

# AUTOSPORT

NOVEMBER 14, 1958

CANADA  
30 CENTS

EVERY FRIDAY  
Vol. 17 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY

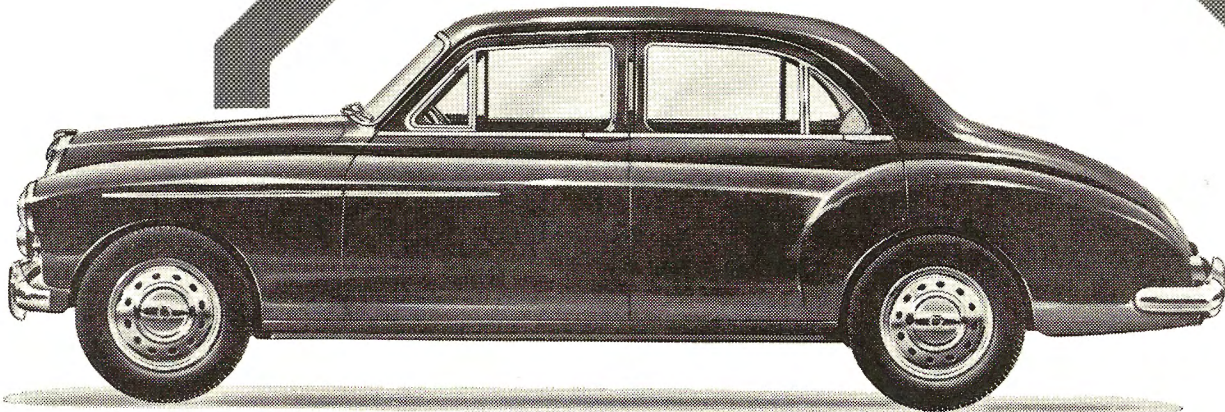
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## *IN THIS ISSUE*

THIS "HALF-TON" FORMULA : JOHN BOLSTER AT THE TURIN MOTOR SHOW  
HAGLEY TELEVISION DRIVING TESTS : CHILTERN HILLS TROPHY TRIAL

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

Vol. 17 No. 20 November 14, 1958

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

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

General Manager PETER BAYLEY  
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.  
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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## EDITORIAL

### THE "HALF-TON" FORMULA REACTION

NEVER before has a C.S.I. decision been received with such widespread disgust; even the French, instigators of the 1961 formula, have come to the conclusion that the whole thing is a ghastly mistake. Now, having had time to think about its implications, critics in France are attempting to blame the Germans for leading their delegates up the garden path. Quite obviously, in view of the tremendous storm of disapproval, the new formula as accepted cannot possibly go through. It will be absolutely necessary to call an extraordinary meeting of the C.S.I., with full powers to nullify the approved formula, after hearing the evidence of all connected with the organization side of Grand Prix racing, and also the views of the fuel companies. If opposition is still met by non-racing-car-building countries, then Great Britain, Italy and the U.S.A. should concentrate entirely on the proposed Inter-Continental Formula, organizing two races in each of the countries concerned. The way would then be wide open for a complete break-away from an organization which, during the past few years, has done little to inspire confidence in its findings. It would, of course, be a great loss not to have races on such circuits as Rheims, Rouen, Zandvoort, Spa-Francorchamps, Clermont-Ferrand, Monte Carlo and others, but far better to drop them altogether than to watch Grand Prix racing die a quick death owing to the insistence on a formula which will contribute precisely nothing to the advancement of automobile engineering, and completely fail to catch the imagination of the paying public. The C.S.I. of the F.I.A. have the remedy in their own hands. Surely they cannot be deaf to the adverse criticism that has greeted their highly unpopular decision? They have promoted a crisis in motor racing almost unparalleled in the history of this great sport, solely by listening to the arguments of those who, secretly, could not care one whit whether or not Grand Prix racing survives as a spectacle. France and Germany stand accused of supporting a policy which is undoubtedly a direct outcome of the 1955 Le Mans tragedy, and thus influencing Holland, Belgium and Monaco to support a so-called "safety formula" which, when closely examined, is precisely the opposite. It stands to reason that, with a set power-weight ratio governed by 500 kilos and 1,500 c.c., drivers will have no reserve of power whatsoever to get them out of trouble when incidents occur. Modern racing men drive almost entirely on the throttle, relying on that reserve of power to keep their cars under perfect control. With limited power output *plus* the weight restrictions, foolhardy drivers would almost certainly go into bends far faster than is safe and, once in trouble, could do nothing to stop the car spinning off course. If the majority of the people who made that ridiculous proposal had *actually driven* modern racing cars, then there would have been no acceptance of such a formula.

### OUR COVER PICTURE

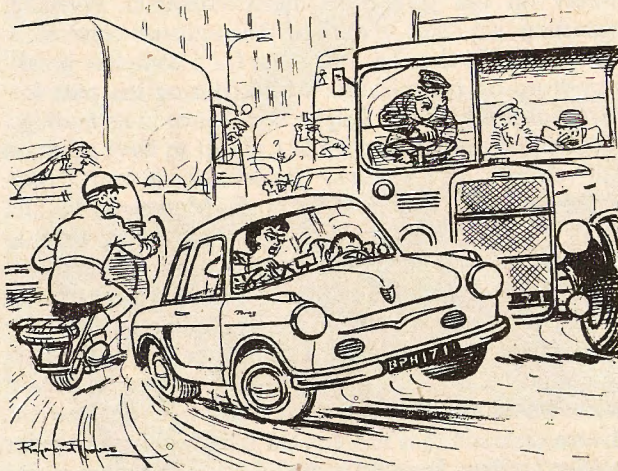
AUTUMN MIST on the Derbyshire hills, a leaden sky and a friendly looking pub. These cars are seen before the start of the recent High Peak Trial.

## PIT and PADDOCK

WE understand that Cliff Allison has accepted an offer to join Ferrari's Formula 1 team for next season. Other drivers will probably be Hawthorn, Phil Hill and, possibly, Jean Behra.

IN a recent issue we stated that the two films "Motor Sport Quiz" and "The 1958 British G.P." were made by the Shell Film Unit. The films were sponsored by Shell-Mex and B.P., Ltd., but were, in fact, made by Random Film Productions, Ltd.

ANNIE SOISBAULT and René Wagner will co-drive in 1959 with a TR3 Triumph in European Rally Championship events.



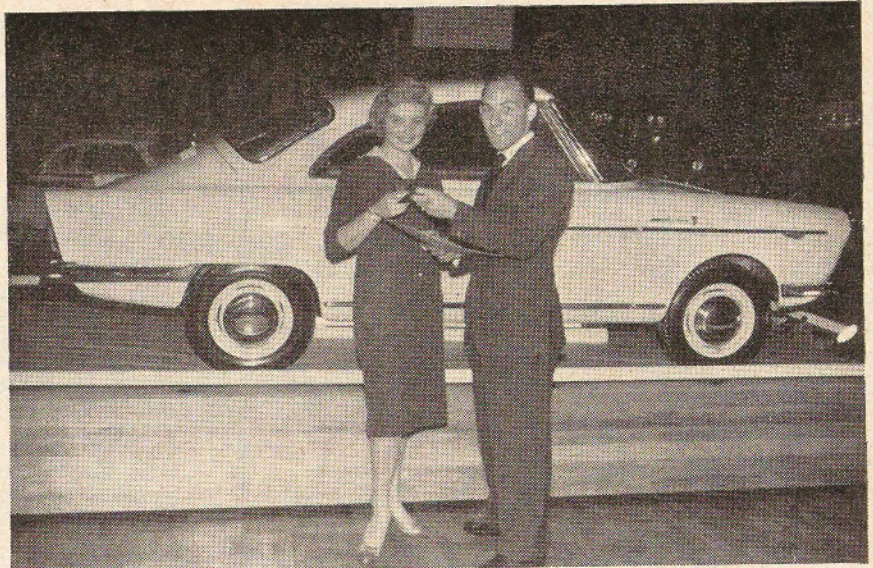
TELEVISION feature on B.B.C. last week was "You Take Over", featuring the Team Manager of a sports-racing entry at Nürburgring. Quite convincing, but any team chief who left so much to be done in the last half-hour wouldn't last long. The cars used were supplied by Brian Lister.

WORKS Aston Martin for Nassau will most likely be of 4.2 litres, according to U.S.A. sources.

ITALIAN racing circles forecast that the Scuderia Ferrari Grand Prix team for 1959 will comprise Mike Hawthorn, Jean Behra and Phil Hill, supported by sports-racing men Gendebien, Cagianca, Severi and Scarfotti. Von Trips will also be included should he fully recover from his Monza injuries.

EQUIPE NATIONALE BELGE are selling a Ferrari Testa Rossa and a 3-litre Lister-Jaguar. Both are in first-rate race-worthy condition; enquiries to Pierre Stasse, 4 Rue de Luxembourg, Brussels. (Tel.: 11.84.80.)

WORLD CHAMPIONS Mike Hawthorn and John Surtees will be guests of honour at the T.T. Riders' Association annual lunch at the Connaught Rooms, on 17th November. Hawthorn will be presented with the Guild of Motoring Writers' Award at the Guild's annual dinner in the R.A.C. on 16th December.



WHATEVER LOLA WANTS, Lola gets! (Above) Miss Great Britain (Lola Williams) gets her driving certificate from Stirling Moss. She took her test in an NSU Prinz. A bathing beauty contest was organized during the Motor Show. On the left is how Raymond Groves saw the driving tests.

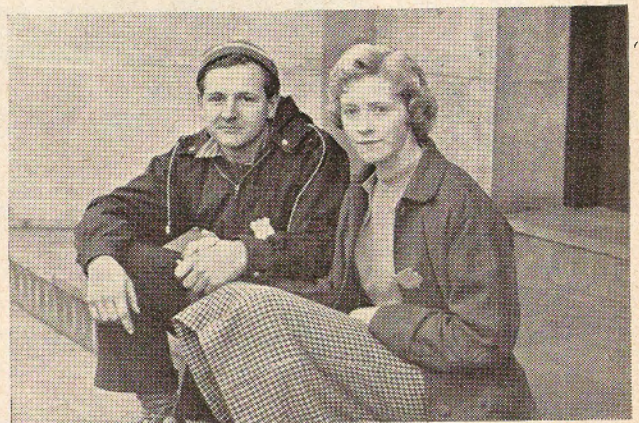
★

"Really, Mr. Moss, how can you appreciate my driving skill from down there?"

ANNUAL dinner of the B.T.R.D.A. will be held on 13th December at Chateau Impney, following the R.A.C. Trials Championship. The star awards for International rallies will be presented to recipients.

FRANK COSTIN, whose aerodynamic work for Vanwall, Lotus and Maserati has gained for him world-wide acclaim, has joined forces with Brian Lister, of Cambridge. The partnership will develop a new sports-racing car, as well as carrying out experimental work for other manufacturers.

CONGRATULATIONS to Tony Marsh and Hermione Scott (right) who announced their engagement at the recent Ken Wharton Memorial Driving Tests Meeting. Also belated congratulations to Duncan Hollingworth, who in September became engaged to Tony's sister, Judith. Perhaps we shall see a twin "special" wedding!



MIKE HAWTHORN was honoured last week by having lunch at Buckingham Palace with Her Majesty Queen Elizabeth and H.R.H. the Duke of Edinburgh.

THE Editor of AUTOSPORT will talk to members of the Ulster A.C. at the Midland Hotel, Belfast, on 10th December—subject, "International Rallies".

LANCE REVENTLOW'S Scarabs scored another 1-2 victory last week-end. At Monterey, California, Lance won with Chuck Daigh second. Third was Richie Ginther, in a Ferrari.

RAYMOND BAXTER and Jack Reece will drive an Austin-Healey Sprite in the "Monte". They will be doing regular B.B.C. broadcasts.

TOMMY STEELE, the "pop" singer, has just taken delivery of an A.C.-Bristol.

REX HAYS'S new book, *Tribute by Trophy*, was introduced at a party at 55 Park Lane, W.1 (B.A.R.C. H.Q.) last Monday.

WE would like to apologize to member clubs of the Association of Northern Car Clubs for any embarrassment which may have been caused by our recent publication of a list of clubs quoted in an Association Bulletin as not having paid their subscriptions to the parent organization.



### MILLE MIGLIA—1959

#### Speed Sections Introduced

THE 1958 Mille Miglia was more in the nature of a rally than a road-race. For 1959, an extremely difficult 1,487.5 kilometres route has been chosen, of which about 250 kilometres will be non-restricted as to average speeds. The event will once again be open to Touring and G.T. cars.

Start will be Brescia, and much of the route will be in the difficult Apennines and Dolomites areas. Proposed itinerary is: Brescia, Cremona, Piacenza, Casalmaggiore, Parma, Fornovo Taro, Bertico, Aulla, Fivizzano, Reggio Emilio, Modena, Pavullo, Pierpelago, Pistoia, Florence, Bologna, Ferrara, Padova, Fiera de Primiero, San Martino, Canazei, Cortina, Misurgina, Dobbiaco, Brunico, Bolzano, Dimaro, Tione, Trento, Rovereto, Torbole, Lake Garda, Desenzano, Brescia.

Full details will shortly be issued by the A.C. of Brescia.

### B.A.R.C. DINNER-DANCE

#### Gold Medal Presentation to Mike Hawthorn

LAST Friday, over 1,100 members and guests of the British Automobile Racing Club were at Grosvenor House for the annual dinner-dance, one of the social events of the motor sporting year. In the chair was the President, the Duke of Richmond and Gordon, who received, on behalf of the Duchess, a gift in the form of a jewelled brooch, with the lion of the B.A.R.C. surrounded by a plan of Goodwood circuit. The Duchess of Richmond and Gordon was not present owing to illness.

The opportunity was also taken to present World Champion Mike Hawthorn with the club's gold medal, only three of which have been awarded, namely, to Stirling Moss, to Ecurie Ecosse and now to Hawthorn. Mike, in his reply, was in great form, and urged everyone connected with motoring sport to fight the recent C.S.I. decision regarding the 1961 formula. He ended his remarks with the comment: "To h— with the C.S.I."—sentiments which were

★

*INTO THE AIR*  
(above) goes the new European Touring Champion during the Swedish Midnight Sun Rally. He is Gunnar Andersson (right) a Swede from Gothenburg, the home of the Volvo which he drives exclusively. He will lead the Volvo team in the 1959 Monte Carlo Rally.



echoed by all present. Another speaker was Mr. L. F. (Bunny) Dyer, former Secretary of the J.C.C. now B.A.R.C.

After dinner John Morgan had devised another excellent cabaret show, then dancing went on until 2 a.m. Amongst the racing drivers noted to be there in addition to Hawthorn and Moss were Roy Salvadori, John Coombs, Tom Bridger, Alan Foster, Dick Jacobs, Roy and Jean Bloxam, Ian Walker, John Bekaert, John Cooper, John Dalton, Ron Flockhart, Henry Taylor, Graham Hill, Reg Parnell and John Young. Amongst the more prominent guests were Earl and Countess Howe, Mr. and Mrs. David Brown, the Right Hon. and Mrs. A. E. Samuels, Mr. and Mrs. D. Glover, Mr. and Mrs. K. L. Kelly (L.C.C.) and Mr. and Mrs. David Murray (Ecurie Ecosse).

## SPORTS NEWS

### DONALD CAMPBELL'S 248.62 M.P.H. "Bluebird" Breaks World's Water Speed Record for Fifth Time

AFTER seven weeks of waiting for ideal conditions on Coniston Water, Donald Campbell's "Bluebird" set up yet another World record with a mean speed of 239.07 m.p.h. (400.120 k.p.h.). This is the fifth time the jet-powered hydroplane "Bluebird" has established new records since 1955. It was a touch-and-go effort. After his first run had been completed at 243.41 m.p.h., a sudden series of choppy waves swamped the air-intake and extinguished the flame. Campbell called urgently for his tender-boat, which is fitted with the necessary starting gear. The launch engine refused to start, and it looked as if Donald would have to abandon his second run, which must be completed within an hour

of beginning the first. However, Leo Villa and the mechanics eventually managed to start the engine, and the launch went speedily to "Bluebird".

A slight breeze began to ruffle the still waters as Campbell set off on his second run. The whine of the jet engine rose to a crescendo, and all onlookers could see was an ever-rising plume of spray as "Bluebird" skimmed the surface, faster than man has ever travelled on water, 253.84 m.p.h.—an average of 248.62 m.p.h., and the first time 400 k.p.h. has been reached and passed. It was the intention to attain 250 m.p.h., but next year Campbell's aim will be 275 m.p.h., and then 300 m.p.h.

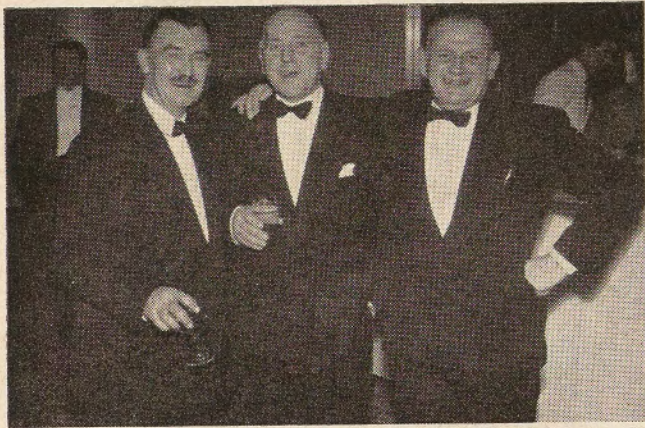
He will also attack the existing Land-Speed Record with a jet-powered car, for which Stirling Moss has been mentioned as reserve driver.



A SMILING Mike Hawthorn (above, left) receives his Gold Medal, only the third to be awarded, from the Duke of Richmond and Gordon. **DON'T BE BASHFUL, BOY!** Mike has a quiet giggle with Miss Great Britain, 1958, as she leads him up to receive his medal.

## The B.A.R.C. Dinner-Dance

As seen by George Phillips' camera



**THE CHAMPION TURNS THE TABLES!** It makes a change to see George Phillips at the other end of a camera. This picture of Gregor Grant, Reg Parnell and Phil was taken by Mike Hawthorn.



**HAPPY QUARTET** is made up of Bart Shaw-Kennedy, Reg Parnell, John Young and John Coombs.



**POST-PRANDIAL CHAT.** (l. to r.) Ron Flockhart, Gillian Tatlow, John Eason Gibson, Mrs. Gibson, Mrs. Ted Lawry and Ted Lawry.



**AND ANOTHER** (l. to r.) Dick Jacobs, Mrs. Jacobs, Mrs. and Mr. John Waller, Alan Foster, Mr. and Mrs. David Matthews, Miss Debbie Hollingsworth, Mr. and Mrs. Graham Warner.

# Scrap the "Half-Ton" Formula!

## Barrage of Criticism Should Force F.I.A. to Cancel Findings of C.S.I. for 1961

ALTHOUGH the C.S.I. was given full powers by the F.I.A. to propose, accept and ratify the 1961 formula, it is not too late to retract. So unpopular has the decision been, that it has given rise to widespread criticism; so much so, that it is evident that something will have to be done to prevent what may well be the end of Grand Prix racing as

theless, the difference in lap times as compared to the 2½-litre formula would be considerable, and thus the general public would feel that they were being cheated. On ultra-fast circuits such as

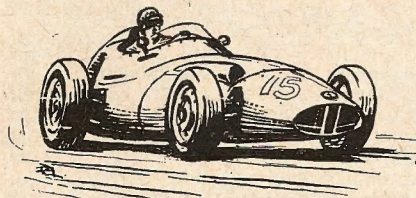
By GREGOR GRANT

Rheims, Spa-Francorchamps and Monza, the difference would be even more marked, and it would be quite understandable that reaction would be one of apathy, such as was seen during the

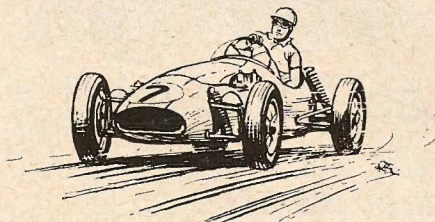
on a closed circuit can hold public attention for longer than a few hours, without the aid of dozens of distractions.

A Grand Prix of about 500 kilometres is ideal, and few will disagree that the 1958 shortened time and distance tended to lose something of the glamour surrounding full-scale formula racing. It cut out, to a certain extent, pit stops, which, for the onlookers, are always packed full of interest. On the fast circuits, 500 kilometres should be the minimum requirement for a *grande épreuve*, without any time limit. In view of the speeds now attainable, the average duration of a G.P. would be about 2½ hours—an almost ideal period for keeping interest sustained.

Anyway, the most welcome suggestion would appear to be that the present 2½-litre formula should be extended for an additional year, and the proposed Inter-Continental formula encouraged and instituted as from January, 1961, with the understanding that it should be considered as a possibility for F1 in 1962. In other words, the 1,500 c.c. category should not be given Formula 1 status at all, even if the weight restriction were to be lifted. To make it F1 would be rather on a parallel to organizing the F.A. Cup for all football league clubs other than those in the First Division!



Are we to suffer the dismal spectacle of cars weighing as much as, say, the current 2½-litre B.R.M. (above), powered by 1½-litre units as used now in, for example, the F2 Lotus (right)?



we know it. On the other hand, as pointed out in last week's issue, the proposed Inter-Continental formula could be adopted with Great Britain, U.S.A. and Italy as the protagonists. It seems far more likely that the present constructors of Grand Prix cars would prefer to enter races for larger capacity machines, than to accept a formula which is almost certain to reduce the well-merited prestige that the successful 2½-litre category has brought.

The organizers of Indianapolis have demonstrated quite definitely that the class of car for the annual 500 Miles Race, bears not the slightest relation to International Formula 1. In other words, although the event still retains its status of "World Championship", it is not run in accordance with the F.I.A. regulations. However, I am quite sure that U.S.A.C. would back the Inter-Continental proposal, without interfering with Indianapolis in any way. France and Germany need not be considered at all, having already committed themselves to the 1,500 c.c. formula; if they, along with their supporters Holland, Belgium and Monaco, have a complete change of face, then good enough. It is pretty obvious that, with the powerful support offered by Great Britain, U.S.A. and Italy, the Inter-Continental formula is bound to be successful, and other nations will want to climb on the bandwagon. After all, it is not just the organizers who must be considered in respect of *grandes épreuves*. They bring great financial rewards to hotel keepers, shopkeepers and others in the areas, and must be regarded as of vital importance in tourism.

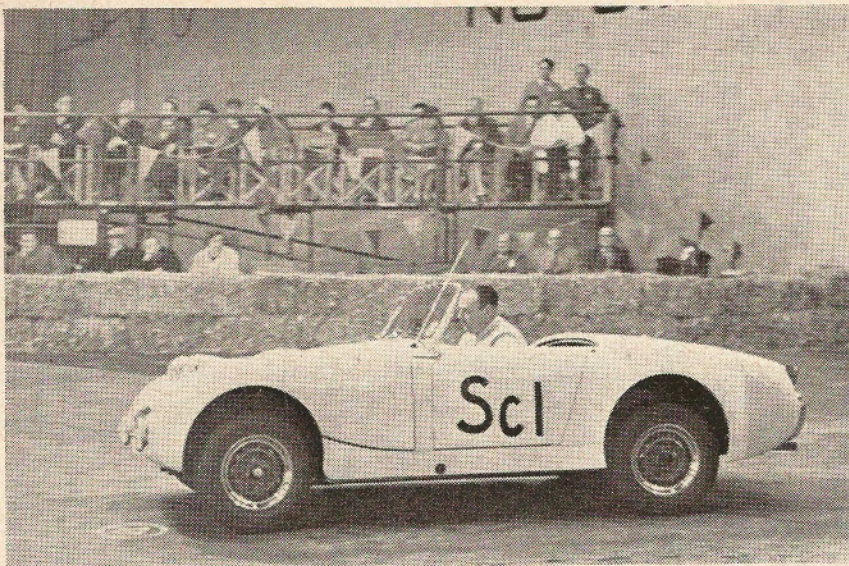
If the 1,500 c.c. formula is irrevocably adopted, then there is a very real threat to the tourism side, solely because there cannot possibly be the same public interest in what must surely be very second-rate racing. I agree that Monaco, for example, could quite easily have a most entertaining and successful event for the "half-ton" 1½-litre cars; such is the nature of the circuit. Never-

1958 Rheims Twelve Hours Race for G.T. machinery, although speeds were high enough in all consequence, particularly with the 250 Ferraris.

It must be brought home to the F.I.A. that Grand Prix racing must offer the maximum amount of spectacle, otherwise paying spectators will stay away in their thousands. It may be argued that the biggest crowds go to Le Mans to watch sports-racing cars, but it should be made clear that Le Mans is not only a race, but a carnival. Without the sideshows, fairgrounds and so on, the Vingt-Quatre Heures would be rather pathetic, as no long-distance race



"My experience is that it's always the same formula..."



LEADER of the successful Scottish team, Frank Inglis swings his spritely Sprite on course for another garage.

## Scotland Takes The Air!

Successfully Televised Hagley and D.L.C.C. Ken Wharton Memorial Trophy Driving Tests

MIDLANDS	5	0	1	•	6
NORTH	5	2	6	•	0
WALES	5	4	9	•	8
S-WEST	4	8	2	•	6
SCOTLAND	4	8	0	•	2
SOUTH	4	8	1	•	6

★  
*EXCELLENT feature of the organization was this easy-to-read scoreboard.*  
 ★

Ron Lowe as promoters and ringmasters at the "trials car of the year show" at Harringay or Earls Court!

Seriously, each year the Hagley and District L.C.C., to commemorate their friend Ken Wharton, stage a series of driving tests to be competed for by teams from the Midlands, the North, Wales, the South-West, Scotland and the South, each entry being allowed one special, one sports and one saloon car, reserves being on tap in case of mechanical derangement. Five tests are the programme, the combined lowest time of any one team gaining the Ken Wharton Memorial Trophy.

The whole affair was perfectly stage-managed, from the announcing of individual times to the state of the poll after each test by means of a large scoreboard, to the removal of the markers as each test finished by the aforementioned "White Army" who scuttled like beavers to re-erect barriers and drums at pre-marked positions for each succeeding test. This was done in a matter of seconds and deservedly drew great applause from a very enthusiastic audience. Indeed, the Hagley club deserve the greatest possible credit, not only for a very successful event, but for the obvious amount of thought, practice and training to run such a contest to split second timing!

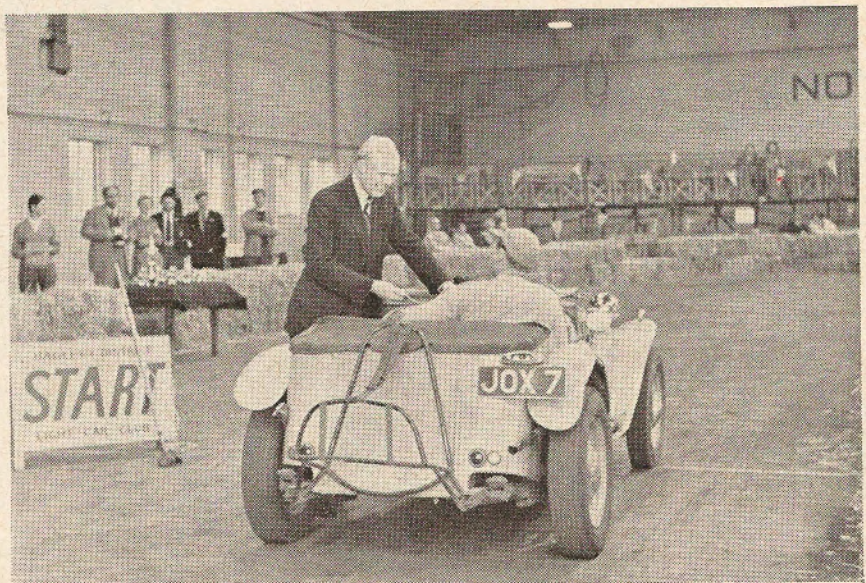
Dead on time "Buttercup" was wheeled to the line; out into the arena, to the strains of music from the "Gladiators", came Ken Rawlings, accompanied by no less a person than the World Champion, Mike Hawthorn, who was to start him off on the demonstration of test one. This involved moving from a standing start, round an island, to enter four garages, these could be taken in any order and from any direction, returning round the island to finish in a box.

"On the air" and off went Rawlings, "five on the clock" and with a roar of exhaust and a squeal of tyres that must have nearly bust the mike he made the island turn to lose the lot and demolish the four garages to bare board, to the thunderous applause of the multitude

TRUST the Hagley and District Light Car Club to think up something new and original; this time indoor driving tests! The club are extremely lucky to have as benefactor Mr. E. E. Marsh, of Marsh & Baxter, Ltd., who not only lends them trials territory second to none, but on this occasion provided as a test site his firm's gigantic garage at Brierley Hill, Staffs.

Measuring some 180 x 168 feet and surfaced with smooth concrete, this enormous building was *en fête* on Saturday, 8th November. The Hagley boys had decorated it with masses of straw bales, built a V.I.P. grandstand and Press box, fitted overhead gantries and supplied a myriad of white-coated helpers. Then, to crown it all, they had kidded the B.B.C. to "light" and televise the scene! I mean if this sort of thing goes on, you'll have Ken Rawlings and

*FIVE SECONDS TO GO: Mike Hawthorn chats with Ken Rawlings, who awaits Mike's starting signal before opening proceedings with "Buttercup".*





**NUMBER ONE** in the Midlands team was versatile Tony Marsh, who was immaculate—as usual—in his blown Ford special.

and the Press (who knowing the wily Rawlings "smelt" a very clever circus act!).

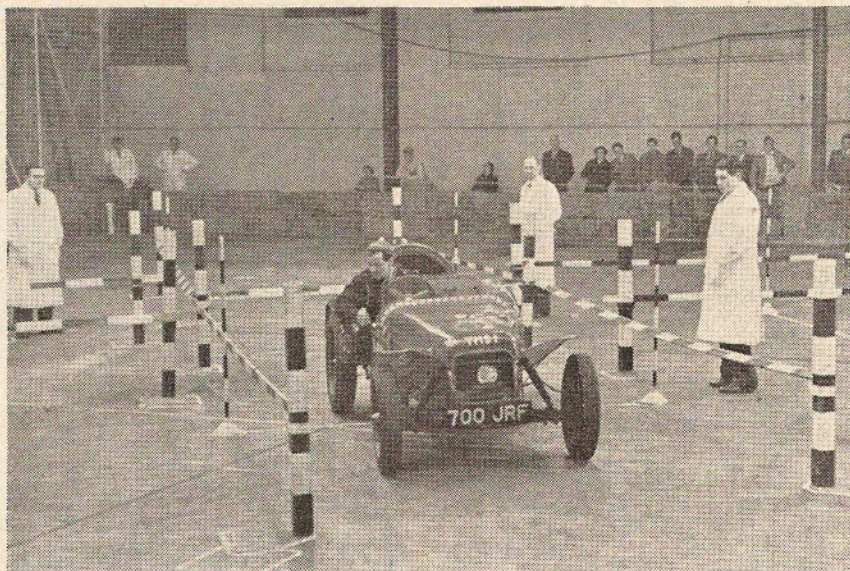
Now for the competition proper. In the specials class, Tony Marsh (Midlands), in his blown T.M.S.I., drew first blood with 33.8 secs. Sports cars went to Bill Turnbull (Scotland) in a Healey Sprite with 36.6 secs., whilst the fastest saloon was the Dauphine of George Turnbull (South-West) with 39.2 secs. Total team times showed the Midlands in front by 2.4 secs.

By arrangement with the B.B.C. the tests were not run in numerical order, so next we had test four. This consisted of a standing start, forward through four pylons to stop astride a line, then came a reverse, following the same route to finish in a box. Again Marsh took the special class, but only just, his 29 secs. dead was only one second faster than Pete Cooper (South), whose Ford Special was very quick in reverse. Sports class was a draw between Pete Baldam (North), Turner, and Ian Mantle (South), Berkeley, who recorded 30.8 secs. Scotland scored in the saloon class when Fred Stang recorded 34.6 secs. in his Dauphine. State of the poll—Scotland 214.4 secs., the Midlands 215 secs.

Next, for TV benefit, came a match race between Ken Rawlings (Buttercup) and Mike Hawthorn (TR3), with the latter winning with 35.6 secs. against 41 secs.

Test five. A very quick forward and reverse astride two lines, to finish in the usual box, and it was Peter Cooper (South), with an easy second to the good, in 14.2 secs., Tony Marsh having made an error of judgment which cost him dear. Midlands came back in the sports class when Harry Livingston (TR3) rocketed in with 14.8 secs. The saloon class was a dead heat between Frank Livingston (Midlands) in a Standard and George Turnbull (South-West) in a Dauphine, times 15.8 secs. Score board now read—Scotland 260.6 secs., South-West 262.2 secs.

On, or back, to test three, which, long



and complicated, involved three garages and as many pylons to be taken both forward and in reverse. In this one the gain was two-thirds South, specials going to Pete Cooper (Ford Special) in 41.4 secs. and sports to Ian Mantle, whose little Berkeley, more often than not on three wheels, buzzed home to clock 41.2 secs. South-West took the closed class when George Turnbull's Dauphine did 46.4 secs. Coming up to the last test Scotland led with 397.6 secs. to the South-West's 399 secs.

The last test, No. 2, was, as was expected, the *pièce de résistance*, a real humdinger. From a standing start, round the island together with a pylon and into a square box some 40 x 20 feet, the entrance and exit being no more than a car and a half's width. Once in, the cars merely had to turn around and then go out again to a flying finish to the box. Drivers, could, and some did, make a spin turn which would save at least 4 secs. over a reverse, but, and it was a but to be considered at this stage, the slightest error would assuredly bring a barrier crashing to earth with dire penalties. Marsh (Midlands) made no mistake this time, to take B.T.D. for the

specials class with 25.2 secs., with Cooper (South) 0.6 sec. behind. South gained in the sports class when Ian (Berkeley) Mantle recorded a fine 25.6 secs., whilst mention must be made of the fine driving of Harry Livingston (Midlands) and Ron Gouldbourn (North), who both spun the TR3s with the greatest of ease! South, two up and one to go, were now in a favourable position. It all depended on the saloons, and Scotland's Fred Stang deserved a laurel wreath to himself when he spun the Dauphine to record a fine 27.6 secs. All the limelight was now focused on South's Des Silverstone driving a similar car: if he could spin successfully his team must win! Rather strangely, he did not even attempt the manoeuvre and made a reverse; result, 31 secs. and victory to Scotland.

This ended a grand day's sport with the score at the finish reading: Scotland, 480.2 secs.; South, 481.6 secs.; South West, 482.6 secs.; Midlands, 501.6 secs.; North, 526 secs.; Wales, 549.8 secs.

FRANCIS PENN.

#### HUDDERSFIELD TESTS

**WINNER** of the AUTOSPORT sports car championship, J. P. Baldam in his Turner, had another success at the Huddersfield Motor Club's driving test meeting on Sunday, 26th October, when he put up the best performance.

The event was run under an invitation permit and attracted 36 entries.

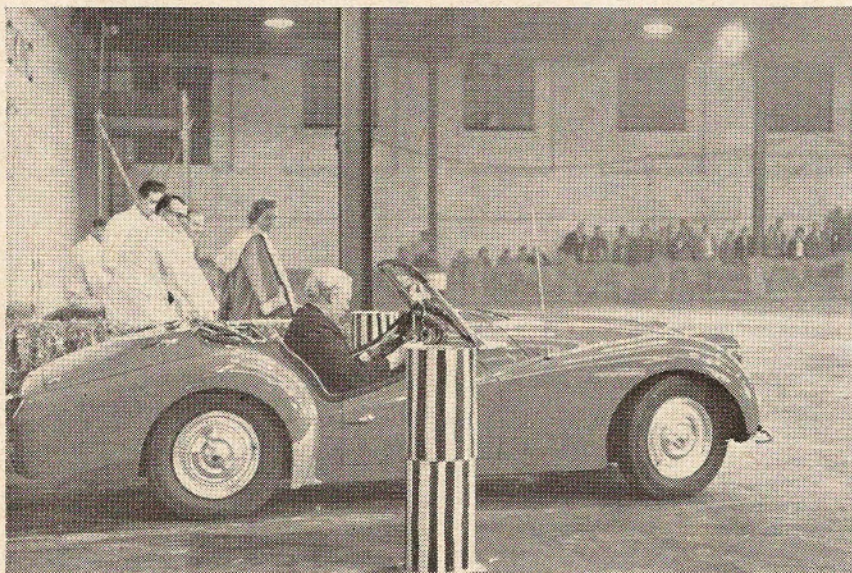
An ideal venue was found at Calder Bank Mills, Dewsbury, where by permission of Wing Commander A. Knowles Fitton the club organized 12 tests, 11 of the elbow-knotting variety and another acceleration and braking test. The spot was ideal and three tests could be running at once.

P. C.

#### Provisional Results

**Best Performance:** J. P. Baldam (Turner).  
**Saloons:** 1, L. Gibson (Ford); 2, W. Baines (Ford). **Sports cars, up to 1,500 c.c.:** 1, S. Hitchen (DeHlow); 2, P. Paulson (M.G.A.). **Over 1,500 c.c.:** E. W. Peace (Triumph TR3).

*ON THE WAY* to showing the experts how to do it—Mike Hawthorn accelerates during his match race with Ken Rawlings. Mike won by nearly six seconds.

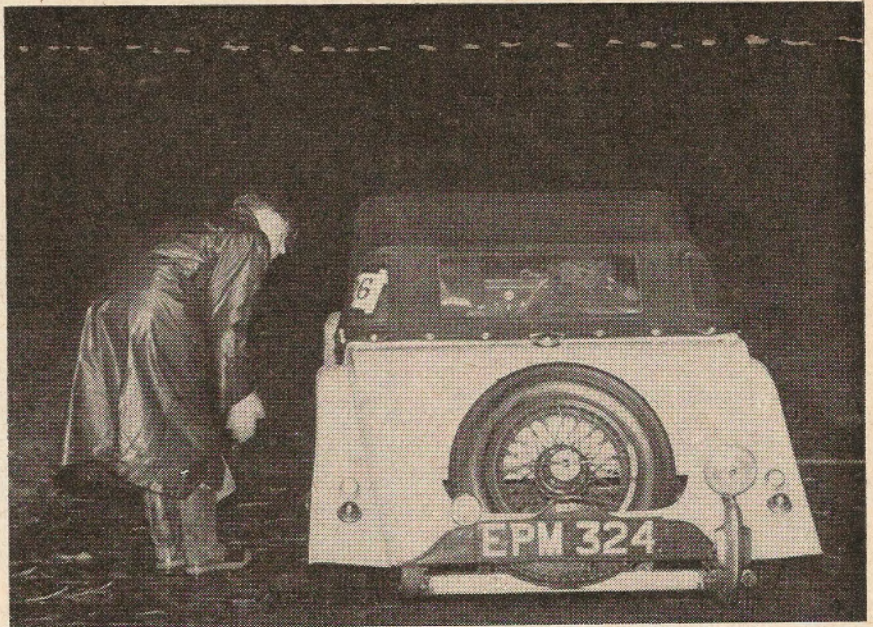


**GET GOING GIRLS!** Mrs. Pauline Mayman and Miss Valerie Domleo leave the night control in their Morgan at the start of the Rhydymwyn test.

**SPONSORED** by Victor Horsman, Ltd., with whom most Northern people automatically associate the name of Ted Lambert, well-known Monte Carlo *concours* specialist, the Horsman Monte Rally was run for the first time by the Liverpool Motor Club over the weekend of 1st-2nd November.

The object of this particular event was to find the best and most worthy amateur driver to take part in next year's Monte Carlo Rally, who for reasons of finance or due to risk to his own vehicle, would not normally be able to take part in the premier event of the rally world.

To this end, the route and the tests were so selected by the organizers that, short of untoward misfortune, this award would go to the most skilful driver rather than the conductor of a "specified car". In view of the advance publicity that this project received, at this stage it would be as well to quote the regulations governing the major award, *viz*: "To the highest-placed



## ERIC MATHER/IAN HALL (AUSTIN A35)

### WIN HORSMAN MONTE RALLY

*and win themselves an entry in the 1959 Monte*

finisher who can avail himself of it, a fully-paid-up entry in the 1959 Monte Carlo Rally together with an adequate expense allowance covering essential needs for driver and co-driver (including £50,000 personal accident insurance for both, hotel expenses, petrol, etc.). To be made available, a beautifully prepared and tuned Morris Minor 1000, value £1,200 and designed, provided the car finishes, to win the *Concours*. In the event of (1) the 1959 Monte Carlo Rally being cancelled, or (2) the winner's Monte Carlo Rally entry not being accepted, or (3) any other reason which may render impossible the making of this award, no alternative award will be offered in lieu. All surplus funds available will be devoted to subsidizing a similar event next year."

Now we know what we are talking about, let's get on. The deadline was 8.30 p.m. from Queensferry, where over 70 cars faced the starter on one of

the most diabolical nights yet seen. Blinding rain and mist gave a real fore-taste of things to come in the Welsh mountains! From here, the route lay by main road over to the little race course at Rhydymwyn where all competitors except the Wolseley 1500 of J. Franchi/B. Duff, which collided with a non-competing Vauxhall within 10 minutes of the start, damaging the cars and causing the hospitalization of all concerned, foregathered for test 1, which comprised a flying half-lap of the circuit, the wrong way round and starting from just above the hairpin. The night being as black as the ace of spades and blinding with rain, more than one unfortunate visited the coal dump, but no one really suffered!

Fastest times here were made by A. L. and S. G. Dyke (TR3A) in 15.7 secs., T. A. Gold/J. M. Wood (TR3) in 16.4, and equal third G. Hoyle/J. Barrowclough (Morgan) and G. H. Walker/

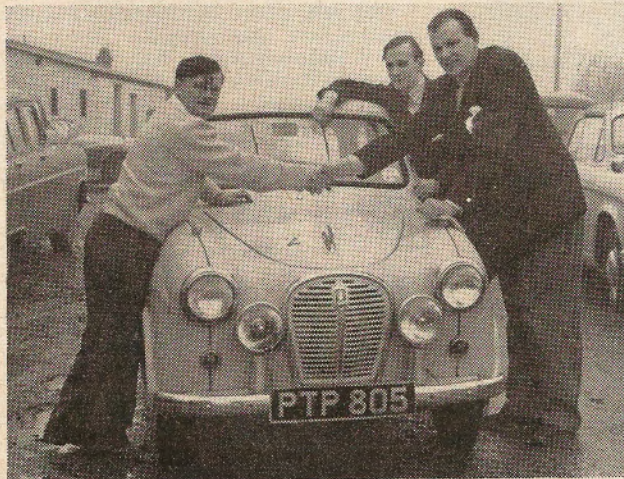
G. W. Howarth (Anglia) with 16.5. Upon leaving Rhydymwyn competitors made their way over Trefnant to Llanrwst. From thence came a very tight little section (unfortunately not timed) over the mountains to Glyn. Here Peggy and Colin Edge told a delightful little story about three old ladies and a very, very drunken man, who descended from the local bus and started to make their way up a dark hill down which the rally, in full spate, was arriving at speed. Fearful for their safety, Peggy and Colin warned the strange party of their peril and advised the use of torches as a safety precaution. All went well until the arrival of Messrs. M. R. Davies/N. O. Taylor (TR3) at the Edge's check. When asked for their route book, they stated that they had handed it in at the check some hundred yards up the road to an "official" who hadn't much to say and "smelt 'orrible!" Complete chaos resulted, followed by the retirement of the TR3 with suspected dynamo trouble.

On went the route, over to Trawsfynydd, Arenag, to Ty Nant where five minutes were allowed for a refuelling stop. On leaving here, Walker/Howarth (Anglia) and A. F. Lefevre/G. Brown (Rapier) went rolling on their roofs, only the latter being able to continue. Luckily no one was hurt. On to Maerdy, then Llanfihangel, where a burst tyre caused G. F. Irvine/Mrs. P. M. Mudie (Dauphine) to crash on the only walled section of a very long, soft, grass bank, bending the front suspension too much to continue.

Next came Nantglyn, Mill, Cilcain, up the Nerquis Mountain, over Minera to the Horseshoe Pass, then along the twisting narrows of Glyndyfrdwy to Hendre Gate. Then came the long haul to Dinas Mawddy, taking in the main road Bwlch y Groes *en route*.

Here, virtually, ended the road section—at least the tough part of it, anyway. A roll-call revealed the missing, which included A. Birkett/P. A. Horsfall (TR3), Davies and Taylor, Walker and Howarth, Miss P. Ozanne/R. W. Long (A35), J. J. Blackburn/D. W. Thornally (Rapier), E. B. Marshender/

*(Continued on page 633)*



★  
**CONGRATULATIONS BOYS!** Ted Lambert, the sponsor of the rally, congratulates the winners, Eric Mather and Ian Hall.

★

# THE CHILTERN HILLS TROPHY TRIAL

A well-run event blessed by fine weather

By DAVID PRITCHARD

IN glorious weather last Sunday the Chiltern Car Club once more took the trials fraternity to the Denham area where, in Warren's sand pit and the neighbouring wood, a varied menu of 21 sections was consumed in two sessions with a lunch break intervening; at the end of each session there was a timed special test in case tie-deciders should prove necessary. This event, which decides the destination of the Chiltern Hills Trophy for another year, is also a qualifying round in the B.T.R.D.A. Gold Star and R.A.C. Trials Championship events and attracts the cream of the trials world.

Paul Treadgold did a fine job as secretary of the meeting by installing himself in an open barn with typewriter and duplicator and producing provisional results within minutes of the end of the competition. Study of these and the supplementary regs. suggests that the award winners are as shown in the results, but we would emphasize that, at the time of going to press, the complex process of checking and cross-checking the marshals' cards was not completed and we might be proved wrong; provisional results are, after all, no more than provisional.

Section 1 was a bad hill in the sand workings, where apparently a few competitors like to be tested, though we cannot think why! As originally laid out it was impossible; as modified it was dangerous and, when Ron Faulkner's car rolled 10 feet down a bank and landed on top of him, it was hurriedly scrubbed. Fortunately, Ron was little the worse for his experience and, after hasty repairs to his battered vehicle, he rejoined the fray.

Section 2 started in the sand and, after an awkward turn, went up a steep grass gully and down the other side. It looked a horror, but 15 of the 25 runners cleared it; two of the unsuccessful retired immediately afterwards by reason of mechanical derangement. From here on the trial took to the woods, where the tasks were much more interesting. The surface in all cases was essentially leaf-mould which had built up over the years and was in prime condition; terra firma was found only where the gradient most nearly approached the vertical.

Section 3 was relatively easy but had a profound bearing on the final result. After a short straight climb it turned left over a hump, went down into a hollow, round a tree, up a two-foot step and then straight up out of the hollow. It claimed only four victims but one of these was Eric Jackson, whose motor stalled as he eased his car over the first hump; 10 marks lost and, as it transpired, ultimate victory. As Section 14 at the beginning of the afternoon session it was modified by the incorporation of a left turn after the step and a finish round another tree, with an old stump strategically placed to catch the nearside front wheel at this point. In this form it was a good hill, climbed by eight; Ron Faulkner and Eric Jackson fell foul of the stump at the top and Ron Kemp's motor died at the same point.

Section 4 was a gentle S-bend and did not cause much bother, catching only three; it did not reappear in the afternoon. Section 5 was a brute, up over a tree root and round the tree which owned it until the car was heading slightly downhill, then a tight left-hander up between two more trees; here it was impossible to get steering and traction simultaneously—either the car pointed into the opening and spun to a halt or it failed to respond to the helm and tried conclusions with a tree. Lowest score in the morning was three, by Jackson, Kemp and Pollard; in the afternoon when it was Section 15, Ron Faulkner, Norman Overton and Percy Barden managed to reach two.

Section 6/16 went down into a deep hollow, round a tree at the bottom, out again and round the lip. This looked a bit fearsome but did not cause much trouble. Section 7 went into and out of an even steeper hollow and caught Fancutt, Overton, Cuth Harrison, Chappell, Kemp and Marshall, but it was not used again.

Section 8/17 was a fairly innocent-looking S-bend over tree roots but adhesion was virtually non-existent. In the morning only Bernard Dees and Eric Jackson conquered it, with Peter Highwood reaching one; in the afternoon Highwood reached the top with a beautiful piece of driving, in company with Faulkner, Chappell and Jackson. The next one, 9/18, was a twistier version alongside, with an adverse camber half way up for good measure. In each session only two climbed it, Jackson both times, Kemp in the morning and Faulkner in the afternoon.

Section 10/19 was a little beauty, a tight S-bend which called for the greatest possible delicacy to keep the car between the markers. In the morning Dees, Chappell and Highwood got through clean but in the afternoon a rut developed which threw everyone off course at three except for Geoff Newman, who cleared the section.

Section 11 went down into a deep hollow and left-handed round a tree at the bottom, which precluded a straight run at the very steep climb out. Five was the best score here, by Dees, Chappell and Jackson, with eights and nines as normal. In the afternoon, as Section 20, the cars went right-handed round the tree and could then rush flat-out at the exit; under these conditions only eight failed to emerge, three being the worst score.

Section 12/21 went round the lip of a hollow, down into it round a tree stump, and straight up out again. Everyone we saw was successful but the score sheet shows that, in the morning, four must have stuck on the tree stump, including Jackson and Chandler, while a further five just failed to get their back wheels clear coming out of the hollow; in the afternoon the tree stump claimed four more and two just failed to climb out.

Section 13, the last before lunch, was a long sinuous up-and-down affair which claimed eight victims including Chappell but was not used again. Instead, Section 22 was Section 2 backwards. The early

numbers found no trouble but dug immense ruts which stopped the later runners and became worse as a result; when Ernie (Jeff) Chandler eventually stuck with the top of his car almost at the original ground level, the organizers gave it best and scrubbed the section.

The final offering, back near the sand workings, went for an interminable distance over vicious hummocks (to get the crews' livers working?), down into a large and evil-smelling water hazard and out, over a sand step and up a grass gully. There was a certain amount of muttering when it was first presented but it claimed only two victims, Fred Harrison who emerged too enthusiastically from the pond and flew (literally) into a marker, and Bernard Dees who forgot to remove his foot from the clutch after slipping it going through the pond and stuck on the gully! This put him one mark behind Eric Jackson on aggregate and made him very cross with himself in consequence. It all seems to show that there are nearly as many ifs and buts in trials as there are in racing.

## Provisional Results

**Chiltern Hills Trophy for the best performance:** P. F. Highwood (Expence). **First Class Awards:** G. J. Newman (Cannon XX); E. Jackson (Cannon). **Second Class Awards:** B. H. Dees (PAB Spl.); R. Kemp (Cannon 9). **Chiltern Award,** for the best performance by a member of the Chiltern Car Club who does not win any other award: N. Overton (Overton Mk. XVIII).

## Horsman-Monte—continued

H. C. Cooper (Talbot), J. Officer/P. Caley (TR2), K. Chambers/P. Marshall (Anglia), Irvine and Mrs. Mudie, R. F. Miller/A. R. Jones (TF), the Dykes, R. Whalley/B. Mason (Anglia), Franchi and Duff, G. D'ambrosio/L. Crinnan (Dauphine), J. P. Carroll/J. A. Dudley (Wolseley 15/50), P. Forest/P. Astbury (Zodiac) and F. G. Whittaker/C. L. Monks (Wolseley 4/44).

In the lead were, very strange to say, Nos. 1, 2, 3 and 4, in that order, namely M. Sutcliffe/G. P. Crabtree (Minor), E. Mather/I. Hall (A35), C. C. Bethell/M. J. McGory (Rapier) and K. C. Walker/F. Trickett (TR3), all well-known drivers, and in all there were nine cars still clean on the road. Two tests remained, however, No. 2 at Graifechan, a timed flying half-loop, with top honours going to Gold and Wood with 8 secs. Next came Sutcliffe and Crabtree equal with Mather and Hall in 8.4 secs. Going to the last test at the Old Bwlch, consisting of a downhill wiggle-woggle at speed, it was Sutcliffe or Mather for the premier award. Fastest times were made by A. H. and Mrs. A. H. Hill (A35) and J. P. Baldam/D. E. Naylor (Turner) with an equal 9.6 secs. Next came Mather equalling Walker with 9.8 secs.

This did it, and it was the Mather/Hall team, driving their locally modified "Monarch" Austin A35, who won through for Monte, both experienced drivers with many wins to their credit. They will not disgrace either their club or the North!

To sum up, marshals and observers in quantity and quality were provided. A magnificent route card entirely obviated the use of maps, but the course was a little too easy. One really tight section might have precluded nine clean sheets and the winning of a major event, however well deserved, on a final test.

FRANCIS PENN.

Results were published in last week's issue.

# THE GUY FAWKES AND THE GUIDO VASE

Ron Warren wins the "200" and R. H. Porter (VW) takes the Guido Vase

TRIALS organizers are tarred with the same brush as gardeners in that they have an unfriendly tendency to make incantations for rain when people with a less specialized outlook are enjoying an unexpected spell of fine weather. In common with gardeners, however, it can happen that their unnatural desires recoil on them, to the discomfiture of all. The Falcon Motor Club's incantation certainly got out of hand over the first week-end of this month when they ran their traditional long-distance trial, the Guy Fawkes 200, with which is now combined the slightly watered-down competition known as the Guido Vase, which was originated last year. It could be that they erred by selecting the same day as the Veteran Run to Brighton for the bulk of their motoring, for this even more traditional event is renowned for bringing out the worst in the weather.



Be that as it may, the watering-down process extended far beyond the original intention and the incessant rain was enough to dampen the ardour of the most zealous trials enthusiast. Paradoxically, however, there was general disappointment when, to avoid the possibility of many competitors being stuck in a bog well into the second night, three sections were cut out of the curriculum.

From starting points at London, Cambridge, Birmingham, Taunton and Southampton, the field of some 70 cars converged on the Cotswolds in the small hours of Sunday morning where the first section, Postlip, was supposed to be more in the nature of a speed hill-climb than a trials hill. First arrivals were a covey of Renaults which stormed contemptuously to the top in creditable times but initiated a rapid deterioration of the once-grassy surface. Before very long the hill was coated with mud the consistency of thin cream and the hair-pin at the bottom became a morass in which cars could not only not get traction but were almost unable to steer. Failures became frequent and their extrication more difficult—since the hill was not regarded as a stopper there was a marked paucity of manpower—and in all no less than 18 competitors collected the maximum penalty. Woodmill Lane which followed, however, seemed slightly easier than last year and claimed only three victims. At Chedworth there was a time control followed by the custom-

ary engine-restarting test part way up the hill; this is an interesting hazard which sorts out the overworked batteries in some specials and, as we remarked last year, the shortcomings of certain types of carburetter. One of the Renaults found a starter pinion which steadfastly refused to engage and cost the maximum penalty, while many others lost marks through inability to clear the line within the time allowed for their class. Jack's Wood, the last section before breakfast, claimed as many victims with a stop-and-go test, one of whom completely failed to digest the instructions and motored flat out from the bottom to the top of the hill without the slightest attempt to stop at the intermediate line.

After breakfast in Cirencester the field moved off to tackle the stronger meat of the daylight route which started with a timed climb at Ferriscourt; this stony hill had been washed fairly clean and caused no one any bother. Likewise, the stop-and-restart at Stancombe was successfully accomplished by all but two, although the hill was a minor waterfall. However, having been lulled into a sense of false security by these two hills, the field was faced with Fort I which really decided the result of the whole trial. This is a short, very steep, S-shaped climb on leaf mould and for a long time it seemed that no one would get beyond sub-section 2; included in the few who got this far were J. A. B. Taylor's H.R.G. and, incredibly, A. J. Goodwright's Wolsley 1500. The hill was eventually conquered by Mike Barker's Wombat, after which Wally Wonnacott and Daphne Freeman got within inches of the top. Finally Ron Warren, the eventual winner, fairly tore up the sinuous track and disappeared into the depths of the wood at high speed; when the marshals had shouted themselves hoarse with enquiries as to his whereabouts, Ron reappeared grinning broadly and explaining that it was "easier to turn round in there".

Fort II, a longer but relatively straight climb, got appreciably easier as the early numbers dug through the leaf mould and mud to the stones below, but a local enthusiast's Land Rover was neverthe-

## Results

President's Cup (for the best performance by a Falcon member): R. E. Warren (Dellow).

Falcon Cup (for the best performance by a member of an invited club): Miss D. Freeman (Wilson-Ford Spl.).

Peregrine Cup (for the best performance by a saloon car): C. E. Warfield (VW). First Class Awards: W. E. Wonnacott (L.R.G.); F. P. Parker (Dellow); J. A. B. Taylor (H.R.G.); L. N. Needham (VW); G. A. Robins (Ford Zephyr); W. H. Summers (Hillman Husky). Second Class Awards: A. E. Hay (Lotus); W. B. Caldwell (TR2); A. J. Goodwright (Wolsley 1500); J. Bracey (Ford Zephyr). Third Class Awards: D. G. Fleming (Primrose); L. H. Brearley (Ford-Martin); C. J. Bayley (Austin A35); D. A. Hockey (Bedford Dormobile).

Guido Vase: R. H. Porter (VW). First Class Awards: A. S. Gosnell (Goggo); C. E. Lake (M.G. Magnette). Second Class Award: K. F. Minter (Morris Minor). Third Class Award: J. A. Tyler (Morris Minor).

less kept quite busy rescuing the failures. As a marque the Renaults suffered the worst here, despite their basically favourable design, by being too high geared; Bill Slocombe in particular left a very expensive smell of burnt clutch linings over the hill.

The next hill, Axe, is very long indeed and last year was something of a terror but, surprisingly, it claimed only five total failures this time, plus loss of some marks for a further two. In view of the conditions, the organizers moved the start lines back to give a run at the hill and this turned out to be almost too kind.

So to the Ladder at Nailsworth. We have got used to specials and sports cars climbing this famous old hill with ease and have recently come to accept the successes of the Volkswagens with no more than a slight raising of the eyebrows. Nowadays, however, bread-and-butter cars with live axles are showing



their contempt for it in spite of the fact that the "step" has got deeper. On this occasion successful assaults were made by two Zephyrs, an Anglia, an A35, a Husky and a Dormobile! At the other end of the scale Mike Barker had the wretched luck to ruin his chances, so good after his success at Fort I, by knocking his Wombat out of gear halfway up.

This virtually brought the trial to an end since Knapp, with its stop-and-restart, was almost uneventful and Mackhouse and two sections at Battlescombe were regretfully deleted; however, lunch had already gone by the board, everyone was in dire need of a hot bath, and there was not all that much daylight left so, taking it all in all, this was a wise decision.

Twenty-four hours later, when the marshals' records had turned from pulp back to cardboard, it was seen that Falcon secretary Ron Warren had the only clean sheet in the Guy Fawkes, Daphne Freeman had the best performance from the invited clubs, C. E. Warfield's VW was the best saloon and another VW driven by R. H. Porter had landed the Guido Vase with a clean sheet. If we may single out one of these fine performances for special mention without offending the rest, we should like to pay a tribute to little Daphne and her "Betty Bouncer", who defeated all but one of the mere males in open competition in quite unspeakable conditions.

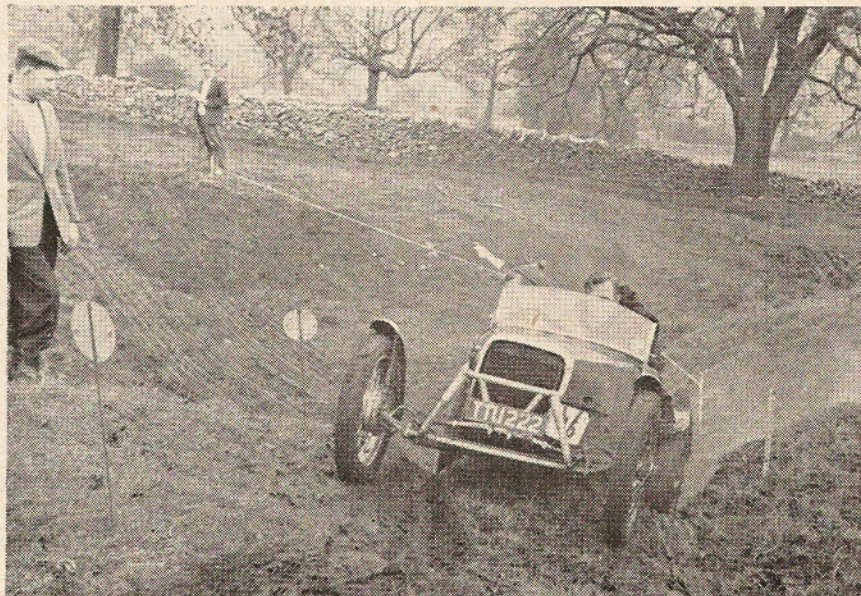
DAVID PRITCHARD.

**UP SHE GOES**—we hope! J. Berry (J.C.B.) tackles a steep section on muddy grass in the trials car section of the event.

**T**HE North Midland Motor Club's 13th Autumn Sporting Trial was held on Sunday, 9th November. Always a family affair, it was divided into four categories. These were Class 1 (for front-engined saloon cars of wheel size up to 15 ins.); Class 2 (for similar cars of wheel size over 16 ins. and of all sports cars); Class 3 was for rear-engined cars.

All these ran over the standard car trials course of eight sections, the first of which started from a lane gate, on to muddy grass and went straight up a slight gradient. Only one car made the top, an old-type Ford Popular driven by B. Simpson. Next highest was P. S. Eggleston (Dellow) into section six.

The second section, on similar ground, ran along two corners of a field bounded by stone walls and giving an acute taped turn. No one reached the top, but into section eight came B. Stevens (Ford "Y") and P. S. Eggleston (Dellow).



## North Midland Autumn Sporting Trial

Section seven was reached by J. A. McEwen (Austin) and B. Simpson (Ford).

Section three started in a lane, crossed a muddy grass track and went on and up to a steep finish. Clean here was J. A. McEwen (Austin), whilst into seven came B. Simpson (Ford) and P. S. Eggleston (Dellow).

Next came four, a grass climb with a right-hand curve to a very rough hump at the finish. Eggleston was clean, McEwen made nine, and Dr. D. Pilkington (A35) eight.

Section five led up from a path to a taped left-hand bend, then on to a ridge, finally turning right, up another taped bend. It was not too difficult, seven cars making the summit.

Section six was much the same, except that the grass was a shade wetter and

finished on a left-hand turn. This time six cars made the summit.

Section seven was a straight, long, steep grass climb, which failed the entry, the Volkswagens of R. Frolich and E. B. Wadsworth making marker nine, and Pilkington and Eggleston into eight.

The last standard car hill was of very similar pattern and provided two cleans, Simpson and Eggleston, whilst Stevens made marker number seven.

Now for the "specials". These ran over an entirely separate course devised and tested by Edward Harrison and it was a really good one. The first section started down a steep slope into a quarry, out and up two grass steps, along a rough grass track, over a bump, down into a gully with a sharp right-hand taped turn, then left over two bumps to

a steep grass mound. Surprisingly enough three-quarters of the entry were clean here.

The second problem started from a lane, a taped left-hand turn, then up a steep bank, short but very rough. Here a dozen or so made the top.

The third "specials" section was more of a teaser, a taped zig-zag up a hillside, on very wet grass, then up the side of a wood to end in a further zig-zag all tightly taped. Three made it. L. Hunt (Ford Spl.), J. Foster (Macheson) and Tony Alldred (Bassinett).

Section four was a deep rutted track to a very steep climb on adverse camber to end in a wood. Two cleans, P. H. Dickinson (Ford Spl.) and J. Berry (J.C.B.), whilst into eight came Tony Marsh (T.M.S.1) and F. W. Whyte (Canford).

Section five started down a dip, then a double hairpin, then right on to a bank, along a ledge, to a very steep hump. Hunt and Alldred the only cleans, with J. F. Harrison (Halford) into eight.

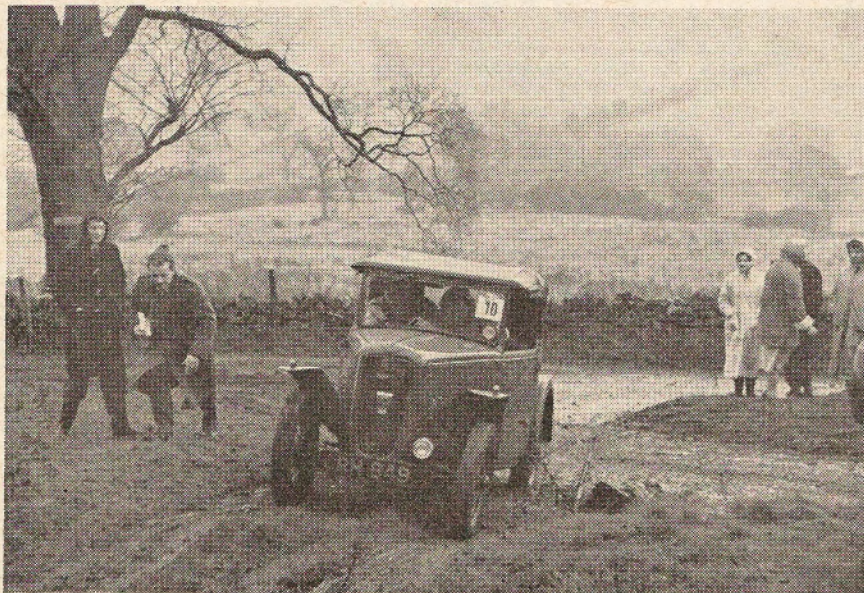
Six led across a rough path, then looped up alongside a wall, terminating in two very nasty turns. No cleans but Berry into six and Hunt, Dickinson, Alldred and N. Carr (Trafford) made four.

The seventh section was a tightly-taped right-hand turn, up a steep bank, then an acute left-hander near the finish. Marsh and Foster the only cleans, with John Harrison into nine and Dickinson to eight.

Last, but certainly not least, came eight, which starting from a path led up a steep grass bank, left on to a mound, then up a 1 in 2 mountain-side, and there were cleans although it looked impossible. R. C. Needham (Needham Spl.) and Marsh, whilst into eight came Alldred and A. H. Smith (R.J.S.).

These were the morning climbs only. In the afternoon it rained cats and dogs and the ground just became a morass.

FRANCIS PENN.



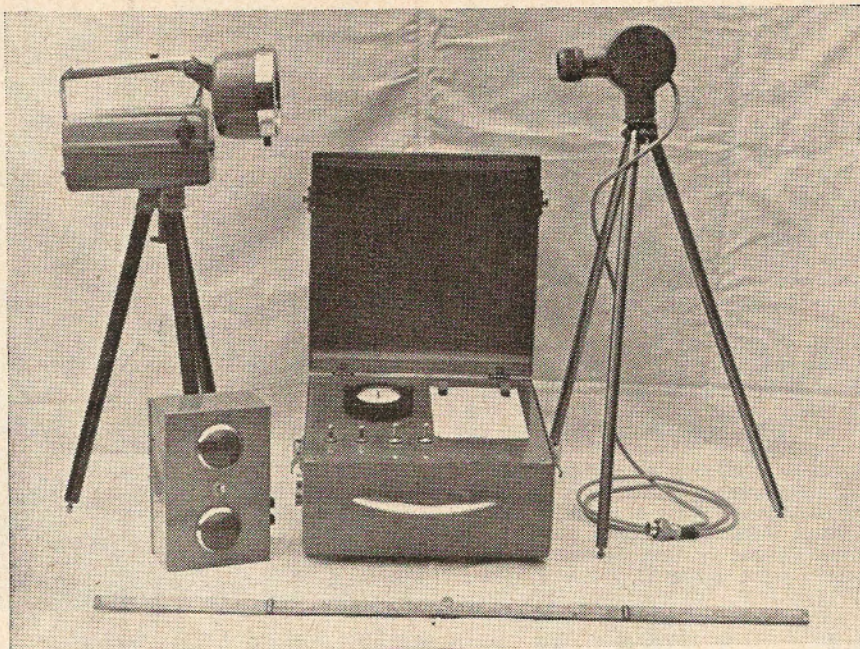
*ANCIENT AUSTIN: The venerable machine of J. A. McEwen leaves a patch of very sticky mud. The car displays modified wings and a Remembrance Sunday poppy on the radiator.*

**COMPACT**, light in weight and easily portable, the components of the set are shown here.

Recently Francis Penn was visited by two Manchester electronic engineers, Roy Brown and Bryan Hird, who in conjunction with David Linnell and Jack Twyford (well-known northern exponent of electrical time recording) have developed a new portable lightweight timing gear, suitable for many short-distance speed events. Francis Penn has illustrated the equipment and seen it in action, and below is the inventors' description of it. Any clubmen interested should contact Bryan Hird at 328 Manor Avenue, Sale, Cheshire.

COMPETITORS and organizers alike will be interested in a new device recently designed for timing sprints, hill-climbs, driving tests, etc. Unlike most of its predecessors in this field, it is extremely portable and easy to set up and operate, and in addition, it has proved, throughout a full season's field trials, that it is accurate, consistent and robust.

The equipment may be used for standing or flying starts, can be operated in conjunction with "traffic light" start or



## Timing With Transistors

A New Portable Lightweight Timing Gear

hockey stick, or both start and finish on ray, and will operate a traffic light finish. No wires or pads cross the track, and the driver is never required to adapt his driving technique to suit the timing apparatus. Selling at £40-£50 for the basic equipment, it would seem to provide the answer to the club organizer's prayer.

The actual timing is done on an ordinary stop-watch—thus relieving the club of the onus of buying a special watch—the watch being operated on the interruption of a beam of light, focused from a light source on one side of the track on to a light sensitive receiver on the other side. These items can be mounted at any convenient height above the ground, so that the passing of a car obscures the light. For the type of event where the driver starts in his own time, or for flying starts, receivers (together with their associated light sources) would be mounted at the start and the finish of the timed stretch, both receivers being connected by ordinary twin-core cables to the control box. If driver-reaction time is being tested as well, the "start" receiver could be replaced by "traffic lights" operated simultaneously with the watch, from the control box. If, on the other hand, "start" and "finish" occur at the same place, one receiver only would be used both to start and to stop the watch. Once set up, the receivers and light sources do not need any attention, and therefore these points need not be manned. A check that the receivers are working correctly is provided on the control box, in the form of a meter reading the current flowing in each circuit. Each item of equipment is self-contained, embodying its own power supply, the only cable connections being the twin-core signal cables already mentioned. This allows the control point to be set up wherever it is most convenient, avoiding the complication of telephone links,

check-points at the finish, etc. Furthermore, due to the extreme lightness and compactness of the control box—it weighs approximately 10 lb., and measures 9 ins. x 9 ins. x 6 ins.—no elaborate housing is necessary for the control point.

The secret of the compactness of the equipment lies in the use of transistorized circuits throughout, thus allowing the use of dry batteries to provide the small power required. In each case, the batteries are enclosed in the equipment. Speed of response of the mechanism is another important feature,

this being approximately 50 milliseconds consistently.

As an aid to the most economical use of club's existing equipment, the receivers, which weigh less than 1 lb., are tapped  $\frac{1}{4}$  in. B.S.W. for mounting on standard tripods, and the stop-watch mounting is adjustable to suit most types of watch. This apparatus has been tested before the R.A.C. Competitions Committee and given their full approval.

Two types of photo head are available: (a) from 24/360 m.p.h. (allowing walking between rays), (b) from 0/200 m.p.h. A big advantage over old-time timers is the fact that up to three heads may be used on the same test; to record the start, an intermediate point and the finish. This is useful for regularity runs.

## A Year's Motoring

By MARTYN WATKINS

WITHOUT really trying one seems to come across a really remarkable collection of vehicles in the course of a year spent covering, watching and competing in the various forms of motor sport that are available to the great British public. Of course, a fairly considerable mileage is covered and perhaps it adds interest to motoring on our horrid little roads if you can cover the distance in a variety of motors.

Whatever the reason, however, it nevertheless seems to happen that by the end of the season you've really seen the insides of as many cars as about a dozen other people put together! In the past 12 months, for example, I find, on looking back, that I have covered considerable distances in cars which range from a vintage Bentley to a 1958 Morris Minor 1000.

We started the year in a temporarily "car-less" state, my last machine having been retired through the combined effects of old age and an accident—although the two were quite unconnected.

Thus when I found myself with a marshal's job on a club rally, transport had to be borrowed and in the fullness of time we set off in the first of the strangers—a 1955 Standard Eight which is the proud property of a colleague. This is, needless to say, both a very hard-working car and also non-standard in several respects, so that it becomes a better proposition than might otherwise be the case. Its most noticeable feature, however, is the staggering weight of additional equipment it carries—ranging from a Halda "Speedpilot" to such oddments as gear lever extension and a treadle arrangement on the throttle pedal.

However, it is always amusing to see what happens when you apply the rules of a known car's behaviour to an unknown car, and so it proved on this occasion. Followed closely by a photographer who had decided to set up his cameras and things at our control, we entered a dark and gloomy lane at a great rate. Ultimately, as lanes do, this one turned a sharp corner. . . . Well,

we did too, but to this day I don't know how! The poor photographer was less lucky and had to take an escape road.

Nothing like this ever happened with the next car that came my way, however. Shortly after that rally there came to my notice a 1937 Morris Eight tourer at a price I could just afford and in a condition which was reasonably acceptable. So the car changed hands and spent some time galloping around the countryside in great haste in the service of AUTOSPORT.

Once again, it was a car with a significant feature—apart from noise, draughts and a marked disinclination to cruise at more than 45 m.p.h. The feature in this case was its cornering behaviour: while it always got round, it nevertheless felt as though it really hated deviating from the straight and narrow path and wanted to lie down on its side and rest halfway round. Of course, this was probably in protest, for it was an honest sort of car.

In time, it became obvious that the Morris was not going to do what was required of it—you're not surprised? I didn't think you would be. So advertisements were scanned and in due course we chanced upon the sort of motor car that was going to do what was asked—and how! This was a 3-litre Lagonda, of 1934 vintage, which subsequently served throughout the season to satisfy a desire to get from A to B with a reasonable degree of briskness and also to sate a general yearning for vintage-type motoring in the grand manner.

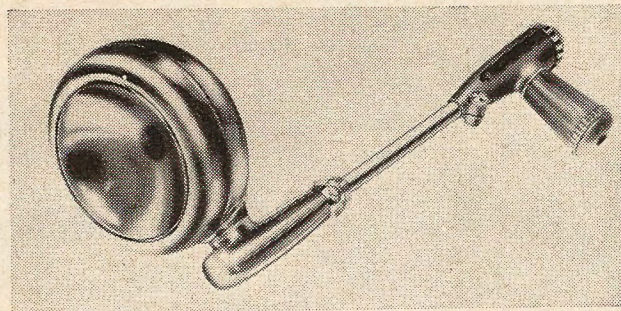
It scarcely needs to be said that the Lag. was as different from the Morris as could be. For one thing it was larger: now that I come to think of it, there isn't very much you see on the roads that is larger than the Lagonda car! What's more, it regularly transports us from our home in West London to Snetterton—a distance of around 100 miles—in very little over two hours and a great deal of comfort. The only snag was its thirst for petrol, which was bearable on a long trip but which didn't bear thinking about in traffic! The use of the past tense puzzles me on thinking about it, for the car is still with us, having covered many thousands of miles during the past 10 months with almost unflinching reliability. If it falls apart tomorrow we shall, I think, have had our money's worth! But I'm touching wood, just in case!

A couple of Morris Minor 1000s—not to be confused with a couple of thousand Morris Minors—have also carried us over a few hundred miles this year. Great fun, these little cars, with an astonishing turn of speed combined with a very moderate thirst. Only violent axle tramp under appropriate conditions spoils, for me, a car which has always been appealing in its various forms for near enough 10 years.

A couple of trips were also undertaken in a 1946 Armstrong Siddeley Hurricane which was at that time owned by a friend. A rather uninspiring car, this, with an unimpressive performance, an unattractive thirst but a great deal of comfort and from the passenger's point of view a great way to travel.

The trials season found us with the use of a Ford Escort, an estate car which proved quite invaluable for the stowage of gumboots covered in thick, wet mud! This vehicle, actually, proved to provide

*WELL - MADE hand-operated spotlight from Sweden is now being imported by Aviamotive Services, Ltd., Accommodation Road, Hodford Road, N.W.11. It provides a long, pencil beam.*



an extremely useful method of covering motor sport. With the performance of a Ford Anglia or Prefect and, of course, the passenger comfort of an average saloon car in the low price bracket, it also has the estate car's luggage space which is quite invaluable for picnics, raincoats, clip-boards and all the other impedimenta that one accumulates.

Totally different from anything else this year—except, perhaps, my own Lagonda—was a 6½-litre Bentley saloon which transported us one week-end. Driving this was somewhat akin to conducting a modern motor-coach—the overall dimensions were not all that different—from a driver's seat sited about two-thirds of the way back towards the rear! As a crowd-gatherer the Bentley enjoyed phenomenal success and after the meeting we had to elbow our way through a small crowd! The car was popular, too, with the proprietors of filling-stations, for its fuel tank, holding something like 38 gallons, had to be replenished with alarming regularity in view of a petrol consumption of about nine miles per gallon!

One of my favourite small saloons and what I consider to be one of the best-looking cars on the current market, the Renault Dauphine, cropped up in two versions during the year. One had the Ferlec semi-automatic transmission installed—a system which, for my book, represents about the best compromise between fully automatic and an entirely manual system. Take-up of the drive is immediate—provided, of course, that you remember to let go of the gear-lever, thus breaking the circuit and allowing the clutch to engage! Like all systems which eliminate the clutch pedal, be they fully automatic or not, it is naturally ideal for traffic driving.

The other Dauphine was fitted with the usual three pedals but was "ameli- orated" to a certain degree. Briefly, the mods. involved consisted of a larger-choke carburetter, raised compression ratio, stronger valve springs and special manifolding, all of which combined to give it a performance which, if not shattering, was certainly interesting. Compared with the rather economy-conscious performance of the standard car, it transformed it from a merely likeable, attractive small saloon into an extremely desirable little projectile which would readily cruise at an absurdly high speed for an 845 c.c. machine—with plenty of urge left to shove the needle well off the clock!

An interesting and most enjoyable week-end which seems to be growing into an annual "date" is the international Mobilgas Economy Run. This year Stuart Seager and I covered the early part of the route, travelling in a Wolseley 1500 over the southern loop

from Ascot, down through Kent and Sussex and along the coast into Hampshire and Wiltshire to return to Ascot. The Wolseley was a machine which had intrigued greatly on its introduction but I personally found it a little disappointing, while a passenger was quick to agree with its description as a "four-door two-seater". It is, however, well finished and has a nice "quality" air about it which many people would particularly like. Its "overdrive" top gear gives it a long-legged stride and also causes it to be commendably economical, while third gear is a high one and will rush the car along at a splendid rate: for overtaking purposes it can scarcely be bettered.

A long trip to the north, returning through Wales, was carried out in great style in a Bedford Dormobile van which had been fitted with the Martin Walter caravan conversion, making it into a comfortable touring machine which, in spite of a very low top gear for its 1½-litre engine to pull, would nevertheless cram 40-45 miles into each hour, carrying four adults and their luggage, without appearing to be in any sort of hurry. Forward visibility was very hampered by positively huge windscreen pillars, and handling, quite obviously, did not come up to sports-car standards. But it did provide comfortable, roomy transport with reasonable fuel consumption and with the additional advantage of being entirely independent. One could not help but think that this vehicle would make first-class touring transport—it will go almost anywhere. As a means of watching motor-racing in supreme comfort it would take a lot of beating, too!

Another vehicle which I found particularly intriguing right from its announcement was the Austin-Healey Sprite, and I could hardly wait to try this rather significant little sports car. And before long the opportunity presented itself, and I was able to have a few laps at Snetterton in one of the first examples to leave a showroom. At once I was most impressed, and when, several weeks later, an opportunity arose to borrow another one for a slightly longer period, the chance was snapped up! A really delightful little car, this, with plenty of urge and delightful handling qualities. Seldom have I come across a modern motor car which is such "fun-to-drive".

Well, that's a year's motoring: there was another car, using a new automatic transmission, which I was looking forward to sampling. Unfortunately I went sick before I could do so. But these have formed the nucleus of a varied 12 months in which we seem to have gone from one extreme to another in our choice of transport!

ONE OF MANY different body designs on Fiat chassis was this attractive effort by Touring. This is the 1500 G.T. model.

Zagato show some delectable little Fiats by Abarth that are duplicated on Carlo Abarth's own stand. They also have a very attractive fixed-head coupé on the Lancia Appia, which could, at first glance, be mistaken for a Giulietta.

Ghia have a huge Chrysler open 4-seater. Though perhaps rather "overdone", this car has a hardtop which folds away in two pieces, and may well be a good idea for cars of more reasonable size. As on virtually all the coachwork stands, there are various versions of the Fiat, including a coupé on the 1200 chassis with an abrupt reverse angle to the flat rear window, and a consequently long deck over the luggage boot. Very Italian is the "Jolly" beach car, with basketwork seats, on a Fiat 500.

Lombardi show an incredibly large station wagon on the Multipla, and an



# 40° SALONE INTERNAZIONALE DELL' AUTOMOBILE

THE Turin show is unlikely to be chosen by the big manufacturers for the unveiling of new models. Now that it takes place immediately after the Paris and London exhibitions, it would be illogical to expect any of the major producers to have anything hidden up their sleeves. No responsible journalist could miss Geneva, for that is the first show of the year, where new cars are often launched. Yet, with all those disadvantages, Turin is still of vital importance.

Turin is, above all, a show of the Italian coachbuilders. It is a staggering fact that Italy now has a world monopoly of body styling, and in England, America and even France, which used to be the arbiter of taste, the great steel presses are turning out Italian masterpieces. I, therefore, make no apology for occupying the greater part of my space with details of the new bodies.

Ignoring the alphabet, it is natural to visit Pinin Farina first. This fairly elderly man, with his happy smile and eager, bird-like gestures, is holding court on his stand, though his signature is to be seen in many places round the hall. Farina's *chef d'oeuvre* is a Fiat fixed-head coupé on the 1200 chassis. It has all the master's touches, and is a small sports car with an excellent driving position. Excitement, caused by two tell-tale bumps on the bonnet top, is well justified, for the car has a twin overhead camshaft 1,500 c.c. Osca engine. Fiat are investigating the possibility of producing this near-racing engine in quantity, which is news indeed. As it stands, one feels that the normal 1200 chassis might be somewhat overpowered, but this is doubtless an interim measure.

After Farina, one goes to Vignale. There, Giovanni Michelotti is trying modestly to hide behind his beautiful cars. Very small and quiet, and with exquisite manners, Michelotti is now a major designer with some famous cars

to his name. At Turin, he exhibits a Triumph of outstanding beauty. This is a 2-4-seater fixed-head coupé with a very deep curved screen and a long, low bonnet. In front, there is no chromium-plated grille, the air being admitted

By JOHN BOLSTER

Photography by Adriano Ceci

through a scoop beneath the bumper in a manner reminiscent of the Citroën DS 19. The car is an outstanding success artistically, and must influence sports car design everywhere.

Touring show the standard body on the new DB4 Aston Martin which, though built in England, is a Superleggera design. Also visible is the Alfa Romeo 2000 convertible, which we have seen already, and the 3.5-litre Maserati coupé, which is spoilt by clumsy, bolt-on wheels.

open 4-seater on the Fiat 600, with wind-up windows for the doors and rear quarters. Peg-in sidescreens are not used now on any Continental car, and it is high time that the British manufacturers abandoned the horrible things.

Savio have built some open bodies on Fiats with a very advanced use of sharp corners, as in the Renault Floride. Fissore have Fiats, too, but most attractive is their superb white coupé on an Auto Union 1000. The tail fins are of moderate size, and with no ugly, non-functional curve.

Viotti show an extremely pretty coupé on the little Fiat 500. The finish is superb, and one literally cannot tell that this is a rear-engined car.

In addition to their well-known small, open sports Fiats, Moretti show some attractive station wagons. The station-wagon type of body is rapidly becoming a favourite among the specialist coachbuilders, and deservedly so. Among these are Colli, who have some good-



ONE OF ITALY'S most impressive cars is the Lancia Flaminia. This is how Carrosserie Touring see it.



**BEAUTY BY BERTONE.** *The Jaguar XK 150 has been rebodied by quite a few designers. This effort by Bertone is perhaps the prettiest.*

looking examples on Alfa Romeo and Fiat chassis. Monterosa specialize in de luxe bodies, and their station wagon on a Fiat 1100 is reminiscent of some Farina creations.

Bertone have a striking coupé with a very low nose and an unusually short tail. The rear window is especially large, and the motive power, which is full of interest, is an Alfa Romeo-based Abarth engine of 1,000 c.c. Bertone also have an Aston Martin, with a most pronounced fall-away of the roof line, for this coupé is strictly a two-seater.

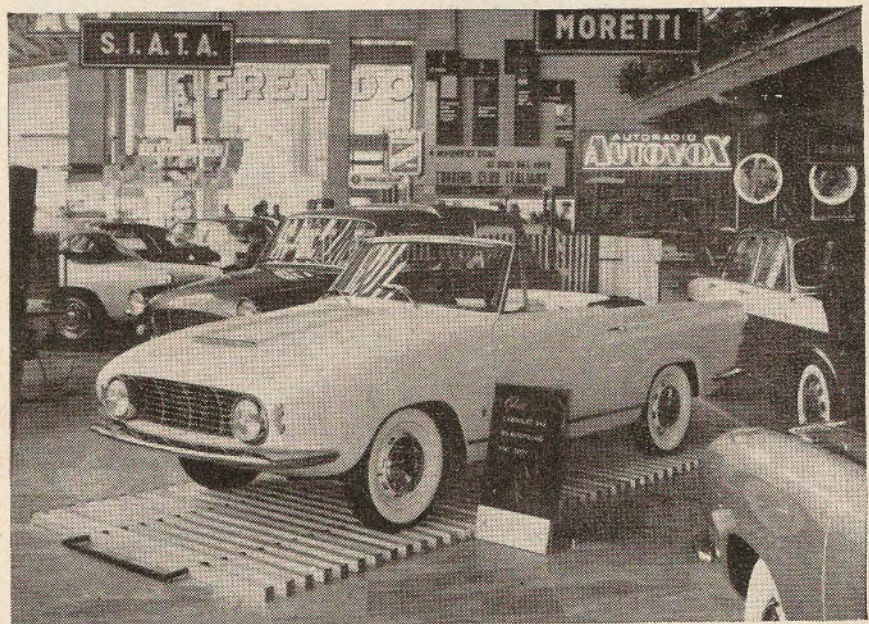
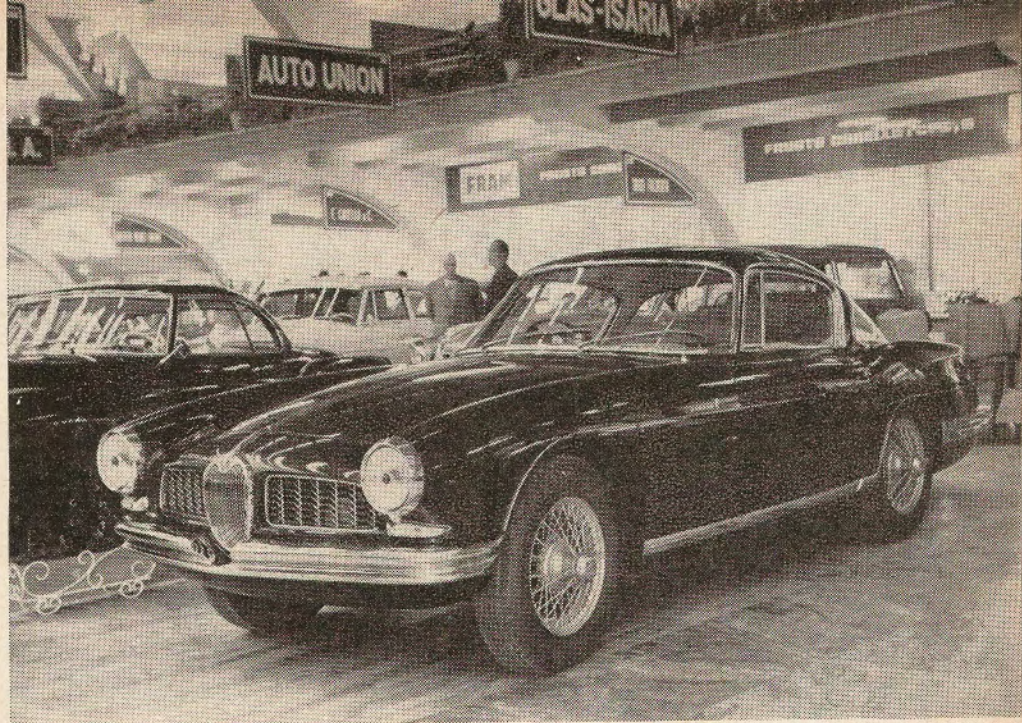
Allemano have some pleasant Fiats with open and closed bodies. A jaunty little Fiat hardtop is called "Milady". I am tired of writing the name "Fiat", but it must be admitted that the attractive two-door foursome on the Scioneri stand is on a 1200 chassis of that make. S.I.A.T.A. have a coupé on the 1400 for the sake of variety, but one is a little tired of wide, plated grilles. Their 600 Spyder has six plated ventilating holes on the sides of the tail, which is another bad Americanism.

Thus, there is a wealth of new ideas among the coachbuilders, any of which may be taken up by the big manufacturers. The body builders do not have a monopoly of new models, however.

Lancia are launching some entirely fresh types. These include two short-chassis versions of the Flaminia, a G.T. coupé by Touring and a super-sporting coupé by Zagato, which has a 118 m.p.h. ticket. On the normal length chassis, Farina has designed a 2-door 4-seater with the same square lines as his 4-door body. Incidentally, the Flaminia may now be ordered with a Saxomat automatic clutch, as may the Appia. There is a new and very appealing Zagato sports coupé for this model.

Carlo Abarth is going from strength to strength. He has a wonderful dis-

**ANOTHER FIAT CHASSIS (right),** this time a 1200, with Ghia bodywork. The headlamps are positioned in the radiator grille.



play of special Fiats, fitted with his own modified engines. The twin-camshaft version of the 750 is now developing 61 b.h.p. at 6,800 r.p.m., which gives an immense performance to these very light and well-streamlined cars. One of these is a very new and tiny open Spyder by Zagato, with small fins on top of the tail either side of the raised air intake. Zagato have also produced a coupé on the twin-cam 750, and the most attractively minute coupé imaginable on the 2-cylinder 500.

There is also the well-known Allemano long-tailed Spyder on the Abarth stand, and the 750 c.c. Farina-bodied single-seater record breaker. The 500 c.c. record car, of which a drawing has appeared in AUTOSPORT, is on the Fiat stand.

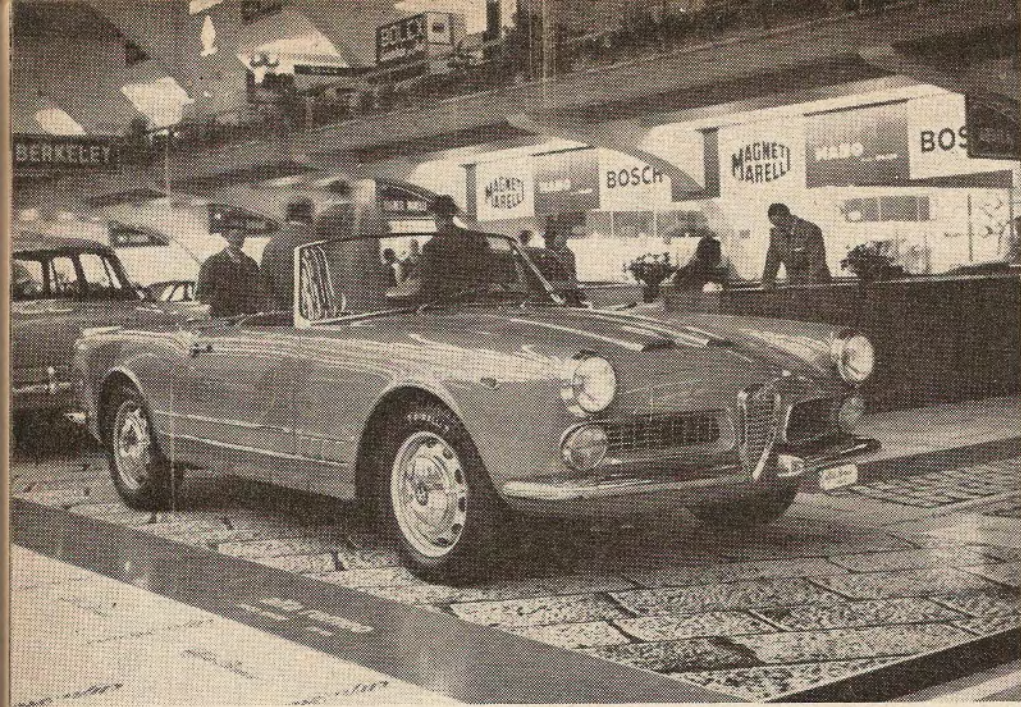
Alfa Romeo show all the models that we know, and the relatively new Giulietta Sprint Speciale, which is a long-nosed coupé. Stanguellini exhibit a single

**BERTONE AGAIN,** this time an Aston Martin DB Mk. III is the subject. Whether it is prettier than the original is a moot point.

seater to the Junior formula. Its Fiat engine drives the back axle through an offset shaft, and the driver sits slightly to the left in consequence. This car seems needlessly expensive in view of its moderate potential performance, the construction being up to Grand Prix standards, even if the design is not.

The Ferrari and Maserati cars have undergone no change, though the Farina-bodied Ferraris are infinitely desirable. It is a joy to see the 2.6-litre V8 Tatra again, and to realise that at least one modern car has more than adequate leg-room for the rear passengers. Some British cars are shown, including the whole B.M.C. range, and Rolls-Royce exhibit a Silver Cloud and a James Young Continental Bentley.

There is an historic section, on the model of Geneva, and this includes some relatively modern racing cars. The W196 Mercedes-Benz is of recent memory, and it looks ugly but effective. More beautiful is the type 158 Alfa Romeo Monoposto Corsa. This super-charged car of 1,480 c.c. develops 385 b.h.p. at 9,500 r.p.m. There is also one of the very potent Lancia sports-racing



CAN YOU GUESS? It is a Tr

## SEEN AT T

Here on these pages we portray some body builders as seen by the

NEW MODEL (top, left) from

FIAT 1200 AGAIN (left, centre), this time

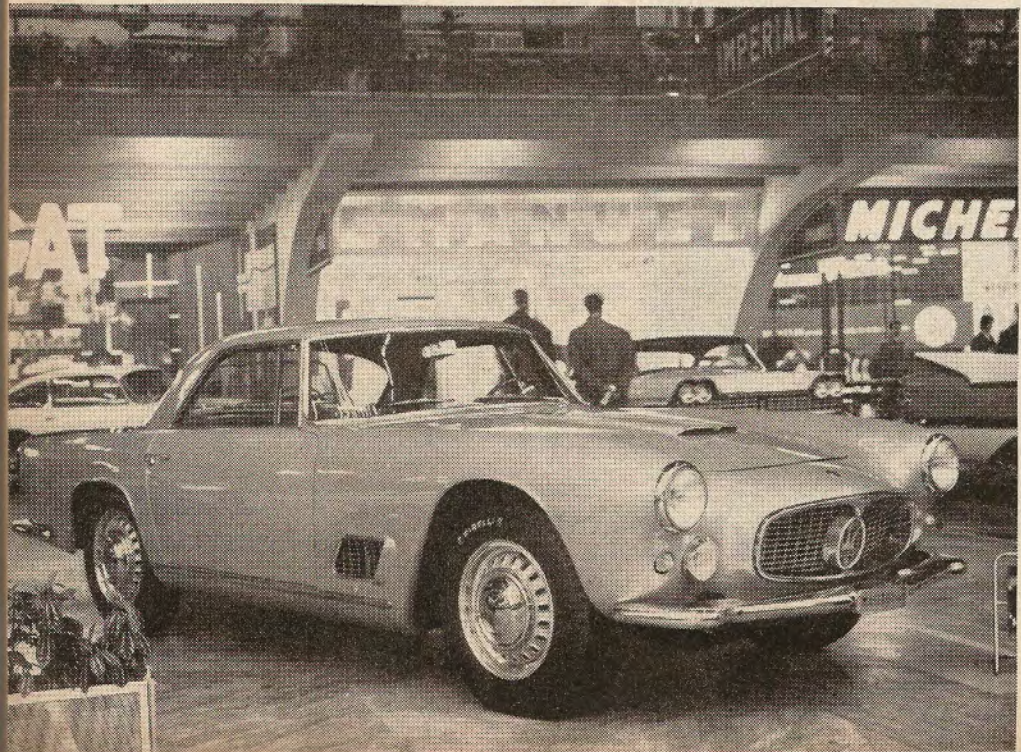
POTENT BEAUTY (bottom, left) is

IMPRESSIVE (top, right) is the Alfa Romeo 2000

DAINTY "DEEK": Fissore show this attractive

THE SHAPE OF THINGS TO COME? This im

Ghia. The car is Chrysler

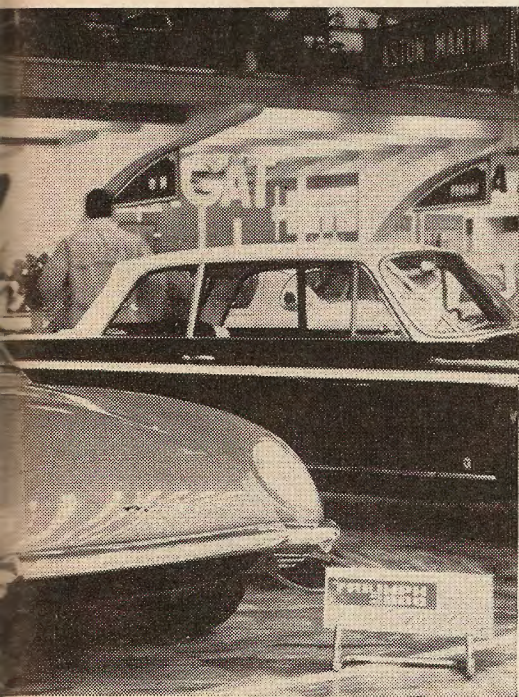
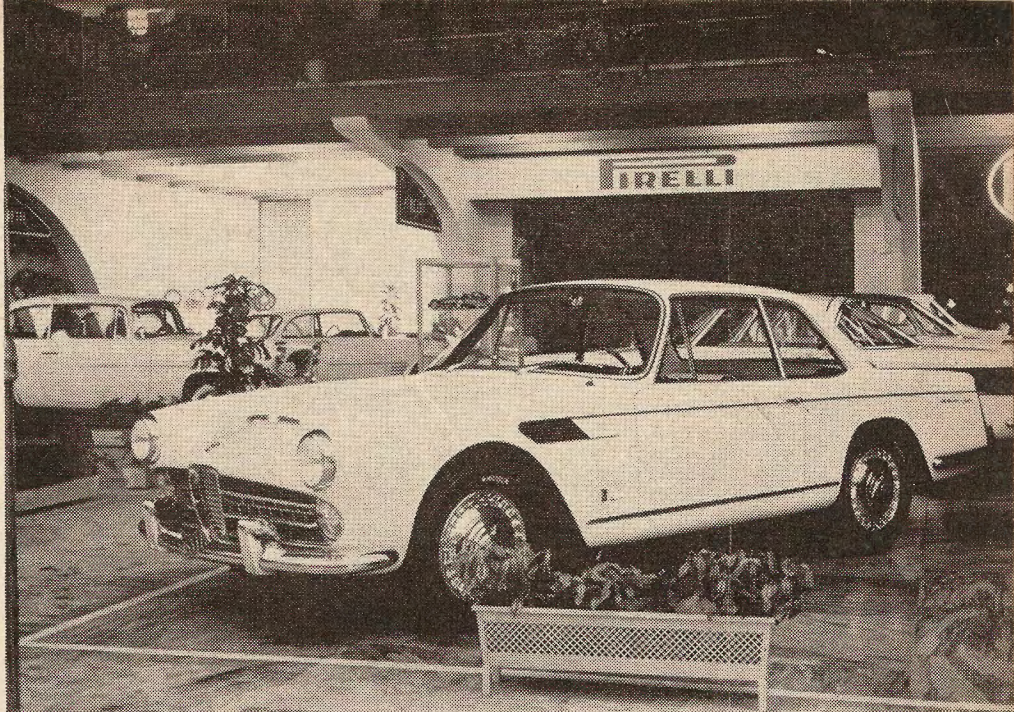


cars, which were so nearly world-beaters.

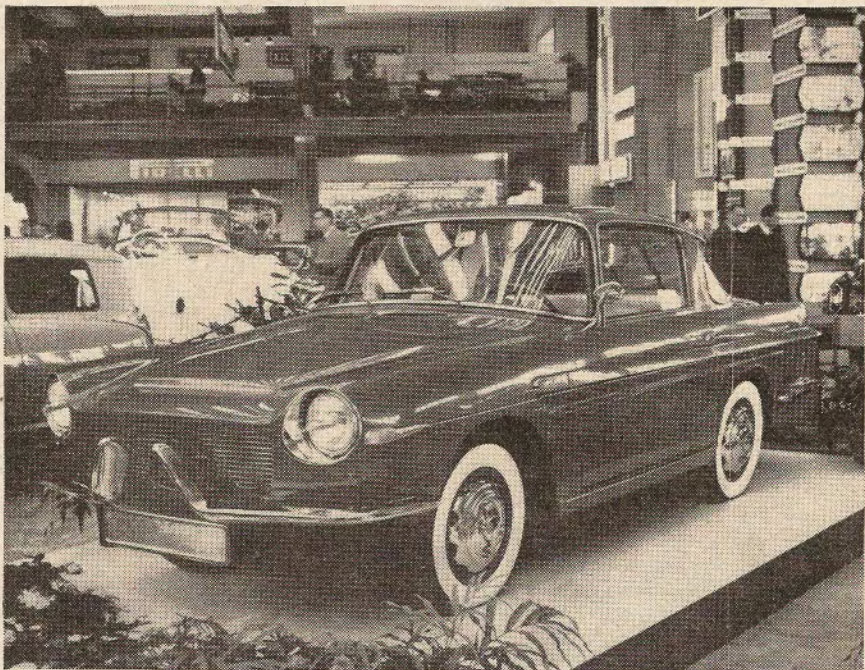
Among the really old cars is a Prinetti e Stucchi of 1899. This has a single-cylinder air-cooled engine in front of its tubular chassis, which drives to the rear axle by an enormously long belt. On the axle is a vast and elaborate gear-change system, and yet further to increase the unsprung weight, a servants' seat is stuck out behind and actually attached to the axle! A 1900 Bianchi is very like a "Brighton Run" de Dion, but does not boast the celebrated rear axle.

Even here one meets a Fiat, a 1901 2-cylinder car of 1,082 c.c. This high, black and white 2-seater has a footman's seat astern, and the poor flunkey is out in the rain when the hood is raised. It is history that the Battle of the Marne was saved for the Allies by troops in Paris taxis. Here is one of them, a 2-cylinder Renault of 1,201 c.c., but one prefers to think of it in a Paris at peace, the only battle being between the girl in the taxi and her escort.

Turin is not the biggest show, but its coachwork section leads the world. Here, one may well be looking at the shape of the cars of the future in embryo.



mph TR3 re-styled by Vignale.



## THE SHOW

... of the work of the leading Italian ... the camera of Adriano Ceci

... Alfa Romeo is the 2000 Spider.

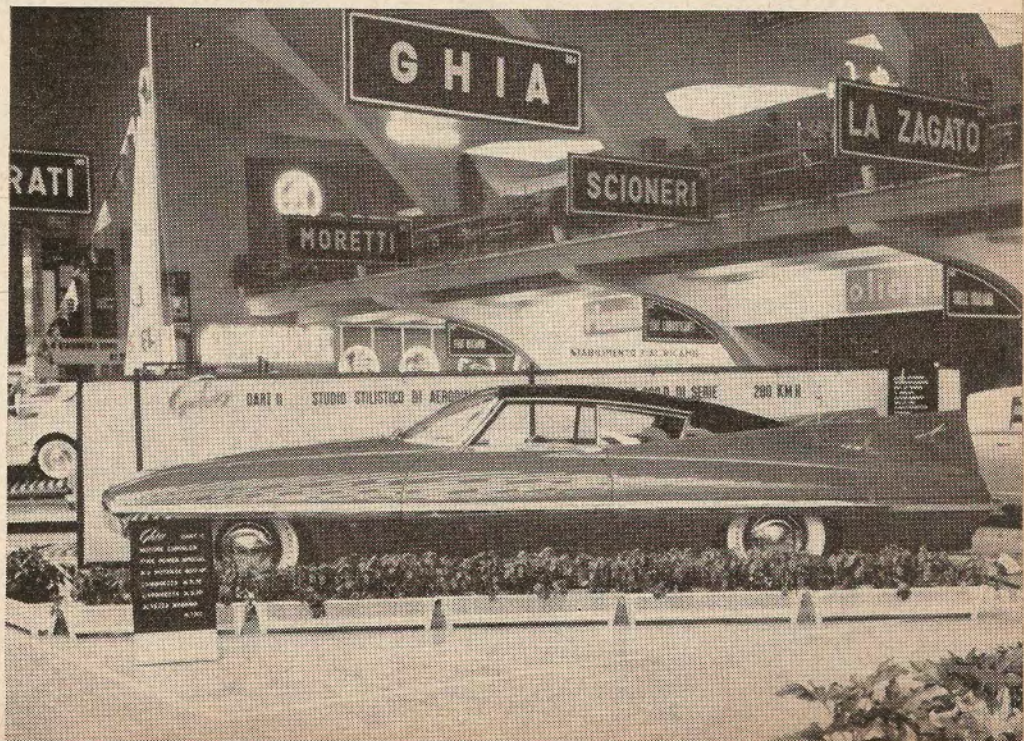
... with an attractive coupé body by Allemano.

... this production 3500 G.T. Maserati.

... 00 by Vignale, the original of which can be seen ...

... body on a DKW 1000 chassis (centre, right).

... massive side view is of the experimental Dart by ... powered (bottom, right).



# CORRESPONDENCE

## Grands Prix—The 1961 Formula

WITH reference to your most illuminating article in last week's issue concerning the incomprehensible decisions of the C.S.I. and the interesting correspondence that has already begun on the subject, may I also add a further small voice, which together with all the others already raised, may make sufficient noise to make these people realize what they are doing.

What was witnessed and disclosed at the R.A.C. almost defeats the imagination. We know that in order to stage a Grand Prix as we have known it for a large number of years, it is necessary to have cars running which will attract a large number of spectators, as well as drivers of the highest calibre. We have seen in the past what happens when the formula of the day is either unsuitable or outmoded or not supported by the principal manufacturers—as in the "doldrums" of the early '30's or the more recent days before the present formula and at the end of the 1½-litre supercharged and 4½-litre unsupercharged era. The crowds simply melt away and, from what I have been told by people who know what they are talking about, it becomes impossible to stage these events from a financial point of view. People, quite rightly, simply will not come to watch the second rate.

One cannot help noticing that out of the five votes in favour of the new formula no less than four of the countries voting do not produce a Grand Prix machine, and none of them look like doing so in the future, and that includes France, whatever the formula. That the C.S.I. as at present constituted is a useless body will be conceded by all. Cannot the F.I.A., which is supposed to be the most powerful organization in motoring, see this and reconstitute this ridiculous "Commission"? Surely it should consist only of those countries who produce Grand Prix cars and those who can produce proved evidence that they intend to produce them for a given formula.

It has been suggested that the new formula has been put up partly on grounds of increased safety. Naturally one feels very badly about the drivers who have lost their lives during the past season, both in Grand Prix racing and Sports Car racing; the writer knew three of them personally. All of these men knew what they were about. No crowds of people were involved, and in no case was it due to the speed/cubic capacity/weight ratio.

This kind of thing has happened before. There have been other black years in motor racing in the past. That there will be in the future, whatever the formula, is almost certain.

Bobby Leapingwell sums the thing up well when he says that the members of the U.P.P.I. should refuse to handle cars of the new formula. Judging by the reaction of our own manufacturers, Mr. Enzo Ferrari and the Americans, they would not be out of a job!

PATRICK BENJAFIELD.

GUILDFORD.

I READ of the deliberations of the F.I.A. for Formula 1 for 1961 with horror. Under the cloak of safer motor racing they are likely to increase the risks to the driver.

(1) Motor racing is expensive but with the introduction of a 1,500 c.c. limit both Cooper and Lotus cars (and no doubt others will follow) will be available to a greater number of G.P. hopefuls than is at present the case. This, of course, means a larger number of starters, not all of whom may have the experience or the temperament for G.P. racing. Starting money will have to be shared over a greater field and who can blame the top-rank drivers if they are not interested in peanuts. This means that the "circus" will cease to exist with a consequent drop in gate money, which means even less starting money and a track crowded with drivers of uncertain ability.

(2) The cars are to carry starters and batteries.\* Should a car have a shunt I can imagine no greater fire hazard than the sparks from a shorting battery.

(3) Cars are to carry roll bars. Since the roll bar has no effect upon engine design, road holding, or indeed has no part in racing car design, the proportioning of the roll bars should not be left to the designers (who will obviously employ the lightest construction possible) but the specification of a roll bar which will not crush or buckle must be drawn up by the F.I.A.; likewise, its point of attachment to the chassis

\* The regulations state "automatic starting device"; this may not necessarily imply starters and batteries on the car.—ED.

must also be specified. This will mean certain minimum requirements of strength, frame depth, etc. (in fact, the F.I.A. may well have to specify a standard chassis). Supposing that this difficulty is overcome and a roll bar that will not crush is evolved, then it must be pointed out for the benefit of those members of the F.I.A. who have never been to a motor race that one of the hazards facing a driver is that he may be flung out of the car and hit something hard or the car may roll on top of him. Therefore, if the F.I.A. are sincere about roll bars, then they must also specify seat belts with, of course, suitable methods of attachment to the chassis, etc. The F.I.A. have already increased the fire risk by introducing batteries, and it is a fact that Dick Seaman lost his life mainly because he could not be released from a burning car, so the F.I.A. may find that their ideas are a bit ill-considered.

By all means let us have safer motor racing, but don't let us adopt hasty panic measures such as this latest gem.

It is amusing to think that for years race promoters have been busy making circuits faster and faster. Now there will be several that are a good deal faster than the new cars can use, will there be a rush to put the crinkles back into circuits?

As a final contribution to greater safety, I suggest that next year's Le Mans be limited to bubble cars.

K. A. HURST.

JOHANNESBURG, SOUTH AFRICA.

AS a regular reader of AUTOSPORT, may I join in the fray and add a few pearls to those already cast before your readers.

The decision by the F.I.A. to limit engine capacity to 1,500 c.c. maximum and 1,300 c.c. minimum is a most courageous one in the face of the opposition it was bound to meet.

Surely England and Italy are being very selfish about this? Can we not successfully compete with any country on equal terms whatever those terms may be?

I feel that the new formula will bring fresh blood into the field by at last encouraging the more capable "one off" entrant, who has formerly been precluded by the high cost of ultra-light weight machinery. "Are we at last approaching the days of cast-iron Grand Prix racing?"

The weight and oil change restrictions so sensibly introduced cannot help but relate Grand Prix cars more closely to production models.

I trust that some of our larger manufacturers will again enter the lists as a result of this excellent new formula.

J. K. MIDGLEY.

KEIGHLEY, YORKS.

AS I was born in 1939 I have only been following motor racing seriously for four or five years, and therefore my experience of F1 racing is limited; even so I must deplore the recent action of the C.S.I. in reducing the F1 capacity limit from 2½ to 1½ litres as from 1961. Such a formula would be a farce as on the 100 m.p.h.-plus circuits sports cars would be much faster and on the tighter circuits with the new weight limit imposed a F1 car would have a job in beating a good F3 car.

It is now quite obvious that the C.S.I. has got to be drastically reorganized. To allow such countries as Switzerland and Mexico to have a leading role in deciding the future of G.P. racing is ridiculous. I suggest that the C.S.I. be re-formed on the basis of the R.A.C. meeting called a few weeks ago to discuss the future of G.P. racing: i.e., drivers, manufacturers and organizers. Therefore in the C.S.I. there would be, say, the first six drivers in the World Championship, all participating manufacturers and organizers from countries only who hold full-scale international events.

ALAN MALPASS.

HEATHFIELD, SUSSEX.

### Mr. Ferrari Again

I FEEL I must answer R. Ferrari as quickly as possible: his name makes me see red, let alone his letter.

If the B.B.C. carries on its present policy as regards our sport, this household will suffer on two counts. First, we are opera lovers, and because the vast majority go for this rock 'n' roll, etc., the B.B.C. and I.T.V. churn it out day after day, not that we want to stop other people's enjoyment, but surely we should be able to hear our type of music more often? And the same applies to motor racing. Surely we are not asking too much? Why should football, etc., come before our sport? After all, we do not get a penny from all these big transfer deals, we do gain indirectly when the British cars win, as our exports have proved in the last two years.

(Continued on page 644)

# NEW DUNLOP Road Speed

FOR MOTORING AT 90 m.p.h +



"...far better than anything I've driven on before,"—says

*Mike Hawthorn*

WORLD'S No. 1 DRIVER

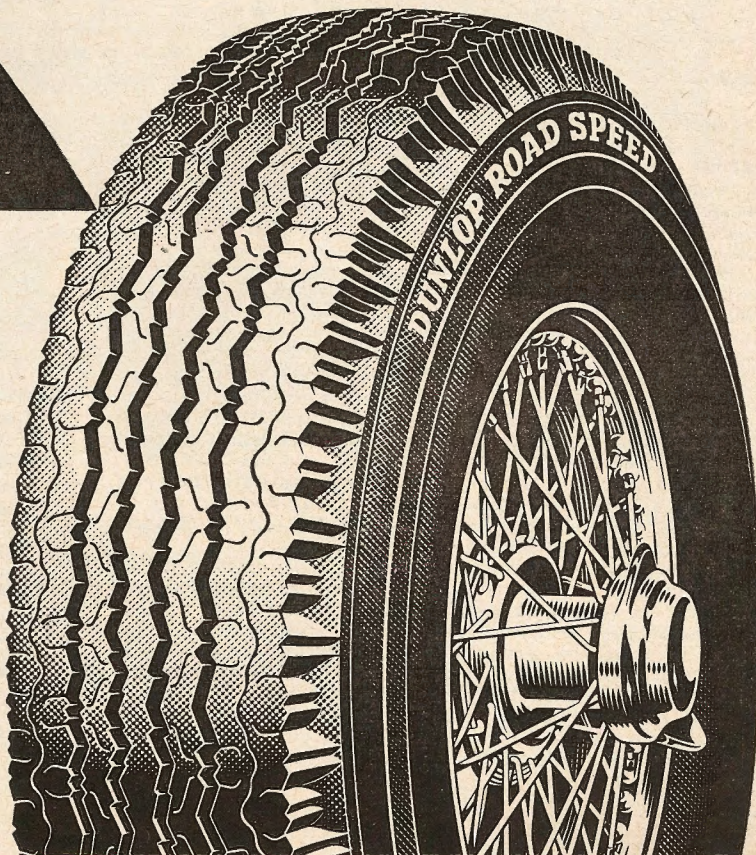
"I have now had the Dunlop R.S.4. tyres on my car for approximately 5000 miles. The impression I get is that they are far better than anything I have driven on before, especially the road holding in the wet and tyre noise on corners. I drive my 3.4 Jaguar pretty hard and find under heavy braking they hold the road extremely well and the wear is undeniably good."

Yours sincerely,  
MIKE HAWTHORN.

### TOP PERFORMANCE FEATURES OF THE NEW "ROAD SPEED"

- Best ever grip, most of all in wet, slippery conditions
- Streamlined Tread
- Great strength of nylon casing
- Specially compounded 'cold' rubber to withstand internal heat
- High resistance to cornering squeal

Fitted as standard equipment by:- **AUSTIN-HEALEY** (100 Six)  
**JAGUAR** (3.4 litre, XK150, XK150S, Mark VIII, Mark IX)  
**JENSEN** (541 and 541R) **M.G.A.** (Twin Cam.)



## Correspondence—continued

May I also point out to R. Ferrari that the football fan can see his top liners every week, and it would cost him only a few shillings. What chance have we got? I have written to the B.B.C. asking for progress reports at every change of programme, and practice times when a G.P. is in progress. I should have saved the stamp. If radio and TV are servants of the public, it's up to the people concerned to give everyone a fair crack of the whip.

As regards the newspaper coverage, that beats the lot. If Mike and Stirling came to blows, that would be front page news, but because we conduct our sport in the correct way, and do not punch the "ref" or throw bottles on the "pitch", they try to look for faults: to name only two, Mr. Vandervell last year, and the deaths in G.P. racing this year. One paper wrote: "Let's face it, motor racing does help our exports."

It must be a crime to help the country.

As regards R. Ferrari and his letter, we can only hope the B.B.C. do not take AUTOSPORT, or we would get even less coverage than we are getting now.

R. GRAY.

CHESTER.

WHAT a pity that someone possessing a name so revered in "our sport" should, apparently, be devoid of any appreciation of it. If "Enzo" reads that letter he will, most likely, retire to the gun room.

To deal with his first point: If he cares to compare the number of people attending motor racing with those attending football matches, he must take into account all the club events every week-end, also compare them on a gate-per-meeting basis. He would then find that motor racing has a much larger following than he at present imagines.

It is no argument to drag in the press. We all know what a dreadful mess they can make of reporting a race. Even when they bother at all, they usually get their facts wrong.

I agree that racing on TV is not as exciting as the real thing. But when I saw the TV Newsreel shots of the French G.P. I was anything but bored.

I heartily disagree that only participants can enjoy the sport.

I don't race because I can't afford it. But I go to all the meetings I can, and eagerly await AUTOSPORT's reports on the ones I have to miss. It is sheer childishness to say, "If I can't play I won't watch."

I hardly think any of this year's G.P.s could be called "processions at wide intervals", or for that matter those wonderful F2 "dices" at Brands Hatch.

I would love to be a racing driver, but I know the chances of ever being one (I am 33) are very small.

But to Mike, Stirling, Tony, Roy, their managers, mechanics and all, I say—"Good luck to you all, and thank you, Gentlemen, for giving us the greatest sport in the world."

M. GRUGEON.

READING.

FAR be it from me to rush to the defence of Mr. Ferrari, for in my opinion he has little knowledge of the subject which he has attacked.

There is, however, just one aspect of the matter which comes to mind: far too little motor sport has so far been seen on TV, and most of this has pictured either Grand Prix racing or events for Formula cars.

Now whilst the true enthusiast, whether he be an ace driver, a rabbit like myself who sees most of his racing from the back end of the field, or one of the vast number of both sexes who just live for their motor sport, understands and enjoys such racing, the plain fact is that to the majority of people outside of the groups heretofore mentioned, such racing can be rather dull; for to them one Grand Prix car looks very like another, and the same comment can be applied to Formula 3 races, and the 1,100 c.c. class which in most cases is almost all Lotus.

What I believe John Public really does lap up is the spectacle of a variety of series-production cars, including one or more that look just like his own car, going like the clappers round Goodwood or Silverstone.

In the opinion of many, one of the most exciting events ever televised was the memorable race at Silverstone, a production car race, packed with thrills and incidents, when it will be recalled brilliant camera work enabled millions to see most of what was going on including the startling occasion when one hapless gentleman was thrown clear from his rolling 1.5 Riley, most fortunately without serious harm.

I do not think that all race promoters quite appreciate how great is the public interest in production car racing, and the letter you have published from Paul Fox of B.B.C. TV con-

vinces me that such interest as he has is primarily concerned with Grand Prix racing.

The B.A.R.C., in their wisdom, obviously do know what is required, and the big crowds at members' meetings bear testimony to this fact.

Production car races are always most popular with both drivers and spectators, added to which the smooth, very efficient organization of the B.A.R.C. make a day's racing at a Goodwood members' meeting far and away the best "day out" that I and, I know, a great many others, have yet encountered.

Let the B.B.C. or the I.T.V. try the experiment of covering one or two production car races, preferably a "marque" race, from Goodwood next year. I think that they would be amazed at the interest which would be shown in such lively eventful television.

In conclusion, I would suggest to Mr. Ferrari that he first obtain from his doctor a Certificate of Fitness, then submit his car to the scrupulously fair but very observant attention of the Goodwood scrutineers, and, if satisfactory, proceed to drive a minimum of 15 laps round the track to satisfy the B.A.R.C. that he is a fit and proper person to let loose on a race track, and then enter, as I and countless others have done, a handicap race.

Having once competed in such a race, I feel sure that he will have "got the bug", and from that stage any prejudice he has will be all for, and not agin, motor racing.

D. J. DUNCAN.

WELWYN GARDEN CITY.

MAY I reply to your correspondent Mr. R. Ferrari re his letter "TV and Motor Racing". I wonder that he reads your excellent journal, as he appears to have very little understanding of motor racing enthusiasts. An enthusiast, and there are very many of us, will look at anything appertaining to the "Sport", whether it be TV, books, or what have you. As for merely a procession of cars past a given point at wide intervals, there are very many people who will travel a great number of miles to see a club meeting and thoroughly enjoy it. I am afraid, Mr. Ferrari, you have not got the motor racing "bug" and what a pity with a name like that.

J. H. FARRAR.

HALIFAX.

#### And From the Man Who Started It All...

COULD I reply to your correspondents about my TV racing remarks? Lest my point was not expressed plainly enough, I will state it clearly.—

TV is not a proper medium for motor racing coverage. Too much of it on the screens can only harm the sport. At its best it can only give fans the race result 12 hours before the Monday papers and a few details that will not be published by the popular press. Does any reader feel satisfied, for example, with a "Sportsview" report of a Grand Prix, a shot of the start, a couple along the straight and the finish. All blurred. The TV camera is nowhere near satisfactory for covering sport of any sort. That was the only point of my letter.

Surely your correspondents must have realized that my remarks about motor racing were slanted from the point of view of normal viewers, and I find their anger hard to understand.

As to what constitutes real racing, it would appear that the 200,000 at Silverstone know, judging from the number that do not wait for the last race. And where do these mad keen motor racing fanatics hide themselves when there is a Club Meeting at Silverstone?

I also realize that my figure of £5,000 is quite absurd for a year's sport with a 750 and ridiculous for a year's racing in Formula 1.

R. FERRARI.

LONDON, W.C.2.

#### Sportsman of the Year

"SPORTSMAN of the Year" is with us once again. What about AUTOSPORT campaigning to make it a Motor Racing Sportsman? It's high time we had one, and your journal must be read by many who follow the sport. We should all get together and *Vote*.

If they feel as I do, I suggest they vote for the man who has done most for the country and won four G.P.s, Stirling Moss. His conduct at Portugal (which, in my opinion, gave Mike the Championship) more than merits the title of "Sportsman of the Year".

As an afterthought, what about all followers of the sport writing to their papers, and suggesting Mr. Vandervell for a mention in the Birthday Honours List? We had a saying in the Army, "What you never ask for, you never get."

R. GRAY.

CHESTER.

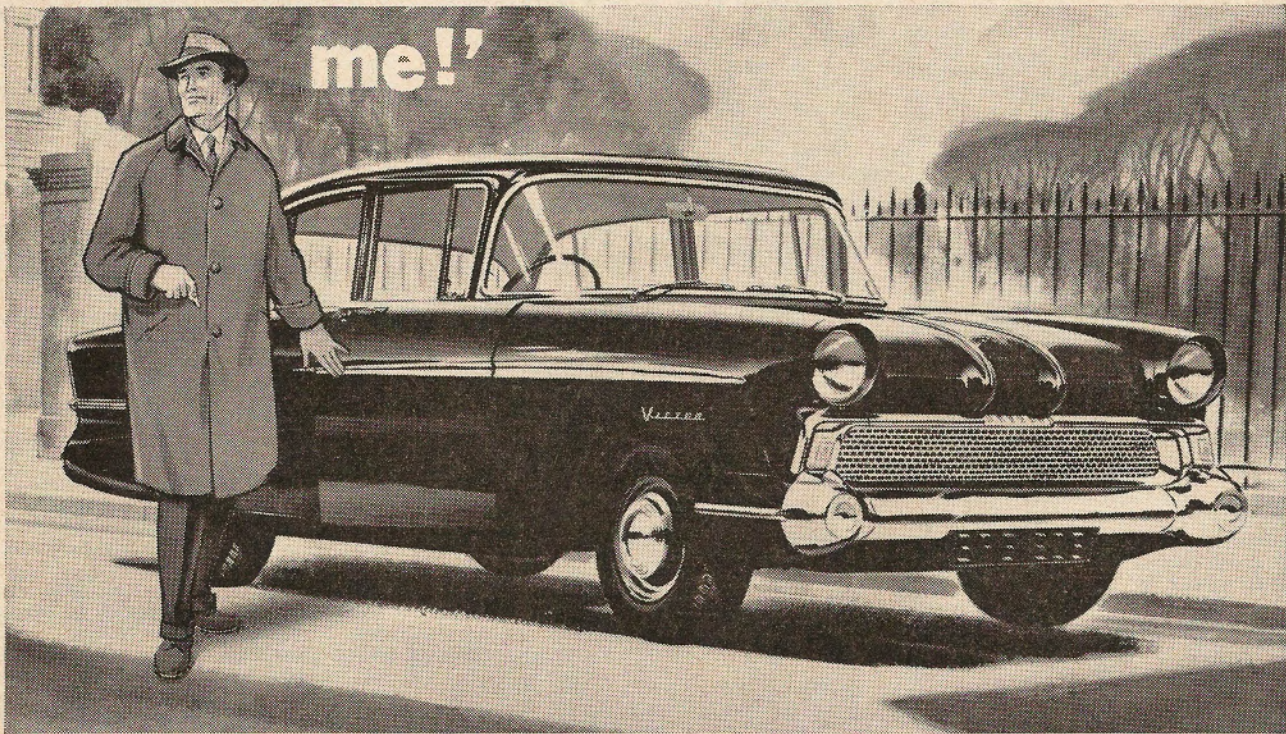
(Continued on page 647)

**'The  
Victor  
was  
made  
for**

Seriously, don't you think the Vauxhall designers had motorists like me in mind when they planned the Victor?

Consider a moment. . . . For a sports enthusiast the first requisites in the car he uses every day are a lively, responsive engine, and first-class road holding. For Town driving he wants a car with smart, modern styling, yet not too big to get him quickly through traffic. The Victor's a pleasure to handle even in a congested car-park. And there's plenty of room inside for the longest-legged member of the family—besides space in the boot for the week-end luggage.

Ever driven the Victor? Ask your Vauxhall dealer for a trial run. You'll be impressed. (By the way Vauxhall Square Deal Service is the best and cheapest in the country.)



Victor £498 plus £250. 7s. PT  
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**EVERYONE DRIVES BETTER IN A VAUXHALL**

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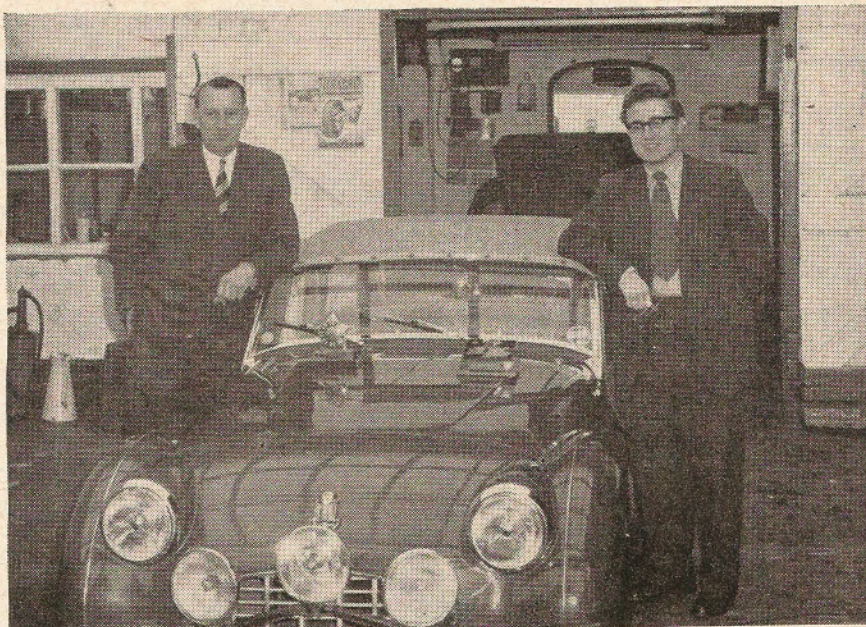
# Club News

By MARTYN WATKINS

ONE way and another, and in spite of—or perhaps because of—the recent hectic correspondence in AUTOSPORT about the attitude of the B.B.C. towards motor sport, we do seem recently to have had a fair crack of the whip. By saying that, I fully realize that I have stuck out my neck to an extent that would ordinarily seem anatomically improbable. . . . Nevertheless, on Saturday we had the **Hagley and D.L.C.C.** Driving Tests for the Ken Wharton Memorial Trophy—a first-class presentation which, I am told, occupied a large part of the afternoon's programme. Then, of course, the week-end after next we shall be able to watch the **London M.C.** Television Trophy trial without having to stand up to our ankles in wet grass and mud!

On Thursday last, too, the B.B.C. rigged up an interesting documentary programme in the "You Take Over" series, when the scene occupied the last 30 minutes before an improbable "Thousand Kilometres" race at the Nürburgring, and which featured three of Brian Lister's glossy motor cars, looking all nice and clean in next year's shape, and some of the Lister mechanics, too—they also looked nice and clean! As a matter of interest, the part of one of the drivers for the programme was played by a chap named David Stuart. He is apparently, the grandson of Arthur Huntley Walker, who was a racing driver at Brooklands and in Paris in the days when motor cars on English roads had to be preceded by a man with a red flag.

A COUPLE of social notes start us off again this week: **N.L.E.C.C.** hold a social evening with dancing, nattering and suitable refreshment at the East Herts County Club, Hall Lane, Watford Way, Hendon, N.W.4, on 28th November. Then, on 2nd January, they have their 14th annual dinner and dance at the Hendon Hall Hotel, Hendon, N.W.4. Tickets for this can be had from F. E. Owen, Oxford Street Motor Works, Kingsbury Green, N.W.9. . . . On 22nd November, **Eastern Counties M.C.** hold a night navigation rally starting from Needham Market, near Ipswich. Some very good friends of mine—yes, I have friends!—used to live in that part of the world and from what I remember of my frequent visits there it's first-class rally country. Invited clubs to this one are East Anglian M.C., Old Culfordians M.C. and the S.C.C. of Norfolk. Entries close on 17th November and secretary of the meeting is T. V. L. Brown, Red House Farm, Dennington, Woodbridge, Suffolk. . . . **Anglia and Prefect O.C.** hold their annual November night navigation rally on 15th-16th November, a closed event which is being observed by the R.A.C. for up-grading to restricted status. . . . **Romford E.C.C.** hold a night navigation rally on 23rd November, invited clubs being Jaguar D.C., Marconi A.C., M.G.C.C., N.L.E.C.C., T.E.A.C. and West Essex C.C. Entries close on 15th November and secretary of the meeting is H. T. Turnell, Chafford, Chafford Farm House, Aveley Road, Upminster. . . .



WINNER of the British Trials and Rally Drivers' Association rally Gold Star for the second year running, Ron Gouldbourn (left) is photographed with his TR. On the right is his navigator, Stuart Turner, who won the AUTOSPORT navigator's award.

Forthcoming events for the **Hastings, St. Leonards and East Sussex C.C.** include a navigation event on 23rd November, a scavenger hunt on 14th December and a driving test meeting on 25th January. . . . **Cemian M.C.** hold their President's Rally on 23rd November, a closed navigation event covering about 120 miles and starting at the Aerodrome Hotel, Purley Way, Croydon, at 2 p.m. . . .

Yorkshire S.C.C. Entries close on 26th November and regs. are available from A. J. Sinclair, 14 Axholme Road, Doncaster. . . . **Lancs and Cheshire C.C.** hold their 10th Lakeland rally, a qualifying event for the **B.T.R.D.A.** Silver Star competition, on 29th-30th November. Invited clubs are Glossop and D.M.C., Chester M.C., Congleton and D.M.C., North Staffs M.C., Lancs A.C., Liverpool M.C., Manchester U.M.C., Wirral 100 M.C., Knowdale C.C., Bolton-le-Moors C.C., Jaguar D.C., R.A.F.A.M.C., Warrington and D.M.C. and Knutsford M.C. Entries close on 26th November and secretary is D. M. Thorley, 39 Gibwood Road, Northenden, Manchester, 22. . . . **London Counties Association of Motor Clubs** council met recently at Stanborough to discuss the correlation of the 1959 calendar. . . . Glasgow branch of the **Ecurie Ecosse Association** holds a film night on 18th November in the Overseas League rooms at 3-4 Claremont Terrace, Glasgow, C.3, while for the following Sunday a visit has been arranged to Mr. J. C. Sword's well-known collection of what our American friends would describe as "classic cars". . . . **Wolverhampton and S. Staffs C.C.** have held the annual general meeting. Officers elected included R. K. Butler, c/o 23 Princes Gardens, Codsall, Wolverhampton, as secretary, and G. B. Thorne as chairman. Regulations are available for the **M.C.C. Exeter Trial**, which will take place on 9th-10th January, entries closing on 10th December and going to L. G. Eckett, 1 Holmdene Avenue, London, N.W.17. . . . **Vintage Sports Car Club** holds its Northern Trial on 29th November, starting and finishing at Ilkley, Yorks. Secretary of the event is H. Spence, 20 Town Street, Bramley, Leeds, Yorks. At Heston Airport, Middlesex, the club holds a driving test meeting on 14th December, starting at 12 noon. Regs. are available from Tim Carson, 3 Kingsclere House Stables, Kingsclere, Newbury, Berks. . . .

## Coming Attractions

- November 15th.** *Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.*
- November 22nd.** *London M.C. Television Trophy Trial, near Aylesbury, Bucks.*
- November 23rd.** *Leicestershire C.C. John Bull Trophy Trial, Fox and Hounds, Skeffington, near Uppingham, Leics. Start, 10.30 a.m. Landrover O.C. Trial, Brands Hatch, near Farningham, Kent. Start, 10 a.m.*
- November 29th.** *Vintage Sports Car Club Northern Trial, Ilkley, Yorks.*
- November 30th.** *Opening of Bahamas Speed Week (S).*

South-eastern centre of the **M.G.C.C.** holds its November rally on 15th-16th November. . . . **Riley M.C.** holds the Buxton rally on 22nd-23rd November, with starting controls at Oxford, Leeds, Birmingham and Manchester. Secretary of the event is R. M. Powell, 484 Didsbury Road, Heaton Mersey, Stockport. . . . North-eastern centre of the **M.G.C.C.** holds its Goathland rally on 30th November. Invited clubs are Aire-dale and Pennine M.C., B.A.R.C., B.R.S.C.C., Darlington and D.M.C., De Lacy M.C. of Pontefract, E.Y.C.C., Hartlepool and D.M.C., Huddersfield M.C., Ilkley and D.M.C., Middlesbrough and D.M.C., Rotherham and D.M.C., Sheffield and Hallamshire M.C. and

(Continued on page 648)



Correspondence—continued

New Champion

I HAD hoped that it was by accident, rather than design, that the last two issues of AUTOSPORT offered no word of congratulation to the new World Champion.

However, having read the report on the Moroccan Grand Prix, I fear that this regrettable omission was intentional. The tone of your report suggests that, on his performance in this single race, Moss should have won the title and not Hawthorn.

You actually state, "Stirling Moss took the major honour in the G.P. of Casablanca. . . . However, the Championship of the World went to Mike Hawthorn, aided and abetted by Phil Hill." If the World Championship is not the major honour, I await enlightenment, whilst the use of the words "aided and abetted" suggests something underhand about the Ferrari driver's tactics. Suppose Tony Brooks had stayed in front of Hawthorn without blowing up, would Moss have been "aided and abetted" by Tony Brooks?

AUTOSPORT's sympathies may lie with Moss: it may also like to think that those of its readers do too, but I am afraid that mine do not. I believe that Stirling Moss is probably the greatest all-round driver this country has ever seen, but I also believe the Sammy Davis principle that the driver who wins the race crosses the line first. It follows that the better drivers finish their races. This Moss has not done.

In closing, I would like to rectify your omission and offer my congratulations, albeit humble, to Mike Hawthorn, Britain's greatest G.P. driver and Champion of the World.

If, and when, Moss spares his cars enough to win the Championship, I shall be equally glad to offer him similar congratulations.

EPSOM.

R. N. S. PERKINS.

P.S.—You also remark that due to the points system adopted by the F.I.A., Moss lost the Championship by the narrow margin of one point. If all the races, instead of the best six, counted, as they did a few years ago, Hawthorn would have had 48 points, Moss still only 40.

Heading of Morocco G.P. article was: "Mike Hawthorn—Champion of the World"—Ed.

Stuart Lewis-Evans

WE have lost another great racing driver, Stuart Lewis-Evans.

He will be greatly missed at Brands Hatch. I think that other spectators will feel the same. I suggest that at the next Brands Hatch meeting we have a collection from us, the crowd, towards a Memorial or Cup for Stuart and also the other three racing drivers who have given their lives this year. In the past we have had much pleasure in watching them race.

My family join me in sending our deepest sympathy to Mrs. Lewis-Evans and family.

POTTER HEIGHAM, NORFOLK.

W. BAKER.

From Briggs Cunningham

I AM enclosing my cheque to cover the one year renewal of AUTOSPORT, and please *don't* omit a single issue. Also, please continue sending my subscription by Air Mail! It is the best motoring news magazine of them all!! Good luck.

CONNECTICUT, U.S.A.

BRIGGS CUNNINGHAM.

The S.M.M. & T. and Vanwall

BEFORE the Motor Show I wrote to the S.M.M. & T. suggesting that a Vanwall be displayed there. After the Show I wrote again expressing disgust at their attitude to Motor Racing in general and to Mr. Vandervell's cars in particular.

I enclose a copy of the letter I received from the S.M.M. & T. giving their pathetic reason for no Vanwall appearing at Earls Court, and I thought your readers might be interested.

EDINBURGH, 10.

W. D. BARTRAM.

The copy letter is as follows:—

"I am in receipt of your ill-informed letter of the 27th October. For your information, all space at the Society's Motor Show is allocated in the month of May each year and it was not possible, therefore, and through no other cause whatsoever, to include the Vanwall at the last moment.

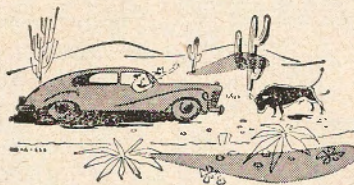
"May I advise you not to believe all you see in the newspapers."

(Sgd.) S. E. CLARK,  
CHIEF EXECUTIVE, S.M.M. & T.

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

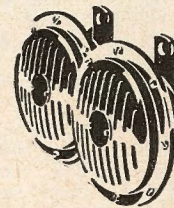


As stubborn as an ox



that's what some of our contemporaries are

—and you are not safe from them in traffic either ; they are people entirely indifferent to what happens behind or in front of them on a road. You'll attract their attention, though, and gain an open road, by using a penetrating BOSCH Supertone Horn. No one will fail to hear a BOSCH Supertone Horn. The simplest, easiest passing and warning signal, a



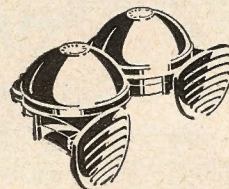
**BOSCH**  
SUPERTONE HORN

Prices for 6, 12, 24 volt Horns from 63/9 to 88/9 incl. brackets.



Children are like that—

untroubled, nothing on their minds, and therefore often careless. Be sure to warn them in time : you will save your brake linings and you yourself won't get on edge. Not too loud, and yet polite and considerate, such is the warning of BOSCH Fanfare Horns. BOSCH Fanfares "match" the face of your car.



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FANFARE HORNS

Prices for 6, 12, 24 volt Horns from 140/- to 170/- incl. brackets.

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## Club News—continued

**O.R.M.A.** holds the annual film show at the Town Hall, Kensington, W.8, in November this year instead of January. Second half of the programme will take the form of a quiz. . . . **Cavendish C.C.** holds its major event of the year, the Black Trophy rally, on 29th-30th November. Secretary is S. F. Kay, 21 Westbrook Drive, Macclesfield. . . . **Hagley and D.L.C.C.** hold their closed Shropshire rally on 30th November, secretary of the meeting being G. I. Tucker, 115 Bewdley Hill, Kidderminster, Worcs. On the same day is the Shropshire trial, run by the same club, sharing the same secretary—who must be over-worked—and also closed-to-club. . . . On 16th November is the Pennine trial, run by the **Yorkshire S.C.C.** and closed-to-club. Secretary of the event is R. J. Wilson, "Woodlands", Gildersome, near Leeds, and entries close finally on 13th November. . . . Another annual dinner—this one being for the members of the **Thames Estuary A.C.** which is being held on 14th November at the Queen's Hotel, Westcliff-on-Sea. . . . One of the biggest events in Welsh motoring, the **Swansea M.C.** "Rally of the Vales", takes place on 6th-7th December. Previously known as the November night rally, the name has changed with the date. Four starting points, at Hereford, Swansea, Cardiff and Cheltenham, are available and invited clubs include London M.C., Midland A.C., North Wales C.C., Torbay M.C., Yeovil C.C., Worcestershire M.C., Forces M.C., Pembrokeshire M.C., Hagley and D.M.C., Chester M.C., Herefordshire M.C., South Wales A.C., Morgan 4/4 Club, Cheltenham M.C., Plymouth M.C., B.A.R.C., Newport C.C., Severn Valley M.C., Oxford M.C., Burnham-on-Sea M.C., Sunbac, Five Star Club, Taunton M.C., Bristol M.C. & L.C.C., Triumph S.C.C. Enquiries should be sent to the Secretary of the Rally, D. E. Davies, 348, Gower Road, Sketty, Swansea, Glam. . . . **Romford E.C.C.** hold their November navigation rally on 23rd November, invited clubs being Ford Sports M.C., Jaguar D.C., Marconi A.C., M.G.C.C., N.L.E.C.C., T.E.A.C., and

West Essex C.C. Secretary of the meeting is H. T. Turnbull, Chafford Farm House, Aveley Road, Upminster, Essex, and entries close on 15th November.

## COTTINGHAM AUTOCROSS

THE weather could scarcely have been kinder to the Harrow Car Club last Sunday, when they held their second invitation autocross at Earls Colne in Essex. A long way from home, perhaps, for a Middlesex club, but good autocross courses are hard to come by these days, and the course used is worth travelling a long way to enjoy. It is on land owned by A. C. "Bert" Westwood, who is a keen enthusiast for this uncommon branch of the sport, and so was able to see that near-ideal territory was available for the "dicers".

Nearly 50 competitors turned out in crisp sunny autumn weather, armed with every kind of car, from trials specials to a 2.4 Jaguar, for this is one branch of the sport in which *everyone* can "have a go" regardless of the type of car owned. The course was almost flat, yet well drained and an enormous amount was learnt about how to control a car in drifts and slides—all at speeds which rarely exceeded 30 m.p.h., although speedometers doubtless registered considerably more, due to wheelspin. Any kind of tyre was allowed, most drivers having fitted some kind of knobbly winter tread to the rear wheels—and, of course, tyre wear is no consideration at all on this kind of soft grass surface.

Most of the smaller saloons suffered from understeer on the corners, without having sufficient power to "steer on the throttle", and three VW drivers romped home in Class A, finding the natural oversteer a help in cornering, while the rear engine and i.r.s. kept the traction going. Les Needham and Denis Barker were driving the Express-modified VW recently tested by AUTOSPORT. In the over 1,500 saloon class, Ken Truscott rumbled home the winner in his huge Allard convertible.

In the small sports cars class, Bert Westwood brought out his venerable

Ballila Fiat, made a poor start on his first run, but made a fine effort the second time to finish well ahead of second man M. Vincent in an M.G. TC. Amongst the larger sports cars, Bill Slocombe and Bert Westwood battled, sharing the former's TR3, and its owner whisked around a trifle more quickly to win the class.

The fifth class, for specials, included Ray Goodey's Mark VI Lotus and Arthur Mallock's stark Ford Special. Last year, Mallock made B.T.D., with Goodey second, but this year Goodey drove superbly, and Mallock, driving a different car this time, found great difficulty in keeping it pointing the right way; although his first run was very quick, he collected a couple of markers, but the second run was even more spectacular. After one elaborate spin, which had obviously cost him B.T.D., he pressed merrily on, spinning off on nearly every corner, to the huge delight of the considerable crowd of spectators! Even so, he was only about 20 seconds slower than Goodey and his first run gained him the class. Daphne Freeman, in her Wilson-Ford Special, made an excellent couple of runs, to take the Ladies' Award. Her competitors had included the joint European Ladies' Touring Champions—Pat Moss and Ann Wisdom—who had both driven the latter's modified Morris Minor to good effect.

## S.P.S.

## Results

**B.T.D.:** R. Goodey (Lotus Mk. VI), 1 m. 42.4 s.  
**Best Performance by H.C.C. Member:** R. Goodey.

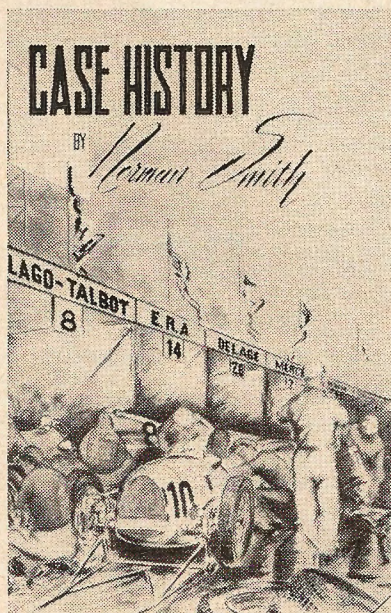
**Ladies' Award:** Miss D. Freeman (Wilson-Ford Spl.), 1 m. 58.4 s.

**Closed Cars, up to 1,500 c.c.:** 1, L. N. Needham (VW Express), 1 m. 51.8 s.; 2, L. C. Manifold (VW), 1 m. 55.0 s.; 3, D. N. Barker (VW Express), 1 m. 56.0 s. **Over 1,500 c.c.:** 1, K. Truscott (Allard), 1 m. 59.0 s.; 2, W. W. Swaby (Sunbeam Rapier), 2 m. 8.0 s.

**Sports Cars, up to 1,500 c.c.:** 1, A. C. Westwood (Fiat), 1 m. 57.4 s.; 2, M. Vincent (M.G. TC), 2 m. 4.6 s. **Over 1,500 c.c.:** 1, W. Slocombe (TR3), 1 m. 59.2 s.; 2, A. C. Westwood (TR3), 1 m. 59.8 s.

**Specials:** 1, A. M. R. Mallock (Ford Spl.), 1 m. 47.2 s.; 2, A. J. Apps (Cannon), 1 m. 47.8 s.  
**Team Award:** Goodey, Mallock, Vincent.

More Club News on page 650



## OUT TODAY

NOVEMBER 14th

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# Book REVIEW

**Title:** Lotus—The First Ten Years.

**Author:** Ian Smith.

**Size:** 7½ x 10 ins. 144 pp. Many half-tone illustrations.

**Price:** 21s. net.

**Publishers:** Motor Racing Publications, Ltd., 62 Doughty Street, London, W.C.1.

THE story of Colin Chapman and his Lotus project makes absorbing reading. The author, Ian Smith, has been closely connected with the marque Lotus since the early days, and has also raced the cars. Thus his story is not only authoritative, but is enlivened throughout with purely personal anecdotes which emphasize the tremendous enthusiasm which has gone into everything connected with Lotus.

It seems incredible that barely 10 years have passed since Colin Chapman built up an aged Austin Seven for mud-plugging—PK 3493. More modifications ensued, and eventually Lotus Mark 1 appeared, a veritable Phoenix out of the various Austin Seven bits and pieces—OX 9292. Mark 2 followed, in which much use was made of Ford components—LJH 702. This car appeared for the first time in the 1949 Lockhart-Bossingham Trial, and was sold the following year to Mike Lawson, who did remarkably well with it in trials up and down the country.

Lotus Mark 3 was built for 750 formula racing, and as such, was a tremendous success. Mark 3s were also built by Michael and Nigel Allen. Chapman mods. to the Austin Seven engine, particularly as regards the induction system, eventually caused 750 Formula regs. to be considerably altered. What was done to the engine is described by the author, and illustrated with a diagrammatic sketch.

Chapman had now gathered round him a group of enthusiasts, including the Allen brothers, Mike and Frank Costin, Derek Wooton, George Beresford, Ken Hawes and Hazel Williams

(Mrs. Chapman-to-be). Mike Lawson ordered another Lotus, and undoubtedly this started the idea of putting Lotus cars into limited-series production, mainly in kit form. Lawson's new car, Mark 4, was LMU 4. Mark 5 was intended to be the first "production" Lotus, but was shelved. It was to have been an 100 m.p.h. Austin-powered machine based on Mark 3, also to be offered in kit form.

It was, however, the revolutionary Mark 6 which put the marque Lotus on the road to fame, eventually causing Chapman to give up all his other interests to concentrate on the manufacture of high-performance machines. Oddly enough, the original Mark 6 was built as a trials car for Sinclair Sweeney, and had a beam axle. The first sports-racing Mark 6 had a Ford Consul engine, split front axle and rear suspension by the now familiar long helical springs.

Peter Gammon now entered the scene with his M.G.-powered Mark 6, which became a formidable contender in all British circuit events. Ford-powered Mark 6s became practically invincible in 1,172 formula races, and others were built with BMW, Lea-Francis and Coventry-Climax engines.

Lotuses began to go overseas, and Chapman's original Mark 6 was purchased by Gerard Crombac who later modified the body styling, making it easily the most attractive of the type. Then followed the Mark 8, the first aerodynamic Lotus, designed by Frank Costin. His bodywork was assembled on a space-frame chassis; the prototype SAR 5, had a modified M.G. engine.

Ian Smith tells of the many successes which attended the introduction of the streamlined Lotuses, the 2-litre Mark 10s, the presence of Lotus Engineering at Earls Court in 1956, International Class records by the late Mackay Fraser and by Stirling Moss, the wonderful Le Mans clean-sweep in 1957 and the sensational Elite. Everyone connected with the marque is mentioned; it is indeed a full account of one of the most outstanding success stories of our time. The chatty style is reminiscent of "noggin and natter", but the reader always feels that the author knows his subject inside out. It is, indeed, refreshing to have a book written from first-hand knowledge, rather than from mainly second-hand accounts which invariably never ring quite true.

G.

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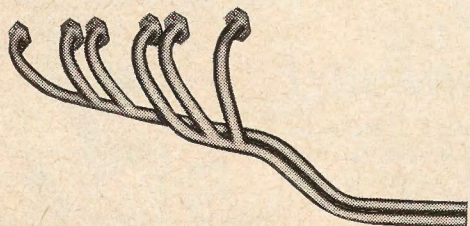


Illustration shows Servais High Efficiency Exhaust System for Ford Zephyrs and Ford Zodiacs.

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## LEEDS UNIVERSITY RALLY

THE Leeds University Union Motor Club, having with last year's event pulled themselves well out of the reputation which their rallies of a few years ago had gained, really went out of their way to put on a notable event this year.

They offered a £50 first prize, organized a starting point in Bolton to encourage the Lancashire entry and did a lot of hard canvassing for entries.

The results were an entry of 74, a really tough rally which only two entrants did without failing any sections and compliments on a well-run, but tough, event.

Winner of the premier award was G. H. F. Parkes in his 3.4 Jaguar—a car which to a certain extent answered the criticisms of those who said the course was too rough. He lost only 21 minutes on the route and incurred no section-failed penalties. Alone with him in not failing a single section was John Heppinstall in his M.G.A coupé, who lost 40 minutes.

The rally started from a point near Ilkley and from Bolton, both parties of entrants converging on Gisburn from where the rally proper started. This was in two loops, each of 100 miles. The first loop lay over Pendle Hill and then east towards Bolton Abbey, then over Blubberhouses Moor as far as Birstwith, returning via Ilkley Moor and finishing at Silsden. There were 19 controls on this loop and no one did the loop clean.

The second loop, also of 100 miles, was tougher and was planned by Jim Wood and Donald Wilkinson, the crew which won the Jeans Gold Cup rally a few weeks ago. This lay in West Yorkshire around Denholme, Luddenden, Mytholmroyd and Halifax, using narrow and, in places, unsurfaced roads over hills in between valleys filled with mills. Far more people failed controls on this loop.

Back at the Crescent Hotel at Ilkley the first of 40 finishers arrived back at about seven a.m., others trickling in for a long time.

After some frantic work, the organizers were able to announce the result at 10 o'clock to those who had held on for them.

PETER CRAVEN,

## Provisional Results

**Best Performance:** G. H. F. Parkes (Jaguar 3.4), 21 m. lost. **Second Best Performance:** J. Heppinstall (M.G.A.), 40 m. lost. **Speedwell Award and Cup:** A. Turner (Minor 1000), three controls failed, 54 m. lost. **Class Results: Sports and Grand Touring Cars:** 1, K. C. Walker (Triumph TR3), two fails, 39 m.; 2, A. Birkett (TR3), four fails,

★  
*WHAT A SHOCKING WASTE! But don't worry — it really was water. One of the competitors in the Shenstone and D.C.C. Chase Trophy trial used this slightly unorthodox container to top-up his radiator.*

★



76 m.; 3, J. R. Kirkham (Austin-Healey Sprite), nine fails, 68 m. **Saloons:** 1, G. P. Crabtree (Ford Anglia), four fails, 72 m.; 2, J. P. Boardman (Borgward), seven fails, 100 m.; 3, K. N. Lee (Speedwell A35), seven fails, 103 m. **First Class Awards:** V. Loupart (Vauxhall Victor), seven fails, 135 m.; M. Sutcliffe (Minor 1000), 10 fails, 133 m.; B. W. Moss (Riley 1.5), 11 fails, 53 m.; D. H. Gill (A35), 12 fails, 46 m. **Novice Award:** G. B. Wyatt (Sunbeam Rapier). **Team Award:** K. Walker and A. Turner.

## NORTH WALES C.C.

THE N.W.C.C. held its third Cambrian Rally on the night of 8th/9th November. For the very first time the event held a restricted permit and the Club was very pleased to see support from the Rhyl and District Motor Club, Caernarvonshire & Anglesey Motor Club, South Caernarvonshire Motor Club and a strong contingent from the Severn Valley Club, who all started from Shrewsbury.

The route consisted of 300 miles in North Wales, starting from the Red Garages, Llandudno, and the Shrewsbury contingent were met at a point near

Corwen. The half-way control was at the Lion filling station near Chirk, where a test was held. After the hour's halt the cars left for the second half, which was a lot longer and contained, apart from some very interesting new sections, such old favourites as Bwlch-y-Groes, Cwm Hirnant and behind the artillery camp at Trawsfynydd and, combined with a tight time schedule, had all competitors struggling to keep anywhere near on time. The final control was at the Imperial Hotel, Llandudno, where breakfast was served whilst the results were worked out.

## Results

**Best Performance:** 1, G. F. Flint/G. Kendall Jackson (Jowett); 2, D. J. Hampson/R. W. Davies (Rapier); 3, G. Edwards/M. W. Roberts (Ford); 4, B. E. Foulkes/I. W. Forfar (Morris); 5, L. Jones/D. Bretherton (Morris).

**Best Performance by a Member of the Promoting Club not listed in the above awards:** R. D. Masters/E. A. Vernon (TR2).

**Best Performance by a Member of an Invited Club not listed in the above awards:** J. Casewell/J. T. W. Amos, Severn Valley M.C. (A105). **Team Award:** B. Foulkes/Glynne Edwards.

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**1956 GREY** saloon, DB2/4, Mark II, one owner, 5,500 miles, never raced or rallied. £2,000.—Phone Oliver, Chancery 6708.

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**DOWNTON** Stage II AUSTIN A35 (April 1958), court grey, green flashes, 4,000 miles, very good condition, 0-70 m.p.h. 20.1 secs., standing quarter 19.1 secs., max. 95 m.p.h. Anti-roll bar, engine stabilizer, rev. counter, oil/water gauge, recalibrated speedo, radio, heater. Maintained by Sqn.-Ldr. J. H. Gaston. A good home please. Owner going abroad.—Write or phone BAYswater 3864, J. Reeves, 7 Palace Gardens Terrace, W.8.

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**1954 AUSTIN-HEALEY**, ice blue, overdrive, heater, never raced, 32,000 miles. Would exchange 1956 Ford Anglia or Prefect, or best offer over £500.—Dobson, 65 Vincent Avenue, Tolworth, Surrey. BAYswater 0389 between 9 a.m.-6 p.m.

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**LOTUS Seven, 100E, c.r. gears, windscreen,** tonnaux, hood, spare wheel, 5,000 miles. £690.—P. Rhodes, ARNold 7825, week-ends.

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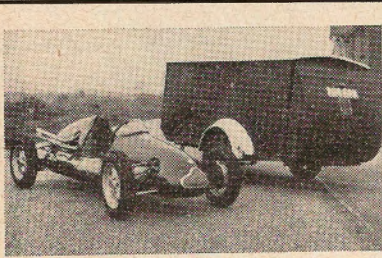
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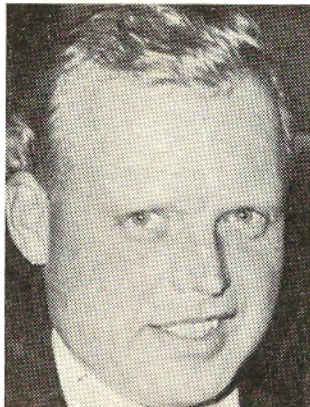
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