

AUTOSPORT

DECEMBER 19, 1958

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EVERY FRIDAY

Vol. 17 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY

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



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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 17 No. 25 December 19, 1958

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EDITORIAL

THE FASCINATION OF TRIALS

INTEREST in trials continues to grow, and last Saturday's R.A.C. Championship created widespread enthusiasm. It was an extremely sporting event, and Cuth Harrison was a popular winner. Ex-racing driver, and International rally star, Harrison realized a cherished ambition by winning the title for the second time. It seems something of an anomaly in that for the first time for several years, Harrison has been dropped from the Ford works rally team, and the British Trials Champion takes part purely as a private owner! However, the Harrison family is strongly represented in the Dagenham "Monte" team with Cuth's sons Edward (1957 Champion) and John. "Dad and the Lads" are well to the fore in the flourishing sport of mud-plugging, to which more and more people are being attracted. There is a fascination about pitting one's skill against nature, and attempting to conquer the sort of terrain beloved of trials organizers. The trials special has come into its own; it provides the true amateur with the opportunity to compete in a sport where the possession of a great deal of money does not necessarily mean the best possible equipment. He (or she) need not fear opposition from professional and works drivers. It is purely a pastime, and offers the type of competition which no other country has. The standard of sportsmanship is extremely high, and gone are the days when few events could be run without the inevitable protests. By sticking to the book of rules, everyone in the trials game knows exactly what is permitted, and what is not. At one time, the R.A.C. came under fierce criticism for creating a trials formula, but this has certainly been completely vindicated, as the cars now in use are precisely what competitors want. There is, of course, an increase in interest for production car trials, but AUTOSPORT feels that as regards these events, the question of permitting competition tyres should be considered. It seems odd that rally cars can be fitted with the knobbliest covers to be found, whereas cars used in trials may not. The excuse that trials cars tend to deposit mud on the road must be considered out of date, in view of the enormous number of agricultural and military vehicles which use our highways and certainly do chuck mud around. "Knobblies" would give organizers the chance to do something for standard car enthusiasts. In any case, the majority of present-day trials take place on private land, and the risk of carrying mud on to main highways is no greater than from the average vehicle coming out of a typical British car park.



READY TO GO: Lance Reventlow relaxes in his Scarab before the start of the Nassau Trophy which he won, co-driving with Chuck Daigh. A full report is in this issue.

JEAN BEHRA was seen testing the new Dino 256 Ferrari G.P. car at Modena recently.

ENZO FERRARI has announced that he will not race his cars on any Italian circuits next year. This decision was made following adverse criticism from the Italian press and the Vatican following the deaths of Luigi Musso and Peter Collins.

IVOR BUEB will be No. 1 driver for Brian Lister's team next season. Others whose names are associated with the marque are Bruce Halford, Jack Fairman, Innes Ireland and John Bekaert. Masten Gregory may also be available, should he not be driving for Ecurie Ecosse.

JOHN DALTON has acquired a 2-litre Alfa Romeo for production saloon and G.T. racing.

GRAHAM WHITEHEAD will be seen in 1959 sports car races with an Aston Martin DBR1.

JACK SEARS, Ken Rudd and David Shale are reported to be forming an Austin-Healey team for the 1959 AUTOSPORT Championship.

TONY BEAUMONT, who partnered Johnnie Wallwork in 1958, co-drives with Cyril Corbishley (Standard) in January's "Monte".

PRICE of Elizabeth Nagle's new book, *Old Cars the World Over* (Arco Publishing Co.), was given incorrectly in our issue of 5th December as 50s. In fact it costs only 30s.

IF the successful Ken Wharton driving tests are staged again next year, both Eire and Northern Ireland would like to send teams.

*The Editor and
Staff of
AUTOSPORT
take this seasonal
opportunity of
wishing all readers
and contributors
a Merry Christmas
and a Happy and
Prosperous New Year*

FORDS, B.M.C. and Rootes will be officially represented in next year's Coronation Safari Rally.

IF tests of the new 3-litre engines are successful, Lance Reventlow's Scarabs will be seen at Sebring and at Le Mans.

★

PRESENTATION by Jack Kemsley (right) of a B.M.C.R.C.C. badge took place at the pre-"Monte" dinner of the British Monte Carlo Rally Competitors Club. Recipient is Mr. Van Santen of the Dutch Vredestein tyre company, who has regularly run the invaluable "Sweethearts Express" motor coach to Monte, for friends and relations of competitors.



PIT and PADDOCK

THE Ferodo Gold Trophy for 1958 will be awarded at the Dorchester Hotel, on 4th February, 1959. The presentation will be seen on B.B.C. Television, probably in "Sportsview".

LES LESTON is having his Riley fully modified for next season's production car races, with an eye to the B.R.S.C.C. Championship.

SEVERAL motor sporting personalities were amongst the guests entertained by Pan-American Airways at a cocktail party on 5th December.

THOSE famous speeches at Reg Parnell's retirement dinner in 1957 at the Midland Hotel, Derby, will shortly be available as LP gramophone records, for private distribution. Bolster, Leapingwell, Walkerley and Co. will therefore be handed down to posterity.

LATEST "proud parent club" members are Mr. and Mrs. Don Truman, and Mr. and Mrs. Jerry Ames.

GRAHAM WARNER of "The Chequered Flag" is the first outside customer for the new sports racing Cooper "Monaco". It will be fitted with a 2-litre engine and driven during 1959 by Percy Crabb.

TICKETS are still available for the Epping Forest Motorsport Association film shows on 29th December and 1st January. Application should be made to S. J. N. Wright, Esq., 203 High Road, Loughton, Essex.

AFTER having sold his famous "sub-tailed" Victoria-Climax, which gave him uncountable club racing successes for the past two seasons, Cedric Brierley of Rochdale, Lancashire, has acquired a 1959 Mark Four Elva with independent suspension all round and 1,500 c.c. Coventry-Climax engine for next season.

THE Royal Automobile Club has announced that in recognition of Mike Hawthorn becoming the first British racing driver to win the World Championship, he is to be offered Honorary Membership of the Club, a distinction rarely given. Honorary Membership is also to be offered to the runner-up for the Championship, Stirling Moss.

CHRISTMAS BRANDS

ONCE again the British Racing and Sports Car Club is running the now traditional Boxing Day race meeting at Brands Hatch, with events for sports cars, grand touring cars, saloon cars and a *Formule Libre* race.

No fewer than five Lotus Elites are entered for the G.T. race, to be driven by Colin Chapman, Frank Costin, N. L. Roberson and Chris Barber: yes, that is the man you think it is and he *does* run a jazz band! The fifth is a Border Reivers entry and will be driven by either Jimmy Clark or Ian Scott-Watson. In the opposition there will be three Austin-Healey Sprites, TRs and a 300SL Mercedes. The 1,100 c.c. sports car race will no doubt see a Yuletide dice between three Mark IV Elvas of the Elva Racing Team, to be driven by either Les Leston or Ian Walker, J. Brown and J. D. Peters, and the amazingly quick Lola, which will have Peter Gammon at the wheel.

The *Formule Libre* event features four F2 Coopers, to be driven by George Wicken, Dick Stoop, John Campbell-Jones and R. W. de Selincourt.

SPORTS NEWS

Graham Hill and Bruce Halford will drive F2 Lotuses and Alan Stacey is down to compete in the Smith F2 car. Percy Crabb and Edward Lewis will compete in Lotus Sevens, and Mike Taylor has a Lotus Fifteen. An interesting entry in the form of a 2-litre sports Maserati will be driven by J. Barnett, while Gordon Lee has entered the "C"-type Jaguar.

In the saloon car race, four Austin A35s will be driven by Doc Shepherd, Paddy Gaston, R. W. James and D. Coode, while Harold Grace and Les Leston will meet each other in Riley 1.5s. D. J. Uren and G. F. Williams have entered 3.4 Jaguars and Don Parker his red Jensen.

B.T.R.D.A. DINNER-DANCE

FOLLOWING the Trials Championship, the British Trials and Rally Drivers' Association held its annual dinner-dance,

in the Chateau Impney Hotel, Droitwich. There was a record number of members and guests, and Lord Howe, Chairman of the R.A.C. Competitions Committee, presented the awards for the Championship, and also for the various B.T.R.D.A. competitions held during 1958. In the absence of Maurice Toulmin through illness, Arnold Pownall took the chair. Rodney Walkerly proposed the toast of "The Association", to which Arnold Pownall replied. Ken Rawlings toasted "The Guests", and the reply was made by Lord Howe.

During the evening there were other presentations. Pat Moss and Ann Wisdom received the Ladies' European Championship trophies; John Gott handed over the Liège-Rome-Liège team trophy, won by the Austin-Healey team, to the R.A.C. as a memento. Lord Howe also presented the various winners with the newly instituted B.T.R.D.A. International Rally Gold Badges.

Officially the Chateau Impney party finished at midnight, so there was nothing for it but for residents of the Raven to stage another one. This went on till

(Continued overleaf)

PRE-"MONTE" POW-WOW

The British Monte Carlo Rally Competitors' Club held its annual pre-Rally dinner last Friday at the Connaught Rooms in London. Afterwards many points in regulations and procedure were thrashed out, and crews and trade representatives from all over the country were able to get together socially.



HAPPY GROUP includes Anne Hall, Norman Garrad (Rootes), Harry Needle (Parmelee (G.B.), Ltd.), Sam Croft-Pearson and Nancy Mitchell.



DISCUSSING plans for slaking rally thirsts en route are Mr. and Mrs. Ray Gough and Arthur Cain of Lucozade.



STOPPING FORDS is undoubtedly the subject under discussion here between Syd Henson (Ferodo) and Jack Walsh, in charge of Ford preparation.



EQUIPMENT SHOP was set up outside the dining room by competitor Les Leston (on right). Lyndon Sims tries a pair of driving gloves for size.

the "wee sma' boors", with Kath Harrison showing admirable prowess with a hula-hoop, and Denis Scott mystifying everyone by taking off his shirt without removing his jacket.

The A.G.M. followed in the morning, at which Cuth Harrison was confirmed as having accepted the Chairmanship of the Association. B.T.R.D.A. awards for 1958 were:—

Gold Star—Trials

1. Eric Jackson. Runner-up, Edward Harrison. Bouncer's Cushion, T. Spinks.

Gold Star—Rallies

1. Ron Gouldbourn. Runner-up, G. H. F. Parkes. AUTOSPORT' Navigator's Trophy, Stuart Turner.

Fiather Driving Tests

1. Mantle.

Stross International Trophy

Edward Harrison.

Ladies' Silver Garter

Pauline Mayman.

Monte Carlo, 1958

John Wallwork/Tony Beaumont.

ASTONS AT MONZA

LAST week Reg Parnell took Roy Salvadori, a team of mechanics and a DBR1 to Monza where they were to carry out tests on the 1959 car. They had hoped to do a high speed 24-hour run, Parnell and Salvadori driving. However, heavy snow foiled this attempt. Roy did about 15 laps in the blizzard, his best time being 2 mins. 3 secs. (105.01 m.p.h.).

LOLA CARS, LTD., GOES INTO PRODUCTION

ERIC BROADLEY, whose Climax-powered "Lola" proved to be one of the fastest and best-handling 1,100 c.c. cars in the country in the latter part of last season, has formed a company for the production of similar models. The firm has been christened Lola Cars, Ltd., and,

at present, four cars are laid down.

Broadley first came to the limelight with his 1172 Formula car, also named Lola, which in his hands was without doubt faster than any of the opposition. Last season, with a new owner, the car still took a great deal of catching! The Climax-powered machine made its debut at Crystal Palace half-way through the season and immediately impressed with its standard of finish and speed. Although it had been completed only the previous day, Eric managed to lap the London circuit in 1 min. 6 secs.!

MANY motor racing folk down for the B.R.D.C. dinner-dance, took the opportunity to go and hear Noel Harrison's splendid cabaret turn at the "Satire" in Duke of York Street, W.1. Harrison will be seen in G.T. races next year with a Peerless.

THE WOLSELEY 15/60

REPLACING the 15/50, the new Wolseley 15/60 carries the collaboration of Pinin Farina and B.M.C. one stage further. He has already styled the Austin A40, and now he has designed the body of this new Wolseley. However, whereas the A40 is of station wagon contours, the 15/60 is an orthodox saloon.

The body and chassis are in one pressed-steel unit, with independent front suspension by wishbones and helical springs. A cam and peg steering box

"B" Series unit of 1,489 c.c. The four-speed gearbox has synchromesh on all except first speed. The gear lever is mounted centrally on the floor, and the clutch has hydraulic actuation.

A brief road test proved that the new Wolseley is a pleasant car. The quiet running and absence of vibration are praiseworthy for a four-cylinder car, and the acceleration is quite useful, thanks to a very delightful gearbox. This is not intended to be a speed model, but the performance is more than adequate for a 1½-litre family saloon.

In general, the handling is good, and the new steering is light, while the

dished wheel is a good feature in the unlucky event of an accident. The car continues to corner well with five heavy men aboard, and does not tend to squeal its tyres on curves. It is comfortable on all reasonable road surfaces, the equipment is lavish, and the leather upholstery and polished woodwork appeal to the British taste.



COCKPIT styling is luxurious and very practical. Separate front seats and floor-mounted gear-change will appeal to the keener driver.

replaces the rack and pinion. The hypoid rear axle is on semi-elliptic springs, and has a ratio of 4.55 to 1. There are telescopic dampers all round, and the Girling hydraulic brakes operate in 9 ins. drums, with two leading shoes in front. Smaller wheels are now fitted with 5.90 x 14 ins. tyres.

In spite of having a slightly shorter wheelbase, the car is both wider and longer than the previous model. A great deal of extra room is obtained for only a trifling increase in weight. The styling has Farina's hallmark upon it, but the Wolseley "radiator" is still retained, though in foreshortened form. Small tail fins are carried into the rear lights, and the roomy luggage boot has the spare wheel concealed beneath it in a thief-proof compartment, from which it can be withdrawn without disturbing the luggage.

The engine is the well-known B.M.C.

★
NEW LINE for B.M.C. is introduced with the Wolseley 15/60, styled by Pinin Farina. Price is expected to be under £1,000, including P.T.
★





CHAMPION'S smile!—Cuth Harrison beaming from the driving seat of his trials special. This is the second time he has won the R.A.C. championship.

Trophy inversion a couple of weeks earlier. John Harrison had the honour of recording the sole clean climb on Enville 4, and on the next section Rex Chappell (S.C.S.), Davis, Lewis, Geoff Newman (Cannon XX) all recorded very welcome "zeros".

Tony Alldred's J.A.P. Bassinet was not having one of its better days, and was seemingly reluctant to get under way on greasy starts. Eric Jackson was not showing the form which has made him headline news the past few months. Still, this was his first Championship and as the regulars know full well, the occasion is somewhat different from the normal one-day trial. Reigning Champion Edward Harrison was not having too happy a day, nor was Norman "Fur" Coates (N.H.C.).

Anyway, at the lunchtime break the scoring was as follows:—

1. Reg Phillips 52

2. Ron Faulkner 56
3. Rob Davis 57
4. Peter Highwood 58
Rex Chappell 58
Bernard Dees 58
Cuth Harrison 58

By the time marshals had climbed to their stations it was raining pushrods. Rivers of mud poured down slippery slopes, and the to-be-continued sections of Enville and Ridge looked likely to stop the entire entry. On Enville 7, the unfortunate Alldred did a few yards, Tony Marsh possibly got a couple of feet farther, and it was here that Reg Phillips met his Waterloo and collided with a marker post at the bottom of the hill. Half-way up was the best that anyone could do, and best scores were returned by Newman, Kemp, Dees and Chappell. This meant that Phillips's six-mark lead had vanished completely, and he was now on the same level as Chappell and Dees, with Faulkner only one point behind.

So on to Enville 8, with more mud and leaf mould, but with an added obstacle in the shape of stacked timber. The finish was a sharp turn, but the surface remained undisturbed. Faulkner was positively brilliant here, getting farther up than anyone else, and Lewis also did well. Chappell stopped low down, and fell back in the race for the title, now headed by Ron Faulkner with 68 marks—two less than Phillips. Enville 9 was a fairly long climb, with a tricky right-hander through a taped S-bend and a frightfully bumpy finish. Faulkner dropped back by stopping fairly low down for 9 marks. Actually 7 was bogey, this being achieved by Marsh, Lewis, Kemp, Highwood, Lawson and Coates.

So to the tree-lined Enville 10, where the last section was treacle-covered and

(Continued on page 792)

Cuth Harrison—Trials Champion

"Dad Does the Lads"—Sheer Consistency Wins Title—
Bernard Dees the Runner-up—Best R.A.C. Event so Far!

LAST Saturday Cuth Harrison realized a cherished ambition—to win the R.A.C. Trials Championship again, an honour which has eluded him since 1952. It was fitting that Cuth and Kath should fight their way to victory on a really tough course, laid out in the Kinver area by the Hagley and District boys under Ken Rawlings, to the complete satisfaction of Dean Delamont and the R.A.C. Cuth's win was a surprise, for at half-distance Reg Phillips held the lead, with Harrison in fourth position, six marks behind. Phillips lost his grip on the title by failing on the first section in the afternoon. Cuth must have been worried when he stopped low down on Ridge 8, but had the satisfaction later of discovering that his closest rivals were also in the same predicament. In the end, Harrison took the premier honours by just one mark from Bernard Dees, who, in turn, was one mark in front of Rex Chappell.

It was a cold damp morning when the 18 qualifiers set off from the Stewpony Hotel, Kinver, for the arena, odd numbers going to the Ridge sections, and evens to Enville. The Hagley boys had been up long before dawn, and with the help of the R.A.C. had marked each section clearly with white posts and red numbers at least three feet high. Frankie Penn, determined to get to as many sections as humanly possible, was seen in Ken Rawlings's famous Buttercup, to which the Triumph TR2 owed its existence.

Ridge 1 started on leaf mould underneath hanging branches, then continued on a sharp right-hander culminating in a steep sudden ascent, the surface of which rapidly turned to clay. There is no use in describing the top bump—no one reached it! Lowest score was six, achieved by Alec Francis (Cannon), Cuth Harrison (Harford), Reg Phillips (Fairley), Ron Faulkner (Paul), Ron

Kemp (Cannon 9), Edward Harrison (Cannon) and Mike Lawson (M. and L.).

Ridge 2 had a decidedly adverse camber, and the boys had to dodge a few obstacles such as fallen tree trunks, which rather prevented clog-down tactics for the steep, final gully. Again no one reached the top, but Ron Kemp

By GREGOR GRANT
and FRANCIS PENN

and Peter Highwood (Exspence) managed to struggle into Section 5. Then followed Ridge 3, where the surface in some places was of melted butter consistency. This had the lot: tight turns, wrong cambers and side-of-house climbs. Stars here were Ron Faulkner and John Harrison (Harford) who just failed to clear the entire section. Good, too, were Eric (Wonder Boy) Jackson (Cannon), Cuth Harrison, Reg Phillips, Ron Kemp and Peter Highwood—all getting into the second last section.

Known to the locals as the Burma Road, Ridge 4 looked very difficult; rather like the entrance to a derelict tunnel in fact. However, it stopped no one. Then came Ridge 5, with more tree-dodging and finishing in a steep, narrow gully. This stopped everyone, the best efforts coming from Cuth Harrison, Frank Lewis (Cannon), Reg Phillips and Mike Lawson.

Some sterling performances were put up on the Enville sections; John Harrison was easily best in No. 1. The second portion saw five people get half-way there, namely Tony Marsh (T.M.S.1), Faulkner, Bernard Dees (P.A.B.), Lawson and Rob Davis with the only Austin Seven-powered car in the event, the lavender vehicle having been straightened out after its TV



FIRE ENGINES—Ancient and Modern! Re-equipped with pneumatic tyres, the 1914 model which Bolster has fully tested carries its age remarkably well. However, comfort for the crew received scant consideration in those days; note the all-enclosed cabin of the 1958 model.

De Olde Duletide Roade Teste



JOHN BOLSTER PUTS A CONTRASTING PAIR OF DENNIS FIRE ENGINES THROUGH THEIR PACES

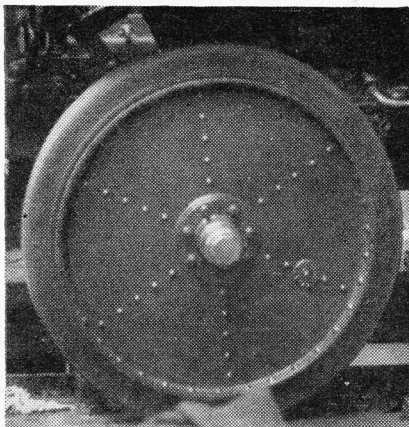
WHEN you were very young, was it your ambition to drive a fire engine? It was certainly mine, and the idea of being let loose on one of those red beauties, with its bell and all its polished brasswork, appealed to me even more than the glamour of driving an express train. Modern fire engines don't have polished brass, and some of them are not even red. To satisfy my desire, therefore, an "Edwardian" fire engine was obviously the ideal.

It was thus with very real enthusiasm that I recently took over such a vehicle for my Christmas Road Test. The firm of Dennis Bros., Ltd., of Guildford, who had built the machine before the "Kaiser War", very kindly offered to lend it to me. It had been beautifully prepared by their Apprentices' Association, and from its polished brass radiator in front to its Gwynne pump behind, it shone and glittered in the winter sunshine.

It is necessary, at this point, to digress for a moment on the subject of tyres. When the Dennis was built, no pneumatic tyre existed that would carry the weight of a lorry, and all heavy vehicles travelled on "solids". Lorries were limited to a maximum speed of 12 m.p.h., and indeed this was as fast as one could reasonably drive them on the rough macadam roads of the period. The Dennis ran on solid tyres in those days, and it must have taken some holding at the much higher speeds of which it was capable. During the nineteen-thirties, it was converted to pneumatics,

with "twins" at the rear, and road surfaces had by then been improved out of all recognition. It is said that the great machine has approached 40 m.p.h., and certainly 35 m.p.h. is within its compass, but even at 25 m.p.h. it was travelling at literally double the speed of any other contemporary vehicle of comparable weight. Thus, its performance is seen in true perspective.

Apart from the wheels and tyres, the big Dennis is "as was". It has a four-cylinder engine of 127 mm. x 180 mm.



ORIGINAL wheel and tyre equipment of the 1914 engine was of this primitive type. Pneumatics were still in their infancy at that time and all heavy vehicles still used solid tyres.

(9.4 litres) which develops 75 b.h.p. at 1,180 r.p.m. This is a side-valve unit, with the cylinders in two blocks of two, and the dual ignition is by Bosch magneto and trembler coil. The carburetter is an up-draught Zenith, fed by gravity from a 20-gallon tank under the seat. Incredible to relate, there is a dry sump lubrication system, with pressure and scavenge pumps and a tank under the floor.

The clutch is a large cone, and the separate gearbox has four speeds of the sliding pinion variety, with a right-hand gate change. An open propeller shaft is coupled to one of the famous Dennis worm-drive axles. The hand brake operates expanding shoes in the rear wheel drums, and the foot pedal applies a contracting brake to a drum behind the gearbox. The hand throttle and ignition controls on the steering column are twice as sturdy as any modern gear lever, and the foot pedals, with central accelerator, are all of an immense solidity.

The great engine takes a lot of starting, and it needs a strong and courageous man to tackle that hefty handle. Once started, the unit idles steadily, and responds nicely to the accelerator. The driving position gives a great sense of command over the vehicle, and I felt completely at home at once as I let in the clutch on first speed. This is an "emergency low", and the change to second is slow. On this ratio about 13 m.p.h. comes up, and third is good for just about 20 m.p.h. On top, 25

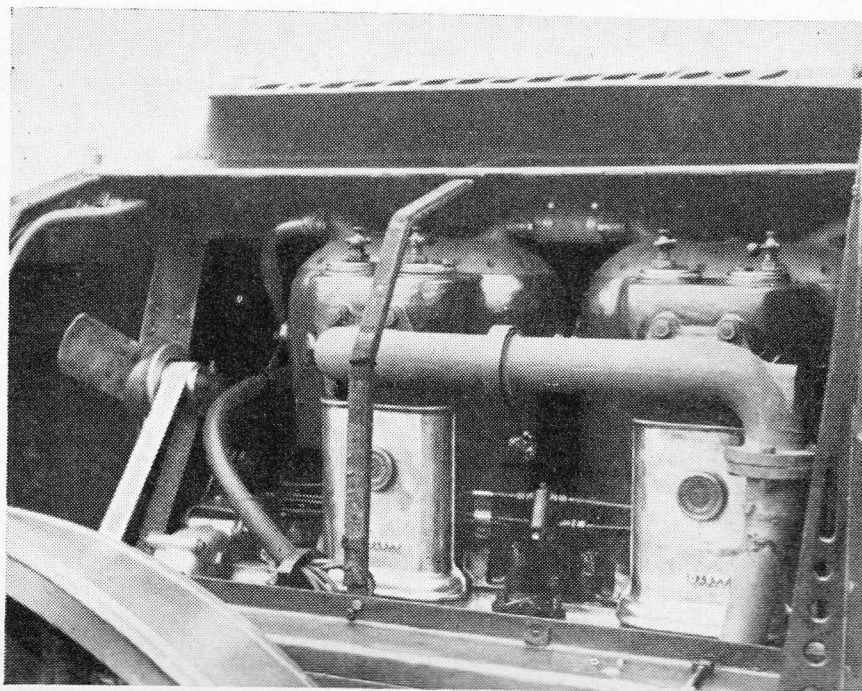
MASSIVE 9.4-litre engine is a side-valve four-cylinder unit with the "pots" in two separate blocks of two. No trouble with accessibility in this layout!

m.p.h. is an easy all-day cruising speed, and with a little more pressure on the accelerator one may maintain this velocity up hills.

It is rarely advisable to go faster than this among modern traffic, for there are no front brakes and the Dennis weighs 4 tons 6 cwt. dry. To descend an appreciable hill, it is best to change down to third speed, when 9.4 litres of engine becomes a useful brake. The clutch is exceptionally smooth for a cone, and the enormous gearbox handles very easily after only the shortest acquaintance. It is of the "crash" type, of course, but demands only a normal degree of skill.

The steering is really beautiful. Surprisingly light, it is both quick and accurate, and there is neither lost motion nor are road shocks felt. The road-holding is astonishingly good, and the suspension excellent, but there is very little protection for the occupants from the cold wind. The acceleration figures in the data panel were taken properly as a mean of runs in both directions, stopwatch timed. The maximum speed is an approximation, however, as the huge engine can turn over dangerously fast in top gear, and I felt that I might damage it if I held it "flat" for the timed runs. Short bursts are permissible, but it is possible that the lubrication might not stand up to sustained over-revving.

The pump is coupled to a take-off shaft that is driven from the top of the gearbox. An engine throttle lever is beside the pump for remote control
(Continued overleaf)



Specification and Performance Data

Vehicle Tested: Dennis fire engine, 1914 model.

Engine: Four cylinders 127 mm. x 180 mm. (9,400 c.c.). Cylinders in two blocks of two with side valves and cast iron pistons. Dry-sump lubrication. Compression ratio 4 to 1. 75 b.h.p. at 1,180 r.p.m. Zenith updraught carburetter. Dual ignition with Bosch magneto and trembler coil.

Transmission: Cone clutch. Separate four-speed gearbox with right-hand gate change. Open shaft. Dennis overhead worm rear axle.

Chassis: Channel-section frame on four semi-elliptic springs. Hand brake operating internal expanding shoes in rear wheel drums. Foot brake operating external contracting shoes on

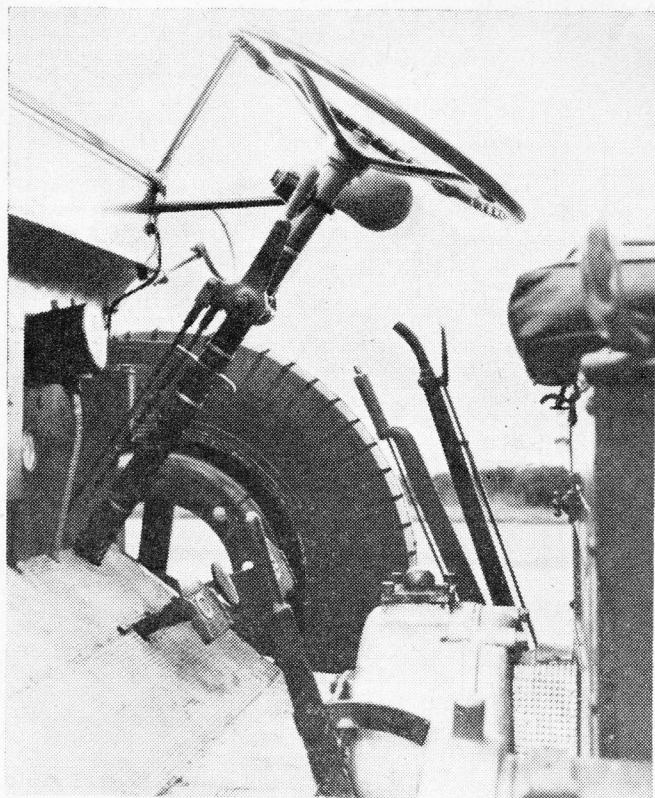
transmission drum. Solid rubber tyres replaced by pneumatics.

Equipment: 12-volt battery lighting (no dynamo). Speedometer and oil pressure gauge. Large starting handle. Fire pump and hoses. 35 ft. ladder.

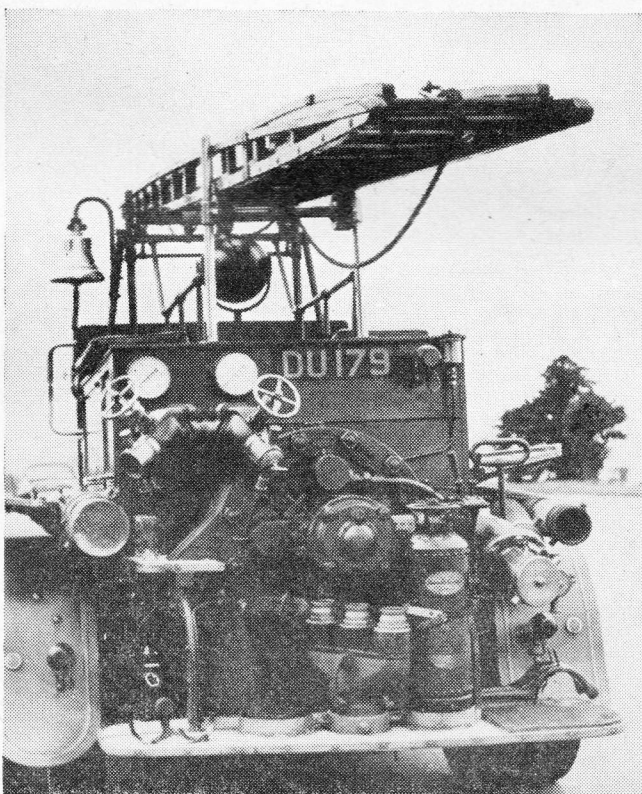
Dimensions: Wheelbase, 10 ft. 6 ins. Weight 4 tons 6 cwt.

Performance: Maximum speed, 35 m.p.h. Speeds in gears: 3rd, 20 m.p.h.; 2nd, 13 m.p.h.; 1st, 6 m.p.h. Standing quarter-mile, 46.4 secs. Acceleration: 0-15 m.p.h., 9.1 secs.; 0-25 m.p.h., 24.2 secs.

Fuel Consumption: Mind your own business!



NO CONCESSIONS are made to either styling or comfort in the driving "compartment". All controls are massive in the extreme: the two levers on the steering column are hand throttle and ignition controls.



SPECIALIZED equipment not normally found on our road test vehicles includes this fire-fighting apparatus. The pump is driven from the engine: the tall polished steam boilers of earlier engines had been superseded by this time.



Fire Engines—continued

purposes. The weather was rather too cold to tempt me to play with the hoses, and I did not feel an overwhelming desire to climb the 35 ft. extending ladder. To drive a brassy red fire engine was enough, and it was as splendid an experience as I had always known it would be. I must admit that I once almost gave way to an all but overwhelming desire to "gong" a pair of "bluebottles" in a Wolseley, but no doubt they were equally tempted to shout, "Where's the fire?"

To conclude a delightful day, I was allowed to have a short ride in a modern Dennis fire engine. This is more like a luxury car, and indeed the power unit is a straight-eight Rolls-Royce of basically the same type that powers the Phantom 4, as supplied to Royalty. The straight-eight Rolls-Royce engine has a bore and stroke of 89 mm. x 114 mm. (5,675 c.c.), and it develops 160 b.h.p. at 3,500 r.p.m. on a compression ratio of 6.4 to 1.

This potent engine is in unit with a Hydramatic four-speed transmission, to



HEAVE HO! Bolster found starting the 9.4-litre four-cylinder engine quite a proposition, and was thankful there was not a real fire alarm!

Trials Championship—continued

steep. Here there were many gallant failures, with front wheels literally inches from the "Section Ends" posts. Amongst these were Cuth Harrison, Francis, Jackson, Lawson, Davis and John Harrison. Reg Phillips made a tremendous recovery from what looked like certain failure at the start. He gradually got under way, and almost registered a clean climb. Cuth Harrison was the most impressive, and Kath almost bumped herself out of the Harford during the final few feet.

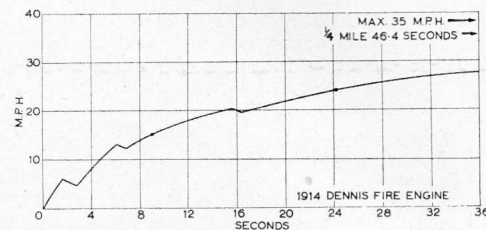
Ron Faulkner was absolutely superb on the rough slopes of Enville 11, and registered the only non-stop climb. Cuth Harrison all but made it, and in so doing came into the reckoning for the title. Alec Francis and Geoff Newman were also excellent, but Ron Kemp and Rob Davis unaccountably stopped soon after the start.

The final Enville section was nostalgically pre-war vintage—the sort of thing that was tackled by blown PB Midgets with comp. tyres and astronomical revs. The rutted track curved left round a couple of tightly situated trees, and it was necessary to keep as close to the

left-hand one as possible. Anyway, 6 marks was the best achieved, and this honour fell to Fur Coates. Very close behind were Harrison père, Francis, Faulkner and Newman. Ron Kemp did not make the first turn, and whacked a tree good and hard. Faulkner lost his chance on Ridge 6, adding 10 marks to his score. A further 9 on Ridge 7 practically put him out of the running, for both Cuth Harrison and Dees scored 3. Best, however, were Chappell and Newman who collected just 2 marks. It must have been galling to Faulkner when he got far higher than anyone else on Ridge 8 to score one point, but realize that the two previous sections had cost him 19! Cuth Harrison had his sole failure of the day here, when he stopped low down. Nevertheless, his rivals were not much better off, nines and 10s being the order of the day.

Cuth did well on the next section, where the star performers were Jackson, and Newman (each with 2 marks). A surprising number of people retained clean sheets on Ridge 10, the exceptions being Newman, Alldred, Faulkner, Lewis, Highwood and Lawson.

So back to Droitwich Spa to await the



Acceleration Graph

PRIDE AND JOY of the Dennis Apprentices' Association, the 1914 engine glitters with polished brass. It is surprising how remarkably modern the large-section tyres make the appearance of this Edwardian machine.

which is attached a two-speed step-down gearbox that can be changed up or down without shock at appreciable speeds. The fire engine holds the road like a sports car, and will attain about 70 m.p.h. One sits right at the front, with the engine between the driver and passenger, and there is a good deal of noise, though most of this comes from the cooling fan. Fuel consumption is immaterial in this emergency service, and so the very lively Rolls-Royce petrol engine is infinitely preferable to a lorry-type diesel. The performance of the new Dennis is very fine indeed, and the roll-free cornering and immensely powerful braking allow the full potential to be used all the time.

In the Dennis works at Guildford, which are much bigger than I had imagined, I was most impressed by the standard of craftsmanship that is displayed in building these hand-made vehicles. I am sure that the new fire engines will last just as long as the splendid old 1914 model has done, for they are made in precisely the same way, while the standards are just as exacting.

Automation is all the rage, but for sheer quality the older methods take a lot of beating. When I returned home, I patted my Dennis motor mower fondly, and promised her a new coat of British Racing Green!

results. It had been quite the best of the Championship series; with well-chosen hills of definitely pre-war character. One feels that the lengthier sections are much fairer, in that all have a reasonable chance of recovery from mistakes.

Results

1. Cuth Harrison (N.)	117
2. Bernard Dees (S.)	118
3. Rex Chappell (S.)	119*
4. Reg Phillips (N.)	119
5. Ron Faulkner (S.)	120
6. Geoff Newman (S.)	123
7. Mike Lawson (S.)	127
8. Frank Lewis (N.)	128
9. John Harrison (N.)	130*
10. Ron Kemp (N.)	130
11. Alec Francis (N.)	130
12. Tony Marsh (N.)	132*
13. Eric Jackson (N.)	132
14. Peter Highwood (S.)	132
15. Rob Davis (S.)	135
16. Edward Harrison (N.)	148
17. Norman Coates (N.)	153
18. Tony Alldred (N.)	187

Best Northern Entrant, Cuth Harrison.
Best Southern Entrant, Bernard Dees.

* Settled on driving test times.



BITTER VICTORY: The 1955 24 hours are over and Jaguar have won again, but in terrible circumstances. As the National Anthem is played Hawthorn and Bueb stand to attention, tired and not so happy as they would no doubt wish to be.

the air after striking the retaining bank. There was an appalling crashing noise, and flames shot up from the wrecked car. Despite the shock, I could see that it was Macklin's Austin-Healey which had been struck. Lance had hopped out of his car on to the parapet, and a wheel rolled over towards the pits. I also had a lightning glance of a silver car, No. 19, passing Hawthorn's Jaguar which had overshot the pit—so it wasn't Fangio, but Levegh. Castellotti parked his Ferrari temporarily on the grass verge before re-starting; Hawthorn left his car, spoke hurriedly to his pit, and then set off to do another lap. We all knew that something terrible had happened, but did not realize the extent of the terrible accident till some time afterwards. I remember Raymond Baxter's white face as he had to make a quick decision as to whether or not to say anything on the B.B.C. I recall Bill Mackenzie of the *Daily Telegraph* coming back with an almost unbelievable story of the scene of destruction. I recall vividly two separate explosions from the blazing wreckage, and could see that parts of the car had caused terrible havoc among the densely packed crowd near the tunnel entrance.

Yet, I still believe that no one man

CHAMPION OF THE WORLD

Part 4—By GREGOR GRANT

Continuing the story of Mike Hawthorn's progress towards becoming England's First Formula 1 World Champion

NO one, far less Mike Hawthorn, had any inkling that, before more than a couple of hours had elapsed at Le Mans, he would be involved in the greatest disaster in motor-racing history. Mike was teamed up with Ivor Bueb, a recruit from F3 racing, and although the pair did not exactly get on well together at the beginning, their inherent good sense made them ideal partners for a long-distance race—one, recognized as probably the fastest of all drivers in sports-car events; the other, determined to do what he was told and leave the brilliance to Hawthorn.

Early on, Castellotti (Ferrari), Fangio (Mercedes-Benz) and Hawthorn became involved in a titanic struggle, all travelling at over 180 m.p.h. down the Mulsanne straight. Eventually Castellotti's brakes weakened, and it was Fangio versus Hawthorn with a vengeance. It was fantastic motor-racing, wheel-to-wheel stuff at prodigious speeds, with Fangio using the Merc. air-brake to advantage, and Hawthorn getting the smallest possible stopping distance out of the fabulous Dunlop disc brakes. Both drivers were going absolutely flat out, and Mike set up a new lap record in 4 mins. 6.6 secs. (122.39 m.p.h.). As the time for refuelling arrived, Hawthorn had drawn away from his rival. He acknowledged the Jaguar signal to come

in, and the crowds excitedly awaited the drama of the first pit-stops.

The late Peter Reece was acting as lap-scorer for AUTOSPORT, and sat with me in the Tribune. Very few pressmen were there, many having rushed to telephone stories of the tremendous opening battle. I realized that either Hawthorn or Fangio was due to lap Levegh's Mercedes before the Jaguar's anticipated stop. Looking down towards White House, I could see a group of cars approaching. Kling's Mercedes stopped at the pits, then came two green cars, followed by a silver machine, which I presumed to be Fangio's Mercedes. Long before the actual pit area, one green car overtook the other, the driver's arm raised to indicate that he was about to stop at the pits. I could then see that it was Hawthorn. After the passing incident, everything appeared quite normal but for some unaccountable reason the other green car appeared to swerve just as it was about to be overtaken by the silver car. The latter was approaching at a tremendous speed, and was well in the centre of the road.

There was no room to pass on the narrow bottleneck at the start of the pits area. The silver machine struck the smaller green car which immediately started spinning in all directions, and the former dived to the left and reared into

was to blame. The narrowness of the road was the major reason for the disaster, the authorities apparently not having taken into proper account the vastly increased speeds of modern sports-racing cars. Fangio's abnormally quick reaction enabled him to avoid getting mixed up with the accident; Macklin seemed to be sailing along quite innocently when Levegh's car approached at anything up to 175 m.p.h. However, the French press were inclined to blame Hawthorn, although it is difficult to see why, in the face of subsequent evidence. However, it will never be answered whether or not poor Levegh was going to cut it too fine in overtaking Macklin, who had already pulled in when Hawthorn passed, and that he swerved violently and momentarily lost control. Fangio saw the whole incident, and agreed that Levegh collided with the Austin-Healey which had swerved to the left. The Frenchman must surely have tried to squeeze past between the Austin-Healey and the retaining bank, and may have struck both at the same time.

The coolness of Lofty England, and the quiet acceptance of Ivor Bueb in having to take over, was a lesson to others. Hawthorn was in a state bordering on hysteria, and Macklin was also overcome. Eventually Mike was

(Continued on page 807)

POWER BOAT—two 65 h.p. Penta engines are fitted to this "Tuna" luxury cruiser and will propel it at speeds up to 32 m.p.h.—and that is really fast on the water!

been attracted to them by our tests will be able to examine them in detail. The industry is growing at such a fantastic rate that many new boats will be seen for the first time at the show. Various familiar car engines will be exhibited in marine guise, some of them highly tuned for the popular runabout racing.

Personally, I shall spend hours hanging around those stands where they have all the thousand and one things that you can buy for your boat or yacht. There's something about the clean smell of rope that gets you, and I have never known an Englishman who could resist these

BOLSTER PREVIEWS

THIS boating lark is becoming quite an obsession among car people. Naturally, we shall be attending the National Boat Show, and our usual report will appear in the appropriate issue. However, the Editor has suggested that a few paragraphs on the subject would be appreciated now, as a reminder to the many readers who will want to visit Olympia themselves.

The Fifth National Boat Show—sponsored by the *Daily Express*—opens on 31st December, 1958, and continues until 10th January, 1959. There will be the usual display of superb and luxurious craft, including another of those sumptuous yachts from Holland. The man with money to burn will have no difficulty in finding a suitable dotted line on which to sign his name, and the best of luck to him.

Nevertheless, the main feature of this show will be boating for those of us who have little money to invest in the sport. This section will be called "Boating-on-a-Budget", and will include boats which, complete and ready for the water, cost from £20 to £250. There will also be a great many kits for those who wish to construct their own craft, and in this connection a "Build-It-Yourself Boatyard" will be on view. Here, you can actually watch boats being built, which will be of enormous assistance to the prospective constructor. Somehow, these complete kits tend to look rather forbidding when laid out on the garage floor, and the chance to watch them taking shape under expert hands should not be missed.

Advice for beginners, or the semi-experienced, is available in all fields. Naturally, AUTOSPORT is a little biased towards power boating, but quite a few of our readers prefer to get their power from the wind. For them, the "Sailing Advice Bureau" will be invaluable, and the team of experts will include Uffa Fox and Guy Cole. For those who like to see fish on the menu, and prefer to get it the hard way, "Anglers' Corner" will speak for itself. Even model boating will have its section.

From time to time, when the pressure of car testing work permits, AUTOSPORT

POWER BOAT—but this time it's wind-power. Some 20 knots are achieved by catamarans such as this one by Twin Hulls, Ltd., and although they are slow to go about their acceleration is tremendous.

The Boat Show

tries a few outstanding boats, and correspondence proves that this is a popular feature. Several of these boats will be at Olympia, and those readers who have

places, which proves once again that... *les anglais sont une race maritime*. Anyway, see you at Olympia, chaps, with a yo heave ho and a bottle of rum!



I WAS one day standing at a bar (which can't be the wrong way to start an article about anybody, surely) when an upright, soldierly figure hiding behind a pint attracted my attention. He was drinking his pint facing me, and three things struck me. Firstly, the speed with which the precious golden fluid was disappearing; secondly, the largeness of the face into which it was disappearing; and, thirdly, the strangeness of the whole upper structure of the military figure when looked at from exactly in front. Particularly strange—imagine it for yourself: the large, round base of an earthenware pint tankard right in the middle of a large florid face, but with a couple of enormous moustachios appearing to stick out of the sides of the pot and spread beyond the outline of the large face.

Down went the pint. A sigh of contentment, a slight but very polite "belch", and, lo and behold, it was my old friend, John Bolster.



"... He was drinking his pint facing me..."

sands of chums. To be with him at Shelsley Walsh, or anywhere where motor racing takes place for that matter, is rather like walking around with a very, very well-known film star; except that there are absolutely no airs and graces about John. He is hail-fellow-well-met to everybody, and I will bet that of the thousands of people who say, "Hello, John" at every race meeting, and whose greeting he always returns, he only knows the name of one in a hundred: but that is still a very large number of people.

Bloody Mary is symbolic in many ways, but she certainly is a symbol of the Bolster Brothers' enormous enthusiasm for motoring, and motoring fast at that. John knew, even at the age of 16 whilst still at Tonbridge, enough about a thing called "power-to-weight ratio" to realize that his ambition to go very fast

UNCENSORED COMMENTARY

Being the Saga of a Technical Editor

By JAMES TILLING

Now, I had followed motor racing as a boy enthusiast from the day that I was old enough to go to Brooklands by myself. I got caught up in it more and more before the war; until I got to that exciting and "smell-of-the-Castrol R" stage when I was actually allowed to unscrew and handle red hot sparking plugs at the end of warming-up laps or hill-climb practices. I had got into the paddock, where everybody longs to be, particularly those who have no right to be there and haven't paid!

My first initiation into hot plug handling occurred at Lewes Speed Trials in the 1930s, and the thing that most impressed me during a very impressing day was not the speed with which our car went (not bad) but the extraordinary and near-lunatic frenzy of the Bloody Mary équipe. John Bolster and, I think, Irving Wheelwright came along in what I must be forgiven for calling a "contraption" more wonderful to behold and more impossible to believe in than anything I had ever dreamed of. It had a wheel at each corner and rumour had it that Bolster referred to it as a car. But this seemed too much to ask a normal person to take seriously; it was surely a practical joke! I was more convinced of the latter when the "tuning" began in the paddock. A youngish, dark-haired, moderately moustached young man, who I knew to be John Bolster; his brother Richard, with whom I was at school and whose mechanical drawings I had admired tremendously when there; and Irving Wheelwright, with whom I was also at school, seemed to run round the car an enormous number of times. That did not seem to produce the results they were looking for, and as if to complete the comic opera they lifted one side of the contraption up, and pushed it over on to two of its wheels. There it sat, giddily on its side while the trio poked at its underneath and vitals. All of a sudden, Bolster, in that loud, well-known voice which always seems to be

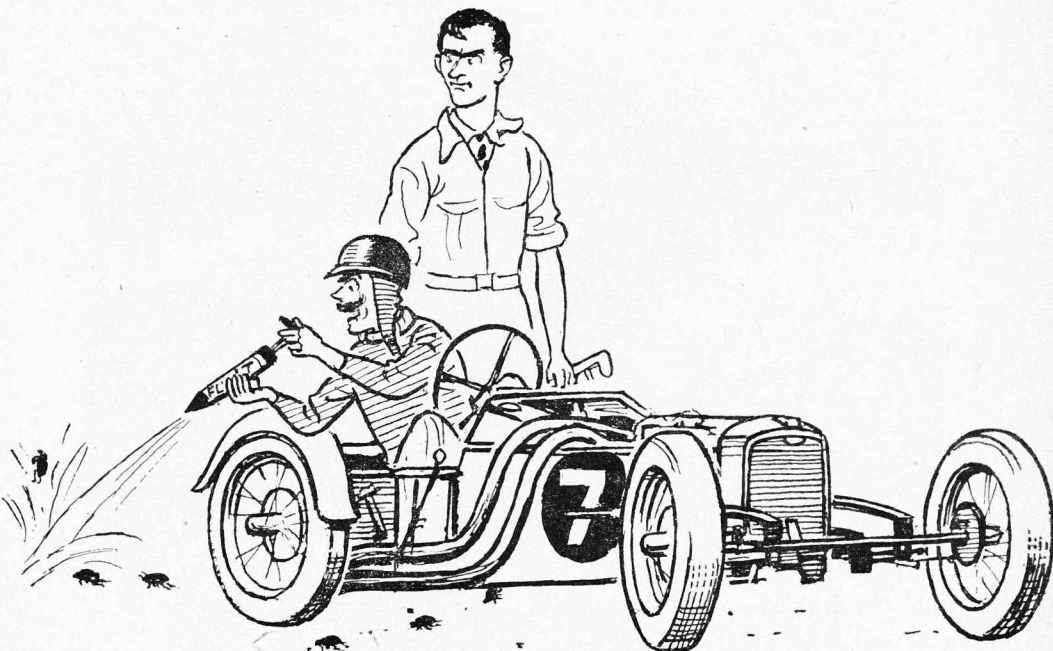
on the edge of a laugh, said "Well, I'll be damned! I've suddenly remembered I stuffed two small pieces of rag into the carburettor intakes—no wonder she wouldn't start!" Remember this when you read his new book *Motoring Is My Business!*

He was called all kinds of farming names; Bloody Mary was put back on to her four wheels, and 99 people—including myself—pushed, and away she went like a good 'un, rending the air through those unsilenced pipes, charging from side to side on the narrow and bumpy track; and on to the finishing line at an incredibly rapid rate of knots!

You don't forget Bolster when you have met him. He, for his part, is always glad to meet you again. He is an extraordinarily friendly cove, and has thou-

very cheaply was not likely to be attained by buying just another Amilcar, Salmson or M.G. In those days these were the usual devices to be bought for a few pounds and which were *supposed* to be fast: they almost never were! John was also knowledgeable enough for a young 'un to realize the potentiality of a motor cycle engine driving four wheels—so long as the chassis was kept very light. He was also the only person since the pre-1914 era seriously to consider having a wooden chassis for his car. He has been proved absolutely right in all of these things; and the motor cycle-engined car has become the most popular motor racing car. Popular to buy, that is to say!

From the point of view of the chassis, I think that John himself has summed this up when he used to say to me at
(Continued overleaf)



"... She'll be all right—so long as the Death Watch Beetle hasn't got at her..."

the beginning of every season when I was B.M.'s mechanic, "She'll be all right: so long as the Death Watch Beetle hasn't got at her!"

In his book, Bolster hardly refers to two very sad incidents that affected him very deeply; and so I won't either. But when I met him during the war in that bar in the "Leather Bottle" at Cobham, Kent, was at a time when the poor old boy was extremely miserable; and somehow one never imagines Bolster miserable. The fellows in my Mess were good-hearted, bordering on First Eleven consumers, and delighted to meet a fellow as knowledgeable as Bolster who knew every pub in the district, and especially those that were not particular at which hour they closed.

From then on we were conducted, night after night, round some of the most delightful and entertaining hostelrys. Consumption of beer was tremendous and the mustachioed one was, as ever, the most enormous fun to be with.

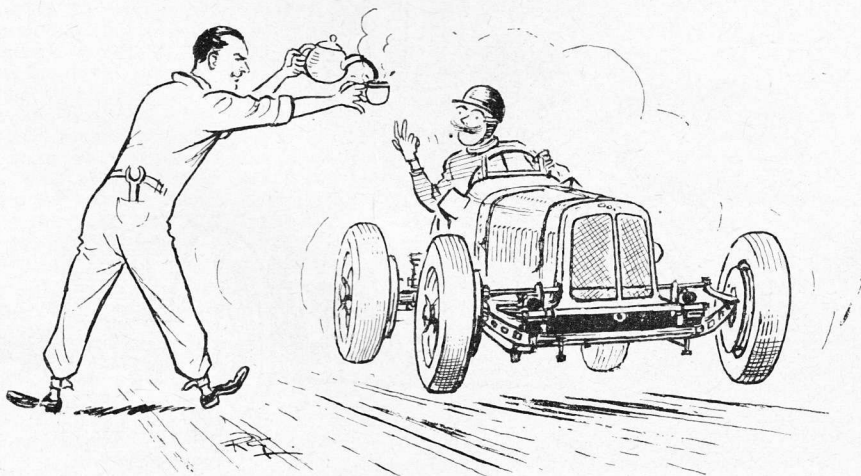
We used to go back to the Mess after that, and sing songs of a type of which Bolster is the possessor of more impossible lyrics than any man I have ever met. When the singing was finished and gallons more beer (supplied *ad lib* at a period when the precious stuff was virtually unobtainable, because Bolster knew the splendid brewer at Leney's Brewery, Wateringbury, like a brother) had been put away, Bolster wended his short way homewards. He knew every foot of every ditch, and had the homing instinct of a pigeon. I wonder how many folk on that route got to know the words of such popular lyrics as "Kerriemure" and the "Highland Tinker", by merely listening to that throaty voice!

We soon got the old boy out of his sadness, I think; and after many months of enjoying each other's company, during which time I was instrumental in introducing him to his wife Betty, I left and did not see him again until after the war.

Of this era I will say one further thing about J.V.B. That is he was a very good farmer and certainly grew splendid potatoes. I used to buy tons off him, and I can vouch for the fact that there was less earth in the bottom of Goose Farm potato sacks than any I bought elsewhere. Furthermore, it was by no means every purveyor of potatoes who cracked a bottle of Cherry Brandy with you every time you took delivery.

The E.R.A. Era

Bolster, in his book, *Motoring Is My Business*, devotes a lot of time to his



★
"... knew every foot of every ditch, and had the homing instinct of a pigeon..."
 ★

experiences with the E.R.A. which so nearly "did for him" that time at Silverstone.

While he was driving Remus we used to see a fair bit of each other as I was allowed to stand at the back of the pits dressed in white mechanic's overalls and fetch tea for the "patron" and his friends. I soon got tired of this and used to look forward enormously to the occasions on which John would get Bloody Mary out once again. I think that he and I would both agree that our happiest partnership and most amusing experiences—of which there seem to be countless—were in the immediate post-war period when we were racing B.M. at all possible sprints and hill-climbs.

Memories crowd in upon me, not only of the complete happiness and enthusiasm that seemed to pervade the paddock in those days but of the things that befell us.

And here, somewhat reluctantly, I must "blow the gaff" on John. Remarkable engineer that he is, gifted technician and master designer, you would have thought that we always went to meetings with the most superb Chrome Vanadium spanners, superb sets of sockets and boxes of spares. You couldn't be wronger! Our racing tool-kit consisted of Bolster plunging his hand into the tool-box of the nearest tractor on his farm before he set off and stuffing what he found into a box. Consequently our "tuning" always had to be done with stilson size adjustable spanners with mangled jaws,

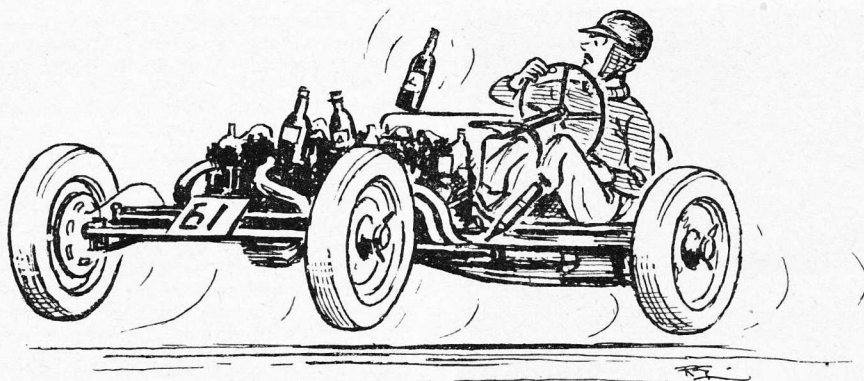


hammers with broken handles, and generally one or two set spanners of size 1 in. to 1½ ins. Whit. However, such was the popularity of B.M. and its owner that we were never short of helping friends at meetings; and here I would particularly mention Bob Gerard and his splendid mechanic Reg Turner—not forgetting their beautifully equipped racing van. Ken Waller has forged many a key out of file handles in the back of that van. There was another time, I remember, when John came back from the top of Prescott complaining that the car had given him "a tewwible wide", as he says it. On searching for the reason, we discovered that one of Bloody's engine bearer bolts was three-quarters hanging off. It was my privilege as B.M.'s mechanic, not only to push the car until my heart nearly burst (oh! that solid back axle and the compression of those four cylinders) but to search for spare parts when needed. Thank goodness for the farm opposite Prescott which had a convenient chaff-cutter. What other racing car uses 1½ ins. Whit. nuts, I wonder?

Another glorious occasion was a tremendous party with Ken Wharton on the river outside Worcester after a Shelsley Walsh meeting. Ken was a great friend of ours, and much admired by Bolster. I remember John saying that Ken was the only man whom he would ever let drive Bloody Mary; and he was the only other man probably brave enough. Incidentally, that evening finished with our towing jeep being stolen by some local louts. But we found it again luckily, largely owing to Ken's help. Aided by a certain well-known motoring editor, he also set a houseboat full of some rather unpleasant people drifting down the river that night. I wonder how far they got?

Another time we took B.M. all the way to Weston-super-Mare for a sprint on the front there. On that occasion Peter Bell drove the E.R.A. to some purpose indeed, as he was looking down at his gears when he took off the line and nearly mowed down the commentator standing at the side of the course. John, after a very bumpy albeit electric drive, was in hilarious form that evening.

"... used to stand at the base of the pits dressed in white overalls and fetch tea for the patron..."



The management of the splendid Atlantic Hotel decided to round us up with a view to telling some of us off no doubt. Bolster was convinced they were "after him" and climbed up on to a portico just inside the big lounge. As the manageress stood under the portico surveying us all, and looking for the bewhiskered one, there was a rending crash and Bolster's legs came through the top of the portico before her horrified gaze. Had his posterior not been so large, he would undoubtedly have fallen right through. As it was, he was stuck halfway, and could neither get down nor up again, being helpless with laughter anyway.

After meetings, the paddocks were always full of crowds who came to admire, except sometimes in the case of Bloody Mary when admiration used to turn to broad smiles and even ribald mirth.

Funny she may be, and her driver certainly funnier, but between them they used to go at 120 miles an hour, and remember B.M. cost only about £85! I was often asked, as B.M.'s attendant (and those who know the car or have seen photographs of it may want to know), "Why is there a flat platform at the back instead of the usual pointed tail?" The answer is an indication of the tremendous technical thought that went into building the machine: you can't stand beer bottles on a pointed tail!

After John's serious accident at Silverstone, Bloody was never brought out again, because the driving position necessitated John's elbows being on a level with his shoulders; and his accident left him with very stiff shoulders. Not only could he not drive B.M. again, but for a long time had to stoop down to his pint of wallop, instead of tossing it down in his usual erect and military style.

I went to see John in Northampton Hospital directly after the E.R.A. accident, and he was not in very good shape. That large, good-humoured face had certainly taken a pasting. But the moustachios were still firmly in position, and his head, in spite of having at one time according to the doctors been disconnected from his neck, was by that time firmly in place again. Incidentally, do you know anybody else who takes size 8½ in hats? Bolster does, and anybody who knows him well will tell you that that very large head contains a very big brain; and a quite prodigious memory. It is a large head but nobody could ever call it swollen. He said immediately to Peter Bell, "Peter, I am

terribly sorry for breaking the car"; he was honestly hardly well enough to talk, and I thought it was a tremendously sportsmanlike thing to do. As George Boyle (along with Wilkie, the best mechanic in the business and one of the nicest little men one could ever meet) said, "Not many other people would apologize for crashing the car which had nearly killed them."

For John, after that accident, racing seriously was finished for ever. However, he suffered that blow in heroic silence. His mother, his stalwart ally until he started driving the E.R.A., was very upset about the affair; and in deference to her wishes, and because of Betty and their children, he eventually gave up what had been for so many years his favourite sport.

"A Veteran Interlude" in John's book is an exceptional chapter, I think, and sums up wonderfully the gayness, excitement and slight touch of craziness that we enjoy so much on the Brighton Run in his 1903 Panhard. It always seems highly unlikely that we will ever get to Brighton, and even more unlikely that we will ever get home from there. This second half of the journey always takes place in the late afternoon and evening with the car going a lot more unsteadily

"... You can't stand beer bottles on a pointed tail. . . ."

than it had in the morning; and the paraffin lamps don't help.

We have had some quite extraordinarily funny times with this wonderful old car. One occasion I must relate because it shows how numbed one can get sitting high up in the biting cold of a November Sunday.

We were suffering from every kind of ignition trouble from the start, and now we were appalled to see one more symptom of disapproval from the old car: she started to boil. We had done two or three almost complete rebuilds in Streatham and Reigate and now here we were on the Crawley By-pass looking like a mobile tea-kettle. We leapt off into water up to our ankles (except myself as I was already standing in water up to my knees because my wellingtons were full to the brim); and John decided what we should do. The fibre friction-driven water pump pulley wheel had got covered with oil and water off the roads. It was slipping so badly that the water pump was virtually not working. Borrowing some tools from a generous bystander (we as usual had our 1 in.-1½ ins. Whit. open-ended and an unadjustable-adjustable spanner only), John lay down under the car and started to work. After about 10 minutes he said, "I suppose I must be getting old, but I don't think I have ever noticed the wet so much before." I looked down and saw the reason. There was a bigish stream running into his greatcoat at the neck, and gushing out of his trouser-legs at the other end. But the car was mended and on we went, getting wetter both inside and outside.

Bolster never gets upset, is always the most enormous fun, and there is nobody with whom I would rather be both in good times and adversity than John Vary Bolster, engineer, inventor, radio and TV commentator, automobilist *par excellence*, Technical Editor and a very good author.



PANHARD occasion seen here was the recent arrival by air at Ferryfield of the first of a new series of right-hand-drive Panhards to be imported into Great Britain. On the right is M. René Panhard, being greeted by Lord Montagu of Beaulieu, while in the background—yes, it's John Bolster, with the Veteran 1903 Panhard referred to in the article above.



A Fair Trial

The First of a New Series of Articles by Martyn Watkins on Widely-Varying Aspects of Motor Sport at Club Level

MOTOR SPORT in all its forms is attracting wider and wider interest—that, and we must be thankful for it, is an undisputed fact. The support for all forms of competitive motoring at all levels is noticeably on the increase, but more than anywhere this is so at the club end of the scale—the end of the scale at which people do things, in the majority, for fun and for the sheer enjoyment it gives them.

One of the most significant trends in this growth of interest is the increase in popularity of the trials type event. A few years ago you could have counted on the fingers of one foot the number of people who were regularly engaged, each winter, in what used to be called, with a fair amount of accuracy, “mud-plugging”. Still more recently, it was doubtful if there were more than 100 of these folk in the country. Today, however, an average entry for a sporting trial comes to a total of something round the 50 mark; earlier this winter over 60 people entered for a northern event to set an eight-year record for trials entries. New names crop up in almost every entry list, while trials cars themselves are snapped up as soon as they become available: successful machines have, in many cases, a “waiting list” of prospective purchasers who will step in when the present owner has finished with his mount.

Yes, trials are becoming more popular than at any time since the war—and it is not difficult to see why. The sport they provide is immense, the driving skills such events develop are tremendously practical and—above all—it is cheap. By this, I don't mean cheap by comparison with other forms of motor

AMONG those who don't use the Cannon is Rex Chappell whose successful S.C.S. is illustrated here. The front axle is sprung by a transverse leaf spring and the single shock-absorber is mounted in the centre.

sport—I mean really cheap, and in addition their fascination is enormous.

Now then, what exactly does a present day trial involve? First of all, the term “mud-plugging” is, generally speaking, quite unsuited to the contemporary sporting trial. The odd section involving glutinous mud will obviously crop up—in fact, from time to time such a section will develop as the event goes on, as car after car tears up a little more of the surface. Very rarely, however, are cars required by intention to force their way through hub-deep mud. Organizers of modern events have found other ways to stop the modern trials car and the hazards more normally consist of gradients of quite improbable steepness,

ONE of the most successful trials cars of post-war years has been the Cannon, built and designed in its various forms by Mike Cannon. Most of the regular drivers use these machines—this is Eric Jackson.

tightly defined courses, tricky surfaces providing a minimum of wheel-grip, ranging from chalk to wet grass and leaf-mould, and courses which wind between trees. No margin for error is allowed or expected; there is only one way to complete a section without penalty and a trial in which the bulk of the entry loses only a minimum of marks is very dull sport. Fortunately, such examples are extremely rare!

Although trials are held in the winter months it is not widely understood that the division of the trials season is a little unusual. The climax of the season is the annual trials championship and this, although it would appear to occur early in the season, in fact comes right at the end. The championship closes the trials “year”, and the new season begins immediately after it, runs through the rest of the winter, on through the “close” season in the summer months, and continues through the autumn until the championship in December.

The championship itself causes a certain amount of confusion to the newcomer, too, for although a driver may have been consistently successful, beating all his fellows throughout the year, he may not necessarily become trials champion. This is easily understood when it is realized that the champion is the winner of the championship trial, usually organized by one of the “trials clubs” on behalf of the R.A.C. Points are gained throughout the season in selected events which are regarded as being of sufficiently high standard to be accepted as qualifying trials, and success in these simply gives the driver the right to compete in the Championship. All clear?

Obviously, we can do none of this without a car, so what do we need here? One of the snags—and one which may have deterred many would-be competitors—is the fact that you cannot buy a new trials special. However, there are



NEWCOMER to the scene is this well-turned-out Ford Special owned by G. M. Whyte, which made its first appearance in the Leicestershire C.C. John Bull Trophy Trial a few weeks ago. Twin dampers are incorporated in the front suspension.

other ways in which you can get hold of a suitable machine. First, and most obvious of these, is to build it yourself. This clearly is not always an appealing scheme, however, for any number of reasons ranging from lack of skill to lack of facilities. So if you don't want to make your own, you can approach one of the acknowledged experts and ask him to build you one. For this service, he will naturally require a bag of gold—but the bag will be of very reasonable dimensions. Finally, you can hunt through the classified advertisements and buy a car which someone else has built or caused to be built. Prices of these vary—and, of course, the same caution is required as when you are buying a used car of any kind. However, I said earlier that trials were a cheap form of sport, and you should be able to acquire a very good machine indeed for something in the region of £300 or less.

Assuming, however, that you want to do the thing yourself, what sort of car do you have to construct? Well, the modern trials car is, in many ways, a masterpiece of design. It is strictly functional, though by no means freakish, and it is as well to realize at the outset that you won't find much else to use it for—except driving tests and autocross. That should not put you off, however, for I imagine there are very few Cooper 500s or Lotus used for shopping or taking the wife to the cinema!

The total weight of a car should not exceed about 8 cwt., a figure which includes a compulsory spare wheel. Thus all non-essential equipment is dispensed with and this, naturally, includes all weather protection. Headlamps, dynamos, water-pumps and comfortable seats are generally regarded as dispensable, too, but before you throw away too many things it should be pointed out that in most events a small road mileage is included—so the car will have to pass the inspection of an arm of the law if he stops you!

The punishment these cars stand up to is enormous, so you must realize that in order to cut down on weight it is unwise to go around boring jolly great holes indiscriminately. Weight should be as low down as possible, to cope with the adverse cambers so beloved of



organizers, and should be concentrated as much as is reasonable at the back of the car.

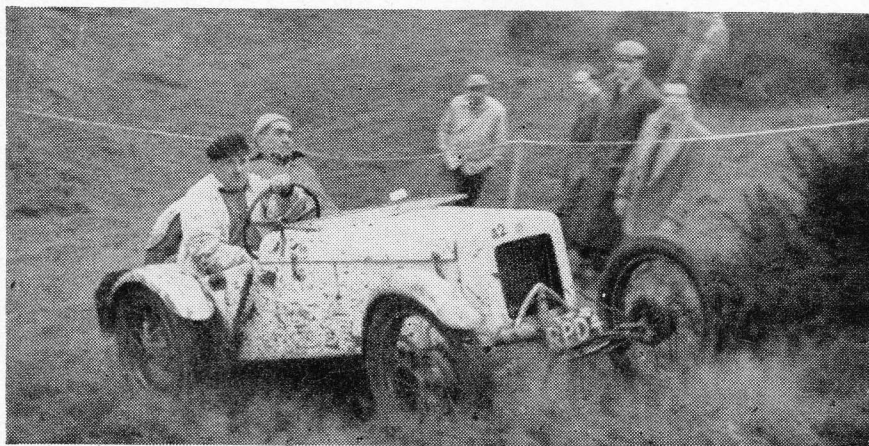
Before you start cutting your metal, however, you must, if you're going to be serious about this, familiarize yourself with the rules and requirements of the R.A.C. national trials car formula. This is available from the R.A.C. and lays down a number of regulations concerning the design and construction of your car. To begin with, you must have four wheels and you must only use two of them for driving purposes. Twin driving wheels, chains and self-locking differentials are not permitted. The tyres you use are strictly governed according to engine capacity, while the minimum wheelbase is similarly related and laid down. The position of your engine—which has to be in the front—is also closely governed, and any "overhang" at the rear must not exceed one-third of the permitted wheelbase. Very few cars, however, boast any overhang at the back at all, largely because the car spends much of its time at a very acute angle from the horizontal, and an overhanging body might catch on an obstruction or impede the car's progress in some other way.

Choice of power unit is left to you, but you will probably use an 1,172 c.c. side-valve Ford engine, because most other people do. This, you'll find, needs to be in a fairly high state of tune and most competitors have been customers of

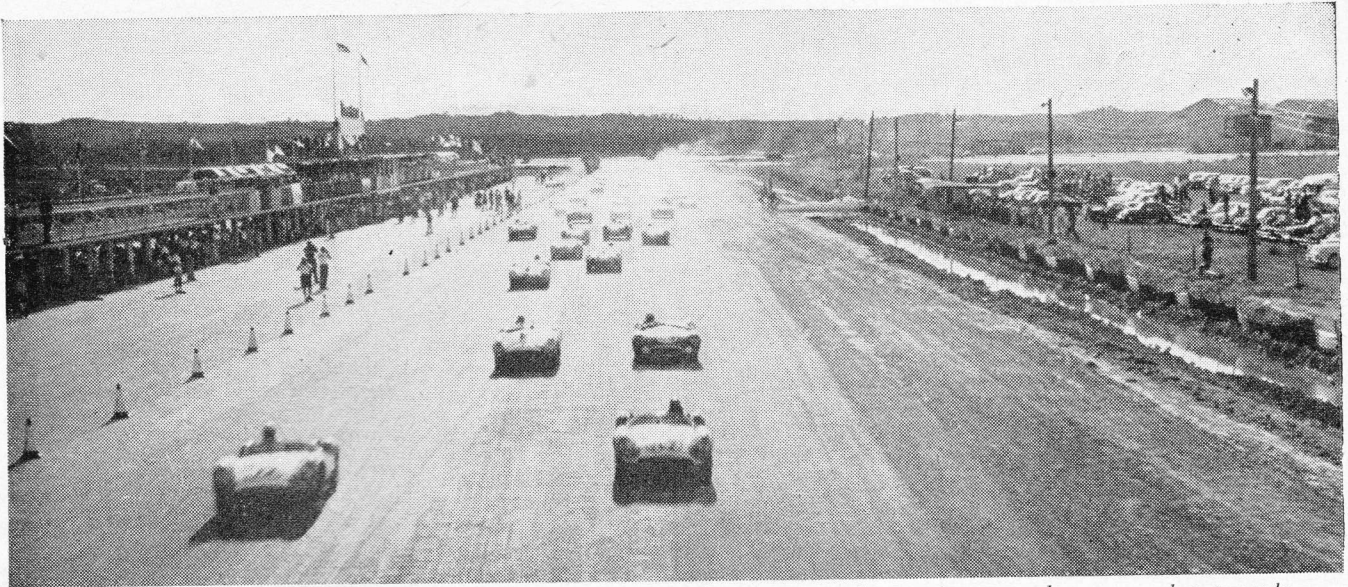
one or other of the well-known suppliers of speed equipment. One, at least, of the successful and regular competitors has his car powered by a supercharged Ford engine while another, as the exception to prove the rule, employs an air-cooled J.A.P. twin of 1,000 c.c. or so. Yet another employs an Austin 750 c.c. power unit. Careful attention should be paid to the siting of the important electrical bits and pieces, where this is a matter for you to decide. The car will frequently find itself in a river or other very wet place, and it is humiliating, annoying and unpleasant to have to stop and "dry out" on these occasions! The final drive can, of course, come from anything suitable, but most people seem to prefer Ford, or Austin Seven or Eight back ends. Suspension varies immensely and is usually highly original. Security bolts on the rear wheels are vital, as the back tyres are run at only a few pounds pressure. Without the bolts, the wheel will spin inside its tyre and the tube will be ripped to pieces.

Good brakes you must have, of course, partly because of the obvious reason that you want to stop, partly because, as I said, you have to use the car on the road occasionally, and partly because you will quite often run across a driving test—included in the event to decide any ties there may be—which involves prompt stopping. However, there is more to brakes on a trials car than meets the eye. Naturally, you have a footbrake and a separate handbrake for parking purposes. In addition, however, you will find on the majority of machines an additional lever on the outside of the body which operates the front wheel brakes when moved in one direction, and those on the rear wheels when moved the other way. The value of this brake in negotiating difficult sections is immense and, I hope, fairly logical. Of late another variation of this has crept in on many cars: a double lever is adopted, one lever operating the brake on one side of the car and the other doing the same thing on the opposite

(Continued on page 810)



NOTHING temporary or insecure will do on a trials car—Eric Jackson's car has lost a front wing in the course of the day!



IMPRESSIVE START: With a haze of smoke and dust hanging over the starting area the cars rocket towards the Esso bridge. In the lead are the Scarabs of Daigh (left) and Reventlow (right) followed by Constantine (DBR2), Kessler (4.9 Ferrari) and the rest of the field.

LAURELS FOR LANCE

Two fine wins for the Reventlow Scarabs at Nassau. Lance wins Governor's Cup Race and (with Chuck Daigh) the Nassau Trophy Race

Story and photos by Ruth Sands Bentley

LANCE REVENTLOW wound up Nassau Speed Week in a blaze of glory, driving his Scarab to victory in the Governor's Cup Race, and then (co-driving with Chuck Daigh) winning the 252-mile Nassau Trophy Race. It was the first time the two principal races have been won by the same driver on the same week-end at Nassau, and it was a first for the same car too. And it was the first international victory for an American car since April 1953 when John Fitch and Phil Walters in a Cunningham defeated the Aston Martin team at Sebring. But this was the last race for the Scarabs under the guidance of their owner. Reventlow will concentrate on building Formula 1 cars, which he will take to Europe next summer. The two Scarabs were put up for sale after their banner performance in the Bahamas. Price? \$17,500 each. And Reventlow hopes the purchasers will race them and not use the cars for shopping!

None of the former winners of the Nassau Trophy was racing in Nassau. Winners Masten Gregory and Phil Hill were not in Nassau; two-time winner Stirling Moss was there, but only to rest from his long flight to Australia. No starting money was offered to the three drivers, and Moss explained to this reporter, "If I live in London, I don't run at Crystal Palace for nothing."

The kick-off for speed week was scheduled for Sunday, 30th November, but a tropical cloudburst turned parts of the course into ponds, and Sunday's events were postponed to Tuesday, when

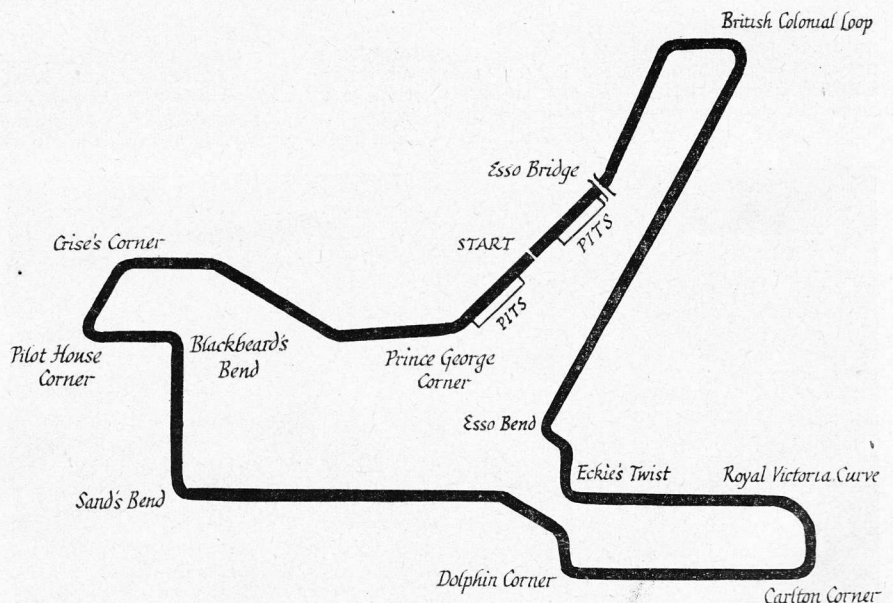
THE CIRCUIT: Called the Oakes Course, it is 4.5 miles long. Its 18 bends and long straights make it interesting from the driver's point of view.

more rain moved the first day of racing to Thursday. In the meantime, practice sessions were held whenever possible and the fastest cars were the Chevrolet-powered Scarabs, which were setting records for the recently changed 4.5-mile Oakes Course with its 18 turns and bends. The course, much slower but greatly improved since last year, is now run in clockwise direction as recommended in AUTOSPORT'S report of last year's event. Plantings of corn, pine trees, and hibiscus with bright red blooms have narrowed the wide airstrips and marked the turns. Pine trees on the

last turn, however, proved immovable hazards for many gyrating sports cars during their Bahamian stint, and they returned home sadly dented.

Thirty-six colourful cars glistened under a strong sun on Sunday as their drivers lined up across the road for their Le Mans-type start of the Nassau Trophy Race. Eighteen-year-old Pedro Rodriguez (Ferrari) was first to get going, and Crawford (Maserati) was last. The field was zooming down Sassoon Straight before the Maserati came to life.

Appearing in close company at the end of the premiere lap were Shelby



FAR FROM HOME. George Constantine corners the ex-works DBR2 Aston Martin during the Nassau Trophy race. He retired due to a broken de Dion tube after a fine drive.

(Maserati), Pedro Rodriguez (Ferrari) and Daigh (Scarab), completing the standing-start lap in 3:18.2 for an average speed of 82.18 m.p.h. The bonnet on Reventlow's Scarab was loose. He flew into his pit to batten it down and direct some warm words to his crew, returning to the race in 10th place. Daigh overtook Rodriguez next lap and Kessler (Ferrari) was fourth. Monza winner Jim Rathmann took a short cut to the pits to retire John Edgar's big Maserati Pontiac with a blown head gasket. Daigh was harassing Shelby who was burning the road with John Edgar's 5.7 Maserati; but the burning road was to be the Maserati's undoing. The car was extremely fast and Shelby was liking it.

On completing his third lap, Daigh took the pit road. A broken half shaft in the de Dion rear end was retiring the leading Scarab and leaving the marque's honour to be upheld by Reventlow, who was picking off his opposition in orderly fashion. The Edgar pits signalled Shelby and Kessler "Daigh out—Rath out". At the end of lap five Reventlow's signal read, "Chuck out—36 seconds". While Shelby slowed, Reventlow quickened his pace.

Word came from Sands Bend that the exhaust pipe on Constantine's DBR2 Aston Martin was dragging. Stirling Moss, who joined the Aston Martin crew just before the race's start, got some securing wire ready. Reventlow, circling in 2 mins. 59 secs., was moving up one place per lap and had reached fifth place. Norinder's Maserati dropped a valve; Said's Nisonger K.L.G. Special retired from handling difficulties. This newest of the Sadler Specials was plagued with trouble from the moment it left Canada. *En route* to Florida, Bill Sadler was stranded in a petrol station in Buffalo, New York, for 24 hours because of a snow storm. He towed the car to Florida, but arrived too late to catch the boat to Nassau. After much scurrying around, he arranged for a C-46 to fly the car to Nassau where it arrived



Results

1, Lance Reventlow/Chuck Daigh (Scarab), class position B, 1st; 2, Pedro Rodriguez (Ferrari), D, 1st; 3, E. D. Martin (Ferrari), D, 2nd; 4, Ed. Crawford (Maserati), C, 1st; 5, Don Sessler (Porsche), E, 1st; 6, Roy Schechter (Porsche), F, 1st; 7, Gil Geitner (Ferrari), E, 2nd; 8, Rod Carveth (Aston Martin), D, 3rd; 9, Marion Lowe/Denise McCluggage (Lotus), G, 1st; 10, George Reed (Ferrari), B, 2nd; 11, Tom Fleming (Osca), H, 1st; 12, John Luce (A.C.-Bristol), E, 3rd; 13, Carl Dorr (Alfa Romeo), F, 2nd; 14, Wynn Kramarsky (Alfa Romeo), F, 3rd; 15, Steve McClellan (Alfa Romeo), F, 4th; 16, Doug Stearly (Mercedes 300SL), D, 4th; 17, Jim Lowe/Sherman Decker (Lotus), G, 2nd; 18, Charles Weiss (T-Bird), B, 3rd; 19, King Moore (Fiat Abarth), H, 2nd; 20, Joseph Packo (Lotus), G, 3rd; 21, Ray Heppenstall (Deutsch-Bonnet), G, 4th.

too late for practice. Bob Said had no time for getting acquainted with his mount.

By lap seven Constantine had not been signalled to report to his pits for the dragging pipe. He was driving an exciting race, practically climbing up the back of Rodriguez's Ferrari, slipstreaming it, and then passing in Eckie's Twist to reach second place. Pre-race strategy dictated that in order to win Sunday's race (because of the abrasive road surface and the hot sun) it would be necessary to take it easy. Shelby, Constantine, Rodriguez, Kessler and Reventlow were not remembering strategy. Pedro's younger brother Ricardo was seventh in his Porsche. He was not only leading his class, but he was ahead of every Class E car too. Reventlow reached

fourth place on lap nine and third on lap 10 when Constantine entered the pit lane. Furious activity took place in car-owner Elisha Walker's pits as team manager Rex Woodgate saw to the tyres and petrol and Stirling Moss busied himself with the dragging exhaust pipe. During the pit stop, Reventlow overtook Rodriguez to reach second place. He displayed remarkable ability in his move from 10th to second place. And he was obeying the "minus 36 seconds" pit signal given him on lap five. Shelby was now only 19½ secs. ahead.

Schmidt's Mitchell Special was black-flagged for leaking petrol. The car is equipped with two two-cylinder SAAB engines and two fuel tanks. The crew neatly cut away one tank and the car re-entered the race. Kessler brought his Maserati in with a flat front tyre just as someone handed Chief Announcer Chris Economaki a big chunk of rubber with the remark "Look what flew off one of Shelby's tyres". Economaki alerted the Edgar pits, where the jack was being applied to Kessler's car to make ready for Shelby's stop. Lap 13 Shelby was only 15 secs ahead of Reventlow.

Moss finished the wiring job and Constantine re-entered the race in 15th position, one lap behind the leaders. Shelby's big 5.7 Maserati thundered down the pit lane with ear-splitting noise and his crew made a speedy tyre change. Kessler returned in ninth place; Cuba's Perez Mesa retired his Ferrari with transmission bothers; and Shelby sped back to the race. But on his 16th lap a blowout on the course slowed him again and he headed for his pits.

So on Lap 16 Reventlow's Scarab reached first place as Shelby's Maserati reached the pits, and Daigh displayed the sign "Take it easy" to Reventlow. Shelby's tyre was shredded beyond recognition. Again the crew worked quickly, but when Shelby pressed the starter button there was no response. The tall, thin Texan in striped overalls climbed out of the cockpit while a booster battery was applied to the Maserati, to no avail. Shelby's splendid driving was done for the day.

On lap 20 the 10 leaders were Reventlow (Scarab), Rodriguez (Ferrari), Martin (Ferrari), Crawford (Maserati), Connell (Maserati), Sessler (Porsche), Kessler (Ferrari), Constantine (Aston Martin), Sheppard (Porsche) and Carveth (Aston Martin). Only 22 cars remained in the race. Pedro Rodriguez was driving this



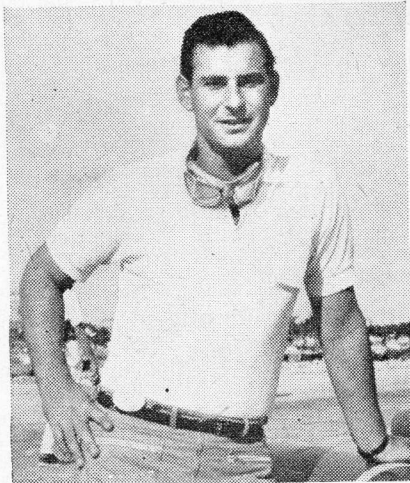
FIRST AWAY at the start of the Nassau Trophy race is Pedro Rodriguez (Ferrari). He finished second behind Reventlow after a drive of 225 miles.



year's winning Le Mans Ferrari like a veteran; his brother Ricardo had retired his Porsche.

A stirring struggle for third place was developing between Martin and Crawford. Their cars were dead even at times. After the Governor's Cup Race on Friday, Crawford (of Cunningham Team renown) asked his mechanic to change the gear ratio of the Maserati. The mechanic refused, saying it wasn't necessary. While watching the fine young driver expertly handle the Maserati, one wondered what lap times the car might be achieving if geared correctly for the Oakes Course.

Pit stops were frequent now. Rodriguez came in and was out again without losing second place; Reventlow signalled that he would be in on Lap 28; Connell's Maserati left the race with a broken rear end; Kessler spun at Eckie's Twist but got back on the course; Denise McCluggage took over Marion's Lotus while



husband Jim Lowe took over his own Lotus from Decker; and photographers rushed to the Reventlow pits as lap 28 became imminent.

Reventlow's pit stop was completed in a brief 45 secs. and Daigh became the driver. Kessler took a short cut to his pits to retire the Ferrari with gearbox trouble. This was the last of the Edgar stable. By lap 30 the first four places were unchanged, but Constantine's Aston Martin was running fifth after a smart climb from 15th position. Sessler

★

CHATTING (right) over a recent issue of *AUTOSPORT* during practice are Ruth Sands Bentley and Carroll Shelby who drove his 5.7 Maserati to such good purpose before it failed him.

ANOTHER one to watch is Bruce Kessler (left) who may well appear on the European circuits next year.

★

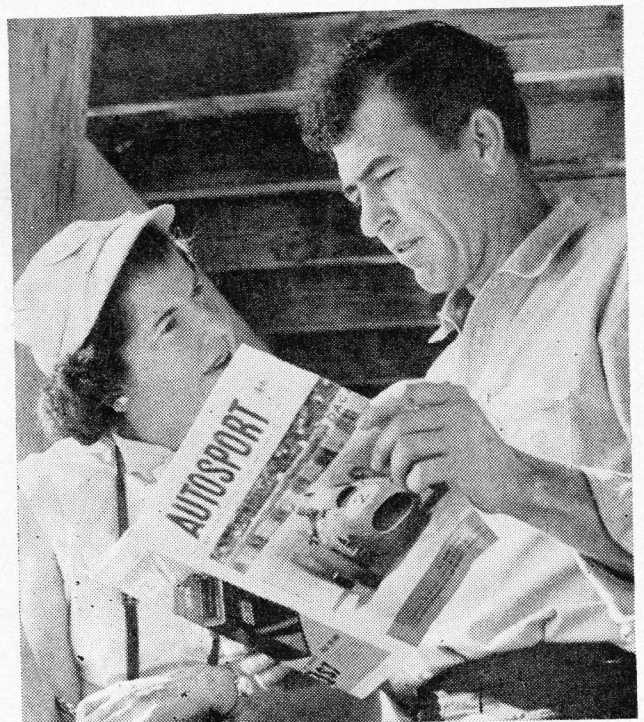
THE VICTORS RECEIVE THEIR SPOILS. Chuck Daigh (left) and Lance Reventlow (right) congratulate each other after their fine drive in the Nassau Trophy. The two Scarabs were put up for sale after the race.

(Porsche) was sixth, and Sheppard (Porsche) seventh. Miss McCluggage was moving the Lotus forward and moving into her class lead; Daigh had lapped all but the top five cars; and Constantine flew into his pits like a bat from the nether regions. The Aston Martin got gas and tyres and was out again in 55 secs. Fourth place Crawford made a fast pit stop too. By lap 35 Daigh had lapped all but Rodriguez and Martin. Blond Daigh in bright orange jersey was 15 secs. ahead of Rodriguez and 1 min. 15 secs. ahead of Martin, who, on his next lap, made his pit stop. The Scarab went by. Only the young Mexican was on the same lap with the Californian, but he too was called in for tyres and petrol—and the Scarab lapped the entire field.

The exhaust pipe of Constantine's Aston Martin again came loose, banging the pavement. His pit crew was asked to call him in. But the tough luck that was plaguing Constantine now pounded harder. Constantine retired the Aston Martin with a broken de Dion tube at the rear end, and Sessler moved into fifth place.

By lap 40 the pattern was set. Few changes occurred during the rest of the 16 laps. Martin and Daigh started an exciting battle during Rodriguez's pit stop. Martin unlapping the Ferrari and then being lapped again by the Scarab. Rodriguez left his pits as the seesawing duet passed, so he made it a trio. But Daigh, with his enormous lead, sensibly backed off and let the other two battle for second place. Because of engine trouble Carveth brought his Aston Martin to rest at Esso Bend, leaving an eighth position. He repaired the car in time to retain his spot.

(Continued on page 816)





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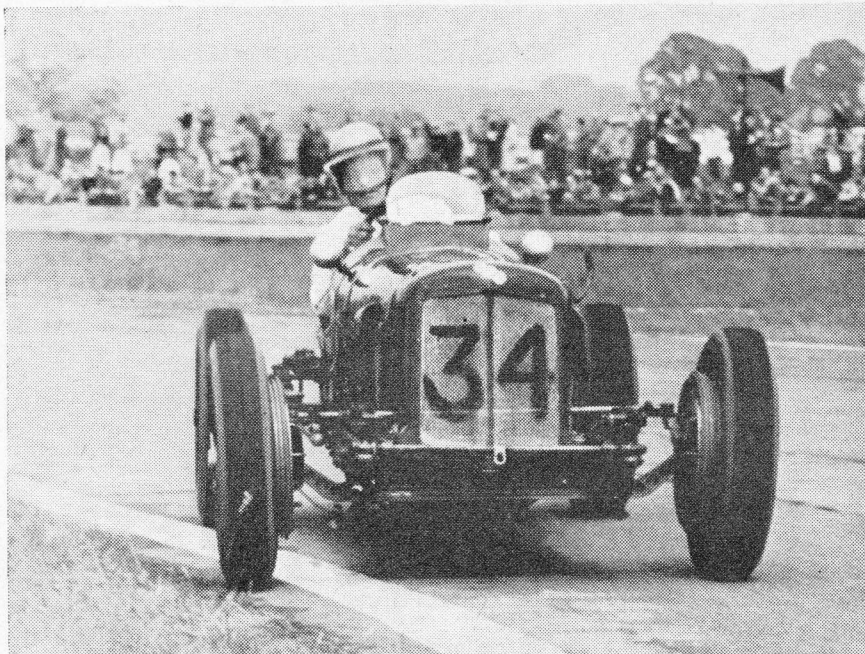
Manufactured by British Belting & Asbestos Ltd., Cleckheaton, Yorkshire. Available from leading garages throughout the country.



IN 1957 Arthur Jeddere-Fisher, who deserves lasting fame as the owner of the only 30/98 Vauxhall in the Fiji Islands, decided to buy an E.R.A. for use during his leave in the U.K. in 1958.

The car he bought was R9B, a 1936 1½-litre car which had had several successes before the war in the hands of Dennis Scribbans, Charlie Martin and Bob Ansell, and which had won the 1948 Empire Trophy Race in the Isle of Man driven by Geoffrey Ansell. Later it had been driven in open meetings by Brian Shawe-Taylor, and, more recently, with considerable success in Vintage events by Terry Carson, who sold the car to Arthur.

Rather than have the car languish until the 1958 season, Arthur arranged with Douglas Hull that Douglas should take over the car and race and maintain it during 1957, and then continue on a sharing basis with Arthur during 1958.



PADDOCK SCENE at Goodwood. R11B beside Bob Roberts's 3.3 Bugatti. Peter Hull leans on the E.R.A. while Douglas sits in the cockpit. Clutching the plug spanner is Mrs. Douglas Hull.

Two rather surprising things were discovered during the overhaul. The first was that during all the years the car had been raced nobody had ever really got down to balancing the connecting-rods, and secondly, it was found that the exhaust camshaft was where the inlet ought to be, and *vice versa!* Incidentally, much useful data on E.R.A. engines had been given to Douglas by Bob Gerard.

The car was towed all the way from Buckingham to Oulton on its trailer behind a faithful Phantom 1 Rolls-Royce, and after returning a 2 mins. 10 secs. lap in practice, it is sad to relate that in the Seaman Trophy the ZF differential packed up more or less on the line, and Douglas had to come in after two laps as he couldn't get any drive over about 3,000 r.p.m. Due to the time factor, he had been forced to use a rather suspect second-hand part in overhauling the differential, and this had, not very surprisingly, given up the ghost.

"A HOLE IN YOUR HEAD!"

Experiences with Two Venerable E.R.A.s in Modern Racing

By Peter Hull

Douglas's first action was to give the car a very complete overhaul, with the result that the car was not ready to race until the Seaman Trophy Meeting at Oulton Park on August Bank Holiday Monday.

There had been the usual frantic rush to assemble the car during the week before the meeting, and on the previous Wednesday so many bits of E.R.A. were distributed around the garage that an American friend, Bob Rose, was moved to observe. "You certainly need a lot of enthusiasm to do this—or else a hole in your head!"

R9B's next race was at the Vintage Goodwood when it finished fourth behind Bill Moss in "Remus" who won, Nobby Spero in his 2.9 Maserati who was second, and Terry Carson in one of Derek Wilkinson's E.R.A.s, who was third. It also ascended Prescott in a best time of 47.9 secs.

Two Silverstone meetings were indulged in; at the Peterborough meeting R9B was fourth on handicap in a Vintage and Historic Cars race, though second on the road, some way behind Spero's Maserati.

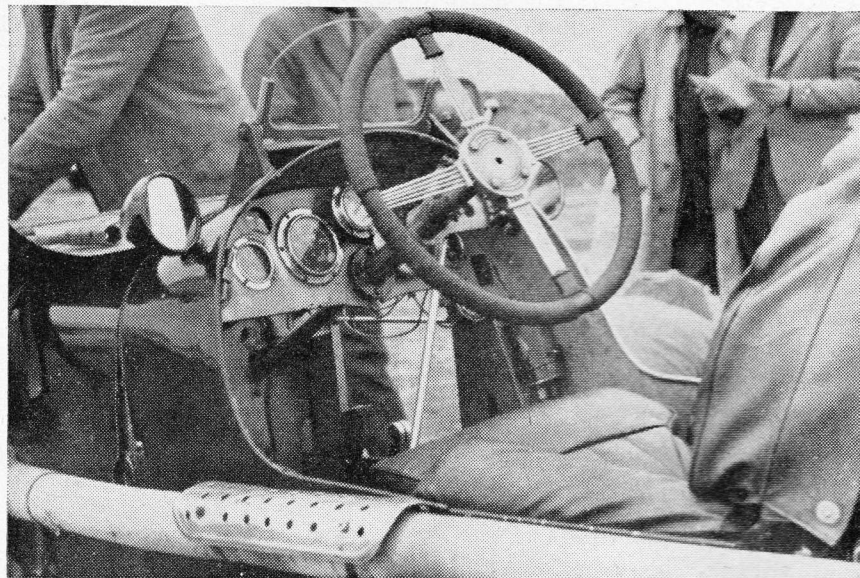
The best race of the year was the *Formule Libre* at the North Staffs meeting where R9B was well up in a field of about 20 starters, finally finishing sixth just in front of Lionel Mayman's sports Cooper, and just behind Peter Mould's "C" type Jaguar.

And so the season finished with the old car running like a train, and even sounding a bit like one due to the distinctive whistle emanating from its Wade blower. The fact that it was fitted with this blower meant that it was down on power in comparison with the other E.R.A.s as the small Wade only blows at about 10 lbs, compared with the 14 lbs. or so of the Murray Jamieson superchargers which were fitted as standard to all 1½-litre E.R.A.s.

In view of this, consideration was given during the winter of 1957 to fitting a bigger blower to the car to give it a better chance against the other E.R.A.s and Spero's Maserati. At the same time it was realised that some reliability might be sacrificed. However, these plans were put aside with the purchase of the 2-litre E.R.A. R11B, and the sale

DRIFTING DOUGLAS. A head-on view of the E.R.A. at Madgwick during the Whit Monday meeting at Goodwood this year.

COCKPIT VIEW. The pre-selector lever's quadrant masks the rev counter, while its rod, going directly down to the gearbox, is clearly shown. Max. revs. are 6,200.



of R9B to Peter Waller, son of Ivan Waller, the pre-war Alvis driver.

It has been most satisfying to see how well Peter has done with R9B during this past season, without any previous racing experience whatsoever. He only failed to finish one race, and that was because the exhaust pipe started to come undone, and in the V.S.C.C. E.R.A. Aggregate Trophy competition for 1958 he finished second only to Bill Moss.

R11B had started life as a 1½-litre, the last normal B-type to be sold to a private owner, and had been raced pre-war by Reggie Tongue and the Hon. Peter Aitken at venues as far apart as Florence in Italy and the Grosvenor Grand Prix in South Africa, in which Aitken was second in 1938.

After the war it appeared in the hands of Messrs. Cowell and Watson, being at one time fitted with a normal gearbox in place of the pre-selector box, and it was damaged quite badly in a crash in Jersey. Later Reg Parnell bought it and converted it to a 2-litre, though the car's real fame commenced when it was purchased by Peter Bell.

Under Peter Bell's ownership the car was considerably developed as a sprint machine by George Boyle. Amongst other things, the engine was moved back in the chassis to improve road-holding and a small sprint radiator and a "sprint" 10 gallon fuel tank was fitted. The car was made quite a bit lighter than the standard E.R.A., and its wet sump engine did away with the normal five gallon oil tank beneath the driver's seat. Some Borrani wheels were fitted, whilst the brakes were hydraulically operated.

As recounted in his book *Motoring Is My Business*, John Bolster drove this car into a third place at the opening Goodwood meeting in 1948, and put up a time second only to Raymond Mays at the closing Shelsley Walsh meeting. Later it was driven with considerable success in sprints by Ken Wharton and Michael Christie, but was seldom circuit-raced because, as a result of moving the engine back, the prop-shaft angle was increased and trouble was experienced with the universal joint which overheated in races.

The next owners of the car in succession were John Broad, Roy Bloxam, and Barry Eastick, but for one reason or another it did not do very much work in their hands, so 1958 was its first full season since the Peter Bell days.

Arthur was not due back in this country until June, so Douglas was at the wheel at the first event of the season, the Snetterton Spring Meeting. Having made fourth fastest time in practice he qualified for a front row position in the *Formule Libre* race, but due to an oversight was relegated to second row position. In an attempt to beat Archie Scott-Brown to the first corner he took to the grass to pass Tony Marsh in Max Trimble's Lotus at the precise moment the Lotus was forced out to the left, with the result that the E.R.A.'s hub-cap (to use Sam Clutton's expression) "engine-turned" the side of the Lotus. Fortunately Max Trimble and Tony Marsh were sporting enough to forgive, but Douglas only got alongside Archie

before the Lister disappeared for good.

Nevertheless in a field of about 20 R11B managed to hold fourth position behind the Lister, a Cooper, and a Lotus before the universal joint packed up on the eighth lap, causing its retirement, and this was the only occasion on which it ever managed to get any appreciable distance in front of Bill Moss and "Remus" in a race. As might be expected, it did sometimes have a slight advantage over this famous combination in sprints.

Another universal joint was fitted in time for the Vintage Silverstone meeting, but when the engine was started the day before the event the oil cooler burst, depositing valuable Castrol "R" all over the road. Derek Wilkinson sportingly offered to loan the oil-cooler off the Cooper-E.R.A. which was near Coventry, so Douglas journeyed up there to collect it that evening, and worked on the car most of the night, and all the following morning. The meeting started, and still the E.R.A. hadn't arrived, and when it did the organizers were good enough to let it complete its three compulsory practice laps in between races. Unfortunately universal joint trouble intervened again and the car didn't finish in either of its two races, though it did have the satisfaction of putting up fastest lap in one of them at 79.96 m.p.h.

It was obvious that something pretty drastic would have to be done about this universal joint business, so Douglas got down to it and eventually fitted one which proved capable of standing up to the job admirably. Originally it was designed for use in agricultural machinery!

The next event was the race for Historic Cars at the Goodwood Whit Monday meeting, which was preceded by the Thorney Island Speed Trials on the Sunday. At Thorney the car never did a run because the oil cooler started leaking badly, and by the time it was repaired the meeting was over. However, it did mean the car was ready for Goodwood the following day where, wonder of wonders, R11B came second behind "Remus", the first time it had finished a race since its acquisition.

This was followed up by a class win at the National Prescott meeting with a time of 45.34 secs., in the period just before the ever cheerful Reg Phillips

had got the Fairley Special to go really indecently fast up Prescott. The glad news of this win was cabled to Arthur Jeddere-Fisher who was administering Law in Fiji at the time, and it is believed to be the only occasion on which a court case has been temporarily adjourned whilst a Prescott result was delivered.

Another most pleasing win, resulting in a fine cup, some cash, and a genuine victor's garland, was in the Stanley Sears Trophy at Snetterton, a handicap in which R11B pipped John Howell's "two-engined" Maserati right on the finishing line by a short radiator. In the ensuing *Formule Libre* race R11B finished seventh behind Bill Moss, who had actually been lapping faster than R11B in the aforementioned handicap race.

The following month Arthur came back from Fiji, and for his first competition with the car had to ascend Shelsley Walsh in the pouring rain. R11B is reputed to have approaching 300 b.h.p. available, and in the wet all this power is naturally a source of extreme embarrassment. So it was not a good day for the car, and no award was gained by either of its drivers.

Arthur was able to make up for this at the Vintage Oulton Park meeting when he came third in a scratch race behind Bill Moss and Peter Waller, a very pleasing result.

In the big race of the day, the 100 kilometre Seaman Trophy race, Douglas managed to lead Bill Moss for the first five laps, and then had to slow due to overheating, the small sprint radiator not being up to the pace. Douglas's personal temperature also went down a bit when Bill was no longer breathing down his neck. On the 12th lap Douglas came in to refuel, and we poured in seven gallons out of an old milk churn we had found lying in one of the sheds at Oulton. In spite of this stop to take on fuel and water, Douglas never lost second place, which he retained to the end of the race, after lapping initially at around 2 mins. 4 secs. Peter Waller was third in old R9B.

Previous to Oulton R11B had put up a good show at the National Speed Hill-Climb at West Brook Hay when Douglas broke Frank Norris's old class record and put up third fastest time of the day behind David Boshier-Jones and David



NEW TAIL, for R11B after its Silverstone crash. Arthur Jeddere-Fisher is seen here at speed at Stapleford last October.

Good, all their times being covered by less than one second.

At the second Vintage Silverstone Douglas made a bad start on a slippery track and between Copse and Maggots decided that valour was the better part of discretion by going backwards into a wall at a speed fast enough to dislodge 35 breeze-blocks and completely flatten the back of the car. As soon as he had recovered his memory he started rebuilding the car in time for the Vintage Prescott in three weeks' time, with the help of axle spares provided by Jim Berry.

This Prescott was run in pouring rain, and R11B made second f.t.d. behind Doc Taylor's wonderful Caesar Special, which R11B appeared to be trying to resemble as it now had no tail and a jerrican for a fuel tank.

At the final Shelsley meeting Arthur put up a time fast enough to win the Raymond Mays E.R.A. Trophy, whilst on Douglas's run the back axle casing smashed going over a bump.

This was due to it hitting a box above the axle into which lead weights could be fitted to keep the back end down on bumpy courses. At the beginning of the season the car was run without weights in it at all as Barry Eastick still had them, and the road-holding was definitely below par, particularly round a bumpy curve like Coram's at Snetterton. Douglas had done some experimenting to improve matters, which finally involved using weights and removing a leaf from each rear spring and fitting Koni dampers. He was on his own when he did the work, and when he jumped on the springs to check the movement he reckoned there would be enough clearance between the differential casing and the box. Unfortunately he didn't reckon with Shelsley bumps, and the damage involved meant the car did not run at Brighton the following week-end where it stood quite a reasonable chance of b.t.d., so it was rather disappointing. Tom Norton, owner of the ex-Mays 2-litre E.R.A. R4D assisted over the spares question this time.

At the last Prescott meeting of the year Reg Phillips, driving the Fairley, **POWER HOUSE.** This offside view of the engine shows the big 140 mm. Murray-Jamieson Roots-type blower. Only two of these were made, the E.R.A.s normally using a 100 mm. supercharger at 1.8:1 or a 129 mm. driven at 1.4:1. This 140 mm. unit is running at 1.8:1.

put in a wonderful run to beat Dennis Poore's long-standing class record with the 3.8 Alfa (in itself a performance which must have been little short of miraculous on such a big car), and Douglas came second. As R4D was a non-starter R11B automatically won the Rivers-Fletcher E.R.A. Trophy, but a time of 44.86 secs. made it less of a hollow victory than it might have been.

Very few E.R.A. drivers have gone up Prescott in under 45 secs.; in 1952 Ken Wharton once got down to 44.47 secs., but even he, more often than not, was above 45 secs.

By this time a larger radiator had already been fitted to R11B, and then the car went down to Gray of Emsworth, maker of the original E.R.A. and the present Vanwall bodies, to be fitted with a 20-gallon tank and a new tail. If you lift up the flap over the fuel filler in the tail, you will see "VW4" painted on it, signifying that it was originally intended for a Vanwall!

Arthur ran in a *Formule Libre* race at Silverstone, finishing around seventh after leading on the first lap, and then came the National Speed Hill-Climb at Stapleford.

Just before practice on the day before the meeting the gearbox could produce no forward speeds at all, only reverse,

so out came the back-axle and gearbox.

Due to wear in a bush it was necessary to use washers for packing, and here the West Essex Motor Co. in Abridge proved most helpful in the evening, so that by 10 p.m. Douglas had the box assembled in the Bedford transporter, and ready to put back in the chassis.

Next morning it was raining when we left Cambridge at 5 a.m. to finish the job at Stapleford, and, in view of the early hour, I remember Douglas encased himself in his crash helmet and visor in the passenger seat of my open 22/90 Alfa having forgotten his cap, a sight almost worth getting up very early to see!

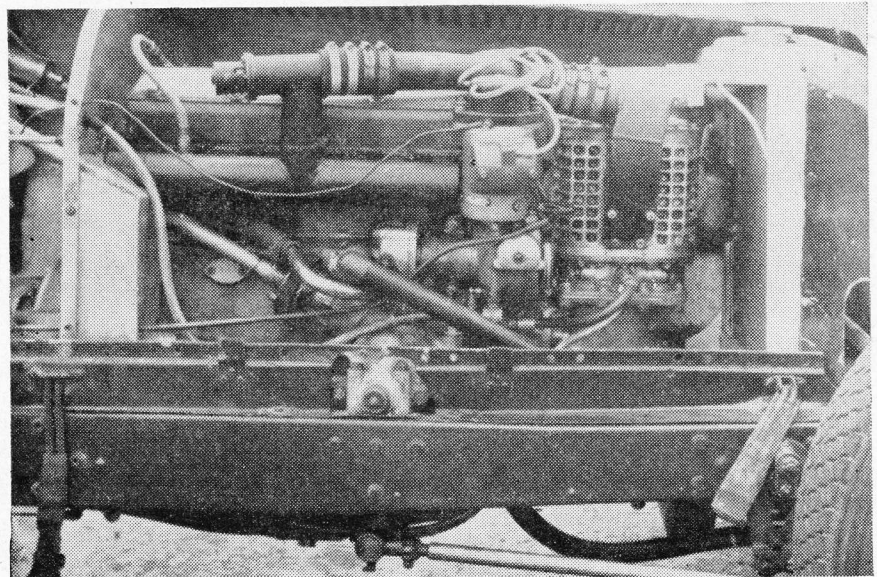
Everything worked out all right, and Douglas had a class win which might well have been Arthur's had Arthur not pre-selected top in mistake for third at the end of his second run.

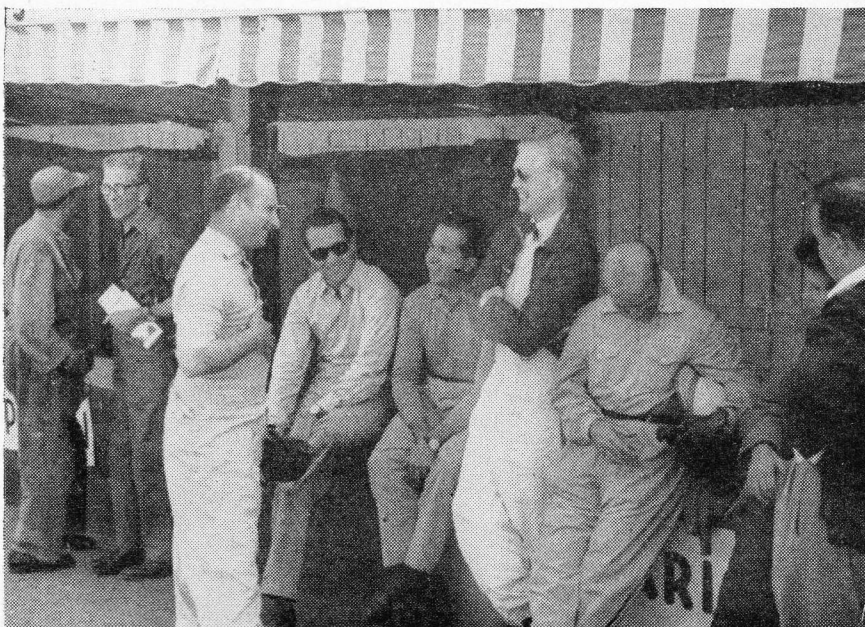
Another class award at the pleasant Combined Universities sprint at Snetterton rounded off a season which, although necessarily experimental, still had its successes, not to mention incidents.

E.R.A.s are possibly not the easiest cars for amateurs to run. They have a fuel consumption of about 4 m.p.g. on methanol, and are very sensitive to mixture strengths—with too weak a mixture a piston will burn out very quickly. They have, of course, to be warmed up on soft plugs (and to allow the revs to get high whilst warming up is to invite a rod to come through the crankcase) and then changed to hard plugs; on R11B the same grade of hard plug is not used on every cylinder. Nevertheless, once the engines are "right" they are remarkably reliable, as witness the fact that R11B's engine has not been completely stripped for about four years. This is also a tribute to the skill of George Boyle, who assembled it.

Pre-selector gearboxes are also more reliable than they are given credit for, but running in sprints with two drivers is very hard on bottom gear bands, particularly if a succession of racing starts has to be made with twin rear wheels and a high back-axle ratio.

(Continued on page 810)





Hawthorn—continued

persuaded to get into the car again, and the race went on, although Mercedes-Benz withdrew at 2 a.m. Hawthorn and Bueb won. It had been a terrible experience, but no thinking person could possibly lay the blame on any one person for what was a freak accident, the like of which will probably never occur again.

It took a great deal of personal courage on the part of Hawthorn to agree to drive for Ferrari at Zandvoort, but it was certainly the right decision. The Dutch were convinced that their safety precautions were as efficient as

was possible. Anyway it proved to be a walk-over for Fangio and Moss in the Merce., Mike having gearbox bothers, finally finishing seventh. There was more tragedy to come for Mike, for within a month his closest friend Don Beauman lost his life in a crash in Ireland.

At Aintree for the British G.P., Hawthorn's Ferrari was never a match for Mercedes-Benz, and was also outpaced by the Maseratis. Mike was also far from fit, and had to hand over to Castellotti. For the Goodwood Nine Hours he was released by Jaguar to

FOUR WORLD CHAMPIONS are seen in this photograph taken at Spa in 1954. From left to right are Juan Manuel Fangio (Champion 1951-54-55-56-57), Umberto Maglioli, Alberto Ascari (Champion 1952-53), Mike Hawthorn (Champion 1958) and Giuseppe Farina (First World Champion, 1950).

drive a Ferrari with de Portago. Gear-box trouble intervened, and the car was a non-finisher, not before Hawthorn had set up a new sports car record. Once more tragedy intervened, for another of Mike's friends, Julian Crossley, died as the result of a motor-cycling accident.

Mike took the Ferrari up to Oulton Park for the *Daily Herald* International Trophy, coming second to Reg Parnell (Aston Martin DB3S). Then followed a not very successful outing at Monza for the Italian Grand Prix, when his gearbox mountings came adrift.

In the Tourist Trophy race, Mike virtually took on the entire Mercedes-Benz team single-handed, and became involved in a tremendous scrap with Fangio. He broke the circuit record at 94.61 m.p.h. Eventually Mike and Desmond Titterington got the D-type into the lead, after the Moss/Fitch car had lost time at the pits having panels bashed out following a tyre burst. However, the all-independently sprung Merce. were definitely superior in the road-holding department to the Jaguar on the tight turns of Dundrod. Moss eventually rushed away to win, but Mike was holding second place from Fangio when, two laps from the end, his engine seized. This was another tragic race, resulting in the loss of Jim Mayers and Bill Smith during a multiple car crash, and R. L. Mainwaring whose Elva burst into flames after turning over.

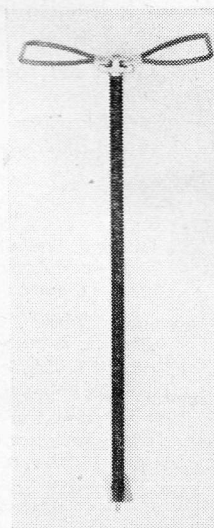
SHOOTING STICKS

READERS will probably have noticed recently in our ad. columns an offer of Shooting Sticks at the extremely low price of £1 including postage. This article, shown open in the illustration and called the "Sportac" Goodwood, is the first to be introduced of a new range of good quality low and medium priced seat sticks. The others in the range, to be ready in January, have hammock-type seats and the two most expensive, priced at 27s. 6d. and 32s. 6d. respectively, have movable flanges which can be stowed under the handles when not in use. The "Sportac" sticks are all designed to support a maximum of 25 stone and are nicely finished in PVC and polished aluminium. The makers are Sport Accessories, of Onslow Mill, Trout Road, West Drayton, Middx. Telephone 2332.

ULSTER A.C.

ON Wednesday, 10th December, the Editor of AUTOSPORT was entertained to dinner by the Council of the Ulster Automobile Club, before giving a talk to members on "International Rallies". This concluded with a discussion on the "Circuit of Ireland". Although the speaker expressed a dislike of night navigation exercises as applied to International events, several members disagreed, insofar as the "Circuit" was concerned. Monte Carlo Rally winner Ronnie Adams thought that night navigation was one of the features of British events, but was unnecessary if the rally could be won on the road. On the other hand, Paddy Hopkirk was in favour of map reading.

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Desmond Titterington stated that, in his opinion, secret checks did nothing to add to safety. In fact they encouraged people to risk them being there, and tend to go fast in unlikely places.

In order to encourage "mainland" entries for the Circuit, Mr. Grant announced that AUTOSPORT would offer a challenge trophy (with two replicas each year) for the best performance by an entrant who had taken part in an International event outside Ireland. This would be known as the AUTOSPORT International Trophy.

On Friday evening, Mr. Grant was the

guest of the Club at the annual dinner-dance of the U.A.C. in Thompson's Restaurant. After the prize-giving by Mrs. Houghton, secretary Gordon Neil obliged with that well-known rendering of "Jingle Bells".

SILVER CITY FARES SLASHED AGAIN

FURTHER substantial reductions in the cost of flying a car to France or Belgium have been announced by Silver City Airways.

On the busiest route—the 20-minute hop from Lydd in Kent to Le Touquet—existing cheap-rate winter fares will continue right up to 1st June. From then on small and medium-sized cars will be charged up to 27½ per cent. less than last summer's standard rates.

For example, a Morris Minor will go for £5 single, inclusive of insurance, this year as against £6 10s. last summer.

Peak fares will also be cut—by up to 21½ per cent. An A35, for example, will be charged £5 10s. instead of £7 as last year's rates.

On the routes from Lydd to Ostend and from Southampton to Cherbourg fare cuts are greater—up to 37½ per cent.—for small and medium cars than on the Le Touquet route. An A35 which, last summer, rated a standard fare of £8 single, will this year be charged only £5 to fly to Ostend or Cherbourg.

Subject to Government approval, Silver City will introduce a 65s. cheap day passenger return fare between Lydd and Le Touquet. If the British and French Governments agree, no-passport day trips will also be introduced.

Club News

by MARTYN WATKINS

ABOUT all there is for me to say this week is to instruct you all to have a thoroughly Happy Christmas, to be sure to eat and drink far too much, to suffer no derangements in your motor-cars on Christmas Day when all the garages and pubs are shut and to enjoy a prosperous New Year.

ALTHOUGH I'm perfectly certain that none of you are going to bother your heads with rally regulations under that welter of holly and turkey, here is this week's selection for the events that come after Christmas. . . . St. Valentine's Day is fast approaching, and coming with it—to all intents and purposes—is the **Yorkshire Sports Car Club's** Yorkshire Rally on 13th-14th February, a qualifying event for the B.T.R.D.A. "silver star" competition. Regulations will be available in early January; secretary of the meeting will be—or is—Roland Wilson, Woodlands, Gildersome, Leeds. Invited clubs are—or will be—B.A.R.C., Aire-dale and Pennine, Bolton-le-Moors, Darlington and D.M.C., De Lacy, East Yorks, Hagley and District, Huddersfield, Ilkley and District, Knowldale, Lancs A.C., Lancs and Cheshire, Liverpool, Leeds University Union, London M.C., North Midland, M.G.C.C., Morley M.C., Rotherham and District, Sheffield and Hallamshire, Shenstone and District, Sunbac, and Stockton and District. . . . **Shenstone and D.C.C.** hold a Christmas party on 19th December at the "Swan with Two Necks", Longdon. How many necks, I wonder, will it have after the party? . . . The Yuletide party for **West Essex C.C.** is to be held at the "Three Jolly Wheelers" on 23rd December and the New Year's Eve Ball for the same club is at Ye Olde King's Head Hotel, Chigwell. . . . New secretary of the north-western centre of the **B.A.R.C.** is G. F. Irving, 27 Stanley Street, Liverpool 1. . . . Date of the "Cat's Eyes" rally held by the **Thames Estuary A.C.** has been fixed for 7th-8th February and regs. will be available shortly.

AIREDALE AND PENNINE M.C.C. NIGHT NAVIGATIONAL RALLY

THE first of 26 competitors started from Senior Smith's Garage, White Cross, Guiseley, at 5 p.m. on Saturday, 6th December, for what were to prove to be 70 of the toughest miles they had ever travelled.

The first 30 miles took competitors through seven route checks and four time controls in the Keighley and Queensbury areas, at the end of which everyone was very late. On this section most navigators were caught out by a road which was coloured yellow on the map, and appeared to take them exactly where they wanted to go. The only snag was a quarry which cut across the road, and necessitated a short detour.

The route then proceeded via a succession of steep hills and narrow cobbled roads to Sowerby Bridge and on to Ripponden. Here again the map was rather misleading, a small lane round the back of some houses being marked



NIGHT SCENE: Handel Davies, Swansea M.C. president, prepares to start the first competitor in the "Rally of the Vales" while the driver, Cyril Clode (3.4 Jaguar) awaits the signal.

in red which had most navigators looking for a main road, and as there was a time control hidden there, many precious minutes were lost.

More very hilly and narrow roads took competitors back into the Sowerby Bridge and Halifax area for a Special Section on route card which had to be covered at an average speed of 17 m.p.h. This was too fast! It was said afterwards that the organizers had used a 12-inch map to plan this section. It was certainly impossible to follow on a 1-inch map, and there were rally cars going in all directions.

Coming Attractions

December 21st. *Seven-Fifty M.C./Hagley and D.L.C.C./Kentish Border C.C. Silverstone Trial, Military Training Ground, Tiffield, near Towcester, Northants. Start, 11 a.m.*

December 26th. *B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12 noon.*

January 4th. *Hagley and D.L.C.C. Production Car Trial, Stewpony Hotel, Kinver, Worcestershire. Start, 10.30 a.m.*

Two more relatively easy sections took the crews to the finish at the Old Pack Horse Inn at Hartshhead Moor, Cleckheaton, where, to the accompaniment of a typical, and very loud, pianist, inquests were held until closing time.

The only competitor to visit every check and control was the eventual winner, Maurice Grass, with his navigator Ken Pollard, who must be congratulated on an excellent performance, especially as they were seven minutes late at the first control as a result of a navigational error. This was their most notable triumph in a very successful year, during which they have won most of the club awards, and many others

outside the club, against extremely strong competition.

Few of the remaining competitors managed to complete more than half of the course, but all were full of praise for organizer Eddie Illingworth and his helpers for planning a really good, hard route and first-rate organization.

Very encouraging were the number of lady crews, and lady navigators, who turned out to compete for the Special Award for the first lady navigator, which was most deservedly won by Miss Joan Robey, navigating for Miss Marion Butterworth, and also worthy of mention is the performance of F. White, who finished fifth in only his second rally.

Provisional Results

Best Performance: M. Grass/K. J. Pollard (Wolseley 4/44); 2. T. Shelton/W. Baines (Hillman); 3. C. P. Birkett/R. Medley (VW).
Team Award: M. Grass, C. P. Birkett and D. H. Gill (Austin A35). **Special Award for the first lady navigator:** Miss J. Robey.

MONTAGU MOTOR MUSEUM

IT has been decided to keep the Montagu Museum open this winter.

On every day (except for Saturday afternoons and Sunday mornings) between 1st November and 27th March, would-be visitors have only to ring a special bell fixed to the Box Office and they will be allowed in to the Museum and gardens between 10.30 a.m.-1 p.m. and 2-4 p.m. Palace House itself will only be open on Sunday afternoons.

In order not to clash with the Pioneer Run to Brighton, the official opening of the new building by Lord Brabazon of Tara has now been fixed for Sunday, 5th April, instead of 22nd March. Details of the rally for Veteran and Vintage vehicles for that day at Beaulieu will be announced later.

Latest acquisitions include a 1903 Thornycroft 10 h.p., a 1908 Lanchester 20 h.p., 1922 Castle-Three, 1928 Lea-Francis Hyper Sports, 1928 Alvis 12/75, and a Mark XVI Spitfire kindly lent by Group-Captain Wilcock of Swandean Garage, Worting.

DESPITE body modifications received during the night run, Anthony David corners his Victor with considerable dash in the tests.

VOTED by competitors as "the best yet" this year's Rally of the Vales, fourth of a series previously known as the November Night Rallies, proved to be the most successful event to be organized by the Swansea Motor Club to date. Relying solely on accurate navigation and a strict time schedule, with no tricks, the organizers, headed by Chairman A. E. Dryden, did a first-class job, aided by the weather, which proved to be on very good behaviour for December!

Viewers of B.B.C. television on the Welsh programmes were able to see something of the event, as cameramen were at both the start and the special tests, where they made a quantity of



"Rally of the Vales"

Bill Cawsey Retains Premier Award

film which was subsequently transmitted on two occasions in newsreels and magazine programmes.

Of the entry, which was closed at 100, 95 cars started, and of these only 55 were classified as finishers. Starting this year was from controls at Swansea, Cardiff, Hereford and Cheltenham. At Swansea, where the cars started from the Guildhall, competitors were given a civic send-off by the Mayor of Swansea, and by veteran racing motor-cyclist Handel-

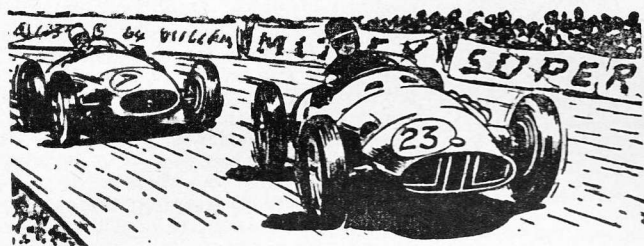
Davies, who is President of the Swansea Motor Club.

The first, main-road, section, took competitors from each starting point to a combined control near Brecon, where the first car was due at 8 p.m. This was a very straightforward section; only a wary eye open for secret controls prevented most competitors from arriving with a good deal of time in hand, although one or two were surprised to find themselves approaching from the

west of the control, when the road boss said approach from the east; and this resulted in some desperate back-peddling in some cases!

From this control the cars departed on the first navigation section, the "East Loop", which was some 70 miles in length. This section took the entry through a maze of secondary and minor roads, and included a secret check and the first of the special tests. This consisted of an acceleration test, from a standing start, up a typical Welsh hill (that is, steep and crooked!) and each driver was given a diagrammatic map of the climb before he started up it!

(Continued overleaf)



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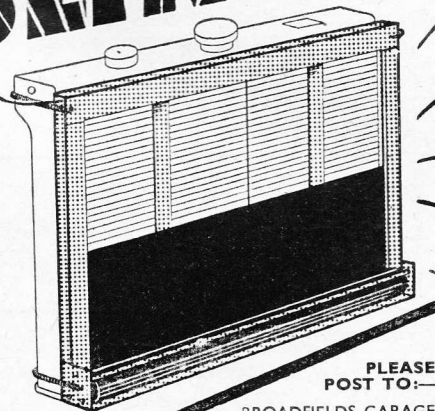
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Rally of the Vales—continued

In this section the first of the few began to fall by the wayside. Dr. H. Bowen took his Minor 1000 into an "escape road" which, too late, proved to be blocked by a five-barred gate; and A. N. David's Vauxhall Victor was involved in an incident with the parapet of a stone-bridge. While straightening out the Victor the crew became involved with a farmer who was, apparently, prepared to guard his Christmas poultry with his life, and suspected the motives of the motorists who were by now thrashing round his farm in all directions!

The section finished at the main control of the rally, which was situated at a service station on the main Llangadock-Llandovery road, where competitors enjoyed a 45-minute rest. Fuel was available, and the organizers had thoughtfully provided a mobile canteen which was in great demand.

The second section, or "North Loop", consisted of a straightforward navigation exercise, 117 miles in length, proceeding through or near Llansawel, Newcastle Emlyn and Llanybithor. By now, one or two competitors were having mechanical difficulties, and in this section Howard Strawford lost the oil pressure in his M.G. and was obliged to retire. The section returned to the main control for another short rest; by now, however, a number of competitors were losing time, and pressed straight on.

The final navigation, the "South Loop", proceeded in the general direction of Carmarthen, St. Clears and Whitland. One hundred and thirty-eight miles in length, the section was notable primarily for the sparsity of manned time controls; rather were competitors required to find, by means of map references, 18 bridges, each of which bore a large painted code number, which had to be collected *en route*.

Returning eventually to the main control once more, the cars set out on the final leg of the rally, a regularity section in three stages, to be covered at 27.5, 28 and 26.5 miles per hour, which brought them, by way of Ammanford and Swansea to the Caswell Bay Hotel on the Gower coast, the final control of the event.

The relaxation of the time controls on this last section was something of an anti-climax, for siting of secret controls on the sections meant that competitors were obliged to keep their speeds well down; however, this was a determined effort on the part of the organizers to

reduce the chances of any mishap, for by this time the roads were carrying their normal Sunday traffic.

After a break of an hour and a half for breakfast, which was virtually lunch in some cases, the competitors proceeded independently to Bracelet Bay Car Park, on the Gower seafront, where the special tests were held; departing, after the tests, for home and a well-earned rest.

Outright winner of the event was, for the second year running, Bill Cawsey, of Taunton, who is a member of the Swansea Club; and he will retain the £200 *Daily Telegraph* Trophy for a further year.

So ended this year's "Rally of the Vales". Full marks must go to the rally committee, who provided an event that was enjoyed by everyone. Full marks, too, to Frank Joint, Ben Davies and their band of marshals for a job well done, and to the timekeeper and results "boffin", Maurice Wilde, who dealt with that least rewarding of jobs in a most effective manner.

Lighthearted crack from a competitor: How mean can the organizer get?

On a tight first section, lo and behold a Zephyr coming towards us in a narrow lane, within a half-mile of the control. No place for passing, a slow reverse by the Zephyr as he had no reversing light—first minute down. Last control, first section, three-quarters of a mile to go—main road—tight section—motoring hard, level-crossing gates appear in long-distance beam—can we make it before they close? Answer—loud squealing of brakes and car zig-zagging across the road, stops within inches as goods train slowly and gently puff-puffs on its way—result four minutes down. On through the night for several hundred miles. Last section of the rally—regularity—half a mile from the final control—herd of cows, plus herder, plus policeman. Police stop traffic. Final control eight minutes late. Yes, sir—we had all the luck!

H. M. BILEY.

Results

Best Performance in General Classification: W. G. Cawsey (Triumph TR3), Taunton M.C.
Best Performance in Opposite Class: Dr. J. T. Spare (Singer Gazelle) Taunton M.C.

Class Awards: A. T. Fisher (Austin A35), Hereford M.C.; A. F. Lefevre (Sunbeam Rapier), Taunton M.C.; B. P. Odoni (Ford Zephyr), London M.C.; R. J. Rice (M.G.A), Taunton M.C.; P. Giblett (TR), Burnham-on-Sea M.C. and C. G. Pridley (Austin-Healey 100-6), Swansea M.C.

Corresponding Navigators' Awards: J. R. Thomas; G. Brown; M. E. Kracke; R. G. Willson; D. Stone; P. Ellis.

Team Award: Taunton M.C.

"Hole in Your Head"—continued

For this reason the gearbox was always a bit of a worry, and Douglas spent quite a lot of time on it. Changing axle ratios is also apt to be a long job.

As regards performance, the driver of an E.R.A. obviously has to work harder than the driver of a modern car to get anything like the same results. The step-off of the 2-litre car is terrific, and the brakes are also exceptionally good, but, for example, on the approach to Woodcote on the Silverstone Club Circuit where the track is bumpy they lose effectiveness simply because the cart-type axles make the car leap about so much. It is interesting that Ken Wharton considered the 1½-litre cars as being more effective on circuits than the 2 litres, presumably because the added power of the 2 litres made bigger demands on the driver.

This winter Douglas is going to strip and overhaul R11B's hard-worked engine, and with Arthur back in Fiji, will do the bulk of the driving next season, a third "partner" only intervening on occasions. The outside Murray Jamieson blower has developed a crack in its casing, and with that repaired it is hoped it will produce the 26 lbs. it was designed to put out.

Fair Trial—continued

side. If you like, you can try using this system to stop a spinning wheel, but in all probability you'll either put the brake on the wrong wheel or else you'll stop the right wheel for too long! Still, it could be fun trying.

Before you go in for the thing seriously, I think you'd be well advised to wander along to a few events and have a look to see what's going on. The principal events are listed under "Coming Attractions" in our "Club News" pages, and where possible location and time of starting is also given. Otherwise, the secretaries of the motor clubs with, principally, trials interests will be only too pleased to help you with information of this kind, while when you get to the start someone will tell you where is the best place to watch. Competitors themselves, too, will gladly assist the novice but you will only gain unpopularity if you talk to the driver when he's busy doing something else, like waiting for the starting signal on a section or trying to hunt down an elusive misfire. At the lunch break, however, or after the event when everyone's back at headquarters—invariably a suitable pub—you'll find them very approachable and among the friendliest bunch of people in motoring.

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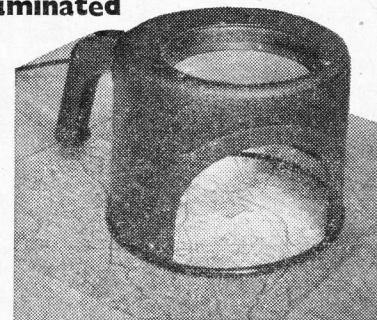
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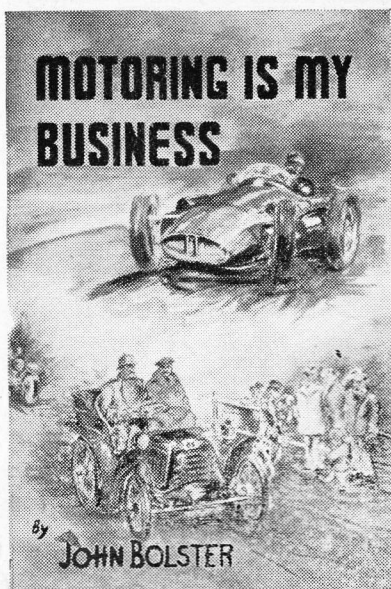
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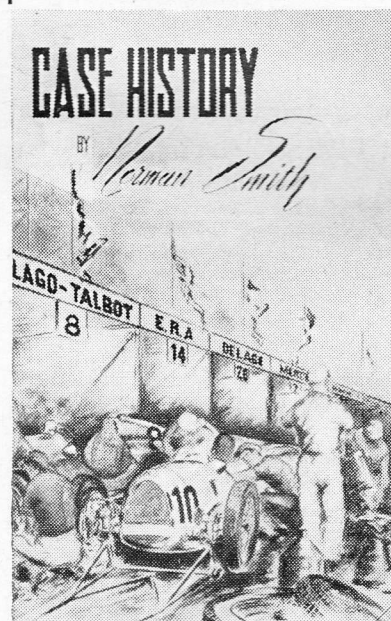
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Nassau—continued

All class wins seemed secure. Daigh-Reventlow (Scarab) held Class B; Crawford (Maserati) Class C; Rodriguez (Ferrari) Class D; Sessler (Porsche) Class E; Sheppard (Porsche) Class F; McCluggage-Lowe (Lotus) Class G; and Fleming (Osca) Class H. Sheppard later forfeited Class F for illegal refueling on the course, and the class victory went to Schechter (Porsche).

Darkness was descending fast; photographers with flash equipment were merging in front of the official stand for the presentation; Lady Oakes carried the large silver Nassau Trophy to the finish line, where she would make the presentation; and Reventlow stood at the finish line watching for his Scarab. The tall handsome blond seemed a bit nervous as he waited, then he gave a sigh of relief as the Scarab received the chequered flag 1 min. 50 secs. ahead of Rodriguez, who, in turn, crossed 16 secs. ahead of Martin. The Scarab averaged 87.549 m.p.h.

THERE were some 20 races in all during the four-day event, with the Governor's Cup Race on Friday being second in importance to the Nassau Trophy Race. Ricardo Rodriguez (Porsche) won the five-lap preliminary race for under-2,000 c.c.; and George Constantine (Aston Martin) led the over-2,000 c.c. event from start to finish.

As in Sunday's race, Chuck Daigh (Scarab) led the initial laps of the Governor's Cup Race, turning the first one at 88.524 m.p.h. His team-mate, Lance Reventlow, was right behind. Their second lap was completed at 92.571 m.p.h.—best ever recorded on the revised course. Jim Jeffords's lavender Corvette, affectionately called the Purple People Eater, which had won the Nassau Tourist Trophy on Thursday, blew a tyre on British Colonial Loop, during its first tour. George Constantine was third behind the Scarabs in the Aston Martin. Bruce Kessler (Ferrari), who won Saturday's Ferrari Classic, retired from the Governor's Cup Race with transmission trouble.

Reventlow went into the lead on lap five when Daigh's Scarab went out with a broken universal joint. Despite a pit stop, Constantine retained second spot to the end of the 25-lap race, finishing 1 min. 6 secs. behind Reventlow. Third in the field, and second in Class C, was Ed Crawford (4.5 Maserati); fourth, and winning Class D, was Pedro Rodriguez (2.9 Ferrari); and Ricardo Rodriguez (Porsche RS) finished fifth. Class G went to Floyd Aaskov (Lotus); and John Mull won Class H honours in his beautiful new Osca.

Bahamas Briefs

Snappy Service

Members of the press were grateful to the Bahamas Development Board for the speed and accuracy with which they released results and stories immediately after every race. Hank Jones and Shell Nulty are to be congratulated on the outstanding achievement, which is not matched at other races.

Racing Resident

Katie and Stirling Moss plan to build a new home in Nassau and have put their present abode up for sale, saying it is too large. The real estate company handling the property has just sold nine islands and should have little trouble disposing of the Moss manse.

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NEW Sprite, Cherry red, all extras	£707
1957 (Dec.) 100/6, red, 6 Port Head, HX1	£925
1956 BN2, Le-Mans, black/red, HOPQWI	£695
1956 BN2, superb green, BOWQ2	£695
1955 BNI, enthusiast maintained, green	£645
1955 BNI, green, BHOQRTW2	£635
1955 BNI, enthusiast maintained, green	£625
1954 BNI, green/ivory, TOWH2	£575
1954 BNI, black showpiece, FHORTW	£535
1953 (Nov.) BNI, red, 4 speed 'Box', OQW... ..	£515

BENTLEY

1950 S.S. Saloon, unblemished claret.....	£1,295
1938 T. & M. Tourer, specimen	£595
1935 3½-litre Park Ward Saloon	£235
1934 3½-litre Young fixed head coupe	£245
1934 3½-litre Park Ward Saloon, black/red ...	£195
1934 3½-Park Ward Saloon	£185

1938 B.M.W. '328' black/white specimen.....	£395
1953 BUCKLER V, 1172, superb red	£345
1953 COOPER 'MG', very potent, ivory ...	£255
1953 COOPER/Lea-Francis, very fast	£315
1949 CONNAUGHT, ex Goldthorpe	£445
1947 CITROEN Light Fifteen, green	£215
1949 DAIMLER Barker sports, exceptional	£545

FORD

1957 Consul convertible, ivory, RH2.....	£825
1956 Mk. II Consul Saloon, duo black/red	£625
1955 Zephyr Power conv., superb example ...	£535
1955 Zephyr convertible, superb, RHM2	£525
1954 Zephyr, grey/red, H1	£395
1953 Zephyr, green, RHPFA	£395

1951 HEALEY Tickford Saloon, red/grey ...	£495
1951 HEALEY 'C' type Tourer, grey	£365
1946 H.R.G. Aerodynamic Roadster, blue ...	£295
1947 HUMBER Hawk, black, well kept, RH	£195

JAGUAR

1958 XK150, D/Head, 9,000, grey, DWRHBI	£1,745
1957 (Nov.) XK150, H/top, grey, DHOPSW2	£1,645
1956 XK140, H/top, green, ORHX2	£995
1956 XK140, H/top, maroon, OHPFS2	£945
1955 XK140, D/Head, grey, RHOCBSPI	£1,045
1955 XK140, D/Head, blue, RHOS1	£1,025
1955 XK140, D/Head, green example, 8.1	£955
Comp., AEHOPRSW (chrome) X2	£955
1955 XK140, H/top, black/red, RH2	£855
1954 XK120, S/E, H/top, white, EHW2	£625
1954 XK120, S/E, D/Head, RHWBE2	£595
1954 XK120, D/Head, grey, BCWH2	£595
1953 XK120, H/top, RHPBA1	£595
1952 Mk. VII, Bright Black Specimen	£445
1952 Mk. VII, Black with beige, H1	£425
1951 XK120, Superb blue/black, EHPX	£495

1951 XK120, blue, Ex Tyrer, HQR.....	£455
1951 XK120, spotless white, 8.1 Comp. E	£445
1938 3½ S.S.100, green, original example.....	£355
1953 JUPITER, absolute specimen, red, H... ..	£445
1948 LEA-FRANCIS Roadster, ivory	£285

PERFORMANCE CARS "EXTRA CODE"

A-reversing light.	O-overdrive.
B-luggage rack.	P-spot lights.
C-"C"-type head.	Q-tonneau cover.
D-disc brakes.	R-radio.
E-dual exhaust.	S-occasional seats.
F-fog light.	T-hardtop.
H-heater.	W-wire wheels.
L-leather.	X-Michelin "X" tyres.
M-Alexander,Derrington, Mays, etc.	1-one owner.
	2-two owners.

LOTUS

1958 Seven 1172, fully tuned	£695
1956 Eight, 1172, spotless red	£495
1956 Mk. VI, very fast, all mods.	£415
1955, Nine, 1172, Whitehouse tuned	£495
1955 Eight (MG1500), inboard brakes	£595
1955 (Oct.) Mk. VI (MG1500), TC gearbox ...	£425

1957 COOPER CLIMAX Twin cam. Formula II, Ex Monteiro. Little raced, latest mods. Never shunted. With Bedford Transporter £1,495

M.G.

1958 M.G.A., fixed head, 6,000, green, B1	£895
1956 (Oct.) M.G.A., unmarked red specimen	£695
1956 M.G.A., superb blue specimen, H1	£695
1956 M.G.A., ivory, WRH2	£685
1955 Magnette, green, 1-owner	£645
1955 "TF" 1500, ivory specimen, H1	£595
1954 "TF" 1500 engine, wire wheels	£585
1954 "TF", unblemished red, H2	£575
1954 "TF", ivory/green hide	£575
1953 "TD", unmarked black, very fast	£495
1953 "TD", grey/red, spotless	£495
1953 "TD", black, 1958 engine	£485
1953 (Oct.) "TD", unmarked black, H	£475
1952 "TD", 1956 engine, nice green example	£445
1952 "TD", well maintained red example	£445
1951 (Oct.) "TD", green, exch. engine 1958	£445
1951 "Y" Saloon, 1957 engine, superb	£425
1951 (Sept.) "TD", spotless black	£425
1950 "TD", absolute specimen in red	£465
1949 "TC", unmarked green specimen	£395
1949 (Sept.) "TC", lovely red specimen	£395
1949 (Dec.) "TC", superb black, BPR	£395
1949 "TC", green/beige, 16" rears, BP	£365
1949 "TC", black/green	£345
1949 "TC", dull, excellent engine	£315
1948 "TC", black, enthusiast maintained.....	£395
1948 "TC", red, Stage 2	£325
1947 "TC", red, replacement engine	£355
1946 "TC", nice bright black example, R	£295
1946 "TC", black, supplied by us	£295

1946 "TC", black, very tidy	£265
1940 "TB", ivory specimen	£275
1939 "TA", Tickford, bright car	£245
1939 "TB", Tickford, D/Head, ivory	£215
1939 2.6 D/Head, good sound example, grey... ..	£175
1938 "VA", 12 h.p. tourer, black, tidy	£145
1937 "TA", nice clean black example	£245
1937 "TA", nice black example	£225
1937 "TA", average red example	£215
1937 (Sept.) "TA", black, quite tidy	£165
1936 "TA", ivory with red leather	£175
1936 "TA", tidy black car	£155

1938 MERCEDES-BENZ, 20 h.p. 2-str, D/H	£245
1957 MORGAN 4/4, Series II, 1172, red	£495
1955 (Sept.) MORGAN, plus 4/TR2 tourer... ..	£575
1953 MORGAN, 2-str., excellent car, blue... ..	£395

MORRIS

NEW Oxford, birch grey/red, immediate.....	£884
NEW MINOR, black/red, immediate	£625
1957 Minor 1000 Conv., Green, H2	£555
1957 Minor 1000 Conv., lovely green, HLI.....	£545
1957 Minor 1000 Conv., black, PHI.....	£545
1956 Minor Saloon, grey, LHI.....	£475
1956 Minor, Conv., Dorchester grey.....	£455
1955 Minor D/L Traveller, green, H2.....	£525
1955 Minor Saloon, green, HLI.....	£465
1952 Oxford, nice black example	£375
1950 Oxford, attractive green RH	£325

RILEY

NEW I.5, red/red, immediate delivery	£864
1953 R.M.F. 2½ Saloon, maroon/biscuit.....	£525
1948 2½-litre Saloon, black/red	£335
1947 2½-litre Saloon, sun roof, black, H.....	£245
1937 Kestrel 1½ Six Light Saloon	£125

1955 RENAULT '750', grey showpiece, 2... ..	£445
1952 SINGER Roadster, superb black/red... ..	£315
1946 SINGER 9 Roadster, red	£195
1955 STANDARD 8, MEHP2	£445

SUNBEAM-TALBOT

1955 Mk. III Saloon, green, OHP.....	£695
1955 Alpine, red, H1	£645
1953 (Nov.) Alpine, average example, black... ..	£355

TRIUMPH

1956 TR3, white/black, 1-owner, R.....	£625
1955 TR2, low mileage, green example, H.....	£615
1955 TR2, white specimen, BHX	£575
1955 TR2, spotless red specimen.....	£565
1955 TR2, superb red specimen.....	£545
1955 TR2, unmarked green, OH2.....	£515
1954 TR2, red showpiece, HLP	£495
1952 Renown, superb black specimen	£375
1949 2000 Roadster, spotless black HR.....	£365
1949 2000 Roadster, H/top, black	£355
1949 Roadster 2000, grey/red.....	£325
1948 Roadster 1800, spotless black.....	£325
1947 1800 Roadster, spotless grey	£325

1956 TURNER, blue showpiece, XMHI.....	£445
NEW WOLSELEY 1500, champagne/red... ..	£796
1955 WOLSELEY 4/44, black/red	£495

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