AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY

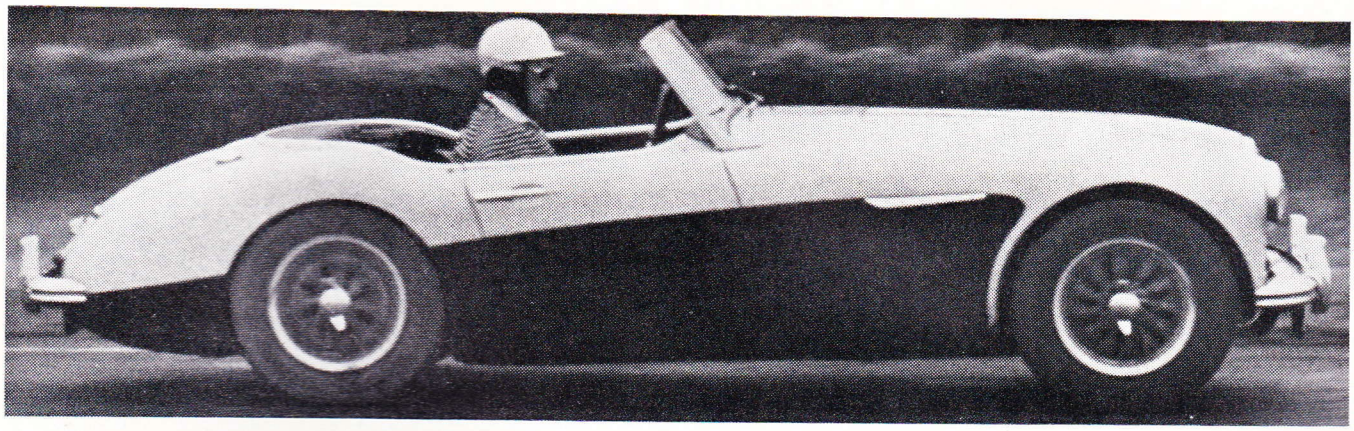


IN THIS ISSUE

BRITISH EMPIRE TROPHY RACE—FULL REPORT AND PICTURES : VINTAGE SILVERSTONE

THE ACROPOLIS, CIRCUIT OF IRELAND AND HIGHLAND RALLIES—FULL REPORTS

'an impressive increase in punch'



John Bolster and Roy Salvadori put the latest Austin Healey 100 Six through its paces.

BOLSTER How do you find her with the new cylinder head, Roy?

SALVADORI This new 6-port induction system gives her an impressive increase in punch, particularly in top from 50 to 80. You know the technical story — one port to each cylinder means vastly better gas flow. The upshot of it is, BHP is now 117 at 4,750 revs. The Austin Healey always had plenty of dig, but now it's really outstanding.

BOLSTER Does her handling match up to this performance?

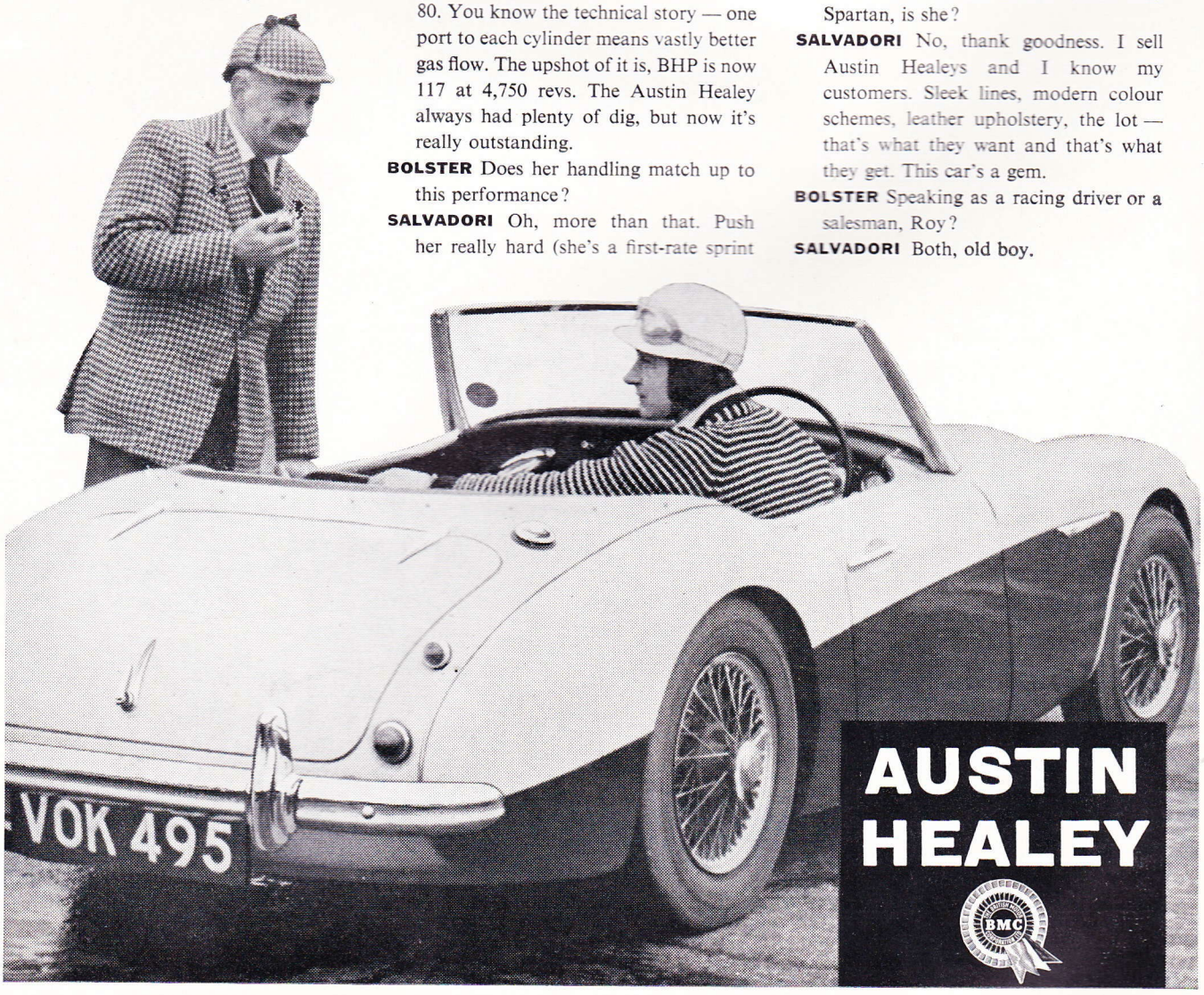
SALVADORI Oh, more than that. Push her really hard (she's a first-rate sprint car) and she still handles beautifully. The gear-change is as slick as they come, and the ratios are just the job for fast work on the intermediates.

BOLSTER How about finish? Not exactly Spartan, is she?

SALVADORI No, thank goodness. I sell Austin Healeys and I know my customers. Sleek lines, modern colour schemes, leather upholstery, the lot — that's what they want and that's what they get. This car's a gem.

BOLSTER Speaking as a racing driver or a salesman, Roy?

SALVADORI Both, old boy.



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ASTON MARTIN

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His Royal Highness the Duke of Edinburgh
Motor Car Manufacturers

BRITISH EMPIRE TROPHY
OULTON PARK APRIL 12

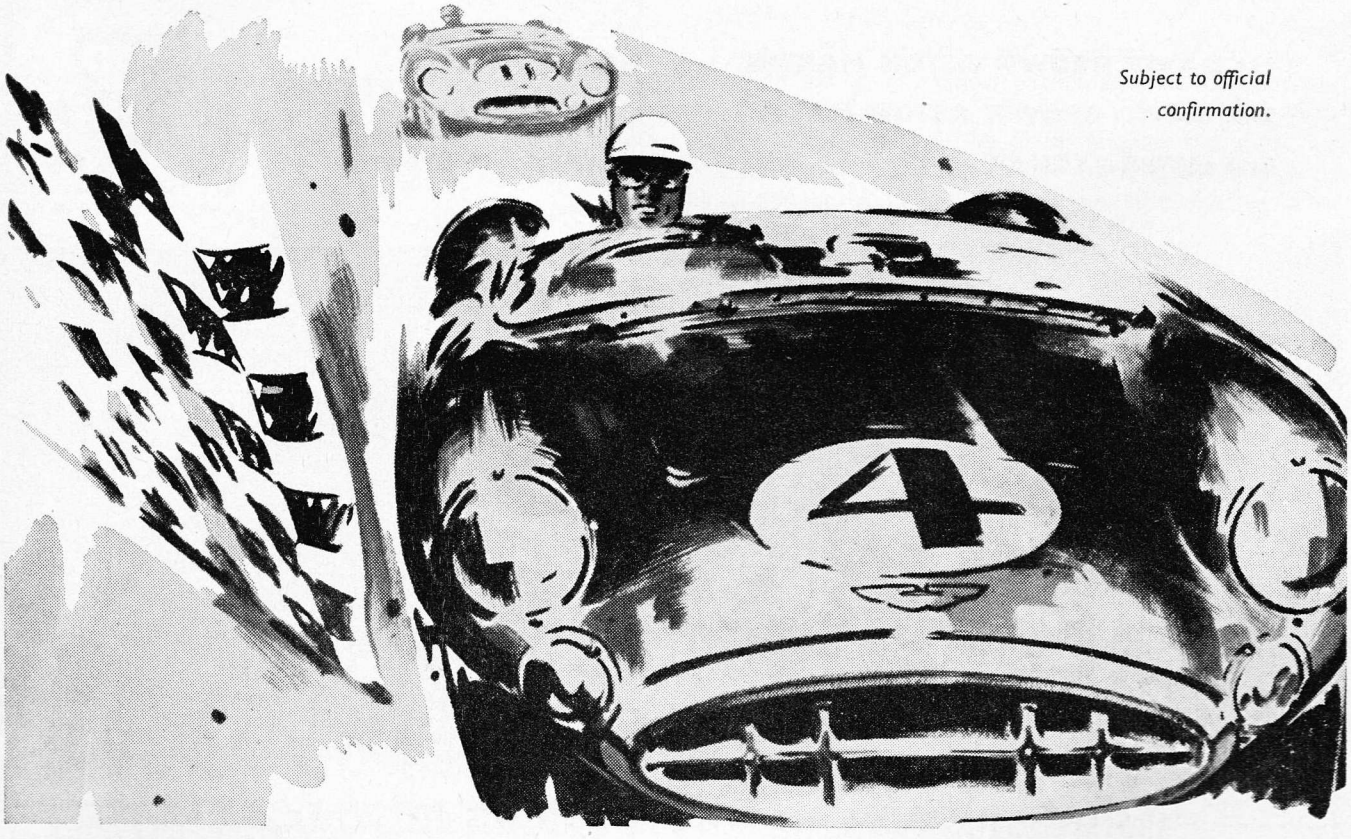
1ST DAVID BROWN ASTON MARTIN DBR2

Stirling Moss (Average Speed 87·45 mph)

New lap record 89·7 mph (shared)

2nd. ASTON MARTIN DBR2 (TONY BROOKS)

Subject to official confirmation.



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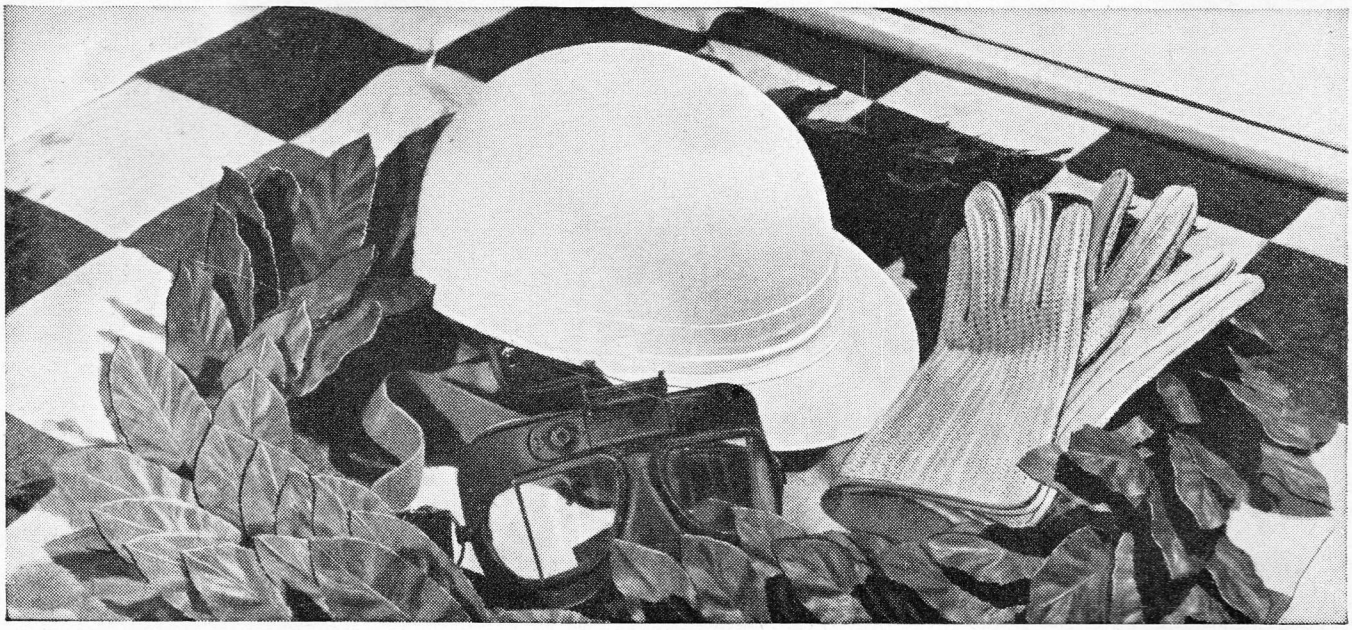
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ANOTHER VICTORY FOR BP

British Empire Trophy Race won on BP Super Plus & BP Energol



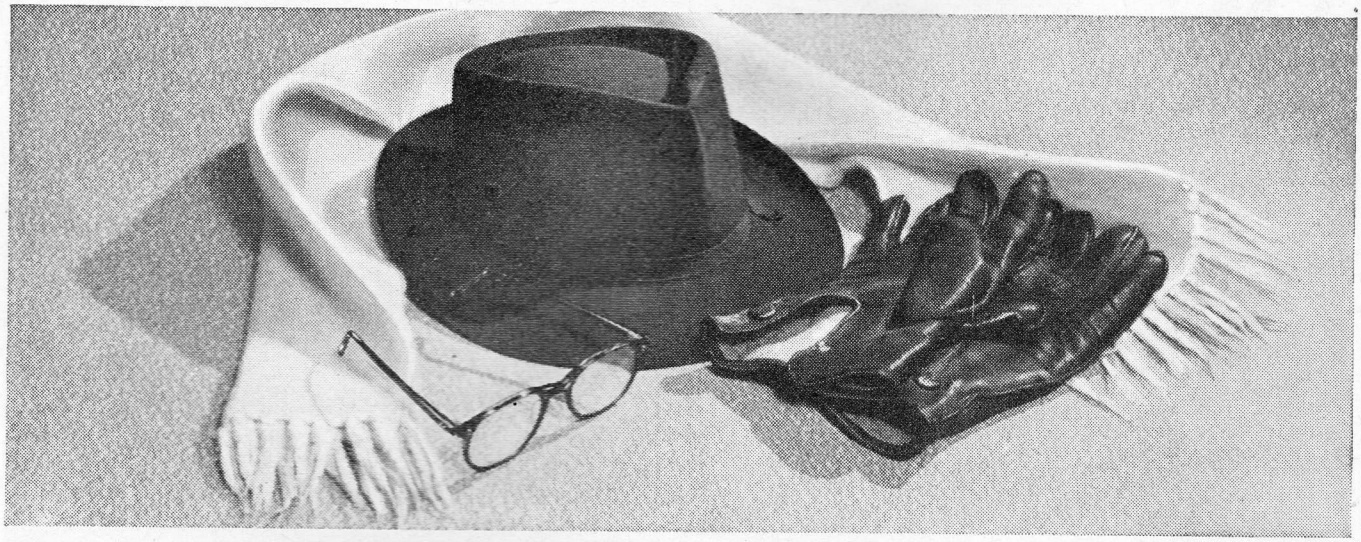
1st DAVID BROWN ASTON MARTIN **Stirling Moss**

2nd DAVID BROWN ASTON MARTIN **C. A. S. Brooks**

3rd LISTER-JAGUAR **W. A. Scott-Brown**

(Subject to official confirmation)

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

THREAT FROM SMALL CAPACITY CARS

STIRLING MOSS'S victory for Aston Martin in the British Empire Trophy at Oulton Park last Saturday was decisive enough to make race-enthusiasts regret the 3-litre limit in World Championship events. Nevertheless, no one can fail to realize the threat to the bigger cars from lightweight machines such as the new Lotus Fifteen. The lap record set up by Graham Hill, and Cliff Allison's effort in the final, serve to emphasize the tremendous performance of these ultra-lightweight cars, with their scientific aerodynamic bodywork and all-independent suspension. With the even more powerful 2.2-litre Coventry-Climax engine in the offing, cars such as these will offer a serious challenge not only in sports-car events, but in Grand Prix racing with single-seat versions of both Cooper and Lotus. That club racing promoted the small-capacity racing car is undeniable, springing directly from the earlier 1,100 c.c. machines; the Cooper, of course, also has a Formula 3 ancestry. Therefore it must be assumed that the continual competition which is a feature of British club motoring sport, definitely influences design and must be encouraged. It is true to say that small concerns such as Lotus, Cooper, Lister, Elva and so on, could not exist without the backing of clubmen, whose purchases enable the manufacturers to set aside a certain amount of finance to enable them to compete with more wealthy makers.

RACING AND SALES

PROOF of the invaluable publicity which can be obtained by successful participation in international races is forthcoming by the four million dollar order received from U.S.A. by Lotus Engineering, Ltd., for 1,000 Elites. The American corporation formed to distribute these cars, states that this decision was made following the results of the Sebring 12 Hours Race, in which the small British-built cars scored outstanding successes. The story of Colin Chapman's rise from a builder of "one-off" specials and "build-it-yourself" kits is surely one of the romances of the motor industry. His Grand Touring Elite was the sensation of the 1957 Earls Court Motor Show, and there is little doubt that it will rapidly become a serious challenger to Alfa Romeo and Porsche for a major share of the very important market for small-capacity high-performance cars. In winning the Index of Performance at Le Mans last year, Lotus convinced the rest of the world that Great Britain could build small-capacity machines equal to those constructed anywhere else. That the Elite has all-independent suspension, developed entirely from the racing cars, is not without significance. It is certain that many far larger factories would not sneeze at an order involving several million dollars, and the Lotus achievement might well cause board rooms quickly to formulate a new competitions programme.

OUR COVER PICTURE

RACE WINNER—RALLY WINNER: Luigi Villoresi, the veteran racing driver, has now taken up rallying in no mean fashion. He is seen here in his Lancia on Mount Parnese, on his way to winning the Acropolis Rally.



"Wish people would be more careful where they left their sandwiches".

[For explanation, see page 512.—ED.]

PIT and PADDOCK

SOVIET motor sporting observers will be at Le Mans for the 24 Hours Race.

STIRLING MOSS had those "rally drivers' favourite" Koni dampers on Rob Walker's Cooper-Climax at Goodwood.

COLIN CHAPMAN'S father, Stan Chapman, has taken over duties as Competitions Manager for Team Lotus to manage this season's greatly increased racing programme.

THE affairs of Officine Maserati have been placed in the hands of Italian court-appointed administrators. For the present, production of G.T. cars, and servicing of sports and racing machines, will continue.

RUDD racing team for 1958 comprises A.C.-Bristol drivers Ken Rudd, Bob Jennings, Mike Thorburn, Herbert Jones, G. Kemp, Mike Anthony, E. N. Whiteaway and Don Levy. Last-named three have entered as a team for the AUTOSPORT Championship.

FOLLOWING Nancy Mitchell's crash in the R.A.C. Rally, she received an account for £1 for 12 yards of wall, plus £5 for recovery of stones (another crew's effort). Incidentally, the use of laminated glass on the 1.5-litre Riley probably prevented the roof being crushed when the car toppled over.

THE MONZA "500"

TWO American cars with aerodynamic bodywork have been specially built for the Monza 500 Miles Race on 29th June. Last year's winner Jimmy Bryan will probably drive one of these cars, both of which have 4.2-litre Meyer-Drake engines.

It is revealed that Pat O'Connor will shortly be carrying out tests at Montlhéry to see whether or not the French track would be suitable for a similar event to that of Monza.

Owing to Grand Prix commitments, B.R.M. cannot prepare any of the obsolescent V-16 cars. Chief challenge to the Americans should come from the 4.1-litre Ferrari Special, now being completed at Maranello.

NINE races over a total of 116 laps will be the agenda at the B.R.S.C.C. national open meeting at Mallory Park on 11th May. Main event will be a 24-lapper for sports cars in the AUTOSPORT championship. There will also be three 10-lap races for saloon car championship entries, those up to 1,200 c.c., up to 1,600 c.c. and unlimited.

Other sports car events will include a 12-lap event for over 1,200 c.c. cars, with a special award for the 2,000 c.c. entries, and a 15-lapper for cars up to 1,200 c.c. Also on the programme are two heats plus a 15-lap final for Formula 3 cars.

Entries close on 28th April, restricted to 14 cars in each class except for the 500s. On the day, racing starts at 1.30 p.m.

VINTAGE BENTLEYS AT MONZA

OVER the Easter holiday a B.D.C. expedition went to the Monza autodrome with the principal object of covering more than 100 miles in one hour with a Vintage Bentley. Due to a succession of misfortunes this was not, in fact, achieved, but a great deal of information was gained about long-distance speed attempts and some pretty impressive figures were recorded.

George Burton's 4½-litre car, which now has a de Dion rear axle, was expected to be the fastest, but at Lucerne on the way (the cars were driven there in touring trim) a crack developed in the block and despite dismantling and welding efforts, water could not be kept out of the bores.

Don McKenzie's 3-litre did the standing start hour at 88.9 m.p.h. and the flying start hour at 89.1, recording a fastest lap at 98.63 m.p.h., in spite of valve trouble which slowed him towards the end of the run and, in fact, he covered 100 km. at 96.54 m.p.h. Stanley Sedgewick's Speed Six 6½-litre car, driven by Gerry Crozier, covered 50 km. at 110.27 m.p.h., with a fastest lap at 119.5 m.p.h., before similar valve trouble set in. The *équipe* believe that these valve faults are caused by vibration periods, which only become significant at sustained high revs.—something which cannot be pre-tested anywhere in this country, but in spite of these setbacks they are still most enthusiastic and hope to make another attempt next year.

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP, 1958

THE following list of forthcoming events counting for the AUTOSPORT Series-Production Sports Car Championship, 1958, has been confirmed. Owing to the large number of entrants wishing to take part in events on Whit-Monday (26th May), it has been decided to arrange races at both Mallory Park and at Goodwood. Other dates will be added so soon as confirmation is received.

10th May, Maidstone and Mid-Kent, Silverstone.
11th May, B.R.S.C.C., Mallory Park.
26th May, B.A.R.C.C., Goodwood.
26th May, Notts S.C.C., Mallory Park.
1st June, Snetterton M.R.C., Snetterton.
8th June, B.R.S.C.C., Brands Hatch.
29th June, Eastern Counties C.C., Snetterton.
5th July, B.R.S.C.C., Crystal Palace.
27th July, Snetterton M.R.C., Snetterton.
4th August, B.R.S.C.C., Brands Hatch.
30th August, B.R.S.C.C., Brands Hatch.
12th October, Snetterton M.R.C., Snetterton (Three Hours Race).

THE MONOPOSTO REGISTER

AT the recent meeting of the Monoposto Register officers were elected from the existing committee. The presidency is to be offered to John Bolster, and Dr. A. M. Goldthorpe will be chairman. Secretary remains Mr. Ken Rees, whose address is 62 Gloucester Gardens, Cockfosters, Herts, and Mr. Frank Tiedeman, whose letter to AUTOSPORT started the whole question of the new single-seater formula, will be treasurer. Martyn Watkins will act as public relations officer.

It was decided at the meeting that the present committee was too small and the number was set at nine: Roy Lee, well known in 750 Formula racing circles, has joined the committee and thus two vacancies exist.

The matter of scrutineers was raised again, and it was decided that these posts should be offered to Paul Emery and F. C. Matthews, M.I.M.I., M.I.Mech.E., while vice-presidencies are also to be offered to them and, in addition, to Denis Jenkinson of *Motor Sport*.

A prospectus giving details of the new formula is to be prepared and it is hoped to have this ready for distribution by Whitsun. Subscription rates to the Register will be 30*s.* per annum and there will thus be no entry fee.

Incidentally, the volume of correspondence has grown at a very great rate, and both Ken Rees and Frank Tiedeman plead that anyone writing to them should enclose a stamped, addressed envelope!

M. B. W.

FULL HOUSE

OWING to extreme pressure of space this week, following a number of major sporting events, several features have had to be held over until next week. They include Ruth Sands Bentley's report of the New York motor show, John Bolster's road test of the Renault-based Alpine sports coupé and many club reports.

SPORTS NEWS

B.R.M.s FOR AINTREE "200"

Behra and Shell Will Face Fierce Opposition from Stirling Moss (Cooper-Climax). Aston Martin-Lister-Lotus Struggle Forecast in Sports Car Race

THE presence of Stirling Moss in Rob Walker's Cooper-Climax adds piquant interest to tomorrow's 200 miles race at Aintree, organized by the B.A.R.C. This is the Argentine-winning car, and it will be interesting to see what speeds can be attained by this tiny machine as compared with the Vanwall, Mercedes-Benz and Maserati which Moss has driven on this circuit before.

Bourne engineers have worked unceasingly to cure the brake and servo operation troubles which beset the B.R.M.s at Goodwood, and both Jean Behra and Harry Shell have been nominated. A third car, which was to have been driven by Ron Flockhart, has been withdrawn. Peter Collins was to have driven the Ferrari which Hawthorn piloted at Goodwood, but the car has been returned to Maranello. Three works Coopers are entered, two of which will be driven by Jack Brabham and Roy Salvadori. Archie Scott-Brown drives one of the four Connaughts, whilst Horace Gould and Ken Kavanagh come straight from Syracuse with their Maseratis: Bruce Halford also has a Maserati.

The F2 Lotuses of Hill and Allison face a field of Coopers, including those of Trintignant, Brooks (Rob Walker), Lewis-Evans, Marsh, Bueb, Russell, Wicken and so on.

The up to 1,100 c.c. sports car event comprises a flock of Lotuses, challenged by Tojeiro and Elva. In the unlimited category, David Brown has entered two DBR2 Aston Martins, driven by Stirling Moss and either Tony Brooks or Roy Salvadori. There are two Lister-Jaguars (Scott-Brown and Halford), whilst Ecurie Ecosse will be there in force amongst a large number of other D-type Jaguars. From Belgium come the two yellow-painted Ferraris of Equipe Nationale Belge (Pilette and Mairesse). There are also a couple of 2-litre Lotus Fifteens (Hill and Allison), whose performance at Oulton Park was really shattering.

The programme is rounded up with a saloon car race, in which Sopwith's 3.4 Jaguar is expected to set up a new lap record.

THE ENTRIES

Sports Cars

(Start, 11 a.m.)

(Up to 1,100 c.c.)

Team Lotus: Keith Hall, Alan Stacey, Peter Ashdown. **Lotus:** Innes Ireland, M. Taylor, M. G. D. Graham, C. Martyn, Jack Westcott, Jimmy Blumer, Tom Dickson, J. Campbell-Jones, David Piper, M. Templeton, Gil Baird, Henry Taylor, Bob Hicks, P. J. Arundell, C. G. Escott, B. Harpin, R. A. Hudson, S. Fowell. **Osca:** J. Fast. **Tojeiro-Climax:** R. J. Utley, Chris Threlfall, A. Eccles. **Elva-Climax** (Elva Racing Team): C. Bristow, R. MacKenzie-Low, Ian Raby, J. Muirhead, John Brown.

Reserves: C. S. Dodd, I. Burgess (Lotuses).

(Start, 1.45 p.m.)

(Unlimited)

Aston Martin DBR2: (David Brown), Stirling Moss, Tony Brooks or Roy Salvadori. **Aston Martin DB3S:** John Dalton, Jean Bloxam. **Lister-Jaguar:** Archie Scott-Brown, Bruce Halford. **Ecurie Ecosse Jaguars:** Ivor Bueb, Jack Fairman, X. **Jaguar:** Duncan Hamilton, Maurice Charles, J. Sieff, Peter Mould, John Somervail, J. Clark. **Ferrari (3.0):** *Equipe Nationale Belge*, André Pilette, Willy Mairesse. **J.B.W.-Maserati:** Brian Naylor. **Lotus-Climax (2.0):** Graham Hill, Cliff Allison. **Twin-Cam 1500:** Hon. Edward Greenall. **Lotus "1500":** M. G. F. Dickens, Tony Marsh, John Coombs. **Lotus "1220":** J. Higham. **Lotus-Connaught:** C. Meek. **Osca "1500":** J. Fast.

Saloon Cars

(Start, 12.15 p.m.)

(Up to 1,600 c.c.)

M.G. Magnette: Alan Foster, C. W. Buckley, John Webb. **Riley:** Les Leston, Harold Grace. **Sunbeam Rapier:** H. Brierley, Patsy Burt. **Hillman Minx:** M. B. Everley. **Austin A35:** E. Fishwick.

1,601 c.c. to 2,600 c.c.)

Jaguar: Peter Blond, E. Hodson. **Ford Zephyr:** J. M. Uren. **Alfa Romeo:** John Wallwork, Louis Manduca. **Austin A105:** Jack Sears. **Healey:** Edgar Wadsworth. **Bristol 405:** P. B. Buckley.

(Over 2,600 c.c.)

Jaguar: Tom Sopwith, Sir Gawaine Baillie, John Coombs.

200 MILES RACE

(67 Laps)

B.R.M.: Jean Behra, Harry Shell. **Connaught:** G. Richardson, Verden Edwards, Archie Scott-Brown, Paul Emery. **Cooper-Climax:** Stirling Moss, Keith Ballisal, Jack Brabham, Roy Salvadori. **Maserati:** Horace Gould, Bruce Halford, Ken Kavanagh, K. Campbell.

F2

Lotus-Climax: Graham Hill, Cliff Allison, Denis Taylor. **Cooper-Climax:** Maurice Trintignant, Tony Brooks, Cooper Car Co., Ltd., X. **Cooper-Climax:** Stuart Lewis-Evans, George Wicken, Brian Naylor, Jim Russell, Ian Burgess, Henry Taylor, Ivor Bueb, David Shale, Tim Parnell, Tony Marsh. **Reserve:** J. D. Lewis.

COLIN DAVIES (OSCA) WINS AT MONZA

IN the 1st Shell Trophy Race on the Monza road circuit on 13th April, the British driver Colin Davies (Osca) won both general classification and 2,000 c.c. class with his works 1½-litre car. He was 1½ mins. ahead of the runner-up Bordoni (2.0 Maserati).

Results

751 c.c. to 2,000 c.c.

1, **Colin Davies** (1.5 Osca), 1 h. 27 m. 50.6 s. (142.100 k.p.h.); 2, Bordoni (2.0 Maserati), 1 h. 29 m. 20 s.; 3, Starabba (2.0 Ferrari); 4, Baffo (2.0 Maserati); 5, Cortese (2.0 Ferrari).

Class Winners: Davies (Osca), Bordoni (Maserati), and Scarfiotti (1.1 Osca).

Up to 750 c.c.

1, Leonardi (Osca), 1 h. 39 m. 17.6 s. (138.982 k.p.h.); 2, Zannini (Stanguellini); 3, Brichette (Osca).

1,000 ELITES FOR U.S.A.

Sebring Success of Sports Cars Leads to $4,000,000 Order

AS a direct result of the Lotus successes at Sebring, the U.S.A. distributors for Lotus cars have notified the Hornsey concern that they are ordering immediately 1,000 Elites, totalling four million dollars. This is a huge order for such a small concern as Lotus Engineering, and serves to emphasize the tremendous prestige to be gained in supporting International racing. Already Lotus distributors in U.S.A. are making arrangements for greatly increased servicing facilities under the direction of Jay Chamberlain Automotive Corporation, Burbank, who have acquired extensive premises adjacent to the showrooms.

Colin Chapman intends to make available the first 100 cars to British customers, and first shipments of the American-ordered cars should commence by the end of August, by which time Lotus's new factory at Cheshunt, Herts, should be in full operation. Complete arrangements have been made for the manufacture of the unique bodies, and Coventry Climax will shortly be in top gear as regards engine production.

Elites will be seen in competitions this season, three having been entered for the AUTOSPORT Series-Production Sports Car Championship. The cars will probably also be seen at Rheims for the 12 Hours Race, and almost certainly in the Tour de France in September.

RALLY DE LA LAVANDE

Results

General Classification

1. De Saint-Auban/Roux (Panhard).
2. Tramzal/Hunger (DKW).
3. Hébert/Consten (Alfa Giulietta).
4. Gentilini/Martin (Alfa Giulietta).
5. M. and Mme. Trautmann (Citroën ID19).
6. Bernard (Citroën ID19).

FULL ENTRY FOR BRANDS HATCH

EVERY one of the eight events at next Sunday's car race meeting at Brands Hatch has attracted a full entry, despite the counter attraction of a full international programme at Aintree, 250 miles away, the day before.

Heading the Brands bill are two 15-lap saloon car races counting for the National Championship. Entries include Tommy Sopwith, Sir Gawaine Baillie and John Young in 3.4 Jaguars, Jack Sears (A105), Patsy Burt (Sunbeam Rapier), Harold Grace (Riley 1.5), Alan Foster in Dickie Jacob's Magnette and John Webb in J. Davy's similar car.

Formula 3 500 c.c. races at Brands have attracted 30 entries, including those of Don Parker and Trevor Taylor.

Other races, which are for series-production, 1,200 c.c. and unlimited capacity sports cars, will feature John Bekaert (H.W.M.), Graham Warner (Austin-Healey 100S), Michael Parkes (S/c Lotus-Ford), M. Delapena (Delahaye), J. W. Mackenzie (M.G.A), Herb Jones (A.C.-Bristol) and M. L. Roberson (Lotus-Climax). The Chequered Flag Racing Stable have also entered Percy Crabb in their Tojeiro.

Racing starts at 2 p.m.

EASY VICTORY FOR MUSSO

Lone Ferrari Wins at Syracuse

WITH the absence of Vanwall, B.R.M., Cooper and Lotus, the Grand Prix of Syracuse became a race featuring Luigi Musso's works V6 Ferrari, and a number of privately owned Maseratis plus a singleton Cooper-Climax.

It was a complete walk-over for Musso, who did not have to pull out all the stops, and won comfortably from Bonnier (Maserati) and the Spaniard Godia. Britain's Horace Gould took fourth place. Musso's fastest lap was achieved in 1 min. 57.01 secs., 166.247 k.p.h. (103.3 m.p.h.).—well under Stirling Moss's 1957 record with the Vanwall of 1 min. 54.3 secs., 173.228 k.p.h. (107.64 m.p.h.). Musso lapped the entire entry.

Results

1. Luigi Musso (Ferrari), 60 laps, 2 h. 2 m. 44.4 s., 161.314 k.p.h. (100.24 m.p.h.).
2. Joakim Bonnier (Maserati), 59 laps.
3. Francesco Godia (Maserati), 58 laps.
4. **Horace Gould** (Maserati), 57 laps.
5. Anne-Marie de Filippis (Maserati), 56 laps.
6. **Ken Kavanagh** (Maserati), 53 laps.

Fastest lap. Musso, 1 m. 57.01 s., 166.247 k.p.h. (103.3 m.p.h.).



OFF—on his way to victory in the 6th International Acropolis Rally, veteran racing driver Luigi Villoresi at Athens with his Lancia Gran Turismo. He was partnered by C. Basadonna.

RALLY ACROPOLIS

First Victory for Luigi Villoresi in New Sphere of Activity — Greece's Premier Event a Worthwhile and Difficult Touring Championship Rally

By GREGOR GRANT 7 Ε'ΡΑΛΛΥ ΑΚΡΟΠΟΛΙΣ

PHOTOGRAPHY BY K. RAFAEL, ATHENS

REGARDED as possibly the last of the true sporting rallies, with no restrictions as to average speeds between two points, the International Acropolis Rally is indeed a fascinating event. As a guest of ELPA (The Royal Automobile Club of Greece), I was able to study the progress of the rally, as well as to watch both speed hill-climbs and the circuit regularity events. Organization is excellent throughout, although there was a certain amount of criticism as to the wisdom of using roads not fully repaired after the winter snows. The system of marking was not exactly 100 per cent. popular with competitors but, as the results showed, it worked better in practice than was thought possible. However, it was complex enough to make it difficult to work out the actual winners without a great deal of mathematical exercises. This meant that competitors were never quite sure how they were going to emerge in the results.

In the eliminating tests drivers who returned a time 3 per cent. better than the best in the next category, 6 per cent. better than the next again, and so on, retained zero marks and penalized everyone else. Thus, on arrival at Athens, only five crews had retained clean sheets, but their advantage was liable to be washed out by performances on the final tests at Tatoi airfield, and Mount Parnese hill-climb. For instance, the XK 140 driver Papamichael's time on the Ritsona hill-climb was so good that he penalized the rest of the G.T. category, including Villoresi (Lancia). However, the Italian recovered lost ground at Tatoi, and also at Parnese where the Greek entrant suffered clutch slip. Pezmazoglou, whose wonderful handling of his big Chevrolet was one of the features of the rally, could not establish a clear lead in the touring class owing to equally remarkable performances by Anderssen (Volvo) and Meier (Auto Union). The Volvo was a fantastic machine, putting up times on the hill-climbs far better than many of the G.T. cars. Indeed it sounded more "Gran Turismo" than any other machine.

Victory eventually went to Villoresi/Basadonna in their well-prepared, black Gran Turismo Lancia. Sympathy was with Nick Papamichael and his co-driver Mourtzopoulos, whose admirable run ended with clutch slip costing many points on the final hill-climb. Bad luck also attended the French Peugeot expert Paul Guiraud, who hit a bridge and lost a front wheel less than one kilometre from the finish at Parnese, with his 403. Guiraud was accompanied by Alain Bertaut of "L'Equipe".

Amongst the outstanding performances was that of the brilliant French driver Annie Soisbault, and her co-driver, the petite Lise Renaud. Their sole error was in crossing the 100 metres control line at Verria too early, otherwise their team-work was admirable.

Whilst so many Trieste starters fell by the wayside owing to a nightmare detour caused by flooded roads in Jugoslavia, the two French girls reached Salonika with plenty of time in hand. The Triumph TR3 never missed a beat, although Annie had some anxious moments in the *parc fermé* at Athens, owing to starter motor trouble.

Of the 76 entrants from 16 nations, 16 were posted as non-starters, probably owing to the proximity of the "Lyon-Charbonnières" and consequent difficulty in getting cars ready after that tough *épreuve*. However, Gacon/Arcon (Alfa Giulietta Special), Guiraud/Bertaut (Peugeot 403), de Lageneste/Blanchet (Peugeot Special), M. and Mme. Collange (Porsche Carrera), Blanchoud/Berger (Saab) and Annie Soisbault/Lise Renaud (TR3) managed to take the depart. The Triumph, painted British Racing Green, and wearing a GB plate, was the nearest approach to an entry from this country. The Germans were there in force, with entries from Auto Union, Porsche, Borgward and the East German two-stroke, Wartburg (ex-IFA). Also to be seen was a yellow-painted service van bearing the inscription—Alfa Romeo, Milano. As only comparatively low-octane petrol is generally available in Greece, the local Ecuries, with the assistance of B.P., set up special roadside pits with high-octane fuel for all competitors.

The scene at the Athens start was most impressive, flags of the competing nations fluttering in the early morning breeze, with the ancient Acropolis standing out in relief against a bright blue sky. Greece's police had entered into the spirit of the Rally, sealing off all side-roads to give free passage to the competitors. The roads were lined with thousands of cheering spectators; they wanted to see fast motoring—and they got it. Encouraged by the police, cars screamed along the highways with horns going full blast—off on the first stage of their 2,000 miles journey over some of the most difficult terrain to be found in rallies. The Athens folk went to Sounion, via Vouliagmeni to Thebes (210 kiloms.), Larissa (253), Edessa and Salonika (336), Comotini (268) and Salonika (via Serres) (301), the average speed being 60 k.p.h. The Trieste starters converged on Salonika via Zagreb (278), Belgrade (390), Skoples (452) and then 260 kiloms. to Salonika.

From Athens to Larissa is over fairly good roads, with tricky sections in the Thermopylae Pass and the Ochis Moun-



INCREDIBLE performance was put up by Pezmazoglou in his Corvette-powered Chevrolet, seen here on the Mount Parnese hill-climb where he returned best time.



PARC FERMÉ at Khalkis (above); cars in front row are (l. to r.) Meier's Auto Union "1000", de Lageneste's Peugeot Special, Anderssen's Volvo and Blanchoud's Saab.

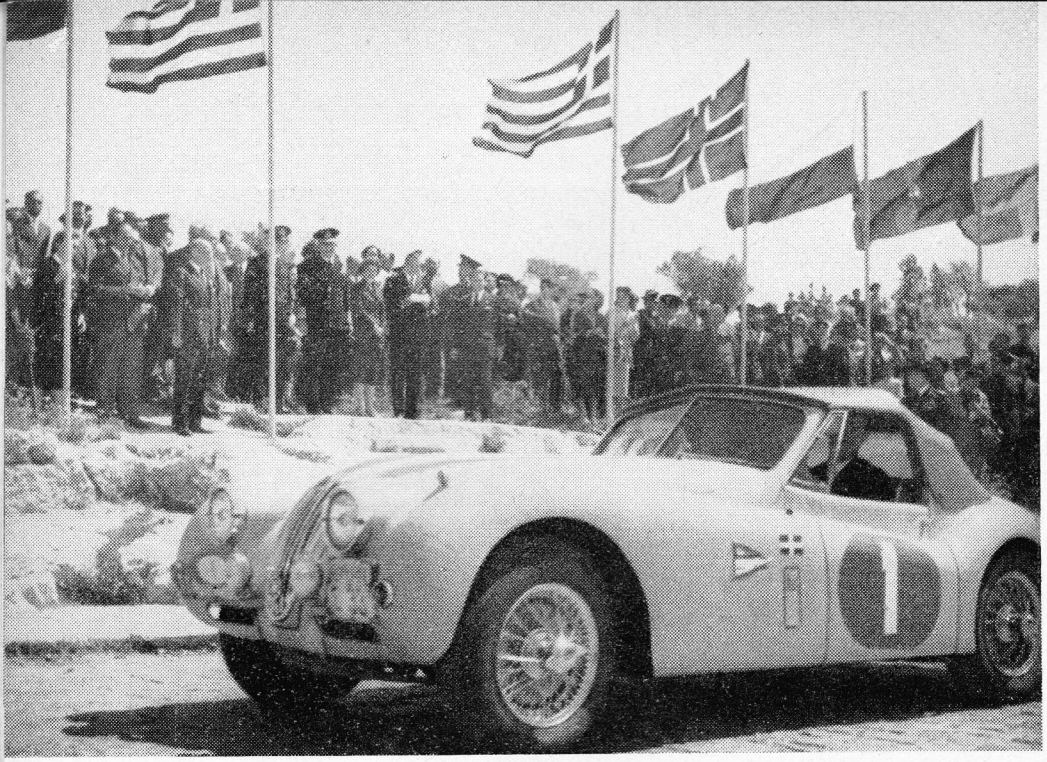


PRIZE-GIVING at the Philoppapos Monument, showing (left) Villoresi and Basadonna receiving the Antoine Stathatos Trophy from H.M. King Paul of Greece. Also seen is Director of the Rally, M. P. Sargologos.

tains. Afterwards roads deteriorated, particularly in the region of Saranda-poro, where pot holes and stones made following other cars most uncomfortable. Cars were completely hidden in huge dust clouds which found their way into every conceivable corner.

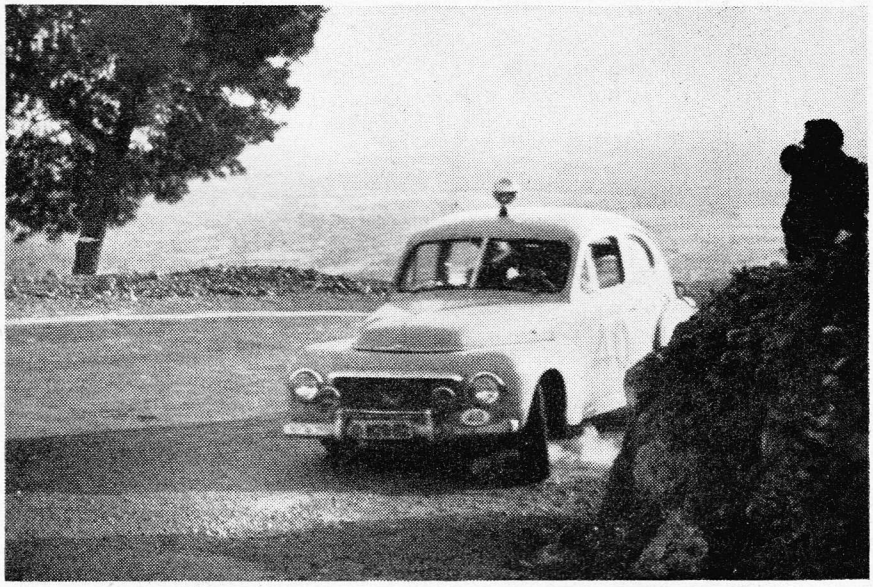
The snows had remained late in the mountains, and it says much for the enthusiasm of the Greek Ministry of Works that no less than 11 bull-dozers and over 400 men were dispatched to the worst points to ensure passage for rally competitors. During the rally itself, more than 13,000 policemen were mobilized—all giving their services gratis!

Whilst the Athens contingent motored steadily on in bright sunshine, followed by a night with star-studded sky and one of those enormous oranges posing as a moon, the Trieste people were having an extremely tough time. Melting snow and torrential rains had washed away bridges and flooded roads for many miles, resulting in long detours with no allowance for increased distance, beyond the much-needed one-hour's grace for frontier formalities. The cavalcade bumped slowly along what could best be described as ideal autocross country, the lower-slung machines taking a terrible pounding. Completely unaffected were the Auto Union and DKW entries, with



JAGUAR XK 140 (*above*) *parading in front of its former owner, H.M. King Paul of Greece, in the hands of Nick Papamichael at the prize-giving ceremony.*

TALK OF THE RALLY was (*right*) *Anderssen's fabulous Volvo, seen here during his very rapid ascent of Ritsona. He finished third in general classification.*



their all-independent suspension and generous ground clearance. Incidentally there was something of a mystery about car No. 56, the Auto Union "1000" entered by Menz. It started with Eikelmann and Hartmann as crew, despite telegrams from ELPA saying that this was against the regulations. Anyway the Germans decided to carry on, probably hoping that things might be sorted out at the finish.

Gacon and Borsa retired their Alfa with gearbox trouble at Skoples, where Zampiero also packed up with his Alfa. The gallant Athenian Citroën agent C. Cardanot pushed his little 2CV to the limit in an attempt to keep up the average. Whereas others could drive very fast to allow for the really bad stretches, the 2CV had to be pushed "flat" all the way—with disastrous results to its tyres. Cardanot mended puncture after puncture. Reaching Salonika with the air almost visible, he was unable to obtain replacements and had to abandon.

From Salonika the common route ran over mountainous ways, and often perilous tracks, to Verria (75 kiloms.), Kozani (61), Mourgani via Grevena (115), Mazia (108), Agrinion (179), Ayios Georgis (153) to Khalkis (225). Some of the scenery is breathtakingly lovely, with silver lakes, heavily laden orange trees and blossom in every colour of the rainbow affording contrast to bleak mountain crags. Little flat-topped houses dot the countryside, with here and there ruins of ancient civilizations. Quite fantastic are the monasteries of Kalabaka, perched on their unscalable crags. Often the scenery is typically Alpine, changing suddenly to green valleys and glittering streams.

Dusk was approaching when survivors were between Georgis and the night-stop at Khalkis. A glorious sunset behind snow-capped Mount Parnassus made the sky look like a Turner canvas. Then once again that orange-like moon rose, bathing the entire countryside in a golden hue. The lights of Khalkis twinkling in the valley must have been a welcome sight to tired eyes, after hours of negotiating thousands of bends, and fighting against the prevailing dust. Khalkis itself is a pleasant holiday resort, famous for its fast-moving tidal river, which about-turns every six hours. Fishing is easy here, for the locals merely string out nets on the turn of the tide, and pull up as many fish as they want. ELPA had taken over a super-modern new hotel, the Lucy, in which all competitors, officials and guests were housed and fed.

At 9.35 p.m., dead on time, came Papamichael / Mourtzopoulos (Jaguar XK 140). The ex-King Paul, white and blue Jag. was completely unmarked and the crew were very happy. Right behind them came Villoresi and Basadonna; "Gigi" told me that the going was very hard indeed, and that many cars had been abandoned. Frau Meinecke arrived late, with oil pouring from a gearbox leak on her Porsche Carrera. The unfortunate Mikas (M.G.A) was run off the road by a lorry not far from the control. The car was retrieved from a deep ditch by an Army jeep, and he managed to clock in at Khalkis on time. Unhappily the rear axle casing was cracked, and the disconsolate Greek was forced to retire. His rival Canaroglou arrived on time with his M.G.A hardtop.

Villoresi was right; there were many retirements. Frau Meinecke was the sole survivor of nine Porsche entries, whilst Michos had the only Sprint Veloce Alfa left. The German W. Levy's S.V. was run into from behind by Tsaussoglo's "1900S". He tried to carry on with a badly holed petrol tank, but the Swiss had to abandon with a smashed radiator. Levy finally gave up. The much-fancied Porsches of Walter/Nathan and the Collanges failed to arrive. Fabregas Bas (Alfa) also abandoned. Peratikos (Alfa) decided to carry on alone, incurring a 100 points penalty, after his co-driver was detained by the police following a road accident. Kolwes (Volvo) reached Khalkis, but did not re-start in the morning.

From 6 a.m. the main road from Khalkis to Athens was closed to traffic on the Ritsona Pass, for the speed hill-climb. Here, Papamichael made a perfectly judged climb with his Jaguar to record best time of 3 mins. 19.9 secs., the runner-up being Villoresi (Lancia) with 3 mins. 27.8 secs., followed by Pezmazoglou (Chevrolet) with 3 mins. 30.8 secs., and the incredible Volvo of Anderssen's with 3 mins. 33.1 secs. Sixth best time was made by Annie Soisbault. Canaroglou (M.G.A) did a fine 3 mins. 41.2 secs.

After Ritsona, the 35 survivors pushed on to Argos for the special stages on difficult mountain roads—212 kilometres away. Dust was again troublesome, together with the presence of scores of peasants with the inevitable donkeys and flocks of sheep. Loud and raucous horns are very necessary in these parts, many of the inhabitants apparently being stone deaf.

There were six of these stages, with speeds according to category, the shortest being Argos-Agiorgitika, and Olympia-Pyrgos, each 22 kiloms. The unlucky Canaroglou had cylinder head trouble and had to retire his unpenalized M.G. After 200 kiloms. of special stages, the route lay via Patras to Corinth (230 kiloms.), with the final 86 kiloms. to Athens to be covered in 1½ hours.

(*Continued on page* 491)



W. SHEPHERD (M.G.A) comes to a halt astride the line at the top of Rest-and-be-Thankful. Note the marshal using a walkie-talkie set.

A HECTIC HIGHLAND RALLY

Derek Astle and Michael Sutcliffe win the Scottish S.C.C.'s Highland Rally

BY AENEAS

THE Scottish Sporting Car Club's Highland Rally, at the Easter week-end, was a gruelling and highly competitive occasion in which the issue was constantly in doubt. There were over 1,000 miles of real hard motoring and although Ninian Paterson (M.G.A) led the rally for the first two days there was an excellent duel for second place between Ian Brown (TR3) and Michael Sutcliffe (Morris Minor) and, on the third day, Sutcliffe took over the lead by a very narrow margin. The Scots were a trifle chagrined to see the Premier Award go over the Border again—it may be remembered that Ted Threlfall won it when it was last run in 1956—but everyone was delighted to see it go to Mike Sutcliffe, for the Oldham driver is a most unassuming chap and his driving was of the consistent and tidy style that is pleasant to watch and that gets on the awards list when the more flashy types have bent their motor cars. The S.S.C.C. were fortunate in having the *Glasgow Herald* as sponsors as this meant some very handsome awards and a generous bit of lolly to hand around.

Two starting points—at Glasgow and Carlisle—saw the entry set off in darkness and drizzling rains but the opening sections by Abington and Leadhills to Dalmellington, North Balloch and Turnberry were fairly gentle and the competitors were in good heart when they went through a pylon-circled driving test ending in a cleverly placed garage laid out on the old circuit. This was done very rapidly by Francis Dundas (TR3) in 17.1 secs. but J. W. McInnes (Morris) wasn't idle when he clocked 17.2 secs. There was the odd spot of pylon bashing and the glimmering lights of the test didn't make the errors of T. Coia (Austin), A. J. Wight (Anglia) and G. H. Zarghami (TR3) seem too obvious. But it was the road sections that were to decide the event and shortly after Maybole and Dalrymple two special sections began the sorting out.

The first of these wasn't too bad although Francis Dundas, who had broken a speedometer cable, would hardly agree, but the second was diabolical in its ingenuity and was to result in 17 competitors being over the 30-min. allowance. It was also to result in the occasional incident. John Williamson (Riley) and Alan Carlaw (Austin) went hedging and ditching which made unpleasant but not serious impressions on the front carrosserie. Morris Smellie (Ford Escort), a much-fancied competitor, had drastic gearbox bothers which resulted in his retiral while even more unfortunate was Bob Monteith, who misjudged a corner and took what he thought was an escape road into a farm but hit a post imbedded in concrete, thereby ripping the sump and damaging the chassis of his Sunbeam 90. There were, understandably, some serious faces when the entry got out of the special sections and landed in Glasgow for the soup halt. Bob Crawford (Sunbeam Rapier) was not in a particularly happy mood as, in skating round a late bus, he had thumped a badly lit traffic island and been forced into a rapid wheel change almost within sight of the control.

Morale was restored as the cars went by Glen Fruin and Loch Long to Rest-and-be-Thankful and a forward and reverse test with two astride stops followed by a speed climb of the famous hill. The forward and reverse test was gone through very rapidly by Ron Dalglish (TR3) but E. P. Foden was only .2 of a sec. behind in his healthy sounding Riley. J. W. McLeod went flying over the final line in his Austin-Healey and lost 10 marks for not stopping astride, and Logan Morrison did the centre line with his Singer Gazelle. John Melvin was complaining of gearbox trouble with his Rapier but it wasn't all that serious for he went up the Rest in stylish fashion. Best on the Rest was T. Potts (Jaguar) who, we don't think, has been on the hill before, and his 36.8 secs. was only approached by Francis Dundas in 38.8 secs. We thought H. M. Stuart was spending the week-end on the



HAPPY VICTORS: Derek Astle and Michael Sutcliffe look well pleased with themselves as they hold their trophy. They drove a Morris Minor in the Rally.



BREAKFAST STOP: The cars are lined up at Dunoon promenade while their crews have a well-earned meal after the first night.

hill when he took 289.2 secs., but he was unlucky enough to have the throttle linkage of his Rapier part about midway during the ascent.

From the Rest the cars went through Hell's Glen and the weather was completely clear when they stopped at Dunoon for breakfast. Thereafter there was some very fine motoring and we have pleasant memories of lovely mountain and loch scenery with the sun shining on snowy peaks. But there was also hard motoring and the rough road north of Loch Awe may not be a wrecker but we wouldn't like to go over it too often. Marshal Dr. Willie Fulton tells us it might have been worse if he had not talked one of the hydro-electric scheme contractors into filling up a newly dug pipe ditch on the spot. It was perhaps just as well, therefore, that the Amulree road was blocked by snow, but it was only after most of the entry had ascended Kenmore Hill that this was discovered and there was a great deal of backing and filling before the competitors got back down to Loch Tay and back on to the road to Perth and the final control. The blockage of Amulree resulted in the last two sections being scrubbed and, at the end of the night and day's rallying, Ninian Paterson (M.G.A) was in the lead with five penalties against him while Ian Brown (TR3) and Michael Sutcliffe (Morris) had 9 and 13.5 respectively.

From Perth on Sunday there was a simple stretch to Lord Bruce's estate at Broomhall where five cleverly varied tests were laid out. In getting there Ian Brown's navigator miscalculated and there was a rapid search for a turnabout. This was found in a farm entry but Ian went too far in and the Triumph got bogged. Precious time was lost and so was second place in the result sheet. However, Brown wasn't disheartened and he proceeded to drive well in the tests. The first of these was a forward and reverse regularity circuit on a short and muddy circuit. Both journeys had to be done in the same time and the more quickly they were done the better the score. Best time was made by Dr. J. T. Spare (Singer Gazelle) and this helped to console him for the fact that he had checked in at a dummy control during Friday night's motoring. There was also a nicely consistent performance by Tom Threlfall (M.G.A) and by A. K. Smith (TR2). Then came a forward to turnabout in a restricted area and finish astride test that M. A. Wallace (Singer) did to perfection. J. W. McLeod (Austin-Healey) hit a post and bent his bumper but a rope and a quick reverse straightened it out. W. Keith in a Ford Zephyr grazed the stonework and his motor car, but proceeded blithely to the next test, a forward dash around a bend to stop sharply between two lines. Bob Crawford excelled here but we reckon that the space allowed was too great and made things much too easy. Even Pat Melville's Borgward, after bounding off the banking and being in the throes of

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DOCTOR AT LARGE: Dr. J. T. Spare doing one of the tests at Gask, Perthshire, in his Singer Gazelle, on Monday.

★





WINNER of the Tests award was T. J. Threlfall (M.G.A). He is seen here at the hairpin on Rest-and-be-Thankful.



JOHN WILLIAMSON corners his Riley 1.5 in an enthusiastic manner at the tests at Broomhall, home of Lord Bruce.

brake bothers, was able to stop without penalty. The seventh test was a double forward and reverse effort with two astride stops and a flying finish and again Francis Dundas was well to the fore with the Foden Rapier making the second best time.

The eighth test was a double forward and reverse with three astride stops and a flying finish. Set amid a main and side road of the estate it was a good fast test that found Ron Dalglish (TR3) in his element. There were also good displays by Mike Sutcliffe (Morris), Bill Shepherd (M.G.A) and Sandy Morrison (M.G. TF) but the best test of the lot was the final test at Broomhall. This was set amid two tight bends and getting into one of them involved a very long reverse with very tempting stonework at the approach. Dr. J. T. Spare (Singer) couldn't resist the wall and in hitting it he knocked over a pylon as did Neil Armour in his little Metropolitan. H. M. Stuart (Rapier) was also among the pylon bashers but S. H. Harrison drove his 3.4 Jaguar very cannily and if he didn't set up records he had an undamaged motor car.

From Broomhall the troops should have had a fairly easy time as, in spring sunshine, they made their way to Markinch, Upper Largo, Earlsferry and St. Andrews to Markinch. But it wasn't to be. Taking the road from Greenknowes to Lochend by a little-known road which had to be used to approach a control from the correct direction a number of competitors found that an unsporting type had placed his van across the road and refused to move it. Some of the entry got through before he got cross and others got through after his wrath had subsided, but again it resulted in two sections being scrubbed. This was hard luck but there seemed no other course for the organizers to take, though there were the usual moans when the entry got back to Perth.

On Monday, as the Highland Rally left Perth for the last of the test and road sections, Ninian Paterson was still in the lead with eight penalties, Michael Sutcliffe was now second with 19 and Ian Brown was third with 46.5. No one lost the place in getting to Gask where there was a speed and garaging test and a triple garaging concoction. In the first of these we watched John Williamson (Riley) burning rubber and spilling petrol all over the place and commiserated with Pat Melville whose lack of brakes on the Borgward had put him out of the event. We also saw Ninian Paterson going like the clappers in the M.G.A and David Jack urging his Morris Traveller without restraint. In the final test we saw so many people knock over pylons that we lost count but we were very struck with Francis Dundas's ability to go quickly and neatly. And we were again impressed by the neatness of Michael Sutcliffe in the Minor while J. L. Craig in a Minor not only hit the pylons but got them under his wheels.

However, it was on the road that the Highland Rally was won and it was won in a 16-mile section with 16 map references. Ninian Paterson miscalculated here and the M.G.A was early at a control. This was bad luck but the section was very cleverly delineated and it was followed by a quick and interesting section that foxed many of the competitors still further for there were 12 route checks, some of which appeared to be duplicates. Then came a gentle final section from Callendar and the Trossachs area to Loch Lomond over the Duke's Pass. This made a scenic ending to an arduous and continually interesting event. As competitors waited for the results to be declared there were the usual old moans about this and that and we do think some odds and ends of organization could have been tightened up. But, in retrospect, we are willing to bet that very few competitors would say anything else but that the Scottish Sporting Car Club's *Glasgow Herald* Highland Rally had been a hard, competitive, interesting and highly enjoyable event.

Results

Premier Award: M. Sutcliffe (Morris), 19.5 marks lost.

Normal and improved Series-Production Cars, up to 1,000 c.c.: 1, M. Sutcliffe (Morris), 19.5; 2, D. Jack (Morris), 143.0; 3, A. B. Carlaw (Austin), 287.5. **Up to 1,600 c.c.:** 1, Dr. J. T. Spare (Singer), 98.0; 2, J. N. Armour (Metropolitan), 121.5; 3, C. D. Paterson (Magnette), 141.0.

Normal and improved Series-Production Cars, 1,601 c.c. and over; Grand Touring Cars up to 1,600 c.c. and Grand Touring Cars over 1,600 c.c.: 1, S. A. Anderson (Mercedes), 214.0; 2, T. Coia (Austin), 560.5; 3, W. Shepherd (M.G.A), 678.5.

Cars conforming to International Sporting Code Appendix C, up to 1,500 c.c.: 1, N. L. Paterson (M.G.A), 23.0; 2, J. A. Morrison (M.G. TF), 42.5; 3, J. D. Hamilton (Morris), 175.0. **Over 1,500 c.c.:** 1, I. T. Brown (TR3), 87.5; 2, R. Dalglish (TR3), 149.0; 3, A. K. Smith (TR2), 222.5.

Team Award: N. L. Paterson, R. Dalglish and D. Jack. **Best Class Performer in Tests:** T. J. Threlfall (M.G.A).

Acropolis Rally—*continued*

A large crowd assembled at dusk to watch the arrival of the competitors on the esplanade of the Acropolis. Right on time came Papamichael (Jaguar) and Villoresi (Lancia), the Italian giving way at the entrance to the finish control. Next to arrive were Annie Soisbault/Lise Renaud (TR3), to the accompaniment of loud cheers. Frau Meinecke's surviving Porsche looked a trifle battered. There were special cheers for Michos (Alfa), Pezmazoglou (Chevrolet) and "Sim" in one of the two 2.4-litre Jaguars. Mme. Adissidou had a fine reception when she arrived with her Mercedes 220S, anxious to know how she had fared for the Coupe des Dames. At intervals the travel-stained and often fairly bent motor-cars arrived, the crews eager for baths and a good night's rest before the final eliminating tests.

ELPA President, the well-known athletic all-rounder Mr. Nikolaides, is known to be a trifle absent-minded. Apparently he informed His Majesty King Paul that the Tatoi circuit races would start at 8 a.m., whereas they were not scheduled till 9 a.m. Consequently King Paul and Queen Fredricka arrived early, and there was no sign of competitors. Fortunately the popular monarch has a sense of humour—and perhaps knows Mr. Nikolaides more than a little—for he took it all in good part, and was a keen spectator of the subsequent races.

Here it was that the experience of Villoresi told, and he was able to win back the points he had dropped to Papamichael. Our party then carried on to Mount Parnese, in a coach driven by one who was no Fangio. Fortunately he was not permitted to proceed more than four kilometres up the tortuous mountain road, and when we climbed out all of us felt like kissing the ground.

Mount Parnese, scene of the coming Mountain Championship event, is one of the best hill-climb venues in the world, providing every possible type of corner, as well as ideal vantage points for spectators. Best time for the 10 kiloms. was put up by Pezmazoglou in the Corvette-powered Chev. with 7 mins. 50.8 secs. Villoresi was next with 7 mins. 54.1 secs., then Papamichael, slipping clutch notwithstanding, with 8 mins. 0.1 sec. De Lageneste put up a tremendous performance with his Liège-Rome-Liège Peugeot with 8 mins. 0.9 sec., and Annie Soisbault was excellent with 8 mins. 25.5 secs., well over a minute faster than Frau Meinecke's Carrera.

I was sorry to have to return to London that evening, missing the many parties and excursions arranged by the Club and the Greek Ecuries, including the prize-giving by Their Majesties the King and Queen, at the Philpappou Monument, opposite to the Acropolis.

I will not forget my short visit to Athens, and the magic of Greece, where hospitality is beyond belief. If ELPA has its way, motor-racing will come to their country in the not-so-distant future, and already the Club is organizing a National event on the Island of Rhodes. Many people were more than helpful to the stranger from Great Britain, including publisher Dimitri Caplanoglou, and ELPA officials M. P. Sargologos, M. A. N. Canellopolous, M. A. C. J. Bultzo, S. Staikos and others too numerous to mention.

As a final touch, I was driven to the airport by Nick Papamichael in his XK 140, with its 2CV Citroën seats, fabric-covered "hard-top"—modifications completed after purchase from King Paul.

Results

General Classification

1. Villoresi/Basadonna (2.5 Lancia), 4.003 pts.
2. Pezmazoglou (Chevrolet), 9.100.
3. Anderssen/Elbers (1.5 Volvo), 10.400.
4. Papamichael/Mourtzopoulos **(Jaguar XK 140)**, 14.300.
5. Meier/von Scrotter (Auto Union 1000), 15.901.
6. Michos (Alfa Giulietta SV), 30.800.
7. Filinis (DKW), 31.021.
8. de Lageneste/Blanchet (Peugeot 203 Special),
9. Eikelmann/Hartmann (Auto Union 1000), 46.521.
10. Blanchoud/Berger (Saab), 57.2025.
11. "Sputnik" (Alfa Giulietta TI), 64.8675.
12. Annie Soisbault/Lise Renaud **(Triumph TR3)**, 65.306.
13. Peratikos (Alfa Giulietta TI), 108.6875.
14. Greder/Vigneron (Peugeot 203).
15. Apostolides (Alfa Giulietta TI), 125.1175.

Coupe des Dames: 1, Annie Soisbault/Lise Renaud **(Triumph TR3)**; 2, Mme. Adissidou (Mercedes 220S); 3, Frau Meinecke (Porsche Carrera).

Classes

Grand Touring: Over 1,600 c.c.: 1, Villoresi/Basadonna (Lancia); 2, Papamichael/Mourtzopoulos **(Jaguar)**; 3, Mlle. Soisbault/Mme. Renaud **(Triumph TR3). 1,301-1,600 c.c.:** Frau Meinecke/Frau Kuhling (Porsche Carrera). **Under 1,300 c.c.:** 1, Michos (Alfa Giulietta SV); 2, de Lageneste/Blanchet (Peugeot 203).

Touring: Over 1,600 c.c.: 1, Pezmazoglou (Chevrolet); 2, Sims **(Jaguar). 1,301-1,600 c.c.:** 1, Andersson/Elbers (Volvo); 2, Guiraud/Bertaut (Peugeot 403). **1,001-1,300 c.c.:** 1, "Sputnik"/Alexandre (Alfa Giulietta TI); 2, Peratikos (Alfa Giulietta TI); 3, Greder/Vigneron (Peugeot 203). **751-1,000 c.c.:** 1, Meier/von Scrotter (Auto Union); 2, Filinis (DKW); 3, Eikelmann/Hartmann (Auto Union). **Up to 750 c.c.:** Blanchoud/Berger (Saab).



THE VICTORIOUS Triumph team pose for this photo at the foot of Corkscrew Hill, County Clare. The drivers were Paddy Hopkirk/Jack Scott, Desmond Titterington/Brian McCaldin and Ernest McMillen/Jack Haslett.

Triumphs — Triumph Again!

Paddy Hopkirk (TR3) Wins Circuit of Ireland International Rally

FOR the third successive time, the premier award in the Ulster A.C.'s Circuit of Ireland International Rally has been won after a rally-long battle between two members of the same team, both driving Triumphs. For the second time, Desmond Titterington has just failed to beat the eventual winner, and again for the second time Triumphs collected the team award in the sports car class. The 1958 winner was Paddy Hopkirk, who, with Jack Scott as co-driver, drove one of the Monte Carlo Rally TR3s entered by the factory. His teammates, equipped with similar cars, were Desmond Titterington/Brian McCaldin and Ernest McMillen/Jack Haslett.

The sensation of the rally, however, was the tremendous driving of a Volkswagen by Kevin Sherry and S. de Barra. This formidable pair, at one stage, actually held second place on general classification and a serious miscalculation by either Hopkirk or Titterington might well have produced that long-awaited development—the winning of the "Circuit" by a closed car.

Just as Triumphs monopolised the sports car class, so the Volkswagens took possession of the class for closed cars 1,001 c.c. to 1,300 c.c. and, probably of greater importance, the closed car team award, this by a team which did not include Sherry.

Analysing the result, it is clear that Titterington lost the premier award by an almost trivial error—a matter of arriving at one time control on Easter Monday less than one minute behind schedule—and at a cost of 10 marks.

The Ladies' Trophy went to Pat Moss and Ann Wisdom driving the 1.5 Riley. These ladies made a poor start in the early tests, which were mainly of the type used in ordinary Saturday afternoon trials, but once the rally got going on more strenuous hazards, especially those in which fast driving was at a premium, Pat Moss delighted everyone by some astonishing performances. Still spoken of in awe is her tremendous descent of Tim Healy Pass during the second stage (and the fact that Tim Healy Pass was a timed *descent* this year instead of the more usual hill-climb frightened the whole entry) and later her ascent of Corkscrew Hill at Lisdoonvarnagh helped to improve her position, not only in the Ladies' Trophy, but also in her class. She ended the rally as the best of the three Rileys sent over by B.M.C. for the rally and ahead of several privately entered Rileys driven by local drivers.

The class for closed cars over 1,300 c.c. went to the new Sunbeam Rapier, driven by Ulstermen Esdale Dowling and Cecil Atkinson. The small saloon class was won by Jimmy Millard and D. C. Reynolds driving an Austin A35 for Lincoln & Nolan by a narrow margin from a Minor 1000 driven by R. H. Graham and J. A. Clarke.

It was probably the toughest Circuit of Ireland on record, the severity being assisted by atrocious weather at starting-time on Good Friday evening and snow-bound roads encountered during the first all-night run through the Wicklow Mountains. After that, the weather improved, although the roads were still soaking for the awesome descent of the Healy Pass.

One or two of the 14 driving tests were novel. One of these tests gave drivers the option of travelling by a main road or by an alternative unclassified road containing two check points, to miss which would cost two marks each. This test, so far as Titterington was concerned, was the most vital of the rally. He was running Hopkirk so closely that he could not afford to drop four marks, so he took the unclassified road, with the result already described.

Another novelty was that in two of the tests the cars had to be driven by both driver and co-driver. This created consternation among those who had chosen their co-drivers because of ability to read a map, or maybe because they were just pleasant company. In simple truth, however, some of those co-drivers were to show to better advantage than did the primary drivers.

The entry finalised itself at 99 starters, disappointingly down on the more normal 160/180 for this event and of these 88 completed the rally. The total distance covered was 1,429 miles in three stages, viz.: Belfast or Dublin to Killarney, 536 miles; Killarney back to Killarney, 160 miles; Killarney to Bangor, 733 miles. The rally started on the evening of Good Friday and ended just after midday on Easter Tuesday. The nights of Friday/Saturday and Monday/Tues-



LADIES' TROPHY WINNER. Pat Moss in the process of doing a garage test in her Riley 1.5 at the conclusion of the rally at Bangor, Co. Down.

ANCHORS! J. E. Dowling comes to an abrupt halt in his new Sunbeam Rapier during a braking test at Bangor.

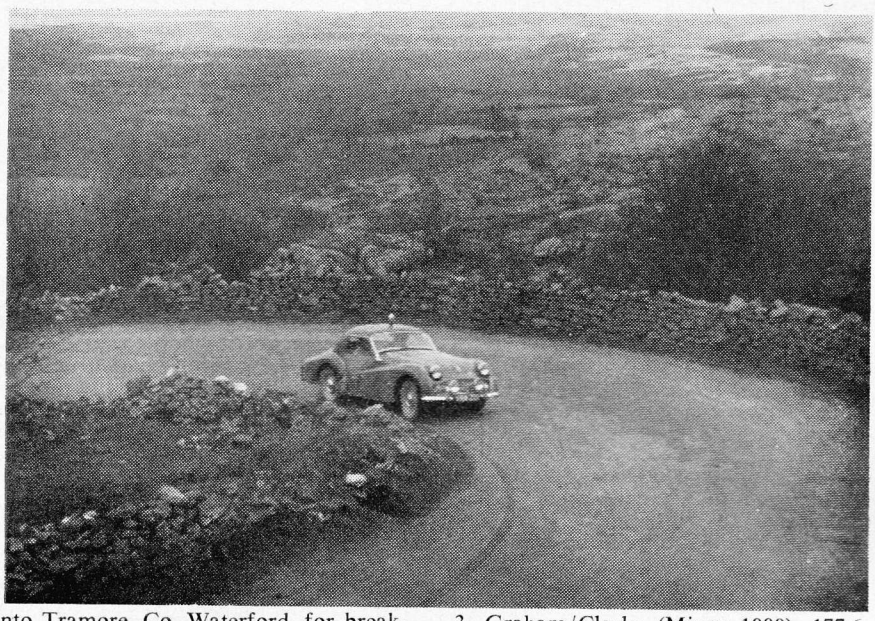


day were spent in the cars, those of Saturday and Sunday in Killarney.

Pouring rain and a biting wind marked starting-time on Friday at both Belfast and Dublin and the temperature was so low that a number of drivers had equipped themselves with snow chains. The Lord Mayor of Belfast, Alderman Cecil McKee, dropped the starting-flag to send off the first car, the Triumph driven by Paddy Hopkirk and Jack Scott, whose No. 1 was to be prophetic.

After crossing the Ulster/Eire border, the rally headed for Kilcock and, soon afterwards, into the Wicklow Mountains, where snow-bound roads were encountered. Almost at once the exacting of penalties for late arrival at a time control began, in some cases due to drivers ahead being unable to make progress uphill and baulking the others. Poor Ernest McMillen (Triumph) lost 80 marks during this first night and never after figured among the leaders, although holding a place sufficient to bring the team award home.

With two tests over, the rally streamed



FAST BOY. Desmond Titterington is seen here making one of the fastest climbs at Corkscrew Hill in the works Triumph.

into Tramore, Co. Waterford, for breakfast and, subject to what penalties had been exacted on time, test results gave the lead to Kevin Sherry (Volkswagen) with 49.6 marks lost; 2, S. H. M. Logan (Volkswagen), 51.6, and 3, J. C. Millard (Austin A35), 51.8. The best sports car was Hopkirk (Triumph) in sixth place at 54.2, closely followed by Wilbert Todd (modified Ford Prefect) with 54.6.

Three more tests were taken before Killarney and the end of the first stage when, after burning the midnight oil, the statisticians produced the following:

Leaders at the end of Stage One. General classification: 1, Titterington/McCaldin (TR3), 161.6 marks lost; 2, Hopkirk/Scott (TR3), 161.8; 3, Sherry/de Barra (Volkswagen), 163.2; 4, Cullen/Cullen (Volkswagen), 166; 5, Vard/Wheeler (Volkswagen), 167.6; 6, tie between Malcolm/Mullen (Triumph) and Todd/Todd (modified Prefect), 169.6.

Class leaders: closed cars up to 1,000 c.c.: 1, Pinkerton/Carson (Austin A35), 176; 2, Hurst/Moffitt (Austin A35), 176.2; 3, Graham/Clarke (Minor 1000), 177.6. Closed cars from 1,001 c.c. to 1,300 c.c.: 1, Sherry/de Barra (Volkswagen), 163.2; 2, Cullen/Cullen (Volkswagen), 166; 3, Vard/Wheeler (Volkswagen), 167.6. Closed cars over 1,300 c.c.: 1, Esdale Dowling/Atkinson (Sunbeam), 180.4; 2, Heather/Garry (Peugeot), 185.6; 3, Peile/Bell (Sunbeam), 186.2. Sports cars: 1, Titterington/McCaldin (Triumph), 161.6; 2, Hopkirk/Scott (Triumph), 161.8; 3, tie between Malcolm/Mullen (Triumph) and Todd/Todd (Prefect), 169.6 Ladies' Trophy: 1, Miss Moss/Miss Wisdom (Riley), 197.2; 2, Mrs. Mayman/Mrs. Domleo (1991 Morgan), 208.4. Castlereagh Trophy (best visitor): Sherry.

Five drivers had retired during the first stage. Of these, Thompson/Pillai (Austin A35) had crashed near Carlow and wrecked their car but, after extricating it, they patched it up and continued, although officially excluded from awards.

The second stage began in pouring rain on Sunday morning. After calling at a control, the cars headed for the top of Tim Healy Pass.

The attitude of the drivers to the timed descent was clear from the lack of "fireworks". Hopkirk, first driver down, made only one error when he applied too much power at one corner and slewed wildly. He recovered quickly and continued down the hill. Titterington was steadier but not as fast as might be expected. McMillen overshot one corner but reversed and got away again. Reid (Triumph) came to grief when his car climbed a bank and wedged itself firmly into the landscape, requiring assistance to remove it. Among the closed cars, the best descent was that of Pat Moss (Riley) who streaked downhill, "drifting" deliberately at every bend and getting away with it. Another good run was that of McElhinney (Ford) while Sherry (Volkswagen) was also fast.

After Tim Healy came a regularity test near Bantry, in which a section of 45 miles had to be covered at speeds between 24 m.p.h. and 26.6 m.p.h.

At the end of Stage Two the order in general classification was: 1, Hopkirk, 265.3; 2, Titterington, 267.1; 3, Sherry, 269.2; 4, Vard, 276.6; 5, Logan, 277.9; 6, Cullen, 281.0. The class leaders were: 1,000 c.c.: Graham, 289.6; 1,001-1,300 c.c.: Sherry, 269.2; over 1,300 c.c.: Dowling, 293.4; sports cars: Hopkirk, 265.3. The Moss/Wisdom Riley still led the Ladies' Trophy and Sherry had tightened his hold on the Castlereagh Trophy. Three more had retired, while Todd, who had lost all but top gear, had decided to withdraw from the rally at the end of the stage.

A whole volume could be written about the 27-hour drive from Killarney to Bangor. Drama entered quite early when, during the "optional route" test already mentioned, Titterington lost 10 marks. The next test was the hill-climb at Corkscrew Hill in Co. Clare, and here McMillen (Triumph) with no leadership

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BRITISH EMPIRE TROPHY

Moss and Brooks (3.9-litre Aston Martins) First and Second at Oulton Park : Moss and Hill (2-litre Lotus 15) Share Fastest Lap : Many Retirements

By STUART SEAGER
Photography by FRANCIS PENN

As a climax to a most exciting series of sports car races, on a perfect Spring day at what is probably Britain's finest racing venue, Aston Martins, driven by Stirling Moss and Tony Brooks respectively, took first and second places in the final of the British Empire Trophy Race at Oulton Park last Saturday. Third place was won by Archie Scott-Brown, who had taken over the Lister-Jaguar which Bruce Halford was to have piloted in the final, after Archie's own works car had broken a steering arm in its qualifying heat. Sensation of the race was the performance of the new 2-litre Lotus 15s, Allison's holding second place for 17 of the 25 laps, until failing oil pressure forced its retirement, while fastest lap of the day was made by Graham Hill in a similar car, while trying to make up time after a pit stop and it was later equalled by Moss, in the final.

* * *

Practice brought its own sensations, for very high speeds indeed were recorded on the Friday. The sports car lap record stood at 1 min. 56 secs., recorded by Scott-Brown in last year's race, in a Lister-Jaguar. This year, no less than seven drivers beat this figure in practice, Scott-Brown in the latest Lister getting around in 1 min. 50 secs., or 90.36 m.p.h.! Moss (Aston), Brooks (Aston), Bruce Halford (Lister-Jaguar) and Duncan Hamilton (D-Jaguar) all beat the old record during the "big car" session, as did both Graham Hill and Cliff Allison, in Heat 2 practice, the former recording 1 min. 52.6 secs. Of the 1,100s, Tom Dickson (Lotus) was only 0.6 sec. outside the old record, and it was generally obvious that if conditions were good on the morrow the fur would indeed fly!

* * *

First event on the programme was the first of the three 20-lap heats: the one for cars up to 1,100 c.c. An enormous field of 27 cars swept into Old Hall in a solid screaming mass after the flag dropped, led by Stacey (Lotus), Dickson (Lotus), Campbell-Jones (Lotus) and Keith Hall (Lotus). In fact, most of the cars *were* Lotuses, but there was a clump of Elvas and a couple of Tojeiros as well. By the end of the first lap, Hall had worked his way up to second place and was challenging Stacey; on the third lap he was in the lead, and the little light green car swept ahead for the rest of the race. Meanwhile Innes Ireland (Lotus) called at the pits on the first lap for a change of plugs, restarted and retired before he reached Cascades, with gearbox failure, Bristow and Brown (Elvas) both called at their pits early on, but the former resumed the race with great gusto and settled down to duel with Ron Flockhart (Lotus) who was lying fifth, although he (Bristow) was a lap behind him. On the third lap, Dickson went straight on into the bank at Old Hall, the car staying there for the rest of the race, Eccles (Tojeiro) retired out at Cascades and Blumer (Lotus) at the pits.



EFFORTLESS VICTORY for Stirling Moss and the DBR2 Aston Martin, now with 3.9-litre engine (above). He was joined immediately after the race by his wife, Katie (left).

NEW 1,100 c.c. sports car lap record was set up by Keith Hall (Lotus), at a speed of 86.58 m.p.h. and over a second quicker than the previous unlimited sports car record.



By the fifth lap the pattern had stabilized and the leaders were Hall, Stacey, Campbell-Jones, Ashdown, Flockhart and Raby, the latter in a shiny new Elva with all-independent suspension. Then came Keith Greene in the Gilby Lotus, followed by a battling quartet comprising Michael Taylor, J. Westcott, Henry Taylor and R. N. Prior.

This order remained substantially the same for most of the race, although on the 10th lap Raby dropped back a number of places and the "quartet" were still disputing their private battle. However, on the 16th lap, Campbell-Jones "lost it" abruptly at Druids and spun off into the trees; Ashdown thus became third and Flockhart fourth. The quartet closed on Keith Greene and on the 19th lap Michael Taylor passed him into fifth place, while Hall went on to win in fine style.

The second heat, for cars from 1,101-2,000 c.c., brought out a smaller but more varied field. Again Lotuses predominated, but with Climax engines in a variety of capacities, led by the two works 2-litre 15s of Hill and Allison. Frenchman Pierre Berchem had handed his new 1½-litre Lotus 15 over to Roy Salvadori, and Brian Naylor's JBW with the 2-litre Maserati engine was ready for the fray after its seize-up at Goodwood on Easter Monday. G. H. Williamson's Lotus had a blown Ford motor and there were also two 1½-litre Oscas from Sweden, driven by Jon Fast and H. Digby.

Allison shot into the lead from the start, followed by Hill and Salvadori, all going at a tremendous pace and leaving the field way behind. Next in line was E. M. Jones (Lotus), hotly pursued by Naylor, and farther back Tony Marsh (Lotus) furiously chased by John Horridge (Lister-Bristol). Finally Higham (Lotus) and the two Oscas were each trying not to be last.

On the third lap Williamson's blower blew too hard and he retired amid clouds of smoke and on the sixth lap Horridge's pursuit of Marsh became so lurid that he eventually shot down the escape road at Cascades—and retired.

By now the three leaders were covered by about 10 secs., but were nearly a minute ahead of everyone else and on the eighth tour began lapping the tail-enders. Naylor now really got to grips with Jones and got past him, just as Graham Hill tottered into the pits with a misfiring engine. An anguished pit-crew leapt into action and were more anguished to find a sparking plug lying on the cylinder head—completely unscrewed! A new one was fitted (rather awkward, with the engine tucked down inside the chassis frame) and he was away again, but over a lap behind the others, at the tail of the field.

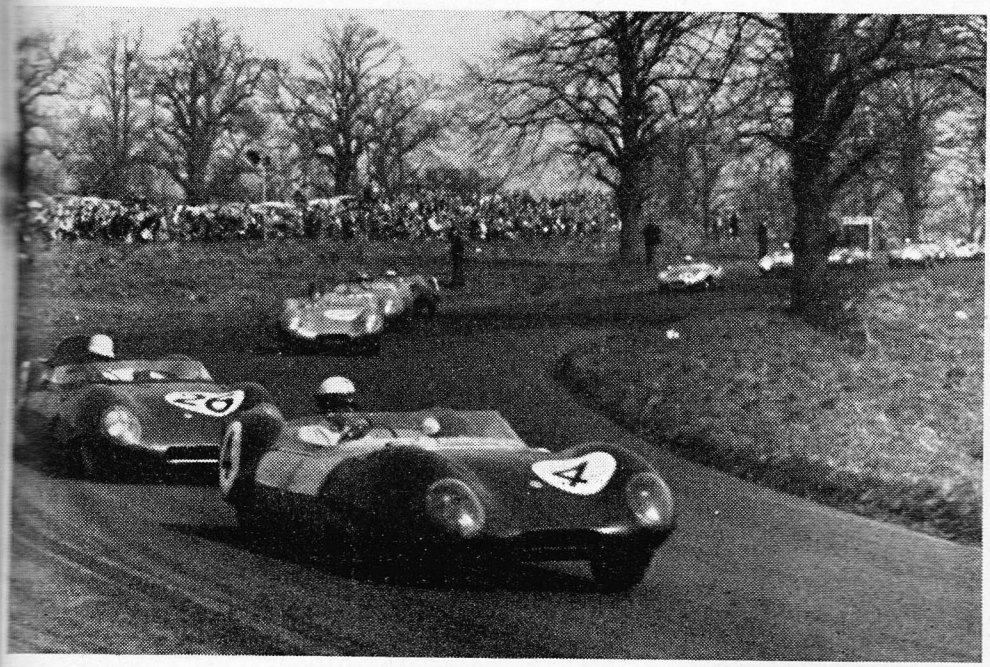
Up in front, Allison now had a 10 secs. lead over Salvadori, and Naylor a 2 secs. advantage over Jones. Hill really turned on the steam in efforts to make up time and delighted the crowd with a staggering display of driving using every inch of available road! In the course of his efforts, he did a lap in 1 min. 50.8 secs., more than 2 secs. faster than Allison's best and a lap which was to prove the quickest of the whole meeting, but it was no use and he had to be content with sixth place and, to his great disappointment, forfeited a place in the final. Tony Marsh kept ahead of him, to retain fifth place after a very polished and unflurried drive.

Excitement grew as the over 2-litre cars thundered out on to the grid. The two Astons had new engines of 3,901 c.c. each, but Brooks' car had broken a crown-wheel in practice and he had to use a 3.9:1 axle instead of the 4.1 which Moss's car had. This was to handicap him and in fact he never used top gear in the race. Archie Scott-Brown, Bruce Halford and Peter Whitehead all had Lister-Jaguars, and Archie was hot favourite with the crowd. Ecurie Nationale Belge had their two yellow V-12 3-litre Ferraris, which had appeared at Goodwood, and were driven by Alain de Changy and Freddy Rousselle. Duncan Hamilton was among the D-Jag. drivers, Graham Whitehead and John Dalton had DB3S Astons and John Bekaert and Roy Bloxam were to drive HWM-Jaguars.

Archie shot into the lead at the drop of the flag, using the fantastic acceleration of the Lister to the full, leading Moss and Halford into Old Hall corner, with Moss calmly taking Halford on the inside on the way round, to dash off after Scott-Brown. Lister and Aston forged ahead to establish an initial lead, while Brooks pulled ahead of Halford.

Bunched behind were Peter Blond (D-Jaguar), Duncan Hamilton and Graham Whitehead, and by the eighth lap Whitehead had got in front of both the others.

Meanwhile, there had been drama on the very first lap, for Roy Bloxam, lying in about the middle of the field, took Lodge Corner a wee bit too fast, drifted out on to the verge and slammed into the soft earth bank, the car stopping from a speed of around 50 m.p.h. in



FIRST LAP, FIRST HEAT—and the 1,100s flood into the left-hander known as Cascades. In the lead is Alan Stacey, followed by Tom Dickson and Len Gibbs. The eventual winner, Keith Hall, is still well back in the field.



ALL THE JOY of a sunlit road circuit as an Elva and two Lotuses sweep up Clay Hill during the 2-litre heat.

about eight feet! Bloxam was completely knocked out—apparently by the sheer force of "g" for apart from a gash on one leg he was unhurt, although the HWM was badly damaged.

On the ninth lap Archie appeared to be slowing a little from his thunderous initial pace and Moss closed right up, to pass him on the 10th round. It appears that the Lister's oil temperature had been rising disturbingly and Archie had decided to ease up just a little, as this was only a qualifying heat, and let Moss set the pace. Brooks was nearly half a minute behind the two leaders, with Halford, driving very well indeed, in close company. Peter Whitehead, in the other Lister, stopped for a loose exhaust pipe to be fixed, but to no avail, for shortly afterwards he retired, suffering from the effects of exhaust fumes.

The race continued in this way for another four laps, then changed dramatically, when Archie, coming out of Druids, suddenly found his front wheels going two ways at once: a steering arm had fractured and after a hectic few moments, he officially retired! The Astons continued, to finish first and second, with Halford a good third, Graham Whitehead fourth, Peter Blond fifth and Duncan Hamilton sixth. Duncan seemed to have been having brake trouble and had not had a happy race. On his third lap, when everything had been going well, Archie had circulated in 1 min. 51 secs., 89.55 m.p.h.

* * *

As five o'clock approached, the tension mounted, for here was to be the fascinating answer to whether a big car or a little car could win the final. On the front row, as fastest qualifiers, were the two 3.9-litre Astons of Moss and Brooks, pitted against a 2-litre and a 1½-litre Lotus, driven by Allison and Salvadori. After a last-minute conference between Brian Lister, Archie Scott-Brown, Bruce Halford and Dick Walsh (owner of Halford's Lister), it was decided to let Archie drive the latter car in place of Halford and the Stewards



FANTASTIC performance was shown by the two 2-litre Climax-powered Lotus 15s. Here is Cliff Allison, who won his heat, but retired in the final, when lying second to Moss.

agreed to this, although not in time for the pedals to be changed. Thus Archie was having to drive a car tailored for a very much taller man than himself! With him on the second row were the 1,100 c.c. Lotuses of Keith Hall and Alan Stacey—and the rest of the field in this final was similarly assorted!

At the drop of the flag, Brooks, Moss, Allison and Scott-Brown all shot into Old Hall corner in a bunch, and at the end of the first lap the order was Moss, Brooks, Allison, Scott-Brown, Salvadori, Stacey, Hamilton, Naylor and Keith Hall. On the second lap Allison took Brooks, and Hamilton moved up to fifth place, only to drop back again a lap or so later.

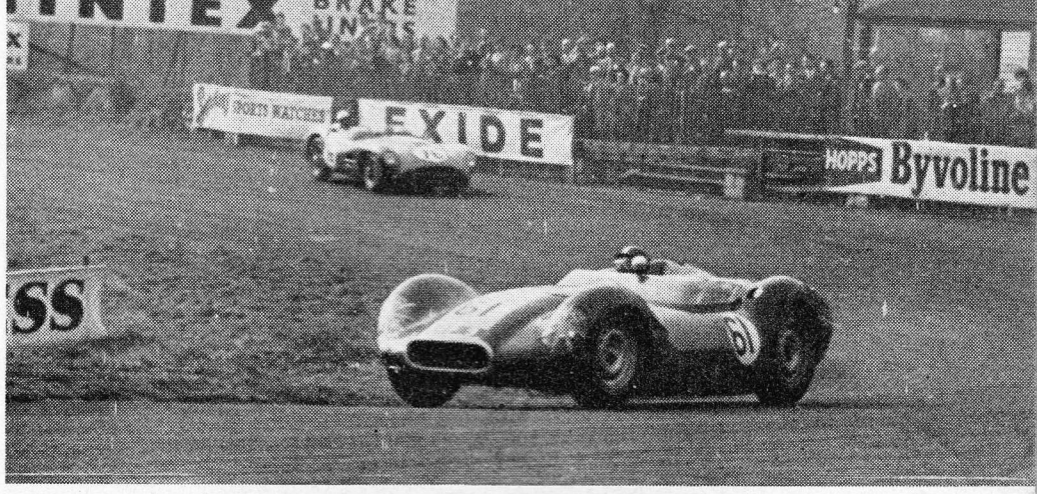
Moss—Allison—Brooks: the Lotus sandwich hurtled on at a velocity which



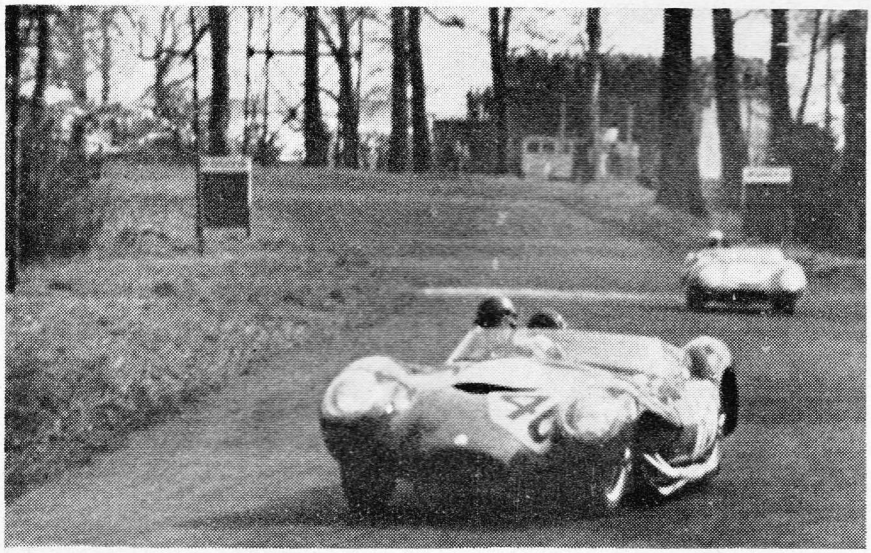
LODGE CORNER—and scrambling round it are Peter Blond, Duncan Hamilton and Graham Whitehead during the third heat. Whitehead later passed the other two to finish fourth.

was quite terrifying from the pit area. The cars would hurl themselves over Deer's Leap and come thundering past the pits, the drivers noting and acknowledging pit signals at the same time as they were cutting off, braking like fury and picking a line through Old Hall corner, 200 yards farther on!

First man in trouble was Stacey, whose throttle jammed wide open, and he came limping in, driving on the switch, to retire after a grand try in a little car. He was ably replaced by Keith Hall, who worked his 1,100 up to fifth spot by the 10th lap, ahead of Salvadori—who then came in to retire with a broken rear hub race. For a further five laps the leaders were Moss, Allison, Brooks, Scott-Brown, Hall and Hamilton—and then disaster struck at the two Lotuses. Allison came in with no oil pressure and smoke seeping from under the bonnet—and retired, for there was Aintree to think of this week-end. Almost immediately Hall came in with a misfiring engine and a clutch that would not free—also to



EARLY BATTLE during the third heat, between Archie Scott-Brown and Stirling Moss. Archie took the initial lead in the Lister, later let Stirling through when his oil temperature rose, and then retired with steering failure.



SUCCESSFUL performer was the new J.B.W. of Brian Naylor, which now seems to be running very well. Here he has just headed G. M. Jones to finish third in his heat. He eventually finished fifth in the final.

retire. Then Flockhart brought his Lotus in with a broken gearbox, Peter Blond retired his D-Jaguar, also with clutch trouble, and Ashdown retired *his* Lotus—all in a few minutes!

Thus again was the pattern of a race completely changed, as Moss went on to an easy win, to the great delight of his wife Katie, who skipped into the air as he took the chequered flag. Brooks romped home second in the other, overgeared Aston; Archie, a little lost in Halford's long-legged Lister, still finished third; Hamilton was fourth, Naylor was an ear-shattering fifth, his still-new car going very well indeed; and the first Lotus home was G. M. Jones's 1½-litre car, sixth. John Dalton (Aston Martin), Keith Greene (Lotus), de Changy (Ferrari) and Michael Taylor (Lotus) completed the survivors' list.

START of the final, seen from the first corner, Old Hall. Brooks has the lead, followed by Moss, Allison, Scott-Brown, Stacey, Salvadori and Hamilton.

So Aston Martin once again demonstrated what remarkably sound fast cars and drivers they have—for there was no fuss or bother from either; while Lister and Lotus demonstrated how very, very quickly their cars can go if they can just keep free from trouble. Certainly the new Lotus 15s were most impressive and should give a very good account of themselves at Le Mans.

So the crowds of enthusiasts—in near-summer numbers and garb, for the weather could not have been more seasonably perfect—prepared to leave for home, satisfied with a most excellent day's racing. And as they packed up their picnic bags, perhaps they pondered

(*Continued on page* 512)

Results

Heat 1, up to 1,100 c.c.: 1, K. Hall (Lotus), 84.95 m.p.h.; 2, J. Stacey (Lotus); 3, P. Ashdown (Lotus); 4, R. Flockhart (Lotus); 5, M. Taylor (Lotus); 6, K. Greene (Lotus). **Fastest Lap:** Hall (Lotus), 1 m. 54.8 s., 86.58 m.p.h.

Heat 2, 1,100 c.c.-2,000 c.c.: 1, C. Allison (Lotus), 85.75 m.p.h.; 2, R. Salvadori (Lotus); 3, B. Naylor (J.B.W.); 4, G. M. Jones (Lotus); 5, A. Marsh (Lotus); 6, G. Hill (Lotus). **Fastest Lap:** Hill (Lotus), 1 m. 50.8 s., 89.70 m.p.h.

Heat 3, over 2,000 c.c.: 1, S. Moss (Aston Martin DBR2), 87.53 m.p.h.; 2, C. A. S. Brooks (Aston Martin DBR2); 3, B. Halford (Lister-Jaguar); 4, A. G. Whitehead (Aston Martin DB3S), 5, P. Blond (Jaguar); 6, J. D. Hamilton (Jaguar). **Fastest Lap:** A. Scott-Brown (Lister-Jaguar), 1 m. 51 secs., 89.55 m.p.h.

Final: 1, S. Moss (Aston Martin DBR2), 87.45 m.p.h.; 2, C. A. S. Brooks (Aston Martin DBR2); 3, A. Scott-Brown (Lister-Jaguar); 4, J. D. Hamilton (Jaguar); 5, B. Naylor (J.B.W.); 6, G. M. Jones (Lotus). **Fastest Lap:** Moss (Aston Martin), 1 m. 50.8 s., 89.70 m.p.h.

Fastest Lap of the day: S. Moss (Aston Martin) and G. Hill (Lotus), 1 m. 50.8 s., 89.70 m.p.h. **(new circuit record).**





NEW MOUNT for Jack Sears—H. C. Spero's 2.9 Maserati, which he raced for the first time and finished second to W. F. Moss (E.R.A.).

A VINTAGE SILVERSTONE

Edwardian, Vintage and Historic Sports and Racing Cars in Varied Scratch and Handicap Programme

SHADES of Brooklands and shades of all sorts of other places at Silverstone on Saturday, where the Vintage Sports Car Club held the first of its race meetings for this year—and attracted an astonishingly large crowd to watch them do it. Which just goes to show that the great British public can still appreciate real live motor-cars.

Ten events were on the programme, and a total entry of 115 went even further towards demonstrating an extremely healthy interest in vintage machinery, with cars ranging from the early perpendicular type of Edwardian to some very sleek and purposeful thoroughbreds. As is so often the case, a great quantity of spectators found as much to interest them in the spectators' car parks as in the paddock, while the "sprog" motorists who found themselves on the A5 and other roads that day appeared never to have seen anything like the machinery that sped past them!

Proceedings opened with a simply gorgeous one-hour blind, for which over 30 cars were entered in four classes: 751-1,100 c.c., 1,101-2,000 c.c., 2,001-3,000 c.c. and over 3,000 c.c. Bulk of the 1,100 c.c. class was taken up with Rileys, with C. A. Winder's 1923-8 Humber trotting around with lively gait, while another stranger in the camp was J. C. G. Dancer's 1928 Salmson. In the up to 2-litres class Frazer-Nash dominated with Nigel Arnold-Forster's very pretty little car going very much forster than the rest. I believe he relies on this car for daily transport, although this doesn't deter him from putting his foot down in a most determined fashion in one of the nicest versions of the marque I've seen. J. G. Vessey's 1926-8 Lancia went well in the 2,001-3,000 c.c. class, while in the over 3-litres bracket H. Douglas Reid's 30/98 Vauxhall ran like a train. In the same class J. Howell's unusual 1930 Bugatti saloon—of 5.3 litres—also ran very well.

All too soon the hour was up, and the boys had had their fun. Then came the first of the afternoon's races—for a "high speed trial" is not a race—and don't you dare say it is! This event was a five-lap handicap, and on scratch was L. S. Richards's 1938 2.4-litre Riley Special.

Next to him were a very pretty pair of Alfa Romeos of 1932 and 1934 respectively and both the supercharged 2.3-litre variety. R. H. B. Mason brought his very pleasant 1930 Bentley to the line: this car has the original body on a long chassis. At the other end of the scale was T. D. L. Rose's Fiat Ballila, a really desirable little car which looks every bit as good as it did in 1935, when it first saw the light of day. It goes jolly well, too. M. L. Quartermaine's 30/98 of 1921-4 vintage left the line with F. R. Furber's 1936 H.R.G. and was not disgraced.

I was disappointed not to see Page's 2-litre blown Lagonda, but Woollard's unblown model ran very smoothly all the way round, and R. J. Kemp's "M"-type M.G., starting first in view of the absence of Miss S. Cooke's 1927 Amilcar, went very well and sounded extremely healthy.

Richards had barely left the line when the M.G. came round on its second lap, but by the time he had completed his first tour he had already overhauled one of the Alfas. P. C. L. Moores's 1930 Austin was in second place with Woollard's Lagonda third. On the second lap A. J. Gibson's Frazer-Nash T.T. Replica (1932) had dislodged the Lag, however, with Ashley's 'Nash in hot pursuit. On lap three the M.G. lost its lead, Ashley having gained four places in the 1½ miles, with Gibson trailing him now. In third place was Quartermaine's 30/98 and they finished in that order, Mason's Bentley coming home in fourth position. Somewhere along the line Richards disappeared from my lap chart, but he had apparently already made fastest lap at 67.63 m.p.h.

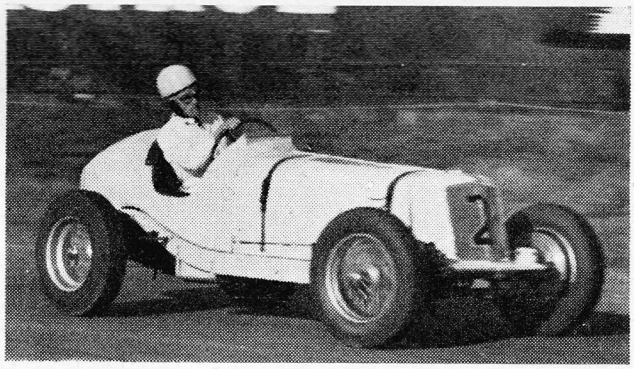
Event 3 brought vintage and supercharged sports cars to the line for a scratch five-lapper. There were a great many non-starters for this one and on paper it appeared to be a walk-over for M. J. Bradley in the 4½-litre Bentley.

(*Continued on page* 500)

★

WINNER of the all-comers' race, Bill Moss's ex-Bira E.R.A. seems to be in splendid form this season.

★





NEAT AND TIDY: The 995 c.c. Fiat Ballila of T. D. L. Rose leads a bunch round Copse in the first race, with W. J. Bodington's Alfa-Romeo on the outside.

CIRCUIT OF IRELAND RALLY

STANDARD TRIUMPH

TRIUMPH T.R.3 SWEEPS THE BOARD

1ST OUTRIGHT WINNER	2ND	3RD
P. B. HOPKIRK J. SCOTT	J. D. TITTERINGTON B. McCALDIN	A. D. MALCOLM W. MULLEN
5TH	**6TH**	**7TH**
D. A. HENDERSON A. M. GAMBLE	J. CHESNEY J. CLARKE	R. C. McKINNEY F. D. ERSKINE

ALSO WINNER OF TEAM PRIZE

CLASS 4 GRAND TOURING CARS **1ST 2ND 3RD 4TH 5TH 6TH**

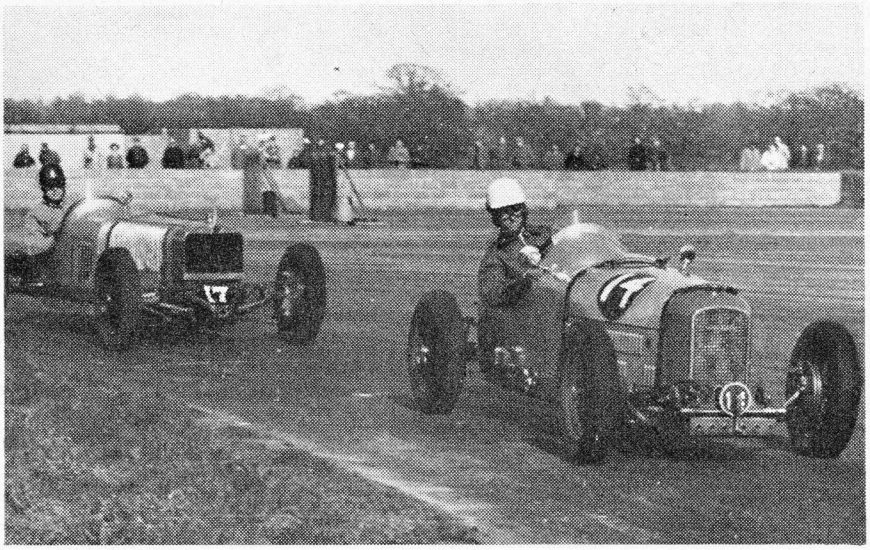
Subject to official confirmation



THIS IS THE THIRD SUCCESSIVE YEAR THAT TRIUMPH T.R.'S HAVE WON THIS 1,500 MILE INTERNATIONAL RALLY

Another example of STANDARD-TRIUMPH RELIABILITY

Triumph Motor Co. (1945) Ltd., Coventry, England. *A subsidiary of The Standard Motor Co. Ltd.*



RACE-LONG DICE between J. C. Tozer's Amilcar and J. W. Rowley's Delage resulted in a victory for the former in the vintage racing cars 10-lap event.

Vintage Silverstone—*continued*

Opposition was coming from a few other Bentleys, an Invicta or two, J. Howell's massive supercharged 4-litre Maserati and a clutch of Rileys.

As it happened, however, D. G. McClure, another 4½-litre Bentley man, had done some thinking about this race and obviously had come to the conclusion that there was no reason why Bradley should win this race at all, and proceeded to do something about it. He stuck to the Bradley-wagon, which looked very "green-at-Le-Mans" indeed, for four of the five laps, and managed to squeeze past on Woodcote when they came round for the last time. All very exciting and quite awe-inspiring. Behind them, Howell's Maserati was working its way quietly through the field after an opening lap in which he seemed to have some difficulty about getting sparks in all 16 cylinders all the time, but he finally arrived home in fourth position. Third was A. R. Ainsworth's Invicta, after a quiet race in which he took his position on lap two after dislodging J. Marsh's similar car. G. T. Walker's Bentley 4½ rushed around proudly displaying a radio aerial on the scuttle, but this didn't seem to make the car go any faster: this may have been due to his possible listening-in to a waltz rather than a quickstep.

Fastest lap was made by Bradley at 69.24 m.p.h. There were class awards in this race, and these went to H. R. Heap's Riley in the 1,100 c.c. class, B. E. Brown's Frazer-Nash in the 1,500 c.c. class, and to McClure for the big cars.

Next on the programme came a 10-lapper for vintage racing cars: with the regrettable absence of Dr. Pinkerton's 10-litre 1910 Fiat there was almost a full house for this race, including four Amilcars, all of them blown, Howell's enormous Maserati and J. W. Rowley's 2-litre blown Delage. McClure's Bentley and Davenport's 1922 G.N. were among the non-starters.

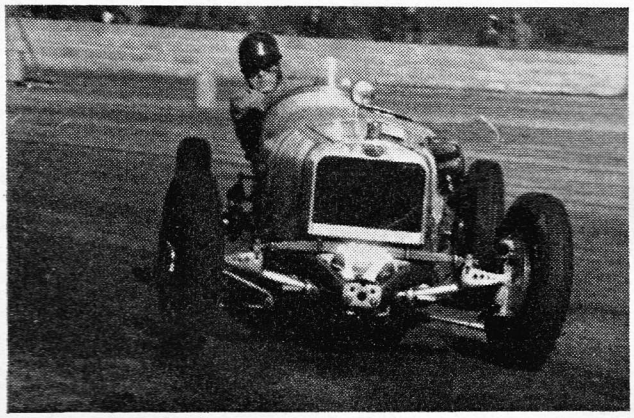
J. C. Tozer, in one of the Ecurie T.N.C. Amilcars, took the lead on the first lap from Rowley, with the big Maserati—which now seemed to be running on all cylinders—in third place, followed by the other Ecurie T.N.C. Amilcar driven by R. G. H. Clutton. By the third lap, however, the Delage was getting very close to the Amilcar and Howell began to drop back a little. M. Barnard's Riley Special was lapped by the leading cars, as was D. W. Kitchener's front-wheel-drive Alvis. At four laps Rowley was very close indeed to Tozer, and on the fifth came past the pits in the lead, a long gap having opened up between the first two cars and the Maserati, still in third position.

On lap six it was still Rowley in the lead, gaining considerably on his fellow-countryman, but somewhere on this lap he lost it or something and when next they appeared it was Tozer, then a gap, then Rowley and then another gap. Behind them, Clutton's Amilcar was gaining ground on the Maserati, but this did not last and with a couple of laps to go Howell pulled steadily away. On the next to last lap Tozer was a clear hundred yards ahead of the Delage and all the gallant efforts in the world could do nothing about this. They finished in that order, the Maserati third and Clutton fourth. Rowley, however, had the consolation of fastest lap at 71.47 m.p.h.

In conjunction with the scratch race a handicap race was also run, the winner being the man who exceeded by the greatest percentage a handicap speed worked out for his car by what was obviously a triumph of arithmetic and equally obviously far beyond my capabilities. In short, I don't understand how they do it, so I can't tell you. At any rate, handicap winner was C. E. Lyne (Amilcar), who exceeded his handicap of 61 m.p.h. by 3.4 per cent.

This race was followed by a five-lap handicap for Edwardians: Dr. Pinkerton's Fiat was joined as a non-starter by J. A. Williamson's Itala, and a Zust, of 1913, which is something I've never seen, didn't run either—so I still haven't seen it. This left a field of four: two

(*Continued on page* 502)



★

NEARLY! J. W. Rowley just manages to hold the 2-litre Delage at Becketts after a burst of over-enthusiasm.

★



ODD ANTICS were performed by the front wheels of D. W. Kitchener's f.w.d. Alvis—a failing with front-drive cars on corners!



BRITISH EMPIRE TROPHY
OULTON PARK 12 April 1958

OUTRIGHT WINNER

DAVID BROWN
ASTON MARTIN

•

2nd ASTON MARTIN *(C.A.S. BROOKS)*

also **GOODWOOD** *Easter Monday*

SUSSEX TROPHY SPORTS CAR RACE

1st ASTON MARTIN

(Subject to official confirmation)

won on



H.M. RIBBED
Maintains even wear and silence with all forms of modern suspension.



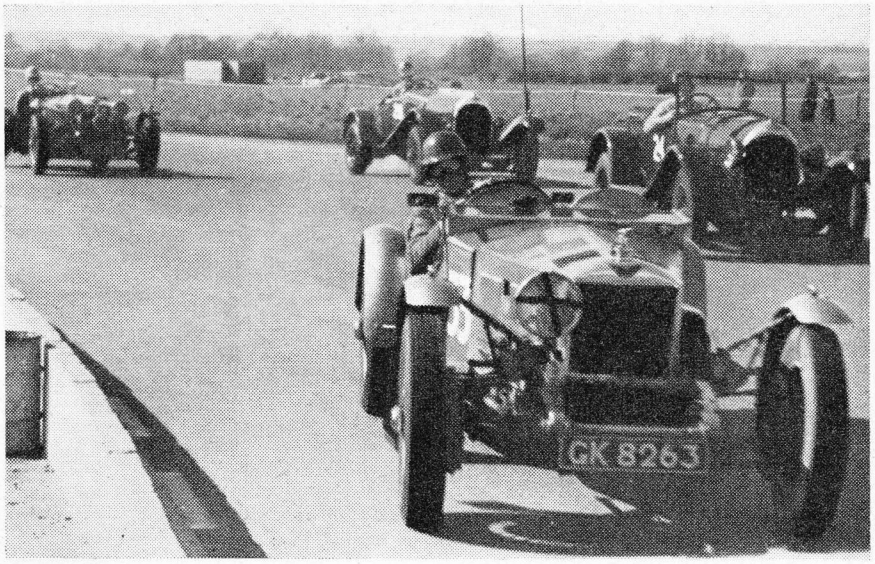
H.M. CENTRE GRIP
Gives extra traction and super grip under all conditions.

AVON

On your car—fit the Avon 'H.M.' for Higher Mileage

In 'AIRSEAL' *(needs no tube), or* REGULAR *construction*

to-day's *leading* tyres



LEADING a brace of Bentleys and a similar Invicta through Copse Corner is J. A. E. Marsh's 1930 4½-litre Invicta during the five-lapper for vintage and supercharged sports cars.

Vintage Silverstone—*continued*

Sunbeams, a Humber and a Talbot. Jack Sears, better known at the wheel of something which is not, I suspect, accepted as a p.v.t. car by the Committee of the V.S.C.C. and in which he drove very well at Brands Hatch on Easter Monday, drove very well again to finish second in the event from scratch in Stanley Sears's 1914 Sunbeam: he crossed the line a bare half-length behind K. Neve's 1914 Humber after a most stirring dice.

There followed the really serious business of the 10-lap all-comers race. The noise of blipping throttles and the smell of alcohol fuels burning in great profusion caused faraway dreamy expressions to arrive at speed on a good many faces—and well they might. There were assembled on the grid seven E.R.A.s, two Maseratis, a brace of Bugattis, M.G.s, Amilcars, an Alfa Romeo and an Alta.

Unfortunately, those dreamy expressions came and went again before the cars had moved off: there was the most protracted wait on the line and engines stalled all over the place. Mallalieu's 2.3 blown Bugatti simply gushed water from various parts of his cooling system and M. L. Brewer's E.R.A. began to spout smoke all over the driver before stalling fairly conclusively. It was a very worried bunch of helpers who tried to push-start him as the flag dropped and an Amilcar failed only by inches in removing the seat of the trousers of one of them.

It was, of course, Bill Moss's race in Remus: the car seems to be in splendid form already this season and went like the proverbial historic bomb. It seems to have had another coat of pretty light-Bira paint and "Remus" now stands proudly inscribed in flowing script instead of capitals.

Moss led from the drop of the flag from Douglas Hull's 2-litre E.R.A. and H. C. Spero's 2.9 Maserati, driven by Jack Sears. Sears had, it seems, driven this car only once before, yet he seemed to have settled down immediately and, apart from a "moment" at Becketts, seemed perfectly at home.

After three laps, Moss began to pull steadily away from Hull, who in turn began to put a little more road between himself and Sears. After five laps, however, Douglas Hull—who really had been trying—disappeared from my lap chart and Sears moved up into second place, letting P. Waller's E.R.A. up to third position. With two laps to go Moss began to ease off a little—or Sears began to go faster—and the gap between the two cars closed. But it was too late and Remus crossed the line first: only the first three were on the same lap, fourth man, Hayward (Maserati 1,493 (S)) being a lap in arrears. Fastest lap was made by Hull at 79.96 m.p.h. and Moss's race average was 78.31 m.p.h.

Only three Amilcars were eligible for the Vintage Award, and this eventually went to Clutton in the Ecurie T.N.C. car.

Another five-lap handicap followed, with A. J. D. Sim's Alfa Romeo trying to catch Mrs. R. Moizer's beautifully turned-out touring Amilcar, which had a 90 seconds start. This, in fact, he failed to do, for Mrs. Moizer put her feminine foot firmly to the floor (sorry about all that) and very nearly defeated the handicappers. She stayed in front for three of the five laps, and was well into her fourth before E. J. Mayhew's Riley managed to catch up, having made up a 58 seconds deficit. On the last lap H. W. Begley's truly beautiful thoroughbred Frazer-Nash dashed past into second place, and Mrs. M. had to be content with third position. Fourth was Keliman's Riley, and fastest lap, at 61.06 m.p.h., went to Mayhew.

After this came another handicap with a simply enormous field ranging from the 2.9 Maserati, this time with Spero driving, to the 4½-litre Lagonda of Overy and still further to Heap's little 1,100 Riley. The E.R.A. Team were well represented, but G. Chapman drove a non-team car of 1934 to victory over P. Waller's 1936 E.R.A. and Mallalieu's Bugatti. Bill Moss was fourth after starting from scratch and Spero made fastest lap of the race and of the day at 80.85 m.p.h.

Then there was a five-lap qualifying race for the *Motor Sport* trophy. Not surprisingly, Mrs. Moizer's Amilcar just didn't have the steam when it came to a scratch race and she was not in the picture. Honours went to Bodington in his Alfa Romeo. Alfas, to me at least, somehow never seem to be going very fast, but this one mopped up the opposition, second place going to Halkyard's 4½-litre Bentley. The first six finishers qualify for the final, and these, in addition to Bodington and Halkyard, were R. H. B. Mason (4½ Bentley); Mark Hollis (3-litre Bentley); R. E. B. Noble (Alvis) and A. R. Ainsworth (Invicta). Halkyard made fastest lap.

Last on a long programme came a five-lap handicap which found a remarkable assortment of cars on the line. Winner was Begley in the Nash. Second was E. J. Kehoe (1930 Riley) and third Gibson (p.v.t. Nash). Fastest lap was made by J. E. B. Little's Alta at 74.6 m.p.h.

MARTYN WATKINS.

Results

One Hour High-Speed Trial: E. J. Mayhew (Riley), E. J. Kehoe (1930 Riley), J. F. R. Berting (1929 Riley), C. A. Winder (1923-8 Humber), Mrs. S. Hurlbatt (1928 Riley), J. C. G. Dancer (1928 Salmson), A. J. D. Sim (1929 Alfa Romeo), J. F. Barber (1927 Frazer-Nash), W. L. T. Winder (1926 Frazer-Nash), C. L. Archdale (1924 Aston Martin), G. K. Davie (1926 Alvis), N. Arnold-Forster (1925 Frazer-Nash), R. E. B. Noble (1930 Alvis), J. G. Vessey (1926-8 Lancia), J. Howell (1930 Bugatti) and H. Douglas Reid (1924 Vauxhall) all qualified.

Five-lap Handicap: 1, R. W. Ashley (1930 Frazer-Nash), 64.02 m.p.h.; 2, A. J. Gibson (1932 Frazer-Nash); 3, M. L. Quartermaine (1921-4 Vauxhall). **Fastest lap:** L. S. Richards (1938 Riley Spl.), 67.63 m.p.h.

Five laps, scratch, for vintage sports and supercharged sports cars: 1, D. G. McClure (1928 Bentley), 67.3 m.p.h.; 2, M. J. Bradley (1930 Bentley); 3, A. R. Ainsworth (Invicta). **Fastest lap:** Bradley, 69.24 m.p.h.

1908 G.P. Itala trophy race, 10 laps, for vintage racing cars: 1, J. C. Tozer (1927 Amilcar), 69.7 m.p.h.; 2, J. Rowley (1924-5 Delage); 3, R. G. H. Clutton (1927 Amilcar). **Fastest lap:** Rowley, 71.47 m.p.h.

Five-lap Edwardian handicap: 1, K. Neve (1914 Humber), 59.26 m.p.h.; 2, J. G. Sears (1914 Sunbeam); 3, B. M. Clarke (1913 Talbot). **Fastest lap:** Sears, 64.61 m.p.h.

All-comers 10-lap scratch race: 1, W. F. Moss (1936 E.R.A.), 78.31 m.p.h.; 2, J. Sears (1934 Maserati); 3, P. Waller (1936 E.R.A.). **Fastest lap:** D. H. C. Hull (1936 E.R.A.), 79.96 m.p.h.

Five-lap handicap: 1, E. J. Mayhew (1930 Riley), 58.78 m.p.h.; 2, H. W. Begley (1935 Frazer-Nash); 3, Mrs. R. Moizer (1928 Amilcar). **Fastest lap:** Mayhew, 61.06 m.p.h.

Five-lap handicap: 1, G. Chapman (1934 E.R.A.), 72.5 m.p.h.; 2, P. Waller (1936 E.R.A.); 3, D. F. Mallalieu (1932 Bugatti). **Fastest lap:** H. C. Spero (1934 Maserati), 80.85 m.p.h.

"Motor Sport" Trophy qualifying race: 1, W. Bodington (1932 Alfa Romeo), 62.59 m.p.h.; 2, H. L. Halkyard (1923-8 Bentley); 3, R. H. B. Mason (1930 Bentley). **Fastest lap:** Halkyard, 67.94 m.p.h.

Five-lap handicap: 1, H. W. Begley (1935 Frazer-Nash), 57.66 m.p.h.; 2, E. J. Kehoe (1930 Riley); 3, A. J. Gibson (1932 Frazer-Nash). **Fastest lap:** J. E. B. Little (1938 Alta), 74.6 m.p.h.

RALLY EQUIPMENT

WE were recently guests at the opening of the new premises of Rally Equipment, who have moved from Elstree to 295 Edgware Road, Colindale, London, N.W.9. (Telephone: COLindale 3633.) This go-ahead little concern, apart from now stocking just about every item of equipment which the keen rallyist could require, also undertakes certain tuning and modifying services, including an improvement to the M.G.A gearbox. We were able to try out a coupé which had had this treatment and can report that it is now very much easier to go "pylon-dicing", for not only has the very heavy spring guarding reverse gear been replaced with a much lighter one, but both first and reverse gear pinions have been "eased". Engagement is now much readier, even when on the move in either direction. The modification costs £4 10*s*.

Yet another success for

the NEW 1½ litre SUNBEAM RAPIER

CIRCUIT OF IRELAND RALLY

1ST AND 2ND

CLOSED CARS OVER 1300 c.c.

CLASS III

DRIVERS: J. E. DOWLING · C. J. ATKINSON · JOHN PEILE · R. BELL

(Subject to official confirmation)

1958 RALLY ACHIEVEMENTS

R.A.C. RALLY—*OUTRIGHT WINNER*

MONTE CARLO RALLY—*STUART TROPHY*

FIRST BRITISH CAR

A product of ROOTES MOTORS LTD

Sunbeam-Talbot Ltd. Coventry. London Showrooms and Export Div: Rootes Ltd., Devonshire House, Piccadilly, London, W.1

Club News

By MARTYN WATKINS

AFTER the furore concerning some aspects of this year's R.A.C. rally, I was especially interested to see a hand-out from the **Lancashire A.C.** on their national Morecambe rally, taking place on 16th-18th May. An important feature of the event is that under no circumstances can a competitor gain advantage by missing out a control to save time: anyone who tries this on will not be excluded, but is penalized by being marked "failed" on the particular section on which the missed control was sited. Classification is made firstly from among those not missing a control, then from those missing one control and so on. This system seems foolproof in that it gives full credit to those who complete the course and defeats the objects of those who cut bits out of the proper route to save themselves time. It has, apparently, been working for the past three years with some success.

Also concerning the R.A.C. event is a proposition carried unanimously by a recent meeting of the **Association of Northern Car Clubs:** "This meeting expresses disappointment with the recent R.A.C. Rally, particularly after the criticisms of previous years, and trusts that the organization will be thoroughly overhauled before next year."

* * *

I'VE had a letter from a Mr. Claude Rye, of 899 Fulham Road, London, S.W.6 (the name may be familiar to some of you), suggesting, among other things, that the time has come for miniature car enthusiasts to form their own club. He wants drivers of cars with three or four wheels with an engine capacity not exceeding 500 c.c. to let him have their views on the subject. He wants, in fact, to assess the degree of genuine interest in the matter and, if this is sufficient, to set about the formation of such a club. Drop him a line, won't you?

* * *

A PARAGRAPH in last week's issue about the Mercedes-Benz film *The Three-Pointed Star* has drawn a letter from the p.r.o. for Daimler-Benz in this country. We said something about "pull" being required to borrow the film. In fact, says Mr. Peter Hunt, the p.r.o., subject to the already heavy bookings, the film is available through his office for showing, free of charge, to any recognized motor club in the country. His address is Downtons, Ltd., Temple Bar House, Fleet Street, London, E.C.4. As a matter of interest, **Epping Forest Motorsport Association** is showing the film among others at Lambeth Town Hall on 21st and 22nd April, and tickets are available from S. J. N. Wright, 203 High Road, Loughton, Essex.

* * *

NOW then, here we go. **Welsh Counties C.C.** Rhymney Valley rally starts at the Museum, Cardiff, at 7.30 p.m. on 21st April. . . . **The Navigators' Club** "Navigators' Rally" date has been brought forward to 3rd-4th May, and is a closed event, covering about 300 miles. Two points of interest: the navigator, not the driver, is the entrant and therefore gets the kudos for a win (quite right too!) and, to be a little sinister, organizers include Norman Blockley, Ian MacKenzie and Col. J. F. Bassett—so watch your step. Entries close on 25th April and go to Lt.-Cmdr. G. T. Turner, R.N., 170 Chislehurst Road, Orpington, Kent. . . . **Gosport A.C.** holds a speed trial event at Eastney on 27th April, invited clubs being B.R.S.C.C., B.A.R.C., Seven-Fifty M.C., West Hants and Dorset C.C., Plymouth M.C., Bristol M.C. and L.C.C., Taunton M.C., Guildford M.C., V.S.C.C., Club Lotus, London M.C., 250 M.R.C., Aston Martin O.C., Bognor Regis C.C., Brighton and Hove M.C., and Chichester M.C. Entries go to K. B. Salmon, Riversdale Cottage, Soberton, Hants, and close on 19th April. . . . **Anglia and Prefect O.C.** annual general meeting has resulted in J. D. Ellwood being appointed secretary and C. R. Flisher as competitions secretary. The club is forming a navigators' section and details will be announced later. . . . **Evesham A.C.** holds a speed trial at Long Marston Airfield, near Stratford-on-Avon, on 29th June, starting at 2 p.m. Invited clubs are Bugatti O.C., Midland A.C., Cheltenham M.C., North Staffs A.C., Hagley and D.L.C.C., Jaguar O.C., M.G.C.C., Morgan C.C., B.R.S.C.C., B.A.R.C., Dowty C.C., Sunbac, West Hants and Dorset C.C., Burnham-on-Sea M.C., Worcester M.C., Midlands M.E.C., Seven-Fifty M.C., Northampton C.C., Bristol M.C. and L.C.C. and the B.M.C.R.C. Regs. are available from Mrs. M. E. Jehan, Twixtfarms, Bredon, Tewkesbury, Glos. . . . **Wirral 100 M.C.** have announced the cancellation of their "Rallye des Etages"—apparently they only received 40 entries and this wasn't good enough. . . . **Forces M.C.** Spring Cup rally will be held on 11th May over a 200-mile course. Invited clubs include East Surrey M.C., Guildford M.C., B.P.C.C., Blackfriars M.C., Marconi A.C., Mid-Thames C.C., Singer O.C., Per Ardua M.C., and West Essex C.C. Entries close on 3rd May and go to R. Duxbury, 3 Devon Way, West Ewell, Surrey. . . . **Triumph Sports O.A.** (London section) holds its annual general meeting at the "Woodstock", Cheam, on 25th April, and its annual dinner and dance at the Worcester Rooms, Worcester Park, on 23rd May. . . . **Bexley L.C.C.** holds its "Tempus Fugit" rally on 19th April, covering about 80 miles and starting from Townley Road car park, Bexleyheath, at 7.30 p.m. . . . **South Essex M.C.** annual Thurrock rally is to be held on 10th-11th May, starting in the East London area with a supper stop at London Airport. Regs. are available from B. L. Hills, "Quetta", 91 Woodview, Grays, Essex. . . . **Cemian M.C.** Knowland Trophy driving test meeting takes place on 4th May. Invited clubs include Seven-Fifty M.C., Harrow C.C., M.G.C.C., Lagonda Club, B.A.R.C., Guildford M.C., Lancia C.C., United Hospitals and U.L.M.C., Malden and D.M.C., Circle C.C., Horsham and D.M.C., A.C.O.C., and Hants and Berks M.C. Entries close on 23rd April and go to F. L. A. Rourke, 26 Soho Square, London, W.1. . . . **Malden and D.M.C.** hold their "April Shower" driving tests on 27th April, invited clubs being American D.C., Brent Vale M.C., Cemian M.C., Guildford M.C., Harrow C.C., London M.C., North London E.C.C., Mid-Thames C.C. and Mid-Surrey A.C. Entries close on 23rd April

(*Continued on page* 506)



WINNER of both the unlimited sports cars and racing cars classes at the South Wales A.C. Castel hill-climb on Easter Monday was G. Parker, here seen taking his "C"-type Jaguar into the first bend. Results are on page 512.

Coming Attractions

April 19th. B.A.R.C. International Race Meeting, Aintree, near Liverpool. Start, 11 a.m.

April 20th. *B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.*

Thames Estuary A.C. National Driving Tests, Orsett, near Grays, Essex. Start, 10.30 *a.m.*

B.A.R.C. Driving Tests, Mallory Park, near Hinckley, Leics. Start, 2.30 *p.m.*

April 26th. *B.A.R.C. Race Meeting. Goodwood, near Chichester, Sussex.*

April 27th. Naples Grand Prix (*S, T*). *Lagonda Club / A.C.O.C. Sprint Meeting, Brands Hatch, near Farningham, Kent.*

Gosport A.C. Speed Trials, Eastney, Portsmouth.

May 3rd. "Daily Express" International Trophy Race Meeting. Silverstone, near Towcester, Northants.

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MARTINI RALLY

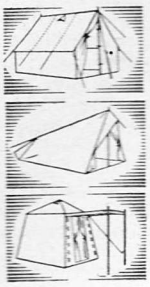
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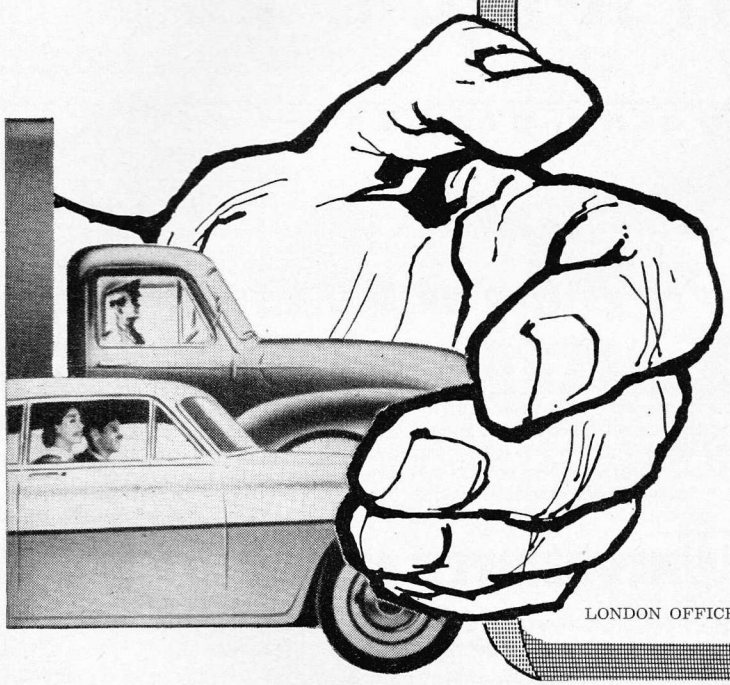


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Club News—*continued*

and go to Miss J. C. Edwards, 12 The Mount, Ewell, Surrey. . . . After the **Basingstoke C.C.** annual general meeting, the secretary is C. V. Underwood and the address for him is 11 Cottle Close, The Harrow Way, Basingstoke, Hants. Competitions secretary is P. M. Chance. The club's Post-Horn rally will be held on 18th May, invited clubs being Aldermaston C.C. and A.E.R.E.M.C. . . . **Sunbeam Motor-Cycle Club** holds its veteran and vintage rally at Beaulieu on 15th June: this event is open to veteran and vintage cars as well. Entries close on 27th May and go to S. W. White, 16 Whitford Gardens, Mitcham, Surrey. . . . **East Anglian M.C.** holds a regional driving test meeting on 11th May at Lavenham Airfield, Suffolk. Invited clubs are B.A.R.C., B.R.S.C.C., Cambridge '50 C.C., E.C.M.C., Falcon M.C., Harrow C.C., London M.C., Marconi A.C., M.G.C.C., Romford E.C.C., Snetterton M.R.C., Sporting C.C. of Norfolk, T.E.A.C. and West Essex C.C. Regulations are available from A. T. M. Brook, 155 High Street, Colchester. . . . The national Welsh Festival rally takes place on 8th-11th May and entries close on 24th April, going to the Secretary, 21 Churchill Way, Cardiff.

"DUSK 'TIL DAWN" RALLY

JIM WOOD, the Bradford, Yorkshire, Triumph driver, scored another success in the "Dusk 'til Dawn" night rally organized by the Hudderfield and District Motor Club on 12th-13th April.

Wood, with a select few other drivers, completed the course without loss of marks and the disc brakes on his new TR3A gave him a clear decision in a tie-deciding braking test held at Chapel-en-le-Frith which was presided over by a pair of well-known blue rompers which contained Mike Wilson.

The rally started and finished at the Brockholes Motor Co., Huddersfield, where facilities were laid on for competitors which gave rise to many favourable comments about the event afterwards. The route lay to the south, to the Grindleford-Manifold Valley region, where the majority of the marks were lost.

Provisional Results

Best Performance (Newton Trophy): J. D. Wood (Triumph TR3). **Touring cars, up to 1,200 c.c.:** Mrs. Anne Hall (Ford Anglia). **Over 1,200:** J. Brook (Riley 1.5). **Best sports car:** J. Heppenstall (M.G.A Coupé).

First-Class Awards: K. Hall (Minor 1000), P. Moss (Borgward), M. H. Pickersgill (Dauphine), H. J. O'Connor-Rorke (Anglia) and E. J. B. Mitchell (Ford Squire).

250 M.R.C.
Stapleford Hill-Climb, 6th April

Closed, up to 1,200 c.c.: M. J. Kingham (Volkswagen), 23.1 s. **Up to 1,600 c.c.:** N. T. Fryer (Scientific), 24.4 s. **Up to 3,000 c.c.:** G. W. Foster (Zodiac), 24.0 s. **Sports Cars, up to 750 c.c.:** R. D. Lee (L.R.M.), 22.5 s. **Up to 1,200 c.c.:** D. St. John (Lotus), 20.7 s. **Up to 3,000 c.c.:** B. R. Millbank (Lotus), 19.5 s. **Racing Cars, up to 250 c.c.:** J. R. Harris (Cooper-Norton), 22.2 s. **Up to 500 c.c.:** N. Trackman (J.B.S.), 19.8 s. **Up to 1,500 c.c.:** B. R. Millbank (Lotus), 19.0 s. **1,500 Plus:** N. Trackman (J.B.S.), 19.7 s. **B.T.D.:** B. R. Millbank (Lotus), 19.0 s.

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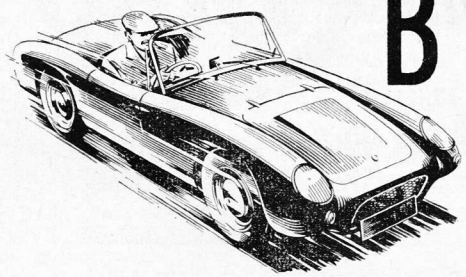
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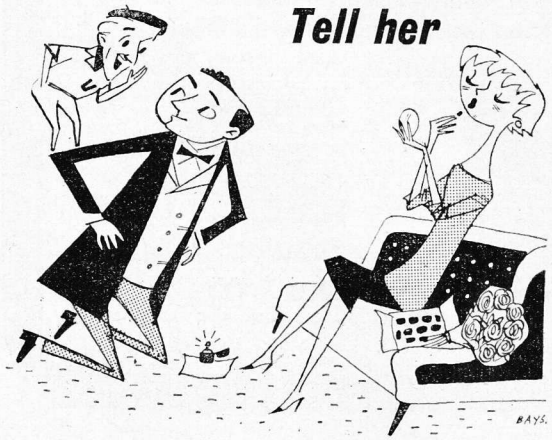
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(Continued overleaf)



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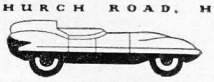
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British Empire Trophy—*continued*

on the fate of the visitor who had been warned urgently over the loudspeakers not to eat his sandwiches as they were believed to contain broken glass! We understand that he had already consumed them, but didn't feel a thing!

Circuit of Ireland—*continued*

problems to inhibit, produced a classic climb in 69 secs. Hopkirk took 69.2 secs. and Titterington 69.4 secs. Frederick (TR3) made a fast run in 70.2 secs. but beyond doubt what was to have been the fastest of all was that of G. H. F. Parkes (Jaguar) who stormed up until almost at the last bend, ran out of road and crashed heavily into the stone ditch, straddled the ditch, extricated himself and took his battered car to the summit in 74.8 secs.!

The night drive was occupied with a navigation test near Carrick-on-Shannon and by early morning the cars were back into Ulster at Londonderry. Here followed a run to Kirkistown for the speed test and then to Bangor for the last two tests of the rally. Among the thousands of spectators who had come to Bangor to greet the returning cars was the Governor of Northern Ireland, Lord Wakehurst.

The brake test, as is well known, can have a shattering effect on leadership, one miscalculation destroying the work of four days and 1,400 miles of expert handling. Hopkirk, as leader of the rally, knew that his position was precarious and, for that reason, adopted caution, comparatively speaking. The formula figure he returned was 44.4 and at that stage he had a lead of 14 marks over Titterington.

Titterington handed over the Triumph to co-driver Brian McCaldin, who made a tremendous run into the braking channel and in an incredibly short distance—a magnificent effort—but a fault had developed in the electrical timing apparatus and poor McCaldin had to set about the job all over again. His second attempt was a masterpiece, although thought to be slightly poorer than his first—and he returned 39.3, to recover 5.1 marks from Hopkirk. An even better run was that of David Henderson (TR3) who returned 37.5.

So ended the 1958 Circuit of Ireland, back on the international calendar again and with the Ulster A.C. determined to raise its appeal for future years, it now being the most important motoring event on the Irish calendar.

Results

General Classification: 1, P. B. Hopkirk/J. S. Scott (Triumph), 500.9 marks lost; 2, J. D. Titterington/B. McCaldin (Triumph), 509.8; 3, A. D. Malcolm/W. Mullen (Triumph), 529; 4, K. Sherry/S. de Barra (Volkswagen), 529.6; 5, D. A. Henderson/A. M. Gamble (Triumph), 534; 6, J. A. D. Chesney/J. Clarke (Triumph), 537.7.

Class Awards

Closed cars up to 1,000 c.c.: 1, J. C. Millard/D. C. Reynolds (Austin), 570.4; 2, R. H. Graham/J. A. Clarke (Morris), 571.3; 3, T. A. Burke/S. J. Healey (D.K.W.), 579.6; 4, V. Stanfield/M. Batley (Austin), 582.6; 5, C. H. Manders/R. A. Meyer (Austin), 605.7; 6, J. S. McClean/Miss E. Kerr (Austin), 608.4.

Closed cars 1,001 c.c. to 1,300 c.c.: 1, K. Sherry/S. de Barra (Volkswagen), 529.6; 2, S. H. M. Logan/Miss S. O'Clery (Volkswagen), 543.8; 3, J. O'Mahony/R. H. Tilson (Volkswagen), 550.9; 4, J. L. Cullen/D. Cullen (Volkswagen), 560.8; 5, W. E. Kilroy/Mrs. H. Kilroy (Volkswagen), 563.6; 6, T. V. Connolly/B. McMahon (Volkswagen), 567.9.

Closed cars, over 1,300 c.c.: 1, J. E. Dowling/C. E. J. Atkinson (Sunbeam), 566.8; 2, J. Peile/R. R. Bell (Sunbeam), 569.3; 3, Miss P. Moss/Miss A. Wisdom (Riley), 581.8; 4, J. R. Martin/J. A. S. Allen (Riley), 594.5; 5, M. D. D. Heather/B. F. Garry (Peugeot), 595.5; 6, J. L. Dowling/G. Alton (Sunbeam), 609.9.

Sports cars, any capacity: 1, Hopkirk, 500.9; 2, Titterington, 509.8; 3, Malcolm, 529; 4, Henderson, 534; 5, Chesney, 537.7; 6, R. C. McKinney/F. D. Erskine (Triumph), 539.9.

Team Awards

Sports Cars: Triumph team entered by W. K. Richardson, Coventry (drivers Hopkirk/Scott, Titterington/McCaldin, McMillen/Haslett). **Closed car team:** Volkswagens, entered and driven by W. D. Lacy/J. A. Garvey, W. E. Kilroy/Mrs. H. Kilroy, and S. H. M. Logan/Miss S. O'Clery.

Special Awards

Ladies' Trophy: Miss P. Moss/Miss A. Wisdom (Riley). **Castlereagh Trophy** (best performance by a visiting driver): A. D. Malcolm/W. Mullen (Triumph). **Novice Trophy:** J. L. Cullen/D. Cullen.

SOUTH WALES A.C.

Castel Hill-Climb, 7th April

Class 1, Racing cars up to 1,500 c.c.: 1, P. J. Gaskell (1,098 c.c. Cooper), 29.5 s.; 2, P. H. S. Cottrell (1,098 c.c. Cooper), 30.6; 3, J. K. Pickett (1,172 c.c. Lotus), 35.1. **Class 2, Over 1,501 c.c.:** 1, M. G. Parker (3,442 c.c. Jaguar), 30.1; 2, T. J. Williams (5,420 c.c. Allard), 30.6; 3, J. P. G. Horton (1,970 c.c. Connaught), 30.9.

Class 3, Sports cars up to 1,500 c.c.: 1, J. K. Pickett (1,172 c.c. Lotus), 35.1; 2, D. Bennett (Porsche) and A. J. Sully (Lotus), 36.0. **Class 4, 1,501-2,750 c.c.:** 1, R. Randall (1,971 c.c. Lister-Bristol), 30.4; 2, P. H. S. Cottrell (1,971 c.c. Lotus-Bristol), 31.0; 3, D. F. Evans (1,990 c.c. TR2), 33.1. **Class 5, Over 2,750 c.c.:** 1, M. G. Parker (3,442 c.c. Jaguar C), 30.0; 2, T. J. Williams (5,420 c.c. Allard), 30.5; 3, M. J. Bradley (4,398 c.c. Bentley), 33.0.

Class 6, Saloon cars up to 1,300 c.c.: 1, —. Atkinson (948 c.c. Austin A35), 41.0; 2, L. C. Manifold (1,192 c.c. Volkswagen) and G. G. L. Thomas (948 c.c. Austin A35), 41.5. **Class 7, 1,301-2,000 c.c.:** 1, D. Bennett (1,582 c.c. Porsche), 33.6; 2, T. Pascoe (1,582 c.c. Porsche), 34.6; 3, H. J. Crates (1,172 Ford (s)), 35.0.

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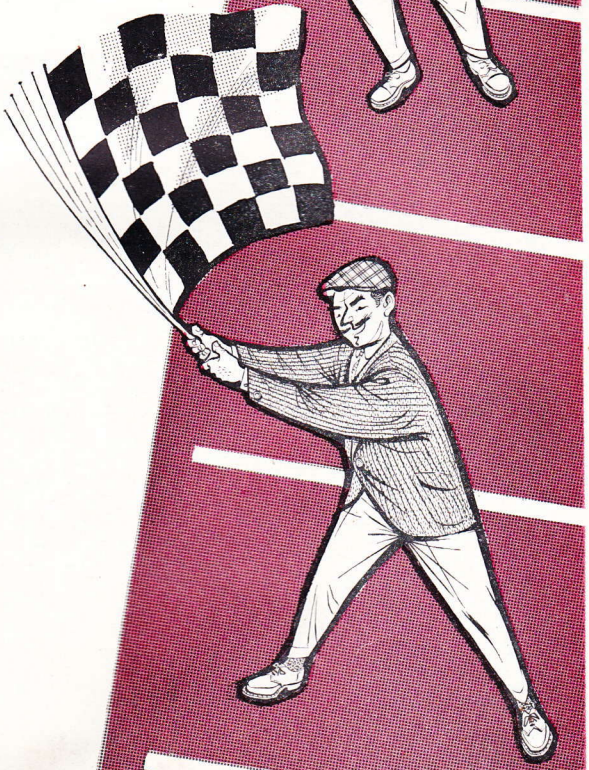
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