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BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN BOLSTER TESTS THE CITROEN ID19 : WHO WILL SUCCEED MIKE HAWTHORN ?
MELBOURNE GRAND PRIX : GLOUCESTER TRIAL : FORMULA 1 FLARE-UP

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

Vol. 17 No. 24 December 12, 1958**Managing Editor GREGOR GRANT****Assistant Editor STUART SEAGER****Technical Editor**
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EDITORIAL

MIKE HAWTHORN DECIDES

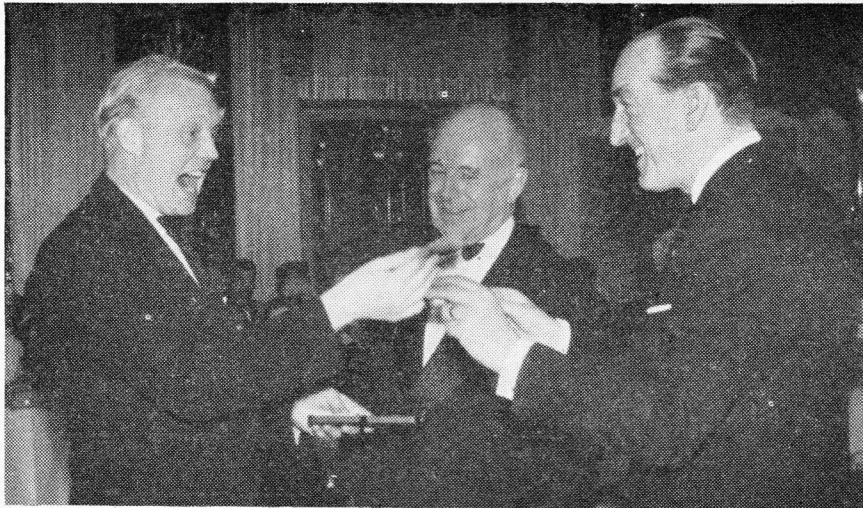
LAST week-end's news that Mike Hawthorn had irrevocably decided to give up Grand Prix racing came as a great shock to his numerous friends and admirers. The sport will be all the poorer for the loss of the "Farnham Flyer", Champion Driver of the World, but none can possibly criticize his decision—his reasons are purely personal. It must be a wrench for him to give up a sport to which he was completely dedicated, but he concluded that seven years of constant and nerve-racking endeavour were enough, and that it was time to hang up his crash-helmet, even at the early age of 29. Scuderia Ferrari will miss their star driver; indeed, motor-racing loses one of its major attractions, a man whose skill and lion-hearted courage have endeared him to the thousands who flock to the circuits. His is a name that never will be forgotten and his deeds will always be recalled with great pride. Remember his fantastic duels with Fangio; his superb drives to win the Grands Prix of France and Spain; his indomitable spirit which refused to let him lie down after blows that would have broken lesser men; his determination to give of his best for Ferrari, even after the tragedies of Luigi Musso and Peter Collins? Yes, his place will be hard to fill; the like of Mike Hawthorn happens only once in a lifetime, and his is one of the really great names in the entire history of motor racing. AUTOSPORT wishes him every success for the future, and sincerely hopes he will not cut himself completely adrift from a sport which he has adorned with such distinction and honour.

THE "DAILY EXPRESS" BACKS DOWN

AFTER having sponsored the B.R.D.C. Silverstone meetings for 10 years, the proprietors of the *Daily Express* announced last week that they had decided to withdraw from direct support, and that their name would no longer be associated with motor-race meetings organized by the club. As a parting gift, Mr. Tom Blackburn presented the B.R.D.C. with a cheque for £10,000 on behalf of the newspaper and added that they were still willing to operate in the background if necessary. It was a generous gesture, but it must place the club in rather an invidious position regarding the organization of future major meetings, particularly when it is realized that the promotion of a full-scale International event requires a very large capital. However, it is possible that some other concern or group may step in as guarantors, even for the May meeting which AUTOSPORT understands will go ahead as originally planned. It will also be interesting to see whether or not the *Daily Express* will continue to give the publicity which they have accorded their sponsored events.

OUR COVER PICTURE

ALTHOUGH its connection with motor sporting matters may at first sight seem a little tenuous, our picture does nevertheless include a section of the banking of a new high-speed circuit at Daytona Beach, Florida. Apart from the 2½-mile banked oval, there is a connecting road course within it, making a 4½-mile combined circuit for sports car racing. More details of this interesting circuit will be given next week.



AMAZEMENT is expressed by World Champion Mike Hawthorn as he receives an honorary refund on his tickets for the dinner from British Racing Drivers' Club Secretary, John Eason Gibson!



TONY BROOKS is presented with the John Cobb Memorial Trophy for outstanding success in the past year, including victories in the Belgian, German and Italian G.P.s.



GRAHAM HILL collects from Earl Howe the Siam Trophy, for making fastest lap in the last British Empire Trophy Race, in a Lotus, at 89.7 m.p.h.

B.R.D.C.

Annual Dinner and Prizegiving

★
SHRIEKS of mirth from comedian Harry Secombe (on right) seen with Tony Vandervell, and Miss Marion Moore of the Vanwall équipe.



NATURALLY chief topic of conversation at the annual dinner-dance of the B.R.D.C., held in the Dorchester Hotel on 5th December, was Mr. Tom Blackburn's announcement regarding the future policy of the *Daily Express* as regards future B.R.D.C. meetings at Silverstone. The subject is discussed in an editorial in this issue, but undoubtedly the pronouncement came as a distinct shock to the majority of the people present. Earl Howe was in the chair, and made gratifying allusions to Mike Hawthorn, Stirling Moss, Tony Brooks, Tony Vandervell, Rob Walker, John Cooper, Colin Chapman and others who assisted in making 1958 a memorable year for British Grand Prix endeavour. His Lordship also presented the main awards won during the season, Ken Gregory receiving Moss's three trophies, Stirling being away in Nassau.

Champion of the World, Mike Hawthorn, was guest of honour, he has

(Continued on page 761)



POST-PRANDIAL group comprises Mrs. John Thornley, Douglas Leese, Mrs. Gerry Palmer, John Thornley and Mr. and Mrs. George Monkhouse.

SPORTS NEWS

IAN BURGESS is well on the way to a complete recovery from the extensive injuries received in his Avus crash. He expects to be driving again in four or five weeks' time and would like to thank all the many well-wishers who wrote to him when he was in hospital. He regrets that he has found it quite impossible to reply personally to them all.

PETER USTINOV'S fabulous 12 in. L.P. record by Riverside is just out in this country. Entitled *The Grand Prix of Gibraltar*, it is satire at its best and funniest. It can be obtained from Motor-tune, Ltd., Jay Mews, Kensington Gore, London, S.W.7, at 50s. (incl. postage). "Girling Foss" alone is worth hearing—to say nothing of Juan Manuel Fandango, and others.

CHUCK DAIGH (Scarab) won the big race last Sunday at Nassau from Pedro Rodriguez and Ed Martin (Ferraris): full report next week.

WALT HANSGEN has won the class C modified sports car championship in the U.S.A. for the second year running. This year he drove a Lister-Jaguar.

MONTE CARLO RALLY

Twenty-three Starters From Warsaw

NO fewer than 23 crews have selected Warsaw as a starting point for the "Monte", including six Polish-entered cars, three of which will be Simcas to be driven by Mazurek, Sobanski and Weiner, who took part in the 1958 Acropolis Rally. There will also be seven French, two Swiss, three British and five German entries. The Soviet Union is showing great interest in the event, and although no official Russian-entered crews are taking part, it is intended to support the 1960 rally. By attracting over a score of crews, Warsaw will undoubtedly be retained in the future.

THE SESTRIERE RALLY

THE tenth Sestriere Rally is to be held from 23rd-26th February next year. Counting again for the European Touring Championship and organized by the Automobile Club di Torino, the road



section is of about 2,500 km. There will be four short sections of "absolute regularity" on the way, plus five speed tests on circuits or hill-climbs and two manoeuvring tests. The circuit speed tests will be held at Monza and Modena. Entries will be accepted at standard fee up to 31st January and will be open

to four capacity classes in each of two categories, viz.: (1) standard or modified touring cars and (2) special touring cars and standard or modified G.T. cars.

The outright winner will collect a Fiat 1200 "Gran Luce" and the total value of the prizes is about seven million lire.

FLAG MARSHALS REDUNDANT?

THE Association Internationale des Circuits Permanents is to examine the adoption of traffic lights on racing circuits. In addition, the Association is to carry out research to find more suitable materials (paints, etc.) for horizontal signals on track surfaces.

Surface improvements have been made to parts of the high-speed circuit at Monza, and also to parts of the Schwabenschwanz curve at the Nürburgring track. For Zandvoort, a project for a new roof to the grandstand has been submitted for approval, a new main entrance has been built, consisting of seven large gates and an equal number of new ticket offices. Behind the gates, room for 3,000 people under cover has been provided.

READY FOR THE FOG

NOTEK ELECTRIC CO., LTD., have recently added to their "Blue Spot" range a new auxiliary fog lamp—the Foglite. This lamp has been designed primarily for use as a fog lamp and not as is often the case, as a combined driving lamp and fog lamp.

Measuring 5½ ins. diameter and 2¾ ins. deep, the Foglite is available for 6-volt, 12-volt and 24-volt systems. It sells at £4 4s. all-chrome finish, or £3 18s. black and chrome. Both prices include cable, switch and bracket.

TRINTIGNANT—CHAMPION OF FRANCE

ON 19th December in the salons of the Automobile Club de France, Maurice Trintignant will be presented with the Championship of France, his fourth victory in this racing category.

Trintignant, one of the most popular people in motoring sport, has had a fine
(Continued overleaf)



BONUS cartoon from Raymond Groves—quickly, before the craze is over!



★
RON GOULDBOURN, of the North Staffs Motor Club, is the first recipient of the R.A.C. British Rally Championship. This comes at the end of a year in which he has won the B.T.R.D.A. Gold Star for the second time. He is seen here with his navigator Stuart Turner, who has also won the AUTOSPORT Navigator's Award for the second successive year.

WHO WILL SUCCEED HAWTHORN?

World Championship Puzzle for 1959

By GREGOR GRANT

Now that Mike Hawthorn has forsaken Grand Prix racing, many people appear to believe that this will leave Stirling Moss as absolute favourite to win the World Championship next year. In point of fact, it is almost certain that Moss will have to fight for every single point. Despite the absence of Hawthorn, Scuderia Ferrari cannot possibly be under estimated in respect of supplying a possible new title-holder.

Jean Behra and Phil Hill are definitely potential champions, and will receive strong backing from Wolfgang von Trips (if fit) and Olivier Gendebien. Behra has the capacity to drive as fast as anyone, and undoubtedly Hill has the perfect temperament for the hurly-burly of G.P. racing. Also, the V-6 Dino Ferrari is still being further developed, and, with British-made disc brakes, must indeed be a formidable Grand Prix machine.

Although the Vanwall team has yet to be announced, presumably Stirling will once again drive the famous Acton-built cars. A make which won six out of the 10 *grandes épreuves* run during 1958 must be regarded as a first-class machine

in every way, and Tony Vandervell and his technicians will certainly not be sleeping during the close season. Yet the problem of Tony Brooks must be ever present. Here we have one of the most brilliant of all G.P. drivers—a man who won three *grandes épreuves* last year: in Belgium, Germany and Italy. His name has been coupled with the Aston Martin project—but this remains to be seen. If he does return to Vanwall, then there will be two potential world champions in one team—and with Brooks's wonderful record, it would be difficult to nominate him as a "second-fiddle", even to such a superb conductor as Stirling Moss.

Then one must take into account the possibilities of Cooper with the 2.5-litre Coventry-Climax engine. If this unit is anything like as efficient as its smaller brothers, then the Surbiton cars must be regarded as a distinct menace. Roy Salvadori can drive very fast indeed—as can Jack Brabham. Also the wonderfully successful Rob Walker equipe cannot be overlooked, with the experienced and disciplined Trintignant as a possible "cat amongst the pigeons".

Sports News—continued

season, with victories in the Grands Prix of Monaco, Pau, Clermont-Ferrand and Caen, in addition to places in many other important events. It should be recalled that "Petoulet's" winning speed at Monaco in the Ferrari in 1955 was beaten neither in 1956 by Moss, nor in 1957 by Fangio, but stood till he himself set up a new race average record with the winning Rob Walker Cooper.

It is to be hoped that Trintignant will once again be seen in a British car next season—the little Frenchman has certainly done much for "L'Entente Cordiale".

STRONG RENAULT "MONTE" TEAM

REGIE RENAULT are making a determined effort to repeat their 1958 Monte

Carlo Rally success, with seven official works entries. Four "1063" Dauphines will be driven by Monraisse/Feret; Michy/Rambaud; Claron/Joly; Vinatier/Masson. Three Gordini-Dauphines will be in the hands of Paul Frère/Pierre Stasse; Storez/Cordrillier and Johanson/Loffler.

B.R.P. PLANS

THE British Racing Partnership announces that Ivor Bueb will drive one of the two 1959 Formula 2 Cooper racing cars to be powered by Borgward 1½-litre racing engines in all 1959 Formula 2 events.

The installation of the Borgward 1½-litre unit, which has a power output of 150 b.h.p. plus, is now proceeding at the Borgward works where the first engine

is being fitted to Rob Walker's Argentine Grand Prix winning Cooper. This car will be driven by Stirling Moss in a certain number of events. At least two further Formula 2 cars including Ivor Bueb's are being fitted with Borgward engines.

Now we come to B.R.M. A great deal of work has been going on at Bourne, and although Behra has gone to Ferrari, this may not prove to be the blow that many people are apt to believe. It is always difficult to please someone who has developed "prima donna" tendencies, and attempts to direct policy instead of merely driving the cars. Bourne could have a strong quartette in Schell, Bonnier, Gregory and Flockhart. Harry, though bordering on the veteran, can and does go very fast: Bonnier has steadily improved and is now a fully fledged member of the select G.P. cotery: Gregory, in my opinion, could be a World Champion: Flockhart has the technical know-how and experience to be a most valued team-member.

Then Lotus must have learned from the unhappy experiences of 1958. Although Cliff Allison has gone to Maranello, Graham Hill has obtained much-needed experience in G.P. racing. There are other recruits who could become F1 pilots, such as Alan Stacey and Innes Ireland—both extremely capable drivers. In conclusion, I should say that the 1959 World Championship will be disputed mainly by Moss, Behra, Brooks, Phil Hill and Salvadori, with Gregory and Bonnier as "dark horses". There are, of course, several men who could steadily amass points if the pace becomes too hot amongst the top men—Gendebien is an outstanding example of this type of driver.

FRENCH AMBASSADOR AT ACTON

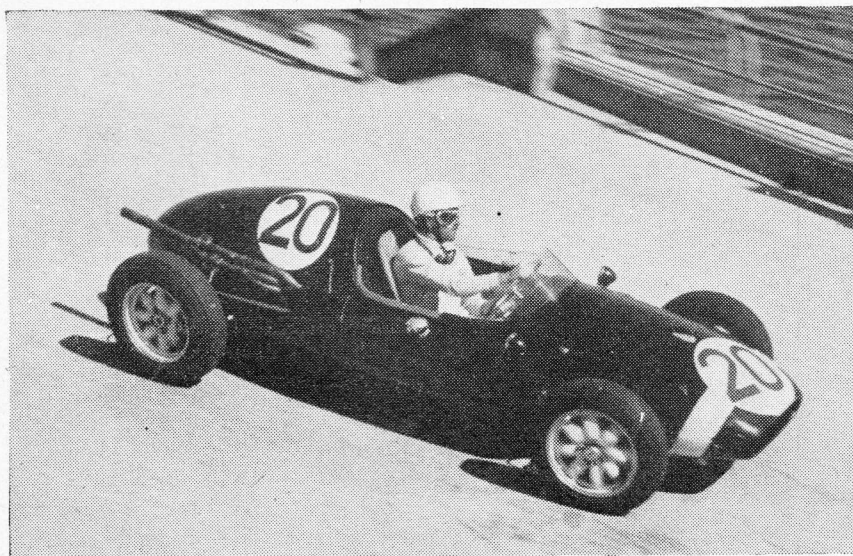
M. Chauvel Lays Foundation of Renault Factory Extension—Comments on Common Market

ON 8th December, M. Jean Chauvel, G.C.V.O., laid the foundation stone for a £250,000 extension to Renault's British factory at Acton, intended to cope with increased demand for Dauphine, Dauphine-Gordini and the newly announced Floride.

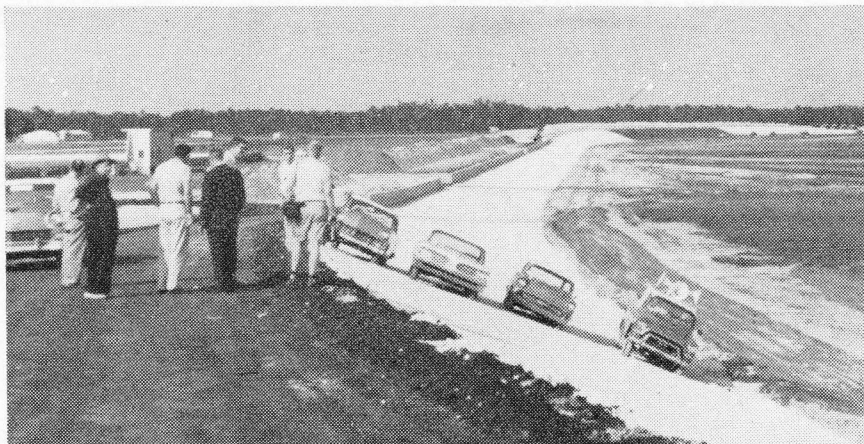
At the conclusion of his opening address, M. Chauvel made several comments on the proposed European Common Market, which, he said, must lead to close co-operation between France and Germany. As a result of the Rome treaty, France finds itself in competition with the five partners. Although the treaty provides for the fairness of the competition—it does not necessarily mean that it will not raise difficult problems.

M. Chauvel remarked that being in the same market as countries with the most advanced industries in the world, France would have to keep to the most exacting standards. He also added that although the Rome treaty comes into force next January, there would be little progress made towards the common market, with its fixed external tariff for the six participating countries.

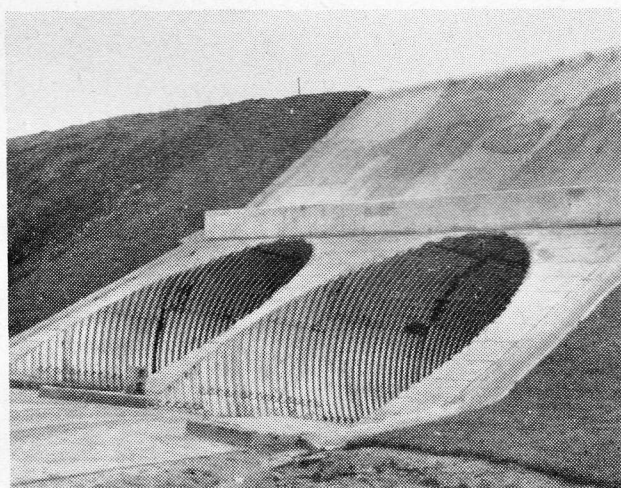
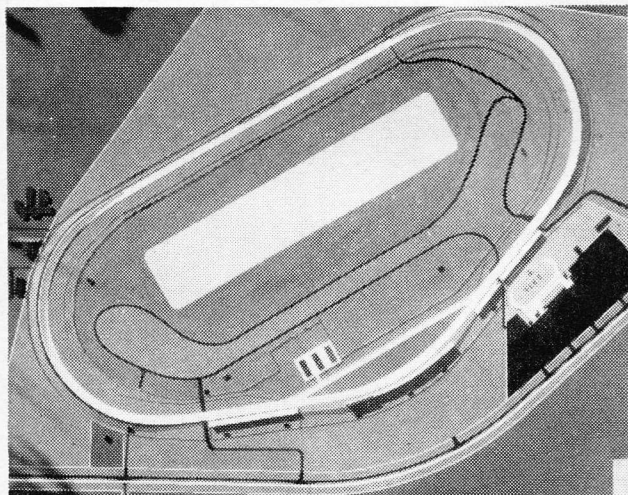
MAURICE TRINTIGNANT — new champion of France, winning the Monaco G.P. in a Rob Walker Cooper.



DAYTONA BEACH is the location of this new Florida racing circuit now nearing completion. It comprises a 2½-mile high-speed banked bowl as shown on the right and on the architect's model below, and a further 2-mile road circuit on the infield which can be joined to the main track to provide a sports car circuit totalling 4½ miles. Permanent grandstands are being built, named after drivers who have achieved fame at Daytona, namely, Sir Malcolm Campbell, Sir Henry Segrave and Ralph de Palma. Access to the infield is via a pair of tunnels under the banking.



★



GRAND PRIX EXCURSIONS

THE British Automobile Racing Club has made arrangements through two of its racing members—Alan Foster and John Webb—for the organization of low-fare air-charter flights to most of the principal overseas Grands Prix of 1959.

Intended for the exclusive use of B.A.R.C. members these special flights, if fully utilized, can save British entrants, drivers, constructors and trade and Press officials thousands of pounds per year (let alone the saving to enthusiastic race supporters), thus making available welcome extra funds for racing car development and race programmes.

The races served by the flights will be the G.P.s of America, Monaco, France, Germany, Portugal, Italy and Morocco, and probably also the Monza

500 race in June and the Syracuse G.P. in April.

The main flights will depart from a London-area airport on the Tuesday or Wednesday before each Sunday-held Grand Prix and will return on the following Monday. Additional day return flights may be flown to Monaco, Rheims and Monza.

In most cases aircraft used will be British-built and operated four-engined pressurized Viscounts and Hermes equipped with reclining seats and full catering facilities. The Sebring flight will feature a Pan-American Douglas DC6B.

All flying booking and other travel and accommodation arrangements have been placed by the organizers in the hands of Silver City Airways and their associated travel agency, Britavia Travel,

Ltd. Both the B.A.R.C. and Britavia Travel will provide helpful escorts on each flight.

Within the low-price fares will be coach travel to and from all relevant airports and city centres, in-flight drinks and a four-course champagne lunch or dinner in each direction.

The organizers have reserved good hotel or motel accommodation at each destination and have also organized pools of self-drive hire cars. Spectators' tickets for the races concerned will also be available.

Bookings and enquiries for all these services can be effected through Britavia Travel, Ltd., Silver City House, 62 Brompton Road, London, S.W.3 (Telephone: KENSington 4567—Mr. Roy Vesey).

Members of the B.A.R.C. will avoid disappointment if they communicate now either with the Club or Britavia Travel, indicating their probable travel requirements for the season.

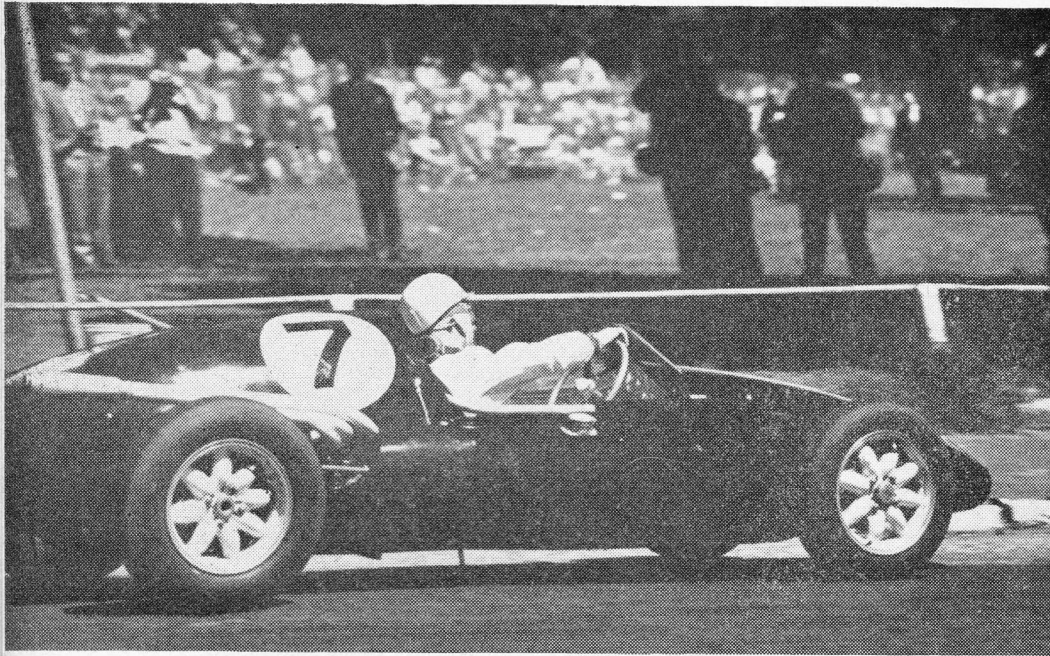
B.A.R.C. GRAND PRIX EXCURSION PROGRAMME

Race	Location	Outward Date	Homeward Date	Aircraft†	Provisional Return Fare
G.P. of America	Sebring ..	16.3.59	24.3.59	Douglas DC6B (4p)	£160
G.P. of Syracuse	Syracuse ..	23.4.59	27.4.59	Hermes (4p)	£35 10s.
G.P. of Monaco	Monte Carlo	6.5.59	11.5.59	Hermes (4p)	£25
Monza 500	Monza ..	25.6.59	29.6.59	Hermes or Viscount (4p)	£25
G.P. of France	Rheims ..	2.7.59	6.7.59	Hermes (4p)	£14 15s.
G.P. of Germany	Nurburgring	30.7.59	2.8.59	Hermes (4p)	£20
G.P. of Portugal*	Oporto ..	20.8.59	24.8.59	DC3 (2)	£35 10s.
G.P. of Italy	Monza ..	9.9.59	14.9.59	Viscount or Hermes (4p)	£25
G.P. of Morocco	Casablanca..	8.10.59	12.10.59	Viscount (4p.)	£45 10s.

NOTE.—G.P. of Portugal*: The DC3 is the largest aircraft able to use the Oporto airport. Self-drive car hire is not permissible in Portugal. Aircraft†: 4=four engines; 2=two engines; p=pressurised.

PRODUCTION of the NSU Sport Prinz will begin in January, and as a further development NSU have plans for a special Sport Prinz with a 40 b.h.p. supersport engine—which will push its top speed up over the 90 m.p.h. mark. It will be known as the Sport Prinz 35.

THE ex-Tommy Sopwith, ex-David Shale F2 Cooper has been bought by C. S. Dodd. For next season the drum brakes have been replaced by discs.



FAST BOY. Stirling at speed in the Walker-Cooper during the first heat.

saloon of 2,440 c.c. In the dash for the first corner Holden overdid it, to spin into Melford, without mishap. He drove brilliantly to overtake the field and pick up considerable time on the Jaguar, in which McKay beat him over the line by a few seconds.

Melbourne G.P., Heat 1

Two heats, each of 25 miles, preceded the Grand Prix of 100 miles, for *Formule Libre* cars. On the front row Moss in Rob Walker's Cooper was joined by Whiteford's 300S Maserati and Stillwell's 250F Maserati. Ranged behind were Seeliger (Maybach), Mildren (F1 Cooper), Whatmore (Lotus XI), Roxburgh (F2 Cooper), Stone (DB3S), Glass (S.S. Ferrari), Bailey (Lago-Talbot), Myers (Myer Spl.) and Brydon (Ferrari-Corvette).

Moss was away without any trouble, the southerners hard on his heels in an effort to show themselves to good purpose. Seeliger in the Maybach Special with Corvette motor found himself heading straight for the bales at Melford

MOSS WINS AT MELBOURNE

Moss (Cooper) Wins Melbourne G.P.—Jack Brabham (Cooper) Second and Doug Whiteford (Maserati) Third

By H. A. C. RUSSELL

DRIVING Rob Walker's F1 Cooper, Stirling Moss, in a fleeting visit down under, led the 100-mile Melbourne Grand Prix from start to finish at the Albert Park circuit. He finished 39 seconds ahead of Jack Brabham in a similar car, having set a new lap record in a tremendous second tour, with a new average of 102.26 m.ph. He slowed considerably during the closing laps, the car overheating with the temperature gauge off the clock and no water left at all. It is unlikely that the machine would have covered many more laps. Within minutes he had been whisked away from the circuit by helicopter to the airport, where he took a plane for the speed week in Nassau.

First local driver home, and third behind Brabham, was Doug Whiteford in a magnificent display with his 300S Maserati Sports, in which he won the Victorian T.T. last week, and a 25-mile sprint for sports cars earlier in the day.

Moss arrived in Melbourne on Thursday (on the same flight as Sabrina was due), and turned out to practise on Saturday morning. A thunderstorm had covered part of the circuit with six inches of water the previous day. Occasional showers overnight and before practice kept the track wet, but Moss managed a lap of 1 min. 53.2 secs. Fastest of the local talent were Stan Jones (250F Maserati), 1 min. 59.6 secs., Bib Stillwell (250F Maserati), 2 mins. 3 secs. and Ern Seeliger (Maybach), 2 mins. 4 secs.

Race day was overcast, but rain held off and the sun burst through in the afternoon. Jack Brabham, who on previous occasions has raced on B.P. fuels here, was under the sponsorship of Esso,

FIRST local resident home in the G.P. was Melbourne engineer Doug Whiteford in the ex-Behra 300S Maserati.

making their first competition appearance in Australia.

We mentioned that Sabrina had been due to arrive on the same plane as Stirling Moss. Doubtless the publicity would have had to be shared, so she conveniently missed her connection to arrive the following day. We were all given a treat when she appeared at the circuit before the programme got under way, and Stirling took her for a lap of honour in her brilliant mauve Vauxhall with leopard skin seat covers.

First of the four-event programme was an eight-lap race for touring cars. As was the case last week, David McKay dominated with his modified 3.4 Jaguar. Great effort was expended by Bob Holden with a Repco-modified Holden

with no steerage way, but escaped unhurt. Moss swept through at the completion of lap 1 seven seconds up on Stillwell who was followed by Whiteford and Mildren. Moss kept opening the gap with a magnificent display of driving. On lap 3, he was 16 seconds ahead of Stillwell, and the remainder were in the order of Whiteford, Mildren, Glass, Whatmore and Brydon. Lap 5, and Brydon with the ex-Cobden Ferrari, now Corvette-powered, took Whatmore as Moss lapped the Aston Martin. He could have gone through to lap Bailey and Roxburgh, but sat behind them to take the chequered flag over a minute ahead of Stillwell. His fastest lap of 1 min. 53 secs. gave an average of 99.6 m.p.h.

Melbourne G.P., Heat 2

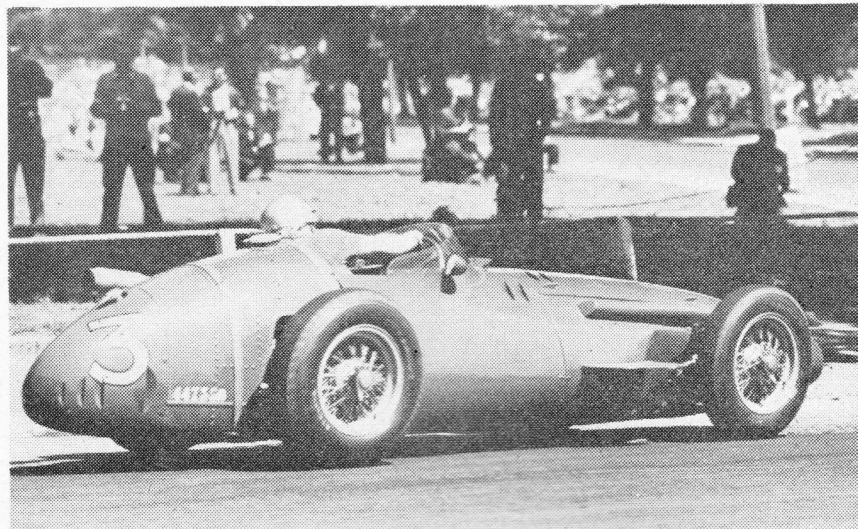
Jack Brabham (F1 Cooper) took up pole position on the grid adjoined by Gray (Tornado Corvette) and Patterson (F1 Cooper). Behind were Jones



BIB STILLWELL takes Jaguar Corner in his 250F Maserati. Formerly owned by Reg Hunt, this car has only recently been returned to Australia by the factory, after a complete rebuild. Stillwell finished fourth in the G.P.

(250F Maserati), Pitt (Jaguar D), Clarke (S.S. Ferrari), Jolly (Lotus XV), Lukey (Lukey-Bristol), Walmsey (Alfa-Corvette), Jane (Maserati 300S), Greve (H.W.M.-Jaguar), Scott (Repc-Holden), Miller (F2 Cooper) and Marston (Cooper-Irving).

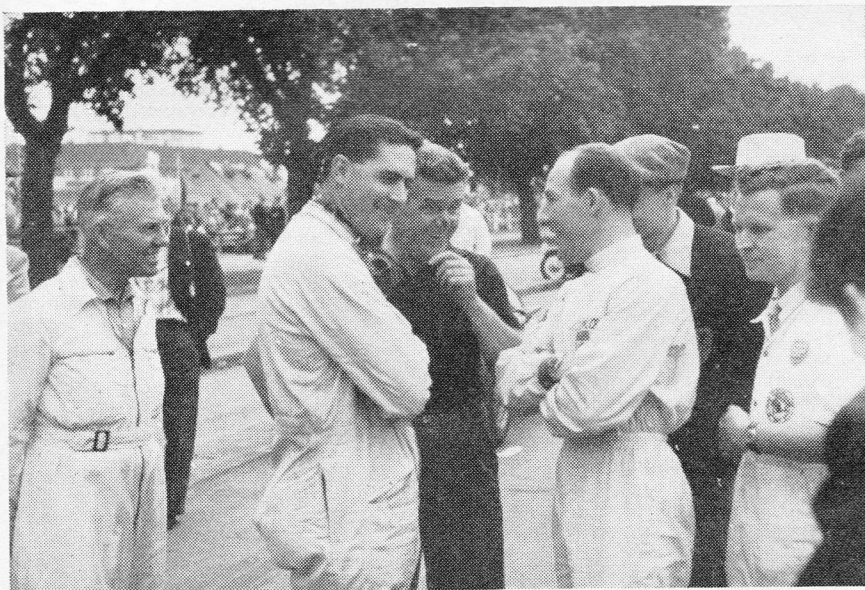
Brabham had no difficulty in leading the field, and behind him the Corvette-powered Tornado, holder of the Australian speed record, headed the remainder. With his face bruised considerably following his accident on Melford Corner last week, Ted Gray drove impeccably. It was apparent from Brabham's times that his were a good bit slower than those displayed by Moss in the previous heat. Behind Gray were Jones, Clarke, Patterson and Jolly. Jane had an argument with the straw bales at Jaguar Corner, but continued. Placings did not alter for the final lap, except for Patterson who fell back behind Jolly and Lukey on the last lap. Brabham's fastest lap was



seconds ahead of Jolly. Whiteford's fastest lap was 1 min. 59 secs., and having completed his lap of honour, drew up on the grid for his share of the major event.

Melbourne Grand Prix Final

So the stage was set for the big race. Commentators on the public address made a guess at attendance figures, and came up with a rather exaggerated 200,000. Certainly it was the biggest crowd we had seen ever. Even with only the big race still to go, the public still poured in, and at one entrance where the gate was too slow to cope, burst through the fence. The start was delayed while the Clerk of the Course checked the crowd control and restored law and order on the temporary bridges groaning under their excessive loads. The weather was overcast, but rain was unlikely. As they assembled on the grid, Moss's mechanic had removed the rear panels from the Cooper. It had lost half its water in the eight-lap heat, so just how it would survive 32 laps time alone would tell. If Moss had to stop for water, it would be most interesting, and certainly put Brab-



CHATTING (left) before the start are (l-r) Otto Stone, Jack Brabham, Stan Jones, Stirling Moss and Graham Hoinville of B.P.

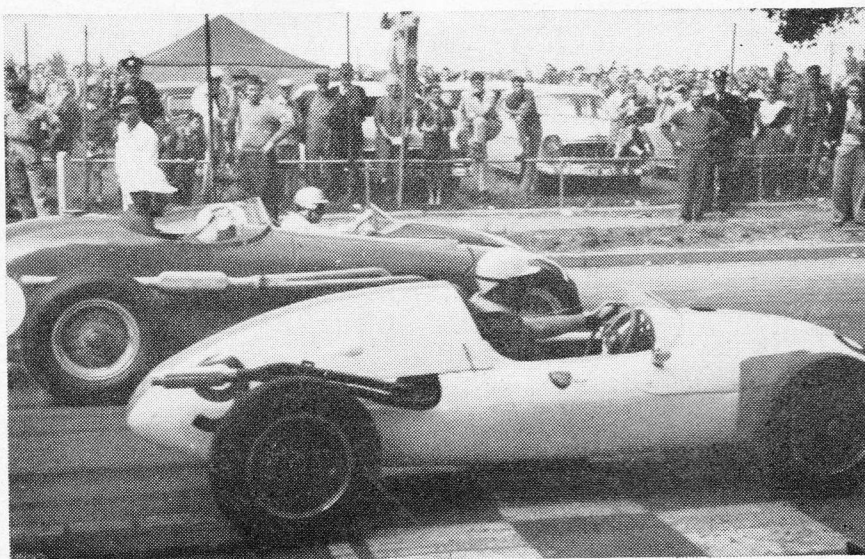
START of the second heat (below) with Brabham (Cooper), Ted Gray (Tornado) and Bill Patterson (Cooper) on the front row.

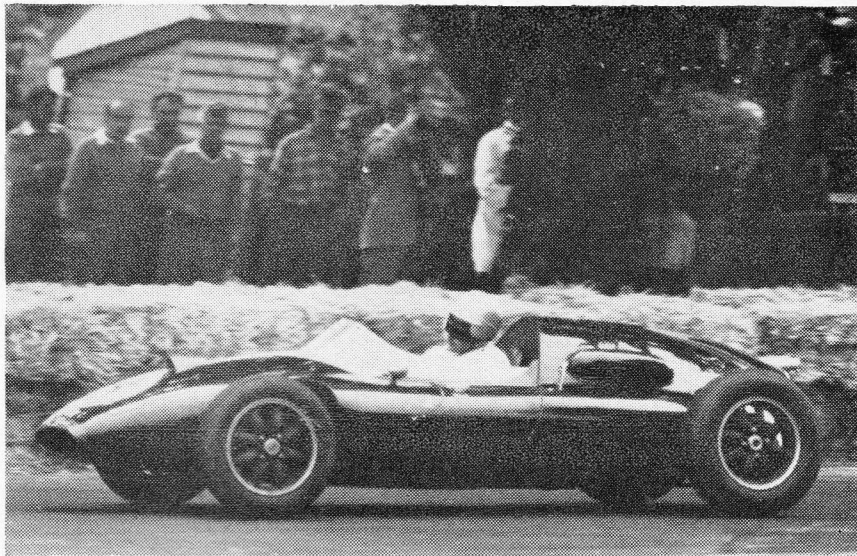
1 min. 55 secs. It appeared that the rev. counter cable had broken on Patterson's Cooper, he had lost a good bit of water and the car was overheating considerably.

Meantime in the pits, Moss's mechanic, Tim Wall, had found the same temperature problem with the Walker car. There was little that could be done at this stage, with only an eight-lap sports car race before the final of the G.P.

Sports Car Race

Twenty-five starters formed behind Whiteford (Maserati 300S), Phillips (Cooper-Jaguar) and Pitt (D-Type) for a 25-mile sprint. Whiteford was again at ease to lead the brigade. Pitt hung to second spot, but was succeeded on the second lap by Jolly. Then followed Phillips who, however, was forced to retire on the seventh lap. Jane again inspected the bales at Jaguar Corner, but after a brief examination of the damage, pressed on. Whiteford rocketed home in his immaculate Maserati eight





SECOND MAN HOME in the Grand Prix was Jack Brabham. Driving a Formula 1 Cooper, Jack finished 39 seconds behind Moss.

ham in the running for first position. Meantime, behind these two the times of Clarke, Stillwell, Gray, Jones, Whiteford and Lukey were close enough to ensure some bitter struggles. Grid line-up was:—

Moss (F1 Cooper)	Brabham (F1 Cooper)	Jones (250F Maserati)
Gray (Tornado)		Clarke (S.S. Ferrari)
Stillwell (250F Maserati)		Whiteford (300S Maserati)
Jolly (Lotus XV)		Lukey (Lukey-Bristol)
Mildren (F1 Cooper)	Walmsley (Alfa-Corvette)	Pitt (D Jaguar)
Miller (F2 Cooper)		Jane (300S Maserati)
Glass (S.S. Ferrari)	Brydon (Ferrari-Corvette)	Whatmore (Lotus XI)
Bailey (Lago-Talbot)		Roxburgh (F2 Cooper)
Scott (Repc-Holden)	Stone (DB3S)	Myers Marston (Cooper-Irving)
Greve (H.W.M.-Jaguar)		Myers (W.M. Holden)
	Seeliger (Maybach)	

The revs rose as the starter counted down—5, 4, 3, 2, 1—down went the National flag and away down the straight they swept, a cluster of white helmets through the haze of dust and exhaust fumes. Bailey's Talbot sat lifeless on the grid, but was soon away. Mildren with his Cooper from fifth row was out to assert himself, missed the braking sign and spun crazily into the first corner. Miraculously all the field got by with the exception of New Zealander Tom Clarke who could not avoid the gyrating

Cooper. He was able to extricate himself and continue, but Mildren had had his fun for the day, and was luckily unhurt.

Two laps gone, and Moss led Brabham by four seconds, then Gray, Jones, Stillwell, Lukey and Whiteford. Three laps up, Myers had already retired and Moss with a sizzling tour had set a new course record at 1 min. 50 secs.—102.26 m.p.h. Brabham was 10 seconds behind with Gray 18 seconds behind him. Few knew of Stirling's predicament as the temperature rose. Jack Brabham no doubt had a good idea as he was sprayed with water from the flying No. 7. Five laps up and Moss was already threading through the slower cars. Whiteford had passed Lukey, then the G.P. Maserati of Stillwell, to lie in fourth spot. Relentlessly he closed on Jones, two seconds at 10 laps, then one second separated them. This was embarrassing for Jones, who had bought David McKay's DB3S to battle out the T.T. the previous week with Whiteford, when he was far from successful, and now, here was his G.P. car being threatened by the sports version of Whiteford. Meantime, Moss's immaculate tours were monotonous, the only outward sign of his tremendous speed being his rapid reappearance lap after lap. By the 12th tour he had lapped, at least once, all but Brabham, Jones and Whiteford. Ted Gray with the Corvette-powered Tornado had withdrawn due to bearing failure. Two more laps, and Moss was one up on Whiteford and Jones also. The 15th tour, and Whiteford had taken Jones. The sleek sports car

was now in third spot. An all-out bid by Jones, and he was through again on the 18th lap at the back of the course, on the golf links. The effort was too much, and as the oil pressure dropped away he rolled quietly into the pits. More than half over, and Moss had 41 seconds on Brabham, and he was touring unabated. Whiteford in third spot was followed by Stillwell, Lukey, Pitt, Brydon and Jane. Brabham neatly flung to his pit his first pair of goggles as he sped by. On lap 22, with 10 to go, he was down 51 seconds to Moss. A lap later and he and Moss both had lapped all other competitors at least once. Being overcast, drivers were not harassed by the setting sun in the closing stages. Stillwell's car was missing and backfiring with magneto trouble.

Four laps to go, and Moss slowed considerably. There was no chance of Brabham catching him. As Stirling entered his last lap he no doubt breathed a sigh of relief. Not so lucky was Derek Jolly, Lotus agent for Australia, who was holding sixth spot ahead of Pitt's D Type with his Lotus XV. He failed to negotiate Austin Corner at all, and hit a tree head on at about 65 m.p.h. He was rushed to hospital with head injuries, and is in a satisfactory condition. The cause of his accident is not known, for he was a most consistent driver. The crowd was wild with enthusiasm for Moss, and before the track was clear, they had broken the barriers and swarmed about the official enclosure where he received his laurel wreath. He was not given time to speak over the p.a. before being rushed towards his waiting helicopter as over a thousand people burst through the fences of the enclosure and mobbed the area in an effort to get close to their idol. Brabham and Whiteford particularly received little admiration for their magnificent efforts. The winning Cooper was wheeled away, completely dry of water, and had it been dark, it would have glowed like the Coca-Cola sign in Piccadilly.

Provisional results:—

Melbourne G.P.

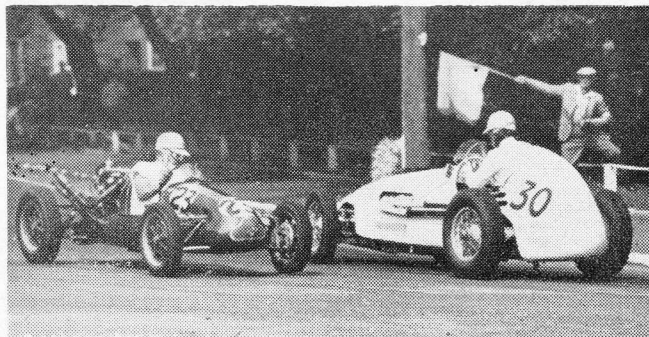
1. S. Moss (Cooper), 98.86 m.p.h.;
2. J. Brabham (Cooper);
3. D. Whiteford (Maserati 300S);
4. B. Stillwell (250F Maserati). **Fastest lap:** Moss, 1 m. 50 s. (102.26 m.p.h.).

Touring Car Race

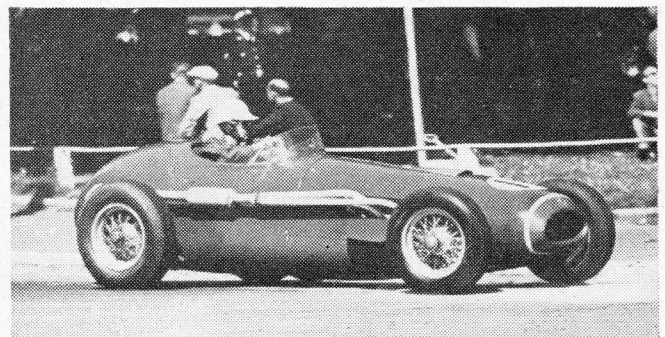
1. D. McKay (3.4 Jaguar), 78.89 m.p.h.;
2. R. J. Holden (Repc-Holden);
3. C. Smith (Holden).

Sports Car Race

1. D. Whiteford (Maserati 300S);
2. D. Jolly (Lotus XV).



PARDON ME! Bill Greve spun on Jaguar corner (above). Here he gets a stern look from John Marston (Cooper-Irving) as he avoids him.



CORVETTE POWERED. Ted Gray's Tornado (above) has a Detroit engine installed. Ted was second in his heat but retired in the final.

THE FORMULA 1 FLARE-UP

Divergencies of opinion on the C.S.I.'s 1961 Ruling—Behra's 173 m.p.h. Claims for Porsche

by **GIANNI MARIN**

DIFFERENT factions are taking sides on the question of the 1961 1,500 c.c., 500 kilogramme formula. For instance, the well-known designer/constructor Massimino has come out in favour of the 1½-litre single-seater, whilst Hawthorn, Moss and Schell are amongst the prominent drivers who are definitely against it. Also, Jean Behra appears to have changed his mind, and now finds the formula more to his liking.

Actually, it was Harry Schell who let loose a tumult in Continental racing circles, which had already started at the C.S.I. meeting in Britain's R.A.C. Schell has succeeded in adding fuel to the flames of an argument which threatens to develop into a major conflagration.

Harry Schell, who is undeniably amongst the "Top Ten" of modern G.P. drivers, announced the possibility of forming a new automobile federation as a protest against the C.S.I. decision. This would outlaw the 1,500 c.c. category for World Championship events, which would probably be replaced by a series of races run under a proposed Inter-Continental formula.

However, Schell's views do not appear to be carrying much weight in specialised racing circles. In fact, although the reason is at present obscure, it would be possible to form a new governing body that would run its own World Championship in direct opposition to the official competition sanctioned by the F.I.A. Curiously enough, the very people who cannot visualize another Championship are the well-known names who are in complete agreement with Schell, Moss and Hawthorn, including constructors who have 2½-litre cars at present—and who, one would think, would be attracted by the suggestion.

One therefore cannot believe in the possibility of a second and rival Championship, when it is difficult enough to stage the present contest. Already there are signs of dissent on the part of race-organizers, and no one can definitely guarantee that all the 1958 races will be repeated in 1959 and afterwards. Deficits in promoting costs in many cases are formidable, although it is hard to see how organizational costs can be reduced without losing public interest.

I can state categorically that spokesmen for Vanwall, Ferrari and Aston Martin are doubtful of the success of the "outlaw movement" suggested by Schell. Nevertheless not everyone is of this opinion, and Harry is bound to receive support from certain quarters.

Talking recently to ex-Champion of France Jean Behra, and to Ing. Alberto Massimino, proved most illuminating. Both agree that a 1,500 c.c. Championship of the World would be successful. Massimino's opinions must carry weight. For years he has been prominent in Italian racing circles, working with Fiat, Alfa Romeo and Maserati, then joining Ferrari whom he left some time ago. At present Massimino is engaged in a consultant capacity for several concerns, including the design of the "Junior" Stanguellini which was prominent at the recent Turin Show. It is also rumoured that he is working on a single-seater for a British factory, designed specifically for the 1961 formula. This would seem to indicate that Massimino favours the 1,500 c.c. cars.

"We are all agreed on one point," he states, "and that is the unquestionable

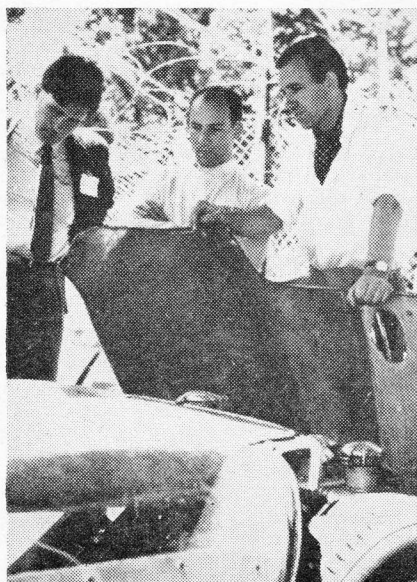
fact that modern automobile engineers have developed normally aspirated engines to attain extremely high power outputs. Although we may be getting close to the limits of the piston-engine, we cannot say definitely what that limit is. I believe that 1,500 c.c. cars could, without doubt, prove themselves more efficient than larger-capacity vehicles on certain 'slow' circuits. Again, the power-weight conditions of the formula may provide engineers with a safer basis for their work. There is no reason to doubt that speeds will not go on increasing—they certainly will, for that is progress."

Evidently Massimino, creator of the famous AG6 Maserati driven by Villoresi and Ascari in the post-war period, is a small-capacity car addict. He is convinced that with the 500 kilogramme weight limit, designers will concentrate more and more in producing exceptional power from engines.

Now let's hear what Behra has to say. "I myself have obtained a timed speed on the straight of 275 k.p.h. (172.9 m.p.h.) in a Porsche '1500'. This augurs well for a Porsche designed specifically as an F1 single-seater. Medium-sized cars always give me the greatest satisfaction, and I certainly do not support the organization of a new World Championship, when we've already got one!"

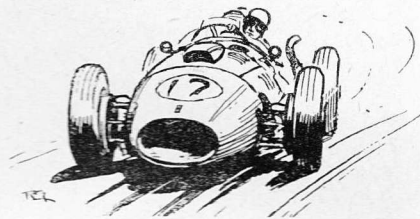
Piero Taruffi also favours the 1,500 c.c. formula, and has stated that he is quite willing to give up his other activities, such as record-breaking and motor-cycle development work, to concentrate on 1½-litre F1 cars.

These are the views of the supporters



ONE OF THE DRIVERS opposed to the new formula is Stirling Moss. He hopes to have retired by the time the formula comes into being.

of the 1951 formula. The future is still uncertain, and 1961 could see a decisive crisis in motor-racing generally. At present the situation as regards F1 is fairly serious: the new formula could either save Grand Prix racing, or foment an even greater crisis!



B.R.D.C.—continued

thoroughly earned a reputation for being one of motor racing's most witty after-dinner speakers. Indeed, there were many who were convinced that Mike was better value than some of the turns in the somewhat lengthy cabaret which followed. Also, whilst on a critical note, one feels that the dinner itself was most uninspiring, and scarcely did credit to the hotel's reputation as caterers. Anyway, Hawthorn's "interior decorator" and Irish stories made amends, the last-named in particular revealing Mike's uncanny skill with dialect.

Amongst the many personalities present were Mr. and Mrs. David Murray and an Ecurie Ecosse party, Brian Lister, Frank Costin, Mrs. V. Benjafield, Billy Cotton, Basil Davenport, Lofty England, Steve Lancefield, John Morgan, Desmond Scannell, Nevil Lloyd, Reg Parnell, Philip Fotheringham-Parker, Basil Putt, Harold Parker, John Green, David Hampshire, Hon. Gerald Lascelles, Robert Leapingwell, George Williams, Syd Greene, Jack Kemsley, John Thornley, Gerry Palmer, Tony Rolt, Stanley Sedgwick, Reg Tanner, John Theodosius, David Yorke, Sydney Allard, Bill Allerton, John Bolster and so on. Drivers to be seen were Ron Flockhart and Innes Ireland both in Highland dress, Roy Salvadori, Peter Blond, Mike Christie, Stan Coldham, Tom Clarke, Bertie Bradnack, Don Truman, Ivor Bueb, Tom Bridger, Patsy Burt, Cuth and Edward Harrison, Bruce Halford, Michael Head (now Brigadier), Peter Simpson, Alan Foster, Albert Zains, John Coombs, Mike Couper, Cliff Davis, Jack Fairman, Bob Gerard, Tony Gaze, Len Gibbs, Keith Greene, Graham Hill, David Boshier-Jones, Peter and George Jopp, John Lawry, Les Leston, Alan Moore, Austin Nurse, Dick Protheroe, Jim Russell, Dennis Taylor, Ken Tyrrell, Ian Walker, Graham Whitehead, Duncan Hamilton, John Young, George Wicken and many others.

Dancing continued till a late hour.

LINES of the new Citroën are boldly unconventional, and it has a functional beauty of its own. The light plastics roof enables very thin screen pillars to be used.



**JOHN BOLSTER
TESTS**

The Citroën ID19

WHEN the Citroën DS19 was introduced in 1955 it was a veritable car of the future. The basis of the DS19 is an hydraulic system of great complexity. In brief, a seven-cylinder engine-driven pump provides the power for the self-levelling independent four-wheel suspension, the automatic clutch, the gear change, the brakes, and the steering. For the rest, the car is a long, low 2-litre, four-cylinder saloon of arrestingly modern appearance.

The DS19 met with an immediate success, but there were two classes of customers who demanded something simpler. The first of these was a body of faithful Citroën owners who found the new car too expensive. The second was a small but enthusiastic band who wanted to do more of the driving themselves. For all these people, the simpler and cheaper ID19 was produced, and it is now available in England.

The ID19 is indistinguishable in appearance from the "Déesse", and has the same hydro-pneumatic independent four-wheel suspension system. The front hubs are carried on twin parallel arms of equal length, and are driven by open propeller shafts with constant-velocity universal joints. The rear suspension is by long trailing arms, and there are torsional anti-roll bars front and rear. All four wheels are sprung on an inert gas, which is contained in

spheres that are divided by rubber diaphragms. Each wheel, in rising and falling, operates a piston which communicates its motion to the diaphragm, via an hydraulic fluid with which its cylinder is filled.

This fluid is pressurized by an engine-driven pump, and a "brain" controls the admission to each cylinder so that the car is automatically kept on an even keel and remains level despite changes of load. Each wheel cylinder contains a predetermined restriction, which causes it to function as a damper. A lever inside the car allows the height of the body on its suspension units to be varied for increase of ground clearance over difficult terrain.

This suspension system is identical with that of the more expensive model, but the servo controls have all been deleted. The rack and pinion steering is without assistance, and though the in-board disc front brakes and drum-type rears are retained, they are operated by a normal pedal with quite a long travel instead of a little button on the floor. Most important of all is the suppression of the automatic clutch, and the gearbox has a manual lever on the steering column. As a clutch pedal is now required, the lock-on left foot brake of the DS19 is replaced by a more conventional hand brake.

On entering this five-six-seater saloon,

one is at once impressed by the sensation of spaciousness and the good all-round visibility. The light plastic roof enables very narrow screen pillars to be used, and the deletion of the forward ventilating panels from the side windows assists in providing an uninterrupted view. The engine is started by a conventional button on the dashboard, instead of by a special movement of the gear lever as on the DS19, but the unusual single-spoked steering wheel is retained, with its comfortable, tape-bound rim.

The engine of the "Idée" lacks the inclined valves and twin-choke carburettor of the "Déesse". It consequently produces 66 b.h.p. instead of 75 b.h.p., but it is both quieter and smoother. In spite of this, the acceleration figures of the cheaper car are actually better, thanks to the normal clutch and gearbox. Speaking of this latter component, it is necessary to explain its use in the light of the unusually high gearing.

In the case of the average car, top speed is a direct drive and is, therefore, the most efficient ratio in the box. For all the other gears, the power must go through two constant mesh gears to the layshaft, and through two more to the output shaft, according to the gear chosen. In the Citroën, all four gears are indirect, and so top speed does not possess the great mechanical advantage over the other gears that one finds in the usual gearbox. In other words, the

drive goes through one pair of gears instead of two pairs for the lower gears, but there is no direct top. Consequently, there is no advantage in driving on top speed as much as possible, as is the case with most cars.

In recognition of this fact, the Citroën is provided with a top gear which is too high for use on winding roads. It is normal to remain in third continuously for miles on end under such conditions, and, indeed, this is no hardship with such a quiet gearbox. The change is easy, with synchromesh on the upper three ratios, and the lever is much more definite in action than is usual with the steering column location.

On moving off, the car goes quickly past 30 m.p.h. on first speed, the engine showing a remarkable willingness to rev. for a big four-cylinder. Second speed will just about encompass a mile a minute, and in third well over 80 m.p.h. is easily available. The acceleration is quite brisk for so substantial a car, and 80 m.p.h. cruising is a very effortless proceeding. This is above all a long-distance car, and is ideally suited to the straight roads of France, where high speeds may be maintained for hour after hour.

If the roads of France are straight, they are also bumpy, and the Citroën suspension deals splendidly with such conditions. The combination of a soft



ride with absolute stability is worthy of the very highest praise, and in this respect the car stands alone. There are, however, circumstances under which this

near-miraculous suspension may be "caught out". Such things as a hump-backed bridge or a sudden deep dip in the road may cause the suspension to

Specification and Performance Data

Car Tested: Citroën ID19 saloon Price £1,498 7s. with P.T.

Engine: Four cylinder 78 mm. x 100 mm. (1,911 c.c.). Pushrod operated overhead valves. Compression ratio 7.5 to 1. 66 b.h.p. at 4,500 r.p.m. Solex downdraught carburetter. Coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on upper three speeds, ratios 3.31, 4.77, 7.35, and 13.7 to 1. Transmission by spiral bevel final drive and differential to front wheels, via open shafts with constant-velocity universal joints.

Chassis: Punt-type body-cum-chassis with plastic roof. Independent suspension of all four wheels by self-levelling hydro-pneumatic system, parallel arms in front and trailing arms behind, both with anti-roll torsion bars. Rack and pinion steering. Centre-lock disc wheels, fitted 165-400

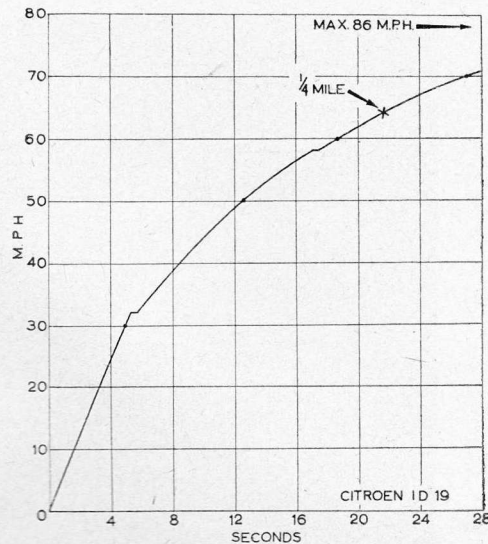
Michelin X tyres. Hydraulic brakes, inboard discs in front and drums behind.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, fuel gauge. Self-parking windscreen wipers and washers. Flashing direction indicators.

Dimensions: Wheelbase, 10 ft. 2½ ins.; track, front 4 ft. 11 ins., rear 4 ft. 3 ins.; overall length, 15 ft. 8 ins.; width, 5 ft. 10½ ins. Turning circle, 36 ft.

Performance: Maximum speed 86 m.p.h. Speeds in gears: 3rd, 82 m.p.h.; 2nd, 58 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 21.6 secs. Acceleration: 0-30 m.p.h. 5 secs.; 0-50 m.p.h. 12.6 secs.; 0-60 m.p.h. 18.5 secs.; 0-70 m.p.h. 27 secs.

Fuel Consumption: 26 m.p.g. on French roads.



Acceleration Graph

THIS VIEW gives a good impression of the sleek lines of the car. The car shown lacks the nave plates and extra chromium trim of the de luxe model.

bottom. Then, the occupants suddenly receive the kind of jar that makes them bounce clear of their seats. It is necessary, at this point, to say that I covered many miles before finding this out, so the conditions are rare, and once one knows about it, the speed may be reduced a fraction over such terrain. Under every other circumstance, the ride is beyond all praise.

The road-holding on corners is very good indeed. Bumps and changes of camber have no effect, and the speed at which curves may be taken after some practice is really astonishing. The extremely light steering of the DS19 contrasts with the heavier control of the ID19, but it is only during parking operations that the absence of the servo may be seriously regretted. The steering is not very "quick", but, as the car is glued to the road and never breaks away suddenly, rapid corrections are not required.

Similarly, the powerful brakes require fairly heavy pedal pressure. They are, however, entirely free from any tendency to fade, even when used to the limit on the Montlhéry road circuit, which is a noted brake-killer. Under these circumstances, it is sometimes possible to smell the front discs, but this is due more to their inboard mounting than to the heat generated. The hand brake is quite powerful.

In the traffic of Paris, the ID19 is, to my mind, preferable to the DS19. The clutch gives smooth and rapid getaways, as opposed to the slightly hesitant and sometimes jerky take-offs of the automatic arrangement. Some automatic clutches are ideal for traffic, but both the clutch and the gear change of the DS19 seem better suited to the open road. Point is lent to this assertion by the choice of so many ID19s as Paris taxis.

(Continued on page 784)

PERCHANCE TO DREAM. The young courting couple sit and look at the Citroën, wishing it were their own perhaps.





RARE BIRD. Mike Hawthorn in the winning 750S "Monza" Ferrari during the 1954 Supercortemaggiore sports car race. He shared the wheel with Maglioli.

CHAMPION OF THE WORLD

Part 3—By GREGOR GRANT

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

THE Belgian G.P. 1954 saw Mike Hawthorn overcome by fumes caused by a leaking exhaust pipe, and his car was later taken over by Gonzalez for fourth place. Fangio returned to European racing after his 1953 Monza accident with a victory and fastest lap. A week later, and Mike regained his winning form in the G.P. of Supercortemaggiore at Monza, co-driving with Maglioli in a 750S Ferrari. Farina was badly hurt during a practice crash, and Mike took his place.

The French G.P. at Rheims was, of course, dominated by Mercedes-Benz, the streamlined cars completely outpacing Ferrari and Maserati. Hawthorn was amongst those who blew up trying to keep up with Fangio and Kling; the new "Squalo" Ferraris were not proving to be as successful as the 1953 F2 cars. Anyway, Mike did a rapid waltzing act when the engine literally exploded and covered the rear wheels in oil. Completely out of control, he careered down the escape road at Gueux and ended up by caressing a post. Bad luck continued at Rouen, where Mike, seemingly a certain winner, threw a rod four laps from the end; he did, however, make fastest lap.

The British G.P. was more satisfactory, both from Ferrari's and Hawthorn's point of view. The Mercedes-Benz streamliners were trounced, and Hawthorn followed Gonzalez's winning 1953-type Ferrari home, after a tremendous

duel with Stirling Moss (Maserati). Moss eventually went out with transmission failure. Mike's next engagement was in Portugal, where he finished second to Gonzalez, both in 750S Ferraris. Then in the Grand Prix of Europe (Nürburg) Hawthorn and Gonzalez joined forces to take second place behind Fangio and the startling new open-wheeled Mercedes-Benz. This was another tragic week-end, resulting in the loss of Onofre Marimon who crashed his Maserati in practice. As a result, Gonzalez was too overcome to go the full distance, and handed over to Mike on the 13th lap.

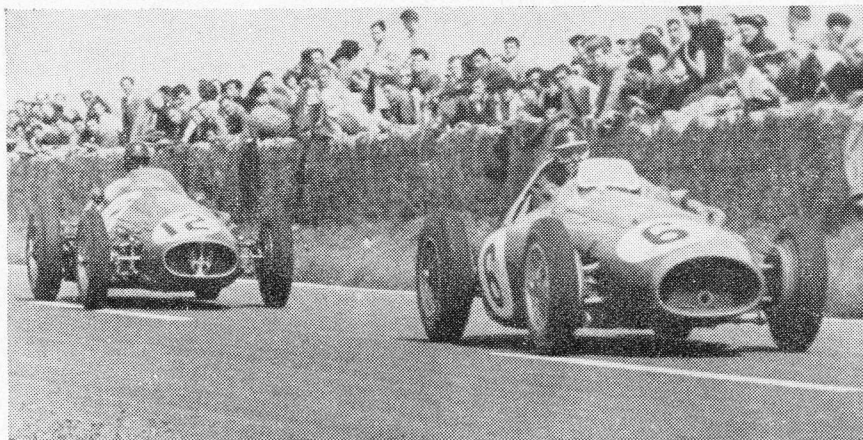
In the Swiss G.P., Mike's Ferrari fell out on the 22nd lap with fuel pump troubles when in second place. He later restarted, but retired on lap 29. Fangio (Mercedes-Benz) won by nearly a minute from Gonzalez (Ferrari).

It was Fangio again at Monza in the

Italian G.P., after Moss went out with a split oil tank. Mike kept plugging on, and was rewarded with second place—that elusive G.P. victory was still evading him. For the R.A.C. Tourist Trophy he was teamed up with Trintignant in a 750S, covered the greatest distance, and set up a new Dundrod sports car record at 92.38 m.p.h. However, on Index of Performance, the T.T. went to the 745 c.c. Panhard of Lareau/Armagnac. Mike was easily the most impressive driver on a circuit which that day saw the world's greatest, including Fangio in his Lancia, and Ascari in a similar car.

However, it wasn't a happy T.T. for Mike; Gonzalez crashed in practice and received painful injuries. Coming on top of his grief at the loss of Marimon, this was likely to persuade him to give up first-class racing.

By permission of Enzo Ferrari, Mike appeared at Goodwood to drive for



VICTORY NOT REPEATED. The 1954 French G.P. at Rheims saw Mike in one of the new Squalo Ferraris. He is seen here during his duel with Onofre Marimon (Maserati). Mike's engine blew up on the 10th lap.

GASSED. During the '54 Belgian G.P. the exhaust pipe on his Ferrari became loose and Mike was asphyxiated. He was dragged out of the car and given medical aid, Gonzalez taking over the wheel.

Tony Vandervell in the exciting new 2½-litre Vanwall Special, and also in Joe Kelly's 750S Ferrari. The Ferrari broke its diff., and Hawthorn took fourth place in the *Formule Libre* event, after a terrific battle with Moss and his Maserati. The pace of the Vanwall augured well for its chances in the 1955 Grands Prix. Mike told me that it handled as well as anything he'd driven, and it seemed to have every bit as much power as the latest Ferrari.

Ferrari not being engaged gave Mike another Vanwall drive, this time at Aintree on 2nd October. He was second to Moss's winning Maserati in the *Daily Telegraph* Trophy, and shared fastest lap at 86.54 m.p.h.

With Gonzalez still a casualty, Ascari and Villorosi with Lancia, Farina, Hawthorn and Trintignant formed the Ferrari team for the Spanish G.P. Mercedes-Benz were all out to win this race, and had the entire might of their organization at Barcelona. Yet it was Hawthorn who upset the Unterturkheim apple cart, with a brilliant victory for Ferrari. His car had modified front suspension with helical springs. Farina was, after all, a non-starter so the battle against Mercedes-Benz and Maserati could be said to be on the shoulders of the "Farnham Flyer".

Ascari (Lancia) and Schell (Maserati) set the pace, but Hawthorn was always up there in front, backed up ably by Trintignant who was out to justify his inclusion in Scuderia Ferrari. "Trint" later stopped at his pit, after both Lancias had retired and Moss and Schell were both in trouble. Despite every effort on the part of Fangio, nothing could halt the triumphant progress of Hawthorn; the Mercedes-Benz was eventually overtaken by Musso's Maserati, Fangio finishing with hardly any water in the header tank, and covered from head to foot in oil. Thus Hawthorn became the first British driver other than Williams and Segrave to win two *grandes epreuves*; he also finished third in the World Championship table, half a mark behind Gonzalez. Shortly after his tremendous drive, Mike entered hospital for an operation—a step he had kept



putting off owing to Ferrari's driver troubles.

He was also informed that he had been turned down by a medical board for national service, so that was that! Mike spent nearly six weeks in hospital, and was a very shaky individual when he returned to normal life. As he said: "Haven't even the strength, *mon ami* mate, to lift a pint tankard!"

Rumour linked both his and Moss's name with Mercedes-Benz, but Mike denied hotly ever having given a thought to driving for the Germans. Anyway, after Moss had joined Fangio for the "Three Pointed Star", Hawthorn decided to try his hand with British cars, and signed up for Vanwall in Grands Prix, and for Jaguar in sports-car events. Lofty England had always wanted Hawthorn for Coventry. Today he has the highest regard for the "Farnham Flyer", and reckons he was easily the most disciplined, and fastest driver, ever to be on their books.

Mike gave Argentina a miss as Vanwall did not intend going. At Sebring he shared one of Briggs Cunningham's D-types with Phil Walters, and won, after a curious mix-up when the timekeepers were not quite certain that they should have given the Phil Hill/Carroll Shelby

Ferrari the victory. Confusion reigned, and it was some time before the Jaguar win was confirmed. Mike was not impressed with the Sebring organization in these days, nor were most of the European drivers.

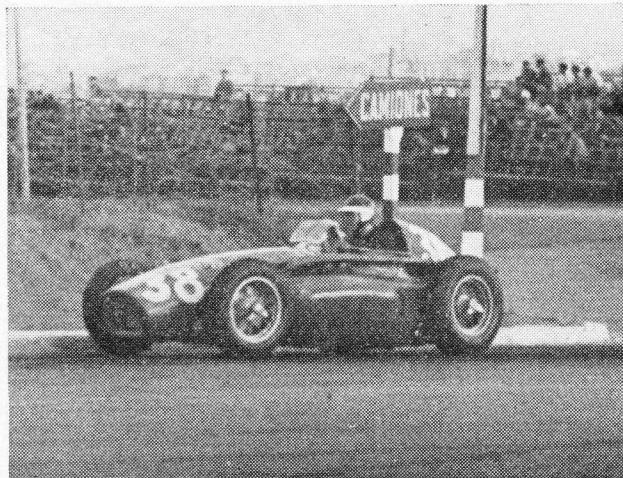
Mike's first 1955 appearance for Vanwall was in the *Daily Express* Silverstone and it was not exactly a happy experience. He retired after an oil-bath, and saw Wharton in the second Vanwall go up in flames at Copse Corner. Ken suffered severe burns on arms and neck, and the car was completely destroyed. Mike's D-type burst a water-hose, but he won the Production race with the Mark VII.

Monaco was also unlucky, for Hawthorn's Vanwall was retired with a broken throttle connection, one of the ball-joints having come adrift. It was in this race that the three Mercedes-Benz entries all blew up, Ascari's Lancia dived into the harbour, and Trintignant won the race with the older type of Ferrari. A few days later the entire racing world mourned the death of Alberto Ascari, one of the fastest of all G.P. pilots, and a driver for whom Hawthorn has everlasting admiration.

After a troublesome and short run in the Belgian G.P., Mike decided to ask Tony Vandervell to release him from his obligations. There was talk at the time of his joining Lancia, but Gianni Lancia suddenly announced complete withdrawal from racing. Mike then found himself with the prospect of no further G.P. drives in 1955.

His next task was Le Mans for Jaguars, that race of terrible disaster which caused repercussions throughout the entire world, and in which Hawthorn played a prominent part. In next week's issue I shall describe the entire series of events which led up to the accident, and will leave readers to judge for themselves who, if anyone at all, could be blamed. I might add that from where I was sitting in the Press Tribune, I had the opportunity to see actually what happened—more so, I believe than any of the drivers who were involved, or anyone in the pits who had not such a clear view down the road towards White House.

(To be continued)



★
SECOND DEFEAT of 1954 for the Mercedes at the hands of Ferrari came at the Spanish G.P. where Mike beat them soundly, just as Gonzalez had done at Silverstone. Mike is seen here on his last lap.

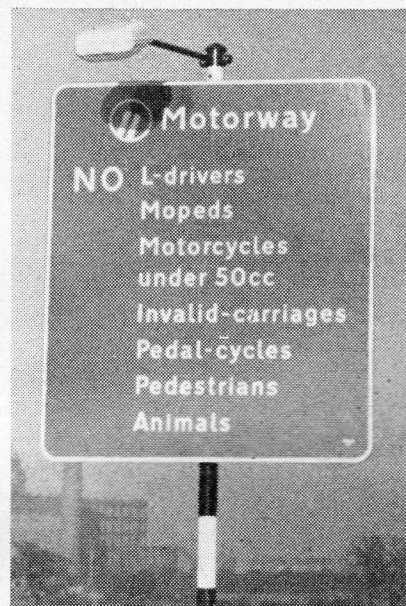
★

A Real Motorway at last!

FRANCIS PENN visits the opening of the Preston Bypass—Eight miles of Britain's First Highway for the exclusive use of Motor Traffic

ALTHOUGH only eight and a quarter miles in length, the new Preston Bypass opened by the Prime Minister on 5th December is at least the "start of the beginning" as it is the first completed link in the national network of motorways which, when finished, will allow traffic to travel safely at high speeds with a minimum risk of accident.

These objectives will arrive in the main by (a) the prohibition of pedestrians, cyclists and animals; (b) the prohibition of access from adjacent lands, and the elimination of all cross traffic by the bridging of all roads and footpaths *en route*; (c) dual carriageways separated by a central reservation; (d) the provision of junctions and lanes which will enable traffic to enter or leave the main route in safety; (e) the adoption of easy gradients and very large curves; (f) the



TO AVOID unnecessary obstruction, a list has been compiled of road-users who will not be permitted to use this road (above).

absence of raised curbs and the provision of hard shoulders on the nearside of the carriageway for use in emergency halts; (g) signposts of a size which can be read, both by day and by night, without the need to slow down; and (h) the provision of a road surface with the highest possible resistance to skidding.

Let us now see how, for its estimated cost of some three and three-quarter million pounds sterling, the new motorway complies. First, it has a twin track carriageway which in order to permit very high speed driving has no obstacles in its entirety and has been laid with slight undulating gradients. What gentle curves there are can be rounded in excess of 80 miles an hour. In all, it is a motorist's dream highway! To continue, each carriageway is separated by a cultivated reservation, the nearside being flanked by an eight-foot wide shoulder of grass verge which may be used only in case of breakdown or accident. (It is understood that additional verge land has been acquired to widen each carriageway to 36 feet if the volume of traffic so demands.)

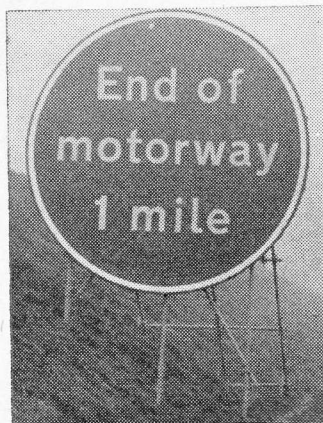
The hard shoulders are separated from the carriageway by a margin strip of grey-white concrete, the main surface being of "blacktop". An additional safety precaution is the provision of continuous steel fenders outside the hard shoulders on all embankments over 20 feet high on the straight and 10 on the turns.

In all 22 bridges have been built over and under the motorway, of which the two principal ones are at Salmsbury, over the River Ribble and the Trunk A59, and at Higher Walton, over the River Darwen and the County Road; of these, more anon. The remainder carry

APPROACH to the Motorway at Salmsbury is via what is almost a "cloverleaf" junction. The raised embankment carrying the new highway can be seen in the background.



SIGNS OF THE TIMES: Intended to be read whilst passing at speeds of up to 100 m.p.h., the signs on the Motorway are masterpieces of clarity. As there is no opportunity of turning round if a turn-off has been missed, plenty of advance warning is given of an approaching junction.



HARD SHOULDER is provided, strictly for emergency only, but on opening day, the parking ban was not enforced—in the interests of Press coverage!

minor roads and pedestrian footpaths over and under the main stem, one or two actually providing farmers, whose land the motorway intersects, with cattle crossings!

Now let us see where the new motorway goes, and what it does; the line of the bypass has been sited so as to fulfil its primary function as part of the North-South Motorway, other lengths of which in Lancashire are either under construction or shortly to commence. Fortunately, in addition, its location is such that with the construction of the projected three motorway links from the bypass to the Longton bypass, to the Belmont-Bolton road and to Blackpool, all through traffic which now approaches Preston on any of the seven main radial roads will be able to avoid the town, thereby materially benefiting the citizens of the local boroughs.

The road commences at Walton le Dale at a roundabout on the Manchester-Preston trunk road A6, a short distance south of the junction of that road with the Wigan-Preston trunk road A49. It runs thence to the east of Bamber Bridge, is carried by a viaduct over the River Darwen and the Preston-Belmont road A675, and then ascends over the watershed between the Rivers Darwen and Ribble. After passing Cuerdale Road, the view of the Ribble Valley opens out revealing the long embankment which carries the road across the valley to enter a deep cutting in the north escarpment of the Ribble.

The junction with the Preston-Blackburn trunk road A59 at Salmsbury forms the principal feature of the bypass. Here

FREEDOM from the frustrations caused by the interminable junctions and bottlenecks of ordinary roads will do much to make long-distance motoring a pleasure on the Motorways, and indirectly raise the standard of driving manners. It is encouraging to see in the "Motorway Code" that fast-lane traffic has priority over vehicles pulling out from the slow lane—a too-long deferred safety measure.

the trunk road runs parallel with, and adjacent to, the River Ribble, and this difficulty has been overcome by the adoption of a "double U" type of junction comprising twin roundabouts on the trunk road connected by dual carriage motorway loop roads to the main motorway, which is carried on a three-span bridge, the two northerly spans accommodating the river and the southerly span the trunk road.

After leaving the escarpment, the road passes under the Preston-Longridge road and the Preston-Longridge railway to continue in a northerly direction through undulating countryside to a point just north of D'Urton lane, whence it curves to the west to terminate at a surface roundabout on the Preston-Lancaster trunk road A6 a short distance south of Broughton Village.

This last mile of the motorway will, when the main line of the north-south route is continued northwards to connect with the Lancaster bypass, fulfil a dual

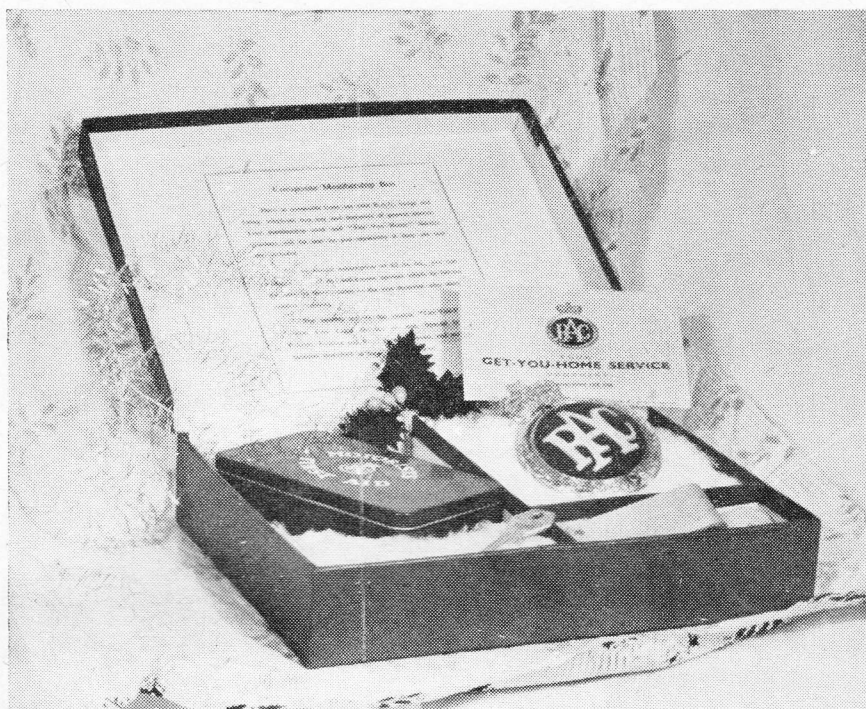
purpose as, (a) the first portion of the motorway links to Blackpool; and (b) the connection to Preston from the North.

The new motorway will replace a tortuous stretch of the A6 main trunk road to the North, which plunges through the very heart of Preston and where on a busy week-end in the summer, it is not unusual for a driver to spend upwards of an hour negotiating the seven miles of A6 which through traffic will now be able to avoid. The old road has no fewer than 1,898 places where traffic can join it or leave it. The motorway can only be joined at each end and at the Salmsbury bridge where drivers can leave or join the motorway via elaborate clover-leaf crossings. Nowhere is a line of traffic allowed to cross the path of another line.

Last, but by no means least, the signs. These are magnificent, standing upwards of 20 feet in height and with proportionate width. The markings are in big white letters on either a blue or red background, and as they are shown in mile and half-mile distances, there is absolutely no excuse for overshooting at all! If you do, no turn is possible and you just have to carry on to the end.

FRANCIS PENN.





GIFT PACK from the R.A.C. comprises associate membership card, "Get You Home" vouchers, an R.A.C. Elizabethan badge, a telephone box key, a Motorist's First Aid Outfit and a selection of literature. The pack costs £3.

large extent. Johnson lamps have one at 79s. 6d. (bumper bracket 12s. 6d.). You are asked to state voltage when ordering. Another popular lamp is the Hephlos searchlight. This fits on to the wind-screen and can be moved in a considerable arc. This is very useful for reading signposts at night. This one is priced at 69s. 6d.

Another very popular buy is the range of Blackwell Calculators. There are four types: the Mark I (standard rally model) at 13s., the Mark II (racing model) at 25s. 6d., the Mark IV (distance model) at 48s. and the Mark V (regularity model) at 30s. These will be a very welcome gift for any really keen spectator or rally driver.

Leston's also have a very fine selection of stop watches. Of Swiss, American and British manufacture, there is one for every purpose. The prices range from 95s. for the Elgin Chronograph (U.S.A.) to 50s. for the Smiths (G.B.) model. Lastly, rally types will undoubtedly welcome the cockpit lamp.

How many shopping days to Christmas?

By the time you read these pages there will be only 14. Yes, the Festive Season is upon us and once more we are faced with the problem: "What shall I give?" Sensing our predicament, the advertising boys try to help us. Full page ads. scream at us from the pages of the daily press and the shops paint their faces in gaudy colours in an all out effort to attract our attention—and our money. London, the most exciting city in the world, becomes even more so. A dazzling kaleidoscope of lights to cheer us on our way as we fight through the milling crowd which swirls through the shops like a river in spate. Christmas is here.

It seemed reasonable to suppose that a good number of our readers would wish to give gifts of a motoring nature to some of their friends and relations. So, braving the maddening crowd, I battled my way to 314 High Holborn and took refuge in Les Leston's motor accessory shop. Racegoers will by now be familiar with the Leston mobile racing écupe which travels round Europe to supply the boys with their needs. (Unfortunately it's not licensed so they are not always satisfied.) The shop at High Holborn consists of an accessory depart-



Christmas Cracker



Some appropriate gifts for Christmas time

ment on the ground floor and a racing department in the basement. Here Les has everything for the budding Mike Hawthorn, or even Mike himself, come to that.

Anyone who does a lot of motoring will appreciate the need for a good pair of driving gloves. Leston's supply two types at 25s. a pair. For another 25s. you can have a very fine umbrella made up of the International racing flags. If you know of anyone starting racing next year then a pair of driving boots will undoubtedly be appreciated. Made in high-quality chrome leather these cost £2 17s. 6d. a pair. The very popular G.P. racing goggles with inter-changeable angled safety lenses may be had for £1 7s. 6d. and the latest poplin racing overalls are now fully flame-proofed and sell at the very reasonable price of £5.

For the rally driver there is an eight-day dash clock for £2 17s. 6d. This carries a 12-month guarantee. A really expensive item is a very fine rally stop clock for £15. An essential piece of equipment is a fire extinguisher. Made by Bradex these models range from 39s. 6d. for 8-10 h.p. vehicles to 55s. for 12-18 h.p. cars.

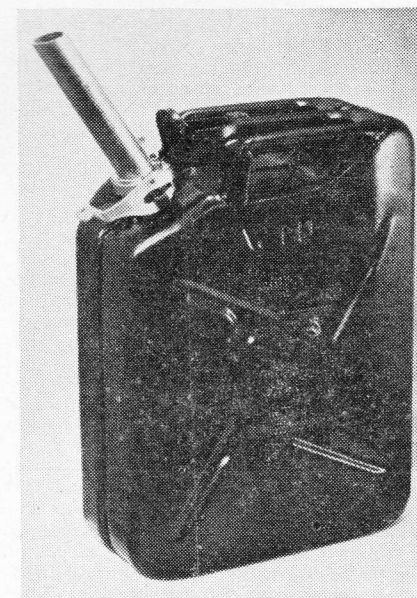
For the younger motoring enthusiasts there is the usual range of Dinky, Crescent Toys and Merit Kits and a Junior steering wheel which fits on to the facia. This costs 15s. 11d.

Christmas time is also fog time and on several occasions already the country has been enveloped in its Stygian gloom. Thousands of motorists have found themselves crawling home at 10 m.p.h. or so, cursing the while. Nobody has yet succeeded in producing a lamp that will pierce the murky depths but there are several fog lamps on sale that help to a

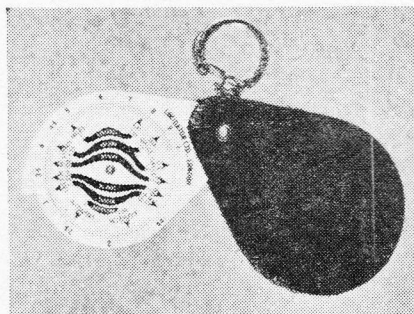
ment on the ground floor and a racing department in the basement. Here Les has everything for the budding Mike Hawthorn, or even Mike himself, come to that.

Ex-R.A.F., this can be fixed to a map board or the facia. The entire lamp can be rotated or tilted. Supplied with bulb and flex, this costs 8s. 6d.

These items are, of course, a very small selection from the enormous amount of things Leston's have to offer. For further details you should write to the aforementioned address and ask for their brochure. They will be pleased to send it by return of post.



NEW POURER of cast aluminium for jerrycans is made by J. E. Lesser & Sons, Ltd., Green Lane, Hounslow, Middx. Price 7s. 6d.

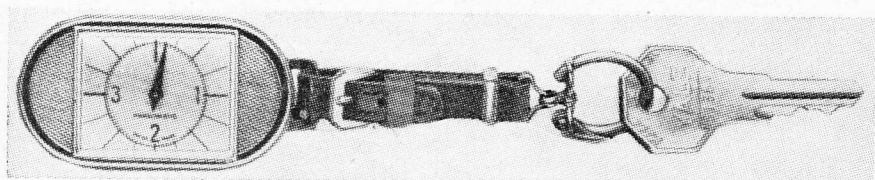


LUCIDATOR: A small calculator/key ring. On one side are English/Metric conversions and the other is for speed/time/distance calculations.

From Leston's I made my way to St. Giles Circus and John Somers, Ltd. This is another very fine accessory store.

A very useful little gadget that has only come on to the market recently is the "Indicap". This is a sensitive tyre pressure indicating valve cap, pre-set to the correct pressure of your tyres. It gives visual warning when your tyre pressure is low. These cost £1 1s. per set of four. For people who like to smoke while driving there is a combined ash-tray and cigarette lighter that fits into the dashboard. This can be had for 48s. 6d. A useful gift for those who use parking meters is the Parkomatic. This is a four-hour "clock" which will tell you how long your car has been parked, how long you took for a journey and various other things. Swiss made, these are priced at £4 4s.

For the man who wants to know if his car is running as well as it should



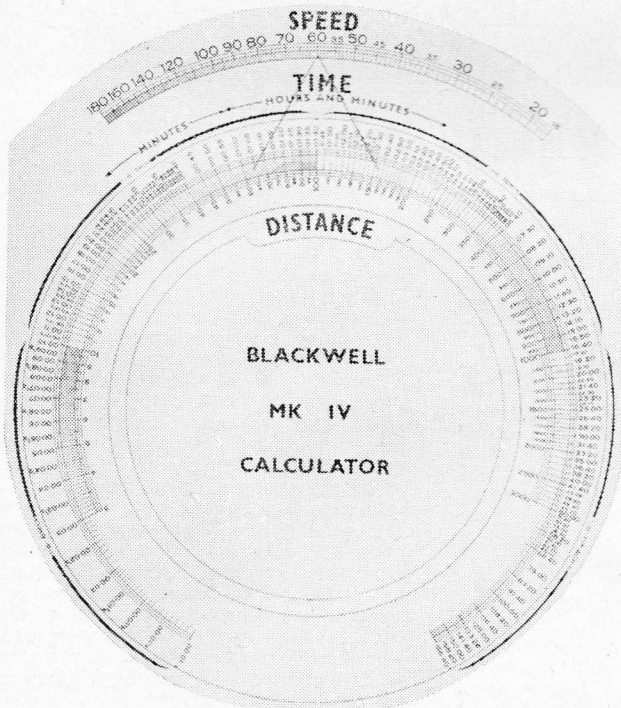
PARKOMATIC. The four hour timing clock.

watches. Mounted together on a steel backing plate, these two Swiss masterpieces cost 53 guineas. A nice little portable tape recorder is the PhonoTrix at 26 guineas. A very attractive gift for a club or a pub would be the Argyle lamp. These are made from brass and steel, finished in black and polished lacquered brass with silver plated reflectors and bevelled plate glass. These fine lamps cost £13 8s. 11d. per pair.

John Somers have another shop at 142-148 Edgware Road, W.2, as well as

shops. Talking of shops, the obvious one to go to for motor books is, oddly enough, Motor Books at 41-42 Parliament Street, London, S.W.1. Here you will find the proprietor, John Lello, in office. Any book on motoring that you may want, he'll get for you if it's still in print. He also deals in Scalex racing kits and the Merit construction kits, magazines, annuals, handbooks and, lately, the Stanley Schofield "Sound Stories".

The vogue for collecting "sound stories" of motoring and motor cycling sport is spreading. Among the latest releases by Stanley Schofield Productions,



BLACKWELL CALCULATOR Mark IV (left). This is the distance model, a comprehensive, all purpose instrument made to fulfil the needs of both rally and racing motorists.

DYNAMOMETER (right) for checking the general efficiency of your car.



there is the Dynamometer. This shows readings for efficiency of acceleration, braking, free running, fuel economy and for gradient checking. This instrument fixes on to the fascia and can be had for £5 15s. For £5 17s. 6d. you can have an electric fan, though the times such an accessory can be used in this country are few and far between!

If you want a torch why not get one that has a fan and a clothes brush fitted too! This only costs 22s. 6d. A dashboard fitment for using an electric razor in a car costs 10s. 6d. If you want the "full works" you can get a Remington Super 60 Auto/Home razor for £11 1s. 11d.

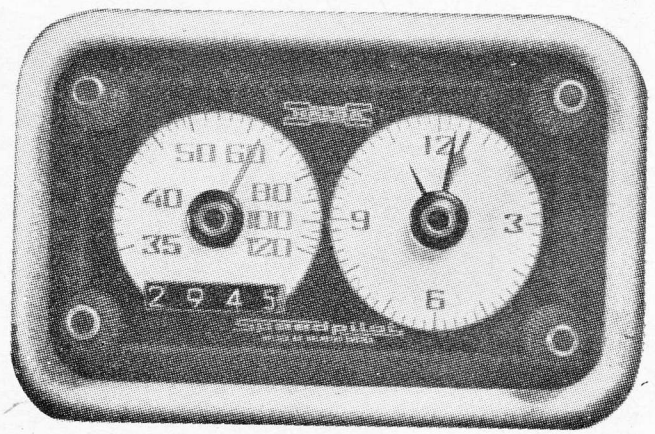
At this time of year one's windscreen tends to get very dirty and if the car is not fitted with a screenwasher, visibility tends to become rather low. If you can't afford a washer then there is Windo Glo. This is a liquid cleanser and costs only 3s. 11d.

Among the more expensive articles on sale at Somers's are the Autavia stop

the St. Giles Circus store. Both these shops are well worth a visit.

Books are always a very welcome gift and for the motoring enthusiast there is a wealth of interesting reading in the

Ltd., are the Grand Prix d'Europe 1958 (commentary by John Bolster), the British Grand Prix 1958 (Bolster), Mercedes-Benz at Oulton Park (L. Pomeroy and Nevil Lloyd), and the Senior T.T. (Graham Walker). The discs are all H.F., the motoring subjects being 7 ins. (45 r.p.m.), and the T.T. one a 10 ins. L.P. Prices of the former are 17s. 6d. each, of the last-named, 25s. Cost from (Continued on page 784)



UNIVERSALLY ACCEPTED by the rally men is the Halda Speed Pilot (right). The price of this fine instrument is £19 19s.

WITH the front wheels clear of the ground, Mike Lawson, runner-up, breasts the initial rise on "Up the Creek".

ONE of the closest finishes in trials in this or any other season was the result of Sunday's London M.C. Gloucester Trial: only two marks separated the first four, and 10 marks covered the entire list of 13 award winners! Final placings were sorted out by judicious use of the special test and gave the premier award to Alec Francis (Cannon) with 110 marks, runner-up being Mike Lawson with the same total. Third place went to Geoff Newman and again the result of the special test had to be called in, for Geoff's total, 109, was exactly that of Bernard Dees. Geoff's car, incidentally, seems to be going much better since its builder, Mike Cannon, won the K.B.C.C. event in it shortly before!

This year's Gloucester went back to last year's ground—a superb area for the event which provides just about every form of hazard from grass to rock by way of leaf-mould, mud and water. Many of the sections used were the same

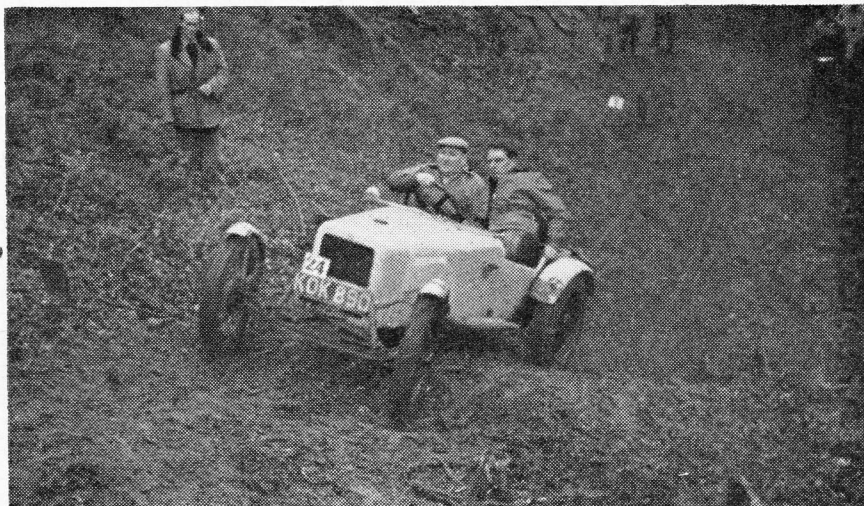


FRANCIS WINS THE GLOUCESTER

Close Finish To London M.C. Classic Trial

as last year, but there were one or two additions and several of last year's hills had been deleted. The area covers the two sides of a valley, through which a wide and, in places, quite deep stream runs. The whole thing is a few miles south of Cheltenham.

The first hill was, in fact, the one used as the second one in last year's event, and consisted of a gentle gradient on soggy leaf-mould, twisting with hair-pin bends to right and left through the trees. Lack of grip was assisted by a night of rain and, to add to the competitors' problems, the take-off area was very slippery and cambered steeply. Several cars failed at the start, but if this could be overcome then the hill was quite possible. Most cars managed to climb it clean, but failures included A. J. Apps, W. W. Swaby, Percy Barden, T. A. Marshall, R. C. Needham, N. Moor, Tony Marsh and "Tiny" Lewis: most of these chaps found difficulty at the start.



The second hill—"Beech Leaves 2"—was one of last year's, turning sharp left on the leaves and then running straight up a really steep bank. It proved just as impossible as last year, and few people managed to urge their cars higher than "two". This was followed by "Grassy Bank", a short climb on a surface aptly described in the title. The passage of cars caused the ground to be cut up fairly badly and made things even more difficult all the way up the narrow channel. Norman Overton climbed to "six", Eric Jackson reached "five", but most of the entry were stopped at "four".

"The Gulf" was another of last year's hills, starting in the bed of a stream and then, after 30 yards or so, turning sharp right, up the bank and out of the water, then to pursue a course up a narrow gully. No one had much trouble with this last year, and it maintained its character, for nearly every one climbed it clean without any difficulty.

Quite a long trip followed to reach the next hill, which was called "Up The Creek". Starting across a footpath, the route went straight up a near-vertical hump, then up a more gradual gradient to a steep bump which was liberally strewn with rocks. After this, the course twisted to the right and continued on up a more gentle gradient, although this was only of academic interest to the entire entry. Point about the whole thing was that it ran up the same part of ground that a waterfall ran down. This was a stopper in every sense of the word. The first hump took everyone's front wheels off the ground and the second hump stopped almost everyone. To be fair, quite a lot of drivers didn't bother to try to get over it for the very good reason that they gained no marks for doing so. The only benefit was vastly increased chances of getting out again! The brave lads who did tackle it just spun to a standstill at the top. Jackson came to an abrupt halt when his front wheel struck a rock step which had been laid bare by a previous competitor, and was lucky to avoid damage to his front axle, while "Tiny" Lewis went wide and came within an ace of turning his car upside down. Worst luck of all befell Dave Price, whose engine stalled about half-way up the "possible" half of the hill. Hardly anyone bettered "three" on this one.

The sixth hill—"Snodgrass Summit"—was a steep bumpy climb straight up the side of the valley. The snag here was a deep gully which ran across the hill half-way up, and this stopped most people at "five" with a few doughty performers getting to "six".

From here the route led back across the brook to "Trees", which wound through a shrubbery on a surface of wet leaves. Reg Phillips, getting to "four", and A. Oliver, who reached "five", were among the most successful here. One of the principal difficulties on this hill was the take-off, which was on wet grass and

WHILE Peter Highwood (left) looks on, Ron Kemp fights the dreaded wheelspin as he takes his car up "Snodgrass Summit"—another of the "stoppers".

TINY LEWIS puts out a hand as his car nearly overturns on "Up the Creek", which stopped the whole entry.

started the wheels spinning almost before the car entered the section. Rex Chappell and Dave Price reached "three", while Jackson had to be content with "two".

Hill 8—"Pam's Prance"—was a straight climb on leaf-mould rising steeply between trees. A good average climb here was to "six" and "seven", although Geoff Newman made a most spirited attempt and reached "nine"—a very stout effort.

The ninth hill was called "Short and Steep", which adequately described its twisting course among trees and bushes. Newman was good here, too, and although he only reached "three", most of the entry got no higher than "two". Chappell was among the ranks of those who equalled Newman's climb.

"Sog Bowl" was the unglamorous name—slightly modified from the one chosen last year—given to the 10th hill, another of those starting in the middle of a stream. This proved to be quite impossible, since competitors were asked to drive out of the stream, up the bank and on up a baby cliff. What stopped them was a combination of steep and slippery river bank and an increase in the depth of water immediately before it! Several people gave their ignition systems a wetting in the huge splash here, Dave Price and Tony Marsh both being among those who emerged with only three cylinders working while Tiny Lewis completely drowned his electrics and, in company with Tony Alldred, stopped his engine altogether.

As last year, this hill was followed by the "Fairmile", a long gradual ascent beneath trees which positively dripped with fog. Most people tried very hard with all they knew in the way of skill and daring—and some of them reached the first marker board! Of course, the hill was quite impossible under the circumstances and just could not be climbed.

Meanwhile a gentleman named Highwood had been doing a spot of quiet



thinking over a sandwich, brought his car to the start and then quietly motored all the way up: he made it look so easy, too!

After this came lunch, and then a driving test on the wet grass involving starting on a line, doing a hairpin round a pylon and back to stop astride the starting line. This saw some spirited attempts at spinning the car on either hand-brake or throttle—including, naturally, Tony Marsh.

For the afternoon sections the trees and streams were forsaken so that, just for a change, the competitors could try

their luck on the grass. The first hill ran along an adverse-cambered bank and then vanished up into the bushes. Tony Marsh cleaned this one very neatly, while Geoff Newman reached "nine" before stopping, but, despite a really wide variety of methods of approach nearly everyone else failed early. Next came a steep, twisting climb of great length up the side of the valley, wheel-spin on the wet surface tearing the grass and cutting up the surface into sticky mud. As a result of this most climbs failed, although nearly everyone passed the half-way mark.

By contrast, a short, gradual run up a narrow, taped channel caused little difficulty. Most of the early numbers were clean here and seemed to have little difficulty in reaching the top. As things progressed however the surface deteriorated and the latter half of the entry seemed to be having a little trouble just after the start.

Hill 15 was a short steep climb up another grass bank. Rex Chappell was clean here, just making the top by means of vigorous bouncing; Eric Jackson and Tony Marsh went up easily and, surprisingly, Ernest Chandler failed about half-way up. This made a lot of nasty dents in the surface and thereafter the lines of approach became more and more non-standard, and the marshals began to wish they had marked the end of the hill on both sides instead of just one!

After this came a repeat of the first three morning sections, the two "Beech Leaves" hills and "Grassy Bank". On the latter, Bernard Dees and Ron Kemp were clean, while Rex Chappell jolly nearly got to the top. Peter Highwood had the bad luck to break his back axle on this one, but nevertheless made an attempt on the last two hills and was classed as a finisher. In spite of this sporting effort, however, he spoiled his chances of the premier award, for which he had been well in the running.

"Beech Leaves 2", which had stopped nearly everyone at "three" or so in the

(Continued on page 776)

Results

Best Performance: A. W. Francis (Cannon), 110; 2, M. H. Lawson (M. & L.), 110; 3, G. J. Newman (Cannon), 109. **First Class Awards:** B. H. Dees (P.A.B.), 109; P. F. Highwood (Exspence), 107; J. F. Harrison (Harford), 106; R. W. Phillips (Fairley), 104; E. Jackson (Cannon), 104. **Second Class Awards:** A. E. Marsh (TMS 1), 103; R. W. Faulkner (Paul), 103; T. C. Harrison (Harford), 102; R. Kemp (Cannon), 101; R. Chappell (S.C.S.), 100. **Team Prize:** Newman, Chappell and Dees.



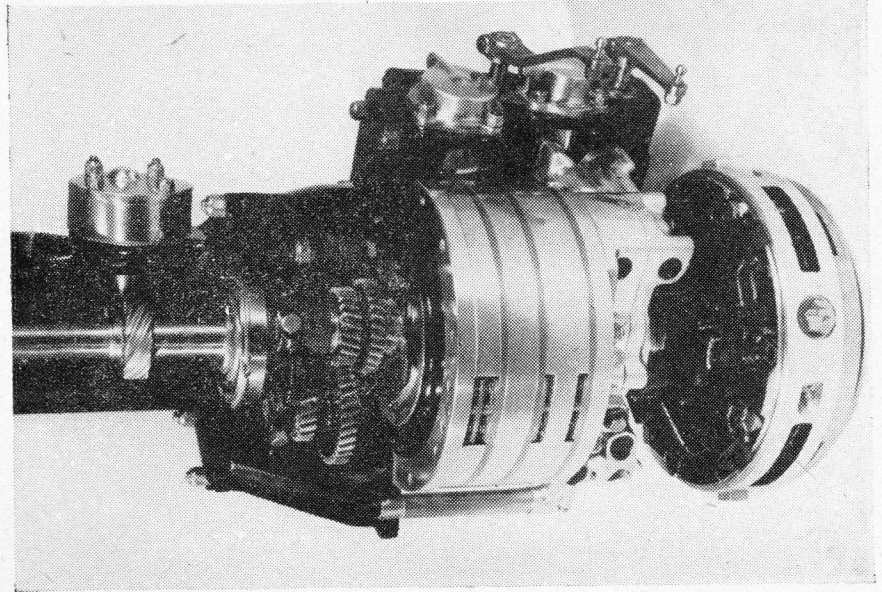
ABRUPT HALT for Eric Jackson, who collided with a rock step and was lucky to avoid damage to the front axle.

COMPACT and no heavier or bulkier than an orthodox gearbox, the "Mechamatic" unit can be fitted to low h.p. cars.

ONE of the most discussed topics in contemporary motoring is the question of gears—and, more particularly, how they are selected. Generally speaking, the protagonists seem to be split into two camps—those for the automatic system of transmission and those who prefer to do the whole job themselves, using clutch pedal and gear lever in their own way and at their own convenience—and the two camps, so far, seem unable to meet.

Personally, I've always tended to be on the "swap your own cogs" side of the fence, having been brought up with three pedals in front of me and a gear lever sticking up out of the floor in traditional fashion. Being something of a conservative in these matters, that, for me, has always been the way gears should be changed.

My experience of the common forms of automatic transmission has been



Automatically Right!

Road Impressions of an XK 140 Fitted with The Hobbs' Mechamatic Automatic Transmission

strictly limited: I had from time to time driven cars so fitted because, perhaps a little pompously, I feel that a motoring journalist should do these things—and anyway, I like driving motor cars! Yet prejudice has remained and until recently the "kick and stir" method, for want of a better phrase, was for me the only way to control the movements of the gearbox.

To my way of thinking, automatic transmission, as normally found in the average form in which it is available, leaves several big gaps. For town motoring it is ideal in the jams and hold-ups so prevalent these days—I have never questioned that. For "open-road" motoring, however, there have always been one or two points which leave me unhappy. One of these—and it is the main one—is that on most automatic transmissions a downward change can only be effected by either a reduction in road speed or by the "kick down" method, involving stamping smartly floorwards on the throttle pedal. Let us assume, for a moment, that we have entered a corner rather too quickly—a mistake undoubtedly, but we all make mistakes. For a variety of possible reasons we do not wish to apply the brakes, yet we wish to reduce speed so that we may get out of trouble. How do we do it? We select a lower gear, of course—but we can only do that by means of a wider throttle opening—and that will cause us to accelerate, with probably expensive, and possibly painful results. Then, too, we may wish to overtake a slower vehicle, so we kick down on the accelerator, in comes the intermediate gear with a nice surge of power and away we go. But as soon as we reach the pre-determined maximum speed in that gear the gremlins change up for us, and it is easily foreseeable that that is what we do not want to do. Of lesser importance, but nevertheless true, is that some forms of automatic transmission cause a slight increase

in petrol consumption due to transmission losses.

Yet in spite of all this, I am now a converted man! I now find myself thoroughly in favour of throwing away the clutch pedal and in the car of my choice automation would reign supreme. The reason for this change of heart must be laid at the door of Hobbs Transmissions, Ltd., of Leamington Spa. I have just completed the best part of 1,000 miles in an XK 140 Jaguar which is fitted with the Hobbs "Mechamatic" automatic gearbox. May I say that I—and my colleague Stuart Seager—have become convinced that this is the complete answer to any transmission arguments that concern the kind of motoring that you and I like.

Briefly, the system retains the four speeds and reverse of the normal gearbox. The unit is entirely mechanical in operation, involving no abnormal transmission losses in terms of power and fuel consumption and operates through a system of clutches and brakes—rather on the same principle as the dear old Wilson gearbox.

Perhaps I ought to explain my qualification on its suitability—at the same time I can dispose of one of the few disadvantages that struck me during a considerable mileage: the "automatic" change is noticeably fierce, lacking the complete smoothness of some of the better-known types of automatic transmission. The one supreme advantage of the "Mechamatic", outweighing all others, is in the matter of control. Which gear the driver uses, when he uses it and how long (within the normal limits of engine r.p.m.) he continues to do so, is entirely in the hands of the man driving the car and it is as definite as a manually controlled gearbox of normal type.

There is, of course, no clutch pedal. The existing gear lever, suitably modified, remains on the Jaguar as a perfectly

placed, short, central stub. This operates through a quadrant, the fully forward position selecting the reverse gear train. Next stop, coming back towards the driver, is the neutral position, and thereafter one continues to draw the lever back in its arc through first, second and third gear positions, finally reaching "A", or automatic. This system applies to all cars fitted with the unit; for example, the steering-column mounted lever on the Morris Oxford is retained, working similarly through a quadrant as the selector. Thus, for those who are sensitive about these things, the only outward sign that the car is not as normally seen is the absence of a clutch pedal.

With this lever the driver has, as I have said, full control over the gearbox unless he prefers to let it do its own work. I found that a nice arrangement, which suited me admirably, was to set the "gear lever" to automatic for town use, letting the gremlins do the work, and then, on the open road, to treat the whole thing as a manually operated gearbox. Under either set of circumstances lower gears can be selected to provide engine braking and so on.

On the Jaguar, one starts the engine in, presumably, neutral. Assuming the journey to be confined to town driving, "automatic" was selected. Normal tick-over speed, as shown by the rev-counter, was 500 r.p.m., and a short space of time elapsed before the revs. dropped to about 300 r.p.m. At this point there is some creep when no brakes were applied; application, however, never caused the engine to stall. Moving off from rest before the rev.-drop resulted in a slight "jump", but if the couple of seconds required for full engagement is allowed for then the take-off is as smooth as could result from the most delicate manual clutch engagement.

On moving off for a traffic spin, second gear is engaged almost immediately, at about 10 m.p.h. This gear is held until road speed increases to around 20 m.p.h. and then third engages. Top gear will not "come in" until the car is travelling at a little short of an indicated 40 m.p.h. and, thus, for normal town motoring, one is in third and second most of the time. The changes, though not harsh, are

(Continued on page 774)

Champions choose Castrol

For the second year running
**Ladies' European
Touring
Championship**

WON ON CASTROL

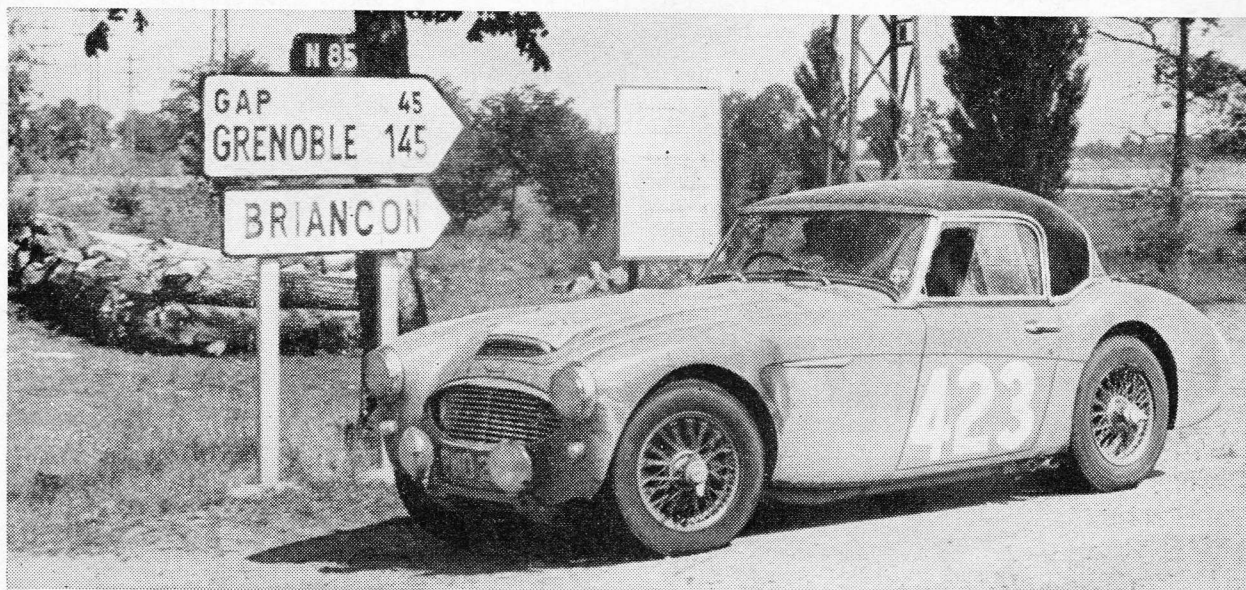


Photo by courtesy of Autocar.



Miss Pat Moss and Miss Ann Wisdom are pictured here in their Austin-Healey 100-Six on their way to winning the Coupe des Dames in the Alpine Rally. They won the Ladies' European Touring Championship for 1958 using Castrol and B.M.C. cars throughout the season.

Follow the experts—
always ask for **Castrol** by name

Automatically Right!—continued

noticeable but this would only be considered a nuisance by the impossibly fastidious.

Oddly enough, the downward changes, made automatically through normal deceleration, are much smoother, but when braking gently from a top-gear speed of around 40-45 m.p.h. there is some roughness and snatch from the transmission. Again, although this is noticeable, it is not so pronounced as to be seriously disagreeable. In traffic the transmission behaves with all the advantages of "automatics", freeing the driver of all responsibility as to gear selection and clutch manipulation.

For serious motoring, the versatility of the Hobbs "Mechamatic" is truly appreciated. One can, of course, leave it to the gremlins and with "automatic" selected the gearbox behaves perfectly. This is, of course, no way to extract more than a modicum of the tremendous performance the XK 140 provides.

Assuming that one is leaving a built-up area, serious motoring can be indulged in. The "gear lever" is moved into second gear position, the car leaps forward and from now on we can treat the whole thing as if we were back in a model with normal transmission. Second gear, under these circumstances, can be held right through the revolution range of that splendid power unit. At, say, 5,000 r.p.m. one flicks the lever back a notch, third gear is engaged immediately and sweetly and off we go again until, at the appropriate moment, one engages top gear. All these upward changes can be made on full throttle—indeed, the trans-

mission prefers it—and each engagement is made without any jerk, while gear changing under these conditions is far faster than the normal gearbox will allow.

Engagement of the lower gears from top is made in the same way, and third or second can be engaged on the over-run as the driver requires, thus drawing the benefit of normal deceleration by means of the gearbox. If the selector is left in the automatic position, naturally the gearbox will change down for you, but only at the speeds at which it thinks fit to carry out such a manoeuvre.

Starting from rest, engaging first gear manually in this way, full acceleration could be employed in a manner detracting in no way from the performance of a normally equipped car. Under these conditions 100 m.p.h. can be achieved very quickly indeed. The car used was the "special equipment" Jaguar model, with the 210 b.h.p., "C" type modified power unit, and this colossal power appeared to bring no problems to the transmission: by employing "unfair" tactics wheelspin could be induced, although on dry roads, when accelerating, though hard, in nevertheless the normal manner this would not happen.

In the course of nearly 1,000 miles, including almost equal proportions of town driving in the West End rush-hour and very high-speed cruising in the early morning, the gearbox showed no signs of stress however brutally it was used. However, after repeated high-speed runs and maximum acceleration tests on an airfield, some clutch-slip was evident when attempting to engage top gear at

5,000 r.p.m. and over in third, while holding open the throttle. If the change was made at 4,500 r.p.m., however, engagement was complete, immediate and normal.

These impressions may strike the reader as being almost lyrical: that is not entirely unintentional, for I have seldom been so impressed with an "unorthodox", if that is the right word, transmission system. As yet, the Hobbs "Mechamatic" is not available: it is hoped that it will be placed on the market in the near future. Price is obviously uncertain, but it has been estimated that it will be in the region of £100—not a lot, really, when it's added to the price of the motor car.

We have, of course, road tested the XK 140 Jaguar with "C" type modifications and so the car has been rather ignored in these notes. However, as a means of travelling very fast indeed in complete control and supreme comfort, it takes a great deal of beating. To sum up, the car I used for a week's hard and varied motoring, with the "Mechamatic" transmission, would suit me very nicely, thank you!

It should, incidentally, be pointed out that the Hobbs unit is not confined to big cars. Because of its freedom from power losses, it can be safely fitted to smaller cars and on the Hobbs demonstration strength is an Austin A35, as well as the Morris Oxford already mentioned. The unit's size and weight are comparable with those of an orthodox synchromesh gearbox.

MARTYN WATKINS.

CORRESPONDENCE

John Wyer on "Wishful Thinking"

THE letter from Mr. John Hugenholtz in your issue of 5th December is a masterpiece of special pleading and wishful thinking.

In his phrenetic efforts to justify the 1½-litre formula Mr. Hugenholtz makes statements and draws conclusions which simply cannot be allowed to pass. On the sole evidence of the usual "very reliable source" he asks us to believe that the oil companies support the new formula, and then dismisses the matter by saying "so much for the oil companies". He draws a red herring across the trail by suggesting that the oil companies will welcome racing on commercial fuel. Of course they will; what has this to do with a 1½-litre formula?

Mr. Hugenholtz may be permitted his confidence that Porsche and Borgward will be interested in the new formula; he offers no justification for including Mercedes-Benz beyond saying he is sure "that the new formula is being studied right now in Stuttgart". Not everybody will be so easily convinced as Mr. Hugenholtz. We can allow him Osca, Ferrari (in spite of his published statement to the contrary) and Maserati in spite of their financial difficulties; when he includes Fiat he borders on fantasy.

Mr. Hugenholtz asks us to believe that crowds will only go to see a large variety of makes and nationalities. The largest motor racing crowds of all time went to see Mercedes-Benz and Auto-Union when there was no opposition to the Germans. He asks us to imagine the terrific spectacle of 15 or 20 1½-litre cars, evenly matched. Probably the most evenly matched racing of all is provided by 500 c.c. cars; unfortunately for Mr. Hugenholtz, by the time the 500 c.c. event comes on, most of the Silverstone crowd is on its way out of the car parks.

It would be too easy to go on tearing down Mr. Hugenholtz's case. One can only say that having helped to lay this bad egg, he is understandably anxious to see it hatched.

FULMER, BUCKS.

JOHN WYER.

The New Formula

SURELY one rather important point has been missed in the controversy about the new Formula 1.

Though the new formula may provide interesting, safer racing—and I fully believe that it will—yet the fact still remains that F1 cars will be slower than the big sports cars.

Our present, highly successful, F1 has been mercilessly torn to pieces, while the sports cars—which are generally accepted as more dangerous than formula cars—grow larger and larger outside sports car championship races.

Grands Prix should be the top flight of motor sport in speed, technical development and spectacular racing. It would be a pity indeed if F1 is so reduced that when the public want to see spectacular motoring, they go to sports car races instead of Grands Prix.

RUGBY.

KAREN ARMS.

"Dicing on Discs"

AS a keen hi-fi and motor-racing enthusiast, I was most interested in the above-named article which appeared in last week's edition of your excellent magazine. However, there is one point I should like to query.

Your writer says, when discussing the record entitled "Sports Cars in Stereo", that although it is necessary to play the disc on stereo equipment in order to gain the maximum amount of realism from it, it can be played over normal monaural equipment. According to all the technical writing on stereo that I have read, you must never play a stereo disc through monaural equipment, not even once to see how it sounds. This point is stressed in an article entitled "Doubling up for Stereo" in the October edition of *Hi-fi News*.

The point is that the styli fitted to monaural pick-ups are larger than those fitted to stereo units, and consequently the stereo discs would be ruined if played on monaural equipment. However, I would say that it is quite in order to play monaural discs through stereo equipment.

Your comments on this point would be appreciated as I would be interested to know if the disc under discussion is made for playing on either type of equipment.

LONDON, S.E.7.

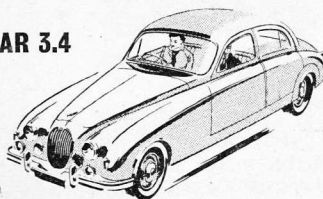
PETER J. RICKETTS.

[Mr. Ricketts is quite correct on this point—we must have had our channels crossed!—Ed.]

(Continued on page 777)

**More
power
to
Stop!**

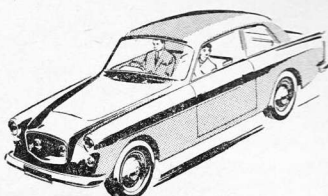
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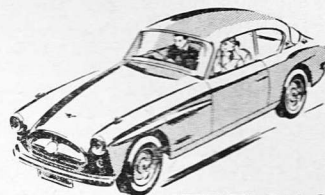
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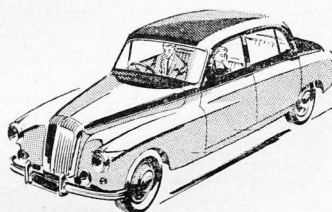
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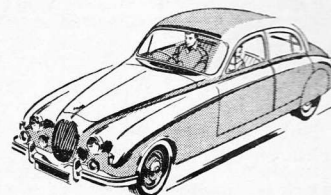
BRISTOL 406



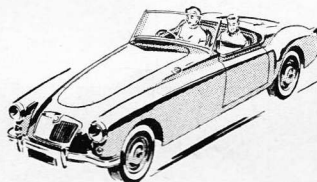
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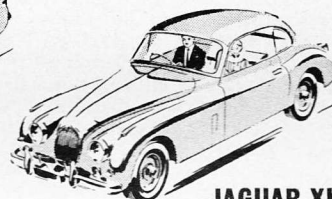
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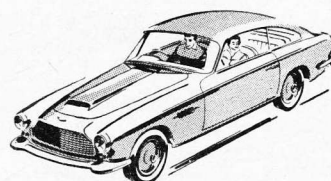
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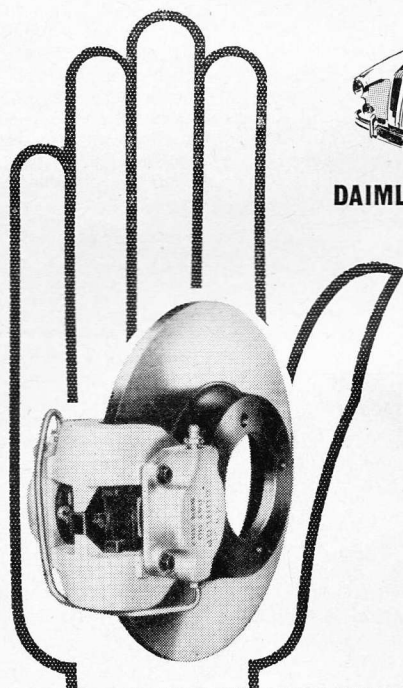
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JAGUAR XK150



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DUNLOP

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on all four wheels of these British Cars

Club News

by MARTYN WATKINS

WE seem to have been ticked off twice this week—in the nicest possible way, of course! Last week I said—but not in these pages—that the **Sevenoaks and D.M.C.** were probably the smallest motor club to field a team for the forthcoming Monte Carlo Rally, and named the team. Unfortunately, however, a certain amount of confusion crept in at the beginning of the act and we named the wrong people. The correct S.D.M.C. team is, in fact, composed of cars entered by Messrs. John Reeves, Stan Coldham and John Patten.

The second point is made by H. W. Last, secretary of the **De Lacy M.C. of Pontefract**, who suggests that it is, in fact, his club which is likely to be the smallest with a Monte team. He says that the Club has an active membership of only 120 and the team is Eric Jackson (Vauxhall), Hugh O'Connor Rorke (Jaguar) and Jim Wood (Sunbeam). Brian Waddilove, another member, is also taking part and the club also has a reserve entry.

And even if the De Lacy club is not, after all, the smallest in this particular branch of fame, at least we must all agree with Mr. Last and say that this is, indeed, a very good show!

TIME, as we have so often admitted, marches on and what have we here but a note about the **Hants and Berks M.C.** "Pairs" navigation rally that seemed to go down so well last winter. This season's version is on 4th January. It is organized primarily for H. and B. members, but members of other clubs will be welcomed "within the limits of numbers which can be handled". . . .

West Essex C.C. holds a Christmas party at its club headquarters on 23rd December, and a New Year's Eve dance at the King's Head Hotel, Chigwell. Next competitive event is the Capricorn rally (closed) on 4th January. . . . Also in line for a New Year's Eve party is the south-eastern centre of the **B.A.R.C.**, this one being held at the Seaford Head Hotel, Seaford. On 13th December is the annual "December night event" which, whatever you might think, consists of seven driving tests scattered throughout East Sussex. . . . New secretary of the **Melton Mowbray C.C.** is D. H. Wood, The Elms, Burton Lazars, Melton Mowbray. . . . **Hagley and D.L.C.C.** holds a production car sporting trial on 4th January, starting at the Stewpony Hotel, near Kinver, Worcs. Invited clubs are M.G.C.C., Morgan 4/4 Club, Shenstone and D.C.C., Sunbac, and Worcestershire C.C. Secretary of the meeting is G. I. Tucker, 115 Bewdley Hill, Kidderminster, and entries close on 30th December. . . . At the recent annual general meeting of the **Waterloo and D.M.C.** there was only one change in the principal officials, Mr. R. H. Shaw being elected chairman and the ex-chairman, Mr. J. B. Wilson, being made a vice-president. . . . **Midland A.C.** announces that its national open hill-climbs at Shelsley next year will be held on 14th June and 30th August. . . . Even sharper reminder that time, etc., as I said



THIS, believe or not, is a "go-cart"—and in tuned form will do 40 m.p.h.! It is powered by a 90 c.c. two-stroke engine, driving one wheel, and has one disc brake. The U.S.A.F. at Burtonwood has five of them and they are raced on a 100 yard bowl. "Driving" this one is Mickey Flynn.

before, comes from **Cambridge University A.C.**, who have sent along the regs. for the "Miniature Monte" rally on 31st January-1st February! Invited clubs are Yorkshire S.C.C., Jaguar D.C., Healey D.C., North Staffs M.C., London M.C., Lancs and Cheshire C.C., Cambridge '50 C.C., Nottingham S.C.C., East Yorkshire C.C., North Midland M.C., Morgan 4/4 Club, Forces M.C., Wirral 100 M.C., Sunbac, Bolton-le-Moors C.C., Combined Universities M.C., M.G.C.C., Peterborough M.C., West Essex C.C., Vintage Sports-Car Club, and Ilkley and D.M.C. Entries go to J. R. Gerrard, Fitzwilliam House, Cambridge, and closing date is 19th January. Make a note in your brand-new diaries.

Coming Attractions

December 13th. R.A.C. Trials Championship Trial, Stewpony Hotel, Kinver, near Stourbridge, Worcs. Start, 10 a.m.

December 14th. Vintage Sports-Car Club Driving Tests, Heston Aerodrome, Middlesex. Start, 12 noon.

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

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

SEVENOAKS AND D.M.C.

THE Sevenoaks and District Motor Club held their "Rallye Caprice" on Saturday, 6th December. The event started at Green Street and promised to be an amusing diversion as all one could see was swirling mist and a knot of competitors ruefully inspecting a frozen puddle in the car park. Cars went off in competitors' own time and drivers felt their way gingerly for the first five miles or so when the fog cleared leaving only the problem of the patchy ice on the road surface—sometimes one thought it was there and sometimes it wasn't; this at

least kept everybody awake! The route wended its way towards Tunbridge Wells where there was a time check. Most competitors found the first section a bit tight but the second was easier as the last five miles—for those who found it—were along fairly straight roads across Mereworth Woods and along A20 where the fog started again at the top of Wrotham Hill. The event finished at the country club where provisional results were given.

Provisional Results

Experts. First Equal: F. Butler/C. Casey (VW) and S. Clipston/T. Godfrey (VW); Third, J. la Trobe/E. Hatfield (Volvo).

Novices: First Equal: P. Green/J. Webb (Morris 1000) and D. Coward/D. Dalton (Riley 1.5); Third, K. Springate/J. King (VW).

Gloucester Trial—continued

morning, remained unconquered, although Jackson took a new line of approach and reached "five", and Frank Lewis had a good shot at it, reaching "four" and stopping barely short of "five".

All in all, the "Gloucester" was a most enjoyable event, in spite of the weather. Thick fog and heavy rain did their joint best to spoil things, but it just couldn't be done. And if the hills were a little on the touchy side, this was only the fault of the wet night—an unforeseeable circumstance. The results were produced promptly and the headquarters of the event was at a splendid pub!

MARTYN WATKINS.

JACKSON WINS THE FIRST "CENTENARY"

AFTER days of fog which threatened to wreck the first Centenary Trial organized by the Rotherham and District Motor Club, and made the task of marking out the course extremely difficult, the day of the event provided ideal trials conditions.

Following a night of rain prior to the event, sections which might have been reasonably easy under dry conditions turned out to be most difficult. The whole of the trial was conducted in one place on private land and out of the entry of 20 there were six retirements.

Section one consisted of a very steep (Continued on page 778)

Correspondence—continued

Petrol v. Alcohol Fuel

IN the days before the Great War, when I was a small boy, there was a song that went something like this:
*The rule of the road is a paradox quite
 If you go to the left you go to the right,
 If you go to the right you go to the wrong*
 ... and so on.

I find Mr. John Hugenholtz just such a paradox. Here we have a gentleman whose opinions on G.P. racing should command our respect, and yet with his wealth of experience he tells us that the safety measures which go with the coming new formula are quite acceptable, although it appears that starter and battery might be installed. Are only the possible starter or battery liable to cause fire in the event of a crash? Cannot Mr. Hugenholtz realize that, in spite of his enthusiastic championing of the use of high-octane petrol, it was this fuel, and nothing else at all, that brought about the tragedy overshadowing the recent Grand Prix of Morocco?

In a recent Editorial you rightly advocated a return to free choice of fuel; might I add an important point that is invariably overlooked? It is this. Owing to the heat conditions prevailing in the internal combustion engine, especially that of the racing car, there are, in spite of the advances in metallurgy, very definite limitations to its reliability, and these limitations are reached, when petrol is used, very much earlier than they are when alcohol is employed. Thus, when alcohol is barred and petrol only is the rule, we impose upon drivers the added risk of a crash due to sudden and serious engine breakdown or seizure directly attributable to the use of petrol.

JOSEPH BAYLEY.

[Yes, but Enzo Ferrari has stated that he can make a car go faster on pump fuel than on alcohol. Therefore, even if alcohol were permitted, the weight penalty from doubled fuel consumption would all but prohibit its use among his competitors.—TECH. ED.]

The B.M.R.M.C.

VERY many thanks for the excellent write-up you gave the B.M.R.M.C. in a recent "Club News". There is one small point, however, that I feel needs clarification.

As your remarks were concerned with the club as a whole, and not only the Southern Area, it should be made known that both the other areas operate training schemes similar to one carried out in the south.

Interested officials in the Midlands and North should contact their respective secretaries: Vic Bond at 114 Earlswood Road, Dorridge, Solihull, Warwickshire, and Graham Irving at Wuke House, Wellington Road, Bebington, Wirral, Cheshire.

ROBERT F. BROMLEY,
 P.R.O. Southern Area.

BECKENHAM, KENT.

Racing Colours

I AM anxious to discover the origin of the various national racing colours and have so far discovered only that "B.R.G." was allegedly adopted by Napiers as a tribute to the Irish Government for allowing motor racing on public roads.

The Competitions Department of the R.A.C. have been unable to tell me whether the other national colours originated in an equally picturesque manner or were laid down by some governing body.

If you cannot help me either, perhaps you would be good enough to publish this enquiry, suitably edited if you so wish, in the hope of gaining the required information from some knowledgeable reader.

DAVID R. NISBET.

STOCKTON HEATH, LANCs.

The World Championship

HAVING been a reader of your excellent magazine from its first issue I am very sorry to see you publishing so many childish letters on Hawthorn versus Moss.

I am sure the above-named gentlemen have no wish to see their names linked in petty arguments in print. We all have our favourite drivers but do not let us spoil their hour of glory they richly deserve.

I sincerely hope you discontinue publishing further letters on the subject.

E. J. WORLEY.

LONDON, E.18.

[This correspondence is hereby closed!—ED.]

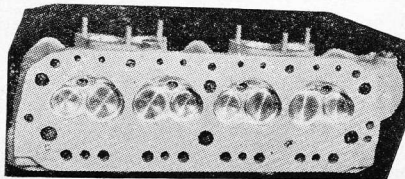
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 Light Alloy Head is the
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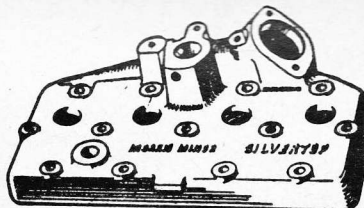


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"The Motor" Road Test shows on a standard M.G.A. with H.R.G. head and extractor manifold, better 20-100 m.p.h. top gear acceleration and maxmille figures, than Twin Cam Model.

For normal road use the head gives improved tractibility, with greatly increased torque, giving better acceleration and higher cruising speeds, on less petrol.



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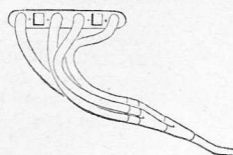
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The RAYMOND MAYS L/A HEAD KIT gives 90 B.H.P. from Consul Mk. II (single SU) £75, 127 B.H.P. from Zephyr Mk. II (twin SU) £120. From stock.

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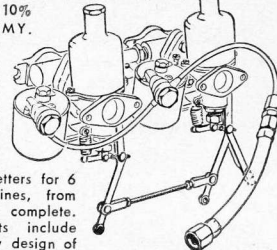
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WINNER of the first Centenary trial, Eric Jackson charges over a mass of bracken to the top.

Club News—continued

climb with a mud surface, and a bad left-hand bend, causing all the entry trouble, and the highest mark scored was four.

On section two even the start spelt trouble, and the hill twisted about up a long climb; Eric Jackson (Cannon) and Stan Jenkins (Stansford) were the only two to climb to the top.

Section three was a triumph for Jackson, who climbed the greasy mud bank with great skill.

Section four started on the flat but ended in a marsh with a bad right-hand turn. Nearly all the entry reached two, but Jackson made it nine, finishing up to his axle in mud, and sat there with a laugh that could almost be heard as far as Rotherham.

Section five was a steep twisting climb, with a leaf mould surface disappearing through two bushes. Only Joe Foster (Mackeson) climbed that section.

"Stairway to the stars" was the name for section six, and very true it was, starting with a drop into a stream, up a steep bank and then a long climb into the clouds—Jackson yet again with seven.

One of the deepest drops on the trial, where even some of the trials cars grounded, and a bad right-hand bend through a line of bushes and trees made up section seven. J. Foster and E. Jackson reached the top after some very high revving.

Two well-placed rocks and leaf mould made section eight a stopper with the highest climbs reaching three.



Section nine, starting on a greasy surface with a steep hill, stopped most of the entry, but E. Jackson and L. Hurt (Ford Special) climbed to the top, closely followed by J. Foster with nine.

Section 10 had a long climb with varying gradients with a grass surface; E. Jackson and L. Hurt reached nine.

Section 11 was a great thrill for the spectators, with a deep liquid mud trough, ending in a one in one-and-a-half climb at the end. Ten of the entry reached the top. Phil Chapman did a very spectacular piece of work going

through the section at a great rate and covering himself and his passenger completely in mud.

Section 12 was quite an easy climb, stopping very few of the entry.

In the afternoon the entry again went around the 12 sections, but E. Jackson had quite a comfortable lead when he went out on his second circuit.

J.F.D.

Results

"Centenary" Trophy: E. Jackson (Cannon), 189 marks gained; 2, J. G. Foster (Mackeson), 147; 3, A. Marshall (Ford Special), 137. Team Award: E. Jackson and R. C. Needham.

Mid-Cheshire M.C. Driving Tests at Stretton

AGAIN fog, rain, hail and sleet did their best to decimate the Mid-Cheshire Car Club's driving tests, run on Sunday, 7th December, at the Royal Naval Air Station at Stretton, Cheshire.

Choosing the bleakest, coldest spot yet inhabited by brass monkeys, Peter Crummack, doyen of pylon-dodgers, devised and set out a series of 12 splendid tests, not too difficult for a beginner, nor yet too easy for the expert—in fact, exactly the happy medium for a family affair! Here and now, all the praise in the world must be given to the observers and marshals, both man and maid, who, stuck out on a runway for several hours,

remained cheerful though cold and soaking wet! While this kind of spirit exists, club sport will never perish!

After receiving one of the finest diagrammatic charts yet devised, clearly showing each test and the manner of its performance, competitors proceeded to Test 1, a double forward and reverse involving four baulk lines. Best times were made by L. Gibson (Ford) and D. Farmer (TR) in 13 secs. No. 2, an old Morecambe favourite, included four circling movements around a similar number of pylons. This one did cause a few failures, either through lack of memory or not reading the instructions

properly! Here Gibson and M. Rylance (Ford Special) were equal in 23 secs.

Test 3 comprised three garages, two end-to-end and one off the middle, to be taken in any order and either forward or astern. Faster here was J. R. Kirkham (Sprite) with 27.6 secs to Gibson's 29 secs. No. 4 took in four pylons, each of which had to be circled in a clockwise direction. Again Kirkham was the faster with 28.2 secs. Next came Rylance in 30 secs.

Number 5 was long with forward and reverse movements around four pylons in line. This time it was Rylance with 15.9 secs. to Gibson's 17.3 secs. Test 6 was a series of four parallel garages, each to be entered ahead and in reverse.

(Continued on page 784)

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

107 b.h.p. at 6,500 r.p.m. . . . from rest to 100 m.p.h. with breath-taking acceleration . . . Maximum speed in excess of 110 m.p.h.—this superlative performance put up by the M.G.A. with the new 1,589 c.c. twin overhead camshaft engine. Latest type Dunlop disc brakes on all four wheels add extra safety to extra speed. Come today and see the phenomenal Twin-Cam M.G.A. at University Motors! Hire purchase and part exchange.

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1937 ALVIS Silver Crest. Bills available for £500. Chrome liners. £135.—155 Stafford Road, Croydon. Tel.: CROydon 9962.

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1954 DB2/4, B.R. Green, beige leather, radio, heater, twin spots, £500 spent at the works last year, replacement engine, shock absorbers, brakes and exhaust system. Gearbox, rear axle transmission, suspension and road wheels reconditioned. Resprayed and rechromed. The finest example available. £1,365.—Carlton Garage, Preston 78141.

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(Continued overleaf)

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26th December

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1955 Xs, spots, demisters, windscreen washer, reversing lamps. **£595.**—Barnard, 315 Wakefield Road, Barnsley, Yorks.

1939 M.G. 1½-litre VA drophead in exceptional mechanical condition, five new tyres, new hood, heater, demister, spot light, etc. Genuine bargain for enthusiast. Terms if required. **£165.**—LADbroke 0532.

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Well, that would seem to be about it. It remains for me to remind you that an annual subscription to AUTOSPORT would be a much appreciated gift. Price for one year is £4 9s.

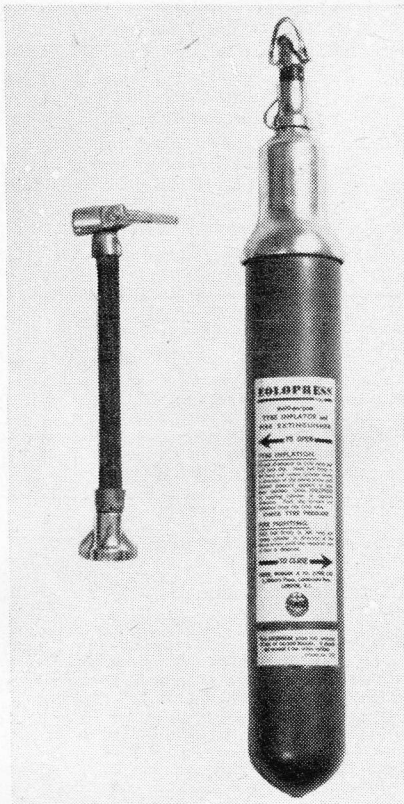
Happy Christmas!

CHRISTOPHER NIXON.

Citroën—continued

Although the cheaper car has a less powerful engine, there is very little loss of maximum speed. It may be assumed, therefore, that the various servos consume an appreciable amount of power, and when only the hydraulic suspension system remains, there is a consequent saving. The ID19 is able to put up very high average speeds, and long journeys may be accomplished in a remarkably short space of time. The high gearing renders this anything but a top-gear car, but it does confer effortless cruising and notable fuel economy.

The general design, though unconventional, is sound, and reliability has now been secured. However, the general accessibility of the mechanism is open to question. The instrumentation seems a little sparse for a fairly expensive car, and the interior finish of the one I tried



TRIALS ENTHUSIASTS have proved the virtues of the Eolopress tyre inflator. The cylinder is now supplied with a P.V.C. coating and costs 84s. Supplied with the new flexible connector, the price is 90s.

in France was somewhat austere. However, the right-hand-drive machines for the British market have a wooden dashboard and other differences.

The Citroën ID19 is a tough, serviceable car which yet gives a combination of sheer luxury with outstanding road-holding that is virtually unequalled. It must appeal very powerfully to almost any long-distance driver who is nearly always in a hurry.

Mid-Cheshire—continued

Gibson was fastest with 59 secs. and in second place was a new name, A. Hobson (Ford) with 63 secs. Class leaders at the halfway stage were L.

Gibson (Ford), 182.4 secs.; R. H. Lovett (Austin), 235 secs.; J. R. Kirkham (Sprite), 178.8 secs.; and M. Rylance (Ford Special), 184.1 secs.

After lunch, to the accompaniment of hail, sleet and attempted snow, drivers started off with Test 7, comprising four sides of a square, cars to stop astride each line both forward and in reverse. This one was all specials, first being Rylance in 35.4 secs. and, second, A. Moores (Turner) in 37.4 secs. Number 8 was a double loop around two offset pylons. Here C. A. Pashley (Fiat 600) and Gibson were equal with 16 secs. Test 9 included a garage, a pylon and two baulk lines, each to be entered and crossed in different directions, Rylance winning again with 24.2 secs., second being Hobson in 26.4 secs.

Test 10 used our old square, only this time a forward and reverse manoeuvre had to be made over each corner, Rylance and Moores being best in 29 secs. and 31.2 secs. respectively. Number 11 was a double forward and reverse using two sets of pylons. Again Gibson was fastest in 18.3 secs. to Hobson's 19.8 secs. Last and by no means least, as it was probably the most complicated of the issue, came number 12. This was a little horror involving garages, pylons, lines, in fact the lot! Moores (Turner) was best in 27.8 secs. to Kirkham's Sprite in 28.2 secs.

FRANCIS PENN.

Results

Closed Cars, up to and including 1,300 c.c.:
L. Gibson (Ford).
Over 1,300 c.c.: R. G. Boyd (Riley); T. Hubert (Austin), 484.5 s.
Open Cars: J. R. Kirkham (Sprite), 353.3 s.
All Specials: M. Rylance (Ford Spl.), 380.5 s.

NEW CASTROL FILMS

At a private showing in the British Council Cinema, Hanover Street, London, four new films produced by Castrol were shown to an appreciative audience recently. These were *On The Limit*, *Grand Prix d'Europe*, *Trial and Error* and *Two-wheel Trio*, the two last-named being concerned with motor-cycle sport. *Trial and Error* especially could be shown as a trials car subject. All are well photographed, and much of the credit is due to ex-racing driver David Clarke and his very live film unit, and of course to Stanley Schofield. These Castrol films are ideal for club showing during the winter months.

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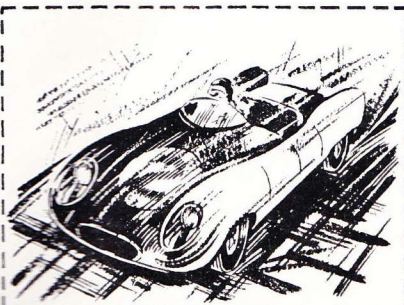
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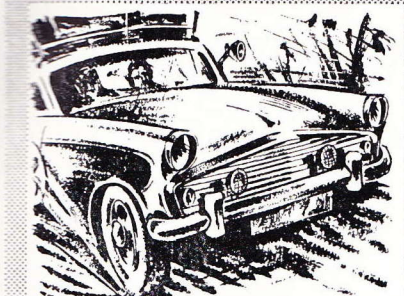
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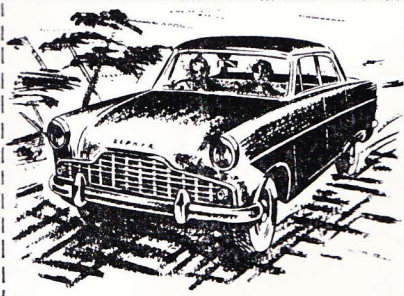
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