AUTOSPORT

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NOVEMBER 8, 1957

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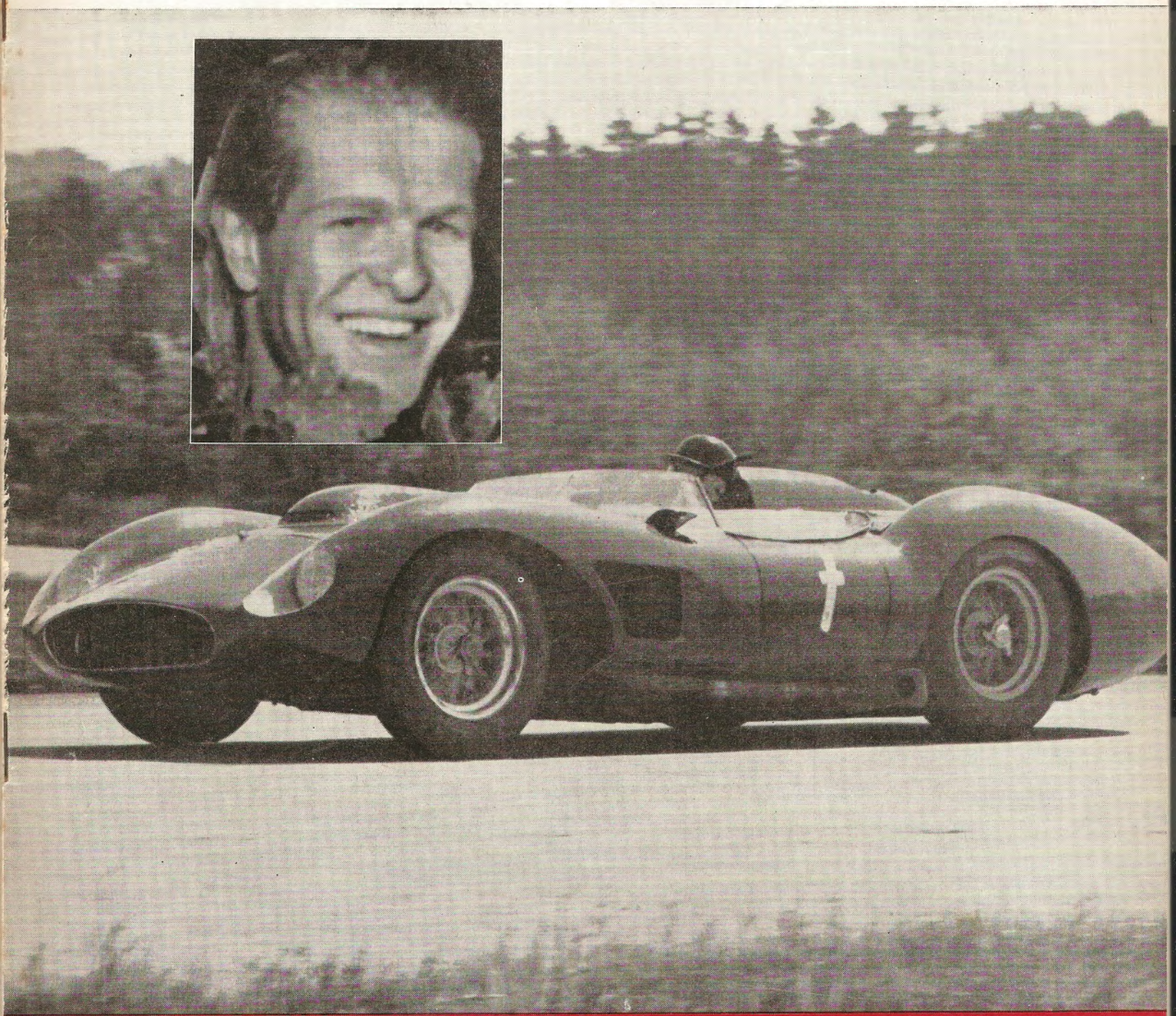

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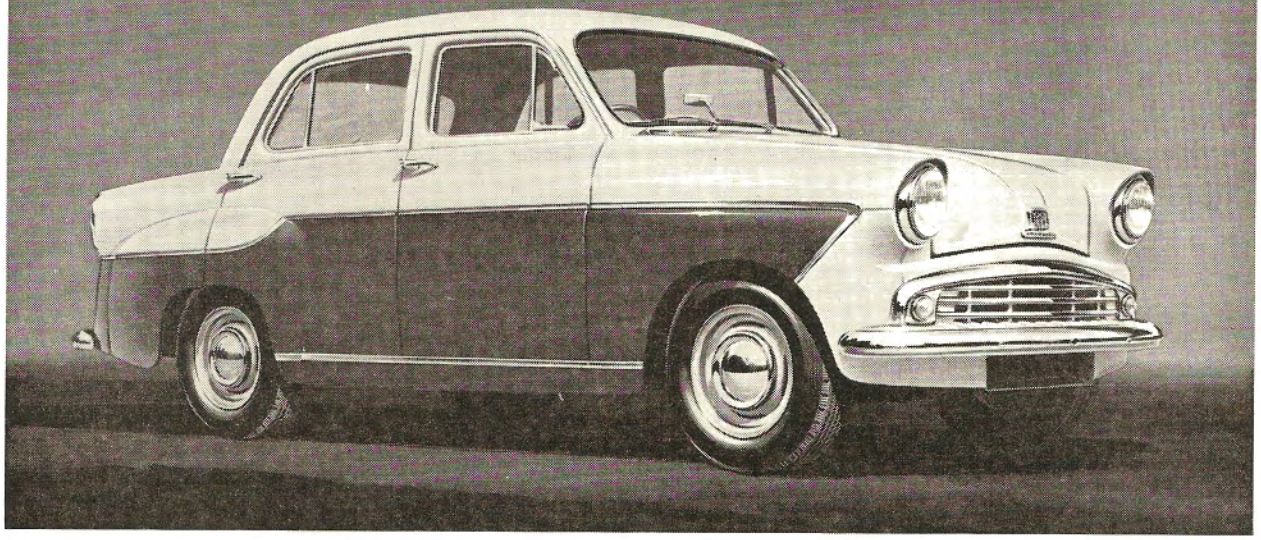
CALIFORNIA'S INTERNATIONAL CIRCUIT OPENED : THE CHASE TROPHY TRIAL

The exclusive car of the year



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Vol. 15 No. 19 November 8, 1957

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EDITORIAL

MASERATI BID FAILS AT CARACAS

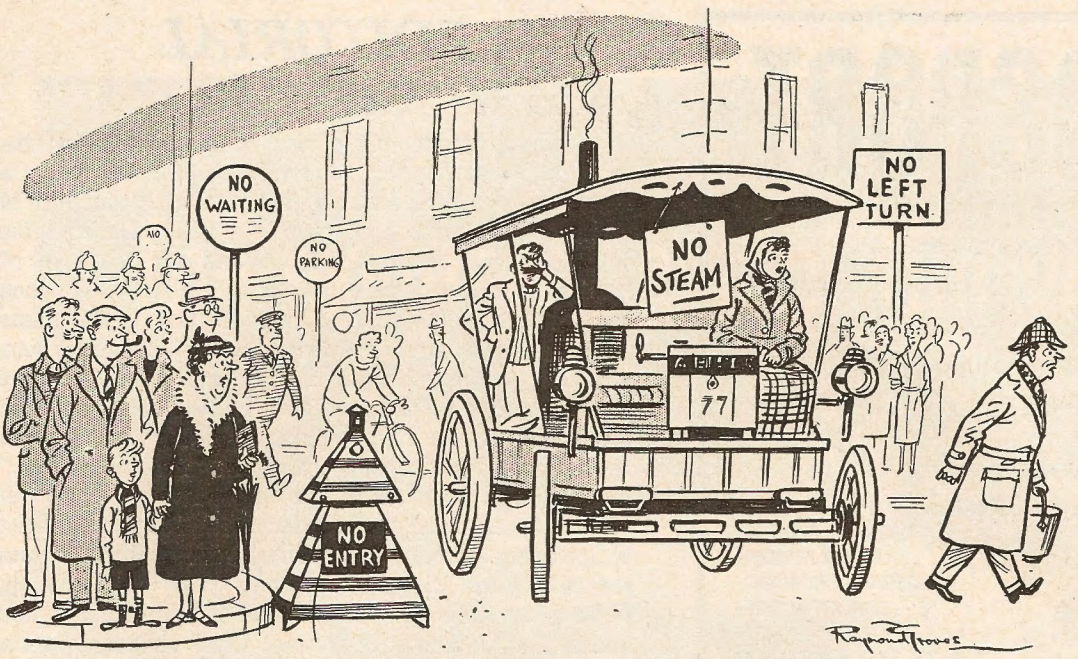
THE all-out effort of Officine Maserati to wrest the World's Sports Car Championship from Scuderia Ferrari met with failure in the G.P. of Venezuela at Caracas last Sunday. Led by Peter Collins, the Maranello cars finished 1-2-3-4 and for the men of Modena it was a day of disaster. Stirling Moss, when in the lead, fell victim to one of those unfortunate accidents which are an ever-present risk when drivers of widely varying ability race together. Unhappily the American driver Dressel involved was injured, and Moss, despite his narrow escape, gallantly took over another car in an effort to catch the "Prancing Horse" projectiles. However, it was to no avail; it was not Maserati's day, and the wonder of it all is that, in spite of accidents and a couple of fires, none of the team was seriously hurt. So, for the third year in succession, Ferrari can claim the proud title of World Champion Sports Car Builders. Next year chief challenge to the red cars will obviously come from the David Brown Aston Martins; the 3-litre limit means that the Feltham technicians can concentrate on one machine instead of having to keep adding cubic capacity to stay in line with their rivals.

SPUTNIKS OF GRANDS PRIX

SOVIET Russia's tremendous achievement in putting two satellites into the stratosphere emphasizes the considerable advances in technology made by the country's scientists. The U.S.S.R., by reason of these epoch-making events, must not be underrated if and when it is decided to enter International motor racing. The Kremlin has two very good reasons for taking part in G.P. racing, namely, for propaganda purposes, and the valuable prestige which accompanies success—particularly when a nation may embark on very large-scale vehicle production. Should Russia decide to challenge the world's motor manufacturers, it will be a very serious undertaking. Assuredly every single advance in automobile engineering is being carefully studied, and there is reason to suppose that drivers are already being trained. It is to be hoped that Her Majesty's Government is alive to the need for keeping this country to the fore in mechanized sport, and that all possible encouragement is given to the people who stand behind this country's progress in International contests. Everyone must now realize that the sharp rise in British car exports, coming at the same time as the racing successes of Vanwall, Jaguar, Aston Martin, Lotus and Cooper, is not merely coincidence. Not only are these a wonderful sales tonic, but must also be an inspiration to build even better motor cars in the future.

OUR COVER PICTURE

COVER BOY is Peter Collins who, co-driving with Phil Hill in a 4.1-litre Ferrari, won last Sunday's Grand Prix of Venezuela at Caracas, thus consolidating the World's Sports Car Championship for the "Prancing Horse".



PIT and PADDOCK

COMMENT by reader after references to "Francesco" Salvadori and "Charlie" Brooks after Pescara: "Anyone who refers to Tony as Charlie, is an even bigger Charlie."

APPARENTLY John Ogier is still in hospital—Private Ward 6, Rye Street, Bishop's Stortford, Herts. He would like to thank everyone who has sent him messages of good cheer!

ASKED about the Formula 1 Aston Martin reported in Continental papers, Mr. David Brown told AUTOSPORT: "We have the engine and also a chassis". Beyond that, he would comment no further.

NANCY MITCHELL receives (left) the R.A.C. Ladies' European Touring Championship award from Mr. J. W. Thornley, Director and General Manager of the M.G. Car Co., Ltd., and Riley Motors, Ltd. John Gott, Joan Johns and Marcus Chambers look on. (Below) The latest 1,290 c.c. Alfa, the Giulietta S.S., on its stand at the Turin Show.

ASTON MARTINS are almost certainly going to Sebring with a team of three cars. Feltham intention is to take part in the World Championship (Sports cars) series. Jean Behra is mentioned in the bar of "L'Action Automobile" as a likely member of the team.

IT is extremely unlikely that Maserati will build a Formula 2 car for 1957. Plans for the future include a V-12 3-litre sports car, and a 1,500 c.c. Grand Touring project.

SCUDERIA Ferrari's entries for the South American races will comprise 2½-litre Vee-sixes, similar to that raced by Peter Collins at Casablanca. It is said that Jean Behra will drive one of them.

LUIGI MUSSO'S name is being linked with Officine Maserati for next season. Harry Shell, like Behra, is going freelance. Curious that all B.R.M. successes have been scored with French drivers!

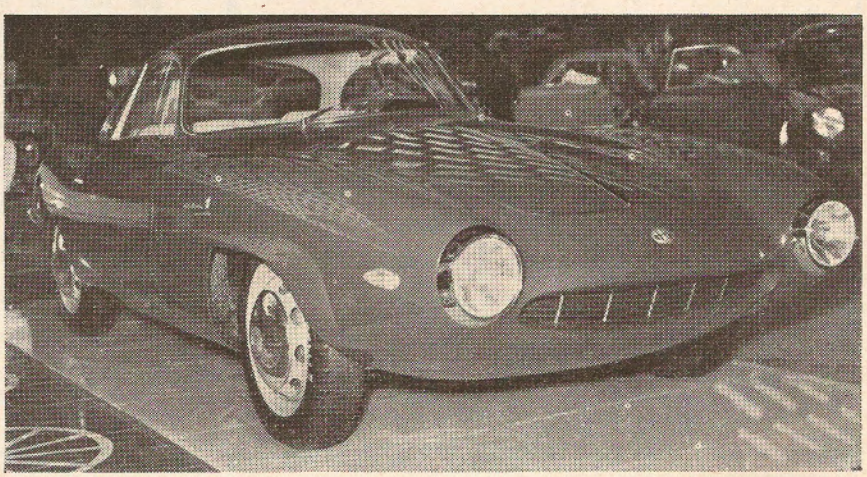
LIKELY that seven of the new Riley "One-point-fives" will be entered by B.M.C. in the Monte Carlo Rally.

MISS SHEILA VAN DAMM will open the R.A.C. Diamond Jubilee Exhibition. "The Age of The Motor Car", at the Birmingham Science Museum, New Hall Street, Birmingham, on Tuesday, 12th November.

MAURICE GATSONIDES and Marcel Becquart have entered a TR3 Triumph for the Monte Carlo Rally.

GEORGE WICKEN, still in hospital after his Oulton Park accident, regrets that his very popular Wickens Dairies Dance at Maidstone, scheduled for 12th November, has had to be postponed until his recovery. George is in the West Kent Hospital, Maidstone.

A FEW 7*s.* 6*d.* tickets are still available for the B.R.S.C.C. film shows at Manchester, Birmingham and London on 22nd November. The shows are open to any club members, and all films are "premiers".



FERRARI 1-2-3-4 AT CARACAS

Maserati Bid for Championship Fails After Series of Misfortunes—Peter Collins/Phil Hill Win for "Prancing Horse" at Over 95 m.p.h.

LAST Sunday's Grand Prix of Venezuela, on the very tricky 6.2 miles circuit at Caracas, was won by Peter Collins/Phil Hill (4.1 Ferrari) at an average speed of 95.4 m.p.h. In second place came Luigi Musso/Mike Hawthorn in a similar car, one lap behind, then the German pair Von Trips/Seidel, followed by the Franco-Belgian combination, Trintignant and Gendebien—all in 3-litre cars.

Maserati's attack for championship honours met with a series of mishaps. Stirling Moss, after 33 laps, was nearly 2 mins. ahead, when his 4.5 Maserati came into collision with the American driver Dressel, near the pits. Dressel's A.C. Bristol was virtually cut in two, but latest news is that he is making satisfactory progress: his injuries comprise a broken shoulder bone, and cuts on hip, ankle and face. He is expected to leave hospital before the end of the month.

Actually, several European drivers, constituting U.P.P.I., protested strongly that the circuit was dangerous, and that the event should not count towards the World's Sports Car Championship. Officials present included M. Auguste Pérouse (President of the C.S.I. of the F.I.A.), M. Schroeder and Count Lurani —also of the C.S.I. However, despite the protests, the race was run as planned.

Tony Brooks was released by Aston Martin to drive for Officine Maserati, and put up fastest lap in the 3-litre category, although he was down to share a "4.5" with Moss. During the early practising stages, Behra (4.5 Maserati) was fastest with an average speed of 88.56 m.p.h., in poor weather conditions. The weather improved for the final practice session, and certain alterations were made to the circuit after the U.P.P.I. protest.

Stirling Moss soon got into his stride, and turned in fastest lap of all, with 3 mins. 41.1 secs., 161.600 k.p.h. (100.4 m.p.h.)—1.2 secs. faster than the next man, Behra—also in a 450S Maserati. Third best was Musso with 3 mins. 43.3 secs. The Fayen/Oliver Ferrari-Mercedes device was disappointingly slow (300SL Mercedes-Benz engine in Ferrari chassis). Fastest of the smaller cars was the Porsche 1500RS of the two Eds, Crawford and Hugus. Also in a Porsche were two lady drivers, Denise McCluggage and Ruth Levy. The Corvettes driven by Troy Ruttman, Johnny Parsons and Dick Thompson were apparently outpaced by the European sports-racing machines. Fangio, who was to have co-driven with Carlos Menditeguy was a non-starter, leaving the latter without a drive. Temple Buell's new 4.5 Maserati was driven by Masten Gregory and Dale Duncan and Bonnier shared a Maserati with Scarlatti.

Other practice times were: Shell (4.5 Maserati), 3 mins. 48 secs., Collins (4.1 Ferrari), 3 mins. 46 secs., Hawthorn (4.1 Ferrari), 3 mins. 52.1 secs., Hill (4.1 Ferrari), 3 mins. 59.2 secs. and Scarlatti (3.0 Maserati), 3 mins. 58.2 secs.

Seventeen cars faced the starter, and Moss soon took the lead. Maserati's first blow came on lap 15, when Masten Gregory collided with another competitor, damaging his car but escaping uninjured. Moss, driving brilliantly, began to draw away from the rest of the field, comprising Shell, Hawthorn and Von Trips. It looked as if the "Trident", with its powerful 4.5-litre cars, would be difficult to defeat. However, the Collins/Hill Ferrari was gradually coming into the picture, and all the Maranello machines seemed to be going extremely well.

Then, on lap 33, Moss became involved with the A.C. Bristol, and that was two "4.5" Maseratis out of the race. More disasters were to follow. Just as Harry Shell came into the pits to refuel and hand over to his co-driver, the car burst into flames. Jean Behra, who was also at the pits, was painfully burned about the hands. The fire was soon extinguished, and, as quick as lightning, Moss jumped into Behra's car and was off about 3 mins. behind the leader, the Musso/Hawthorn Ferrari. Shell also restarted.

After 50 laps, the Musso/Hawthorn car led the Von Trips/Seidel Ferrari by 27 secs., with Moss in third place, 1 min. 20 secs. behind. Stirling had set up fastest lap, with 3 mins. 38 secs.

However, Moss's car developed trouble, and was retired. Peter Collins took the lead, followed by Mike Hawthorn and Von Trips. Shell was too far back to trouble the Maranello cars. Then disaster struck again. Bonnier's car lost a wheel, and was struck by Shell's machine. Fire broke out, but luckily both drivers escaped with bruises and light burns. Scuderia Ferrari now completely dominated the race, with Peter Collins, ably backed up by Phil Hill, in the lead from Musso/Hawthorn, Von Trips/Seidel and Trintignant/Gendebien. A long way behind came the 3-litre Maserati of the Venezuelians Marcotulli and Chimeri, not far in front of the Crawford/Hugus Porsche.

Peter Collins eventually received the chequered flag, one lap in advance of Hawthorn—thus consolidating the championship, threatened by the late inclusion of Caracas in the series.

Results

1. **Peter Collins**/Phil Hill (4.1 Ferrari), 6 h. 31 m. 55.6 s., 153.538 k.p.h. (95.4 m.p.h.), 101 laps (1,002.93 km.).
2. Luigi Musso/**Mike Hawthorn** (4.1 Ferrari), 1 lap behind.
3. Wolfgang von Trips/Seidel (3.0 Ferrari), 2 laps.
4. Maurice Trintignant/Oliver Gendebien (3.0 Ferrari), 4 laps.
5. Marcotulli/Chimeri (3.0 Maserati), 10 laps.
6. W. Crawford/Ed Hugus (1.5 Porsche), 11 laps.
7. Batista/de Vroon (2.0 Ferrari), 12 laps.

Fastest lap: Stirling Moss (4.5 Maserati), 3 m. 38 s.

World's Sports Car Championship

1.	Ferrari	...	36 pts.
2.	Maserati	...	25
3.	**Jaguar**	...	17
4.	**Aston Martin**	...	8
5.	Porsche	...	5
6.	Osca	...	1

SPORTS NEWS

500 MILES OF MONZA

THE A.C. di Milano has announced that the 500 Miles of Monza will take place on 29th July, 1958, but will be for sports and *gran turismo* machines. Apparently the "Two Worlds Trophy" has been abandoned, so American cars will not be seen on the much-discussed speed circuit. Date of the Italian G.P. is confirmed as 7th September, and this will be preceded by the Coppa Inter-Europa for G.T. cars.

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

"JOHN MORGAN has excelled himself"—that is what they were saying at last Friday's annual dinner-dance of the British Automobile Racing Club, in Grosvenor House Hotel. To cater for over 1,000 members and friends is no easy task, but the little band of people in the B.A.R.C. Park Lane office made it a memorable evening for everyone who was lucky enough to be there. The cabaret has surely never been excelled at any motor sporting party—and how the folk cheered when John (The Mixer) Green assisted in a most baffling illusion, when he securely tied up the attractive girl in a sack, saw that she was handcuffed and safely stowed away in a large cylinder. Her partner watched all this, then suddenly disappeared. Out came the girl, completely free and even with a change of clothes; her partner was discovered tied up in the sack, and handcuffed! The rest of the show was equally tip-top.

Speeches were practically eliminated this year; fortunately the President, the Duke of Richmond and Gordon, agreed to address the guests. This he did in his most brilliant manner, referring to the predominance of British drivers in G.P. racing, and to the wonderful successes of the green cars—which, of course, includes the blue machines of "Ecurie Ecosse". His Grace made particular reference to the Vanwall, and to the tremendous repercussions these Grand Prix victories had made in other countries. He also referred to the pioneers who had started this country off on the road to success just after the war, and there was no doubt in anyone's mind to whom he was referring, when he named Reg Parnell to the accompaniment of deafening cheers. Then His Grace spoke of "Ecurie Ecosse", and called David Murray to the top table, in order to present him with the coveted gold medal awarded for a really outstanding achievement—the Jaguar victories at Le Mans in 1956 and 1957.

David made his reply with the dry humour for which he is noted. Of the

GONG: The B.A.R.C. Gold Medal which has been presented to Ecurie Ecosse.

PRESENTATION at the B.A.R.C. dinner of the B.A.R.C. Gold Medal was made to David Murray by the Duke of Richmond and Gordon, President of the club.

Le Mans combination, Ron Flockhart, Ivor Bueb and Wilkie Wilkinson were present, Ninian Sanderson and John Lawrence being unavoidably absent.

Amongst the guests were Earl Howe and Countess Howe, the Hon. Gerald and Mrs. Lascelles, Mr. Wilfrid Andrews, Mr. and Mrs. E. Bayliss, Mr. and Mrs. Huddart, Mr. and Mrs. Claude Wallis, Mr. and Mrs. Roland Danger-

★

SPIRIT of revelry is well apparent in this group (above). Standing are Cliff Davis, Syd Greene and Roy Salvadori, while the front row of the grid includes Rita Royce and Mr. and Mrs. Danny Carter.

★

field, Mr. and Mrs. D. M. Glover, Mr. and Mrs. David Brown, Mr. and Mrs. K. L. Kelly.

Driver representation was considerable, including Stuart Lewis-Evans, Duncan Hamilton, Roy and Jean Bloxam, Nancy Mitchell, Roy Salvadori, David Hampshire, Alan Foster, Cliff Davis, John Coombs, John Dalton, Niall Campbell-Blair, John Cooper, Tom Bridger, Bill Holt, Alex McMillan, David Shale, Mike Salmon, Graham Whitehead, Albert Zains, Henry Taylor and John Young.

G.

★

LINE-UP (above) comprises "Wilkie" and Mrs. Wilkinson, Margaret Gibson-Jarvie, Jeannie Murray, Bob Gibson-Jarvie and Ivor Bueb. Others present (right) included Mr. and Mrs. Jack Bolton and Mr. and Mrs. John Cooper.

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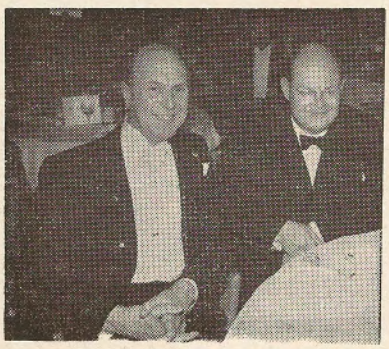

CAUGHT by the camera around the tables are (left) B.A.R.C. stalwarts Bob Laurie and Mike Wilson; (centre) Stuart Lewis-Evans and his wife, and (right) the Hon. Gerald Lascelles, Duncan Hamilton and Mrs. Lascelles.

NEW AT TURIN

SURPRISE from Fiat at the Turin Show which opened last week was the new Grande Vue "1200". This is a neat four-seater convertible, with a four-cylinder engine of 1,221 c.c., producing 55 b.h.p. Maximum speed is given as 84 m.p.h. The "Spyder", built to Gran Turismo specifications, is a neat two-seater with a slightly higher performance. Unlike the Grande Vue, it has a floor-located gear lever. Already Italy's special equipment people are going to work on components for hotting up both versions. Alfa Romeo are showing an entirely new 2-litre saloon noted for all-round visibility, and seating for six persons. It is also the intention of the Milan concern to introduce shortly a six-cylinder, 2.5-litre touring saloon of similar shape. The new 2-litre supplements the existing range and "1900" and Giulietta models, making the most comprehensive catalogue of vehicles announced by Alfa Romeo for many years. The Turin Show contains many beautiful examples of the Italian coachbuilders' art, from "G.T." versions of the Fiat 500, to superb high-performance machines from Alfa Romeo, Maserati, Lancia and Ferrari.

SCOTTISH MOTOR SHOW

THE opening of the Scottish Motor Exhibition at the Kelvin Hall, Glasgow, today (8th), will mark one of the first public appearances of the intriguing new Riley One-Point-Five sports saloon, described overleaf in this issue. The exhibition will remain open until 16th November, and altogether 34 makes of private cars will be represented, including a number of other new models which have not been generally seen since their début at the London Show.

LOCATION OF CARS AT KELVIN HALL

A.C., Stand No. 22; **Alfa Romeo**, 50; **Alvis**, 40; **Armstrong-Siddeley**, 34, 54; **Austin**, 10, 70, 71, 9, 19, 20, 69; **Austin-Healey**, 20; **Bentley**, 7, 33, 31, 63; **BMW**, 51; **Chevrolet**, 20; **Citroën**, 40, 55; **Daimler**, 25, 30; **Fiat**, 50, 76; **Ford**, 46, 47, 41, 42, 44, 49, 4, 13, 26, 48, 45; **Hillman**, 11, 29, 56, 60, 67, 75, 35, 1; **Humber**, 11, 57, 12, 29, 35, 56, 60, 61, 66, 75, 32, 58, 67; **Jaguar**, 14, 76, 3, 5, 36, 51, 6, 22, 33; **Jensen**, 32; **Mercedes-Benz**, 40; **Metropolitan**, 8, 9, 20, 69; **M.G.**, 3, 18, 23, 24, 62, 5, 15, 17, 21, 28, 72, 73; **Morris**, 5, 28, 59, 15, 23, 54, 72, 73, 17, 16, 64, 18; **Princess**, 70; **Renault**, 25, 53; **Riley**, 16, 32; **Rolls-Royce**, 7, 31, 63, 65; **Rover**, 6, 27, 69, 18, 19, 33, 51; **Simca**, 43, 50; **Singer**, 31, 63; **Standard**, 74, 6, 33, 7, 18, 51, 14, 36, 21, 43; **Sunbeam**, 1, 11, 32, 43, 56, 58, 60, 61, 67, 75; **Triumph**, 14, 52, 22; **Vauxhall**, 2, 12, 37, 17, 52, 65, 6, 19, 34, 8; **Volkswagen**, 34, 39; **Wolseley**, 3, 16, 21, 38, 62, 64, 68.

DINANT BAYARD ROCK HILL-CLIMB

ON Sunday, 20th October, the last round for the Belgian hill-climb championship was held at Dinant, at the Bayard Rock hill-climb. After the event two drivers were Belgian Champions ex-aequo, they were: George Harris (Abarth Zagato) and Adrien Scheid (Alfa Giulietta). Beurlys (Ferrari G.T. 4L100) recorded B.T.D. with 2 mins 14.8 secs. at a speed of over 110 kms. Ringoir (Ferrari G.T. 3L) was next with 2 mins. 17 secs.

In the 500 c.c. class, Barriat (Cooper-Norton Mk. IX) won with 2 mins. 22.4 secs., with Geo Dardenne (Cooper-Norton Mk. IV), with 2 mins. 34 secs., second.

Two Triumphs made the same time in the 1,600-2,000 c.c. class. They were those of Henry and Goffaux in 2 mins. 30.2 secs. Under 1,600 c.c., Tassin (Porsche) was best in 2 mins. 27.8 secs. Under 1,000 c.c. winner was Rener (DKW) in 2 mins. 41 secs.

Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 76—JOHN DALTON

HAILING from the same countryside that produced Reg Parnell, John Dalton is a name which one hears frequently these days. A true amateur, the young Derbyshire driver is a strong supporter of club events, and with his green and cream Austin-Healey 100S has played a prominent part in the AUTOSPORT Series-Production Sports Car Championship during the past two seasons, and his duels with Ken Rudd (A.C.-Bristol) have been a feature of many of the qualifying events. Like many other British drivers, John Dalton entered motor racing with the marque M.G. Desiring to go a bit quicker, he purchased George Phillips's famous Le Mans "TC", on which he learned the hard (suspension) way. Nowadays he is also to be seen in a DB3S Aston Martin, with which he has had considerable success, but the combination of Dalton and Austin-Healey is an altogether delightful one. "Steady" is usually another way of saying that a driver could go a lot quicker, but Dalton is both rapid and steady—a typical example of the Sammy Davis maxim that one cannot win a race unless one finishes. His cars are carefully prepared under the direction of his friend Alan (The Colonel) Barton, in the latter's Burton Road garage and tuning establishment, and it is very rarely that Dalton goes out with any mechanical bothers. Lately he has been taking his motor racing more seriously than of yore, and in consequence has attracted the attention of not a few team managers. He does not aspire to the status of professional driver, but without a doubt Dalton could easily become a valuable team man. Just to keep his hands and feet in during the no-racing season, John has ideas of buying himself a trials car. He does not care to footslog over his native Derbyshire, and reckons that the best way to get around would be in a mud-plugging device.

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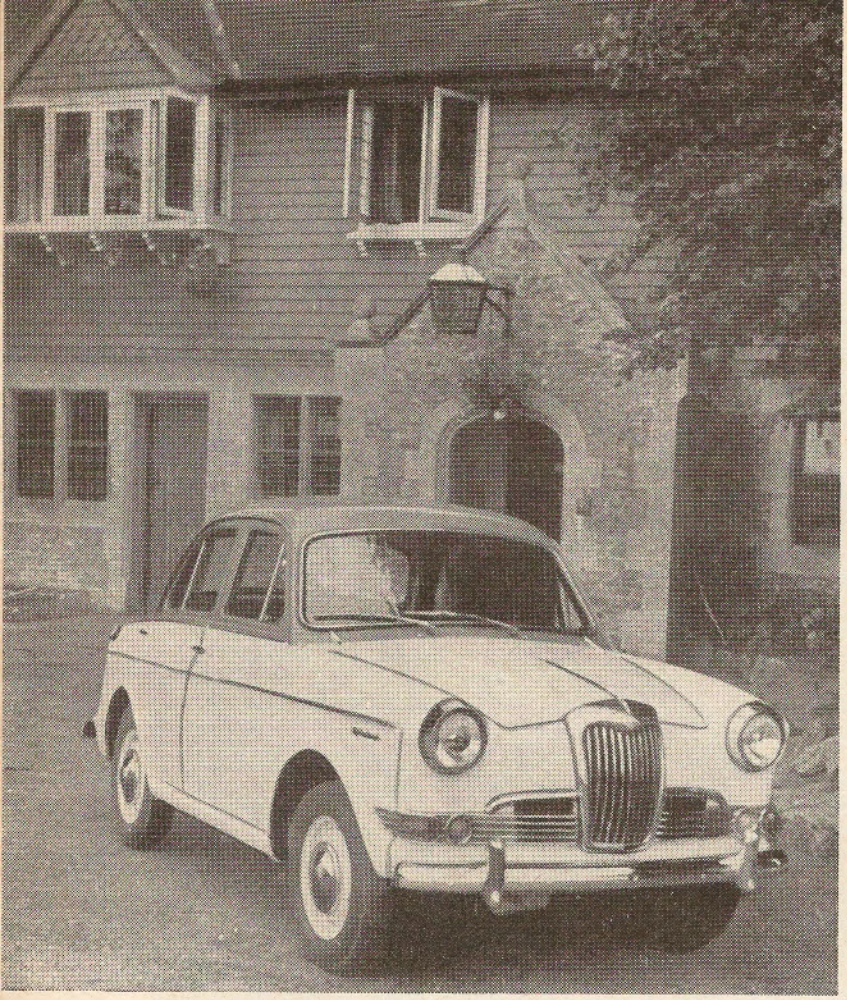
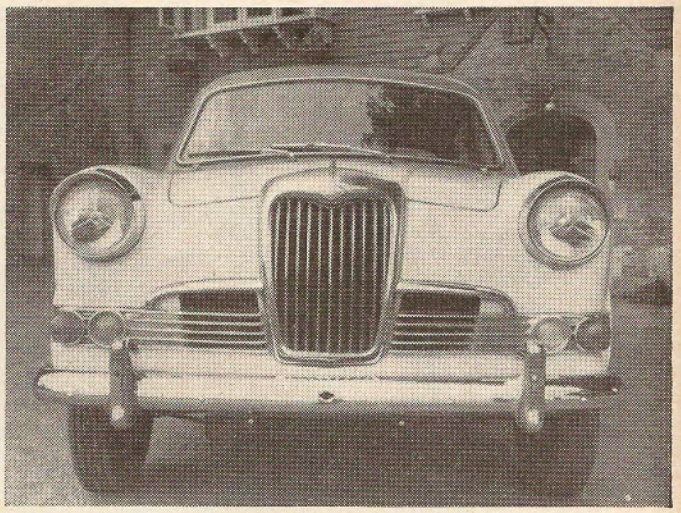




THE NEW RILEY
One-Point-Five

JOHN BOLSTER tries the latest from B.M.C.—a 1½-litre high-performance small saloon at a down-to-earth price

FAST BABY: Sleek new décor for a familiar and compact body shell. The new Riley is little bigger than the Morris Minor, but is powered by the 1½-litre "B" series B.M.C. engine in 68 b.h.p. twin-carburetter form, as in the M.G. Magnette. Equipped with bigger brakes and full instrumentation, it could almost be considered a G.T. version of the Wolseley 1500.

THE first Riley car was built in 1898 and shortly after the turn of the century the firm made its name with a three-wheeler that had front wheel brakes (yes, really!). Subsequently, the well-known round-radiator model, with its low build and big vee-twin engine, enhanced the fame of its makers by its successes in trials and hill-climbs.

After the Kaiser War, a pretty little 1½-litre side-valve car was designed, and the sports model, the "Redwing", was deservedly popular. Subsequently, the "Nine" initiated the series of models with inclined valves, pushrod operated. The latter years of the old company were never without financial worry, and its absorption by one of the big groups became inevitable. Lord Nuffield stepped in, and the Riley became perhaps less individual but much more of a commercial proposition.

That brings us to the latest model, the One-Point-Five. Of course, many of its components bear an affinity to other B.M.C. designs—it would cost twice as much if they didn't. If you called it a Wolseley 1,500 with an M.G. engine you would be doing it less than justice, however.

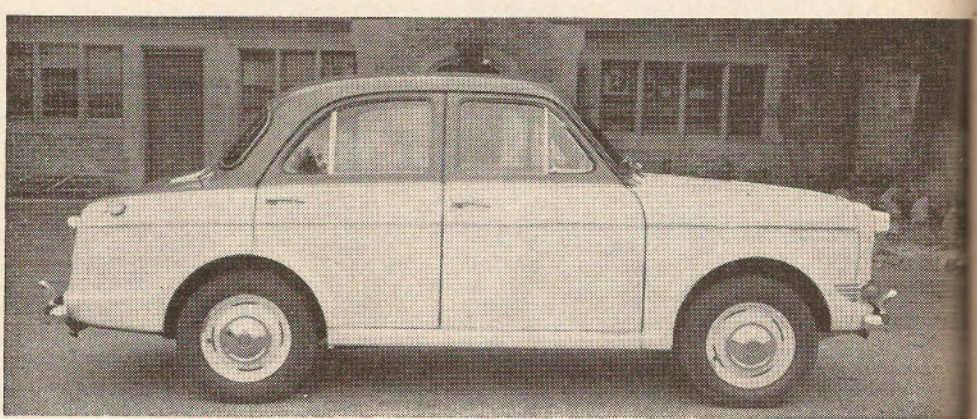
The Riley One-Point-Five is an extremely attractive little car. It is compact enough for modern traffic and parking conditions, but it has the high gear and the long stride of a much bigger machine. The engine develops some very real power, and this cannot be considered as other than a high-performance car.

The chassis is in the form of a compact pressed-steel four-door saloon body. The wheelbase is only 7 ft. 2 ins. and the track just over 4 ft. 2 ins. Very solidly constructed and fully equipped, the car is not exceptionally light, but at 18½ cwt. it is still well below the average weight for current 1½ litres. The front suspension is by wishbones and torsion bars, with piston-type dampers forming the upper linkage. Extra long swivel pins and rack and pinion steering are praiseworthy design features. At the rear, a hypoid axle on semi-elliptic springs suffices.

Girling hydraulic brakes are fitted, with 9 ins. x 2¼ ins. front drums and 8 ins. x 1½ ins. rear drums; there is a central hand brake lever. The ventilated four-stud disc-type wheels carry 5.00-14 ins. tubeless tyres. Real leather upholstery and a walnut dashboard typify the style of the interior. The instruments are of the "expensive" type, and include a revolution counter.

The power unit for this compact de luxe saloon is the B.M.C. "B" series engine. It gives 68 b.h.p. on the bench, or 62 b.h.p. as installed. Peak speed is 5,400 r.p.m., and the compression ratio is 8.3 to 1. The valves are operated by pushrods and rockers from a single chaindriven camshaft. The clutch is a Borg and Beck, and the four-speed gearbox is mounted in unit with the engine, having a central remote-control gear lever. The ratios are 3.73, 5.12, 8.25 and 13.56 to 1.

All of this adds up to a brisk little car with very real "punch". By courtesy of Jimmy James, I was able to make a short test of the One-Point-Five before its introduction. The car that I took over had insufficient seat adjustment for my long legs, but I understand that the bolts can easily be repositioned. Apart



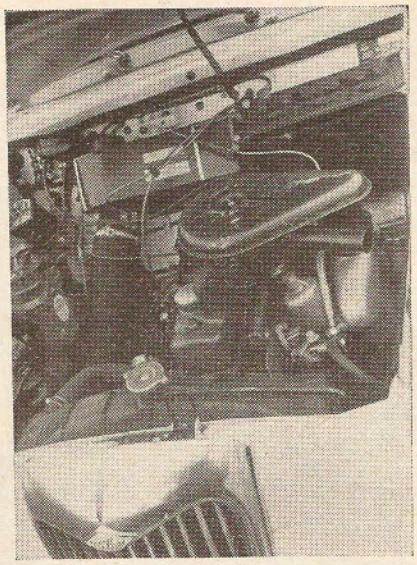
from that, the driving position is good and the all-round visibility excellent.

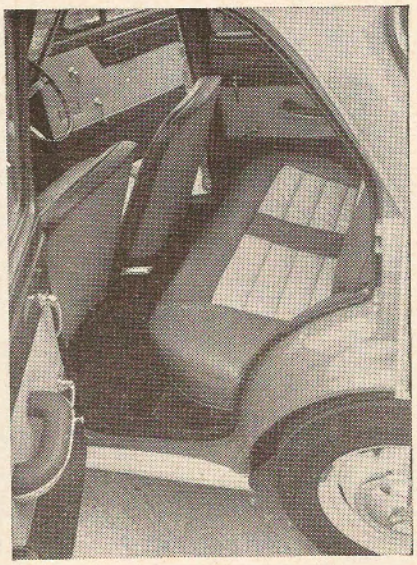
The engine revs. freely and the gearbox gives it every opportunity. The speedometer is much more accurate than are those found on the cheaper B.M.C. models. About 45 m.p.h. in second gear and 75 m.p.h. in third seemed to correspond to an engine speed around 5,500 r.p.m. To go higher is pointless, as one is past the peak, but there are a few hundred more revs. before valve crash sets in.

The steering is light and the general handling very pleasing. Controllability on wet roads is well above the average, and only by deliberately provoking wheelspin can one make the rear wheels patter. Riding comfort is good on all but the worst roads.

Easy running at relatively high speeds is the car's best feature. I attained 80 m.p.h. frequently during my trial, and I would expect to find at least another 5 m.p.h., given a long enough straight. This ties up quite well with the maker's claim of 88 m.p.h. as a mean timed maximum. The brakes remained powerful after hard and frequent applications.

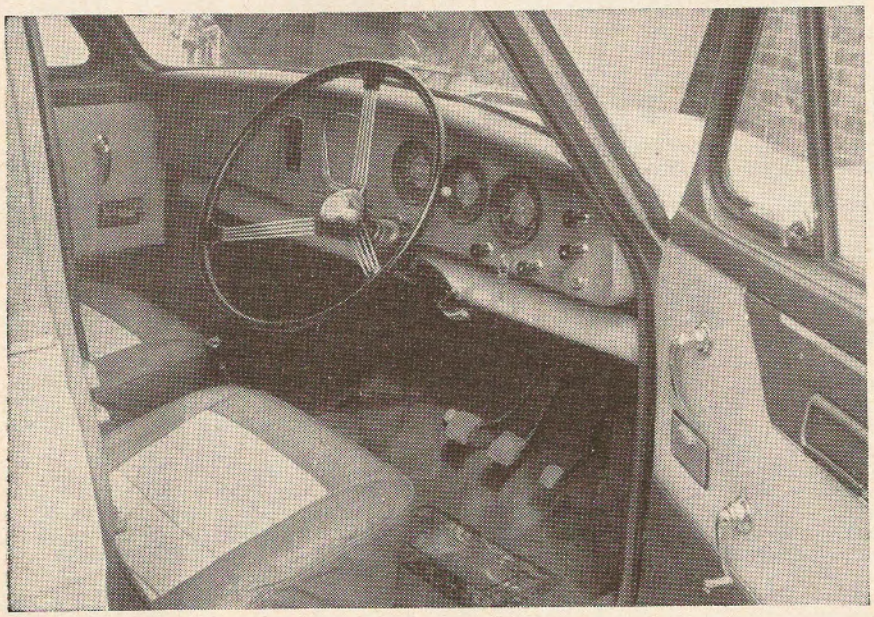
Many enthusiasts bemoan the loss of the old twin-camshaft-plus-pushrods-and-rockers type of Riley engine. They might just as well sorrow for the "rorty" great vee-twin of the round-radiator era. Without these traditional features, this is still an excellent car of Riley quality. At £863 16*s.*, including P.T., it must outsell all its predecessors.





PACKED into quite a small bonnet (above, left) is the 1½-litre engine with twin SU carburetters. "Maintenance" side of the engine, however, is not cramped.

WELL-SHAPED separate front seats (above, right) are provided for driver and "navigator". Rear seat legroom is somewhat restricted but upholstery is comfortable and the interior very comfortably appointed.



FUNCTIONAL cockpit layout incorporates a full set of accurate instruments including a rev-counter. Minor controls on the walnut dash are well spaced out for easy location. The floor-mounted gear-change is one of the best of its kind.

Specification

Engine: 4-cyl. o.h.v. (push-rod), 73.025 x 88.9 mm. (1,489 c.c.). 8.3 to 1 compression ratio. 68 b.h.p. at 5,400 r.p.m. Twin SU semi d/d. carburetters.

Transmission: Borg and Beck clutch. Four-speed gearbox, ratios 13.56, 8.25, 5.12 and 3.73 to 1. Reverse, 17.73 to 1. Hardy-Spicer prop. shaft. Hypoid rear axle.

General: Girling hydraulic brakes (9 ins. x 2½ ins. front, 8 ins. x 1½ ins. rear). 7-gallon (32 litres) tank: 8.4 U.S. gallons. Mono-construction steel body. Independent front suspension by torsion bars, with Vernier adjustment. Semi-elliptic rear. Piston-type hydraulic dampers. Rack and pinion steering. 5.00 x 14 Dunlop tubeless tyres.

Dimensions, etc.: Length, 12 ft. 9 ins.; width 5 ft. 1 in.; height, 4 ft. 11¾ ins. Track (front) 4 ft. 2¼ ins., (rear) 4 ft. 2 5/16 ins. Wheelbase, 7 ft. 2 ins.; Turning circle, 32 ft. 11 ins.-34 ft. 3 ins. Weight (unladen), 2,060 lb.

Price: £575 (plus P.T. £288 16*s.*).

Optional Equipment: Radio; whitewall tyres.

★

POWER - EGG: 68 b.h.p. is produced by the 1½-litre "B" series engine; it is combined with a close-ratio gearbox and central gear-lever, the complete unit being similar to that used in the M.G. Magnette.

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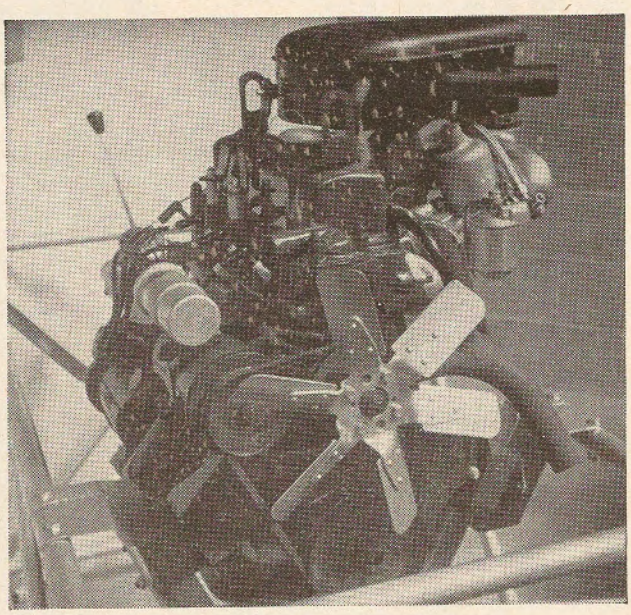
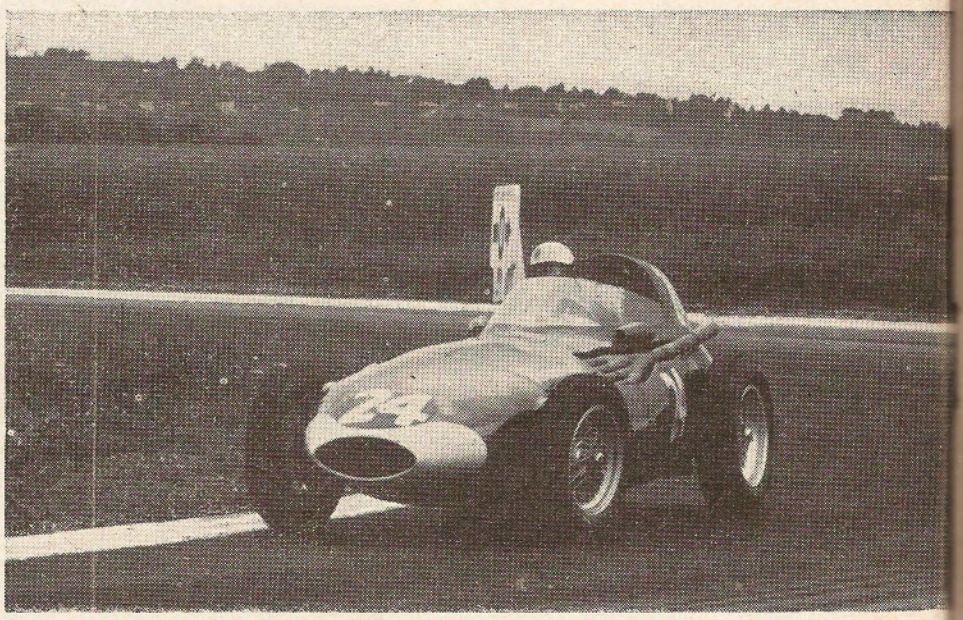


BRITAIN'S GREATEST HOPE for top honours is undoubtedly the Vanwall. With three Grande Épreuves *to his credit this season, Tony Vandervell will spare no effort to win the World Championship next year.*



The Racing Prospect

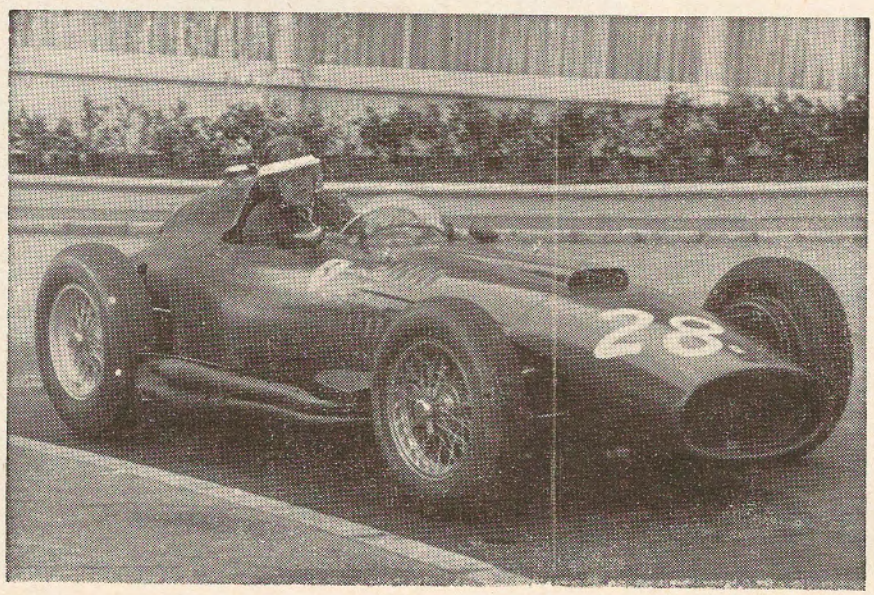
Tendency Towards Smaller Grand Prix Cars; End of the Poppet Valve in Sight; All-independent Suspension on the Way

By GREGOR GRANT

THE success of British-built sports-racing cars in the 1,500 c.c. category undoubtedly led to Formula 2 racing. Now the design of these cars may have an effect on future G.P. machinery, prompted by the necessity of producing vehicles of good power-weight ratio, to counteract the loss in output due to the adoption of 100/130 octane aviation fuel. In time, of course, the petrol engine, as distinct from the "dope" motor, may be persuaded to develop as many, if not more, horses than the cars of 1957; that is progress. Nevertheless, at the present time, every Grand Prix designer is studying the best methods of cutting down weight, and achieving the same, if not better, performance than his 1957 machine.

In assessing performance, one must take into account the various circuits. The 1,500 c.c. Lotuses and Coopers have proved to be amazingly rapid on certain circuits where maximum speed matters far less than does acceleration and road-holding. At Spa, Rheims and Monza, the 2½-litre G.P. cars must prevail, owing to sheer power output. What G.P. designers are afraid of is that on courses such as Monaco the general manœuvrability of F2 cars may outweigh power-output, and that is why the new Grand Prix machines may have an affinity to their smaller rivals. It may be recalled that Mercedes-Benz produced a short-wheelbase machine for Monaco—but other concerns are more likely to make their cars all-purpose vehicles.

Scuderia Ferrari have started the ball rolling. At Naples, Musso appeared in a car which, to all intents and purposes, was the F2 machine; it was, however, fitted with a 1¾-litre engine. The car was brought to Monaco, but lack of speed on the climb to the Casino persuaded Ferrari technicians that it would be a waste of time entering it, and it was put back in its transporter. For an F2 machine it seemed to be rather heavy, but at Rheims it obviously had more power than its Cooper rivals; Trintignant was able to hold off Brabham and Salvadori, and actually race them to destruction. This Rheims result proved only too well that power-output was a most decisive factor on the modern type of very fast circuit.



Having proved certain theories to their satisfaction, Ferrari technicians began to fit various sizes of engine to the F2 car, using the new V-6 unit. With 1.8 litres it went very quickly at Modena—not much slower than Behra's winning Maserati. It was now apparent that Enzo Ferrari was using the car as a guinea-pig for his 1958 G.P. cars, and that F2 was merely a passing phase. At Casablanca the two cars of Collins and Moss appeared with engines of a probable size of 2.0 and 1.8 litres respectively, but, after practice, larger engines were fitted, which, from an authoritative source, appear to have been of 2,417 and 2,200 c.c. It is also stated that the engines ran on aviation fuel.

So the 1958 Ferrari emerges as a definite development of the Formula 2 car; a machine of compact dimensions, built in anticipation of running on aviation fuel, and altogether much lighter than the Lancia-based V-8 G.P. cars which can now be said to be obsolescent. The implications will not be lost on Maserati, Vanwall and B.R.M. The last-named may prove to be in a better position than is generally realized. It is a very light machine, even smaller than the Ferrari, and was designed originally to run on a high-petrol-content fuel. Most of the road-holding problems appear to have been overcome, and it could quite well be the dark horse of the 1958 season. According to French reports, the team for European *grande épreuves* will comprise Behra, Shell and Trintignant. There is no mention of Ron Flockhart, who has been a mainstay of B.R.M. for several years!

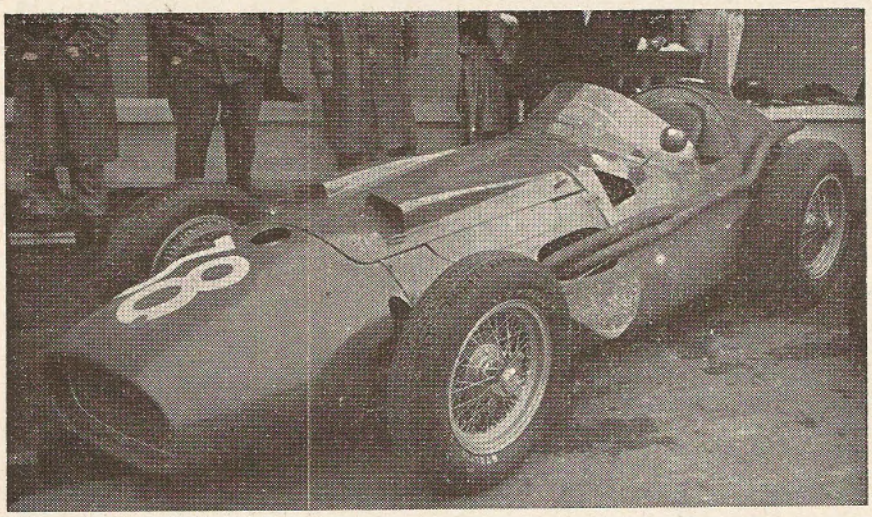
Maserati have played around with the V-12 car for so long that few people take it seriously. The present "six", running on methanol or even "jungle juice", is a first-rate G.P. machine, but in view of the new fuel restrictions a new and much lighter chassis will be required.

NOW OBSOLETE: The V-8 Ferrari has been superseded by the new V-6 which already has shown great promise for next season.

Actually how far Maserati have got with their desmodromic "six" is not yet known; at any rate, there is no news of it having been run in a chassis. Also, there is no certainty that Officine Maserati will continue in Grand Prix racing, and may decide to concentrate on sports-car events. It appears likely that the "twelve" will grow to 3 litres, and will be used as a sports engine. They may, however, get it going happily on aviation spirit, and still use it as a G.P. unit. Unlike Ferrari, the Modena concern have built no F2 machines—or seem likely to do so!

Talking about desmodromic valve gear, one must acknowledge that only Mercedes-Benz and Osca have, so far, managed to produce raceworthy cars so fitted. Without a doubt, every technician concerned with racing engines realizes full well that the days of the poppet valve are numbered, and that the ideal combustion cylinder head shapes required for maximum efficiency using petrol cannot be obtained when valves are controlled by springs. One should, then, expect to see desmodromics on the majority of G.P. cars before the end of 1958, and on not a few sports-racing cars.

In the same way, there are signs that the de Dion axle is on the way out. It is significant that, on the very light Lotus, the road-holding was never really satisfactory until Colin Chapman introduced his clever "strut" system of independent rear springing, a method of suspension which, it will be recalled, was used in slightly different form on Rover's gas-turbine car. It could quite well be that Vanwalls will go over to all-independent, as without a doubt Mr. Vandervell will be, to coin a phrase, "after adding lightness". No one realizes more than the Acton people that the reduced power-output of a petrol-driven Vanwall means that surplus weight must be avoided at all costs. The Chapman "strut" is obviously much lighter, and a good deal simpler, than the 1957 de Dion layout; Lotus have already contributed more than their share to the Vanwall success story—a story which may be continued for next season.



FOR SPORTS OR G.P. CARS? The V12 Maserati engine may well be made a 3-litre for next season and used as a sports car engine as it has not yet shown notable promise in G.P. form.

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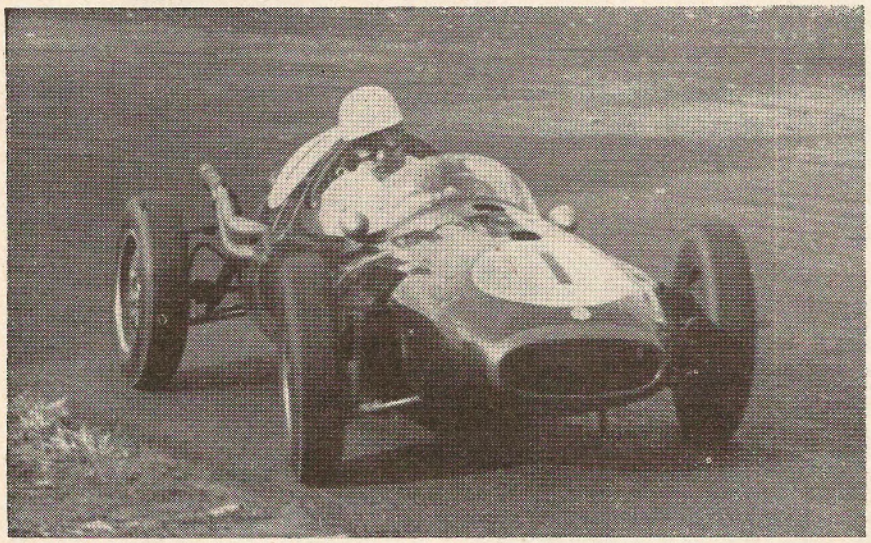
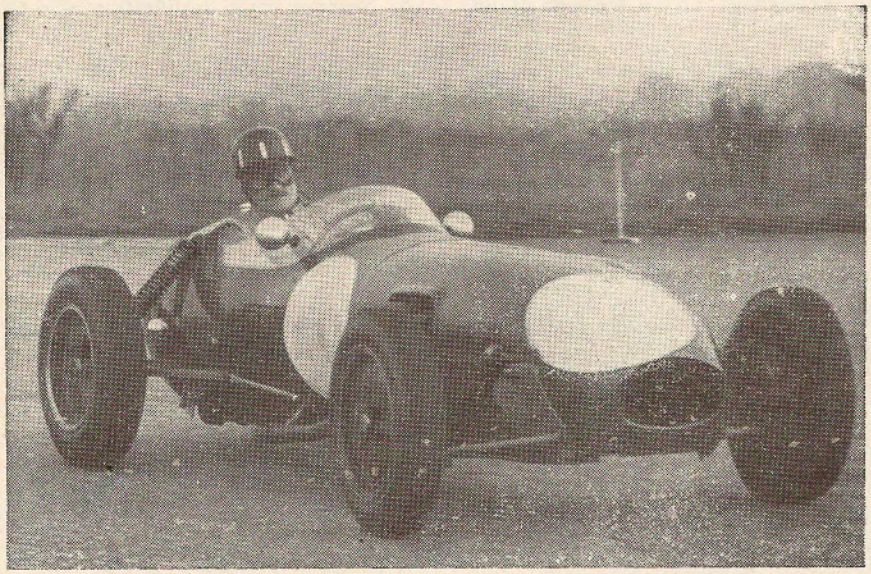




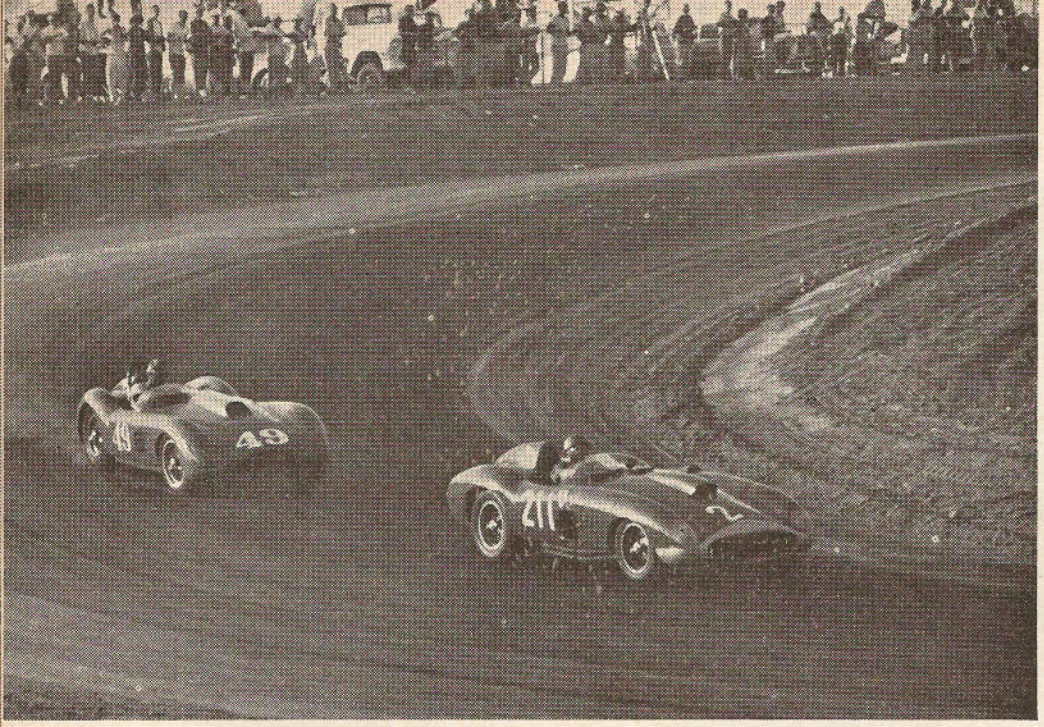
Anyway, Ferrari seem to have a flying start, and it could be that the "Prancing Horse" will have the only genuine 1958 cars ready for the South American races. This is a weapon which the astute Enzo is dangling in front of Juan Manuel Fangio, for there is one thing that the great Argentinian loves to do, and that is to win in his home territory. He would, however, dearly love to drive a Vanwall!

One thing is bothering promoters: will the new-type smaller Grand Prix cars possess spectator appeal? The legend of the big supercharged machines of the pre-war era grows every year, and although some of the closest and fastest racing ever seen has taken place during the past few years, many people feel that the glamour of the "big stuff" is missing. Even the noise has changed, so that the psychological aspect of mechanized sport lacks that atmosphere of excitement which attracts the ordinary spectator, as distinct from the racing enthusiast.

In order that Grand Prix racing may survive, big "gates" are essential to compensate for high starting fees. The new Anglo-Italian rivalry may possibly capture public imagination as never before,

(*Continued on page* 616)

FORMULA 2 BRIGADE: Britain has the only contenders in this field, Enzo Ferrari having apparently abandoned his programme and Maserati appearing uninterested. Cooper and Lotus, however, may come into their own on circuits such as Monaco when competing in F1 events.



FERRARI BATTLE developed between Richie Ginther and Bob Drake after the two leading cars wore each other out and retired. Ginther finally won after Drake took the lead and then went off the road.

Riverside International Raceway

Top-notch Racing Marks the Inauguration of California's International Circuit

by GORDON H. MARTIN

RICHIE GINTHER, driving a smooth steady race in third place with John Edgar's 4.9 Ferrari, let Pierce Woods in a D-type Jaguar and Chuck Daigh in the potent 5.4 Troutman-Barnes Special (fuel-injected Ford Thunderbird engine) knock each other out of the race to win the inaugural event at the Riverside International Motor Raceway in Southern California.

An amazing demonstration of experienced and skilful driving on the part of 15- (fifteen!) year-old Ricardo Rodriguez of Mexico proved too much for California's best under 1,500 c.c. sports car drivers as he breezed through for an easy win in the semi-main event.

The long-awaited date of the first race at the new $800,000 Riverside International Motor Raceway in Southern California was at last announced. The highly efficient and successful California Sports Car Club negotiated the inaugural date with the owners of the 3.3-mile circuit and yet another specially constructed road racing course became available to the rapidly growing number of racing enthusiasts in the U.S. With paving of the Club Circuit, the course will be complete to its full 5-mile length.

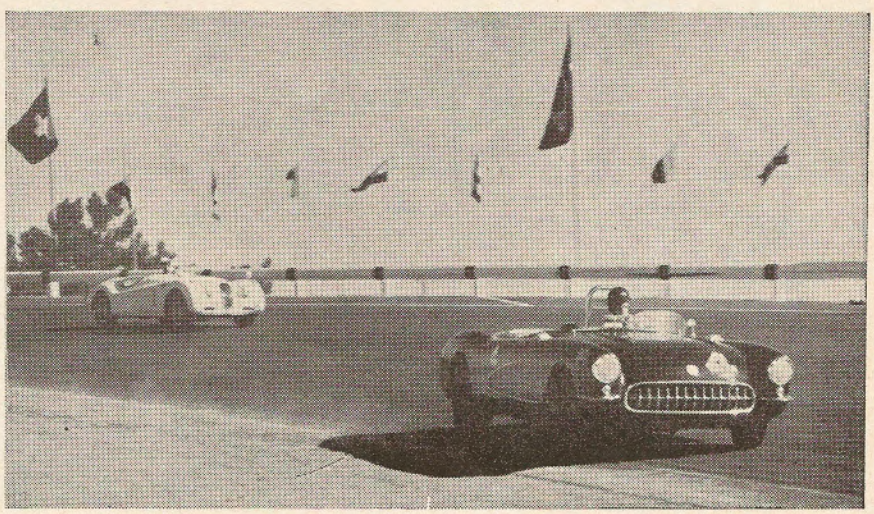
Over 250 senior drivers and their mounts showed up from as far away as Texas and Mexico City, to make an opening event few will forget. The show included everything from sports cars and Grand Prix motor-cycles, to airplanes and Formula 2 cars. On the personality side there were actors, actresses, the Lieutenant-Governor of California, and, of course, the tremendous 15-year-old Ricardo Rodriguez, who showed every promise of being a future World Champion.

John Edgar, a major stockholder in Riverside Raceways and owner of the only 4.5 Maserati sports car in the U.S., invited Carroll Shelby to drive the car at Riverside. On the first lap of Saturday practice Shelby lost control of the car on turn five and smashed head-on into a dirt bank. He suffered a broken nose and several painful lacerations requiring over 80 stitches in his face. It is expected that this will side-line Shelby at least until the National Palm Springs races in November. The 4.5 Maserati was damaged extensively. Unfortunately many drivers learned little from Shelby's accident and corner five took a heavy toll before the week-end was over. One such accident involved an M.G.A that ran up the side of the bank and flipped over on driver John Lawrence, who later died of head injuries.

Saturday was occupied with qualifying races for all classes. On Sunday there were several preliminary races for production sports cars, then the course was officially opened in a ribboncutting ceremony by California's Lieutenant-Governor Powers. The Lieutenant-Governor was whisked away to his next appointment aboard an airplane that used only a portion of the 1.06-mile main straight for landing and taking off.

Much had been heard in California recently about a phenomenal 15-year-old Mexican boy who had raced motor-cycles since he was 11 years old and had retired at 14 after winning the Championship of Mexico in the unrestricted motor-cycle class. Young Ricardo Rodriguez, after establishing an enviable record racing a production Opel sedan and a 1,500 c.c. Osca, finally acquired a Porsche RS Spyder. It was this car which he brought to Riverside at the invitation of his friend Ken Miles, President of the California Sports Car Club.

Rodriguez made his appearance in the Riverside Trophy Race for under 1,500 c.c. sports cars, but to the crowd's disappointment, the West Coast 1.5-litre champion, Ken Miles, was without a car for the race and thus unable to run. This left the prestige of California in the very able hands of Joe Playan, Jean Pierre Kunstle and Jack McAfee, all driving the latest model Porsche Spyders, and Bob Drake in a race-weary 1.5 Cooper-Climax. Rodriguez had overtaken Drake on the last turn of the previous day's qualification race to

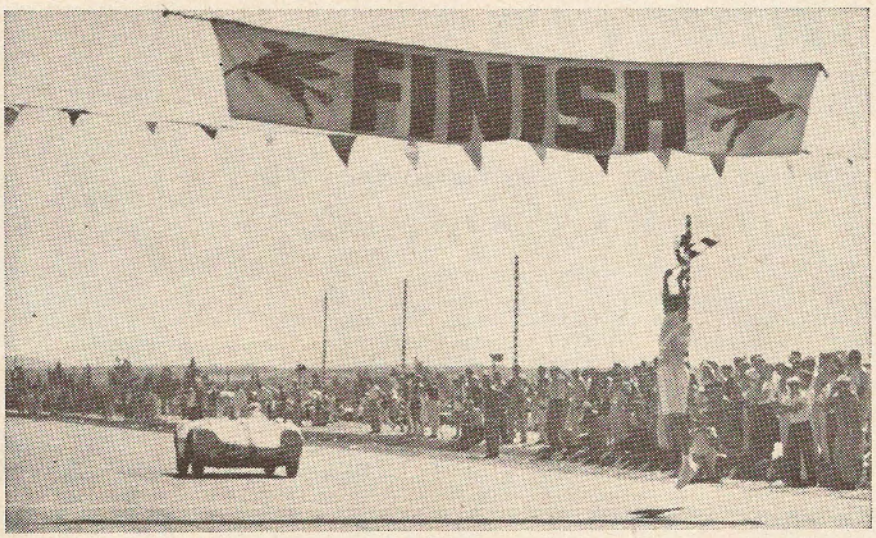


CORVETTE WINS AGAIN in the large capacity production car class, as Dan Gurney showed the 300SLs and Jaguars the way home. This U.S. car now virtually dominates this class.

win by 1 sec., but Drake only lasted for a few laps during Sunday's one-hour race before retiring and no one else could get close to the teenager.

Kunstle made the best effort, but every time he got close to Rodriguez, the youngster would slip out of his grasp with ease. He seemed content to just stay out of reach, saving his car and tyres, and yet when he wanted to he could really move. At one time he was clocked through the speed traps on the main straight at 137.15 m.p.h., a course record for a 1.5-litre machine.

Most of the 30,000 present had never seen such precise driving technique. Rodriguez was braking, down-shifting and accelerating at precisely the same points lap after lap. His line through the bends was masterful and his driving was calm and calculated. Finally Rodriguez, who won't be 16 until February, roared across the finish line to a deafening ovation from the crowd.



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FIFTEEN - YEAR-OLD WONDER, Ricardo Rodriguez of Mexico rockets across the line (above) to win the Riverside Trophy Race. On the left a happy youngster receives a great ovation from the crowd.

★

He had averaged 84.3 m.p.h. for the race and led Kunstle across the finish line by 13 secs. Playan was third, McAfee fourth, and Ignacio Lozano was fifth and first in the 1,100 c.c. class after a fine effort in his Le Mans Lotus.

The big event of the week-end was the Los Angeles Cup Race for over 1,500 c.c. sports cars. It featured a fine array of Ferraris, D-Jaguars, Aston Martins, Maseratis and the assorted one-of-a-kind specials that the West Coast is noted for.

When the starting flag dropped Chuck Daigh made a magnificent charge in his 5.4 Troutman-Barnes Special and grabbed an early lead, with Pete Woods in a fierce-looking black and yellow D-Jaguar in second, and Richie Ginther's 4.9 Ferrari third. Daigh led all the way around the course until he got to the end of the long main straight, when Woods drove farther into the bend at the end of the straight, utilizing the Jaguar's superior brakes, and led Daigh out of the bend and past the start-finish line. Ginther was still third, Mickey Thompson was fourth in a short-chassis Cadillac-Kurtis, Bob Drake in a 4.9 Ferrari was fifth, and Bill Murphy's fuel-injected 5.2 Buick-Kurtis was sixth.

Daigh repassed Woods in the Esses, but Woods outbraked Daigh again at the end of the straight and so it went for lap after lap; Daigh leading around half the course and Woods taking over past the pits each time. This frantic dice might have lasted for the entire race had Woods not retired with a broken oil line on the D-Jaguar.

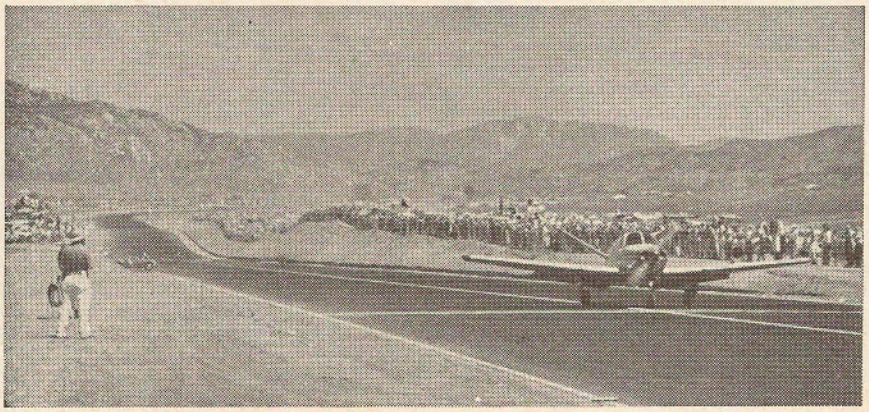
With Woods out of the race Daigh eased off a little when he discovered he was way ahead of the rest of the field and obviously had the race in his pocket. His pleasant thoughts of victory were not to last for long. With five laps to go his luck ran out and a tyre went flat two miles from the pits.

Ginther in the 4.9 Ferrari, driving his usual calm, consistent race, roared past Daigh's crippled car as he struggled back to the pits, and Drake stormed by into second place, also driving a 4.9 Ferrari. With much jumping and waving of "loud pedal" signals from his pit, Drake got the hint that he was second only to Ginther and was closing fast on the first place car. He closed the gap between the two thundering Ferraris in record time, in spite of the fact that Ginther was clocking a consistent 150 m.p.h. down the main straight to record the fastest time for the day through the speed traps.

Two laps later Drake screamed by Ginther and into the lead. Again the unexpected happened. Drake held first place for the short distance of half a mile and then went flying off the course after losing control of his Ferrari and going into a violent skid. Ginther, consistent as ever, sailed past the cloud of dust hiding Drake's car and went on to win his first over 1,500 c.c. main event, averaging 85.15 m.p.h. Drake was extremely lucky to suffer no injuries, except to his pride, and even the Ferrari was undamaged.

Bill Murphy finished second, 1 min. behind Ginther, and Bill Pollack was third in yet another car owned by John Edgar—a 3-litre Maserati.

If the future race meetings at Riverside International Raceway are anywhere nearly as exciting as the first, then the new course will undoubtedly be a huge success and live up to its nickname . . . the "Little Nürburgring".



BETWEEN-RACE ACTIVITY involved an official inauguration of the new 3.3-mile course with a ribbon-cutting ceremony by Lieutenant-Governor Powers of California, who rushed on to his next appointment in this 'plane which used the 1.06-mile straight as a runway.

MOROCCAN MUSINGS

Afterthoughts on the Casablanca G.P.

by E. W. HOLT

THERE is little doubt that the sensation of the recent race at Casablanca was the début of the 1958 Ferrari and those staggering first laps when Collins led the existing fastest drivers and cars in the Grand Prix world. It transpires that, apart from his "tête à queue" on lap eight which cost him the lead, and his subsequent spin into the bales on lap 16, which put him out of the race, he had a monumental 360 degree slide on the second lap, having suffered an "Asian flu" coughing fit which caught him unawares, on the very fast downhill swerves to the coast. The rear wheels went off the road, but the Ferrari's impressive stability saved the situation, and Peter found himself going in the right direction—still in front of a slightly startled Jean Behra.

It was indeed a pity that both the Ferrari drivers were physically "off form" for otherwise the results might have been very different, though one must not detract from Behra's superb drive which proves conclusively that he is in the "four star" class and still a strong contender for World Championship honours. Ferrari certainly did some rapid development work during their few days in the Moroccan sunshine, and it was rumoured that one car had a new engine fitted, flown from Italy at the last moment. Practice and race times showed the result, Hawthorn's 2 mins. 34 secs. on Thursday being bettered by 7 secs. (Collins 2 mins. 27 secs.) on Friday, followed by Peter again in the race, and, please note, with a full tank, in 2 mins 26⅘ secs. on lap 14, just before he retired.

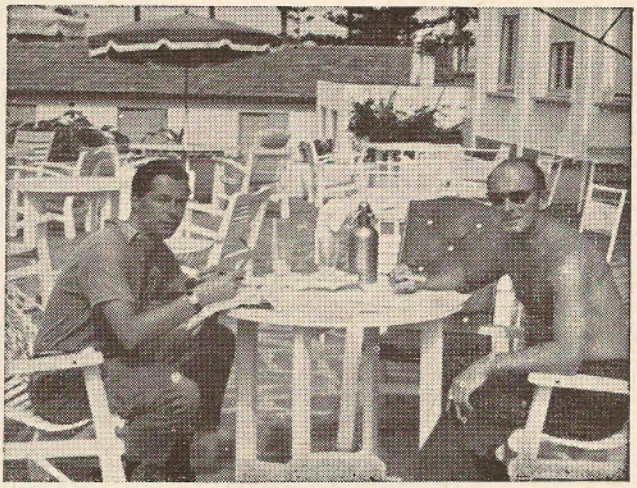
Our report last week stressed that Flockhart's trouble with the B.R.M. throttle was *not* mechanical, and it was later discovered that apart from sand and grit in the air intake the car had devoured a migrant bird which caused Ron some nasty moments when the revs would not come down on the approach to corners, necessitating slipping the clutch, and it was this that ultimately caused the retirement.

Trintignant's drive in the second car was a masterly demonstration by the Frenchman and showed he has not lost his touch and was able to stay with the best, *and* in a car strange to him.

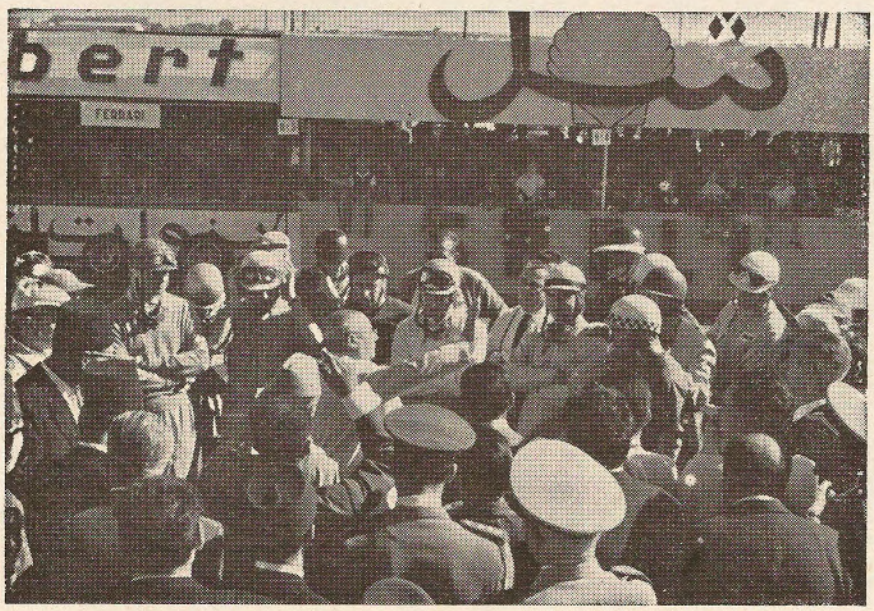
David Yorke's dilemma with regard to Vanwall conductors was yet another pointer to the shortage of real G.P. drivers. When Stirling's temperature started to rocket up on Friday, the writing was on the wall, and yet it was impossible to obtain a replacement driver for the third car, particularly in the short time available. One wonders whether, with a strong team such as Mr. Vandervell has (and a practice car always available), it might be politic to have an up-and-coming driver/trainee attached to the *équipe* as a reserve. Such a person would learn the intricacies of the car and the characteristics of the European circuits, and be immediately on hand to wheel round a third car should one of the top men drop out.

As it was, at Aindiab, poor Tony Brooks sat on the pit counter from lap

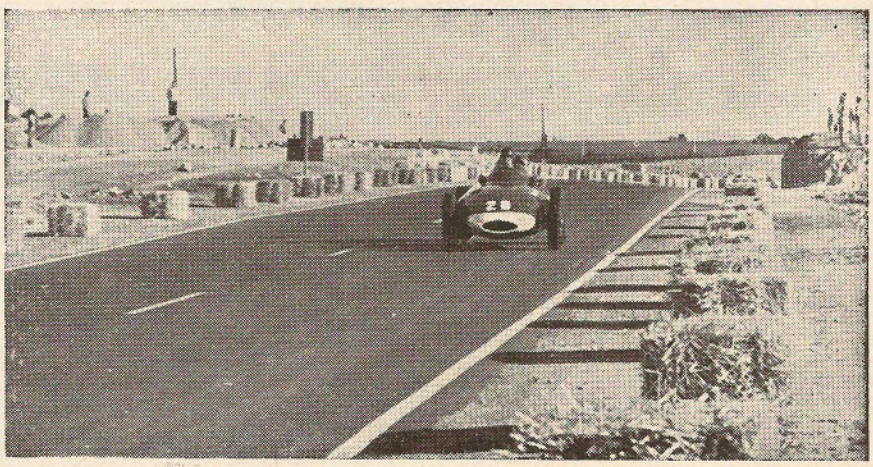
(*Continued on page* 616)



TIME to spare on the day before the race, and the author (right) chats over a drink with Graham Whitehead.



BRIEFING before the start: "Toto" Roche, with much gesticulation, gives the drivers their last-minute "pep talk" in the hot North African sun.



DRIFTING over the horizon on the coast road section of the new Casablanca circuit is Tony Brooks, during early morning practice in the Vanwall.

The Wettest Brighton Run Ever!

A Waterlogged Story Wrung Out of

JOHN BOLSTER

THE R.A.C. Veteran Car Run to Brighton is traditionally regarded as a pretty cold and wet adventure. The last couple of events have rather lulled us into forgetting these rigours, for the sun has actually shone. To make up for this, the 1957 Brighton Run will go down to history as the wettest, coldest, and toughest ever!

As usual, the "Brighton" started in effect on the Saturday evening, when the Veteran Car Club organized a cocktail party at Bailey's Hotel. There, one soon became steeped in the atmosphere of the event, and many were the tales of difficulties overcome in getting the cars to London for the start. Already there were casualties, like poor Tony Bird, who had smashed a thrust race in the worm-driven axle of the Lanchester that the late Lord Charnwood used to drive.

"Steady" Barker had had some trouble with the fabulous 1899 Cannstatt Daimler, but had overcome all his bothers. This superb 5-litre car was the forerunner of the Mercedes, and used to belong to Count Zborowski. Alec Hodsdon was dissatisfied with the boiler of his Turner Miesse Steamer, but most of the drivers reported trouble-free runs, and had polished the brasswork before putting their cars to bed. There were those who had brought their Veterans on trailers, but I think that the run up to town is a good test and gives an opportunity for some last-minute tuning. All Veterans require a lot of preliminary work to make them fit for the Run, but most of us thoroughly enjoy getting filthy as we clean, oil, and grease our beloved chariots.

The Saturday night was ominously wet, but the rain ceased on Sunday morning. I collected my car from Courtfield Garage, and set off for Hyde Park. No. 1, the Roger Benz from the Science Museum, started at 7 a.m. as befitted its 69 years, and the rest of the entry were dispatched in groups between 7.30 and 8.30. My group departed at 8.10, but even before we reached the starting line the rain was pouring in torrents.

In the 1903 Panhard I had Robin Richards and Arthur Phillips with a recording machine. The idea was that we should record our impressions, with the authentic background of "chuff-chuff" and "toot-toot" noises, as we tackled the hills and the traffic that are the principal hazards of the journey. The remarkable little machine continued to work, though half submerged in water, and the resulting tapes formed the basis of a Light Programme feature.

Rather naturally, the crowd was not so dense as usual at the start and in London generally. In spite of the pouring rain, I saw nobody having trouble in getting started, and our group moved off dead on time, some of the engines

O MISERERE! The Crawley Bypass has become a river as (in our heading picture) W. F. Watson's 1903 Gladiator and Arthur James's solid-tyred 1899 Daimler plough on. through the torrential rain towards Brighton. On arrival at the finish, Dr. C. R. Clayburn (1902 Peugeot, right) and his passenger register suitable emotion!

RETARDATION . . .

. . . AGITATION . . .

. . . DESPERATION . . .

. . . RESIGNATION . . .

. . . DEVASTATION! Water-soaked brakes brought to a disastrous end the run of the Science Museum's 1888 Roger-Benz, the oldest car in the run. Unable to hold back the vehicle on the hill down to the traffic lights at Purley, C. F. Caunter called for police assistance—but the runaway rammed the back of a modern car—and retired!

THERE'S NOTHING NEW . . . ! An example of the new Peerless G.T. car appeared amongst the cars following the run—and it happens to have a de Dion rear axle! The Veteran, however, is E. Hare's M.M.C.

★

CRASH-HAT and racing visor were used as very practical wet-weather wear by E. E. Sears on his 1903 Clement-Talbot, seen on arrival at Brighton.

★

achieving as much as 800 r.p.m. on the gears. The first casualty was Vaux, in the 1900 Pieper, a little Belgian car with a single cylinder engine and belt drive. He was hard at work at Buckingham Palace, and shortly afterwards a White Steamer seemed to be in difficulties. The police, as usual, were immensely helpful at all the crossings, and at this early stage I had to ease up a little to avoid beating the 20 m.p.h. schedule.

As we left London, most of the cars were running very well. An early starter was working on the back of his car at Brixton Hill, but Mercier Legros, the sporting Belgian, was travelling steadily on his De Dion Bouton quadricycle. Incidentally, the international status of the Run was emphasized by the entry of two cars from his fabulous collection by Henri Malartre of Lyons, and Hanns Schoof had brought over his Benz and Robert Schimp his Ader.

At Streatham I overtook "Pop" Lewis-Evans, accompanied by Grand Prix driver Stuart, going very slowly in their belt-driven Benz. Sammy Davis on the other hand was going great guns, and sounding like them, too. The horizontal engine of his Léon Bollée three-wheeler was running just as well as it did in 1897. The rain had eased at this point before coming on with renewed vigour, but I overtook most of the old Benz cars considerably earlier than usual, which pointed to slipping belts as a result of the general damp. An exception was the Benz-type Arnold Motor Carriage of 1896, which Capt. Colver was driving with great gusto. One often passed Benz and similar cars at the side of the road, but their stops were purely routine to grease the exposed big-end and main bearings of the "gas engine". John Ford's 1894 Benz, the second oldest car in the run, required this service at Coulsdon.

Alas! The oldest car of all, the 1888 Roger Benz, did not reach this point. At Purley disaster struck, for the brakes,

weakened by water, failed to act, and the old machine ran away downhill and was in collision with a modern car. The front wheel came off and Caunter fell out, the damage to the car being too great for repairs to be carried out on the spot. My own hand brake did not take kindly to the rain. The powerful transmission brake of the Panhard was always in reserve, however, though I used it as little as possible out of respect for the differential and chains. The Panhard is a 1903 car, by which time perfectly adequate brakes were fitted to all the best makes, but the extremely early cars inherited the brakes of the horse-drawn vehicles which they so much resembled.

Murray Austin had stopped his De Dion at Hooley, and it was here that Lord Montagu overtook us in the superb 60 h.p. Mercedes. Enveloped in a cloud of spray, and with the incredibly slow beat of its 9-litre engine, the great car was an unforgettable sight as it made its effortless way into the distance. Hayward's 1899 Star dog cart was in serious trouble at Redhill, and Bob Porter's De Dion was going very badly. Climbing out of Redhill on first gear, I took the opportunity to refill the oil tank without stopping.

Then it happened. The rain gradually increased in violence, and at times large hailstones fell. The wind rose to gale force, to such an extent that most of the Veterans could not use top gear. I was unable to get out of second speed as we made our way along the new road at Gatwick. The cold was intense, and it is impossible to describe the agonizing discomfort as the gallant little 7 h.p. machine fought the elements. A breakdown under these conditions would have been unbearable, but the engine never missed a beat, firing strongly on both cylinders. It was an atrocious experience, and I wouldn't have missed it for £1,000, but then I, like all Veteran drivers, am completely mad!

By now there was no question of keeping up to the 20 m.p.h. average, but we were only a few minutes to the bad. As the car slowed to ascend the numerous hills, Robin discovered some bottles in the tonneau which did much to restore the circulation. Brighton was coming nearer, and it began to seem possible that we would not die of exposure before reaching it. Our car was heavily laden, and Hampton's similar model, with only one passenger, overtook us easily on one of the mountains of Sussex.

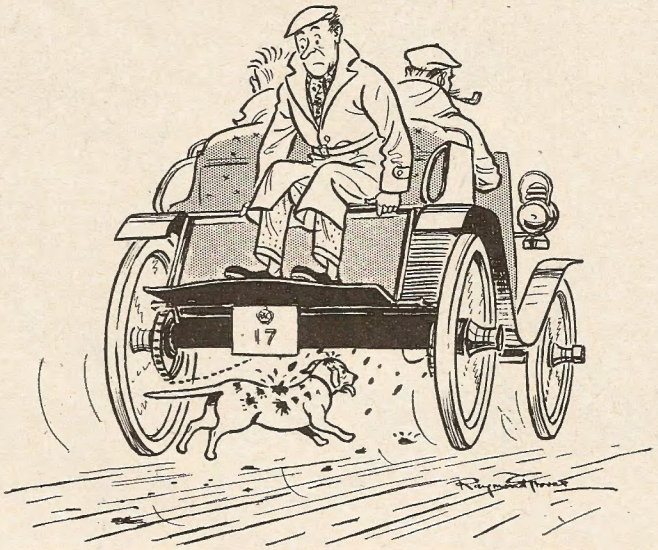
At last we breasted the rise and saw a downhill road before us, the Pylons, and . . . Brighton! Never has a sight been more welcome. There had been quite a large and enthusiastic crowd on the main road, but in the town itself there were fewer spectators than ever before—and no wonder. So, with mountainous seas pounding the beach, we drove onto the Madeira Drive. At last the engine, which had never missed a beat, could be switched off after a non-stop run.

Basil Davenport, whom I had just overtaken, followed me in, and it was quite remarkable how the cars were rolling in, in spite of the terrible conditions. Eventually, no fewer than 190,

★

SPOTTED dog—mechanized version! —A comment on Veteran motoring by Raymond Groves.

★



EARLY MORNING start for the 1900 Napier of D. R. Grossmark as he sets sail across Westminster Bridge, just before Big Ben strikes eight. The first car away, the 1888 Roger-Benz, had left Hyde Park at 7 a.m.

HYDE PARK—R. F. Collinson's 1900 *New Orleans, driven by H. Timothy, leaves in company with a* 1900 *Benz. . . .*

TO BRIGHTON and still raining as Jack Sears and Ken Best arrive in the 1904 *Mercedes racer, while marshals shelter under brollies and the scene is unusually deserted. . . .*

BY WAY OF BRIXTON where Pop Lewis-Evans and "co-driver" Stuart remount after a pit stop in the 1896 *Benz, one of the oldest entries.*

FIRST APPEARANCE in the run was made by [illegible] seen at Hyde Park Corner with Ronald ("Ste[illegible] first car to be fitted [illegible]

out of the record entry of 236, checked in before the 4 p.m. deadline; and there were others who fought all manner of troubles and came in after dark.

Many people sensibly left before the afternoon procession. I tried to take part, but the ignition had got soaked during the lunch hour and I could not get the engine onto two cylinders. This was ominous with the drive home in view, but as I now live at Horsham the journey was not a long one. James Tilling came as my mechanic, and I have never seen a man work harder. We battled in the rain, changing coils and plugs galore, but even so we could only run on one cylinder most of the time.

Then darkness fell, and our oil lamps refused to work! The rain had actually got into the paraffin and soaked the

DESOLATE aspect is borne by Brighton's Ma[illegible] competitors and fierce seas pound the beach. "paddock-style" [illegible]

by F. W. Hutton-Stott's 1899 *Cannstatt Daimler, ady") Barker at the helm. This model was the with a gate-change.*

wicks. We emptied the lamps, dried the wicks, and had our 15 spare sparking plugs cleaned at a most obliging garage. It stopped raining, the moon came out, and, joy of joys, the engine fired on two cylinders. So, with the car running as well as it had early in the morning, we came at last towards Horsham and dry clothes. As we passed one house, James suddenly roared with laughter. Through the window he could see a man frantically trying to tune his television set, while sparks and flashes of all kinds obliterated the screen. Truly, a trembler coil ignition system, when really wet, makes a powerful radio transmitter.

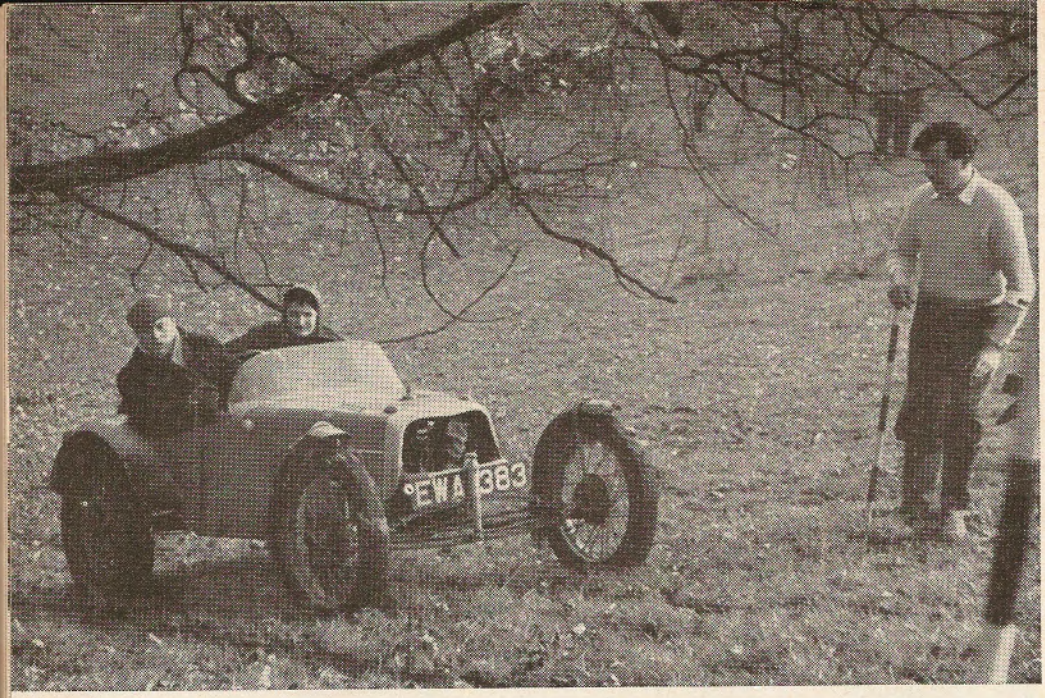
So ended the wettest "Brighton" ever and also, for some odd reason, the most enjoyable. Here's to 1958, even if it rains all the way to Brighton!

ideira Drive front as rain lashes spectators and . The car in the foreground seems to have eather protection!

PIT STOP near home for S. E. Sears and his 1901 *Mors. The pub is at Bolney, Sussex—where Sears himself lives! The crowd has undoubtedly seen the car before.*

CHEERY wave in spite of the weather from R. G. Forster and his crew in a 1903 *De Dion Bouton — with another competitor coming on apace behind them.*

TWO wheels, three wheels and four wheels! As P. Fotheringham-Parker's 1896 *Lutzmann overhauls a cyclist E. D. Lee is about to pass the pair of them on his* 1899 *Dechamps tricycle.*



GOING FINE! A. D. Alldred has no difficulty at all on Eades Bowl in the Shenstone and D.C.C. Chase Trophy Trial.

A Tricky, Sticky Chase

Mike Lawson Wins The "Chase" Trophy Trial

LIGHTNING never strikes in the same place twice, or so the story goes, and for a similar reason I did not expect to criticize in virtually the same words as of last year the "good and evil" of the Shenstone and District's Chase Trophy Trial.

Not that there weren't vast improvements. There were. Marshals and rope gangs were in profusion, scrutineers were equipped with the latest in mechanical "diff." testers (so much so that one or two cars whose rear ends refused to co-operate were suspect!) route cards were excellent, and the club are to be congratulated on their very fine diagrammatic observers' card which would enlighten the veriest newcomer on the performance of his duties, and as for markers, these have been enough extolled.

But, and it's a big but, if a trial is granted Star and Championship qualifications, I should be failing in my duty in not asking for a very different afternoon site. Of the morning six sections in Eades Field only the highest praise can be given: they were good.

Eades Bowl, however, is a vastly different kettle of fish—if fine it could be magnificent. If wet, and it was—well, it was only too obvious last year that the thin grass surface of the terrain, together with leaf mould which hardly disguises its very muddy "underneath", would become totally unusable after some six or more cars had traversed any one section. Sufficient to say that out of eight sections there sited, six were unclimbed, one was scrubbed because no one, repeat no one, left the start area, and the last was climbed by a very early number (three) leaving the greater percentage again unable to leave the start line!

Again, the warning: if this section is to be used, and rumour hath it that the Championship is so designated, an alternative "if wet" must be readily available.

Enough, the day was fine and sunny, and the rain which had poured all night ceased before the start, where over 40 cars were gathered. The proceedings commenced with a timed climb of some 175 yards in a muddy lane, luckily inaccessible to the general public. Here best scores were made by Tony Marsh with 17.8 secs., whilst Mike Lawson was second with 18 secs. dead.

On from here to Eades Field, where were laid out some six sections each well marked and numbered from 12 to 1. The first, which we shall call No. 2 (after the timed climb), comprised a stop and restart test on a 1-in-5 wet grass bank which continued high up, and counted as an observed section. Fastest here were F. B. Hazelwood in 11.4 secs., D. Habershon in 12.6 secs., and A. D. Alldred in 12.8 secs. Few failed the observed part.

No. 3 started in a nettle bed, up a 1-in-3 bump, over and through hollow and bump to a 75 yard grass climb to hit two mud ledges at section 4 to finish over two grass steps. This looked very difficult, but only failed four, J. Phillips, L. Newey, A. W. Francis and B. R. Potts. A. P. Harrison, B. J. Bodenham and F. Wall were penalized by hitting markers.

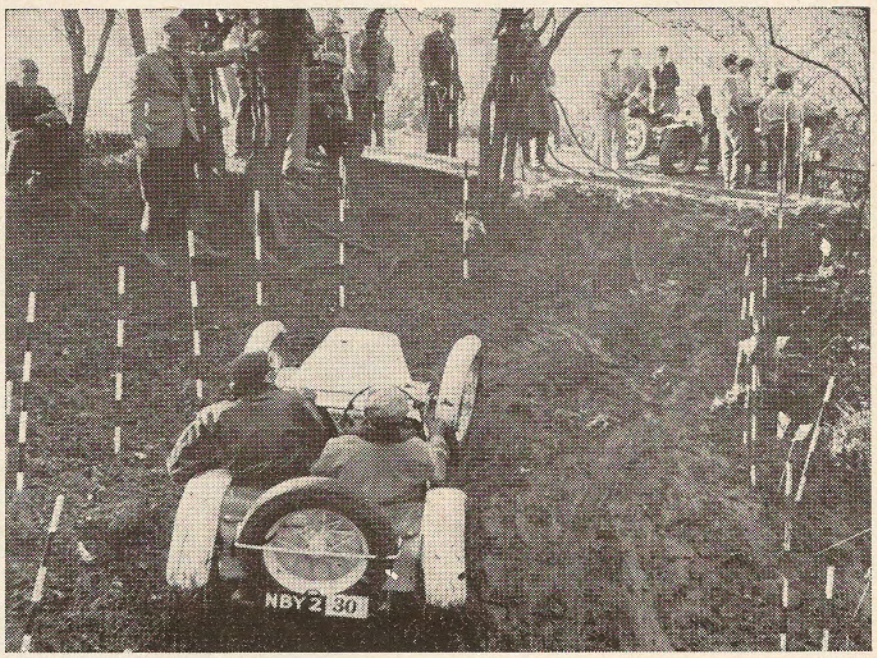
Next came a little horror in No. 4. Down a grass hollow, up and over a bump then a 1-in-2 grass bank with a left-hand bend bounded by a large and heavy tree to a double ledge on which waited a quick and efficient chain gang. They were not really needed because no one made the top; only Habershon, Newman and Edward Harrison made 2. The latter was hooked up by the ropers, but not knowing, accelerated back down taking rope, bods and all!

No. 5 wound in and out of a small wood with a 1-in-3 mud hump which failed the entire entry. P. G. Cooper and R. Kemp made section 5 and later on the winner, Mike Lawson, just edged into 4.

Now on to different terrain, a grass climb on a hill side which quickly turned to mud and was equipped with a falling away gradient. Here the "tic-a-toc" twin of Tony Alldred came in to its own. It just, very slowly, made a clean climb, and no one else left section 9.

Next to No. 7, which was without doubt the best hill of the day. It wound down in to a wood, round a clump of trees up to a left-hand banking down which cars could gain pace to climb a well guarded marker mud bank. This could be climbed, but the momentum gained slid competitors into the pylons. The only way was to take it well to the left and try to keep the car from sliding. No one was clean; Edward Harrison made the best attempt, only

(*Continued on page* 612)

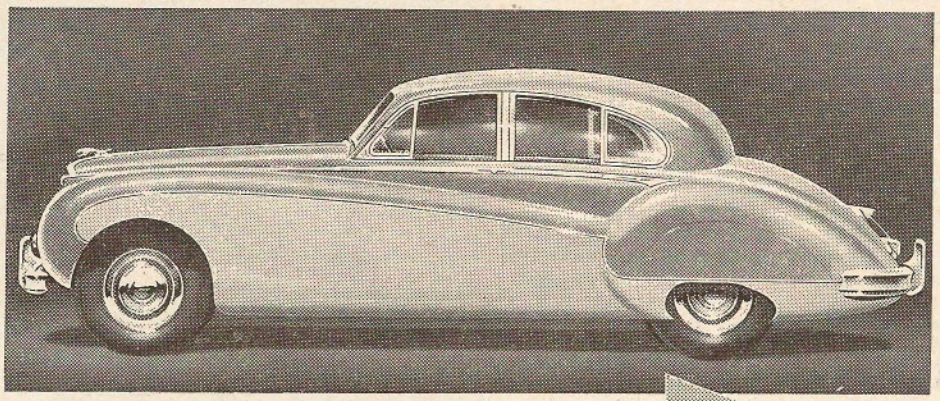


NO ONE was clean on Eades Field 7, without doubt the best hill of the day. Climbing is event winner Mike Lawson.

THE MARK EIGHT SALOON

The Jaguar Mark VIII which continues without change is universally acclaimed as one of the most luxurious high performance cars ever offered as a series production model. Interior furnishings, cabinet work, fitments and accessories are in the tradition of refinement and craftsmanship usually associated only with the art of specialist coachbuilders, whilst a degree of performance has been achieved which stamps this car as outstanding even in the brilliant Jaguar range.

"*. . . A superb example of automobile engineering.*" "THE FINANCIAL TIMES"



JAGUAR *for 1958*

The finest range of cars ever presented—even by Jaguar

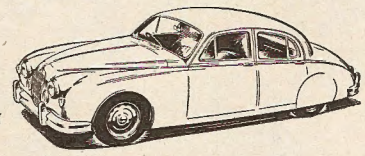
FEW cars can have received such unstinted praise from press and public as the brilliant Jaguars which constitute the range for 1958. All the models in this range are those which, since their introduction, have proved to be so outstandingly successful that they are to be continued without major changes although, in some instances, with additional features. Dunlop disc brakes become available as optional extra equipment on the 3.4-litre and 2.4-litre models, and Borg Warner Automatic Transmission is offered, also as an optional extra, on the 2.4-litre. Thus, every car in the entire range may now be obtained with automatic transmission. In the diversity of models offered and the variety of optional equipment now made available, the Jaguar range for 1958 presents the widest field of choice ever provided in the history of the Company.

THE 3·4 LITRE now available with Disc Brakes

Sister model to the 2.4-litre, this model has the advantage of the extra power required by those who demand the utmost in maximum speed and acceleration.

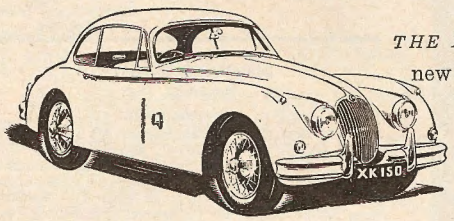
"*. . . I cannot remember having driven a car which combines so many admirable features.*" Gregor Grant, Editor "AUTOSPORT"

THE 2·4 LITRE



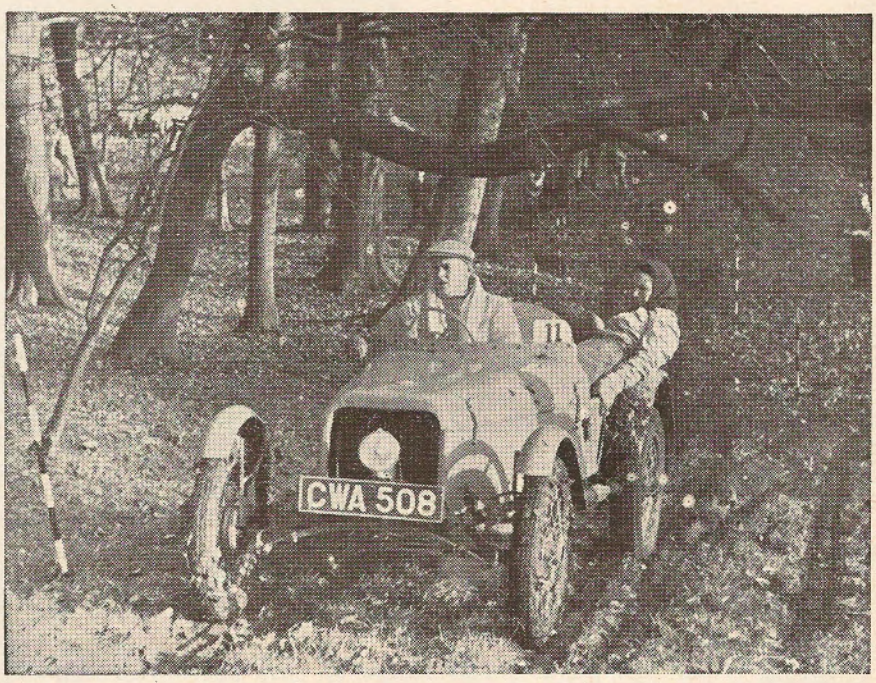
now available with Disc Brakes & Automatic Transmission

Speed, elegance and compact proportions are perfectly combined in this model built in the true Jaguar tradition.



THE XK150 MODELS With wider, roomier bodies than their predecessors, and with new one-piece wrap around windscreens, the XK150 Drophead and Fixed head models are characterised by phenomenal powers of acceleration which extend throughout the entire speed range up into the 130 m.p.h. region and beyond. Both models are available with Disc Brakes and Automatic Transmission.

on view at **STANDS** *33 and 76* **KELVIN HALL** *and distributors throughout the country*



ONLY seven competitors reached the half-way mark on Eades Bowl 11—the rest didn't even make that far. Tackling it in this picture is B. J. Bodenland.

Chase Trophy Trial—*continued*

just touching the top marker *en passant*, but even this relegated him to 4.

After lunch came Eades Bowl, where was sited sections 8 to 14. The first was a rutted muddy cart track which narrowed to a sudden left-hand bend to a steep bank. This failed the entry; only P. G. Cooper, A. E. Marsh, G. J. Newman and P. F. Highwood made section 4. The joke or otherwise was that the exit from this was effected by the removal of the marker guarding the bend to allow cars to travel straight along the track. They couldn't, and so a rope gang was required, when actually a good climb could have been made of the straight track itself!

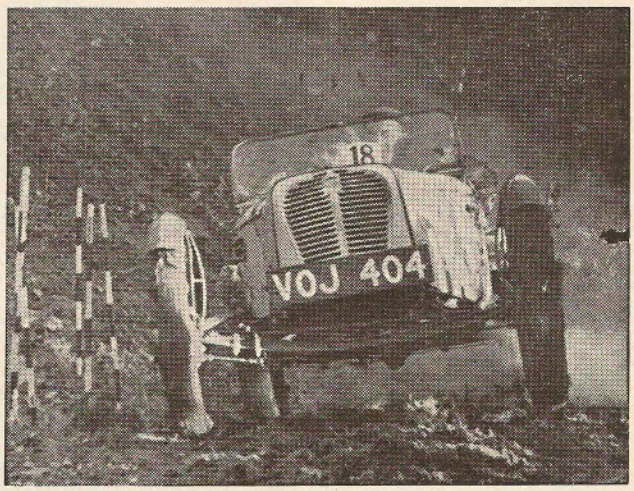
No. 9 ran up alongside a tree-guarded fence, on to leaf mould culminating in a sharp left-hand turn, then on to a grass finish. No one looked at it and the best were R. Davis, E. Harrison and N. Overton.

Section 10 was a straight grass leaf-moulded climb which ran up between trees, fairly long and quite steep. Last year it failed no one, this year no one got out of 10 a few yards from the start!

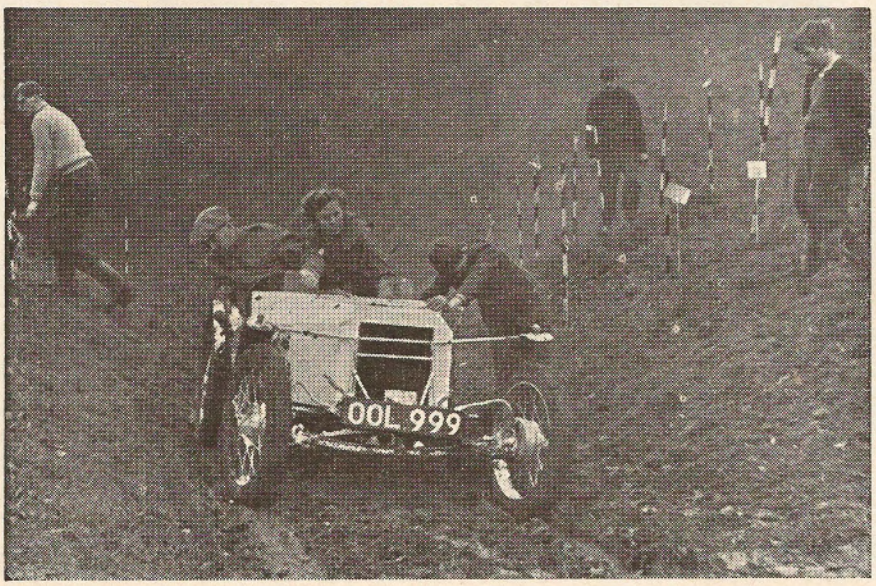
Eleven, which last year frightened Doc Lilley to death, was a very long steep climb up grass and leaf mould which had three very bad bumps just on the finish. This year two rope gangs were present, but they were not needed as only seven competitors reached section 9, just on the half-way mark.

No. 12 was very similar to No. 10, except that near the top it "zig-zagged" right and left around trees at the finish. It didn't matter 'cause only R. Phillips, D. Habershon and A. D. Alldred made 9.

Unlucky 13 did not quite live up to its name, leastways for A. P. Harrison, D. Habershon, A. D. Alldred and R. Kemp, who made section 1. F. B. Hazelwood, well aided by his "bouncing" passenger, made a clean, the only one of the entire afternoon. So readers will say, "Ah, but it can be done!" The above names were all in numerical order of 1 to 8.



TACKLING Eades Field 7 (right) is J. Phillips, while (below) F. T. Lewis finds it very hard going indeed on the exit to Eades Bowl 8 and receives a helping hand—or is it shoulder?



The last 20 could not leave the starting line! As for hill No. 14, no one got away from the start line at all, and despite numerous attempts afterwards by Broadhead, Newman and others, it just wasn't on. In desperation the organizers remade four hills, putting the starts well back and widening the start area, but even this didn't do any good, and still no cars climbed clean. A great pity, because a re-run of the morning hills would have made a real day of it!

FRANCIS PENN.

Recent Results

YEOVIL C.C.

Yeovil Rally

1, G. Best (TR3). **Navigator:** H. Liddon. 2, J. Spane (A50). **Navigator:** J. Bailey. 3, M. Davies (TR3). **Navigator:** N. Taylor. **Class A:** P. Southcombe (M.G. TD). **Navigator:** M. Southcombe. **Class B:** C. Perrian (Morgan Plus 4). **Navigator:** Miss Scott. **Class C:** P. Britton (Dauphine). **Navigator:** C. Magner. **Class D:** A. Lefevre (Hillman). **Navigator:** D. Williams. **Class E:** R. Warne (Cresta). **Navigator:** A. Pile. **Best Performance by a Novice:** S. Chick (Consul). **Navigator:** G. Pinney. **Team Award:** L. Griffiths, M. R. Davies, G. Best.

CORRESPONDENCE

A Pre-War Minor Owner Replies

MORRIS MINORS of the near-vintage era certainly deserve the support that Mr. Korving suggests in your columns. I own one of these S.V. tourers and my main criticism is that I am over 6 ft. tall, the standard hood permitting a maximum of 5 ft. 10 ins.

My car has undergone slight tuning and body reinforcement. I do a regular 350-400 miles per week and it is quite tolerably lively. My regular 110-mile run, which includes Wolverhampton, can be done in 2¾ hours, at the cost of 28 m.p.g. A recent run slowed by fog returned 54 m.p.g. The brakes do leave a little to be desired, but even so they have nearly twice the A7 lining area. The four-speed gearbox has very handy ratios and is seemingly unbreakable.

The formation of a club might result in the availability of modified components. 75 b.h.p. has been obtained from one of these engines, but any such power is usually accompanied by excessive crankshaft consumption. The only competition open to these cars are V.S.C.C. events—and to enter these one has to find a pre-1931 car and there are only about 60 of these with S.V. engines.

SWINDON. K. DONOVAN GROSE.

REFERRING to Mr. Korving's letter in a recent AUTOSPORT, the position of the 750 Club in club racing today is the result of a great deal of hard, painstaking and often thankless work on the part of a comparatively few people. Work, incidentally that has been going on since 1938.

Perhaps the "improbability" of the Austin 7 accounts for the fact that very rarely does it occur that an Austin 7 is on "Limit" in a handicap race, pride of place usually going to an "M" type or Morris 8 if one is entered.

GODSTONE, SURREY. JOHN WILKS.

The World's Best Drivers—Past and Present

DURING the past few years there has been much correspondence on the subject of who are the World's Best Drivers, including the current "Top Twelve". On a coverage of racing between the years 1895 (Paris-Bordeaux-Paris) and 1957 (Italian Grand Prix) this subject will now have to be divided into four parts: (a) 1895 to 1914; (b) 1919 to 1933; (c) 1934 to 1939, and (d) 1946 to 1957, it being virtually impossible to pick, for instance, any ten drivers over the whole period.

Therefore, I submit that the following drivers can be classed as probably the world's best during these periods:—

1895-1914.—Lautenschlager, G. Boillot, Thery, Wagner, F. Nazzaro, R. Thomas, Levassor, Gabriel, Jenatzy and Szisz.

1919-1933.—Bordino, Segrave, Ascari (père), Divo, Benoist, Chiron, Varzi, Nuvolari, Campari and Constantini.

1934-1939.—Rosemeyer, Caracciola, Lang, Seaman, Faglioli, Stuck, Brauchitsch and three carried over from 1919-1933, Chiron, Varzi and Nuvolari.

1946-1957.—Moss, Hawthorn, Collins, Ascari, Villoresi, Farina, Wimille, Behra, Fangio and Gonzalez.

Other readers may like to give their views as I fully realize that drivers like K. L. Guinness, Edge, Jarrott, Birkin, Straight, Brilli-Peri, Borzacchini, Arcangeli, Muller, Earl Howe, Eyston, Williams, Sommer, Dreyfus and others have been omitted. No American drivers have been included owing to their limited appearance outside the United States, but those that could be considered are R. de Palma, Murphy, Milton, Lockhart, Meyer and W. Shaw, with, perhaps, Rose, Vukovich, Faulkner and Cummings.

BRIGHTON, SUSSEX. J. G. SUDMORE.

Safety Belts

I WAS most interested to read the letter from W. D. Bertram about safety belts.

After visiting the Motor Show I have invested in two R.K.N. safety belts and although I have no desire to put them to test, it would be interesting to hear if anyone has had any practical experience of their use in a saloon car. (The R.K.N. belts are of the shoulder and waist harness type.)

I have already been ridiculed for wearing them, but consider it is no more stupid than putting on a crash helmet when riding a motor-cycle.

Needless to say I have no connection at all with the manufacturers of the R.K.N.

FOLKESTONE. J. T. LIDDELL.

Britain's Fastest Sports Car?

IN your issue of 5th October, Mr. Harman criticizes John Bolster's remarks on the fact that the Lister-Jaguar is the fastest sports car. He then goes on to mention the Silverstone meeting when the Lister-Jaguar was second to an Aston-Martin. Does this defeat, when Salvadori's race average was a mere 0.6 sec. faster than Archie Scott-Brown, make the Lister-Jaguar the second fastest?

Mr. Harman doesn't mention the successes, throughout the season, of the Lister-Jaguar. Surely the fastest sports car cannot be judged on one performance.

Also he mentions Archie Scott-Brown as "using all the road in an effort to keep up with a car that appeared to be on rails". This means nothing, as Archie, like many of the top drivers, uses the controlled drift method of cornering.

I'm sure all Snetterton supporters will be pleased to see A. S.-B. entering into the "wider field" next year, and would wish him all the best wherever he drives, but we hope we shall not see too little of him at Snetterton. A great driver and sportsman.

GILBERT R. MANN.

HICKLING, NORWICH.

P.S.—Can any of the Aston Martins compare favourably, taking into consideration the difference in engine size, with the 0-100 m.p.h. in 11.2 secs. of the Lister-Jaguar?

ON behalf of my friends and myself, I disagree with recent comments made by a Dorset reader re "Britain's Fastest Sports Car".

He refers to "The Small Concern" getting all the credit and he seems to think the "Bigger Boys" get overlooked. The "Bigger Boys" have already achieved a certain amount of fame to be placed where they are, and it seems only fair to give "The Small Concern" a word of well-earned praise. If it were not for the never-tiring efforts of this and other "Small Concerns" we would not have the high standard of motor racing we have in Britain today.

We were in the grandstand at Stowe Corner on 14th September and we did not see W. A. Scott-Brown have any difficulty in trying to keep on the track. Anyone who has seen Archie drive knows he does not need much space to enable him to drive magnificently, and when one sees the trophies he has won, well, it speaks for itself.

John Bolster gives credit only where it is due and I feel sure he is capable of doing so with an unbiased opinion. Here's wishing the "Small Concern" and Archie still more success in 1958.

M. E. MCNABOE.

FINSBURY PARK, N.4.

Volunteers for Marshalling

I NOTED with interest your remarks about the lack of volunteers for marshalling in "Club News" in your 4th October issue. Surely some sort of pool or club could be formed to enable clubs to draw on outside assistance in the shape of experienced Marshals. This would then avoid such incidents as I witnessed at a Silverstone club meeting recently, when there was an appeal for marshals half way through the proceedings.

I, and I am sure many others, get a great satisfaction out of marshalling but we are restricted only to our own club wants. I myself am only too willing to travel nearly anywhere in England, at, naturally, my own expense, to be able to marshal at a race meeting or any other meeting if required.

I am sure that there must be many others, like myself, willing to help but unable to do so.

D. LILLEY.

CHELSEA, S.W.3.

Closing Roads

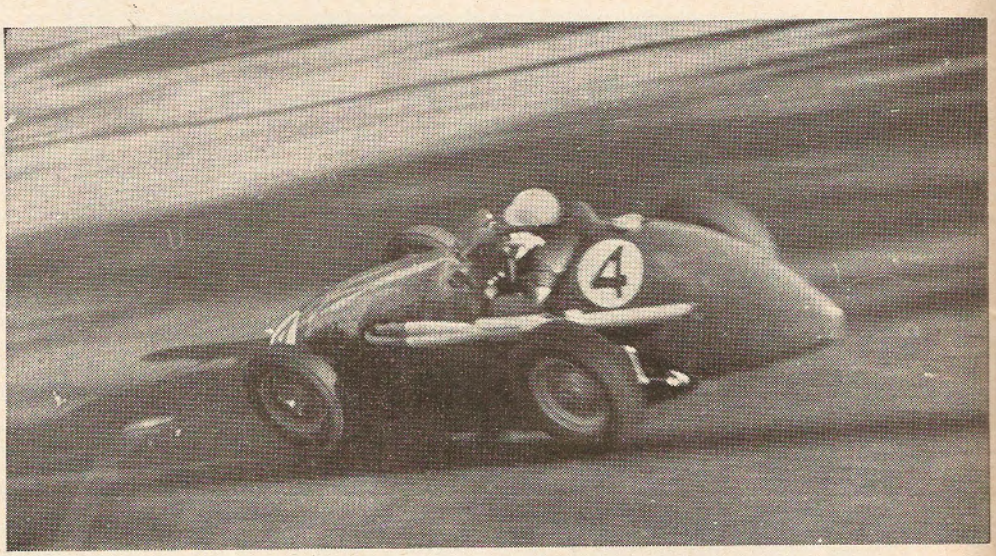
HOW is it that of all people, golfers are allowed to have a main road closed for two days so that they can pursue their game?

My question arises out of the piece in the *Daily Telegraph* recently—"The A57 road through the Lindrick course near Sheffield will be closed on 4th and 5th October for the Ryder Cup golf international match". Could not the motor racing fraternity be entitled to the same privileges to hold International motor racing matches on the public highway?

R. F. OLIVER.

CROYDON, SURREY.

AUSTRALIAN reader Peter O'Reilly, of 10 Goydon Street, Lahemba, New South Wales, wants pen-friends in Europe and America.



FERRARI with a 3-litre engine in an ex F2 chassis is that of Lex Davison, winner of the 100 mile racing car championship.

New South Wales Road Racing Championships

Six Events for Racing, Sports and Saloon Cars— McKay Breaks Sports Car Record in ex-Moss Aston

THE third annual New South Wales road racing championship was held at the Mt. Panorama Circuit, Bathurst, 120 miles west of Sydney, by the Australian Racing Drivers' Club. There were three major events and three minor events for racing, sports and saloon cars.

The first major event was the N.S.W. road racing championship for saloon and touring cars to be run over 10 laps (approximately 38 miles).

The main contestants in this event were Leo Geoghegan (Holden-Repco), Wally Thompson (Holden-Waggoth), and Peter Lowe (Zephyr-Mays).

From a handicap type start the fastest car was Geoghegan's Holden followed closely by Wally Thompson in his d.o.h.c. Holden. The very fast Mays-converted Zephyr of Lowe's retired after a few laps. Surprise of the race was Teddaye's Fiat 750 Abarth (first in Australia) which staggered many with its top speed of 85 m.p.h. through the "traps" on Courod straight.

Wally Thompson lost all chance of beating Geoghegan when he spun the Holden at Forest Bend and again at Pit Corner during a shower of rain.

Results

Scratch: 1, L. Geoghegan (Holden); 2, W. Thompson (Holden); 3, W. Slattery (Holden). Time: 36 m. 48 s.

Handicap: 1, W. March (Renault); 2, N. Crowfoot (Simca); 3, R. Holden (Peugeot 403).

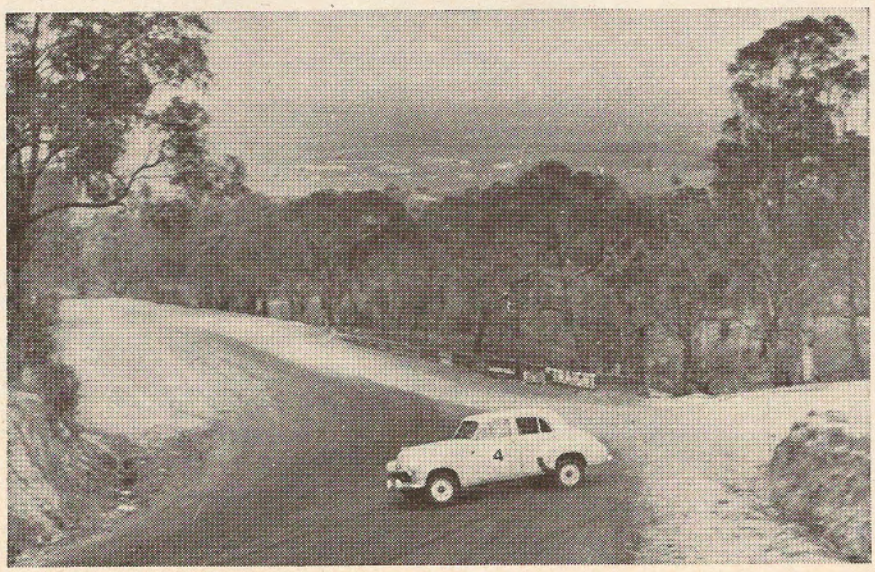
The second major event was the New South Wales road racing championship for sports cars, of 13 laps (approx. 50 miles).

Main interest was centred on David McKay in the ex-Moss 1956 Le Mans Aston Martin DB3S, Bill Pitt in the D-type Jaguar, Bill Patterson's Cooper-Climax (1,460 c.c.) and Nino Sacilotto in the reputed ex-Pan Americano Race Ferrari 2.7-litre coupé. The start was the handicap type with Pitt and McKay the backmarkers.

Pitt's lead over McKay up the mountain was short-lived when the superior handling of the DB3S and inspired driving of McKay put the Aston into the lead along the top of the mountain and down through the Esses. Sacilotto's Ferrari retired after one lap with engine trouble while Patterson in the Cooper-Climax surprised everyone by lapping faster than the D-type.

McKay broke the sports car lap record by approximately 3 secs. when he lapped in 2 mins. 58.1 secs.

McKay's driving was faultless and it certainly proved he is the best sports car driver in the country at present and certainly a worthy successor to Moss in the DB3S.



HOLD ON: Wally Thompson spins his d.o.h.c. Holden at Forest Bend during the closed car event.

Nat Buchanan's glassfibre-bodied sports car with Fiat 1100 components driven by Bruce Maher led on handicap and amazed everyone with its speed.

Results

Scratch: 1, D. McKay (Aston Martin DB3S), 39 m. 17 s.; 2, W. Patterson (Cooper-Climax 1,460 c.c.); 3, W. Pitt (Jaguar D type).

Handicap: 1, Bruce Maher (Buchanan-Fiat); 2, K. Bennett (Austin-Healey); 3, C. Campbell (TR2).

The main event was the N.S.W. road racing championship for racing cars and this proved to be the best field seen at Bathurst for some time.

Favourites for the 100-mile race on the scratch section were Davison (Ferrari), Jones (Maserati), Clarke (Ferrari) and Stillwell (Maserati). The handicap section seemed to be between Tom Hawkes in the ex-Jack Brabham Redex Special (Cooper-Bristol), now fitted with a Repco-Holden engine, Len Lukey (Cooper-Bristol) and Frank Gardner (C-type Jaguar).

Jones and Clarke were the backmarkers in the handicap start, allowing Davison 50 secs. start. Stillwell was a non-starter with clutch trouble, also Arnold Glass who had just purchased the sister car to Clarke's from John McMillan, N.Z., who had burnt a piston in practice.

Jones and Clarke were circulating at a very high speed only inches apart and seconds off Jones's lap record whilst Davison's Ferrari seemed to have a miss in the engine.

For six laps the hair-raising dice between Jones and Clarke continued and kept the crowd on their toes until Jones retired with clutch trouble leaving Clarke firmly in the lead until he locked his inside front wheel with Jack Neal's (4CL Maserati) rear offside wheel and the Ferrari bounced on its nose and somersaulted, throwing Clarke out on to the track.

He was taken to Bathurst Hospital with broken ribs, concussion, abrasions and internal injuries. This left Davison in the lead but he made a pit stop of 83 secs. in an attempt to cure a fuel leak.

An interesting duel between Hawkes (Repco-Holden Cooper), Lukey (Cooper-Bristol) and Jack Meyers (W.M. Cooper) continued for three laps. Meyers smote

(*Continued on page* 616)

VENEZUELAN GRAND PRIX

1st FERRARI - Peter Collins & P. Hill

2nd FERRARI - L. Musso & Mike Hawthorn

3rd FERRARI - Von Trips & Seidel

4th FERRARI - M. Trintignant & O. Gendebien

(Subject to official confirmation)

USING SHELL X-100 MOTOR OIL

Ferrari has now won the World Sports Car Championship for the second year in succession using Shell X-100 Motor Oil and whenever available Shell Petrol.

New South Wales—*continued*

the bank at Forest Bend in the second lap tearing off a front wheel.

Steadily working his way up through the field to a handicap win Tom Hawkes impressed everyone with his hard, fast and immaculate driving in his first race on Bathurst. Hawkes is going to England in 1958 and I believe his Repco-Holden Cooper is going also. This car should prove very fast on the shorter circuits such as Brands Hatch.

The Tornado driven by Ted Gray proved very fast in a straight line but as it is a big car it proved quite a handful in the twisty section and he later retired with a sick engine, but later rejoined the race for a few laps.

Lex Davison (Ferrari) was flagged home the winner of the scratch section and Tom Hawkes winner of the handicap section.

Results

Scratch: 1, L. Davison (Ferrari), 75 m. 54 s.; 2, T. Hawkes (Repco-Holden Cooper); 3, L. Lukey (Cooper-Bristol).

Handicap: 1, T. Hawkes (Repco-Holden Cooper); 2, F. Gardner (C-type Jaguar); 3, D. Jolly (Decca Spl.).

This win left Davison firmly in the lead of the Australian Gold Star award with 30 points, with Tom Hawkes second, with 17 points and Stan Jones third with 14 points.

New Zealand Grand Prix

A Home Win Expected at Last

AUCKLAND drivers have refused to compete in the Albert Park, Melbourne, Australia, meeting next month for various reasons. Now the meeting has been cancelled.

At present the only Australian listed as a possible for the New Zealand Grand Prix is Lex Davison, the Australian champion, who races an ex-Peter Whitehead Ferrari.

Incidentally, confirmed overseas entries for the Grand Prix are Stuart Lewis-Evans (Connaught), Roy Salvadori (Connaught), Archie Scott-Brown (Lister-Jaguar) and Jack Brabham (2.2 Cooper).

Although everyone is happy to know that this team is coming, a number of people are unimpressed by the cars, and generally it is felt here that this season may be the turn of the tide as far as the overseas run of successes over the last four years is concerned. The commonly held view is that local 250F Maseratis and the various types of Ferrari resident here will be more than a match for the overseas men, although there is always the reservation that experience counts for a great deal and this might put New Zealanders at a disadvantage.

Latest acquisitions of New Zealanders are the Stirling Moss 250F for Aucklander Ross Jensen. It is coming out here with the Dunlop disc brakes replaced with conventional Maserati stoppers—two leading shoe back and front.

Christchurch's Pat Hoare will receive a tailor-made Ferrari, with a 3- or 3½-litre engine in an elongated Super Squalo frame, by Christmas, and another Christchurch driver, Frank Cantwell, will take delivery of a Tojeiro-Jaguar about the same time.

Tom Clarke should be sufficiently recovered from his crash at Bathurst, New South Wales, for the major New Zealand events. It was worse than first thought. He underwent a major operation for internal injuries and was critically ill for a time, but is now rapidly recovering. His ex-Peter Whitehead Ferrari was not badly damaged.

The Wellington driver, John MacMillan, who also crashed in Australia with the ex-Parnell Ferrari has now disposed of it to the Sydney driver Arnold Glass. MacMillan is acting as Glass's racing manager, and Glass may race the car in the major events here this season.

The Christchurch Motor Racing Club has received a letter from Horace Gould who is anxious to enter the Lady Wigram Trophy in January. Gould will bring a 250F Maserati if he comes, but much will depend on whether he is prepared to accept the expenses and starting money the club can offer in view of probable commitments with the team already booked for Auckland.

The telephone wires between London and Auckland have been buzzing. Stirling Moss and New Zealand Grand Prix secretary Frank Perkins were in communication the other day. There appears to be still a chance that Moss will appear in the Grand Prix, but he pointed out to Mr. Perkins that he had promised his wife to give up racing if and when he has won the World Championship with a British car, and for this reason he does not want to miss out on the Argentine races. It appears that if he can get transportation he might make the trip here. Then, of course, the question arises of a car. No one knows anything about that here, and hopes are high that if Moss does come, Tony Vandervell will let him have a Vanwall.

That combination would put paid to local drivers' hopes, but nevertheless Moss would be the most welcome visitor.

And just for the record: Sound effects at Ardmore on Grand Prix day will include the jet-engined Cooper built by J. L. Meikle, of Northern Ireland. It is booked for a demonstration run.

Finally: Just to give added zest to the impending season, the Christchurch driver, Frank Shuter, has bought the two big Maseratis built *circa* 1950 especially for the Indianapolis 500. These are the 3-litre cars that never raced in the American classic and, in fact, it is doubtful if they have done any racing at all.

Racing Prospect—*continued*

and it is to be hoped that G.P. racing, as a spectacle, loses nothing by the adoption of fairly diminutive cars.

On the other hand, the new breed of G.P. cars may prove to be of great technological interest to the designers of normal road cars, leading to rapid advances in every branch of automobile engineering. For even one very large manufacturer to adopt some design feature developed by racing would be an admission of the value of Grands Prix in the development of quantity produced passenger vehicles. The prestige value of G.P. successes is unquestioned, but few of the big manufacturers will admit that the racing circuit is the best laboratory of all.

The World Championship is providing the main topic of conversation, and this brings up the subject of Juan Manuel Fangio. Five times champion, "El Chueco" has no intention of retiring, and may, like Behra, adopt free-lance status. In any case, the championship contenders should be Moss, Fangio, Behra, Brooks, Collins and Hawthorn, with Lewis-Evans and Musso the next best choice.

Even if Fangio does drive for Ferrari in Argentina, it does not necessarily follow that he will sign up for Maranello. Vanwall, B.R.M., Maserati and a rumoured newcomer, are all capable of bidding for his services, and the master tactician will obviously choose the marque which he believes will help him to gain his sixth title.

Moss is certain to lead Vanwall, and he is a great favourite to win the Championship. Nothing will be spared at Acton to make this possible. Nevertheless the new regulations emphasize the need for complete reliability, as no driver changes are permissible in assessing Championship points. Stirling would, therefore, have gained no points at Aintree, but top scores at Pescara and Monza—proving that, like Fangio, he can conserve his machine and still win! Yet, in the furious struggle to win Grands Prix, no one can possibly guarantee that individual cars will last—even if the distance is reduced to 300 kilometres, and it may well be that a larger aggregate of points could be amassed by slightly slower men.

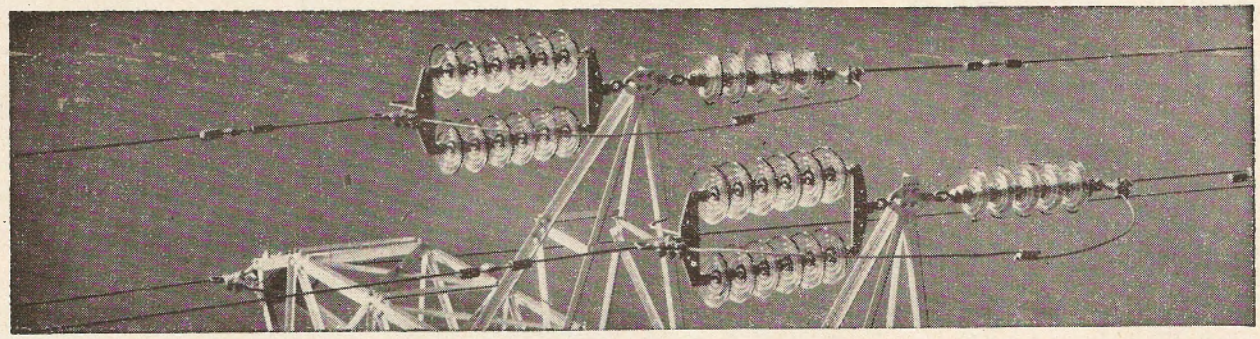
Jean Behra, in either B.R.M. or Vanwall, could quite easily be France's first World Champion, and Tony Brooks, no matter for whom he drives, must also be in the favourite class. Then, Peter Collins and Mike Hawthorn may at last have very fast and reliable cars—and both are in the top grade. All in all, it ought to provide the closest tussle since the inception of the Championship, eight years ago—with the new "no change" rules making it more individual than ever before!

Moroccan Musings—*continued*

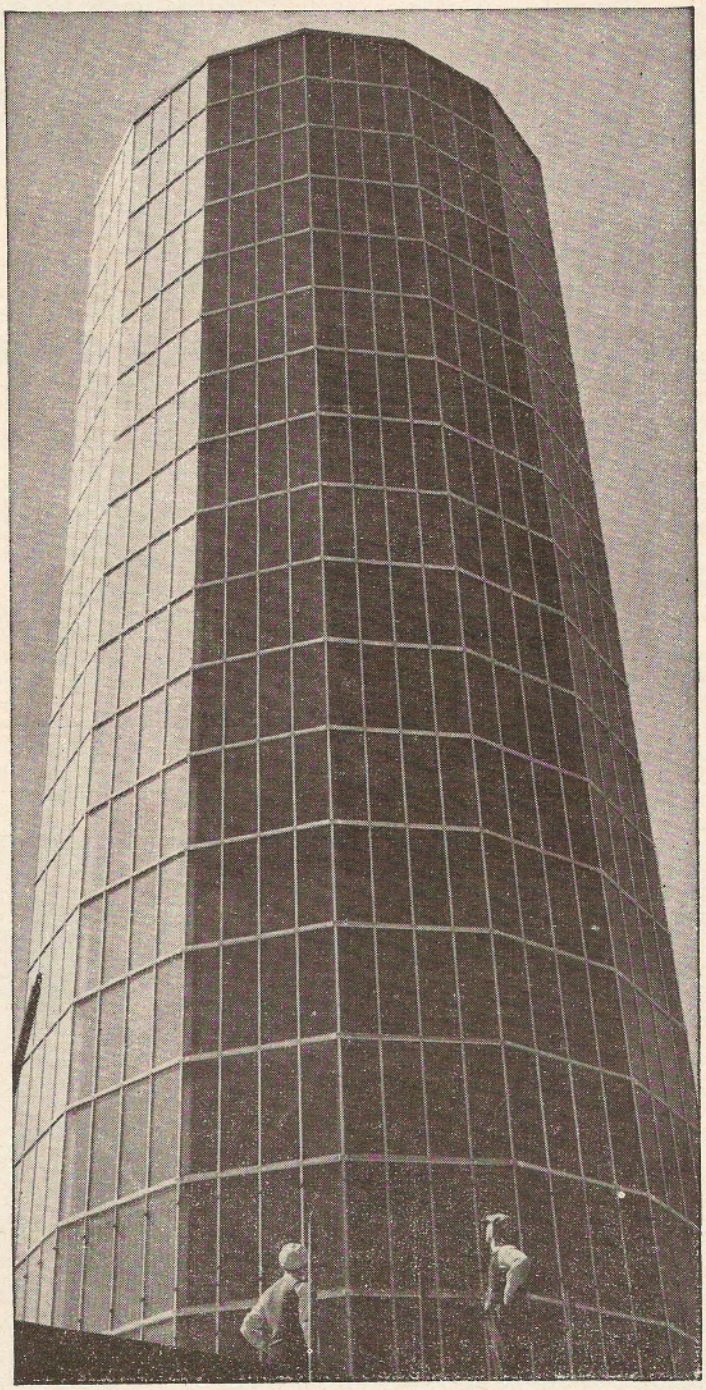
11 onwards, and two nice looking Vanwalls sat silently in the paddock all day—pity!

The black flag affair certainly enlivened proceedings when things were getting quiet after half-distance, but it could have seriously affected the outcome of the race if Fangio had been a bit closer in the battle. Robb Walker's *équipe* put up a stout and well-meaning effort in getting Jack Brabham mobile again, and if they had done it in front of the pits all would have been well. "Toto" Roche's misdemeanour was in not putting a number alongside the flag, but one supposes he thought it unnecessary with so few cars circulating at that time.

To conclude, once again Fangio showed his mastery and, more than that, his love of the sport and devotion to duty, by pressing on at the limit when victory was beyond his grasp. After all, anything can happen on the last lap—can't it?



the tower... the insulator... ...and you



A tower 130 ft. high . . . a high voltage insulator a dozen inches long. Both made of glass.

THE TOWER sheathed in 13,000 square feet of glass, enables surplus hot water from the Battersea Power Station to be used for central heating and domestic supplies for 1,600 families in nine blocks of flats.

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Club News

By MARTYN WATKINS

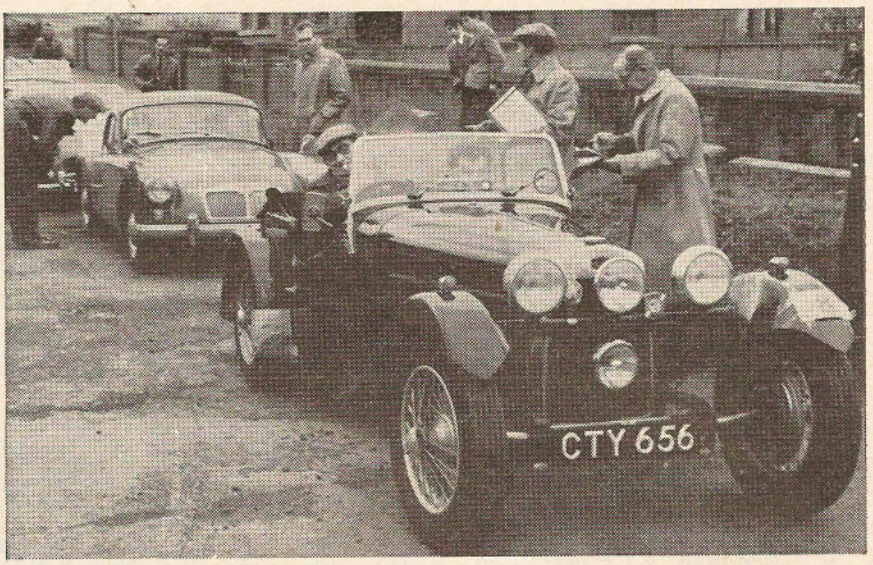
AFTER Stuart Seager's comments—and explanation—last week I feel that I scarcely need an excuse for leaving "Club News" for a couple of weeks. This seems to be as good a chance as any to supplement the non-existent excuse—if you see what I mean—with a nice, polite little thank you to Mr. Seager for holding the fort on my behalf. Thank you.

However, the breathing space he mentioned is still breathing, in a manner of speaking, and there still remains comparatively little in the way of "Club News" to pass on to AUTOSPORT'S thousands of readers all over the world: that's as far as I can go just now, since we have no definite information that Sputnik II is fitted with copies for Martians or even Lemonchiks to read. End of waffle, beginning of news.

My post early this week included a wonderfully official-looking document, which I felt I ought to read while standing properly at ease, from the Royal Air Forces Association. This informed me that the Association has formed its own motor club at national level, an item of news which I feel will interest a very fair number of folk who are ex-R.A.F., keen motorists, but not regularly in receipt of R.A.F.A. information. It seems that the club has been formed in accordance with a resolution passed at the R.A.F.A. national conference and will promote motoring events and competitions under R.A.C. rules and the first of these is already lined up: the Blake trophy rally to be run by the north-western division on Sunday, 24th November. Headquarters of the club's central committee are at 83 Portland Place, London—the R.A.F.A. national H.Q. Fall in, you chaps!

* * *

THE next open meeting of the **Navigators' Club** will be held at 8 p.m. on 13th November at the Masons Arms, Maddox Street, W.1, when Mr. Norman Blockley, chairman, will be talking about his Tour de France experiences. On a personal note, my brand-new wife and I received a nice little thought from secretary Mr. Donald McKittrick, in the form of congratulations—please accept my thanks in this way, on behalf of the club, Mr. McK. . . . **Guildford M.C.** annual dinner is scheduled for 15th November and will be held at the Casino Hotel, Tagg's Island, Hampton Court, because of a lack of local facilities. AUTOSPORT will be represented by John Bolster and "names" who will be present include Mike Hawthorn, Roy Salvadori, Ron Flockhart, John Young, Peter Gammon and Miss Patsy Burt. Organization of the evening is in the hands of Bob Jennings. . . . **Hagley and D.L.C.C.** Shropshire trial and rally has had its form changed and it will now take place on 1st December as a sporting trial combined with a standard production car trial over a different course but in the same area. The event will be followed by a film show at the Stewponey Hotel where the event starts and finishes. . . . "Yoohoo ballyhoo" will be held by the **United Hospitals and University of London M.C.** at the Abbey Hotel, North Circular Road, N.W.10, on 15th November from 8 p.m. until midnight. This is announced as an unrestricted event and R.A.C. licences are not required, I'm told. Tickets are 5*s.* each and are obtainable at the door if you can't get 'em earlier from M. W. Bateman, Park House, Gerrards Cross, Bucks. . . . **M.G.C.C.** South-Eastern Centre has its November rally, a night navigation event, on 23rd-24th November. Invited clubs are A.M.O.C., Chiltern C.C., Guildford M.C., London M.C., Mid-Surrey A.C., Romford E.C.C., Cemian M.C., East Anglian M.C., Hants and Berks M.C., Mid-Thames C.C., West Essex C.C., Circle C.C., Harrow C.C. and Thames Estuary C.C. and entries close on 12th November. Secretary is M. H. G. Bradstock, University Motors, Ltd., 80 Piccadilly, London, W.1. . . . On 17th November is the **Birmingham Y.C.M.C.** Midland rally, which is being observed by the R.A.C. with a view to uplifting its status to that of a closed invitation event. . . . Next event of the **Glossop and D.C.C.** is a moonlight saunter—it sounds like an olde tyme dance—on 9th-10th November which, it seems, is another name for a



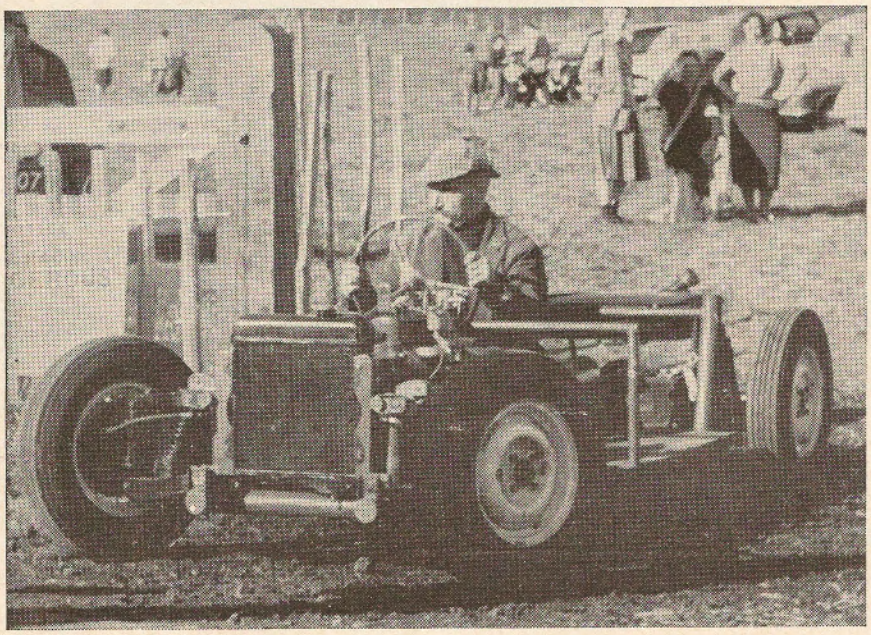
TWO very different conceptions of a sports car. W. W. Hume (H.R.G.) is followed by A. K. Forrest (M.G.A coupé) at the M.G.C.C. (Scottish Centre) Moorfoot Rally.

Coming Attractions

10th November.—*Harrow C.C. Cottingham Memorial Autocross. North Midland M.C. Semi-Sporting Trial, Miner's Standard, Winster,* 10.30 *a.m.*

16th November.—*Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.*

17th November.—*Yorks S.C.C. Pennine Trial, Pack Horse Inn, Southoway, nr. Halifax,* 10.15 *a.m.*



ECONOMY MODEL? J. V. Bolster in a denuded Elva leaves the paddock at Bodiam hill-climb.

night rally. This one has a "telephonic start". . . . For the mud-pluggers there is the **Bristol M.C. and L.C.C.** Roy Fedden trophy trial on 16th November. The event is open to West Hants and Dorset C.C., Kentish Border C.C., Sunbac, Southsea M.C., North Devon M.C., London M.C., Hants and Berks M.C. and folk eligible for the R.A.C. trials championship. Entries close on 11th November and go to K. B. White, 30 Chandos Road, Keynsham, Bristol. . . . **Allard O.C.** holds a club meeting at Abbey Hotel, North Circular Road, N.W.10, on 19th November and has its Christmas party on 10th December at Norbury Hotel, Norbury, S.W.16—tickets can be obtained from R. W. May, Hardinge Road, Kensal Rise, N.W.10. . . . **Malden and D.M.C.** hold a driving test meeting at Heston on 24th November. Invited clubs are Mid-Thames M.C., Harrow C.C., Blackfriars M.C., North London E.C.C., Guildford M.C., Cemian M.C., London M.C. and Singer O.C. Regs are obtainable from Miss J. C. Edwards, 9 Brunswick Road, Sutton, Surrey. . . . **Yorkshire S.C.C.** Pennine trophy trial is being held on 17th November starting from a point near Halifax. . . . **Midlands M.E.C.** miniature rally, scheduled for 10th November, has been postponed until a date yet to be fixed in December.

ULSTER A.C. TRIAL

WITH the season's major trophies virtually decided, there was a noticeable slackening of interest in the Ulster A.C.'s "driveability trial", held outside Belfast on Saturday, 26th October. The greater part of the 25 cars taking part were in the category for small closed cars, with four large saloons, four "specials" in the general category and four Triumphs in the class for production sports cars.

Eight driving tests were dispersed over a road section of about 43 miles, the test sites being indicated by map references. In the first test, a double see-saw, W. J. Reid's TR2 was fastest at 26.4 secs. with Kevin Sherry (Volkswagen) tieing with Desmond Sloane (1,172 McCandless) at 27 secs. Clearly, Sherry was out to tackle the open cars in no uncertain manner. This became more evident when Sherry executed the complicated move of the second test with best time of 17.2 secs. as compared with Sloane's 17.4 secs., but in the third test Bob Caughey, driving the ex-Glover Dellow, beat both with a time of 13 secs.

At this third test Ronnie Martin's 750 Renault sheared a driving shaft and news was also received that Ian Wilson's Ford Special had retired with transmission trouble. In the remaining tests, with the exception of the sixth, which was a "repeat performance" of the second, Sloane managed to keep an edge on Sherry as well as on the rest of the field, to win comfortably.

Results

Best Performance and Winner in General Category: Desmond Sloane (1,172 McCandless); 2, and winner of large saloon class: Kevin Sherry (Volkswagen); 3, Bob Caughey (Dellow); 4, and winner of novice award: Michael Johnson (1,172 Ford Special); 5, and winner of small saloon class: John Davidson (1,172 Ford); 6, R. McIlhenny (1,172 Ford); 7, W. Kerr (1,172 Ford); 8, Jim Dowling (1,172 Ford); 9, J. J. B. Dowling (1,172 Ford); 10, and winner production sports cars class: David Henderson (Triumph TR3).

Recent Results

HUDDERSFIELD M.C.

Restricted Driving Tests, 27th October

Best Performance: D. Peace (TR2). **Class 1 (closed cars up to 1,500 c.c.):** E. Jackson (Ford Anglia). **Class 2 (closed cars over 1,501 c.c.):** D. C. Travis (Austin-Healey). **Class 3 (open cars up to 1,500 c.c.):** S. Hitchen (Dellow). **Class 4 (open cars over 1,501 c.c.):** P. Murray (TR2).

NORTHUMBRIAN M.C.

Guy Fawkes Rally, 26th October

Grainger Trophy: St. Bird/G. Chaytor. **Guy Fawkes Cup:** E. H. Harrison/W. Ross. **First Class Awards:** T. B. Hutchinson/M. Hughes; R. S. Alexander/J. Dalkin. **Second Class Awards:** J. Bell; B. J. Hankey. **Team Award.** T. B. Hutchinson, J. Leftwich, T. E. S. White.

HEREFORDSHIRE M.C.

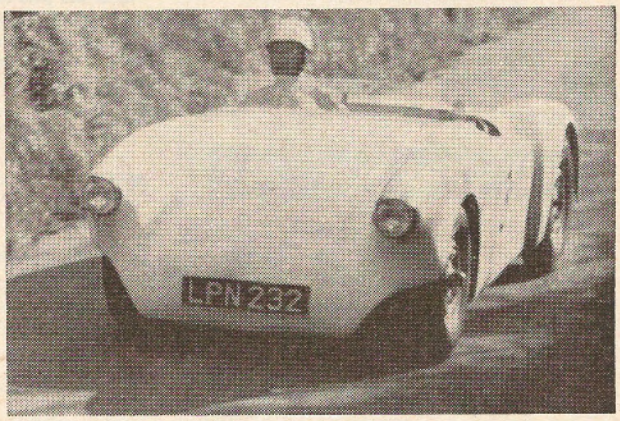
Sporting Half Day, 27th October

Hagley/Hereford Challenge Shield: Hagley and District L.C.C. **Best Performance by member of Hereford M.C.:** P. P. Roberts (Austin-Healey). **Open Class:** 1, A. L. Yarranton (Morgan); 2, F. Livingstone (Morgan). **Closed Class:** 1, H. Foster (Anglia); 2, W. H. Morgan (Prefect); 3, R. A. G. Foster (Anglia).

★

SMOOTH is the "Aries 1000" of P. T. Salkeld, seen here competing in the Hastings, St. Leonards and E. Sussex C.C. hill-climb at Bodiam.

★



LARNE FORUM

THE Larne M.C. held an open forum for their regular competitors in Larne, Co. Antrim, on Monday, 28th October. The meeting was well attended and the proceedings centred around the question put by chairman Jack Wylie, who asked: "Do you like our Larne events and what can we do to improve them?"

It says much for the efforts of this club that the audience was hard-pressed to find replies to the second part of the query. The chairman said that the 1958 Larne programme would follow similar lines to that of this year and this brought such expressions of approval as to indicate that everyone was satisfied. It wasn't until the debate widened in scope to Ulster trials as a whole that much discussion was aroused. The chairman expressed the belief that the cause of small entries was the overcrowded calendar and thought that steps should be taken to have the calendar reduced. The meeting agreed that there would be little point in any one club reducing its list and that concerted action by all Ulster clubs was essential. Both Jim Dowling and Ronnie Martin urged the club to take what steps were thought desirable to encourage entries from local drivers, Martin suggesting that an event designed for beginners only be promoted.

A suggestion that the Larne club should take up the running of the Cairncastle hill-climb in their area came to nought when the meeting was told that this event would again be promoted by the 500 Motor Racing Club of Ireland and that only petrol restrictions had prevented the holding of the meeting in 1957.

If the meeting was at a loss for words, then the answer obviously lies in satisfaction on the part of competitors with a club that promotes interesting events and is not afraid to depart from the orthodox.

W. A. McMASTER.

NEW CASTROL FILM

PRODUCED and directed by Stanley Schofield, Castrol's "Monaco Grand Prix, 1957" was given its première at the British Council Cinema, Hanover Street, London, on 29th October. This is a first-rate film in every way, with a sparkling commentary by Raymond Baxter. Packed with action, it captures the true atmosphere of the unique "round the houses" Grand Prix, and the colour photography brings to life all the scenes leading up to Fangio's victory from Brooks.

The introductory passages contain some shots from the Monte Carlo Rally, followed by the exciting series of crashes when the G.P. was run as a sports car race in 1951. The agility shown by Reg Parnell and Stirling Moss as they leap from their cars is something at which to marvel. In the 1957 race, Schofield has managed to record the sequence which resulted in the elimination of Moss, Collins and Hawthorn. The last-named's Ferrari does a gigantic leap on top of Collins's crashed machine, and one can clearly see a wheel describing a graceful arc before it disappears into the harbour waters. Many of the shots of the drivers in action are as good as have ever been seen on celluloid. This is indeed a film which must be included in every club film show.

TUNBRIDGE WELLS M.C.

7th Annual Night Navigation Rally, 26th October

1, R. S. Hulks; 2, F. Levy; 3, J. Spiers; 4, A. R. Hirst. **Navigator's Award:** E. M. Emery.

LONDON M.C.

Norwester Night Navigational Rally

Winner: P. C. Wadham (Minor 1000). **Navigator's Award:** W. H. Wadham. **Class 2:** G. F. Rennoldson (Citroën DS19). **Navigator's Award:** J. Shooker. **Class 4:** J. Shand (TR3). **Navigator's Award:** P. S. Clapham. **Best Mixed Crew of Class 2:** G. C. Wilsdon (TR3). **Navigator's Award:** Mrs. J. M. Wilsdon. **Highest placed novice:** E. H. Browne (Ford Zephyr). **Navigator's Award:** C. R. D. Day. **Team Award:** A. E. C. Harknell/J. S. Bell; P. C. Wadham/W. H. Wadham; J. E. Griffith/D. H. Oakley. **First Class Awards: Class 1,** A. E. C. Harknell and W. J. Fitch; **Class 2,** F. C. W. Palmer; **Class 4,** M. J. E. Ellman-Brown.

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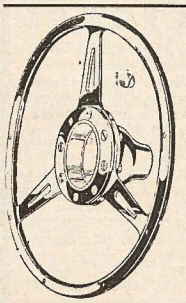

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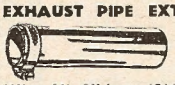

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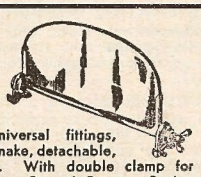
1¼" & 2" ,, ,, 11/6
Anodised Aluminium
1⅛" to 2", 8" long, 13/6. Give ext. dia. of tail-pipe when ordering.

Open 9 a.m.—6 p.m. Sunday 10 a.m.—12
Post or carriage extra.



AERO SCREENS Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, 3 gns. each. With double clamp for racing, 67/6. Curved Perspex Racing Screens for TR2, £3/15/-; TR3, Austin-Healey, M.G.—A, £4/5/-. Post 4/-.

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DOOR GRILLES embossed M.G. chrome, 24/- pair.

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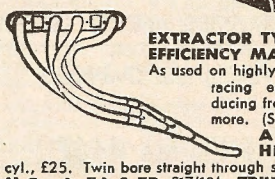

EXTRACTOR TYPE HIGH EFFICIENCY MANIFOLDS As used on highly developed racing engine producing from 5 B.H.P. more. (S.V. Minor.) **AUSTIN-HEALEY** 4 cyl., £25. Twin bore straight through silencer, £5. **M.G.—A, ZA & ZB,** £17/10/-. **TRIUMPH TR2 & 3,** £25. **MORRIS MINOR** S.V., £17/10/-, or fitted twin S.U. carbs., £30. **MINOR** O.H.V. and **1,000,** £12/10/-. **FORD** 100E, with twin S.U. Carburetters, £26. Comparative performance figures available.

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flexibility with
economy to the

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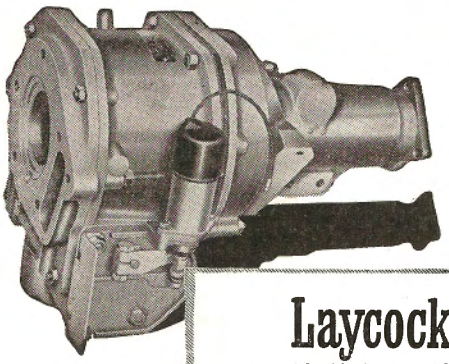

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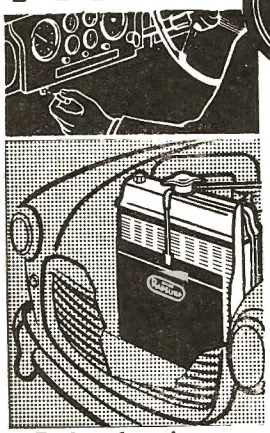

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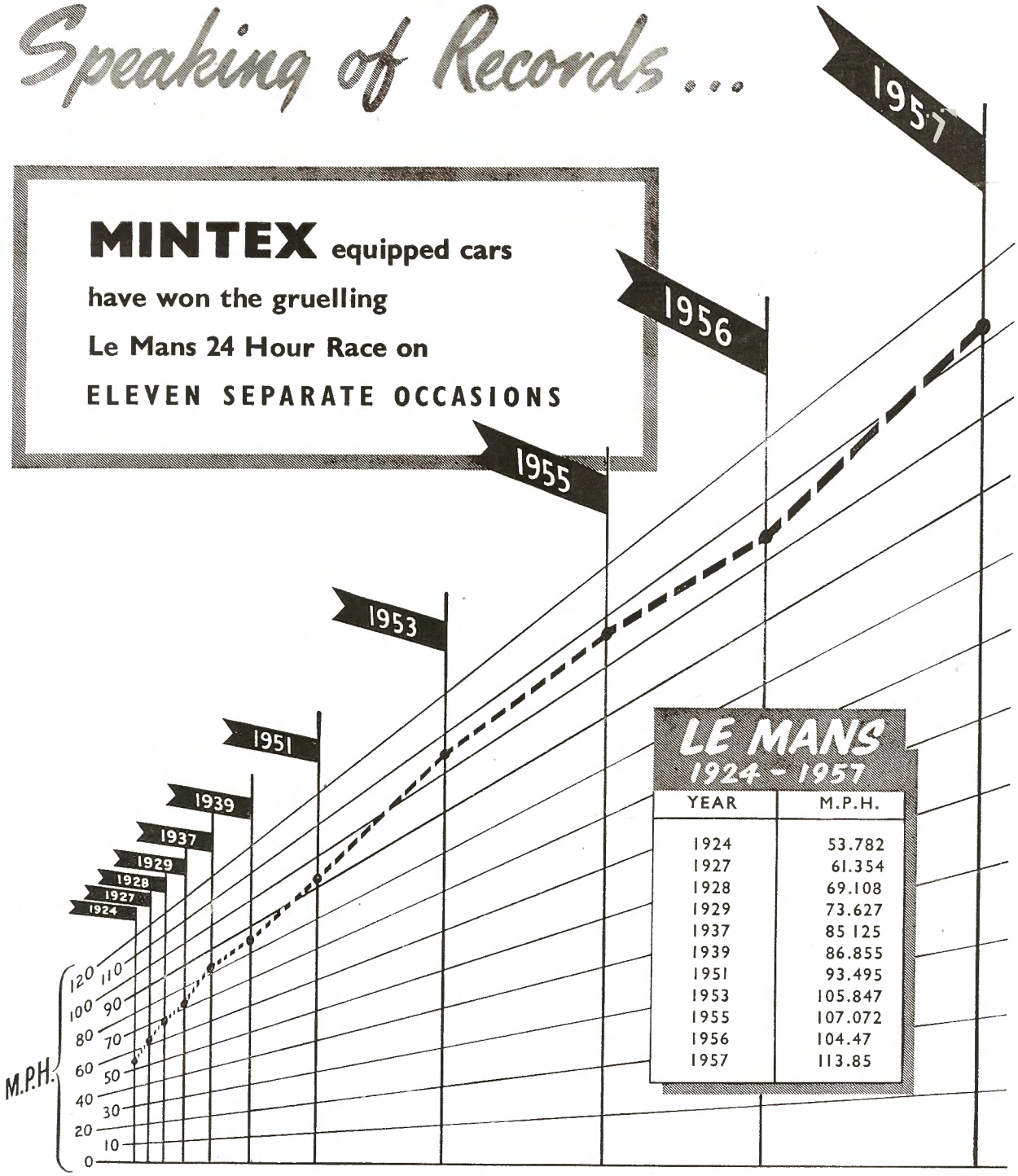

LE MANS
1924 – 1957

YEAR	M.P.H.
1924	53.782
1927	61.354
1928	69.108
1929	73.627
1937	85 125
1939	86.855
1951	93.495
1953	105.847
1955	107.072
1956	104.47
1957	113.85

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