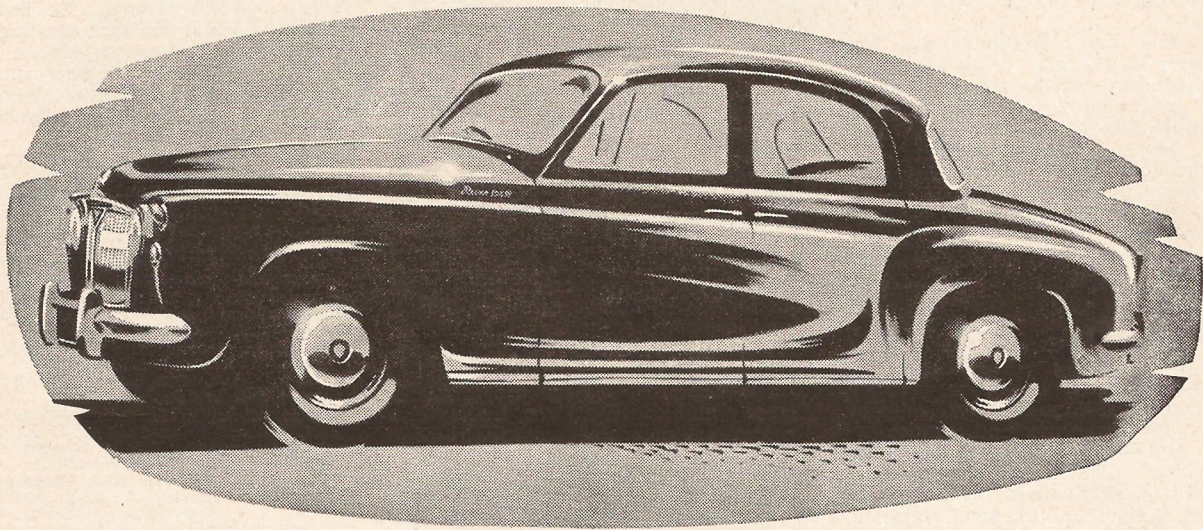


STUCK IN STU! Six strong men put their shoulders to Doc Lilley's car to help him out of Apples and Pears (2).

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AUTOCROSS? J. A. Eykelboom goes grasscutting in his Austin-Healey during the meeting. The excursion left him the worse for a puncture and a buckled wheel.

WITH a vacant date on their calendar of events at Charterhall, the Winfield Joint Committee sportingly allowed the newly founded Border Motor Racing Club to run a race meeting there. Under the leadership of club secretary Ian Scott-Watson, the B.M.R.C. quickly decided to play a hunch and make the meeting an all-handicap affair, with races for saloons, production sports cars and racing cars. The result of this was an excellent entry for this, their first closed event.

Asian flu took a hand in running the

End of Season at Charterhall

All handicap events at B.M.R.C. first closed Meeting

meeting, as there were a good few non-starters with the current germ as the reason.

Race one was a 20-minute dice for production sports cars. With a complicated handicap system, it was easier to follow the merits of the competitors by treating the race as a scratch race. Ted Evans in his Austin-Healey 100S naturally walked away from the opposition but not too far behind came Jimmy Blumer and Doc Eykelboom in their Austin-Healeys, just ahead of David Bertram's well-driven Triumph and Jimmy Clark in Scott-Watson's Porsche 1600.

After a shaky opening lap, Whitwell in the Morgan drove extremely well, passing the XK 120 of J. Brown and the Triumph of W. A. Thompson.

Around half-distance Eykelboom took a trip into the undergrowth at Lodge and was forced to repeat this again, due to having a puncture and buckled rear wheel, while Ted Evans, on the back straight, had the metal tonneau-cover of his 100S fly off and over his head, just missing the driver.

The racing car race lacked a great deal of entrants, and non-starters crippled it further. However, the race proved to be a battle for the lead between Johnny Higham (Lotus-Climax) and Jimmy Blumer (Cooper-Climax), with Steel's Lotus-Climax a comfortable third.

Towards the end, Blumer came round and stopped at the pits with a radiator leak, then Steel retired, and Lindsay's Wisp started faltering. Johnny Higham was left on his own and won easily from McAdam's well driven Lotus-Ford.



The touring car race brought a mixed bag to the line, including Douglas Bertram's Daimler Century. It was Douglas who surprised nearly everybody by overhauling many of the more favoured cars including Jock McBain's Mark II Zephyr. It was, however, Morley's unmodified Morris Minor which came home the winner on handicap, having given a demonstration of door-handle cornering second to none.

The second sports car race allowed all forms of that breed, so the Climax brigade and the specials could compete with the production cars. Blumer set out for a win, and convincingly did so, from Higham (Lotus-Climax), Ted Evans (Austin-Healey 100S) and Alex Chambers in the F.M.C. Special.

The last race was for the B.M.R.C. Trophy and contained the leading five competitors in each of the previous races. The handicaps were modified slightly according to the performances of the competitors, but this was spoiled slightly by the arrival of rain, which made everyone slow down, and the only person to

exceed his handicap was Jimmy Clark in the Porsche. His driving in the wet was excellent and his car was the most steady on the corners, a fact which enabled him to keep Higham's Lotus-Climax and Evans's Austin-Healey 100S in sight for most of the way. Naturally Clark was the winner. So ended the B.M.R.C.'s first full race meeting and it proved to be most successful, though certain members should be persuaded to see the film *Motor Race Marshalling* before the next meeting, as the standard of flagging was rather poor.

GRAHAM GAULD.

Results

Production Sports Cars: 1, J. Blumer (Austin-Healey); 2, R. E. Evans (Austin-Healey 100S); 3, J. Clark (Porsche); 4, W. R. Whitwell (Morgan); 5, J. M. Richmond (M.G.A.); 6, J. A. Eykelboom (Austin-Healey).

Racing Cars: 1, J. Higham (Lotus-Climax); 2, J. B. McAdam (Lotus-Ford); 3, H. Lindsay (Wisp Spl.); 4, J. Blumer (Cooper-Climax).

Production Touring Cars: 1, A. Morley (Morris Minor); 2, J. Clark (Porsche); 3, G. Percival (Ford Anglia); 4, K. D. Fraser (M.G.A.); 5, W. D. Bertram (Daimler Century).

Sports Cars: 1, J. Blumer (Cooper-Climax); 2, J. Higham (Lotus-Climax); 3, R. E. Evans (Austin-Healey 100S); 4, A. S. Chambers (F.M.C.); 5, J. A. Eykelboom (Austin-Healey).

The B.M.R.C. Trophy Race (Handicap Final): 1, J. Clark (Porsche); 2, J. S. McCaig (Ford Anglia); 3, J. Blumer (Cooper-Climax); 4, W. R. Whitwell (Morgan); 5, J. A. Eykelboom (Austin-Healey).

"Experts"—continued

cross-bearing from two of the other controls: Lock 90 and Neptunium. The difficulty was in plotting these two points. Lock 90 was on the Kennet and Avon Canal, and as no lock numbers were printed on the O.S. map, it looked a pretty hopeless proposition. Neptunium involved a boat moving up the Thames at seven knots *relative to the water*, the crew, "disguised at Night Trial Marshals", disembarking after 8½ hours. The difficulty here was finding the speed of the

water, yet another point "Ye Ancient Smithy" having to be calculated before the water's speed could be resolved.

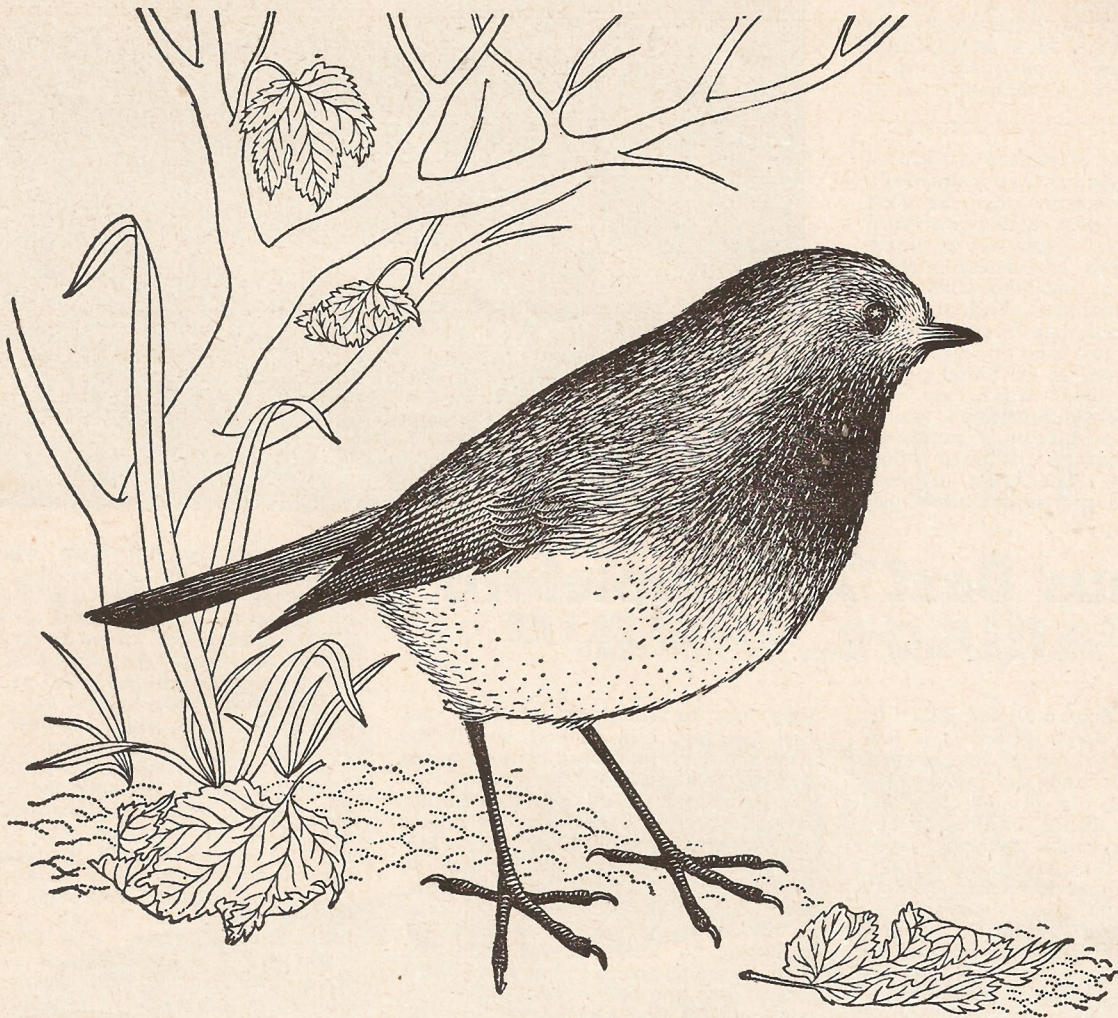
Eventually, however, all points were plotted, and the field motored into the night towards the C.T.C. which was by a monument south of Wantage. J. Lucas was the only entrant "clean" here, but this was probably at the expense of a couple of the unmanned code points which could be collected on the way. From the C.T.C. the individual route cards took competitors to any one of the six manned points, and then in a circle round the remaining five, until they arrived back at the control where they had started, this resulting in a six-way spreading of the entry and avoiding congestion at any one point.

Our first point was Centurium, which had the navigator really worried as he plotted it a good ¼-mile off the road on completely virgin land. When we eventually arrived there, however, it proved to be that organizers' favourite, a disused

(Continued on page 518)

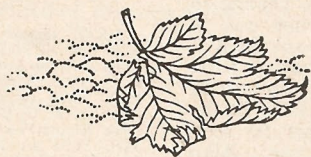


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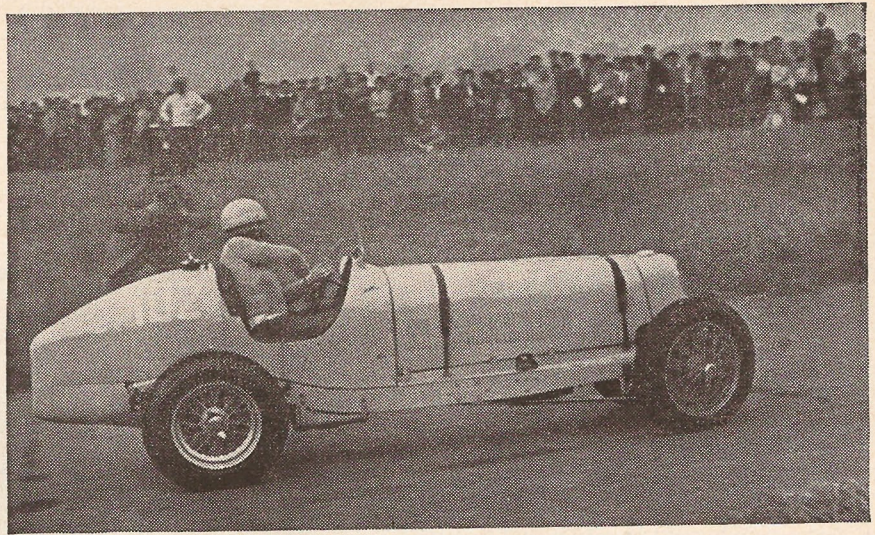
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STILL THE BEST: "Remus", the ex-Bira E.R.A.—still in "Bira blue"—was well driven by W. F. Moss at Stapleford to make b.t.d. on a course that was a stiff test of car and man.

LAST Sunday at Stapleford Airfield in Essex, the weather was wonderfully warm if a trifle steamy when the West Essex C.C. ran their highly successful national hill-climb. There was no dearth of entries for this end-of-season event and, in fact, many intending contestants had to be disappointed. With the field divided into no less than 19 classes, competitors getting two runs in each class, the Club was faced at the outset with a very long programme which was only just run off before darkness fell, due to delays totalling over an hour caused by a late practice session and three unfortunate accidents. The worst of these befell that great sportsman John Ogier



Remus Best At Stapleford

Successful West Essex C.C. Hill-climb

driving the old Tojeiro-Jaguar, 7 G.N.O. Coming up the lower slopes at a fantastic speed, he got out of control on a right-hand bend and slid among the straw-bales; the car flicked over and threw him some 20 feet into the air and 100 feet up the course to land heavily on the tarmac. It seemed to the horrified crowd that he must have suffered very severe injuries, but to everybody's untold relief the doctor's preliminary examination revealed nothing worse than a broken leg and possible knee joint injuries. His crash helmet undoubtedly saved his life and being thrown out of the car was providential as it was little more than a mangled wreck.

This tricky course places an obvious strain on suspension and steering characteristics as well as a driver's skill and courage, so it is all the more creditable that the premier honour fell to Bill Moss driving that great old E.R.A. "Remus". In an immaculate second run he rocketed to the top in the excellent time of 46.59 secs., just four hundredths of a second inside the best time of his nearest rival, Peter Ashdown in the Team Lotus. Keith Greene was unable to join battle in the Gilby Engineering Formula 1 Maserati, the gearbox having given up in practice, but he made a wonderful effort in the Cooper-Climax to record next best time to Ashdown, being as fast into the Esses as anyone.

Proceedings opened far from gently with climbs by saloon cars, many of which lurched horrifyingly into the Esses with wheels well clear of the ground. Notable ascents were given by Dr. Shepherd, known as "Doc", in the A35, S. Smith in a Morgan Plus 4 with a box body and, of course, the one and only Harold Grace, who had brought the Pathfinder down from its outing at Oulton Park the previous day. The very fast-sounding Zodiacs of M. J. Kingham and F. Reef were also extremely rapid. Second runs produced a great improvement by R. Shaw's little Fiat-Abarth and an inversion of the Austin by Doc. Shepherd which took the door off the car and skin off the doctor's elbow and a

long time to clear up! However, his first run gave him an easy win in the class and Smith improved his time in the Morgan to consolidate his position.

Sports cars followed and Shaw further improved his time, but could obviously not do anything about D. S. Price's Mk. VI Lotus-Ford in the small class. In the next class P. Tomei made the first really successful onslaught on the Esses in his Aston-engined ex-Constable TD, managing to keep on the right line through the left hand and so aim himself cleanly into the next corner; his time a rousing 53.71 secs. and best so far, B. R. Millbank having spun his Mk. VI Lotus-M.G. on the last bend after covering the earlier part of the course at tremendous speed. A. Park's Ace-Bristol made certain of the next class with a beautiful climb in 50.31 secs. and M. Bradley won the big class handsomely in the old 4½ Bentley with a magnificent 53.47 secs. In the Bentley handicap which followed he was on scratch and seemed even faster through the Esses, but then had the great misfortune to overturn farther up the hill when he too got among the straw-bales. He was lucky to escape with a bang on the elbow, but the poor old car was rather badly bent. The only change in positions after the second runs was in the 1½-litre class when Millbank kept it in the island and took the honours from Tomei with 51.03 secs., a fine time which was to improve still further later in the day, getting under the magic 50 secs. when running as a racing car. Alan Foster was very neat in Dick Jacobs's M.G.A., but could not, of course, contend with the Lotus.

The next four classes were for sports cars in any trim and first times gave leading positions to K. Greene (Peter Ashdown having spun off at the last bend), R. J. Ager (Lotus-M.G.), Cliff Davis (Lotus-Bristol) and Ian Grant in the Chrysler-engined Allard Le Mans car of six years ago.

It was in the last class that John Ogier met with disaster. On the second run Peter Ashdown made no mistake and returned a wonderful 46.63 which was

beaten only by Bill Moss who had actually already made a winning run in the racing classes before this dusk time by Ashdown. B. R. Millbank also made a fine effort in the gloom to wrest the 1½-litre class from Ager, while Cliff Davis and Ian Grant improved their own times.

The racing classes catered for ¼, ½, 1½ and 2½-litre cars, and unlimited. The 250s are in the development stage at which Formula 3 cars were in their infancy, but the drivers none the less had fun. D. C. Haldenby (Scorpion) was leading in the first runs, but he gave place to the J.B.S. of H. B. Pickett on the second attempt. Don Parker made sure of the 500 class, improving his time on the second run in spite of nearly losing it in the Esses. Cliff Davis also made sure of the 2½-litre class although G. D. Pick got under 50 secs. on his second run in the Lea-Francis-engined H.R.G.; an excellent effort. The unlimited class rather lost its sting in the absence of poor John Ogier, but racing was remarkable for the best Jaguar time of the day by M. J. Kingham, driving R. H. Berwick's XK, who got to the top in the fantastic time of 52.54 secs. although A. Park won the class with 52.23 secs. in the Aston Martin-engined Tojeiro. The remaining battle for B.T.D. lay in the 1½-litre class and Millbank's wonderful effort mentioned earlier was, of course, overshadowed by the needle match between Peter Ashdown and Bill Moss.

DAVID PRITCHARD.

Results

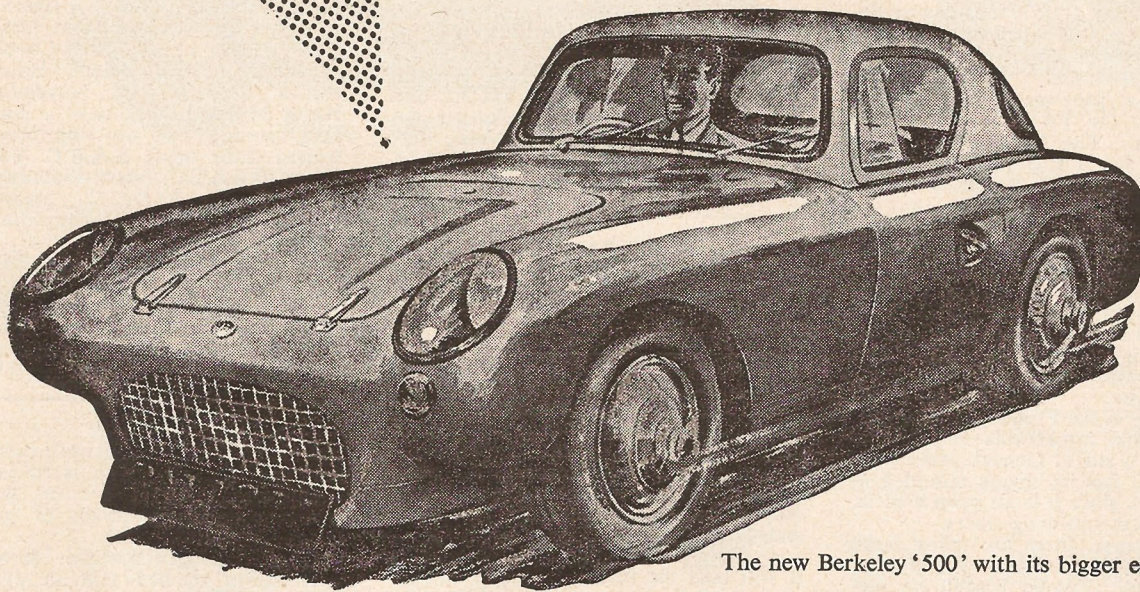
B.T.D. (Stuart Powell Trophy): W. F. Moss (E.R.A.), 46.59 s.; 2. Peter Ashdown (Lotus), 46.63 s. **Class Awards:** Dr. Shepherd (A35), 60.53 s.; R. C. Willis (Volkswagen), 65.94 s.; S. Smith (Morgan), 58.22 s.; G. H. Grace (Riley Pathfinder), 57.43 s.; R. C. Bryant (Jaguar 3.4), 59.32 s.; D. S. Price (Lotus-Ford), 56.58 s.; K. P. Tomei (M.G. TD), 53.71 s.; J. Holland (Lotus), 54.45 s.; A. Park (A.C. Ace), 50.31 s.; R. F. Pierpoint (Ezzer-Nash), 53.10 s.; M. J. Bradley (Bentley), 53.47 s.; R. F. Fotheringham (Bentley), 53.57 s.; E. Lewis (Lotus-Climax), 48.77 s.; Miss P. Burt (Cooper-Climax), 51.28 s.; B. R. Millbank (Lotus-M.G.), 50.14 s.; R. J. Ager (Lotus-M.G.), 51.29 s.; Mrs. Park (A.C. Ace), 54.45 s.; Hon. P. Lindsay (Allard), 51.02 s.; D. R. Barthel (Aston Martin DB3S), 53.09 s.; H. B. Pickett (J.B.S.), 60.64 s.; Don Parker (Cooper-Norton), 47.82 s.; R. W. Colton (Cooper), 48.96 s.; K. A. Greene (Cooper-Climax), 47.29 s.; A. S. Rivers-Fletcher (Cooper-JAP), 47.29 s.; S. C. Davies (Lotus-Bristol), 40.19 s.; M. Kingham (Jaguar XK 120), 52.54 s.

Tim Birkin Trophy (Bentley Handicap): R. F. Fotheringham. **Sir William Lyons Trophy:** M. J. Kingham (Jaguar XK 120). **Ladies' Award:** Miss Patsy Burt (Cooper-Climax)

Fastest West Essex C.C. Member: K. A. Greene (Cooper-Climax).

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Club News

By MARTYN WATKINS

WITH the Motor Show here and upon us it seems doubtful that any Club folk will find the time to go rallying, trialling or whatever else they do: I can think of one or two other things they might find time for but we won't go into it here! I was going to devote large columns of space to our Three Hours Race at Snetterton on Saturday but found myself so tied up feeding information to those *wretched* journalists that I never got around to seeing any of the race! I was going to trot along to the **Special Builders' C.C.** exhibition there, but again, I never got around to it.

It seems, therefore, that I shall have to think of something else. In this vein, the thing which strikes me is the Motor Show: what have we got for our rallies and so on? For one thing, the latest Hillman Minx "special"—the one with bucket seats and a floor change—seems a car to merit consideration. If it goes as well as it ought to it might well solve the problem of finding something cheap enough, fast enough and roomy enough.

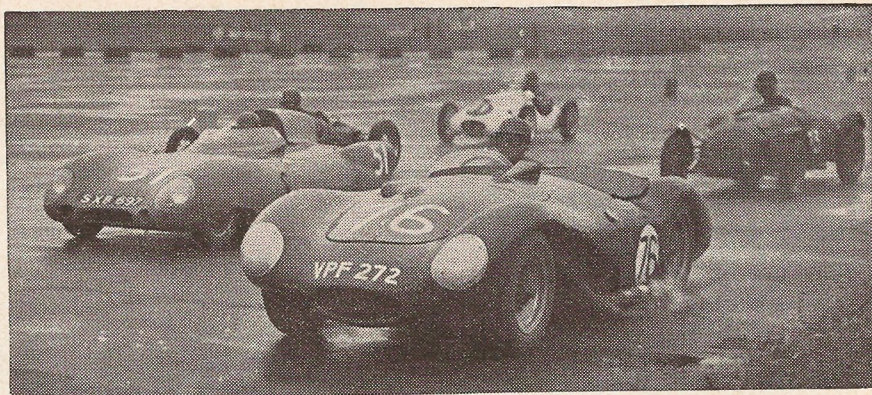
Then there is the new Standard Ensign: this has a 1,670 c.c. engine developing 60 b.h.p. at 4,000 r.p.m. Unlike the Vanguard, which it resembles in outward appearance, however, this model has a four-speed gearbox—the one fitted to the TR3, in fact—with a floor change. The Pennant, from the same stable, has a slightly hotter "Ten" engine of 948 c.c. with a remote control gear lever.

The Wolseley 1500—with which John Waddington has also done satisfactory things already this season—is, of course, in the B.M.C. range together with the Morris Minor 1000. The three-cylinder, 500 c.c. Berkeley might well be an interesting machine, too, with all independent suspension and front wheel drive, as before.

Then there is the Friskysport, a sports version of that remarkable vehicle that caused such a stir at Geneva earlier this year. It still has its engine mounted at the back, but, since it is an open vehicle, does not boast gull-wing doors.

But, of course, there are many more to choose from: probably all you need is the money. I hope I shall be forgiven if I display a little of that partisan spirit familiar to fans of our road-test expert: I shall be looking at the Renault stand!

A SOCIAL event for something called the "Triple Award" trophy is the **Harrow C.C.** closed-to-club night navigational rally on 19th-20th October. Competitors face a 120-mile trip, starting from a point on the Watford by-pass, and can get their regs. from L. A. Rawlins, 15 Orchard Avenue, Berkhamsted, Herts. . . . **Forces M.C.** holds a restricted rally on 3rd November to which invited clubs are C.S.M.A., Combined Universities M.C., M.G.C.C. (S.W. Centre), Per Ardua M.C., and West Hants and Dorset C.C. Start of the 150-mile route is at Greenhill House, Royal Military College of Science, Shrivenham, Swindon, Wilts and entries close on 22nd October. Regs. are obtainable from Capt. J. M. Cox, R.A., Kitchener Hall, R.M.C.S., Shriven-



MURKY DAY at Marston Moor, during the recent B.R.S.C.C. speed trials there. Here Jock Sinclair's Connaught leads Johnnie Higham's Lotus and Brierley's Cooper-M.G. in the event for sports-racing and sports cars up to 1,500 c.c.

ham, Swindon, Wilts. . . . Regulations will shortly be available for the **Shenstone and D.C.C.** Chase Trophy trial on 3rd November. The event ranks towards the B.T.R.D.A. trials star and is also a qualifying event for the R.A.C. trials championship. . . . **North Midland M.C.** holds its sixth invitation Moonlight rally on 14th-15th December—and after that don't say you weren't warned in time!—over about 350 miles of Peak district roads. Invited clubs are B.A.R.C., B.R.S.C.C., De Lacy M.C. of Pontefract, Rotherham and D.M.C., Nottingham S.C.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C., and North Midland M.C. Regulations are available from Keith Wilkinson, 227 Tullibardine Road, Eccleshall, Sheffield, and entries close on 6th December. . . .

Coming Attractions

19th October. Hastings, St. Leonards and E. Sussex C.C. Hill-Climb, Bodium.

Brighton and Hove M.C. holds a night navigation rally on 19th October. . . . **Sunbac** holds the Vesey Cup trial on 20th October—a closed event. On the same day the same club holds a hill-climb for sports and other production cars only and also a closed event. . . . **Newquay M.C.** holds its fourth annual Newquay rally on Sunday, 17th November. It will take the form of a night navigation event over a course of 175 miles and regulations are obtainable from I. A. Start, Garth Hotel, Newquay, Cornwall. . . . **Romford Enthusiasts' C.C.** holds a driving test meeting at Warley Barracks, Brentwood, on 20th October, a closed-to-club event. . . . **West Hants and Dorset C.C.** jubilee rally is being run on 26th October as a restricted event in view of the fact that, partly due to petrol rationing, it has not been possible to run the Bournemouth rally this year. Invited clubs are Yeovil M.C. and the S.W. centre of the Sunbeam-Talbot O.C., and entries close on 18th October—so hurry. They should go to Mrs. Beryl Lanz, Westbrook Hotel, Christchurch Road, Boscombe. . . . The South-Western centre of the **British Automobile Racing Club** holds its November night navigational rally on 2nd November. Entries close on 30th October, and the secretary of the meeting is A. L. Bliault, 49 High View Way, Bitterne Park, Southampton. Invited clubs are West Hants and Dorset

C.C., Gosport A.C., Southsea M.C., Seven Fifty M.C., Esso (Fawley) M.C. and C.C., and Vickers-Armstrong, Ltd (Weybridge) Social and Athletic Club. . . . **Gosport A.C.'s** annual rally covers about 250 miles on 9th-10th November, starting from Fareham, Hants. Invited clubs are West Hants and Dorset C.C., Riley M.C., Hants and Berks M.C., Chichester M.C., London M.C., B.A.R.C., M.G.C.C., Bognor M.C. and Guildford M.C. All information and regs. can be obtained from Miss Patsy Burt—is she entering the Cooper?—at "Dormers", Lee-on-Solent, Hants, and entries close on 1st November. . . . **North Midland M.C.** have a semi- and fully-sporting trial on 10th November, invited clubs being B.A.R.C. Yorkshire centre, B.R.S.C.C. North-Western centre, Rotherham and D.C.C., Huddersfield A.C., Sheffield and Hallamshire M.C., Lancashire and Cheshire C.C. and—I don't think it's quite the club he means but secretary D. J. J. Carter includes the "Yorkshire Supports Car Club!" . . . **Ilkley and D.M.C.** holds a "main road trial" for motor-cycles and cars on (More Club News on page 518)

Lister-Jaguar—continued

morning I found the warmth most comforting. The protection is so astonishingly complete that I never wore an overcoat during hundreds of miles of driving.

Used intelligently, the stupendous acceleration renders this an extremely safe car. Overtaking can be done so rapidly, and the left side of the road can be regained very quickly indeed. The disc brakes did not at first feel particularly powerful, though I was at once impressed by their absolute progressiveness. I later found that they were in fact capable of getting me out of all the difficulties in which I managed to place myself. Even during panic stops, none of the wheels tended to lock and there was no grabbing.

Archie Scott-Brown has already proved that the Lister-Jaguar is Britain's fastest sports-racing car. I have now proved that it is an admirable sports-touring car, and that all its racing virtues make it a better and safer machine, irrespective of the purpose for which it is used! I still feel, however, that the landlord of my local pub summed it up perfectly. "One moment he was here," he said, "and the next moment he wasn't!"

Boy! What a week-end!

The Morgan 4/4 series II

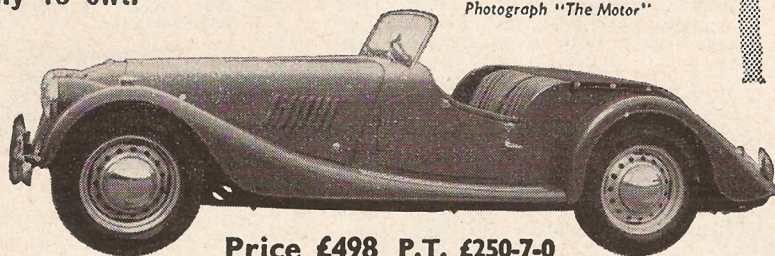
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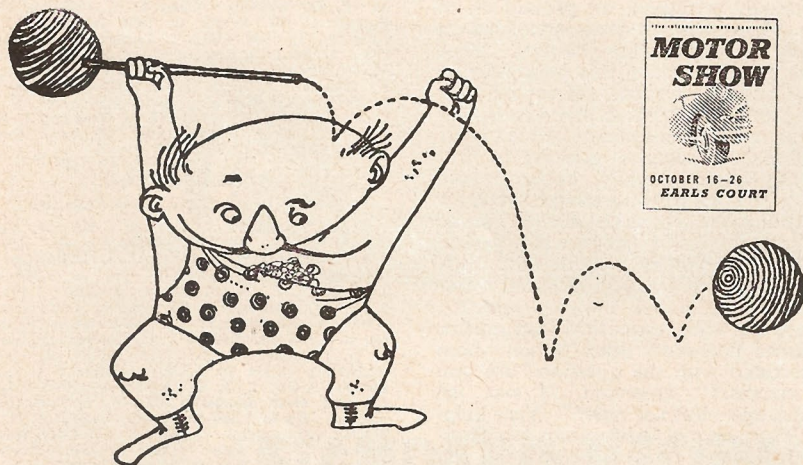
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Club News—continued

17th November. Entries close on 15th November, and event secretary is N. A. Bedford, 1 Lowther Terrace, Swillington Common, Halton, Leeds 15. . . . West Midlands branch of the **Triumph Sports O.A.** should have an amusing evening on 30th October, when—at their next meeting—a film show is lined up: point is that the films to be shown will be those belonging to members. Motor sport, touring, family parties and even Sabrina are alleged to be on the menu! . . . **Ford Sports M.C.** holds a "Five Star" rally on 26th-27th October; entries close on 21st October and go to R. Merry at 21 Netherpark Drive, Gidea Park, Romford, Essex. Invited clubs are Billericay M.C., B.P.C.C., Cemian M.C., London M.C., Shell M.C., South Essex M.C., Thames Estuary A.C., West Essex C.C., Marconi A.C., Blackfriars M.C., Romford E.C.C., and East Anglian M.C.

Snetterton—continued

traditional bubbly. Ken Rudd had won the race very handsomely indeed in that remarkable disc-braked Ace-Bristol and a jubilant Ian Walker had won the 1,500 c.c. class in brilliant fashion after his unlucky start. Due to his lead on points before the race, Walker also tops the AUTOSPORT Series-Production Sports Car Championship for 1957—a very popular win, for he is certainly one of the most enthusiastic of our amateur drivers.

Snetterton Notes.—John Bolster's race commentary was absolutely first-rate, and Denis Allen was most informative. John Webb did a wonderful job of doing the impossible—keeping an accurate lap chart throughout the entire three hours. . . . The chicken barbecue was a tremendous success, but John Ogier and his aides were completely sold out long before the end of the race. . . . Oliver Sear was here, there and everywhere, despite just recovering from Asian flu. . . . Graham Hill's unofficial attempt on the lap record with the F2 Lotus was spoiled by an oil leak; nevertheless he averaged well over 95 m.p.h., and believes that next season, a 100 m.p.h. lap will be possible on the Snetterton circuit with an F2 car. . . . Considering the difficulties in seeing the cars owing to light reflection in their box, the timekeepers did an excellent job. They did go astray for a while, giving John Dalton second place for a long time, when John Bekaert had already overtaken him earlier. Fortunately the eagle-eyed Webb spotted this, and Bolster's commentary was always accurate. . . . Many well-known folk in the motor sporting world were to be seen in "Dodgems". Bolster was also presented by a well-meaning friend with a couple of coconuts won at the fair. . . . The feat of Williamson and Parkes in changing a cylinder head gasket in just over 16 mins. was a remarkable one; it was a pity that the car had to be retired later. . . . The race officials insisted that all cars should cover at least two practice laps with all-weather equipment erected. . . . The rule that a push-start would entail the loss of one lap for each offence, instead of disqualification, might well be considered by other race organizers. . . . Just before practice ended on Friday evening, a heavy fog came down, and one or two competitors

actually got themselves lost. . . . Ten minutes before the start of the race, Ian Walker's Championship-winning car was immobilized with a flat battery on the other side of the circuit. He took a replacement round in the back of a course ambulance, and just managed to get in position for the Le Mans start, only to have his starter jam. . . . S. J. Digby, C. Morton, A. Soanes and Commander P. E. Heseltine, although new to night-racing, certainly kept their marshals on their toes throughout. . . .

Results**General Classification**

1, K. Rudd (Ace-Bristol), 87 laps, 78.05 m.p.h.; 2, J. Bekaert (Jaguar C), 76.36 m.p.h.; 3, J. Dalton (Austin-Healey 100S), 76.08; 4, I. Walker (Lotus-Ford), 74.5; 5, C. R. Hanson (Austin-Healey), 74.01; 6, T. Barnard (Lotus-Ford), 73.56; 7, M. R. S. Bond (Frazer-Nash), 73.56; 8, J. Lawry (Lotus-Ford), 73.32; 9, R. F. North (Triumph TR3), 71.65; 10, H. G. Cutler (Healey-Silverstone), 71.32; 11, K. W. McKenzie (M.G.A.), 70.65; 12, R. J. Randall (M.G.A.), 67.04; 13, I. L. Taylor (Triumph TR3), 66.67; 14, D. A. Wilcocks (Triumph TR3), 66.33; 15, D. G. Dixon (M.G.A.), 66.16; 16, A. N. Ford (Elva-Ford), 65.93; 17, R. Fitzwilliam/R. Carnegie (M.G.A.), 64.39; 18, J. Goddard-Watts (Berkeley), 57.98; 19, A. M. Kellott (Austin-Healey), 57.5; 20, V. A. Hassall (Ace-Bristol).

Over 1,500 c.c.: 1, Rudd; 2, Bekaert; 3, Dalton.

Up to 1,500 c.c.: 1, Walker; 2, Barnard; 3, Lawry.

Team Award: Rudd, Bekaert, Dalton.

"Experts"—continued

airfield with runways in all directions. Here the navigators were temporarily evicted whilst the driver was sent out on a 6½-mile solo jaunt, to settle any possible ties. The latter over and the inner man temporarily refreshed, we pressed on to Lock 90, which we had succeeded in plotting from another control. One means of approaching this point was by a boat across the canal. Hurrying back from the Marshal, M. J. Pye's navigator had the misfortune to turn the boat over, resulting in a complete soaking in four feet of water. Luckily, being an old hand at the "Experts", a complete change of clothing was available, so all was well! Our next point, Berkelium, was a typical Night Trial point by the side of a track in a wood, with half the H. & B. Committee flitting about blowing whistles, hooters and other unmusical instruments. It seemed that every other person whom we accosted with the question "are you the marshal?", answered, "I was ten minutes ago—but not now!" Very helpful. Then on via Californium (on Shot-over Hill, near Oxford, Neptunium (on a spit in the middle of the Thames, with no apparent means of approach) to Ye Ancient Smithy in the middle of the Lambourn Downs and thus back to Centurium to complete our circuit. Unfortunately, we were one code letter adrift, despite having searched all the bridges near Pangbourne (and having missed the ford where it actually was), so after a vain attempt to deduce the position of the Final Time Control we made tracks for the welcome breakfast awaiting us at Bablocks Hythe. Here the two topics of conversation seemed to be (a) the fact that Pat Moss was the only competitor to find the Final Time Control, and (b) the number of bridges that people had searched for the elusive point "C".

Clerk of the Course, Morin Ness, and

his fellow conspirators, had certainly produced an event in the true traditions of the "Experts".

L. N. NEEDHAM.

Provisional Results

Noctavigation Trophy: Miss Pat Moss, 180 marks lost. **Navigators' Award:** W. Cave.

First Class Awards: H. Birkett, 377; L. Needham, 445; J. Poulton, 516; R. Shaford, 519. **Second Class Awards:** G. Whiteaway; J. B. Scott; A. T. Birt; K. Seymour-Walker.

Recent Results**CEMIAN M.C.****Coronation Rally, 12th-13th October**

Coronation Cup: L. N. Needham (TR3). **The Eastbourne Cup:** V. Herbert (Aston Martin). **Vice-President's Trophy:** A. J. Range (Renault). **Class Winners:** Class A: B. E. Seagrove (M.G. TF). **Class B:** F. E. Still (M.G. Magnette). **Class C:** J. A. Higginson (Morris Minor). **Class D:** J. A. Pearson (M.G. Magnette). **Award of Merit:** P. B. Jones (Ford Anglia); P. Johnson (TR2); M. W. Bateman (Morris Minor); J. Bell (M.G. Magnette). **Team Award:** Harrow, Ecurie Manurie; Needham, Jones and Still.

PLYMOUTH M.C.**Turnbull Trophy**

Turnbull Trophy: John Pascoe (Renault 750). **Ron Way Trophy:** D. Hussell (Ford Anglia). 3, H. Way (Vauxhall).

BRISTOL M.C. & L.C.C.**Nightmare Rally 28th-29th September**

J. A. King Cup: Dr. J. T. Spare (Austin A50). **Runner-up:** I. D. L. Lewis (Standard 10). **Best Closed Car:** G. Slocome (Standard 10). **Best Open Car:** N. Hebditch (TR2). **First Class Awards:** E. Shillabeer (Jaguar 2.4); M. R. Davies (TR3).

V.S.C.C.**Hog's Back-Box Hill Rally and Timed Run****Provisional Results, 21st September**

The Rally Class A: 1, 1904 De Dion Bouton—H. O. S. Bridcutt; 1904 Tony Huber—E. J. Wilde (Tie); 3, 1902 De Dion Bouton—C. W. Ward. **Class B:** 1, 1911 Rover—Mrs. C. A. Oakden; 2, 1913 Argyll—T. J. Farrington. **The Timed Run: Class 1:** 1, 1898 Stephens—R. J. Stephens; 2, 1897 Daimler—E. D. Woolley. **Class 2:** 1, 1902 De Dion Bouton—C. W. Ward; 2, 1904 Darracq—R. D. Gregory; 3, 1904 Garrard Tricar—E. Thompson. **Class 3:** 1, 1908 Renault—Miss M. Cole, driver, M. W. Boller; 2, 1909 Napier—D. R. Grossmark; 3, 1908 O.T.A.V.—J. Hamilton-Fish. **Class 4:** 1, 1911 Swift—R. W. Shakspeare, driver, S. F. Caudle; 2, 1915 Sunbeam—H. B. Twallin; 3, 1916 Jowett—B. Evan Cook, driver, D. Evan Cook; 4, 1914 Ford—P. C. Tulley.

YORKSHIRE S.C.C.**Gunter Trophy Sprint, 22nd September**

Gunter Trophy (for B.T.D. by a Y.S.C.C. Competitor): R. W. Phillips. **Class Awards:** Up to 950 c.c. **Touring:** 1, K. N. Lee (Dauphine); 2, G. Gartside, Jr. (Morris). 951 to 1,300 c.c. **Touring:** 1, C. M. Rogerson (Anglia). 1,301 to 1,900 c.c. **Touring:** 1, H. Brierley (Anglia s/c). 1,901 c.c. and Over: 1, E. B. Wadsworth (Healey). Up to 1,500 c.c. **Sports:** 1, G. Durham (Porsche); 2, G. Gartside, Jr. (Garford); 3, N. A. Coates (N.H.C.2). 1,501 to 2,700 c.c. **Sports:** 1, A. J. Burton (A.C.); 2, J. D. Ackernley (TR2). 2,701 c.c. and Over **Sports:** 1, H. M. Sinclair (Connaught). Up to 1,500 c.c. **Sports/Racing:** 1, H. M. Sinclair (Connaught). 1,501 c.c. and Over **Sports/Racing:** 1, R. Elliot (Lister-Bristol). **Formula Libre:** 1, R. W. Phillips (Fairley-Cooper); 2, C. K. W. Schellenberg (E.R.A.).

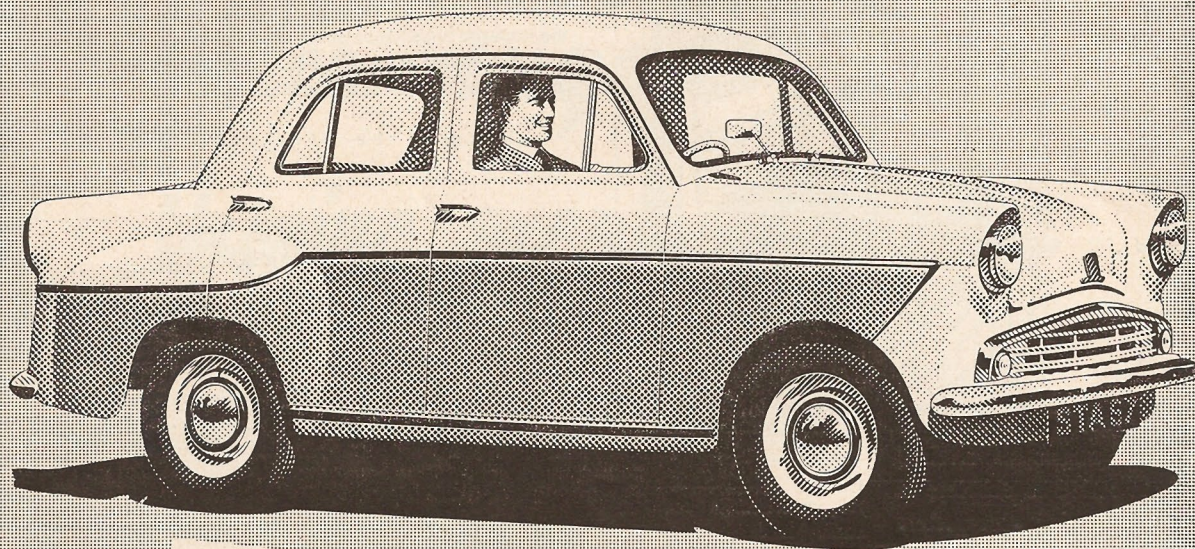
NORTH LONDON ENTHUSIASTS' C.C.**Club Sprint, Granden Lodge Airfield, 6th October**

The Lombards Challenge Trophy: A. F. Rivers Fletcher (Cooper-J.A.P.). **The Gordon Cars Trophy:** H. C. Taylor (Jaguar D). **Class Winners:** P. Waring (Renault); P. Belchambers (Minor); R. E. Roberts (Magnette); H. C. Taylor (3.4 Jaguar); J. Hitchins (Nimrod Spl.); J. R. Spinks (Vivace Jpl.); K. P. Tomei (M.G. TD); F. E. Owen and D. A. Wilcocks (TR2); N. H. Overton (Zephyr); H. C. Taylor (Cooper); A. R. Rivers Fletcher (Cooper-J.A.P.); W. C. Jackson (A.J.B.).

MAIDSTONE & MID-KENT M.C.**Harold Sharp Night Navigation Rally, 7th-8th September**

Harold Sharp Trophy: M. Sykes (Jaguar). **Navigators' Award:** D. Bailey; 2, L. Wiberg (Simca); 3, D. T. Chappell (Austin). **First Class Award:** A. Firmin (TR2). **Second Class Award:** J. Latrobe (Borgward).

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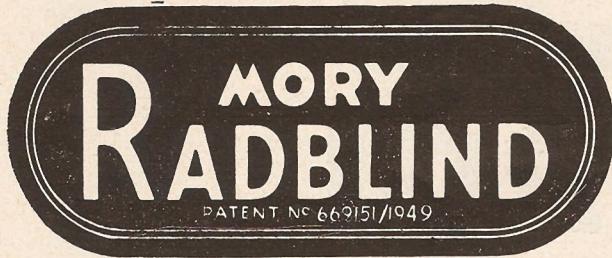


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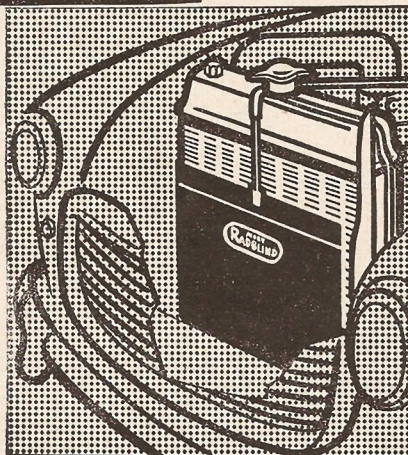


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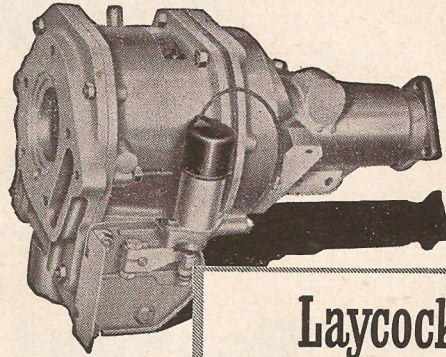
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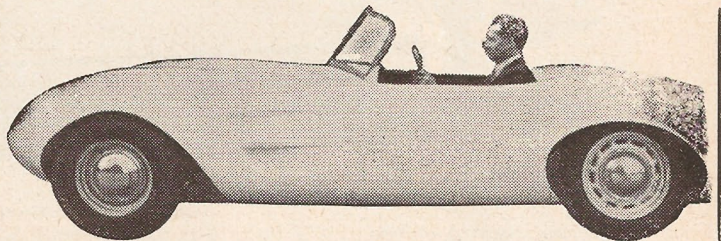
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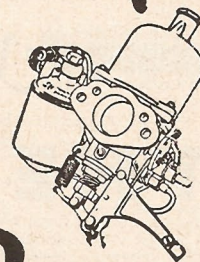
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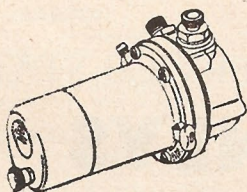
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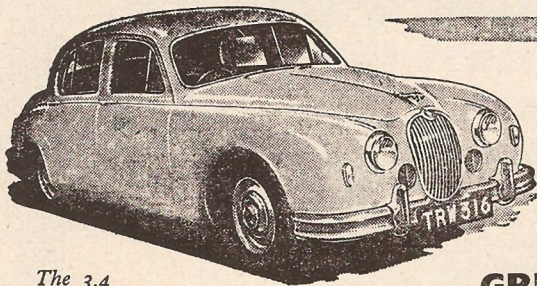


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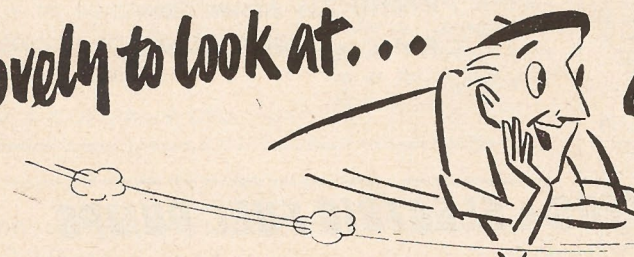
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SPECIAL ANNOUNCEMENT

All copy for Classified Advertisements MUST reach this office by

**MONDAY A.M.
21st OCTOBER**

for insertion in the issue dated 25th October.

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FACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—VAN 2333, 51 Upper Richmond Road, S.W.15. (See also New Fords.)

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ASTON MARTIN 1930 International 2-seater, good condition. £165.—West End Garage, Blackpool Road, Kirkham, Lancs. Kirkham 2200.
ASTON MARTIN, 1938, d.h. coupé, sound order throughout. No reasonable offer refused.—Box 2570.

AUSTIN-HEALEY

AUSTIN-HEALEY 100 "S" sports-racing car. 1955 model, 7,200 miles only. Blue and white with blue interior, disc brakes all wheels. Top overhaul recently completed, ports and head polished. Complete with five new Dunlop racing tyres, wrap-round racing screen, full width sports screen and touring screen and hood. This car has not been raced. £1,000 or nearest.—Box 2567.

£575, IVORY, 1955, overdrive, heater, many extras, immaculate, Appleton House, Thundersley, Essex. South Benfleet 3325.

1955 AUSTIN-HEALEY 100, green, o'drive, heater, excellent condn. £700 o.n.o.—MUSEum 2629, 8.30 a.m. to 6.30 p.m.

BENTLEY

3-LITRE BENTLEY. Ex-GEORGE PORTER. May Cunliffe. Genuine 9 ft. chassis with 1927 Red Label engine, raised c/r., lightened flywheel, late type camshaft, twin SU pumps, telescopic dampers, hydraulic f.w.b., 3.53 axle, rebuilt road wheels, 35 gallon tank, 2-seater body, Marchal lamps, four new tyres, excellent chrome, cellulose hood, tonneau. History and £300 bills available. Impressive car.

£395.

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BASIL ROY, LTD. See and try the new BERKELEY sports car.—161 Gt. Portland Street, W.1. LANGham 7733.

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CITROEN

1953 (OCT.) LIGHT FIFTEEN. Black, very good order. Can be seen London, appointment, £450 o.n.o.—Tom Lucas, Vacuum Research, Ltd., Cambridge.

FIAT

1954 (Oct.) FIAT 1100 saloon with full Abarth and attractive appearance. One owner from new. £635.—Nether Green Garage, Ltd., Sheffield, 10. Phone 31145.

FORD

TWIN o.h.c. FORD, not quite, but the valves are upstairs in a full hemispherical combustion chamber at 90 degrees in the Farina full o.h.v. conversion for the 100E engines.—Genuine inquirers for this four inlet four exhaust ported head, write to Farina, The Green Garage, Stadhampton, Oxfordshire. Phone: Stadhampton 285.

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1950 (May) LAGONDA 2½-litre saloon, grey, excellent appearance and performance. Taxed. £575.—Navigation Garages, Ltd., 810 London Road, Derby. Tel.: Derby 59198.

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TA, 1938 (Nov.), Tickford body, reconditioned engine 1953, good condition. £225.—Ruislip 5347.

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MORGAN PLUS 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANGham 7733.

(Continued overleaf)

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1949 M.G. TC. Cream and green, luggage carrier and other extras. £395

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Classified Advertisements—continued

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1956 Series Aceca-Bristol, 125 b.h.p. Attractive colour scheme of metallic blue with cream and white interior. Extras include chrome wheels. Just undergoing thorough check over in our service dept. Offered taxed and guaranteed at £1,485.

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AC-Bristol late 1957 sports 2 seater unmarked in suede green with white leather. Extras include full width bumpers, wooden rim steering wheel, etc. This is the latest series with the improved boot and hood line and has covered approx. 3,000 miles only. £1,925.

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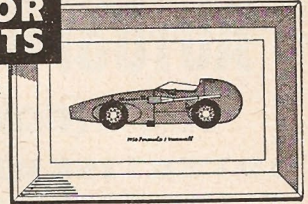
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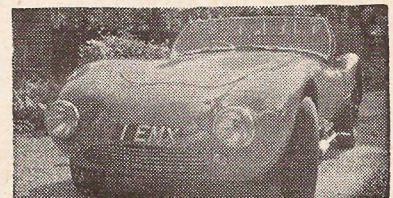
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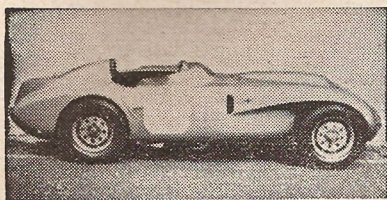
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- 55 Morgan Plus 4, 2-seater, black, excellent cond. .. £459
- 50 Morgan 4/4, drophead, host extras, specimen .. £429
- 50 Austin A90, green, r/hr. .. £419
- 50 Sunbeam-Talbot 80, drophead coupé, maroon, one owner .. £419
- 54 Sunbeam Alpine, sapphire blue, 24,000 miles .. £729
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- 53 Nov. Connaught L3, red, 13,000 miles, one owner .. £789
- 45 Fiat 1100 TV, blue, immaculate, many extras .. £749

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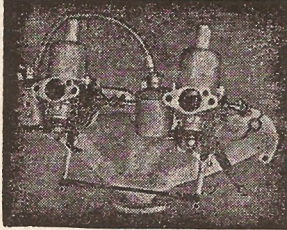


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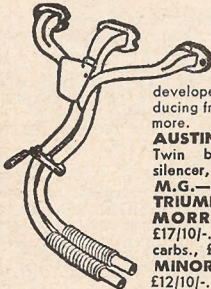
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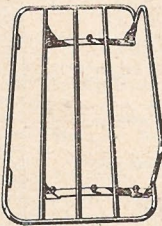
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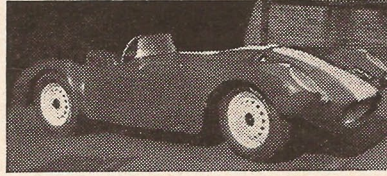
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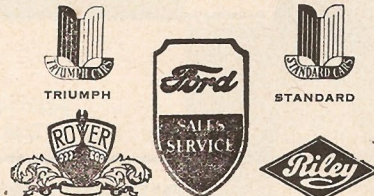
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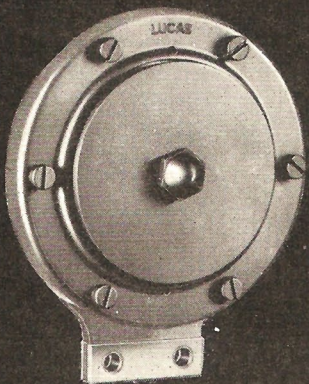
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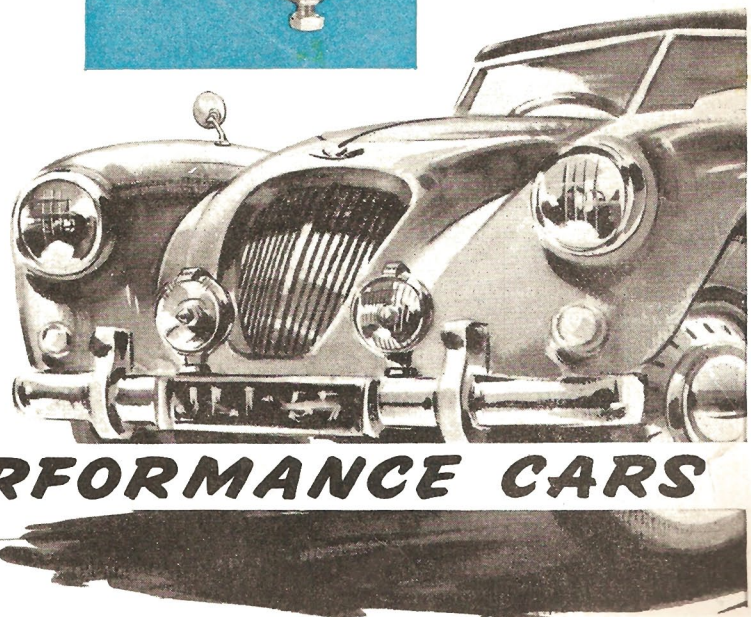
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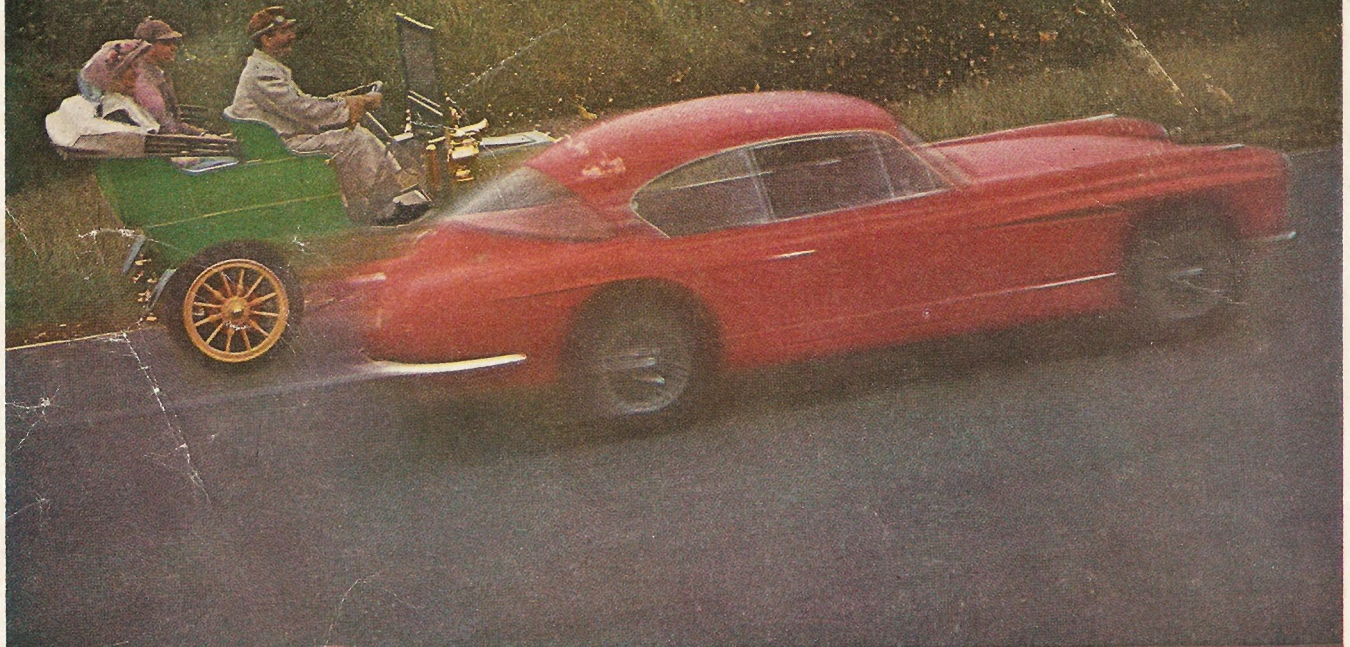
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