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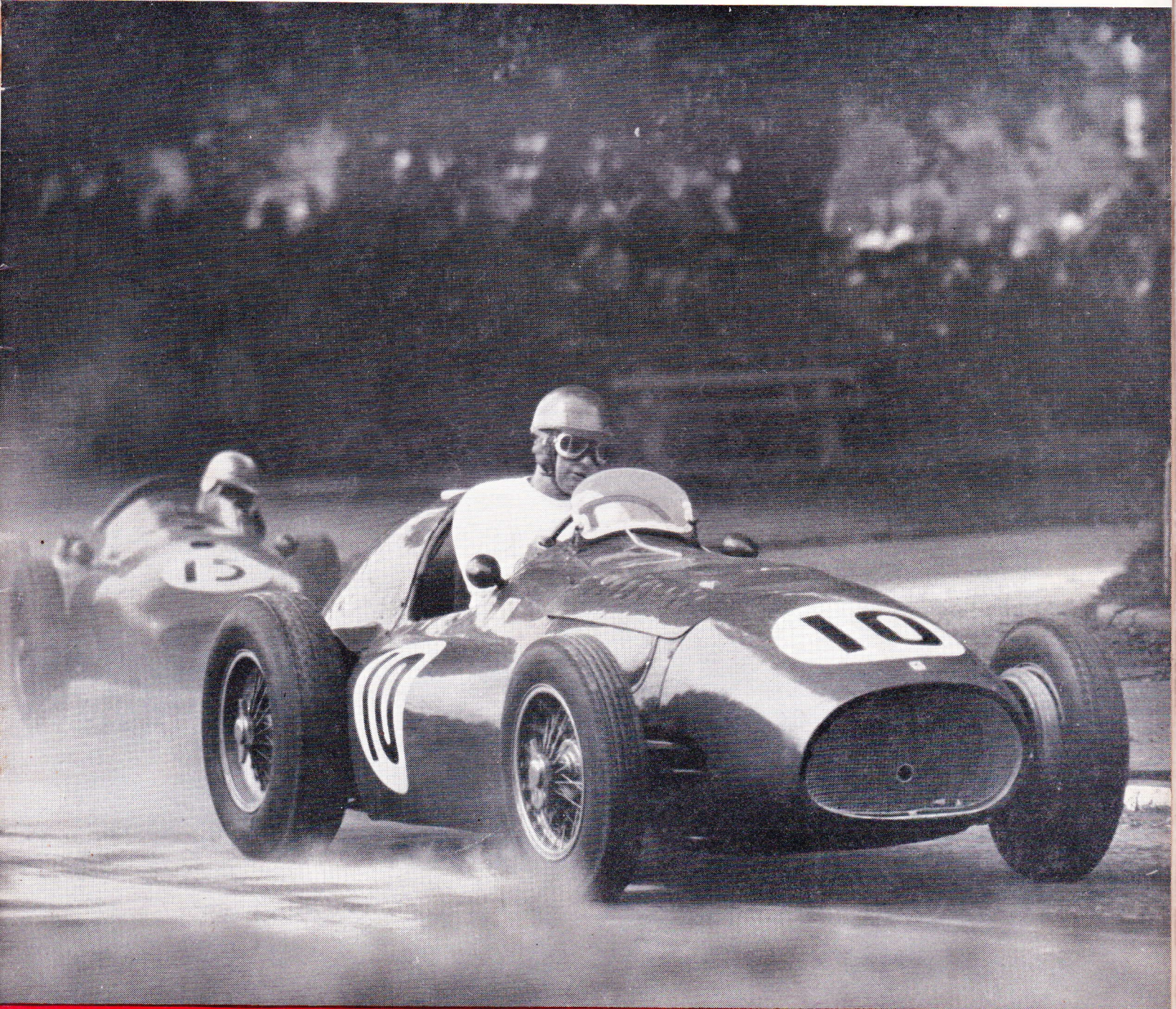
DECEMBER 5, 1958

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EVERY FRIDAY
Vol. 17 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

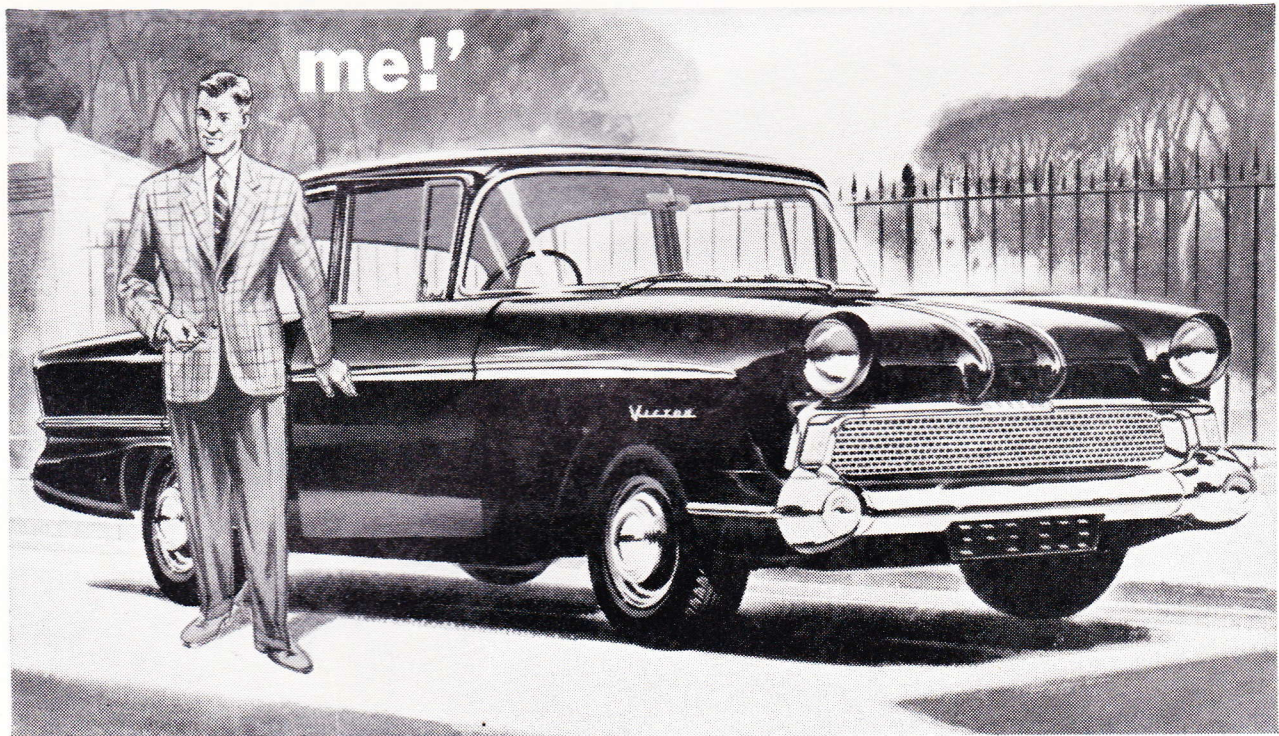
CHAMPION OF THE WORLD—CONTINUING THE MIKE HAWTHORN STORY : THE MACAU GRAND PRIX
JOHN BOLSTER'S WATER TEST OF THE MEADCRAFT SKIMMER I : CHRISTMAS BOOKSHELF

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made
for**

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EVERYONE DRIVES BETTER IN A VAUXHALL

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Vol. 17 No. 23

December 5, 1958

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EDITORIAL

DETROIT AND SMALL CARS

THE news that Detroit intends to produce smaller-capacity cars for 1960 should not be regarded as an intention to challenge foreign car sales in the U.S.A. After all, the American manufacturers' idea of what constitutes a small car is completely different to that prevailing in Europe. It means only that the end of the present monsters is in sight, and that future buyers will tend towards vehicles of a more reasonable shape and size. For General Motors and Fords to invest millions of dollars in re-tooling for really small cars would be sheer folly; associated European concerns produce ready-made vehicles such as the Dagenham Fords, the West German Taunus, the Vauxhall, and the Opel, and it would require immense sales over a fairly lengthy period to justify small-car production in the U.S.A. The same can be said for American Motors; their agreement relating to the smaller Nashes with Austins was based on the certain knowledge that such machines could not be built and sold in U.S.A. at a price comparative with that of the British product. The market for sports and high-performance machines has been achieved on the reputation of European makes, which gives them a certain degree of exclusiveness which U.S.A.-built cars would take many years to achieve. Chevrolet's Corvette is the only machine of this class which has been successful—but this is a large-engined automobile, appealing to many people who would not, in any case, purchase a foreign car. In point of fact, Detroit's "no racing" policy has mitigated against possible exports in quantity of cars in the Grand Touring category. Fords have had to turn the Thunderbird into a normal touring vehicle, leaving the G.T. market to G.M. Yet, should Detroit reverse their decisions, competition successes could influence American exports to a large degree. It is unlikely that the big manufacturers would enter Grand Prix racing, but they might suddenly realize the tremendous publicity potential of production car racing, and International rallies.

WALKER-MOSS-COOPER AGAIN!

ROB WALKER must be feeling very proud, and the Cooper Car Co., Ltd., have every reason for satisfaction, as a result of the Melbourne Grand Prix on 30th November. Stirling Moss won, at record speed, in the Alf Francis-prepared car, and Australian Jack Brabham was second with the Works machine. It will be recalled that the Walker-Moss combination won the first International race of 1958, the Grand Prix of Argentina, and that the Pipbrook organization made the major contribution to Cooper's third place in the Grand Prix Constructor's Championship, and assisted in securing the F2 Championship for the marque.

OUR COVER PICTURE

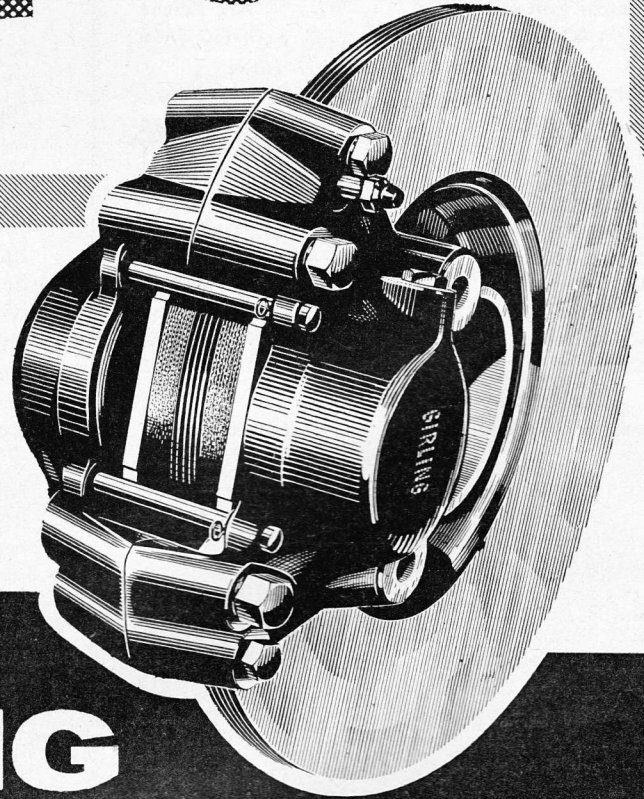
FERRARI FAR FROM HOME. New Zealander Tom Clarke is seen here in his Super Squalo Ferrari during the racing car event which preceded the Tourist Trophy held recently at Albert Park, Melbourne, Australia. He is followed by Mildren's Cooper.

43 firsts

in 1958 Grand Prix and other
major events throughout
the world.

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I GIVE TOP MARKS TO THE GIRLING SYSTEM".

W.B. "Motor Sport", November, 1958

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SPORTS NEWS

OFFICIAL B.M.C. entries in the Monte Carlo Rally are as follows: Pat Moss/Ann Wisdom (Austin A40); John Gott/Ray Brookes (M.G.A Twin-Cam); John Sprinzel/Willy Cave (Austin-Healey Sprite); Bill Shepherd/John Milne/Jack Williamson (Austin A105).

DICK GIBSON will be taking two Coopers (F1 and F2) to South Africa at the end of this year for a series of three races in the Union during January and February. Drivers will be Dick himself and Keith Ballisat.

EAST AFRICAN Coronation Safari is to take place from 27th-30th March and will cover 3,200 miles of some of the toughest territory in the world. Out of the 418 starters in the six Safaris so far held, only 231 managed to finish, and it has been won three times by Volkswagens, once by a DKW and once by a Ford Zephyr (there was no outright winner last time).

PROBABLY the smallest motor club to field a team for the Monte Carlo Rally is the Sevenoaks and D.M.C. Their team consists of David Seigle-Morris, John Patten and John Reeves.

BILL MOSS, whose redoubtable handling of the E.R.A. "Remus" created something of a legend, has sold the Aston Martin DB3S which succeeded the single-seater. He has now joined forces with Dick Walsh and hoped to take delivery of a new Lister-Jaguar some time this month. On a less strenuous scale, his brother Dick's magnificent 3-litre Bentley was chosen to share the honour of attending the recent Bentley D.C. annual dinner at the Dorchester.



LE MANS, 1959

THE regulations for the 24 Hours of Le Mans, 20th-21st June, 1959, were announced in Paris last Monday.

In order to qualify for the Sports Cars Manufacturers' World Championship, the regulations are again complying with Appendix "C" of the International Code. However, in his speech, M. Lelievre, the Club's President, made it clear that the A.C.O. fixed these regulations only because they are compelled to do so. Turning towards M. Perouse, the C.S.I. President, who was attending this meeting, M. Lelievre expressed the wish that the C.S.I. would include the following points in the next Appendix "C":—

Turning circle: 13 metres. Ground clearance: 13 centimetres. Maximum fuel tank capacity: 140 litres. Wheels of similar dimensions front and rear. The major change in the regulations this year is the fact that the Index of Performance has been considerably modified. The 750 c.c. minimum average speed jumps from 69 m.p.h. to 75 m.p.h., a mere 8 per cent., while the 1,100 c.c. average only goes from 79 miles to 83 miles, an increase of 5 per

cent. In the biggest class (3 litres) the set average is only increased by 2 per cent. from 94 to 95.5 miles. Although the reason for this change was not disclosed, it would seem that the end of French supremacy in the 750 c.c. class (with the Index victories of Lotus and Osca in the last two years) has allowed the A.C.O. to use a formula which is more fair to every competitor, for they have now given up any hope of encouraging a now doubtful local victory.

A new classification has been introduced. Called the "Index of Energetic Ratio" it carries five million francs prize money. This new formula, to be announced in detail next month, is based upon the fuel consumption of the cars, and the competitors will wish to be assured of the accurateness of the fuel supply equipment. The number of qualifiers for the Biennial Cup is 12, of which only two are British cars. They are, A.C.—one car, D.B.—three cars, Ferrari—one car, Lotus—one car, Osca—two cars, Panhard—one car, Porsche—two cars and Stanguellini—one car.

In the usual and praiseworthy search for increased safety, the organizers are improving the marshalling signals, the flags being replaced in case of rain by Scotchlite boards and the use of "traffic lights" being extended. The drivers will be requested to wear two-piece fireproof overalls. The total prize money has been increased from 20-30 million francs. The first place for Index and for distance goes from 4 million to 5 million. The entry forms with the name of the drivers will be accepted until 28th February.

SPRING CONTROL

A SINGLE fitting which relieves the springs of drive and braking loads and also acts as a Panhard rod, has been developed and patented by Palmer & Co., of Fareham, Hants. It is suitable for fitting to most cars with a rigid rear axle.

The unit consists of a stiff tubular

AT THE Annual Luncheon of the National Union of Manufacturers (Birmingham Area) recently, Raymond Mays was guest of honour. He took the latest B.R.M. with him and it created considerable interest. Seen here round the car are prominent members of the N.U.M.





★
LAUNCHING ceremony for his new book, "Lotus—The First Ten Years", sees author Ian Smith (left) with Mike Hawthorn, Colin Chapman and Anthony Salmon.

★

shaft with a universal joint at each end. These are attached to the chassis on one side and axle on the other, forming a Panhard rod.

There are two versions—the standard version with bolt-on brackets for general use, and a competition type with much lighter welded-on brackets. There is a different model of the modification for each type of car, and a suitable unit can be made up for any car outside the standard range which has suitable rear suspension.

Tests have been made by the makers with a unit fitted to a Triumph TR3 and they report that the unit very much improves the handling on bends, and stability on the straight. It also reduces wheelspin on getaway, and eliminates wheel patter on bumpy surfaces.

Full details can be obtained from Palmer & Co., Lower Quay, Fareham, Hants. (Tel.: Fareham 3148.)

NEXT YEAR'S PROGRAMME

THE international calendar for 1959 has been issued, and below, in alphabetical order of circuits, are some dates.

Avus, 26th September: Berlin-Avus Grand Prix (F2, S and G.T.); **Brands Hatch**, 29th August: Brands Hatch race (F2 and S); **Francorchamps**, 14th June: Belgian Grand Prix (F1 and F2); **Hockenheim**, 18th May: Hockenheim 12 Hours (G.T. and T); **Indianapolis**, 30th May: Indianapolis 500 Miles (special formula); **Le Mans**, 20th-21st June: Le Mans 24 Hours (S); **Monthéry**, 3rd May: Paris Grand Prix (F2, S and G.T.); **Monza**, 3rd May: Monza Grand Prix (G.T.); 28th June: Monza 500 Miles (special formula); 13th September: Italian Grand Prix (F1), Inter-European Cup (G.T.); **Nürburgring**, 7th June: 1,000 Kilometres (S); 2nd August: German Grand Prix (F1 and F2); **Rheims**, 4th-5th July: Rheims 12 Hours (G.T.); 4th July: Rheims Cup (F2); 5th July: European and French Grand Prix (F1); **Rouen**, 12th June: Rouen Grand Prix (F2 and S); **Sebring**, 21st March: Sebring 12 Hours (S); 22nd March: United States Grand Prix (F1); **Syracuse**, 26th April: Syracuse Grand Prix (F1 and F2); **Zandvoort**, 31st May: Dutch Grand Prix (F1 and F2).

R.A.C. TRIALS CHAMPIONSHIP— 13th DECEMBER

THE annual R.A.C. Trials Championship takes place on 13th December, starting at the Stewpony Hotel, Kinver.

at 9 a.m. Area of the trial is covered on 1 in. Ordnance Survey Map 130, and the map reference of the start is 862848. Hills are in two areas, but only one is open to spectators. Car parking is available adjacent to map reference 882841.

Qualifying drivers will include P. F. Highwood, G. Newman, M. H. Lawson, R. W. Phillips, E. Jackson, B. H. Dees, R. Davis, R. Kemp, F. T. Lewis, E. Harrison, T. C. Harrison, R. W. Faulkner, A. D. Alldred, A. E. Marsh, R. F. Chappell, J. S. Harrison, N. H. Coates and A. Francis.

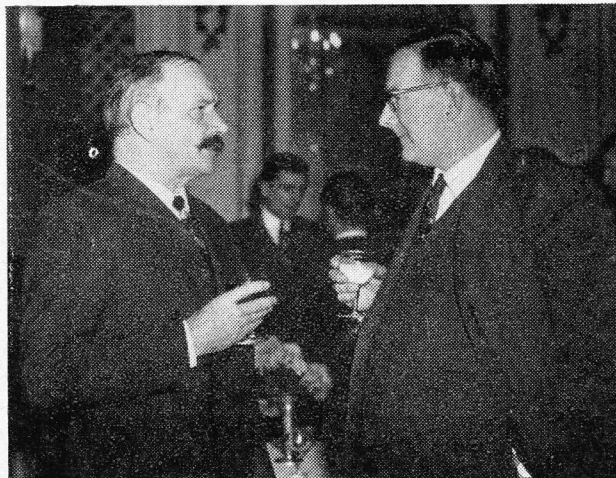
In the evening, Lord Howe will present certain R.A.C. trophies at the annual dinner of the British Trials and Rally Drivers' Association at Chateau Impney. Ron Gouldbourn gets the R.A.C. Rally Championship Trophy, the "Tyresoles" award goes to Peter Harper, and the Ladies' European Championship Cups will be presented to Pat Moss and Ann Wisdom.

POSSIBLE RESUMPTION OF RACING IN SWITZERLAND

AS the result of pressure from interested sporting circles, legislation forbidding motor-racing in Switzerland is soon to be re-examined. It is likely, say well-informed sources, that this examination will bring about a modification to this law in favour of the resumption of some high-speed events. It is considered, however, that this may be limited to motor-cycle events.

★
DIALOGUE between John Bolster and Marcus Chambers, B.M.C. Competitions Manager, at the recent première of some new Castrol films for club showing, which will be reviewed in a future issue.

★



LOW COST LONDON-PARIS TRAVEL LINK

Silver Arrow Coach-Air-Rail Service

LOW-COST transport from London to Paris by the Silver Arrow coach-air-rail service will start in June, 1959, and run until the end of September, Silver City Airways announced last week.

Fares are £8 19s. return and £4 19s. single from London to Paris and £8 8s. return and £4 12s. 6d. single from Lydd to Paris. Children between the ages of four and 10 travel for half-fare and below the age of four travel for 10 per cent. of the adult fare.

FIRE-PROOF OVERALLS

SINCE Eric Forrest Greene died from burns on 25th January, 1954, Avon have investigated the flame-proofing of overalls for race drivers. Recent accidents have prompted them to state progress and proposals to date.

(1) A borax/boric acid formula which gives good flame-proofing with practically no afterglow, is made up as follows: Powdered borax, 3½ lb.; Boric acid crystals, 1½ lb.; Add to 4 gallons of water and stir well. Completely immerse garment, soak for a few minutes, remove from solution and allow to drip dry.

Garments treated with this formula are flame-proofed only if they remain dry. If soaked with rain, or washed or laundered, the proofing, being water-soluble, disappears and fresh treatment is necessary.

(2) Heafield Industries, Ltd., were requested to send specimens of Avon overall material for treatment by Proban, Ltd., who offer a permanent proofing. So far tests of Proban proofing on heavier drills have given encouraging results but it is not yet possible to offer Proban-proofed lightweight poplin as used for race overalls. Even when it does become possible, the new material will need to reach the standards set by the borax/boric acid treatment since permanence is of secondary importance to efficiency in flame protection.

(3) Avon are also experimenting in their own textile laboratories.

(4) All work is being accelerated and the final results and data will instantly be made available to all. If, however, a satisfactory permanent proofing is not evolved by the commencement of next season, Avon will establish a free proofing service (borax/boric acid) available to drivers in track events.

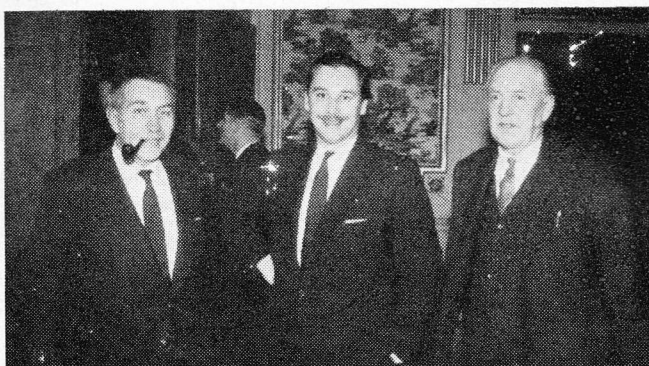
The Mechanics' Dinner

George Phillips' camera was hard at work during the highly successful evening. Pictured here are some of the personalities who were present

ONCE again the annual dinner-dance of the British Racing Mechanics (Social Section) was an outstanding success. It was held last Friday at the Criterion, Piccadilly, and was a packed house, with the majority of this country's drivers, entrants, technicians, trade representatives and motoring journalists present. The guests of honour were newlyweds, Mr. and Mrs. Tony Brooks, and principal speakers were Rob Walker, Laurence Pomeroy and Ken Taylor. In the chair was the President, Harry Mundy, who was accompanied by Mrs. Mundy. Another guest was Norman Freeman, former competitions chief of Dunlops, who retired a few months ago. Notable absentees were Stirling Moss (in Australia) and Mike Hawthorn who was committed to attend another function.



GUESTS OF HONOUR (left) were Tony and Pina Brooks, seen with George Williams (Castrol). The group above comprises (l-r) Mrs. Denis Herrick, Mr. and Mrs. Alan Dakers (Aston Martin), Miss M. Cotton, Brian Clayton (Aston Martin), Bill James (Coopers), Mrs. James, Mrs. Jack Sopp, Denis Herrick (Armstrong's) and Miss Susan Herrick.



HAPPY TRIO (left-right) Peter Haynes (Lucas) on leave from Australia, Jim Hill (Castrol) and Leslie Kesterton (SU).



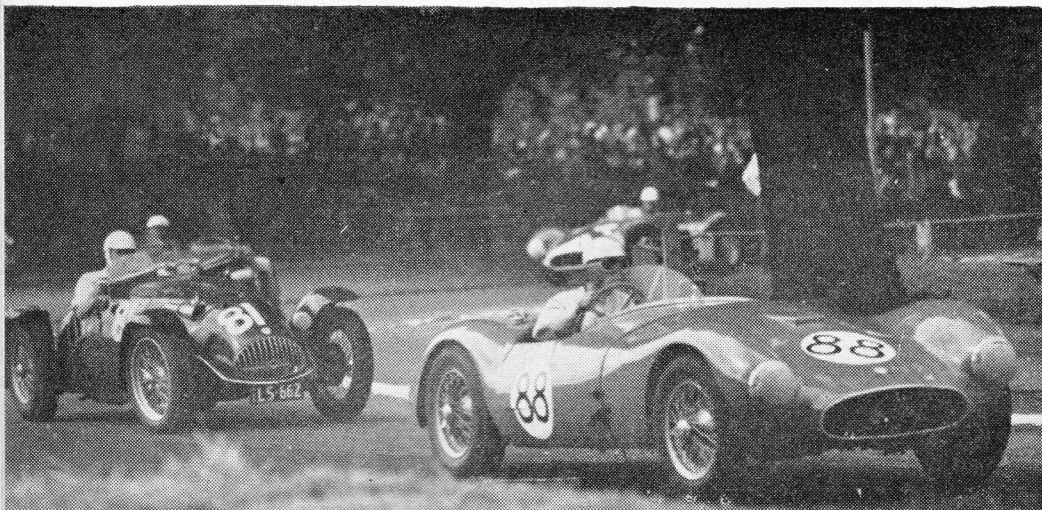
ODD MAN OUT. Wearing the dinner suit is John Young. With him are (l-r) Tommy Wellman and Doug Watts (B.M.C.) and Frank Lawrence (Lucas).



HAPPY QUARTET (left to right) John Sarnbrook (Dunlop), Ray Wood (Competitions Manager, Lucas), Phil Wilson (Rover) and Steve Lancefield.



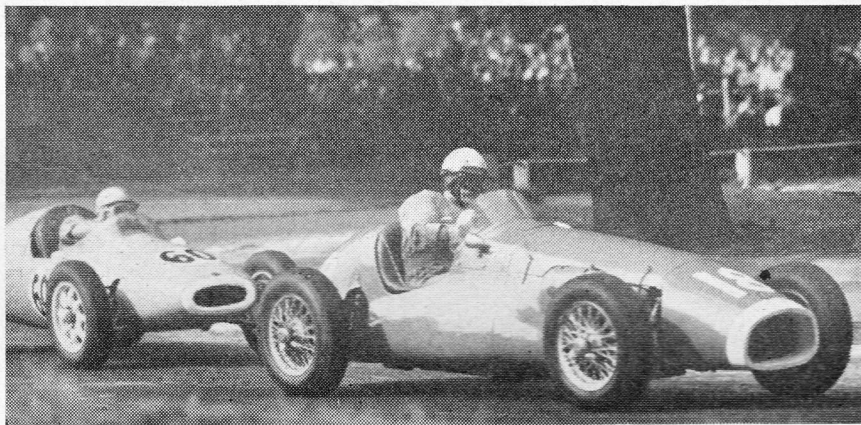
BROAD GRINS from (l-r) Alan Stacey, George Williams (Castrol), Bill Bossom (Stacey's mechanic) and Mr. and Mrs. Reg Tanner.



The Victorian Tourist Trophy

Doug Whiteford wins 100-mile race
with the ex-Behra 300S Maserati

by H. A. C. RUSSELL



DRIVING the 300S Maserati which the works brought to Australia for the Olympic G.P. meeting in 1956, Doug Whiteford won the 100-mile Victorian Tourist Trophy on the first of the two-day Melbourne G.P. meeting at Albert Park. The race was led for 12 laps by Bill Pitt (D-type Jaguar) before Whiteford took over. Second home was the ex-Peter Whitehead Cooper-Jaguar in the hands of Ron Phillips, who grasped second spot when Pitt made a brief stop to have a dented panel pulled free of a wheel.

Jack Brabham, who reached Melbourne the previous night, easily won a 25-mile racing car event with a works Cooper, followed home by Bill Patterson in his similar car. Third was New Zealander Tom Clarke with his Super Squalo Ferrari. Brabham's fastest lap

NOT WHAT THEY SEEM: (Right) Ray Walmsley on his 2.9 Alfa Romeo leads Ern Seeliger in Stan Jones's famous Maybach Special. Both cars are now powered by Chevrolet Corvette engines.

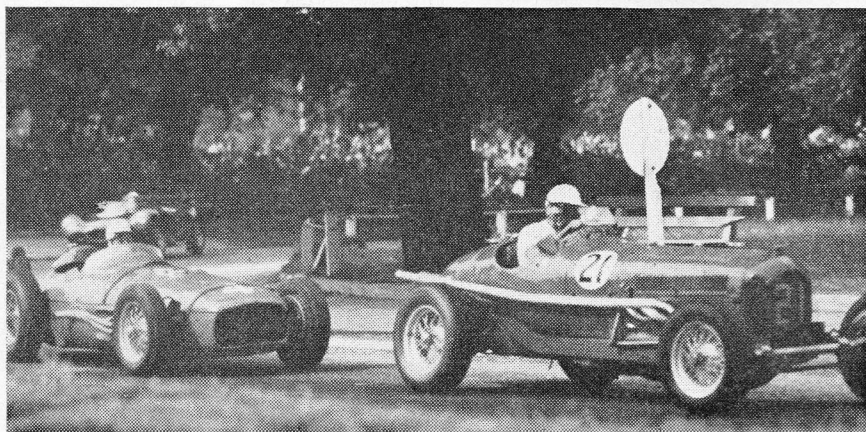
I CAN SEE YOU: (Above) Queenslander Glyn Scott is well aware of Austin Miller's Cooper behind him. Scott's Holden-powered Special was copied from Tom Hawkes' Cooper.

THIS K3 M.G. (No. 88) used to belong to Billy Cotton. It now wears a glass-fibre body and is owned by M. Robertson. Abingdon was well represented in the 25 laps Sports Car Race by the TC Special and TF following.

was 1 min. 55.2 secs. for the 3.125-mile circuit. The lap record is held by Stirling Moss at 1 min. 52.2 secs. achieved at the 1956 meeting with a 250F Maserati. Not having practised during the regulation period, Brabham started from the back of the grid, but with a dynamic display burst through the pack of 16 cars to lead the completion of the first lap! Gray's Tornado Special approached Melford Corner at the bottom of the straight too fast, spun and shot backwards through the straw bales. The Ferrari of Arnold Glass failed to start, and after the following three rows of cars had threaded past, his crew were embarrassed to find all leads off the spark plugs! Patterson with his 1,700 c.c. Cooper got away to a bad start, and was fourth behind Brabham, Clarke's Ferrari and Mildren's Cooper for four laps. He took Mildren on the fifth of the eight-lap event. Next tour and the Alfa-Corvette of Walmsley was a retirement. Patterson hung on to Clarke, and overtook the New Zealander on the sixth lap, but was a third of a lap behind the flying Brabham. On the last tour John Roxburgh, holding 12th spot with his 1,496 c.c. Cooper-Climax, plunged into the bales at Dunlop Corner, but was able to finish.

Doug Whiteford was favourite for the 100-lap T.T. After unloading his 300S Maserati from its trailer on race morning, however, he jammed his thumb in the trailer door, splitting it badly. This subsequently failed to interfere with an impeccable performance. On the front row of the grid he was adjoined by Bill Pitt, D-type, and Ron Phillips, Cooper-Jaguar. Behind were Stan Jones in the ex-David McKay DB3S, and Bob Jane who was taking part in his second meeting since acquiring the ex-Moss 300S Maserati from Reg Smith. Eighteen other sports cars completed the line-up. As the flag fell Bill Pitt was away to a magnificent start, while Doug Whiteford sat with wheels spinning. As they sped by to complete lap one, Whiteford was right behind the D-type, 4 secs. separated him from Phillips who was ahead of Jones, Jolly's Lotus XV, Jane (300S), Molina (Monza-Holden) and Swanton

(Continued on page 734)



LAST-MINUTE PREPARATIONS are made on the grid before the start of the Teretonga Park Championship. On the right is Frank Shuter in his old Maserati in which he finished second. Pat Hoare is in the middle in his 3-litre Ferrari and on the outside is the winner, Tony Shelly, with the 1,500 c.c. Cooper-Climax.

who had settled down and was motoring steadily and coping with a slightly slipping clutch, took McMillan who was followed by Losee and Richards, who had bettered Kennard. They finished in that order. Young won in 14 mins. 45 secs. and there was 1 sec. to McMillan. Losee finished in 15 mins. 10.4 secs. Young's fastest lap was in 1 min. 25 secs., and McMillan, who took the up to 1,500 c.c. prize, put in the best lap in 1 min. 29.9 secs.

Then they got down to the real business of the day—the 60-mile Teretonga Park Championship and the first race of the season counting towards the Asso-

NEW ZEALAND'S racing season got off to a good start on 15th November at Invercargill, the southernmost city, on the permanent Teretonga Park circuit.

Although most people are busy preparing for the international series, the Southland Sports Car Club's national meeting is always popular, and drivers turned up from as far north as Auckland. Among them was Ross Jensen, who had only returned from Europe four days beforehand. He had made arrangements to have the 250F ex-Moss Maserati shipped down for him. But it was to no avail. In practice on the tight 1½-mile circuit he lapped consistently in 1 min. 12 secs.—2.4 secs. inside the record he established at the international meeting last February—and then broke a piston! So the following day he was among the spectators.

The Christchurch driver, Frank Shuter, who had decided to give up the game earlier this year, spent the winter pottering about with his old 2.9-litre Maserati, having given up his two 8CLT cars in disgust, also turned up at the park for an afternoon's drive. He had not been there before and when he arrived, decided to look over the land in street clothes and without crash hat or goggles. Before anyone realized what was happening the timekeepers announced that Frank had circulated in 1 min. 14.4 secs., thereby equalling Jensen's old lap record.

Race day dawned hot and windy and the first event was a 12-miler for racing cars up to 1,500 c.c. Merv Neil opened his account with the 1,500 c.c. Cooper-Climax winning in 12 mins. 47 secs.

He looked a winner from the start and obviously had quite a lot in hand driving from the back mark—it was a handicap. He was followed home by N. Cleland (Vauxhall Special) and Ken McMillan (1,096 c.c. Cooper-Climax sports).

The 12-miler for racing cars over 1,500 c.c. followed. The winner turned out to be Neil Herrick, of Invercargill, in a home-built Austin Special powered with 3,459 c.c. truck motor. Pat Hoare (3-litre Ferrari) and Shuter (Maserati) followed him home. Herrick's time was 11 mins. 25.4 secs.

A 15-mile sports car race followed immediately after lunch and drew an interesting field made up of a C-type Jaguar, Arthur Kennard's Corvette-

New Zealand Newsletter

by PETER GREENSLADE

Healey, a couple of 100S Austin-Healeys, as well as 100-6 and an older four-cylinder car, to say nothing of the odd M.G. and TR2.

From the Le Mans start it was 18-year-old David Young, of Timaru, who showed out first in the C-type Jag., with Ken McMillan close on him with the Cooper-Climax, then came an M.G. TF, and an American, Fed Losee, in one of the 100S Healeys. Kennard moved up quickly, however, and first time round he was in front. Young, who was having his first road race and was a little exuberant, slid off, and at the end of a lap Kennard was in front of McMillan, with Ralph Watson (Austin-Healey 100-6), Losee and Young recovered and making up ground quickly next in line.

At the end of the second tour McMillan was in front of Kennard, with Young next, Losee, Watson, Max Richards (Austin-Healey 100S), and B. B. Keen (M.G. TF) following.

With six laps gone, McMillan was still in front of Young and the length of the straight separated them from Losee, who had a good margin over Kennard and Richards. A lap or so later Young,

ciation of New Zealand Car Club's Gold Star.

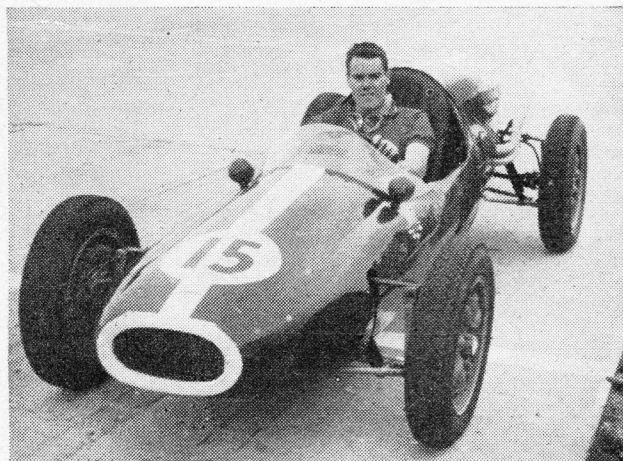
There had been some pretty desperate pit work in some quarters. Tony Shelly, a 21-year-old Wellington driver who was having his first major outing, worked hard with his crew to fit a new clutch to his 1,500 c.c. Cooper-Climax and got to the line in time to take the outside position on the front of the grid with Shuter and Hoare.

In the second row was Ron Roycroft, who had left his 4½-litre Ferrari in Auckland and was driving his XK 140-engined R.J.R. Special, a business-like affair in a tubular frame with a de Dion rear end. Outside him was Neil and then Herrick. McMillan in the sports Cooper shared the third row with an ancient Alta powered with a Standard Vanguard engine and driven by B. H. Champion. Shuter made the best of the start, but he was closely attended by Hoare and Neil. Shelly was a bit slow and so was Roycroft. But by the time they swung into the wide 180-degree curve at the end of the straight Neil was in front, and when they came round the first time Neil led Shuter and there was

(Continued on page 729)

★
YOUNG VICTOR:
A self - possessed
young Shelly sits
back in the Cooper
after his first major
road race victory.

★



IN FULL CRY: The Bolster "père et fils" are obviously enjoying themselves hugely in their tiny craft, as they batter their way across the choppy waters.

the attachment of the motor, the Skimmer I costs £135.

Various outboards are available, and when somewhat over-powered by one of the biggest ones the little boat has exceeded 40 m.p.h. However, the real point of the thing is that it will plane well and go astonishingly fast with quite a low-powered motor. I used a 10 h.p. Johnson, and I regret to say that with this quite small unit the Skimmer could make rings round my own 15 h.p. job!

The driving position is similar to that of a sports car, except that the steering wheel is on the left, as is customary in boats. There are no foot pedals, but a hand throttle lever on the side of the boat has a forward-neutral-reverse lever beside it. There is an interlocking arrangement on these levers, so that the gear cannot be changed unless the engine is first cut down almost to idling speed.

The Johnson outboard motor has a similar fuel tank arrangement to other American makes. It has a long, flexible hose with a bayonet fitting, and can be taken ashore for easy filling with the

● WATERSPORT

JOHN BOLSTER TESTS

The Meadcraft "Skimmer I"

EVER since I wrote a previous "road test" of a boat, I have received a considerable amount of correspondence on marine motoring. It would appear that a surprisingly large number of our readers are boating enthusiasts, and an even greater proportion are about to take the plunge, if that is not an ill-chosen metaphor. During last summer, I spent a lot of time on the water, and had some memorable experiences, ranging from sailing in a 9-ton yacht to some fantastic speed on a catamaran.

The catamaran was one of the famous Shearwaters, built by Prouts of Canvey Island, and I was introduced to its possibilities by that expert-of-experts, John Fisk. Suffice it to say, at this stage, that power boats have no monopoly of speed, and to sail a catamaran at 20 knots in a rough sea is as tremendously exciting as it is spectacular. Incidentally, I got just about as wet as I did on the Brighton Run this year.

Let us return to aquatic motoring, however. The Monkspath Garage, of 824-826 Stratford Road, Monkspath, Shirley, Solihull, Warwickshire, are well known in the Ford 10 "Specials" field, and also as the distributors of the Kenmar fibreglass bodies. They have now taken up the sale of the Meadcraft "Skimmer" fibreglass boat hulls, and I was pleased when they offered to lend one of these to me. This particular boat was the actual one which had crossed the Channel a few weeks before, and the

Johnson outboard motor with which it was fitted was untouched since that escapade. Mr. Churchley, of Monkspath Garage, very kindly delivered the boat to me at Birdham Yacht Club, near Chichester, where I keep my own craft. It was on a light trailer, which could be used to run the boat right into the water, but, in fact, it can just as easily be carried on the roof of a car, to which position two men can easily lift it.

The Skimmer I is a very small boat. It has an overall length of 10 ft. and a beam of 4 ft. 4 ins. The weight, fully equipped is only 150 lbs., and there is a windscreen, an upholstered seat, fluted rubber floor covering, various carrying handles, rope cleats and fairleads, and a 10 ft. painter. Complete and ready for

usual petrol-oil mixture. I used Castrol XL and the cheapest petrol, in the proportion of roughly half a pint to a gallon. One presses a plunger a few times to pressurize the tank, and this duty is then carried out by the crankcase compression of the two-stroke engine.

Outboard motors may be ordered with built-in electric starters, but the weight of the battery is a disadvantage in such a light boat as this. The Johnson has a recoil starter, which avoids the chore of winding a cord round the flywheel. One chokes, gives a couple of pulls, and there is the engine idling steadily, the purr of its two alternate-firing cylinders subdued by an underwater exhaust.

On engaging the forward gear, the boat moves gently off. Opening the

CLOSE-UP: This photograph gives a good impression of the size of the boat. This one had actually done a cross-Channel run a few weeks before it was lent to Bolster. A good recommendation for any prospective purchaser.



LIGHTWEIGHT: Weighing only 150 lb. fully equipped, these boats may be easily transported to and from the river. This 1½-litre Singer carries one on its roof and tows another on a trailer behind.

throttle does not produce such fierce acceleration as that of a large-engined boat, but the little craft pushes her nose in the air, builds up speed, and then settles down to a more level attitude as she begins to plane. The Johnson motor is very smooth and quite astonishingly quiet, so that no annoyance can be caused through noise.

I found that the Skimmer was surprisingly fast, though I was unable to time its speed accurately. It is light enough to pull easily on to the beach if one wishes to go ashore, and I was thus able to sample the ale at much delectable spots as Dell Quay and Bosham. My schoolboy son, Bill, quickly became expert at handling the Skimmer, and whether he was threading his way slowly among the yachts at their moorings, or planing along at maximum speed with a rooster-tail of water behind him, he always had the boat under control. Boating really is the ideal family sport.

Subsequently, I took part in a race meeting of the London Motor Boat Racing Club, with Bill as my passenger. Crash hats and lifejackets are compulsory, and the reason is not far to seek. Once the racing starts, the wake of nearly 20 boats, travelling up and down the course, combines to form waves of a most alarming size.

If one were boating for pleasure, one would ease back the throttle to negotiate such hazards. In a race, it's "flat out" all the time, and the violence of the impacts would be sufficient to throw the passenger out of the boat if he did not hang on with both hands. A wave may be struck at any angle, causing the boat to take off and almost fly in some unexpected direction. However, the propeller remains in the water most of the time, and thus rapid steering corrections may be made. The sheer violence of the impact when one lands after one of these jumps is



tremendous, and how the boat stands it I do not know.

On corners, one keeps the power full on, and turns as sharply as possible without losing engine revs. An absolutely tight turn round a buoy may slow the engine to such an extent that the boat will stop planing, and it then takes an appreciable time to regain full speed. Allowing the boat to drift a little wider permits the whole turn to be negotiated on full song. Curiously enough, some boats will break away and spin, just like a car, but the Skimmer skids remarkably little.

Among the competing helmsmen was Eric Brandon, who handles a boat like a Cooper at Brands Hatch. Indeed, the close-quarter work, with several boats fighting for a corner, is reminiscent of 500 c.c. racing on the Kentish circuit. It is sometimes possible, by following closely in the wake of a faster competitor, to find a patch of relatively smooth water and be almost drawn along. In

overtaking, it is necessary to pull out and cross the waves left by your adversary, which tends to slow you down and also to deflect your boat.

Some boats are very "dirty", and almost swamp their competitors with the torrent of water which they displace. Naturally, a small boat like the Skimmer gives a rougher ride than a bigger and heavier craft, but one just hangs on, takes the bumps, and presses on regardless. On smooth water, the hull planes absolutely steadily, and the ride is perfectly level.

The Meadcraft Skimmer I is an ideal boat for a young family, for there is plenty of room for children behind the bench-type seat. The weight is small enough for easy trailing or car-topping. Above all, the Skimmer has a superb appearance, and it collected a crowd at every pier to which I made fast. For around £300, one could buy the whole outfit, ready to cruise or race, and I must say it's very tempting.

N.Z. Newsletter—continued

nothing between them, then came Hoare, McMillan, Shelly, Herrick, A. F. Holroyd (Ford 10 Special) and Losee in the 100S Healey. Roycroft spun off on the big curve and came round last.

Neil now proceeded to lap in 1 min. 20 secs. and Shuter kept within 2 secs. of him for a time but gradually dropped back a little. At the end of two laps Shelly, who was going well, moved up to third place, and after six laps the order was Neil, Shuter, Shelly, Hoare, McMillan, Herrick, Roycroft, who had been slicing his way through the field, Losee and Kennard. Next time round Losee made a quick pit stop but apart from that the order remained the same. Then Shelly took Shuter to be second behind Neil, and after Shuter came Hoare, Herrick and Roycroft. But Roycroft dropped a little and McMillan took his place.

Neil now began to build a commanding lead, the Cooper going round with no fuss or bother and seemingly on rails. Neil was using new pattern Dunlops and Shelly used another make and it was amazing to note the difference between them in the esses. Shelly's car did not appear quite so stable and the

tyre squeal was most marked whereas Neil was rock-steady and there was not a sound from the tyres.

With 15 of the 40 laps gone the order was still Neil, Shelly, who had opened up a little gap on Shuter, Hoare, McMillan, who was going like a train and amazing everyone with what he was getting out of the little sports Cooper, Herrick, who was evidently driving right on the limit in the Austin Special, but holding his own in thoroughbred company and obviously enjoying himself, and Roycroft, who was doing his best with a car that was not quite good enough.

Then smoke began to pour out of McMillan's little car and he was out of the race with an oil leak and an overheated but undamaged motor.

Hoare now began to make his bid. He moved in on Shuter and took him to build up a 10 secs. lead smartly. He went after Shelly, came through the esses going great guns and swung over into the right-hander. The tail of the Ferrari wagged and went. Hoare completed the best double spin seen so far at the park and ended up facing the right way. With a little momentum in hand he quickly selected second gear,

the engine fired and he was away without losing his place. But next time round the Ferrari was blowing a lot of smoke and a lap later he retired with broken piston rings.

Now Neil was well out in front followed by Shelly, Shuter and Herrick, with Roycroft next and there was no one else running with more than a runner's chance. Kennard had retired with gearbox trouble and Losee had spun up at the same place as Hoare and lost many more places.

Shelly's pit appeared to give him the "faster" signal but each time he came round he just waved his hand palm down and continued at the same pace comfortably in second place. So it went on and it looked as though Merv Neil was about to take the Teretonga Park Championship double—he won it last year with an ex-Brabham 1,500 c.c. Cooper-Climax sports model—but it was not to be. With only a lap to go he coasted into the pits when he was a clear 8 secs. ahead of Shelly. He had suffered a recurrence of Cooper trouble. The petrol pump drive housing had broken and he was out of the race.

Shelly came home an easy winner

(Continued on page 731)

MODERN grandstands and pits have been permanently installed at the Guia circuit. Here Chan Lye-Choon's DB3S Aston passes on its way to victory.

honour and had to be pushed to the line by enthusiastic volunteers. Fourth place was filled by Stan Pain driving his TR3, followed by two Austin-Healeys and popular Len Weston in his M.G.A. Of the 24 starters, only 13 finished the course, the rest falling out for a variety of reasons, from thrown wheels, battered suspension and blown gaskets, to the spectacular prang of George Baker. Of the specials entered, Wong Sik-Hong's V8 Ford was the most successful inasmuch as he finished the course, albeit five laps behind the winner. For the rest, the Mistral Special of W. R. Wyllie threw a wheel on the back stretch and finished against a lamp standard. Martin Redfern's Bamboo I suffered from suspension trouble and retired, and the Bamboo Special II of Tom Hamilton

Aston Martin wins at Macau

Race and Lap Record for Chan Lye-Choon of Malaya

By R. A. FARRER

THE fifth Macau Grand Prix, held at Macau (the Portuguese colony 40 miles from Hong Kong) over 60 laps of the Guia circuit on Sunday, 16th November, resulted in a resounding victory for Chan Lye-Choon of Singapore, at the wheel of his Aston Martin DB3S. Thus, for the first time since the race's inception in 1954, the Grand Prix Trophy left the Colony of Hong Kong and also for the first time the driver of the winning car was a Chinese. The latter fact made a marked impression on the thousands of Chinese spectators clinging to every vantage point around the 3.8-mile Guia circuit when it became known that Chan, in his green Aston, was well clear of the rest of the field and, from the 40th lap onwards was greeted by tumultuous applause at every point on the course.

Chan Lye-Choon proved himself to be a first class driver with faultless handling throughout and the DB3S, race-prepared in his own Singapore workshops of Eastern Auto Co., Ltd., lived fully up to its reputation and was as crisp at the end of the 240-mile race as at the beginning. The main opposition to the Aston was removed on the 20th lap when George Baker, driving his Monza-engined Ferrari, spun and crashed into the sea wall when travelling at 100 m.p.h. Fortunately Baker emerged from the crash with little worse than a severe shaking although the car suffered crippling damage to the transmission, de Dion rear end, wheels and body.

The winner, who is the only Chinese member of the B.R.D.C., has had many successes in Singapore with the DB3S, having won the Changi circuit race, Gap Hill-Climb and a number of Sprint meetings, and has recently been awarded the Consistency Trophy for the best annual performance for the season 1957-58. Chan last entered the Macau Grand Prix in 1955, when he was forced to

retire half-way through due to a gasket failure at the oil filter.

The Aston led all the way apart from four laps, when he was passed by the Ferrari after having taken to the escape road at the end of the straight, and, following the retirement of the Ferrari, toured comfortably for the remaining 40 laps, finishing almost two laps in the lead of second man home, Ron Hardwick, in his Bristol-engined A.C. Ace. Chan also broke the lap record of 3 mins. 32.6 secs., set up last year by Arthur Pateman in the Mercedes 300SL, with a time of 3 mins. 31.5 secs. (64.96 m.p.h.) and completed the 240 miles at an overall average speed of 61.99 m.p.h.

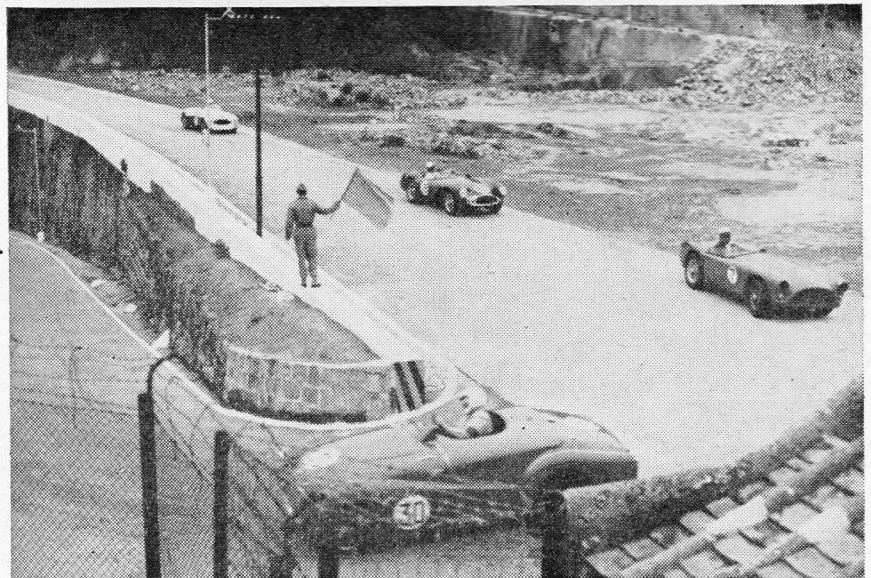
In third place was Norman Barnes in the much-modified Porsche 1600 (57 laps) who finished the race with not enough fuel to complete the lap of

was afflicted by overheating and needed water almost every other lap until finally retiring.

Tom Reynolds, driving at Macau for the first time, put up a very spirited performance in a Jaguar XK 140 and was pushing the Ace hard for second place. However, steering trouble slowed him considerably and he was eventually forced to retire on the 41st lap with broken nearside suspension.

Arthur Pateman, last year's winner, in a diminutive 986 c.c. DKW put up a splendid show and turned in a fastest lap of 4 mins. 4.2 secs. On the 29th lap, when lying in 10th position, he had the misfortune to hit a dog near Hospital Bend and was forced out of the race when part of the dog penetrated the radiator grill and shattered the distributor.

AT THE HAIRPIN, Chan Lye-Choon closes on an A.C.-Bristol and a Triumph TR3 during the race. The back stretches of the course were of a "round-the-houses" nature.



For the first time in the history of the race, grid positions were decided by the best time put up in any practice session.

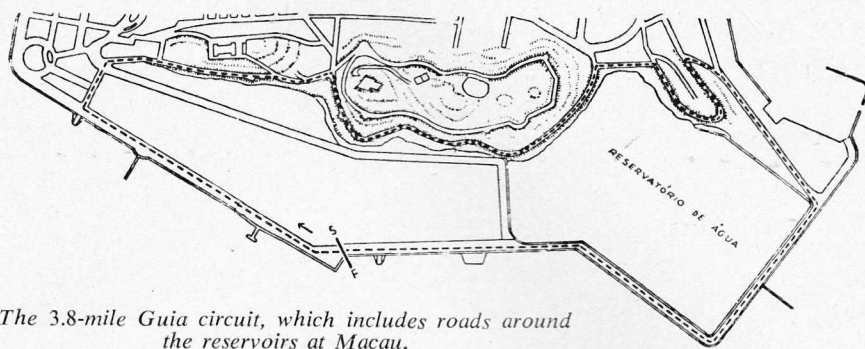
The first three rows were: Barnes (Porsche), Reynolds (XK 140), Baker (Ferrari Monza); Wolfkill (M.G. Twin-Cam), L. C. Chan (Aston Martin DB3S); Ungricht (M.G.A.), Arnold (Bristol Warrior); Hardwick (A.C. Ace).

From the drop of the flag the Ferrari swept into the lead closely followed by the DB3S, A.C. Ace, Jaguar XK 140 and the M.G. Twin-Cam. At the completion of the first tour, Chan in the Aston Martin had taken both the Ferrari and the Ace and came into sight around Reservoir Bend with a good 300 yards lead. It is of interest here to note that Chan bettered his best practice lap time by 2 secs. from a standing start and proved to all that the Aston stops had not fully been withdrawn for grid position.

The DB3S maintained this lead for 12 laps then the Aston/Ferrari order was reversed, following Chan's visit to the escape road at the end of the straight. A furious battle then ensued, culminating in the Aston regaining the lead on the 18th lap. On the ninth lap Chan set up B.T.D. and broke the Mercedes 300SL lap record for Macau with a magnificent 3 mins. 31.5 secs. (64.96 m.p.h.).

In the fourth lap the Ford Special of S. H. Wong had to go into the pits with engine trouble when in 19th position. The fault cost him over 4 mins. and he rejoined the race very much among the back markers. However, Wong pluckily carried on and eventually finished in 11th position in his four-year-old special. The fight for third place between the Ace and XK 140 thrilled the crowd, with Reynolds in the Jaguar pushing the Ace hard, but finally Hardwick pulled away following steering trouble on the XK 140 in the 28th lap, and was from then on never seriously challenged for second berth.

Following the Ferrari crash in the 20th lap the order was L. C. Chan (Aston Martin DB3S), 61.69 m.p.h., A.C. Ace (60.22 m.p.h.), XK 140 (60.16 m.p.h.), M.G. Twin-Cam, Porsche 1600. Barnes in the Porsche drove very steadily and worked through the field from ninth, first time round, to fifth after 20 laps. When the Ferrari spun out and the XK 140 retired, the Porsche moved into third position and maintained



The 3.8-mile Guia circuit, which includes roads around the reservoirs at Macau.

this until the end. Wolfkill in the Twin-Cam also motored extremely well in the car's first showing in the Far East, but eventually retired on the 33rd lap with a blown top gasket.

After 40 laps the DB3S had lapped the Porsche, having covered the 152 miles at an average speed of 62.16 m.p.h. Hardwick in the Ace had averaged 61.2 m.p.h., whilst the Porsche in third position had an average of 59.52 m.p.h. Chan in the Aston lapped the A.C. after 48 laps and, in the same lap, Hardwick lapped the Porsche. At the end of the 50th tour, over one lap separated first and second and the same margin between the second and third. Some excitement was caused in the closing laps when the two Healeys (9 and 23) pulled into the pits for fuel, and Weston in his M.G.A then went through into fifth place. This was short-lived, however, as the Healeys refuelled rapidly

and quickly took up their former positions. The race ended with the Aston motoring well in hand and circulating at an average of 3 mins. 40 secs.

Of the 24 starters only 13 cars finished the race. In order of finishing they were: Aston Martin DB3S, A.C.-Bristol, Porsche 1600, TR3, Austin-Healey 100-6, Austin-Healey 100, M.G.A. Warrior Bristol, TR3, M.G.A. Ford Special, Austin-Healey 100 and Allard.

Other results were:—

A.C.P. Trophy Race: R. Hardwick (A.C. Ace); D. Lambooy (XK 140); G. Wolfkill (M.G. Twin-Cam).

Production Car Race: Outright winner (best average), A. D. Stewart (Jaguar 2.4); handicap result, G. Boyce (Singer Gazelle); R. Hardwick (Simca); E. Barrett (Peugeot 403).

Organizers' Cup Race: A. D. Stewart (TR3); B. W. Tucker (Jaguar 2.4); A. Armstrong-Wright (Singer Gazelle).

Ladies' Race: Mrs. C. Ungricht (M.G.A.); Mrs. N. Matchett (TR3); Miss S. Anderson (Jaguar XK 140).

N.Z. Newsletter—continued

from Shuter who was followed in by Herrick, flagged off after 39 laps, and Roycroft flagged in after 38 laps.

It was tough luck for Neil. He could have pushed the car 50 yards to the finish line and he would have finished at least fourth and probably third.

Shelly's time was 53 mins. 39.6 secs., Shuter's 54 mins. 42 secs., Herrick's 55 mins. 5 secs. for 39 laps, and Roycroft's 54 mins. 2.8 secs. for 38 laps.

Neil made fastest lap in 1 min. 17.2 secs.—he was never pushed—and Shelly's best was 1 min. 18 secs.

It was a popular win for Shelly, who started at Ardmore in the sports car race in January with a D-type Jaguar, showed some promise then but went out with a broken crankshaft. This was his first major effort and he drove a sound race.

The day ended with another sports

car race with a sadly depleted field. It went to Young by a narrow margin from McMillan and there was also a most exciting saloon car race which went to the popular Invercargill stock car driver W. E. "Bing" Crosbie who took a DKW round at full chat from start to finish for 12 miles in 13 mins. 39.2 secs.

Taken by and large it was a grand day's racing and for those who suffered misfortune the typical Southland hospitality at the party afterwards made up for everything, even though some, like this correspondent, had to drive home 400 miles and more the following day with slightly heavy heads.

* * *

In the international sphere it looks as though everything is sewn up for the N.Z. Grand Prix. The overseas starters will be Stirling Moss (Rob Walker 2.2-litre Cooper), Jack Brabham with a similar car, Joakim Bonnier (250F Maserati), Harry Schell and Carroll Shelby (Piccolo Maserati), Ron Flockhart (B.R.M.), Arnold Glass (Super Squalo Ferrari) and Giorgio Scarlatti (V12 5.6-litre sports Maserati).

Bonnier's car has been previously driven by Fangio and Godia. The Piccolos and the Maserati sports racer are from the Temple Buell stable.

Jean Behra, who was originally down to drive, has been replaced by Schell because the French champion has signed up with Enzo Ferrari from 1st January.

Ross Jensen will be driving a new Maserati commissioned by the Republic of El Salvador and entered by the Automobile Club of Santa Ana.

Bruce McLaren will be using a 1,960 c.c Cooper-Climax, and Pat Hoare will, of course, have his 3-litre Ferrari. The complete entry list has not been announced yet, but it is a safe bet that the field will be much as before so far as the New Zealanders are concerned.



★
TRAVELLER from Singapore, Chan Lye-Choon smiles broadly for the cameras after winning the G.P. of Macau. Next month he sets sail for New Zealand, where he will take part in the N.Z. Grand Prix.
★

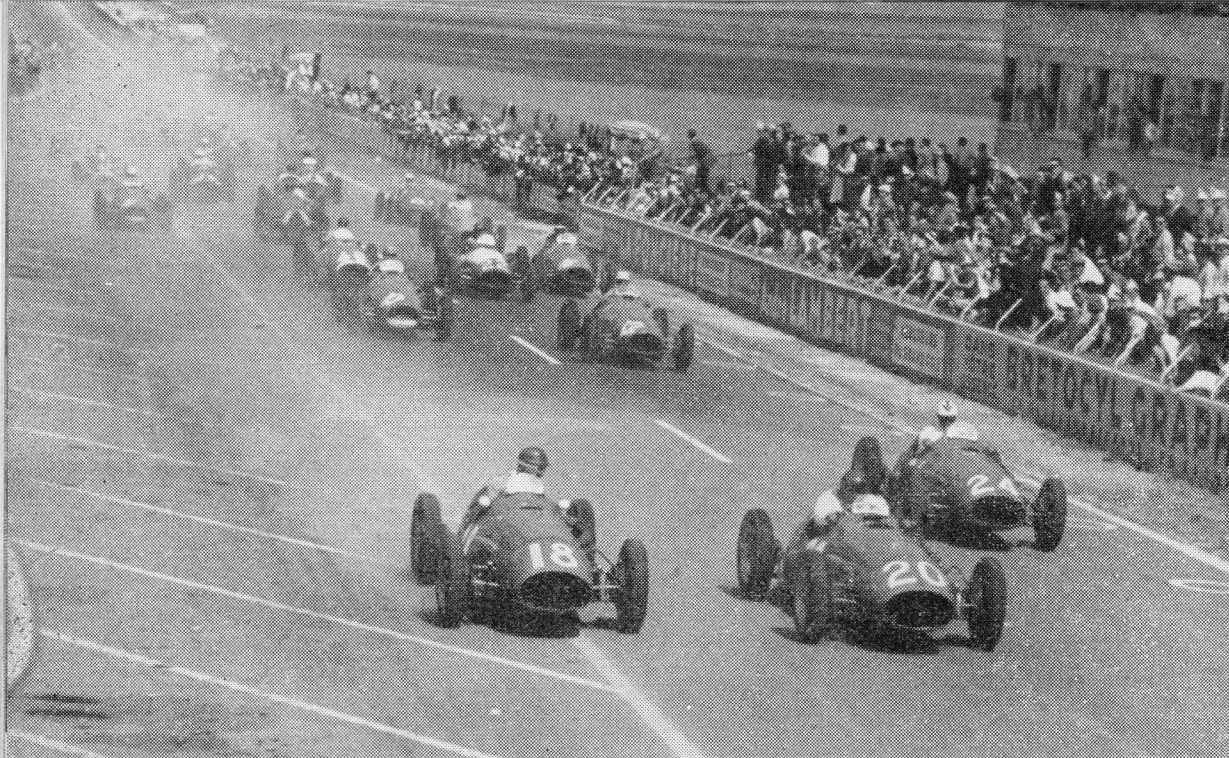
CHAMP

*Continuing the story
towards England's First*

START of that memorable race at Rheims (left) with Gonzalez (Maserati) making a lightning getaway from Fangio and Bonetto in similar cars.

★

WHEEL-TO-WHEEL (below) went Hawthorn and Fangio in what was probably the most thrilling of all Grands Prix.

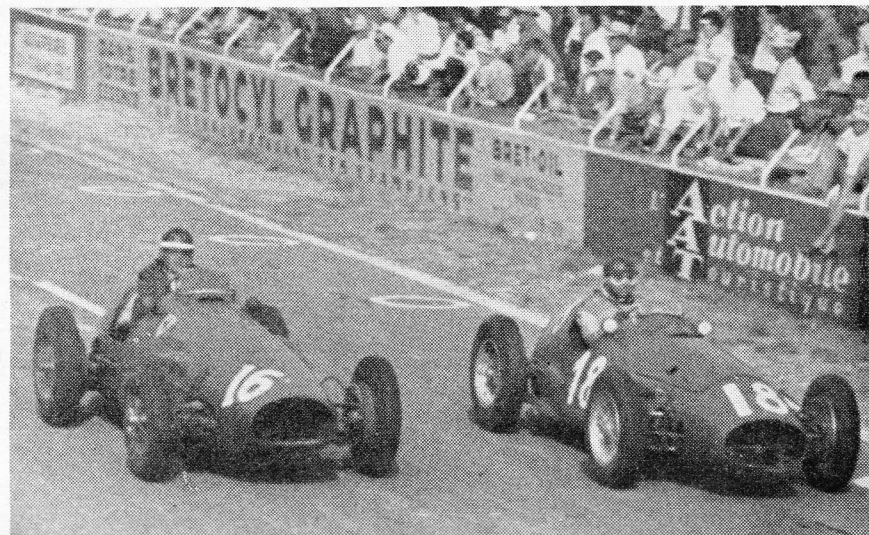


SCUDERIA Ferrari's team for Rheims comprised Ascari, Villorresi, Farina and Hawthorn, and Officine Maserati, Fangio, Gonzalez, Bonetto and Marimon, with Cooper-Bristol, Gordini, Osca and H.W.M. making up the field in addition to de Graffenried in the Swiss-entered Maserati-Plate, the Connaughts of Salvadori and Bira, and Stirling Moss's Cooper-Alta—24 cars in all. Ferrari nearly didn't start, for there was a threatened withdrawal following the disqualification of the Maglioli/Carini "4.5" in the preceding 12 hours event.

Maserati plans included sending out Gonzalez with a half-full tank to set the pace—and set it he did, for he pulled out in front of a real traffic jam of red factory cars relieved only by Marimon's blue and yellow Maserati, and Bira's green, fuel-injected Connaught. Mike was fifth, close behind Fangio, whom he overtook to become part of a group consisting of Villorresi, Ascari and himself. This Ferrari trio were running practically wheel-to-wheel, but Gonzalez was definitely getting away at about a second a lap; Farina kept ahead of Fangio and Marimon.

The pace—for F2 cars—was tremendous; after five laps Gonzalez was averaging over 112 m.p.h., and the three behind were at it hammer-and-tongs, chopping and changing on every conceivable part of the circuit. Ten laps, and Gonzalez had 7 secs. lead; at 20 laps it was 18 secs., and still the battle raged behind, with Farina and Fangio crossing swords not far behind the three Ferraris. It was a real joy to behold Mike Hawthorn amongst the acknowledged masters; poor Moss was not getting the speed out of the Cooper-Alta, and also had a spot of gearbox trouble. The British cars were completely out of the picture, anyway.

Then came a really remarkable sight; behind Gonzalez came a tight bunch of cars, all apparently wheels within wheels—Ascari, Villorresi, Hawthorn, Fangio, Farina and Marimon. All were trying their utmost to pass each other right in front of the pits, and even veteran mechanics held their breath. Fangio then started to attack, screaming past two Ferraris to sit grimly on the tail of Ascari's car. It was obvious that he was



preparing to take the lead when Gonzalez came in for his very necessary pit-stop. Signals flashed from the Ferrari pit, but with such a confused gaggle of cars hurtling through, it was doubtful whether or not anyone could read, far less understand, them. It had to be concentration of the highest order. British onlookers were willing that figure crouched in his Ferrari to win—but it was enough that the boy from Farnham should be up with that great company.

Gonzalez screeched to a standstill for a rapid fill-up; 28 secs., but he dropped to sixth place. Villorresi spun off course, but in front the dog-fight to end all dog-fights was in progress, with Fangio, Ascari and Hawthorn as the main contestants. This had the crowd breathless with excitement. Then came that great moment when Hawthorn took the lead from Fangio on lap 31, and held him off for three more. Lap 35, and the pair were wheel-to-wheel. It was real motor-racing. The great Argentinian flashed his young challenger a cheery grin as they swept along side by side. In his own heart, Mike thought that he had a nerve to give battle to a World Champion, and fully believed that Ascari and Co. were just biding their time,

leaving their team-mate to deal with Juan Manuel.

Yet his confidence increased. The very fact that Fangio could trust him in such a wheel-to-wheel struggle was the greatest compliment that could be paid to a comparative newcomer. Once the Ferrari slid gently into the Maserati's tail as they both braked hard for Thillois hairpin, but Fangio never bothered—nor let up for a single instant. All attempts at pit signals had long since been forgotten, the Maserati and Ferrari mechanics jumping up and down with excitement. Even so, there were eyes for what was happening behind. That presser-on *par excellence*, José Froilan Gonzalez, shrieked past Marimon, Farina and Ascari on lap 38, in that order. The lap record fell, time after time, to Ascari, then Farina, and then Fangio. With the two leaders still whistling round in the closest company, the trio behind became involved once again. Farina took Gonzalez, and was re-passed; then Ascari tried to pass both of them. Marimon fell out with a burst oil-cooler, and Bonetto's car was retired. Villorresi had also come up again into the picture.

The green-clad "Farnham Flyer" was

ION OF THE WORLD

Part 2—By GREGOR GRANT

of Mike Hawthorn's progress

Formula 1 World Champion

certainly giving the great Fangio something about which to think. The final laps were probably the most thrilling in the entire history of motor-racing. Reputations were at stake, but nothing seemed to shake Mike Hawthorn who countered Fangio's every move with the skill of a veteran. Near the end, Mike shrewdly noted that Fangio was not quite so quick out of Thillois as he had been previously—possibly bottom gear was *non est!* So Hawthorn waited until the last lap—they had dead-heated over the line no less than 10 times—and staked everything on the Thillois turn. Both cars went in together, then Mike whipped the lever into first and stood on the loud pedal. He came out first, and gained those precious few yards that spelled victory. Behind, Gonzalez, travelling at a tremendous pace, took Thillois faster than anyone has ever done (or attempted), scabbled round, and all but caught Fangio on the line. It was a tremendous finish. I fell back in my seat exhausted, the effort of watching that classic duel was almost as tiring as driving in it—or so it would seem to judge by the semi-collapse of dozens of hard-bitten pressmen.

Hawthorn's reception was tumultuous. His place in the Hall of Fame of motor-racing was assured. After only a few months in Scuderia Ferrari, he had won the oldest of all Grands Prix—the first British driver since Segrave to win a *grande épreuve!*

A fortnight later he was at Silverstone for the British Grand Prix. Once again Hawthorn made the headlines, but this time for quite a different reason. Coming out of Woodcote he went into a high-speed spin, and revolved madly on the grass in front of the main grandstands. Through all the car's mad gyrations, he managed to keep the engine running and immediately rejoined the race. Maybe there was a lot of luck in keeping the car from crashing, but one had to admire his cool handling of what could have been a very nasty incident. Eventually he finished fifth after a pit-stop. Shortly afterwards he and Farina won the 24 hours event at Spa-Francorchamps in a "4.5".

Nürburgring further enhanced Hawthorn's ever-growing reputation, and once again he became involved in a duel with Fangio. Ascari lost a wheel and later took over Villoresi's car, leaving Mike and Juan Manuel to battle for the lead. However, Farina suddenly found his form, eventually overtaking Fangio and then Hawthorn. Mike just had not the experience to match Fangio on the very difficult Eifel circuit, and had to give way, making sure, however, of third place. At Pescara Mike and his great friend Umberto Maglioli won the 12 hours race, and Hawthorn was awarded the Tazio Nuvolari Trophy.

Mike took third place at Berne, where there was a slight contretemps at the finish when Ascari apparently ignored

Ferrari pit-signals when in third place, and not only rocketed past Hawthorn, but took Farina as well. As it so happened, this gave him his second World Championship. Farina, of course, was hopping mad; and so were most of the Italians who reckoned that it rather lessened the value of the forthcoming Italian G.P. at Monza. Nevertheless, Monza was as exciting as Rheims had been, although Mike with a poor car was not in the hunt. The race concerned Fangio, Ascari, Farina, Marimon and Villoresi, who batted round practically wheel-to-wheel for almost the entire race. On the last lap, Ascari spun, and was rammed by Marimon; Farina went wide to avoid both cars, and Fangio smartly nipped inside to take the advantage and win the 24th Grand Premio d'Italia for Maserati.

Although Ferrari had announced in the Italian press that he was withdrawing from racing, Mike was asked to sign on for 1954. He did so, after being assured that the Commendatore had changed his mind.

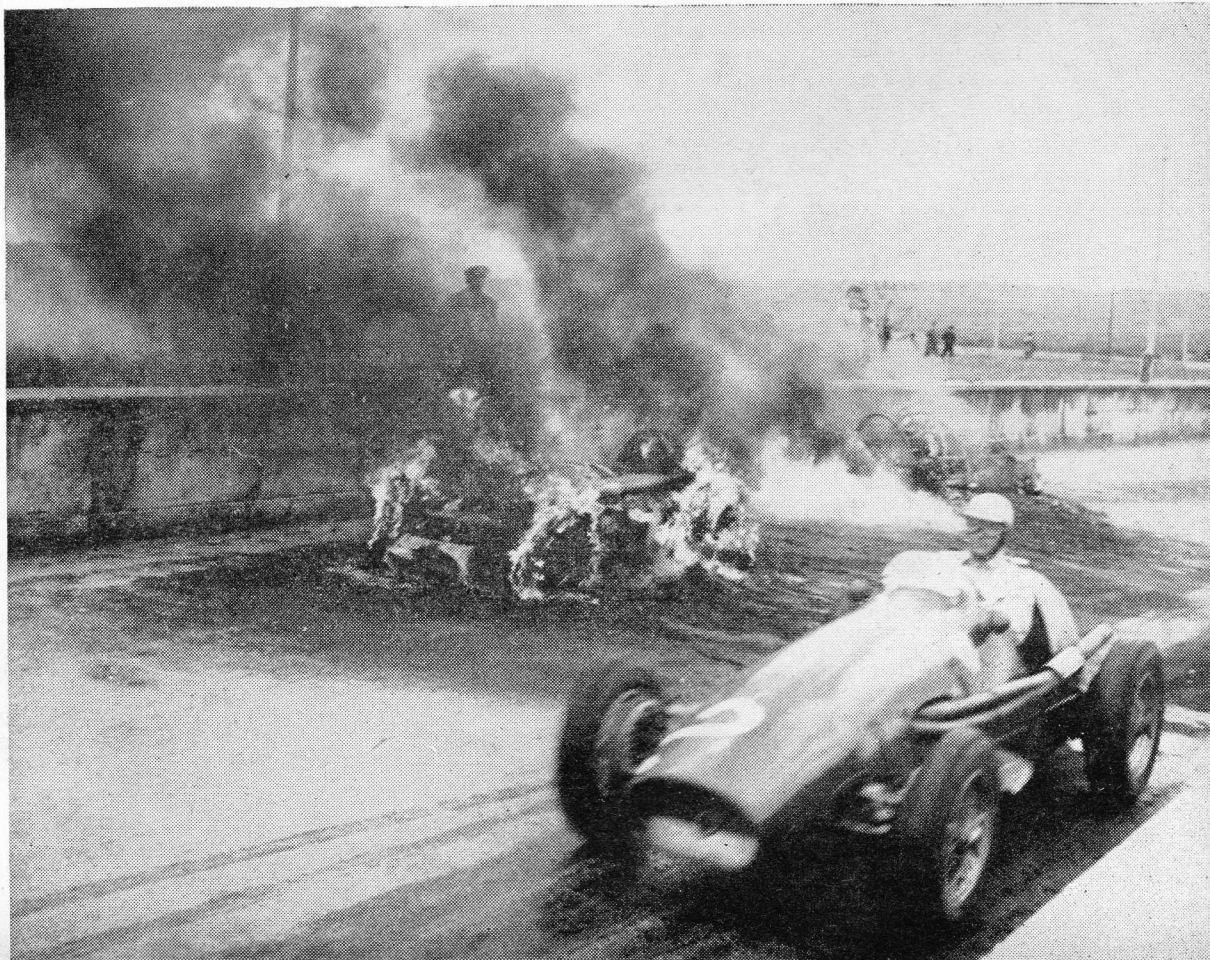
Mike Hawthorn's final appearance for the 1953 season was at Goodwood where he drove Tony Vandervell's Thin Wall Special, setting up a new circuit record, and defeating the V-16 B.R.M.s of Fangio and Wharton.

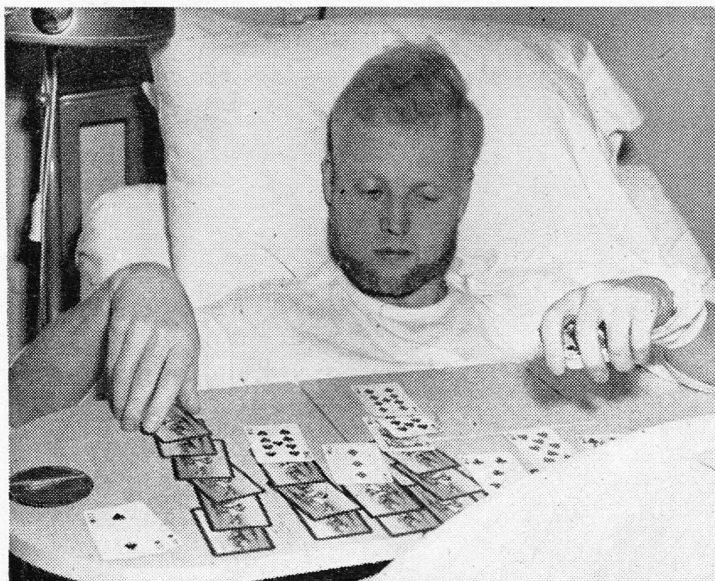
For the tall, blond young man it had been a wonderful year. He was awarded the B.R.D.C. Gold Star and the Seaman Trophy. He was being talked about everywhere as a probable World Champion. Yet 1954 was to become one of disappointments, and an ill-inspired smear campaign by a certain section of the daily press, which nearly broke his morale for all time. That such treatment should be meted out to one who was completely innocent of any of the charges brought by people completely ignorant of the true facts was a disgraceful state of affairs. The entire case was handled so incompetently that, look-

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CATASTROPHE: Early in 1954, Mike Hawthorn was severely injured when his car burst into flames during the Grand Prix of Syracuse, following an incident with Marimon's Maserati. Gonzalez, going to the aid of the injured Hawthorn, saw his own Ferrari catch fire when it rolled into his team-mate's car. Farina (Ferrari) is seen here passing the blazing cars of his team-mates.

★





NO CHEATING: (Above) A bearded Mike Hawthorn plays patience in a Rome hospital following his accident at Syracuse on 11th April, 1954.

NEXT FORMULA? (Right) I hope not, "mon ami mate", says Mike, looking at a scaled-down model of a Maserati during a visit to Modena.



ing back on it, one wonders why certain prominent politicians were not given an almighty rocket. As is now generally known, Mike never at any time tried to dodge National Service. No one thought of calling him up after his original deferment, and it was simply an example of sensational "journalistic" work, leading to questions in the House. Harold Watkinson, Parliamentary Secretary to the Minister of Labour, did not come out of it with exactly an enhanced reputation. His department was surely responsible for the complete and utter mix-up which followed.

Anyway, Hawthorn's season did not begin any too happily. He was disqualified in the G.P. of Argentina, for allegedly receiving outside assistance to restart, and retired in the G.P. of Buenos Aires when regarded as certain winner—a con-rod went through the side of the crankcase on the last lap!

Ascari and Villorosi had signed for the new Lancia G.P. team, so Scuderia Ferrari was made up of Farina, Hawthorn, Gonzalez and Maglioli. The

cars to be raced were the 2.5-litre Squalos, designed by Aurelio Lampredi. At Syracuse Hawthorn was badly burned when his Ferrari caught fire after running into a wall, after being blinded by straw and debris hurled into the air by Marimon's spinning Maserati. Gonzalez, with great heroism, immediately braked and jumped out of his own car. He fully believed that Mike was at the wheel of the blazing Ferrari, and was preparing to pull him out when he saw him in an adjoining field. His own car rolled slowly into the flames, and was itself destroyed.

Then began many weary weeks in hospital, and it was nearly June before he was able to be out and about. After trials at Monza, he was permitted to drive at Le Mans. On my way out to the 24 Hours Race, I met Mike in the bar of l'Action Automobile Club. He seemed fairly bright, but after a message had been given to him, and he had made a phone call, he returned looking grim and shaken to the core. He had just received news that his father had been involved in a serious accident. We

tried everything to get him on the first available aeroplane and, thanks to journalist Bernard Cahier, he eventually got a seat on the last service from Le Bourget. Before he left, I learned that Leslie Hawthorn had succumbed to his injuries. Neither Cahier nor I needed to tell Mike—he knew. However, he put through a call himself and learned the terrible news.

Not long afterwards the busybodies had their way, and Mike was called up for a medical for National Service. As he recalls in his book *Challenge Me the Race*, they never asked him to remove the bandages from his injured legs, and simply told him to report again in three months' time.

The loss of his father, and his inhuman treatment at the hands of officialdom, almost persuaded him to give up motor-racing; but with typical courage, and a sense of loyalty to Ferrari, he decided to carry on with his career, leaving the management of the T.T. Garage at Farnham to his mother.

(To be continued)

Victorian T.T.—continued

(Lotus XI). Lap three found two Aston Martins up the escape road, those of Jones and Blomfield.

Pitt could not build up a lead over Whiteford, who was playing a waiting game. They gradually gained a lead of 7 secs. over Phillips until the 12th tour, when Whiteford shot to the lead. On the same tour they lapped Jones's Aston Martin, which looked far from happy. Two Sprites were watched with interest. That of Peter Manton soon lapped the other of Rod Murphy, the standard power unit having been substituted with an 1,100 c.c. Coventry-Climax motor.

A great duel was taking place for fifth spot between Jane (300S), Molina's

Monza-Holden and Whatmore's Lotus XI. By 19 of the 32 laps Molina had retired, and the leading pair had lapped all but Phillips, who was 10 secs. behind, and Derek Jolly's Lotus XV. Whiteford gradually opened up a 5-sec. lead on Pitt's Jaguar. The Queenslander tried his hardest, but on lap 25 hit the bales at, appropriately, Jaguar Corner, and lost 10 secs. in the pits pulling free a panel from the rear wheel. This gave Ron Phillips second spot, which he held to the finish, giving him the best performance anybody has had from the Cooper-Jaguar since it was imported to this country.

Meantime, Jones had retired with his Aston, and Whiteford swept over the

finish line to win by 12 secs. from Phillips. Pitt held third spot from Jolly, whilst Whiteford and Phillips shared fastest lap at 2 mins. 1.2 secs. Sixty thousand spectators went home looking forward to the prospect of the Moss-Brabham duel to follow next week in the 100-mile Melbourne G.P., in which Stirling will drive Rob Walker's Cooper.

Results

25-lap Race for Racing Cars

1, J. Brabham (Cooper), 95.34 m.p.h.; 2, G. W. Patterson (Cooper); 3, T. Clarke (Ferrari). **Fastest lap:** 97.74 m.p.h.

Victorian T.T. 100 miles

1, D. Whiteford (300S Maserati), 91.24 m.p.h.; 2, R. Phillips (Cooper-Jaguar); 3, W. R. Pitt (D-type Jaguar). **Fastest lap:** Whiteford and Phillips, 98.8 m.p.h.

CORRESPONDENCE

The New Formula: Zandvoort View

Now that the dust is slowly settling, I would like to add some points of view to those which have already appeared in AUTOSPORT, editorially and in letters, about the new Grand Prix Formula.

First of all, throughout the history of motoring, every new formula (with a few exceptions) was aimed at (1) bringing speeds down, and (2) learning some lessons which have a bearing on production cars. The decisions to alter a formula were always taken in the C.S.I. by the countries which organized races—and this does not mean the countries which produce racing cars! Moreover, the present formula is the longest in racing history. When it expires it will have run for seven years, and it is time it was altered because after such a long run the utmost has been wrung from the engines. It may be a pity that England's winning cars appeared so late in the run of the formula, but there are still two more years to go in which to consolidate British supremacy. It seems totally wrong to go for a 3-litre formula, which will produce very much faster cars and which will have no relation to the smaller engines of the mass production cars; for that, the 1½-litre formula is ideal. And in spite of what many people say, I still maintain that racing improves the breed and that many very valuable lessons for the everyday car are still learned on the Grand Prix circuits. The knowledge gained may be less striking and less obvious from the outside but in springing, shock-absorbing, weight distribution, chassis-building and suspension as well as in all mechanical details of engines, enormous strides have been made even during the past four or five years.

It is therefore very important to continue Grand Prix racing with engines, the capacity of which is closely related to normal everyday cars (up to 1½-litre) running on high-octane pump fuel. And contrary to what has been said about the oil companies not being interested, I know from very reliable sources that more than one of the very big oil concerns is pleased because advertising value from a Grand Prix won on their normal high-octane fuel will be very much greater than previously where racing fuels could not be used in normal cars. Now, they say: we get publicity which is worth the amount we spend on racing! All of which is very good common sense. So much for the oil companies.

The safety measures which go with the new formula are quite acceptable, only a battery and starter might be liable to cause fires in case of a crash. The weight limit will prevent cars from getting too light so that too much weight is saved on chassis, etc. With the 500 kg. limit it will be possible to experiment with different lengths to find the best roadholding.

That the present formula was chosen because other countries are envious of Britain's lead, is such utter nonsense that one cannot take this cry seriously.

Now what about the 1½-litre Grand Prix as a spectacle? Who can be so ill-informed as to call 1½-litre racing a farce? It has been said that the public will not go to see races with such slow cars and that as a spectacle Grand Prix racing will die.

First of all, no crowd of spectators, not even those in the know, can ever see the difference between speeds of 140 and 160 m.p.h. Form of the car, noise, etc., all play a role in the speed impression. There is only one thing crowds want: a real fight. Racing, even with the biggest cars, where one marque wins and there are no struggles for leadership, will never get any crowds. With the new formula we will have many marques from many countries: Germany has Porsche and Borgward very much interested and no declaration from Mercedes now will be a guarantee that they will never be interested in 1½-litre racing. I am sure that the new formula is being studied right now in Stuttgart! Italy will always build cars to any given formula and come out with winners. Osca, Ferrari, Maserati and Fiat have a wealth of knowledge in the 1½-litre field and they will certainly use it. Even France may find the chance to come back in this class.

And what about Britain? The answer has already been given. Some weeks ago Stirling Moss visited my circuit in order to try out a Borgward 1½-litre sports-racing car. Not only did he lap in that full two-seater (weighing 680 kgs.) at 1 min. 43.9 secs. (145.28 k.p.h.), but he also brought his Cooper-Climax 1½-litre car along and after we had furiously argued about the new formula he got into his Cooper and I

remarked to my friends: "Here Stirling is going to prove the opposite of what he recently said, for I will bet anything that he will get very near his 2½-litre Grand Prix times with this 1½-litre car."

And that *did* exactly what happened, for after some fast laps Stirling *did* get down to 1 min. 39.8 secs. for the 2.6-mile lap, which is 151.25 k.p.h. and only 2.2 secs. slower than his record lap in the 1958 Dutch Grand Prix on the 2½-litre Vanwall! It was not difficult to imagine what a terrific spectacle a bunch of 15 or 20 cars of the new formula would provide, especially when they are evenly matched. When Stirling left, the Cooper went to Bremen to receive the Borgward engine, which gives about 12-14 h.p. more than the Climax! But Britain has many good 1½-litre units.

Therefore, racing will definitely *not* be slower, but probably faster on some twisty tracks; it will definitely be *more attractive* for crowds as there will be more close racing, and it will definitely be a boon for promoters. After all, the number of cars in a Grand Prix will still be limited so that only the pick of the drivers get a wheel in such a race (therefore the danger of inexperienced drivers is imaginary) but more nations and more makes will be represented, which is all to the good.

As I said at the beginning, now that the dust on the decision of the C.S.I. has settled, let us look at things with a cool and clear mind and listen to the views of people like Brabazon of Tara and of Georges Roesch, people who know more about racing, design and progress than many of us together. They are wholly in favour of the formula. So let's get on with the job and not lose time over 3-litre formulae which will be neither a better spectacle, nor cheaper to produce cars for.

JOHN HUGENHOLTZ,
HOLLAND.
DIRECTOR, ZANDVOORT RACING CIRCUIT.

The Ken Wharton Memorial Trophy

I READ in your 14th November issue the interesting and accurate report of the Ken Wharton Memorial Trophy TV driving tests. I was surprised, however, to note that no reference was made to the individual awards which were run concurrently with the inter-regional team event. The results were:—

Special Sports Cars: Peter Cooper (Ford), 149 secs.

Production Sports Cars: Ian Mantle (Berkeley), 150 secs.

Saloon Cars: G. Turnbull (Renault Dauphine), 165 secs.

Although I am biased, in view of the fact that Mr. Ian Mantle is the Managing Director of my company, I do feel that his efforts deserve some recognition. Driving a standard 492 c.c. Berkeley, his aggregate time was better than all the other production sports cars, including four Triumph TRs and one Sprite, in the hands of such drivers as Ron Gouldbourn, David Warne and Harry Livingstone. He also beat all the specials (except Peter Cooper), including Tony Marsh, John Duncombe and Pete Baldam.

The above information can be confirmed by the Hagley and District Motor Club and I trust it may prove to be of some interest.

LOWER STONDON, BEDS.

R. G. E. CATT.

The Motor-cycle Show

How pleasant it was to see in AUTOSPORT today J. V. Bolster's report on the Cycle and Motor-cycle Show. I am a motor-cyclist whose favourite sport is car racing and so I read many journals devoted to both four-wheeler and two-wheeler topics, and I am heartily sick of the way most periodicals seem to treat the other side as something rather unmentionable. I would say that the motor-cycle journals are the worst offenders in this respect. Of course, I realize that editors must stick to their subjects, but it is nice to see a bit of broadmindedness (what a horrible word) sometimes.

However, I must point out that the caption at the foot of page 703, presumably not written by J.V.B., is wrong. The Ariel Leader has a 250 c.c. twin two-stroke engine, and not o.h.v. as stated.

I hope that we are not going to see a Moss v. Hawthorn controversy in your correspondence columns. By all means let us have frank comment, but the silly carping of Mr. Perkins would be more suited to professional boxing.

Keep on plugging away against the new formula and we will see real racing in 1961, in spite of the C.S.I.

SURREY.

D. J. WOOD.

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



THIS ANCIENT AUSTIN was the winner of the Trial. Here the car is seen on Horse Head Pass Two, with a full load of passengers. Note the angles of the protesting wheels!

highly salubrious country where man could perish and ne'er be found! So, last before lunch was Low Hall, which comprised a very wet and sticky grass track, adversely cambered, which wound up a mountain side. This failed the entire entry, only one, Grice in the little Austin, making Section 10. Into five climbed Miss Stocken and C. A. Winder. Here calamity befell S. R. Waine who unfortunately knocked off the sump plug of his Riley Gamecock with the corresponding loss of all his oil in the process.

After the lunch check came Litton Brow 1. A very long wet grass climb nearly half a mile in length, this caused little bother, only Collins and L. J. Wickham (Alvis) failing. In different character was Litton Brow 2, which, continuing on from its brother, turned right through a nasty gate, then on to grass and shale and up a fierce ascent. This was fairly easy to the half-way mark, but after that very difficult! The top required power

NOVEMBER will be long remembered by those stalwarts who have been in any way connected with Northern motor sport. It has been, well—only Bolster's unmentionable word applies! The big Vintage trial which commenced at Ilkley on Saturday, 29th November, was no exception! It was extremely difficult to find the town, let alone the actual start. Several unfortunates, coming from the Manchester area, just couldn't get through at all—the reason—just our old friend, fog, only this time riding on top of a very, very wet mist!

This caused a late start, with the corresponding cancellation of at least three sections, which in itself was a darned shame, because a great deal of time and thought had obviously been given to make this trial into a thundering success, which indeed it was. Those sections used were well planned and executed, seeming to give little advantage to either Austin 7 or Bentley. In the late afternoon even the sun relented and appeared for a few fleeting seconds.

The course started with Nelson's Column, an old favourite (except with marshals) which wends its way out of a deep bowl, goes up a bank finally to emerge via a very bad turn. This year most competitors just didn't make it, the bottom being full of grease and slime. Clean here were J. A. Grice (Austin 7), N. D. Routledge (Morris), C. A. Winder (Frazer-Nash), J. K. Collins (Lea-Francis), "Doc" Harris (Frazer-Nash) and M. J. Harris (Austin 7). As for the rest, they were manhandled out by the aforesaid unhappy marshals, to the accompaniment of many lurid comments!

Next on turn was Dontberash, which, starting on a tarmac road, swerved up a wet soggy cart track which ran up between high hedges to a curving finish near a farmyard. Successful ascents were made here by Grice, Miss P. Stocken (Trojan), Routledge, Winder, J. Berrisford (Alvis), J. W. Rowley (30/98)

REAR VIEW of a Duck's Back! J. Berrisford's Alvis negotiates Dontberash with care.

V.S.C.C. NORTHERN TRIAL

G. A. Grice (Austin Seven) wins Premier Award

Results

Best Performance: 1, J. A. Grice (Austin 7), 147 points; 2, M. J. Harris (Austin 7), 134; 3, C. A. Winder (Frazer-Nash), 129 (all these were first class awards); 4, Dr. D. P. Harris (Frazer-Nash), 111; 5, W. L. Winder (Humber), 106 (all second class awards); 6, Miss P. C. Stocken (Trojan), 98 (this gained a third class award).

Team Prize: The North (W. L. Winder, C. A. Winder and M. J. Harris with 369 points).

and C. C. Smith (B.S.A.). Section 15 saw Routledge and W. L. Winder (Humber) successful.

Cancelled were Mastiles Lane 1, 2 and 3, which was probably as well, as it is

in the right place and above-average trials skill. This was aptly shown by Grice, Miss Stocken, both Winders and M. J. Harris who were clean.

Next came Hesledon. From a tarmac start came a steep grass climb, culminating with a steep S bend just before the finish. Again Grice and M. J. Harris in the Austins reached the top with W. L. Winder and Doc Harris into Section 15.

Last, but certainly not least, came Horse Head Pass which, not so very long ago, was stopping 'em in both the Ilkley and the 4/44 "classics for trials specials". It is a long and very steep grass climb with a very bad rock outcrop bump at

(Continued on facing page)



TEST TWO: J. Brickland (Ford) in the sand quarry. The car is on full lock as the passenger peers out of the window while the driver reverses between the pylons.

CHESTER Motor Club's Standard Car Trial for the Milton Trophy took place on Sunday, 30th November. Starting at Rossett, near Wrexham, competitors were handed a route card which involved travel by secondary roads and lanes in North Wales, encountering such place names as Llay, Burton, Minera, Bersham, Worlds End, Pentre Dawr and over to the Liver Inn at Rhydtalog, from whence began a regularity section at an average of 29 m.p.h., leading back to Chester.

This was not all; for at various control points were a series of eight driving tests of the usual type. What was unusual, however, was the terrain chosen for the performance of same, none of the usual tarmac or concrete for this "do". For example, the first three tests were sited in a sand quarry which had



CHESTER M.C.'s MILTON TROPHY TRIAL

Ken James (Ford) wins interesting event



MAN POWER: (Above) E. A. Joll (Standard Vanguard) being manhandled out of the mud after leaving the course on test two.

V.S.C.C. Trial—continued

the middle distance. Then comes a right and left turn to a bad right-hand finish, all on one-in-four stuff. On Saturday, this was split into two sections, the first to the half-way mark, which disturbed but few; the second part from then on to the top. This was very different stuff, only Grice making the full ascent; into Section 15 came Miss Stocken, W. L. Winder, C. A. Winder and M. J. Harris. After this came, in the event of a tie, an acceleration and braking test with fastest times being made by Routledge, Berrisford and D. K. Brown (Alvis).

FRANCIS PENN.

JUMP TO IT! (Right) J. K. Collier (Lea-Francis) is seen here on Doniberash with his passenger leaping about in the back.

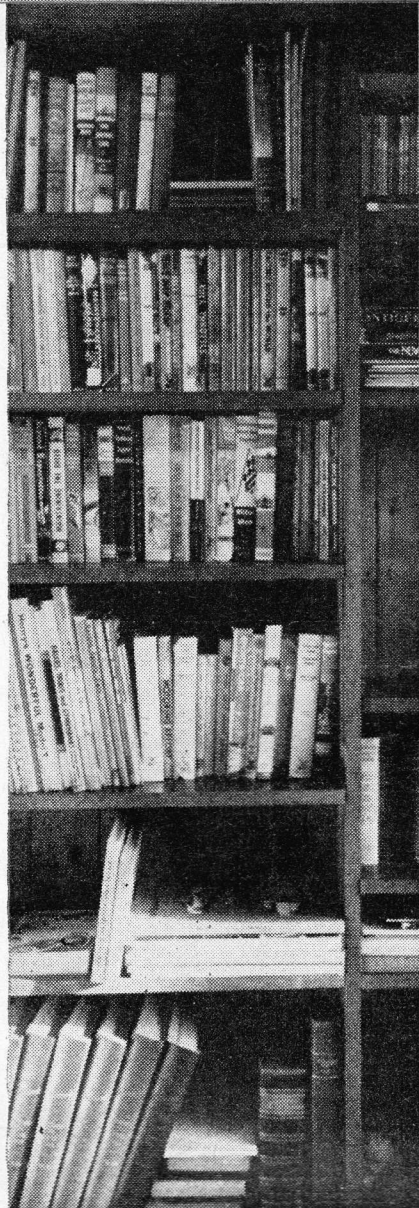


for its surface loose, wet sand, etc., which made pylon dodging more than somewhat hectic. To stray out more than a couple of feet meant sticking in thick wet mud and instead of seconds on the clock, minutes ticked by ere the culprit could be extracted, usually by mere man power!

Of the tests observed, one was a double garage affair with the same number of forward and reverse manoeuvres. Fastest here was F. Roden (M.G.) with 39.3 secs. Next came J. Brickland (Ford) in 41 secs., and A. W. Davis (Zodiac) 43 secs. Even faster times were put up by K. Griffiths (Ford) and K. H. James (Popular), but they both crossed a reverse line with one wheel only!

Another test, which caused great grief due to its soft surface, was a long pylon dodger to be taken both astern and ahead. Here the number of people to get stuck in thick mud was, well, "just nobody's business" if you except the poor marshals who had to manhandle them back to terra firma again! Better

(Continued on page 746)



DURING the past few years the possession of a well-chosen motoring library has become quite a fetish amongst enthusiasts. This is a comparatively young branch in the world of literature, but the demand for all types of books has attracted more and more publishers to what was formerly considered as a very highly specialized market. In point of fact, in recent years books on motoring subjects have become almost as numerous as war memoirs. Some are classics, such as Jarrott's *Ten Years of Motor Racing*, Sammy Davis's *Motor Racing*, Gerald Rose's *A Record of Motor Racing* and a few others. On the other hand, several are pot-boilers, pushed out to try and cash in on public interest in specific drivers, cars or events. Many new authors have appeared lately, whose chief qualifications seem to be in the possession of a first-rate filing system, and a huge supply of copies of motoring journals. One or two books are not exactly well written, and, as a result, are often found "remaindered" in bookstalls within a few months of publication.

Nevertheless, publishers soon discover which author the general public prefers, and which subjects are likely to provide books that will run for more than the original edition. Many motor sporting personalities have been responsible for autobiographical volumes, which, owing to the assistance of collaborators, have

been extremely well received. Good examples of these are to be found in Mike Hawthorn's *Challenge Me the Race*, Alf Francis's *Racing Mechanic*, and several of Stirling Moss's books. There are, of course, well-established authors whose works are recognized as being their own, such as Rodney Walkerley, Denis Jenkinson, John Bolster, Laurence Pomeroy, Gregor Grant, Kent Karlake, John Thornley and so on, of whom all but the two last-named are well-known motoring journalists with the necessary experience to write on their chosen subject. Karlake is an acknowledged historian, whilst Thornley is an authority on the M.G.

Anyway, the main purpose of this article is to discuss available books, most of which have already been reviewed in these pages, but might suggest useful Christmas presents, especially to people who are known to be starting a collection. *G. T. Foulis and Co., Ltd.*, 7 Milford Lane, Strand, London, W.C.2, are one of the pioneers in the field of motoring literature, and have published a most imposing list of titles. The concern's best-seller is the famous *Alf Francis—Racing Mechanic*, as told to Peter Lewis (25s. net). Lewis has made a fine job of bringing Alf's thoughts on to paper. The book provides a most interesting sidelight on a branch of motor racing with which the ordinary enthusiast has little knowledge. Another good title is *Austin 7 Specials*, by Bill

Modified Motoring and The Aston Martin Workshop Manual. Ronnie Collier's *More Bees Under My Bonnet* is reviewed in this issue.

AUTOSPORT, 159 Praed Street, London, W.2, have had a great success with John Bolster's *Motoring is My Business* (18s. net)—a most readable and entertaining book in every way. Norman Smith's *Case History* (30s.) is a very important work, covering such famous makes as Alfa Romeo, Auto-Union, E.R.A., Delage, Mercedes-Benz, H.W.M., Lago-Talbot, Cisitalia, Maserati and Ferrari. This deserves to become a classic reference work. I did miss, this year, however, a new Raymond Groves cartoon book and look forward to seeing one next year. From the same source comes *High Performance Cars, 1958-1959*—always a popular buy.

In addition to the various manuals by A. W. Judge (each 21s. net), *Chapman and Hall* produce *The Sports Car*, by Colin Campbell (30s. net), and *Sports Car Rallies, Trials and Gymkhanas*, by David Hebb and Art Peck (25s.), originally published in U.S.A., and giving extremely useful information on club events in that country.

In the Track of Speed, by Stirling Moss, is published by *Frederick Muller, Ltd.*, 110 Fleet Street, London, E.C.4, and has been an exceptionally good seller. Both Rex Hays's books, *The Vanishing Litres* and *Trophy*, come from *Macgibbon and Kee*, and are

Christmas Bookshelf

A Review of the Year's Motoring Books

By AUTO-LIBRA

Williams (21s. net), which gives the complete "gen" on building one's own "750". Then that famous *British Sports Cars*, by Gregor Grant (21s.), has been completely revised, and doubled in size and in the number of illustrations to include post-war machinery. First issued in 1947, this book has gone to many editions. Philip Smith's *Ford 10 Competition Engines* (18s. 6d.) should be well received, as this ubiquitous power-unit appears to provide the inspiration for practically every variety of sporting vehicle. Foulis also distribute that magnificent Swiss production, *The Automobile Year* (50s.).

Motor Racing Publications, Ltd., 62 Doughty Street, London, W.C.1, have an excellent list. There is *Aston Martin—the Story of a Sports Car*, compiled by Dudley Coram (50s. net), *The Bugatti Book*, by Barry Eaglesfield and Peter Hampton (35s. net), *Maintaining the Breed*, by John Thornley (21s. net), *The Riley 9 Manual*, by J. R. Robson (10s. net), and *Lotus—the First Ten Years*, by Ian Smith (21s. net)—all intended for marque enthusiasts. The popular *Motor Racing Diary* costs 6s. *The Grand Prix Car*, Vol. 1 (63s. net) and Vol. 2 (84s. net), distributed by Temple Press, Ltd., is surely one of the classic works of motor racing, and both volumes are splendidly produced. Other titles include *Stirling Moss*, by Robert Raymond (15s. net), and *A Record of Motor Racing*, by Gerald Rose (42s. net). Shortly available will be John Sprinzel's

each 25s. net. One of the best motoring books for boys so far, is *The Eagle Book of Cars and Motor Sport*, by Peter Roberts; for 12s. 6d., it is a beautiful production, and most lavishly illustrated. *Pearl Cooper, Ltd.*, 48 Chandos Place, London, W.C.2, are issuing *The Life Story of Juan Manuel Fangio*, by R. Hansen and F. B. Kirbus, at the low price of 6s. net. Stirling Moss's *Book of Motor Sport*, edited by Maxwell Boyd, is published by *Hutchinson and Co., Ltd.*, who also have *British Grand Prix*, by Richard Hough (21s. net); although the B.R.D.C. appear to ignore the fact in their Silverstone programmes, it is pointed out that the first British G.P. took place at Brooklands in 1926. (This magazine always insists on that.—Ed.) *Hamish Hamilton's* latest is *History of the Road*, edited by J. R. L. Anderson of the *Manchester Guardian*; this is intended for vintage enthusiasts. Also in the list are *The Vanwall Story*, by Klementaski and Frostick (18s.), and *Great British Drivers*, by Sammy Davis (16s. net).

Temple Press, Ltd., have just brought out another joyous book of cartoons by Russell Brockbank—*Manifold Pressures* (6s. net). These concern the motoring misadventures of that well-known character, Major Upsett—not to be confused with his mess-mates, Major Disaster, Major Road-Ahead, and Major Hairstand! The 1958 edition of *The Motor Road Tests* deals with 40 different

(Continued on page 740)

Valve Springs...

effect on performance

Engine speeds

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

Valve Temperature

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

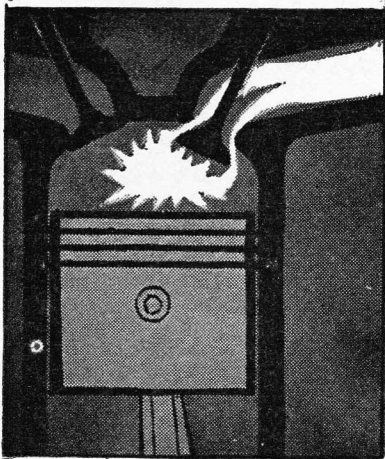
Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

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

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

Hot exhaust gases escaping



Badly burnt exhaust valve

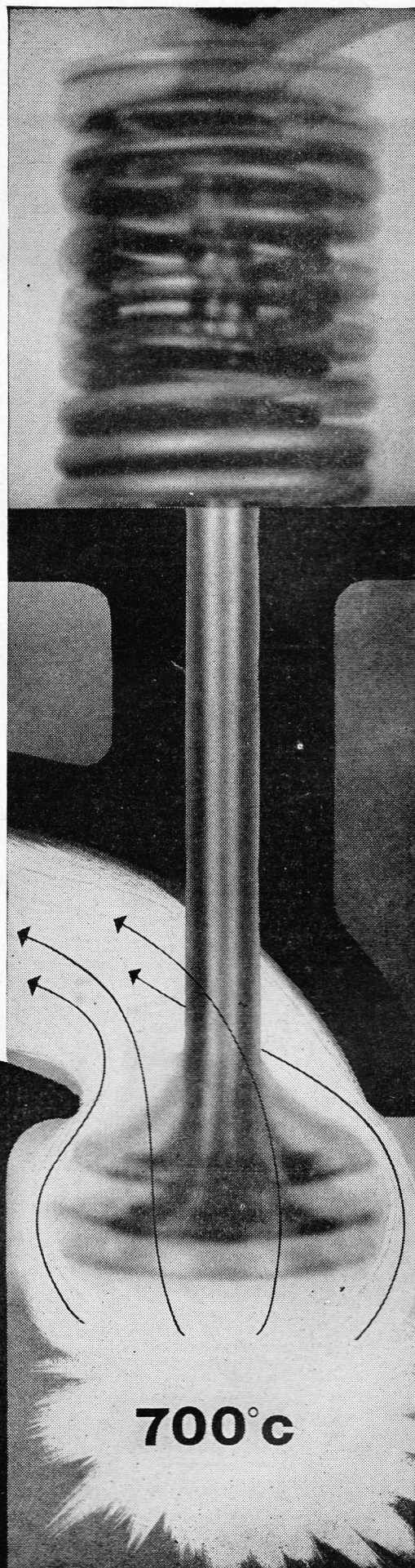


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by L. M. (Bill) Williams

Compiled from 30 years' experience by the well known Austin 7 specialist engineer, this book is an obvious essential for anyone considering a "750." It covers clearly and in detail, the choice and identification of chassis and engines, overhaul of all components, all stages of engine tuning, modification of standard chassis and suspension and the design and construction of special chassis. Modification of standard braking and conversion to hydraulics. Design and construction of alloy and fibreglass bodies. Electrical wiring. Registration and insurance of the completed car.

In addition it is profusely illustrated throughout with diagrams and photographs and contains valuable data charts and performance figures.

21/-

BRITISH SPORTS CARS

(Completely New Edition)

by Gregor Grant

A completely revised fifth edition of Grant's famous motor-sportsman's reference book, which has now been divided into pre-war and post-war cars. Nothing of importance from earlier editions has been left out but fresh facts about the old cars have been included where available and the post-war section has been brought right up-to-date to make it as complete as possible.

Many more illustrations.

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by Robert Newman, M.Inst.B.E.

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It is well illustrated with diagrams and charts and includes detailed instructions for testing all components, accessories and circuits, for routine maintenance, repair and overhaul and step-by-step guidance for complete rewiring.

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Books—continued

cars (10s. 6d.). From the same concern come the well-known Walkerley books, the latest being *Take Your Car Abroad* (6s. net—the book, not the fare!). Two more are the 12th edition of the *Motor Repair Manual* (6s. net), and the most useful *Guide to the Law*, by a Barrister (10s. 6d. net).

Mike Hawthorn's *Challenge Me the Race*, is from the house of *William Kimber* (21s.), as is Robin Richards's *Speed and a Microphone*. *Batsford's* list includes *The Racing Car*, by Cyril Posthumus, Denis Jenkinson and Cecil Clutton (25s. net), John Sandford's *The Sports Car—Design and Development* (25s.), *On the Straight*, Brockbank (25s.), and *Motor Racing Circuits of Europe*, Klementaski and Frostick (21s.). Jenkinson's *The Racing Driver* is reviewed in this issue.

Cassell's comprehensive catalogue contains *The Trailblazers*, by T. R. Nicholson (21s.), a most intriguing book; *Tazio Nuvolari*, by Count Johnny Lurani (21s. net), and *Motoring Entente*, by Ian Nickols and Kent Karslake (36s. net). Familiar red covers once more appear in the form of Baedeker's Auto-guides. *Benelux* and *Austria* are available from *George Allen and Unwin, Ltd.*, each at 28s. net. The *Newnes-Pearson* group have added to their invaluable handbook series (each 10s. 6d. net) with *The Riley Car*, by S. F. Drake, *The Rover Car*, by V. H. Watson. For those who like holidays on farms and in country houses, I would thoroughly recommend *Farm Holiday Guide*, published at 3s. 6d. from 18 High Street, Paisley, Renfrewshire.

... And Now Some Recent Publications in More Detail ...

AMONGST the more important books of the year is *The Racing Driver*, by Denis Jenkinson (*Batsford*, 18s. net). It is a study of the methods, psychology, physical aspects and so on of Grand Prix men such as Juan Manuel Fangio, Jean Behra, Mike Hawthorn, Stirling Moss, Tony Brooks, Alberto Ascari, Stuart Lewis-Evans, Nino Farina, Tazio Nuvolari and others in the top-flight of their profession. "Jenks", with his shaggy reddish beard, is a familiar figure around the circuits and knows practically everyone connected with the sport intimately.

Although he professes to have no ambition to becoming himself a top-grade driver, believing that he does not possess the necessary "make-up", Jenks has had plenty of experience with the fast boys. He commands respect for being one of that acrobatic breed, the racing sidecar passenger, and gained a tremendous reputation with World Champion Eric Oliver. Yet it was his ride with Stirling Moss in the winning Mille Miglia Mercedes-Benz that brought him his greatest acclaim, followed by one of the finest pieces of first-hand motor sporting reporting that has ever appeared in print—his story of that race in *Motor Sport*.

His method of assessing drivers' efforts by stating them in the form of "tenths" is a good one. All-out effort is regarded as ten-tenths, a rating which is naturally achieved on very few occasions. In regard to modern G.P. drivers, the rating during a race is generally between eight and nine-point-five tenths where the

top men are concerned. Although the author gives credit to Holland Birkett and Goff Imhof for originating this assessment, I believe that Sammy Davis also used a similar method in pre-war days.

Sensibly Jenks concentrates almost entirely on post-war drivers, for his book is founded on his own observations, and any criticism of people who were racing when D.S.J. wasn't around to watch them would have to be done from second-hand opinions—which Jenks doesn't like. An exception is Nuvolari, but then the great little man's methods have become classical, and are too well known to require much in the way of conjecture.

Insight into what the author calls "gamesmanship" demonstrates the various methods of "beating the starter" adopted by several drivers. However, I will cross swords with him here, for he does not mention the greatest exponent of that art ever to appear on the circuits, Louis Chiron. The Monaguesque actually preferred not to be in the front row of the grid; he reckoned that if he wasn't there by the time the flag dropped, he'd made a poor start!

His admiration for Fangio permeates the book; not only does he give the Argentinian credit for being the greatest driver of all, but praises his general attitude to motor racing. Moss, of course, receives a good deal of attention—and criticism too! Mike Hawthorn is given all possible credit for possessing the ability to drive at "ten-tenths", and his methods are freely discussed.

The Racing Driver is packed full of personal anecdotes which make very interesting reading, and amongst the many excellent illustrations are several from the pages of AUTOSPORT.

MAINLY pictorial, *The Vanwall Story*, by Louis Klementaski and Michael Frostick (*Hanish Hamilton*, 18s.), sets on record the history of that famous Grand Prix machine, from the original Ferrari Thin Wall Specials, to the present-day Formula 1 machine. As is to be expected, Klem's photographs are magnificent and, together with Frostick's eminently readable text, form a most interesting record, and a tribute to Tony Vandervell. Added historic value is provided by the fact that the Vanwall won for its creator the Constructor's Grand Prix Championship for 1958, driven by Moss, Brooks and Lewis-Evans.

REX HAYS has earned a deserved reputation for being the world's foremost car model maker, and examples of his exquisite art are in the hands of proud owners in many countries. In *Trophy by Trophy* (*Macgibbon and Kee*, 25s. net), Rex bases his book on the different models he has constructed as actual trophies. This gives him the opportunity to deal generally with motor racing matters from a purely personal angle, resulting in a very refreshing approach to that well-covered subject. However, readers will be more than interested in the many problems connected with the production of these models for which Hays is so famed. His fetish as regards utter perfection compels him to study a vehicle right down to the last nut and bolt. Having seen many of the Hays models, I feel that his masterpiece is that wonderful tribute to a fine racing car, the E.R.A. Club Trophy, to be seen on display in the Steering Wheel Club.

IN *The Devil Behind Them*, by John Bentley (Prentice-Hall Inc., \$3.95), the author has studied and recorded the progress of nine famous drivers; these include Achille Varzi, Juan Manuel Fangio, Rudolf Caracciola, Raymond Sommer, Stirling Moss, Wilbur Shaw, Tazio Nuvolari and Richard Seaman. Whilst written in a typical American "columnist" style, there is no doubt that each chapter carries conviction. Bentley mentions Caracciola as probably being one of the three best G.P. drivers of all time, and, reading his notes on the others, one would conclude that the remaining two are Tazio Nuvolari and Juan Manuel Fangio. Stirling Moss is described as the greatest of all British drivers, and an almost certain World Champion, and it is indeed unfortunate that there is no chapter devoted to Mike Hawthorn—first ever British driver to gain that coveted title. His gallery of nine offers a great variety in personalities, but one thing they all have in common is—dedication to the art of motor racing.

REALLY funny motoring books are few and far between, but the latest Ronnie Collier effort, *More Bees Under My Bonnet* (Motor Racing Publications, 8s. 6d. net), is comedy satire at its very best. Under thinly disguised names, the reader will recognize many well-known motoring personalities such as Harold Knockhead (*The Chimes*), Joseph Blowfly (*Automotor*), Bascombe Mildew (*Daily Excess*), Edward Courtly (*Daily Wall*), Girling Foss and many others. The chapter on Grand Prix Tomorrow cleverly skits the U.P.P.L., rechristened by Collier the Union of Racing Motorists. Hammer and sickle influences have obviously been at work, for tickets for the People's Grand Prix can be obtained from Hero of British Motor Sport, G. Foss, Karl Marx House, Whitehall, S.W.1. Even the dust-cover blurbs are lampooned; for example, Press criticisms include: A pack of lies . . . Truth; The obituary of the internal combustion engine . . . Moving—Undertakers' Gazette. Yes, Ronnie Collier adds to the gaiety of motoring if only by being on the lunatic fringe. As Sir Miles Thomas states in his foreword: "Those of us who were brought up in the motor trade will not fail to feel the points of his (Collier's) Parthian shafts".

AUTHOR of the fascinating story of the Tourist Trophy races, Richard Hough has now produced an exciting and dramatic history of the British Grand Prix starting with the first, rather makeshift event at Brooklands in 1926, and following its course through the years to what he describes as the "greatest day in British racing history"—the Aintree race in 1957. The book—*British Grand Prix* (Hutchinson & Co., 21s.)—concludes with the results of the 1958 Silverstone event. The book has been written for the enthusiast and there is sufficient detail to satisfy him, with well-informed and readable appendices. The non-technical mind, however, will not be confused and even the layman will find the book of absorbing appeal.

Brooklands, Donington Park, Silverstone and Aintree all receive their fair share of attention for the part each of

these circuits has played in the story of the British Grand Prix which, although starting officially in 1948, nevertheless finds its origins in the pre-war races at the two first-named tracks. For the statistician, each race is fully described, and appended to each section are full results, technical details and practice times. Circuit plans are also provided.

To the serious student of British motor racing this is a book which cannot be missed; for the enthusiast who simply loves motoring sport, it holds an equal appeal.

DOUGLAS ARMSTRONG'S *The World's Racing Cars and Sports Cars* (MacDonald & Co., Ltd., 15s.) will probably prove to be an almost indispensable handbook, describing in detail nearly a hundred machines and dealing with them in an authoritative manner which appeals alike to the expert, the layman and the newcomer to the world of motoring. It is well produced and bound and comes in an easily handled size which makes it an attractive as well as a useful addition to the bookshelf.

The book deals with Formula 1, Formula 2, Formula 3, sports racing, production sports and high-performance cars from all the leading manufacturers in each of the fields. Each description is accompanied by a photograph and a technical data panel.

Under the F1 heading, full descriptions are given of the B.R.M., Cooper, Ferrari V8 and V6, Lotus, Maserati 250F and Vanwall, as well as rarer birds such as the Tatra Monopost, the Aston Martin and—of immense interest when coupled with the news that Russia intends to compete at Silverstone next season—the Kharkov Six. Cooper, Ferrari, Lotus and Porsche F2 cars are described in detail under their own heading. The high-performance section covers such machines as the Peerless, the Renault Dauphine-Gordini, and the Rover T3 turbocar. A directory of manufacturers is included and the book is well indexed. A foreword has been written by Mike Hawthorn.

WITH many years' experience as secretary of the Veteran Car Club of Great Britain, Elizabeth Nagle is well-placed to deal with the growth and development of the Veteran Car movement. Whatever impression may be given by the title of the book, *Old Cars the World Over* (Arco Publishing Co., Ltd., 50s.), this is not an attempt to write the history of clubs known to be catering for the old and historic cars. Rather does it describe the spread throughout the world of the fascinating hobby of the rescue, restoration and running of veteran and vintage machines. The book is the story of countless such machines and their owners, gathered together in a wide variety of improbable places. Over a hundred of these fine cars are illustrated, together with full technical information which has been supplied by Mr. Dennis Field, A.M.I.E.E.

Fully described are the vintage and veteran movements in Great Britain, Australia, New Zealand, the U.S.A., Africa, Scandinavia, Western Europe and India, Ceylon, Malaya, Japan, Canada and even Fiji where, of course, Arthur Jeddere Fisher has taken the "gospel".

(Continued on page 743)



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as told to Peter Lewis

"One of the best books on motor racing ever written."—THE TIMES.

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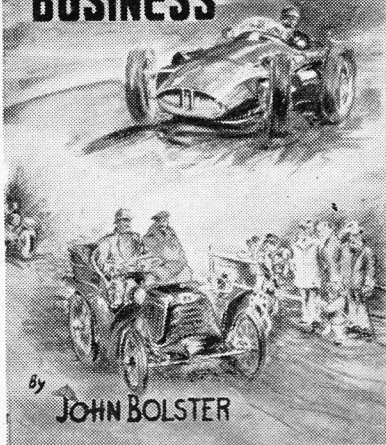
by Philip H. Smith, A.M.I.Mech.E.

This authoritative work is the result of special study and research on a "guinea-pig" engine, and it will be of great benefit to all competition-minded users of this versatile power unit. It describes all the work which can be done on the "TEN" and also the more recent 100E both within and beyond the limits of the 1172 Formula. It deals with the identification and choice of engines, all modifications and refinements of tuning, fitments and accessories for power, supercharging, etc.

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MOTORING IS MY BUSINESS

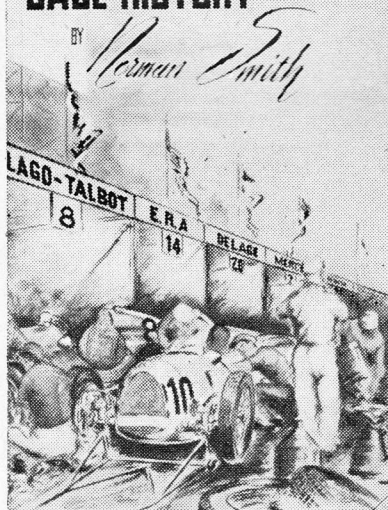


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Written semi-humorously, and always in Bolster's immaculate English, it takes readers behind the scenes of motoring sport in a way that no previous book has quite succeeded in doing.

John Bolster's book is written in his usual informative and breezy style. It deals with every possible aspect of motoring sport, from his early connections with mechanized vehicles up to the present time. Famous names flit through its pages; stories are told which have never before appeared in print; the pre-war Brooklands and Shelsley days are faithfully described. J.V.B. even tells what it feels like to break one's neck! There is never a dull moment, and it is a book which can be read many times over. It is confidently predicted that **MOTORING IS MY BUSINESS** will become one of the classic works.

CASE HISTORY



Illustrated. Price **30s.**
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Written semi-humorously, and always in Bolster's immaculate English, it takes readers behind the scenes of motoring sport in a way that no previous book has quite succeeded in doing.

Obtainable through all booksellers or direct from the publishers.

'CASE HISTORY'

by Norman Smith

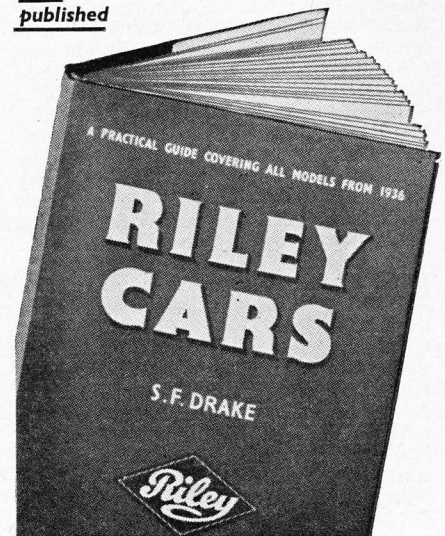
In 'Case History' for the first time complete histories of famous racing marques are gathered together within the pages of one volume.

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Books—continued

THERE are quite a number of books on the market which try to teach the raw beginner how to drive, but it is more rare to find one which aims to take tuition a stage further and impart the final gloss which makes a merely competent driver into a good one. S. C. H. ("Sammy") Davis has had more varied motoring experience than almost anyone and his lively style of writing—from the true enthusiast's viewpoint—prevents his revised *Car Driving as an Art* (Iliffe & Sons, Ltd., 12s. 6d.) from even looking like being a "stuffy" manual of instruction. True, the first few chapters are concerned with starting from scratch, but each aspect of driving is taken further than with most books, and the fun really begins later on, with such chapter headings as "Driving for Performance", "Unditching and Other Troubles" (cause and effect?—Ed.) and "Going Foreign". There are even comments upon driving such diverse strangers as tanks and Veterans. To some extent similar in coverage, *The Skilful Driver*, by James S. Blair (Temple Press, Ltd., 10s. 6d.) has a rather more earnest approach and assumes that the reader is well past the driving test stage already. Car equipment and driving position are discussed in detail as are the problems involved in driving under all kinds of difficult conditions, including the problem of merely trying to get from A to B quickly in this country. One chapter tries to determine the layout of the "ideal car"—with which lamentably few car designers appear to agree; another discusses the technicalities of road test reports and how to compare the cars described in them. Yet another book just published is a small paperback called *Improve Your Driving*, by George Eyles (Allan Wingate, 3s. 6d.). Mr. Eyles is Chief Examiner of the Institute of Advanced Motorists, and anyone who is contemplating taking the Institute's advance driving test would do well to read this book, in order to understand the examiner's approach to the subject. It is all fairly logical and sound common sense, and the principles are clearly and concisely explained. It is as well, too, to be forewarned of certain I.A.M. idiosyncrasies such as the insistence that neither hand should

swing across the top of the wheel past the 12 o'clock position, "shuffling" the hands round the rim being preferred. No racing driver would agree with this, in the interests of safety alone, particularly on a slippery surface, when it is vital to know which way the front wheels are pointing. Once the hand grip has shifted, this knowledge is lost. Even Sammy Davis advocates swinging, say, the left hand from 8 o'clock to 3 o'clock when necessary. Again, the I.A.M. frowns upon changing up whilst overtaking. Presumably one is expected to let the valves rattle rather than dare take one hand off the wheel for a moment. If the situation were as tight as that, we would have thought that one had no business to be overtaking anyway! However, most of the points mentioned are sound and reasonable.

UNDOUBTEDLY the most popular power unit for amateur "special" building in this country is the 1172 c.c. side-valve Ford Ten engine. This simple, inexpensive and rugged motor has continued its successful career almost entirely unchanged since its introduction in the early 1930s and the ready availability of cheap spares, plus the considerable scope for increasing the basic power output, has endeared it to enthusiasts everywhere. *The Ford Ten Competition Engine*, by Philip H. Smith, A.M.I.Mech.E. (G. T. Foulis & Co., Ltd., 18s. 6d.), explores in great detail the tuning methods which have been developed over the years and also the various items of proprietary performance equipment which have become available in great profusion. Complete instructions for dismantling and reassembly are given, together with detailed descriptions of such modifications to the standard components as can be made by the keen amateur mechanic. Then follow descriptions of manifold design, and the installation of multiple carburettor systems, alternative cylinder heads and camshafts. Improvements to the lubrication and cooling systems are discussed and the advantages and disadvantages of various degrees of tune are compared at great length. Cost is not forgotten and there is a directory of the many suppliers of speed equipment for this amazingly ubiquitous piece of machinery.

T. C. SKINNER

WE regret to announce the death of Thomas Carlyle Skinner, the inventor of the Skinner Union carburettor. Carl Skinner was trained as an engineer, and was employed at the turn of the century at George Wailles, Ltd. He gained his earliest motoring experience with Benz and Panhard cars, and subsequently imported the Italian Züst car. When Züst manufactured some of the original London taxicabs, the first two which they built had the steering hurriedly changed from left to right for the motor show, and had to be steered to the right to turn left, and vice versa. Skinner drove both these cars from the docks to Olympia, without accident.

The S.U. carburettor was introduced about 1903, and was manufactured by Carl and his brother Jack. It was always of the constant vacuum type, but the earliest version had a leather bellows instead of a piston. It enjoyed a considerable success, and was standardized on the Rover and Wolseley cars, among

others. It is of interest that other constant vacuum instruments, such as the Polyrho, the Smith, the Daimler and the Rolls-Royce, have failed to survive, and, in fact, the Rolls-Royce car is now fitted with the S.U. carburettor.

Between the wars, Carl Skinner bought out his brother, who was then heavily involved, with his cousin Mr. Lilley, in selling shoes. He found himself short of capital, however, and sold the business to Lord Nuffield, though he stayed on for many years as managing director. Of more recent years, his interest in Shelsley Walsh hill-climb, both as a builder of special cars and as an official, brought him into contact with many motoring enthusiasts, who will mourn his passing.

T. C. Skinner was one of the kindest of men, and though he became an important figure in the industry, his heart was always with the amateur racing driver, and above all the "specialist". We extend our sympathy to his widow and his son, Peter G. Skinner.

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Club News

by MARTYN WATKINS

THERE is a scheme afoot to form a club for **Berkeley owners**. The idea has come from Trevor Gillard and George Catt, both of whom raced their Berkeleys in a number of events last season and who now feel that the time is ripe to get going on the project. The idea has the blessing of Charles Panter, managing director of Berkeley Cars, and Trevor Gillard suggests that all interested Berkeley owners should drop him a line at his address, 14 Woodford House, Woodford Road, Snaresbrook, London, E.18. If sufficient support is forthcoming, there will be an inaugural meeting at a mutually convenient spot to elect officers and draw up a constitution. It is hoped that the formation of such a club will mean that Berkeley owners are more likely to receive invitations to compete in events; in turn, the support the club could provide might encourage organizers to include an appropriate class in their programmes.

ACRY for assistance has just reached me from K. R. Day, general secretary of the **Alvis O.C.** He asks any reader who may have photographs of Alvis racing cars to be kind enough to lend them to him, for one gathers that the Club records are being brought up to date and where such photographs are not already in the Club's possession he wants to have them copied. Naturally, there is an assurance that the pictures loaned will be returned promptly and in good condition. Mr. Day also asks any past employees of the Alvis Company who were engaged on car work to contact him.

URGENT note from the **Wirral 100 M.C.**—their "Rallye des Etages", scheduled for 20th-21st December as a result of a postponement from last April—will not take place on that date. Instead, it will be run, as usual, in April next year.

THE entry list for the **Swansea M.C.** "Rally of the Vales" has now been closed with a full entry of 100 cars—which the club feels substantiates its claim to have the biggest rally in Wales! And what's more, the B.B.C. has agreed to film highlights of the event, with camera teams at the start and tests, for use on newsreels and, possibly, *Sports Parade*.

AN interesting event for 21st December is a co-promotion by the **Hagley and D.L.C.C.**, the **Kentish Border C.C.** and the **Seven-Fifty M.C.** (represented by Major Arthur Mallock) in the form of a Silverstone trial. This takes place, not on the club circuit, but on the Military Training Ground at Tiffeld, near Towcester, and there will be special sections for Land Rovers, Jeeps and Champs, as well as trials cars and all types of Austin Seven. It is open to members of the three clubs and entries close on 12th December. Secretary of the meeting is Miss J. Davis, c/o the Diplomatic Wireless Service, Hanslope Park, Wolverton, Bucks, and Arthur Mallock is clerk of the course. . . . **West Essex C.C.** holds



TROJAN WORK—and a combination of gradient and surface prove a little too much for Miss P. Stocken's well-known Trojan. These helping hands had to be provided during the V.S.C.C.'s Northern Trial last week-end.

Coming Attractions

- December 6th-7th.** *Land Rover O.C. International Point-to-Point, Rover Co., Ltd., Test Ground, Solihull.*
- December 7th.** *London M.C. Gloucester Trial, Highwayman Inn, Beech Pike, Elkstone, near Cheltenham. Start, 10.30 a.m.*
- December 13th.** *R.A.C. Trials Championship, Stewpony Hotel, Kinver, near Stourbridge, Worcs. Start, 10 a.m.*
- December 14th.** *Vintage Sports Car Club Driving Tests, Heston Aerodrome, Middlesex. Start, 12 noon.*
- December 21st.** *Seven-Fifty M.C./Hagley D.L.C.C./Kentish Border C.C. Silverstone Trial, Military Training Ground, Tiffeld, near Towcester, Northants. Start, 11 a.m.*

a lecture on map-reading for beginners at the club house on 10th December. This will be the first of a series of similar talks which have been arranged as the result of requests by many new members. . . . South-Eastern Centre of the **B.A.R.C.** hold a series of night driving tests in various parts of Sussex on 13th December. . . . **South Wales A.C.** hold their 11th Welsh Rally on 9th-10th January, a national event qualifying for the British Rally Championship and the B.T.R.D.A. gold star. Entries close on 20th December, and secretary of the rally is Bryn Davies, 65 Wordsworth Avenue, Penarth, Glam. . . . **Morecambe C.C.** hold another of their "Maiden Rallies" on 9th December—this being a further step in their successful series inaugurated last year to encourage and train novices. Details can be had from R. M. Baxter, 341 Marine Road, Morecambe, Lancs. . . . **Pembrokeshire M.C.** has held its annual general meeting and as a result Mrs. Cynthia Jones, White Oaks, Haven Road, Haverfordwest, Pembro, was elected secretary.

M.G.C.C.

South-Western Centre Indoor Gymkhana

MORE than 40 competitors took part in this now well-established event over a series of five exciting tests laid out in the Winterstoke Road Bus Garage on 29th November, by courtesy of the Bristol Tramway & Carriage Co.

This venue, easily one of the best in the West, contained easily the first four tests, which were run simultaneously, a veritable spectacle for eye and ear. The grand finale took up the whole of the available space—in fact, some tried to take even more!

Once again, David Warren, the West's own "wiggle woggle" expert (as seen on television) carried off the major award.

C. S.
Results
Best Performance: David Warren (TR3). **Best Open, up to 1,500 c.c.:** G. Rudge (M.G. TD). **Best Closed, up to 1,500 c.c.:** G. J. Mabbs (Standard 10). **Best Open, over 1,500 c.c.:** Geoff Dear (M.G. Twin-Cam). **Best Closed, over 1,500 c.c.:** W. M. G. Marshall (M.G. 18/80 sal.). **Best Special:** N. Powe (Dellow). **Best Lady:** Mrs. M. Dunscombe (Goggomobil).

CAVENDISH C.C.

THE Black Trophy Rally, organized on 29th-30th November by the Cavendish Car Club, was observed by the R.A.C. for upgrading to restricted status. Despite the terrible weather conditions there was only one non-starter. The route was just over 200 miles, covering Yorkshire, Derbyshire, Staffordshire and Cheshire, and many competitors found it difficult to keep to the tight schedule due to the fog in certain places.

One marshal was suspected of being a turkey thief by a local farmer and another nearly had to act as a fireman when one car started issuing puffs of smoke from under the bonnet which, when investigated, turned out to be a small electrical fault, soon rectified.

Results
Black Trophy: A. Hobson/G. Bickerton. **Committee Bowl:** R. Fiddler/J. G. Hopwood. **Class Awards:** R. B. Wilson/F. Davies, J. M. Hyde/G. Haggie. **Novices:** D. E. T. Howard/R. Walsh. **Best Lady Driver:** Mrs. P. Haggie.

(More Club News on page 746)

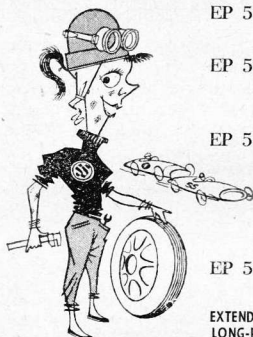
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- EP 550. The Senior T.T., Isle of Man, 1958. Commentary by Graham Walker.

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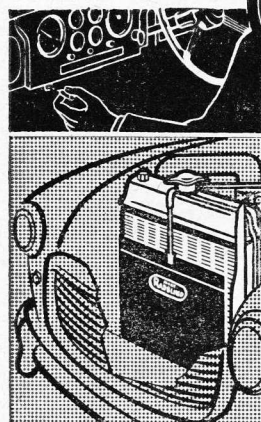
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- EP 502. R.A.C. British Grands Prix, Aintree, 1955 and Silverstone, 1956. Commentary by Nevil Lloyd.
- EP 503. British Empire Trophy Race, 1957, Oulton Park. Commentary by John Bolster.
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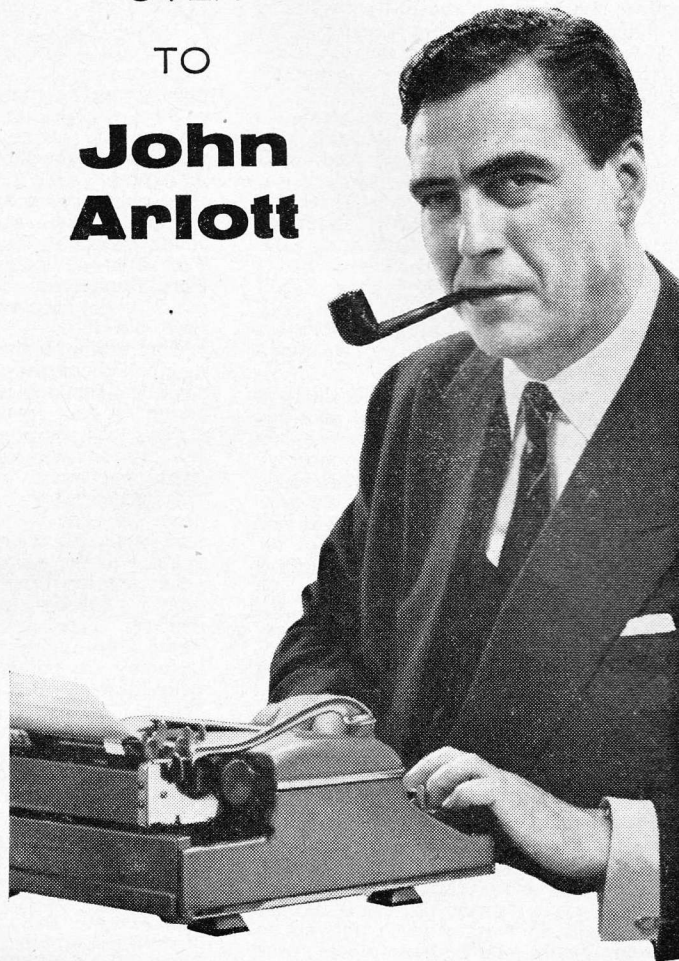
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GOATHLAND RALLY

THE annual Goathland Rally, organized by the North-Eastern Centre of the M.G. Car Club, held on Sunday, 30th November, was changed in form this year.

Instead of an event with the accent on navigation and an odd tie-deciding test, it consisted of a more balanced event with five driving tests on which bonus points could be obtained and then a navigation section of only about 60 miles which contained 10 passing controls, each worth more bonus marks.

The formula ideally suited Geoff Walker with his Elva-modified Ford Anglia and with a score of 134 bonus marks he won the event with an eight-mark lead.

The rally started and finished at Pickering and on the Sunday morning more than 60 cars left the start in the centre of the town. The morning section was timed at only 12½ miles an hour, so was nothing more than a tour from test to test. After a forward and reverse around a grass triangle, all the tests were on the high road between Rosedale Abbey and Egton Bridge. All these were on steep gradients, and the last test had many beaten. This consisted of a reverse uphill from a line to another line higher up the hill, forward again across the start line and then reverse to stop astride. Several drivers were unable to persuade their cars to reverse up the slope and others lost more time when attempting to reverse across the line again.

After the lunch break the route cards bearing the map references for the navigation section were handed out and it was seen that the controls were dotted all over the North Yorkshire Moors. Several of them were worth only six or seven bonus marks, but others were valued at up to 14. The penalty for late arrival at the finish, however, 10 marks per minute, prevented many people from trying to collect all of them. A few did and all but one were several minutes late, placing them further down than if they had not tried so hard. The successful competitor was L. S. ("Chippy") Stross in his Porsche, who visited all ten controls and finished, as he said afterwards, "with about a second and a half to spare".

Walker put up a good performance on the tests and rounded it off by visiting nine passing controls and not collecting any penalties for lateness. Second place was taken by Dr. J. K. Armstrong, who did quite well on the tests and managed eight controls on the navigation.

By the time that the late-finishers had finished their ham and eggs at the headquarters hotel, the organizers, Ken Lee and Archie Sinclair, had the results worked out and they were announced by the early evening.

PETER CRAVEN.

Provisional Results

Outright Winner (Paragon Trophy): G. H. Walker (Ford Anglia), 134 bonus points. **Navigator:** G. Howarth.

Best Performance by an M.G.C.C. member in an M.G. Car: J. Heppenstall (M.G.A.), 91. **Ladies' Award:** Miss Dolores Tobin (Anglia), 77. **Team Award:** East Yorkshire Car Club (G. Gardner, H. Dickinson, J. Mather).

Class Results: Saloons, up to 1,300 c.c.: G. Gardner (Anglia), 124. **Up to 1,500 c.c.:** K. W. Deacon (Riley 1.5), 109. **Over 1,500 c.c.:** Dr. J. K. Armstrong (Austin A95), 126.

Sports Cars, up to 1,500 c.c.: P. Cooper (Austin-Healey Sprite), 104. **Over 1,500 c.c.:** L. S. Stross (Porsche), 125.

HERTS COUNTY NOCTURNE

THE Herts County Automobile and Aero Club's first Nocturne was played 10 years ago and the annual variations on the original theme have been attracting more and more players.

On the night of 22nd November, 65 players set out on the latest variation from the opening bar at the Crow's Nest Restaurant, near Tring, and to the delight of the composers, only two players reached the final chord without losing a single crochet. The tie decider made Ted Buxton, Robin Webb and their Ford Anglia the winner in an event in which two-man crews had to work very hard indeed.

The outline of the Nocturne was eight marshalled control points at which marks were lost for lateness. Prowess at navigating on foot in the true traditions of a night trial was at a premium, and with the majority of the points sited near rivers and canals in Bucks and Northants, water wings might have been an asset. A rope ladder swinging over the dark waters at one point tempted some, but not to the point of a ducking.

In addition there were nine bonus points which had to be fitted into one's journeys between the time controls. These were defined by devious means including the pranging into a hillside of a mythical aircraft flying at a certain height. All in all, there was never a dull moment, and two crews at least provided yet more enjoyment for themselves when the track they were following finished in a quagmire and the local

sheep gathered round to watch the fun and to learn some new words. The tale must also be told of the country type disturbed in the act of purloining manure from a farmer's supply at dead of night, and being asked by a confident competitor whether he was the marshal. Decoy lights, dummies in tents and obscure signs all played their part in providing a light-hearted background to what was generally reckoned to be the best of the Nocturnes to date.

Les Needham and Ted Buxton have now won two Nocturnes each and there is talk of a suitable trophy being introduced for the first man to get the hat-trick. A new award this year was the Consoling Cup for the humblest performance of the night. Some folk seemed to be as disappointed in not winning this as others were of not winning the rally.

Results were worked out whilst nearly 150 crews and marshals blew on their soup, and five minutes after the last car had arrived back at 3.30 a.m., the results were announced.

C. P. T.

Provisional Results

Best Performance: E. J. Buxton (Anglia), 150 marks. **Navigator's Award:** R. Webb. **First Class Awards:** J. W. Stokes (Anglia), 150 marks; A. K. Hirst (Gazelle), 147; H. L. Moscardi (Morgan), 139; I. H. Pattison (TR3), 137; D. A. M. Jackson (Lea-Francis), 134; P. A. Shatford (Wolseley), 130. **Second Class Awards:** R. A. Dyball (Ford), 129; J. P. Hellings (TR2), 128; W. G. Pegley (Morris), 127; F. E. Still (Volkswagen), 120; R. Asyieff (Morris), 117; W. D. Wood (Ford), 116.

Team Award: Anglia and Prefect Owners' Club Team. **Best Performance by a 100 per cent. H.C.A.Ae.C. Crew:** D. A. M. Jackson/B. B. Bowles. **The Consoling Cup:** R. J. Mayneord.

Results

The Cotswold Cup: H. H. Rowcliffe/T. Underhill (Simca Elysee), 70 points. **Winner, Class A (Closed Cars under 1,300 c.c.):** P. F. Steiner/I. Mackenzie (Simca Grande Large), 150 points. **Winner, Class B (Closed Cars over 1,300 c.c.):** D. J. Skeffington/W. Adams (Riley), 440 points. **Runner-up, Class B:** Major A. Wyndham (Austin), 530 points. **Winner, Class C (Open Cars):** G. W. Best/H. J. Liddon (Triumph TR3), 1,020 points. **Novices' Award:** J. M. Wright/J. Abbott (Austin A35), 1,130 points. **Team Award:** H. H. Rowcliffe, P. F. Steiner, G. W. Best, 1,240 points.

Recent Results

HARROW C.C.

Petit Rally, 29th-30th November

Best Performance: P. B. Jones (Riley 1.5), 130 marks lost. **Navigator's Award:** Mrs. Y. Jones. **Novice Award:** I. T. S. Petersen (Morris 1000), 1,270; 2, M. Sokel (M.G. TD), 1300. **Up to 1,300 c.c.:** 1, A. C. Harmer (Standard 10), 370; 2, M. W. Bishop (Morris 1000), 570. **Over 1,300 c.c.:** 1, E. J. H. Noad (Jaguar 2.4), 260; 2, D. J. Lewis (Triumph TR3), 500.

Chester M.C. Trial—continued

times here were made by James, 27.4 secs., Griffiths, 30.5 secs., and G. M. Frickel (A35) in 33.5 secs.

Next to cause amusement and a certain amount of consternation was the "width judging contest". From 20 ft. away, competitors had to sight two poles as to width; estimating the room they would require to pass! Most people, of course, allowed enough room for the proverbial "double decker". Among those who didn't were Frickel with 3½ ins. to spare, and W. Sinclair (Bedford) with 4 ins. in hand!

To sum up, as always with the Chester Motor Club, the Milton was a friendly family affair with a great deal of good-hearted give and take fun and leg-pulling. If you didn't enjoy yourself, well nobody else was to blame.

FRANCIS PENN.

Results

1, K. H. James (Ford Popular); 2, K. Griffiths (Anglia); 3, F. Roden (M.G.).

(More Club News on page 752)

THE FORCES MOTORING CLUB COTSWOLD RALLY, 1958

FORTY-SIX entries were received for the "Cotswold Rally" run by the Forces Motoring Club in conjunction with the Royal Military College of Science Motor Sport Club on 8th-9th November. The 44 starters were grateful indeed for a dry night and freedom from mist or fog.

Starting from the "Cross Hands" Hotel, Old Sodbury, the route headed in a northerly direction to within three miles of the River Severn at Coaley Junction, and then swung south-east to the end of Section 1. The section following consisted of two sub-sections. Competitors were free to average any speed between 27 and 30 m.p.h. on sub-section A, but on sub-section B they had to maintain the speed that they had averaged on sub-section A. After this section, which finished a few miles N.W. of Chippenham, the only competitors with a clean sheet, apart from P. House, in a TR3, who later retired, were the ultimate outright winner and the winners of Classes A and C.

Section 3 was traversed without great difficulty, but Section 4, an intricate route card, was the killing one, and many competitors ran short of time, patience and petrol. Only nine envelopes, giving the map reference of control, were unopened, and all the winner's 70 penalty points were lost on this section, which finished a few miles from Northleach. The final section was a straightforward navigational run to the finish, and we suspect that most of the time lost here was spent in trying to find an open petrol station!

The finish was at the Royal Military College of Science, Shrivenham, where competitors and officials enjoyed an excellent breakfast and, we hope, the driving test. Twenty-three competitors finished the 170-mile course inside the time limit.

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(Continued overleaf)

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ASTON MARTIN

ASTON MARTIN saloon DB2 1953. Beautiful specimen with Vantage engine, Michelin X tyres, heater. Crimson with grey leather, unmarked. Offers near £1,075.—Willows, The Gables, Collingham, Newark. Collingham 286.

1953 DB2, imperial crimson, two owners, Vantage motor. A specimen in every respect. £1,175. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

AUSTIN-HEALEY

AUSTIN-HEALEY BN1, low mileage, good condition, many extras. Offers £550.—Pumfrey, The Lawn, Gainsborough.

AUSTIN-HEALEY BN1, 1954, just resprayed red, bodywork and chrome as new. New Michelin X, all Le Mans engine mods., giving approx. 115 m.p.h. at 5,000 r.p.m. First rate car for club racing at bargain price. £585.—Byfleet 4567.

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SEE Cornwall Garage and Engineering Co., Ltd., displayed advertisement on page 750.

DKW

1955 DKW de luxe coupé, 42 b.h.p., unique, blue/grey, leather upholstery. £555.—Lancaster, 71 Eastcote Avenue, Greenford, Middx. WEMbley 6297.

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MK. XI, S11, 1957, £450!! Less engine (100E), b/axle and minor details.—The Lido Garage, Sports Racing Specialists, Moor Road, Papplewick, Nottingham. Hucknall 184.

SEE Cornwall Garage and Engineering Co., Ltd., displayed advertisement on page 750.

THE FASTEST Mk. VI in the country, Stage II Climax, TC, box, Turner electron wheels, hydraulics, very low price.—Performance Cars, Ltd., Ealing 8841.

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THOMSON'S hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, halfshafts, crown-pinion sets, and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.

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SEE Cornwall Garage and Engineering Co., Ltd., displayed advertisement on page 750.

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1956 SIMCA Grande Large, blue and cream, one owner only, low mileage, beautiful condition. £685.—Broadway Motors, Ltd., Hanworth Road, Hounslow. HOUNslow 6203.

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1957 SUNBEAM Rapier, finished two-tone antelope and grey, fitted floor change, overdrive, 8,000 miles genuine. As new. £825. Terms and exchanges.—Elmer Garage, Ltd., Harefield Road, Middleton-on-Sea, Bognor Regis. Tel.: Middleton-on-Sea 3557.

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TURNER-A35, 1957, re-offered for sale owing financial default of purchaser. Previous enquirers please re-apply. Airflowed head, special equipment, fast, economical, smart. £550.—Miss Marshall, Kings House, Tillington, Petworth.

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(Continued overleaf)

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WEBERS.—Pair of twin-choke 38 DCO 3 carbs, complete with manifold to suit FWA 1,100 Climax, little used, and brand new.—Offers to D. Buxton, 4 Church Street, Spondon, Derby 55129.

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MANGOLETSI INLET MANIFOLDS. "Twin Carb. Performance for under £10". Also MANGOLETSI HIGH COMPRESSION KITS. At last, H.C. conversions at a price you can afford.—Motortune, Ltd., Official Agents, Jay Mews, Kensington Gore, S.W.7. KNI 7771.

MINOR 1000 CONVERSION, consisting of: Alexander head, twin SUs (Aquaplane manifold), air filters, double valve springs, Derrington four-branch exhaust, Burgess silencer, special speedometer head. This kit has been built up after very careful testing and timing and from experience on the road, I doubt if there are more than two or three faster Minors. Change of make of car forces reluctant sale. Cost £44 10s., accept £29 10s. (Speedometer and cylinder head exch.)—O. Barnes, 10 Stratton Gardens, Luton, Beds. Phone: Luton 4906.

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CONNAUGHT ENGINEERING for all Conversions.—See under "Engineering Services".

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We supply and fit the following conversions:—Downton Engineering (Main Agents). Roger Boudot (Dauphine). *Pierre Ferry (Dauphine and 4CV). Alexander Laycock overdrives. *Hypower Brake Servo Units. Lowered Suspension for Dauphine £10. *United Kingdom Agents.

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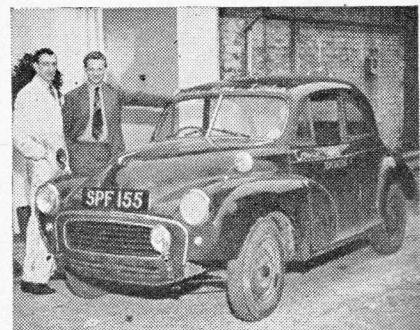


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JAGUAR D.C.

THE Jaguar Drivers' Club held its second autumn rally during the night of 22nd/23rd November. Of the 38 cars that arrived at the start at Lichfield, 12 were from the Jaguar Apprentices Motor Club who were competing for their own separate awards. The cars in the Jaguar entry list were very representative of the marque, ranging from the 1½- and 3½-litre saloons of Ft.-Lt. Rayner and W. A. Pollock to the latest in 2.4 and 3.4 models.

The route of some 220 miles over a wide variety of terrain was contained within a rough triangle—the apex being Lichfield and the base corners at Whalley Bridge and Sheffield.

Bill Bleakley (XK 140), apart from losing six marks at the first control after the halt, lost no further marks, and thus won the rally for the second year in succession. It is certainly no coincidence that his navigator on both occasions was Brian Harrocks—one of the best men in the business.

Bleakley's closest rival, Austen Jenkinson (2.4), who lost 12 marks at the first control, lost a further four along the route and thus finished second with a total score of 28 to Bleakley's 19. Third place went to Tom Rowe and his well-known and well-driven Mark VII, who lost 12 marks at the first control and a further 13 along the route. However, some heavy penalties on the first section made his score 254. The team award went to the Northern team of Bleakley-Rowe-Cade who finished first, third and eighth respectively.

Of the Apprentice entry, the outstanding performance was undoubtedly put up by Warren Needham (Fiat 1100), very ably navigated by Graham Robson. He lost only 27 marks which easily gave him

victory in this section. Second was Trevor Crisp (A35) and the other two Apprentice entries to finish the course—Pat Smart (M.G. TF) and Ron Beaty (Rapier)—finished third and fourth.

Of the 12 official finishers, eight were J.D.C. members, and the other four members of the Jaguar Apprentices Motor Club.

EXETER MOTOR CLUB ANNUAL DINNER

THE annual dinner of the Exeter M.C. was held on Friday, 28th November, at the Countess Wear Hotel. Mrs. A. E. Rowsell, wife of the President of the club, presented the prizes, and dancing continued until 1 a.m.

... AND SEVENOAKS ...

ABOUT 270 members and guests attended the Sevenoaks and District Motor Club annual dinner and dance at the Grasshopper, Westerham, on Friday, 28th November. The guest of honour, Sydney Allard, presented over 100 awards to prize-winners in the year's motoring events, including the principal award, the Rose and Crown Trophy, which was won by Stan Coldham (Aceca-Bristol). The Jack Kemsley Cup, awarded to the most successful navigator of the year, went to Tom Godfrey, who drove up from Bristol to compete in most of the events.

Amongst those present were Basil Tye, Jack Kemsley, Johnny Reeves, David Seigle-Morris and Brian Fry.

... AND THE B.A.R.C.

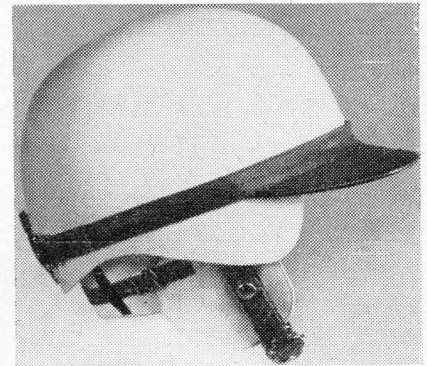
THE annual dinner and dance of the British Automobile Racing Club, North-West Centre, was held on Thursday, 27th November, at a new venue, the Blundellsands Hotel, Crosby. Here

it should remain, because it was one of the year's best motoring parties!

After speeches by the Vice-President, H. S. Phillips, the Chairman, J. A. Fisher, and Council Member, S. M. Lawrey, a glittering array of silverware was disposed of by Mrs. J. A. Fisher, the main recipients being M. Ellice-Clark, H. M. Synge and F. H. Cawson.

Among the large number of members and guests present, the racing world was well represented; among others one noticed the Jeff Sykes, the Gillie Tyrers, the Stuart Dodds, the Jock Sincairs and the Graham Peacocks, most of whom attended a "phenomenal after the ball and what was left of night" party at Centre H.Q., i.e., the Park Hotel, Netherton, where mine hosts are Tom and Edna Taylor.

Incidentally, there is a hot pot and film show here on Sunday, 21st December, at which we are assured of some new films.



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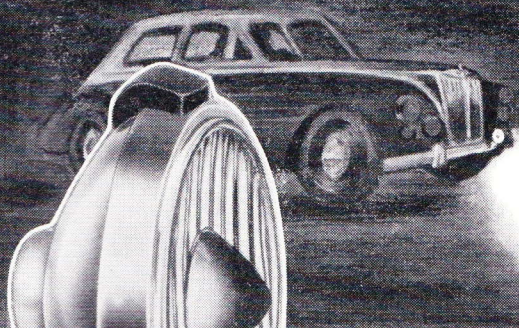
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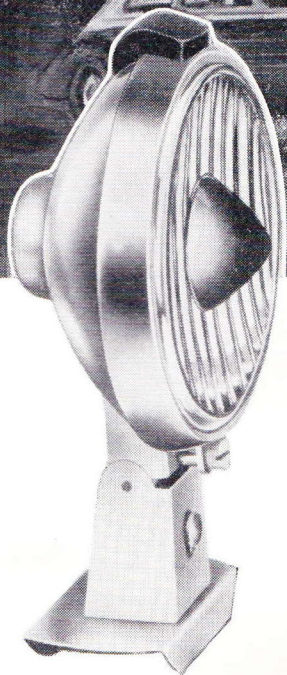
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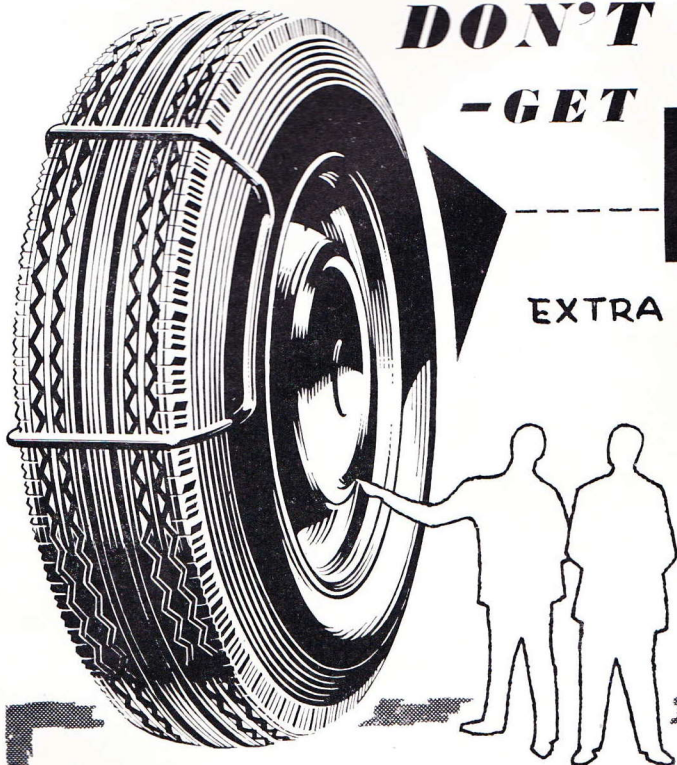
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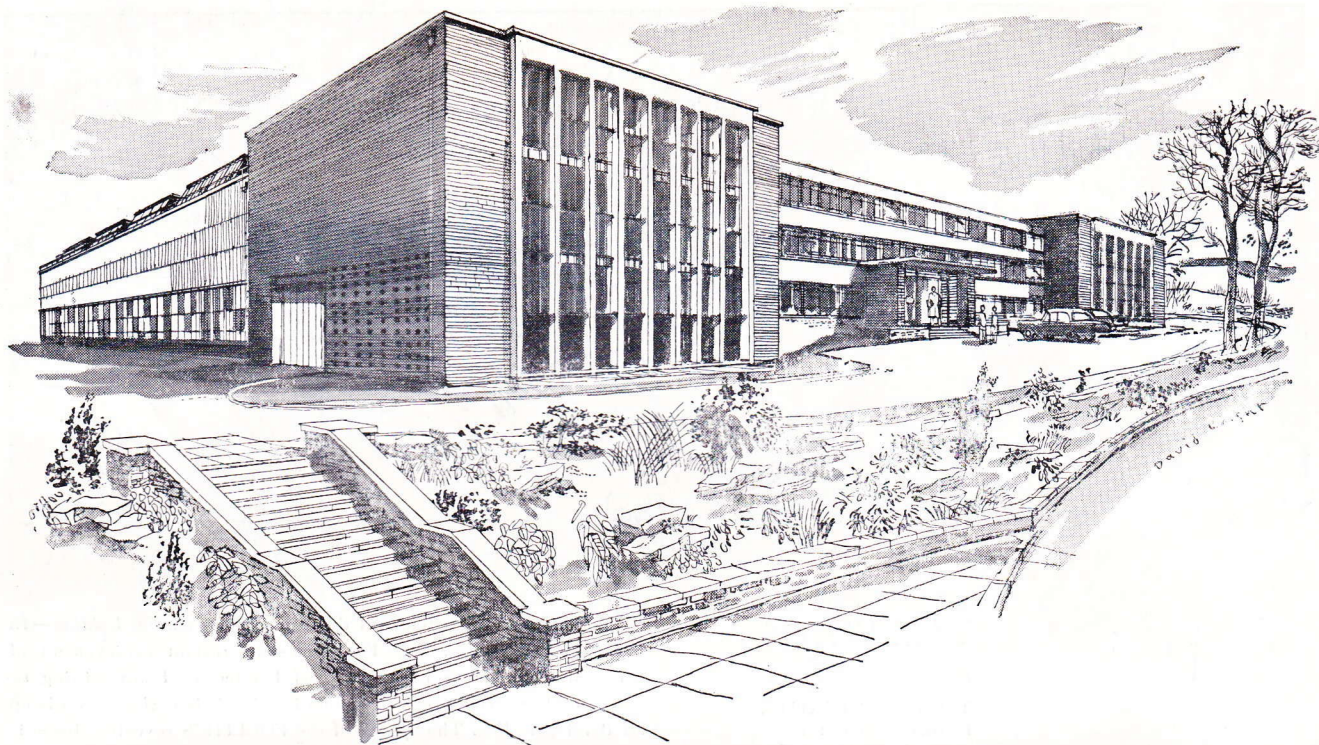
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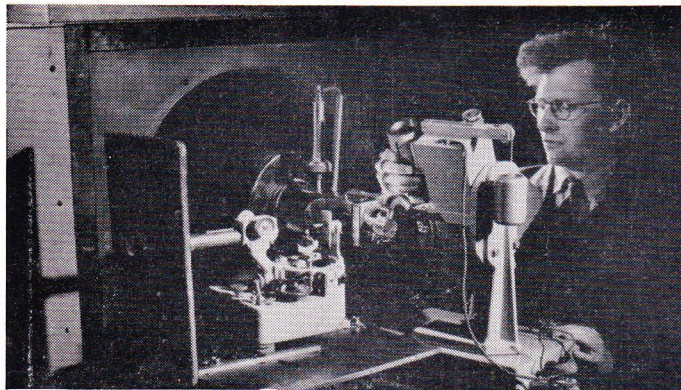
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