AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

FEBRUARY 27, 1959

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EVERY FRIDAY

Vol. 18 No. 9

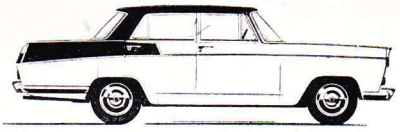
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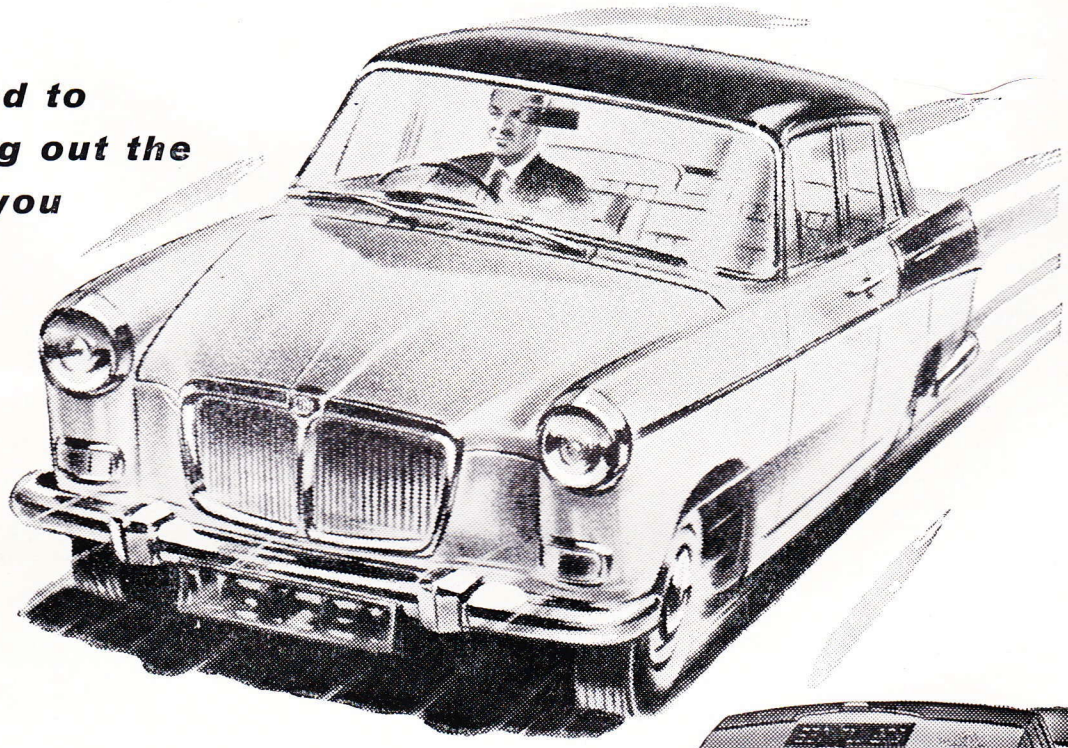
CANADIAN WINTER RALLY : LONDON M.C. COVENTRY CUP TRIAL



completely new

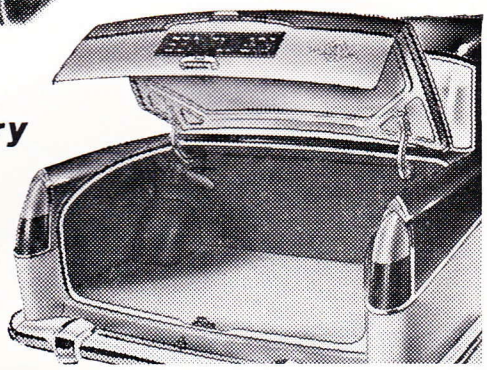
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 9 **February 27, 1959**

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EDITORIAL

BROOKS AND FERRARI

THE determination of Enzo Ferrari to have one of his drivers as a strong candidate for World Championship honours is strengthened by the news that Tony Brooks has agreed to drive for the Italian team this season, in all *grandes épreuves*. The cars bearing the insignia of the "Ravenna Horse" have been prominent in Championship races, ever since the competition was inaugurated in 1950. Ascari won for them in 1952 and 1953, Fangio in 1956, and Hawthorn in 1958—four out of the nine years the Championship has been in existence. Undoubtedly the uncertainty of Mr. Vandervell's plans precipitated Brooks's action. Enzo Ferrari has never been reticent regarding his admiration for top-class British drivers, and the introduction of Brooks to the team will be highly popular with the Italians, who hold the "flying dentist" in the highest possible esteem. The "Commendatore" will now look to Brooks and Cliff Allison to carry on the tradition of Peter Collins and Mike Hawthorn, whose achievements surely raised the prestige of the Maranello cars to a high pinnacle. Scuderia Ferrari starts off with a very powerful team, which also includes two other aspirants for Championship honours in Jean Behra and Phil Hill, not to mention Belgium's Olivier Gendebien. Oddly enough, whilst Italy looks to Great Britain for two G.P. drivers, Cooper's new F1 team comprises an American, an Australian and a New Zealander. Anyway, Stirling Moss has contracted to drive the exciting-sounding Cooper-B.R.M. at Monaco, and it is not outwith the bounds of possibility that, somehow or other, Mr. Vandervell will also find him a car for other events. Then there is B.R.M. to be considered, with Sweden's Bonnier, the Franco-American Harry Schell and Scotland's Ron Flockhart named as conductors. Aston Martin's F1 plans remain unknown, but the names of Roy Salvadori and Maurice Trintignant have been associated with the venture. There is also the certainty that Maserati will be represented in the *grandes épreuves*, with privately entered cars prepared under factory supervision. It is hoped that the Reventlow project will be fulfilled, and Colin Chapman has been working hard on his 1959 F1 cars. Nevertheless, Scuderia Ferrari are easily in the strongest possible position, both as regards Grand Prix and Championship sports car racing. Still, Grand Prix racing can result in a complete and utter turn-up for the book, and although Ferrari's foresight must pay dividends in the end, there is always the prospect that the Maranello cars may meet their masters on any of the circuits used to decide the Championship of the World!

OUR COVER PICTURE

SOME people like it rough! This is an indication of typical conditions in the recent Canadian Winter Rally, a white landscape with the roads mere rutted tracks through the snow. In the Singer are Eveleigh and Bullivant, while the Dauphine crew are Notouny and Harvey.

SPORTS NEWS

ENZO FERRARI is entering four of his cars for Le Mans.

L'EQUIPE NATIONAL BELGE are acquiring two F2 Coopers and possibly a Monaco Sports for the coming season.

THE 500 Miles of Monza on 28th June has been cancelled. In its place will be an International Grand Prix for Grand Touring cars on 5th April.

THE F.I.A. has assigned 12th December for the first Grand Prix of the U.S.A.

DELIVERY of the Renault Gordini-Dauphine in this country will start at the beginning of March.

JAGUAR exponent Papamichael has been declared Speed Champion of Greece; Rally Champion is Peratikos (Alfa Romeo).

MRS. LESLIE HAWTHORN has kindly loaned Roy Nockolds's painting of Mike at Casablanca to the Steering Wheel Club.

JAY CHAMBERLAIN and Pete Lovely will be driving Lotus Elites at Sebring. Two Lotus Elevens have also been entered, as has a Fifteen.

ECURIE MIDGE this season will comprise Tom Threlfall and Gordon Beedie (Lotus 11, Mk. 2s), Russ Taylor (G.T.X.K.), Len Gamage (M.G.A and Elite), Walt Webb (M.G.A), Bill Beedie (M.G. TC), John Moore (D.M.G. 950) and Dick Lewcock (750 Formula car).

FROM Sebring comes an official hand-out containing this rather sensational announcement: "Jaguar officials doubt they can finish the new 'E' models in time for the Sebring classic. . . ." Race director Alec Ulmann has agreed to hold their starting line-up spots a little longer.



"So you just dreamed you were on the Preston by-pass!"

PARKIN ENGINEERING, LTD., have obtained the sole agency for the Colucci-designed cylinder head for the Dauphine, mentioned last week. The address is 249 East Bawtry Road, Rotherham.

MASTEN GREGORY will drive for the Cooper works team in the 1959 *grandes épreuves*. His team-mates are Jack Brabham and Bruce McLaren.

TONY BROOKS has, after all, signed an agreement with Scuderia Ferrari for Formula 1 races. There is no mention of driving sports cars.

THE Canadian Automobile Sport Club has agreed to organize the proposed Great Canadian Rally. This 7,000-mile rally will carry $26,000 in prizes. A maximum of 200 cars will be allowed to compete, and it is hoped that many of the top European rallyists will enter. Both Pat Moss and Ann Wisdom, in Canada recently for the Canadian Winter Rally, expressed enthusiasm for the project.

THE Chequered Flag Racing Stable of Chiswick is acquiring one of the 20 pre-production Lotus Elites for this season's racing.

The Elite, which will be fully modified, will be driven by Percy Crabb and Chequered Flag managing director, Graham Warner.

The New Cooper Monaco sports car ordered by the team is now being prepared for the Goodwood Easter Monday meeting, where it will be driven by Percy Crabb.

TWO MORE MEETINGS FOR BRANDS

TWO more car race meetings—bringing the season's total of motorcycle and car events up to 15—have been added to the 1959 fixture list for Brands Hatch circuit, Kent.

Both the additions are club meetings. The first new date is 25th April, when the Jaguar Drivers' Club and the Aston Martin Owners' Club will stage a joint event. The other addition is a B.R.S.C.C. club meeting on 10th May.

EX-WORKS LOTUSES FOR SALE

TEAM LOTUS announce that five successful cars are now available for sale to private owners for the 1959 racing season. One Formula car, raced by Cliff Allison in the Major *Grandes Epreuves* in 1958, available with 1.5, 2 or 2.2-litre Climax engines. Also one Lotus Fifteen, with same engine options and five-speed gearbox, etc., is available.

A miscellany of other interesting items is also being offered for clearance including prototype chassis frames, to take standard Lotus suspension components, a 1.5-litre Riley engine, etc. Of particular interest is the Lotus Eleven chassis body unit, which was used to take, and still holds, five World Records in the Class G, including one hour at 140 m.p.h. at Monza. This interesting chassis could be built to either Sports, Club or Le Mans specification.



TROPHY for the best performance of the year at Mallory Park is received by Dick Protheroe from Mrs. J. Milligan at the recent Mallory Park Racing Club dinner.



ONE of the victorious Renault Dauphines ploughs its way through jungle tracks on the recent Rallye de la Côte d'Ivoire, in North Africa.

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP—1959

REGULATIONS are now available for the AUTOSPORT Series-Production Sports Car Championship, 1959, and intending entrants should apply to The Secretary, AUTOSPORT Series-Production Sports Car Championship, 159 Praed Street, London.

The list of eligible cars is seen on this page, but it should be made clear that the panel may consider other makes for inclusion during the season provided that the Form of Recognitions is completed, proving conclusively that 25 similar models have been constructed in a 12 months period.

In the case of foreign-built vehicles, the panel has agreed to accept Forms of Recognition signed on behalf of the make concerned by the officially appointed concessionaires.

The competition is open to Appendix J cars: modifications permitted are those in Articles 260, 261, and 263 in the Sporting Code. Non-standard camshafts are permitted: bumpers may be removed. As regards windscreens: this must be at least 100 cms. in width if the engine capacity of the car exceeds 1,000 c.c., and 90 cms. if capacity is under 1,000 c.c., and 20 cms. in height irrespective of engine capacity. Such windscreens to be constructed of laminated glass or plastic material, and to be mounted on the brackets for the standard screen.

In order to qualify for the final Three Hours Race at Snetterton, a competitor must have been classed as a finisher in at least four preceding races in the competition.

Four R.A.C.-appointed scrutineers will be delegated by AUTOSPORT, and at least one will be present at all races counting towards the Championship.

The classes will be:—

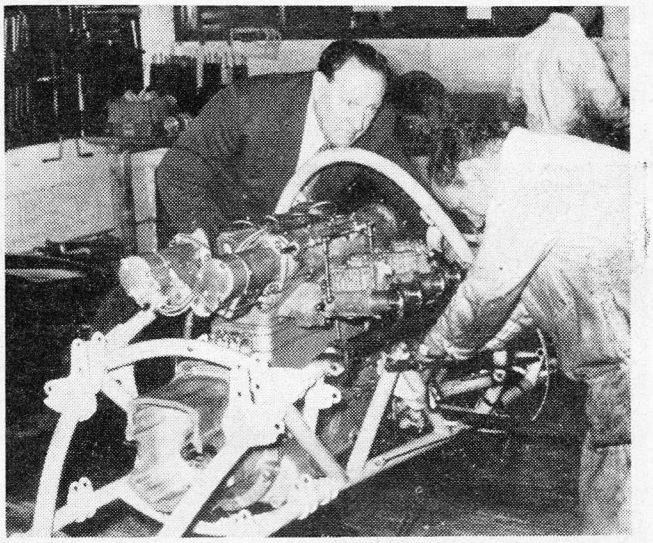
(a) Up to 1,000 c.c. (b) 1,001-1,300 c.c. (c) 1,301-1,600 c.c. (d) 1,601-2,000 c.c. (e) Over 2,000 c.c.

Points-scoring will be the same as in former years, with the exception that no bonus points will be awarded. The Team Trophy will be awarded to the team of three cars which have the highest aggregate in the general classification established after the final "Three Hours".

Awards are:—

To the entrant who finishes first in the General Classification: £100, the AUTOSPORT Championship Trophy and replica. To the entrant who finishes second, £50 and an AUTOSPORT Trophy. To the entrant who finishes third, £25 and an AUTOSPORT Trophy. To the entrant who nominates a team of three cars which are highest placed in the General Classification, £50 and the AUTOSPORT Challenge Team Trophy and three replicas. To the entrant of the car in each class finishing highest in the General Classification (other than the first four), £10 and an AUTOSPORT Trophy. To second and third, an AUTOSPORT Trophy.

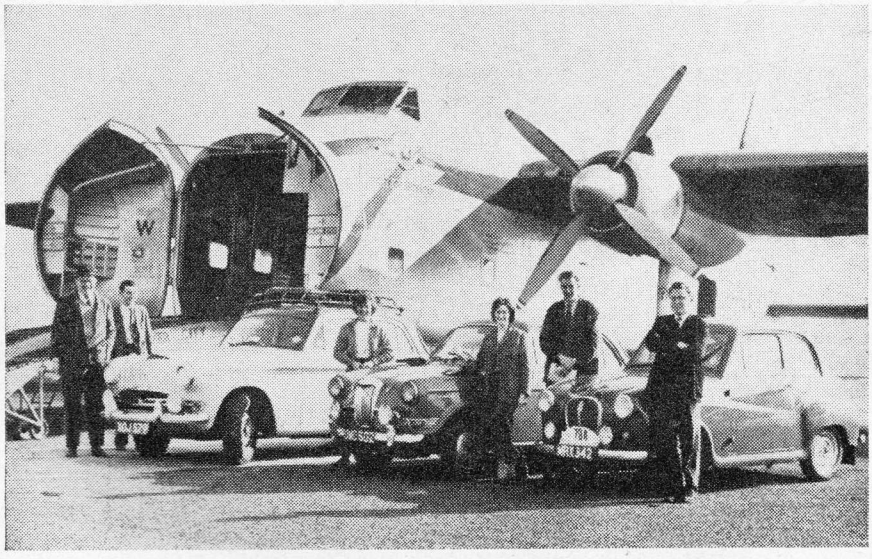
Closing date for entries—23rd March, 1959.



NEW F1 contender (right) is the Cooper - Maserati. Here C. T. ("Tommy") Atkins and his mechanics work on the installation of the engine.

★

SOME of the B.M.C. Sestrières Rally team before leaving Ferryfield (below). They are Pat Moss/Ann Wisdom; John Sprinzel and his co-driver with Marcus Chambers.



LIST OF ELIGIBLE CARS

CLASS A. (Up to 1,000 c.c.)
Austin-Healey Sprite; Renault "Alpine"; D.B.-Panhard; Fiat-Abarth G.T.; Berkeley "500"; Fairthorpe Electron Minor; Frisksport; Turner; NSU Sport Prinz.

CLASS B. (1,101-1,300 c.c.)
Lotus Elite; Alfa Romeo Giulietta S.V., S.S. and Spyder; Porsche "1300 Super"; Morgan "1,172".

CLASS C. (1,301-1,600 c.c.)
M.G.A, M.G. "Twin-Cam"; Elva Courier; Porsche Super, Carrera; Borgward Isabella Sport.

CLASS D. (1,601-2,000 c.c.)
A.C. Ace, Ace-Bristol, Aceca; Morgan Plus Four; Alfa Romeo Spyder, Alfa Romeo G.T.; Frazer-Nash Le Mans Replica, Mille Miglia; Triumph TR2, TR3; Peerless G.T.; Mercedes-Benz 190SL; Maserati AG6.

CLASS E. (Over 2,000 c.c.)
Austin-Healey 100, 100S, 100-Six; BMW 507; Mercedes-Benz 300SL; All Jaguar XK models (except XKSS); Chevrolet Corvette; Ferrari 250 G.T.; Jensen 503; Ford Thunderbird; Facel-Vega.



WINNER OF THE "AUTOSPORT" TROPHY: Trevor Taylor receives the AUTOSPORT *500 Trophy and two cups from Mrs. Leston while Les looks on.*

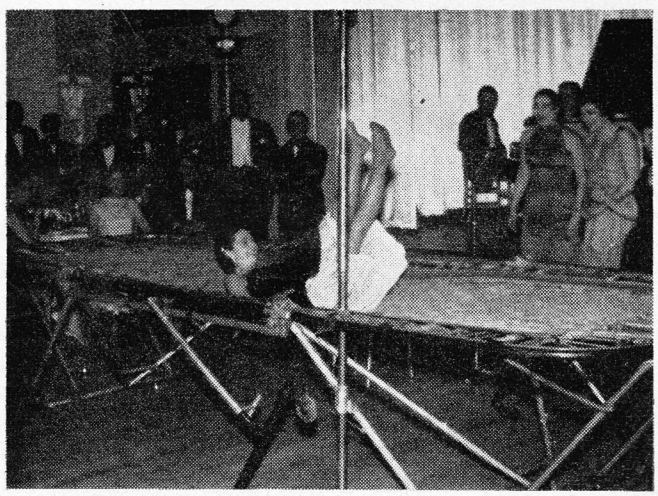
B.R.S.C.C. Dinner

Highlights and the Prizewinners

As always, the annual dinner-dance of the B.R.S.C.C., in the Park Lane Hotel on 20th February, was a bright and jolly affair, the maximum possible number of members and guests being present. In the chair was Les Leston, who replied to a very witty toast, "The Club", proposed by Raymond Baxter. Les read snippets from a very imaginary copy of AUTOSPORT, which would have changed hands on the Stock Exchange for several guineas a copy. Ken Best replied on behalf of the guests.

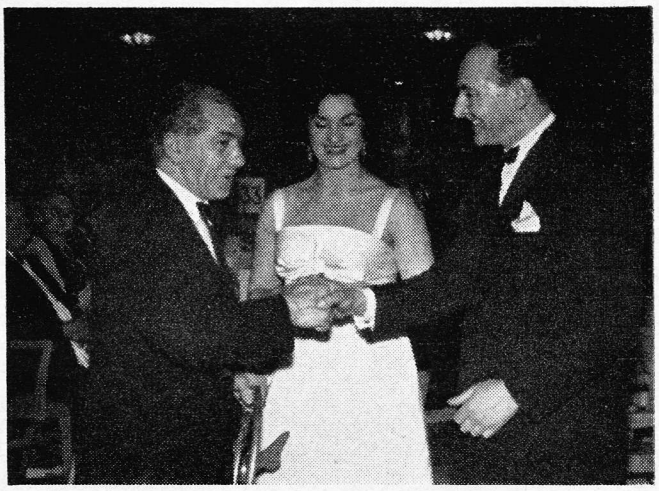
Jon Pertwee headed a cabaret which also included John Stuthard and The Jumping Jax. Awards for the season were presented by Doreen Leston. Many firms contributed prizes to a very successful tombola, including a Maserati motorcycle from Graham Warner of "The Chequered Flag". As for the dinner, it was just about the best that could have been devised—all praise to the social committee for their efforts.

Amongst racing personalities present were Henry Taylor, Ivor Bueb, Cliff Davis, Steve Ouvaroff, Don Parker, Jim Russell, John Bekaert, Ian Walker, Don Truman, Patsy Burt, Colin Chapman, John and Charles Cooper, Eric Brandon, Bertie Bradnack, Percy Crabb, Frank Costin, Brian Lister, S. W. Creamer, John Eason-Gibson, Bernie Ecclestone, Alan Foster, Len Gibbs, Ken Gregory, John Hall, Cliff Allison, Rex Hays, G. A. Henrotte, Graham Hill, Dick Jacobs, Dick Jeffrey, Brian Turle, Reg Tanner, Lou Ellis, Alfred Moss, Bob Jennings, Ted Lamkin, Steve Lancefield, Jack Playford, Ian Raby, Alan Stacey, G. H. Symonds, Dennis Taylor, David Shale, George Wicken and many others.



CHAPMAN SUSPENSION? (Above) Well, not quite! Hazel Chapman bounces happily on the trampoline.

JOHN ELLISON (below), Vice-Chairman of the Club, accepts the 500 Club Trophy on behalf of Derek Phillips.



BILL LAMBKIN (above), of the B.R.S.C.C. Committee, receives the Alf Bottom's Trophy from Mrs. Les Leston.

"IT DOESN'T MATTER what you do as long as you tear 'em up!" Jon Pertwee (below) tells a good one.







SNOW—and plenty of it. The Fiats of Fisher/Robinson and Poliuka/Syson hurry on their way.

SAAB VICTORY IN CANADA

Americans Trotter and Burns Win Winter Rally—Coupe des Dames Success for Pat Moss/Ann Wisdom (A40)

By Rose Monroe

WHEN the 320 contestants, assembled in the briefing room at Rootes Motors on Toronto's Golden Mile on the evening of 6th February, heard Al Sands, rally organizer, announce that the snow-ploughs had given up along some sections of the 1,450-mile course, it became evident that the British Empire Motor Club's seventh annual Winter Rally would live up to its reputation acquired in former years.

Snow would not be the only hazard. Mr. Sands warned of some very deceiving and treacherous road corners where there were no guard rails and told of some bumps due to frost heaves which could throw a car off the road if taken too fast. Other reports of road conditions told of ice in some sections with strong and gusty winds and severe cold which would cause rapid frosting of windscreens in cars with inferior heaters.

Far from being cowed by what lay ahead, the competitors received the reports of road conditions with enthusiasm, for severe conditions would impose a greater test of driving skill and stamina and increase personal satisfaction at having successfully conquered all obstacles.

This year's event contained a few major changes. The entire route lay in the Province of Ontario and all contestants started from Toronto. Some years there have been two starting points, Toronto and Montreal, with both groups traversing the same route but at different times with separate overnight stops.

That the outcome of the rally has important sales promotional value was made clear by the fact that Pat Moss and Ann Wisdom, 1958 Lady Rally Champions of Europe and fresh from their recent victory in the Monte Carlo rally winning the Coupe des Dames award, flew to Canada at the expense of the Austin Motor Company to compete, and that the competition manager from the Renault factory in France was on hand to study the course and road conditions—obviously with an idea of entering a factory team in future events.

The addition of a Coupe des Dames award for this year's rally attracted several all-girl teams.

Standard Motor Company came up with an eye-catching entry having three TR3s painted red, white and blue respectively and operated by girl teams in matching outfits.

The competitors in the red TR3 were Yvonne Hazeldene, who enters race competition as well as rallies, and Sheila Heffren, her navigator. These girls, driving a Morris 1000 in last year's Winter Rally, were among the 50 per cent. of the 170 entries who finished that very tough rally.

The white team consisted of Shirley Cooke and Gillian Field who have competed in other rallies.

However, the blue team was strictly novice. Neither driver, Stella Liddle, nor navigator, Dorothy Duncan, had ever been on any rally, let alone a winter rally. But their score was less points lost than many of the seasoned veterans.

Alice Fergusson and Dr. Beverley Lewis, both of whom have done a bit of racing as well as rallying, brought in a score of 23, just one point more than the winning team of Pat Moss and Ann Wisdom, who annexed the Coupe des Dames award on their first try at driving over northern Ontario roads in the dead of winter.

Because the uncertain weather conditions (usually bad) and the secret route present a challenge, there are many entries for this sporting event. Coming as it does in the middle of winter, it is a welcome change to the doctors, lawyers, dentists, salesmen, engineers, business men, housewives and many others who answer the call.

Many entries from the United States swelled the long list of Canadian entries, drivers coming from as far away as the coast of Massachusetts and Rhode Island.

The anticipated 30-degrees-below-zero temperature in the northern sections of Ontario made heavy wool sweaters, down-filled jackets, parkas, scarves, warm caps and foot gear a necessity for those driving cars with inadequate heaters and advisable for all as protection against the cold in the event of trouble along the way. Besides warm clothing, Jim Robinson, of "Ice Follies" fame, sported a thick red beard to protect his face from the elements.

Thermos jugs of hot coffee would help dispel the chill and also help keep drivers and navigators awake and alert.



TROUBLE—for Ernest Wilson and J. J. Vann from Ingersoll, soon after their Triumph TR2 regains the main road.

Usual preparations for emergencies along the road included carrying two spare tyres with chains mounted, tow-ropes, winches, shovels, extra fuel and a few extra parts such as points, plugs and fan belt. Fire extinguishers, seat belts and flares were compulsory for all cars.

Thousands of well-wishers braved the six-degrees-below temperature and stiff winds to cheer the contestants on their way. The order of leaving was drawn by lot and teams no longer followed each other. A 20-minute pause separated Class I (under 1,300 c.c. cars) and Class II (over 1,300 c.c. cars) which were very evenly divided this year with 80 starters each.

The first car, a Volkswagen driven by Harry Mosely and L. Banford of Fonthill, was flagged off by the Ontario Transport Minister, John Yaremko, at 7 p.m. The other cars followed at two-minute intervals and wended their way by highways and byways generally eastward to Kaledar where a breakfast stop of 45 minutes was made.

Two cars were eliminated in this section—the Jaguar of Rachel Burnett and James Maddeaux broke both rear springs which caused the drive-shaft to rub on the tunnel, and the M.G. Magnette of Edna Usher, Canadian Press reporter, hit a snowbank when she couldn't make a curve and turned over. However, no injuries were sustained.

After the breakfast stop, Ann Wisdom dozed at the wheel of the Austin A40 and ran into a snowbank. Being extracted and on their way in 20 minutes, it did not hamper their chances of winning by too great a margin.

The route continued northward from Kaledar to Eagenville and west through Algonquin Provincial Park where some contestants with time to spare were enticed by the tame deer to stop and feed them. One driver of an Austin reported that upon opening the door to feed the deer, it climbed into the front seat and they had a hard time extricating it because of its horns.

Before entering the park, Paul Cooke and Dave Graham hit a snowbank and turned over in their Sprite. No injuries and no visible damage to the car, thanks to the cushioning effect of the deep snow. An hour was lost in getting the car back on the road, half of which they made up before the check point in Huntsville where a 15-minute stop was allowed.

Soon after leaving Huntsville, the competitors, now weary from long hours on the road, encountered more difficult driving conditions. The course again took to back roads where constricting snow banks permitted only one-way traffic. An M.G.A met a snow-plough in one of these narrow sections. Neither the car nor the plough could take to the bush, due to the retaining wall of snow, with the result that the M.G. hit the plough and overturned. A Karmann-Ghia hit the bank and overturned and the Riley driven by M. M. Flack and M. F. Field slid on the ice and hit another car head on. The Riley was put out of the competition and Flack and Field suffered minor cuts and bruises.

The ice-glazed hills presented a traction problem. One Porsche was able to get over a difficult hill where others failed when the navigator stood on the rear bumper thus adding his weight to the driving wheels providing greater traction.

Snow was falling in this area and darkness overtook many of the contestants.

We saw a Volvo station wagon returning over the snow-banked country road to Huntsville with the bonnet up. We saw them later and they reported a fire in the engine compartment and a lost silencer.

Back on the main road again a Porsche was side-swiped by a hit and run driver in the darkness near Callander.

Following the forced nine-hour stop-over, the first car departed from North Bay at 12.51 a.m. on the last leg of the journey on what some felt to be the toughest section yet encountered.

The oil in our car proved to be too thick for starting at the reported 30 deg. below temperature and a long push was necessary.

Sunday was clear and bright and the dazzling sunlight suggested a warmth it did not give.

The most northern route that runs east and west in Ontario is the road the rally followed out of North Bay with Lake Nipissing to the south. Rounding the lake, the course led south and west along Georgian Bay to Owen Sound and looped the Bruce Peninsula.

The roads on the Bruce Peninsula were snow-ploughed but they were narrow and the banks were eight feet high in some places. Here the Riley of J. Judson, of Dunbarton, and G. E. Gurney, of Toronto, was heavily damaged in an encounter with a snow-plough, sending the men to the hospital for observation.

A crumpled top, broken windscreen and wobbly wheels were the result of a Dauphine turning over but it could still run and proceeded along the highway under its own power.

(*Continued on page* 271)





B.E.M.C. PRESIDENT, John Edmundson (above), welcomes Ann Wisdom as she checks in at the final control. Looking on is Jack Broad, whilst the time-keepers are Bill Larter and Ed Clem.

TELEVISION STAR, Joyce Hahn (left) looks over the rally route with eventual Coupe des Dames winner, Pat Moss (Austin A40).

The Yearly Discussion

The 1959 R.A.C. Clubs' Conference

THE object of the annual Clubs' Conference is to allow delegates from R.A.C. affiliated motor clubs to discuss their views on various aspects of the sport with each other and with the R.A.C. Competitions Committee. The Committee, in their turn, take note of the clubs' points and deliberate upon them, but this is no guarantee that the Conference's views will be implemented by any change in R.A.C. regulations, unless the Committee decide that they will be for the common good.

This year's Conference was opened by Earl Howe, who, after welcoming the delegates, said that the R.A.C. was open to consider suggestions for a suitable memorial for Mike Hawthorn and that any ideas should be forwarded to a committee which was being formed by the R.A.C. He emphasized that, in his opinion, a roadside memorial would be out of place but that perhaps a scholarship to enable two young engineers to visit all the major automobile factories in Western Europe and the United States would be more suitable.

Dean Delamont then introduced the members of the Competitions Committee who were present and the Conference opened with a request from the Hants and Berks M.C. that in future requirements for equipment for cars racing in Club events at Silverstone and other circuits should be standardized. Dean Delamont said in reply that he was sure that the Competitions Committee would ensure that this was done if it appeared to be necessary.

Next, the B.R.D.C. suggested that everything possible should be done to improve the standard of flag marshalling on British and foreign circuits. John Eason Gibson, in proposing this move, emphasized that the idea behind it was to make British marshalling beyond reproach in order to enable the R.A.C. to apply pressure to certain foreign clubs whose flag marshalling was far below the standard expected on any British circuit. Earl Howe revealed that he was engaged in correspondence with the C.S.I. on this subject and had offered the services of British marshals at meetings on the Continent. The C.S.I. had replied that they would be glad to use these British marshals, but only if they spoke French. Earl Howe then mentioned that he had been told there were very few flags at all at Casablanca, and that these were ill-used. This state of affairs, plus certain incidents at a French circuit during 1958, had made him dissatisfied with the C.S.I.'s treatment of the importance of efficient flag marshalling and he promised to see that the matter was in future treated as one of the greatest urgency. Desmond Scannell, for the B.A.R.C., said that his club were most disturbed at the lack of organization revealed at Rouen last year, and the inefficiency there which resulted in an accident to Ron Flockhart. He said that, unless his club was assured that there would be a more efficient system of marshalling at Rouen this year, they would do everything possible to prevent the event from receiving any British support, from constructors or drivers.

Shenstone and District C.C. then made three proposals: first, that in future the agenda of the Conference should be sent to clubs earlier, in order to give them more time to discuss the various points to be raised and decide on their "party line". Several other delegates supported this proposal, and were assured that the R.A.C. would try to prepare the agenda earlier in future. Secondly, the club wanted to have some system instituted whereby a competitor has to qualify for an international licence, before taking part in a National or International rally. The delegate from the Metropolitan Police M.C. said his club endorsed the motion, which caused some laughter. The Forces M.C. disagreed, quoting as an example Sheila Van Damm's successful début in an International rally. The subject was discussed at some length, and several clubs, including the Association of Southern M.C.s, the West Essex C.C., and the Sussex C.C., suggested that prospective competitors should have to compete in four or six restricted events. The Lancs A.C. thought that qualifications for National and International events should be different, but the opinion of the Conference was that the motion, as tabled, was to their satisfaction and recommended that the R.A.C. incorporate it in their regulations. The club's third point, that the R.A.C. should try to prevent inaccurate and distorted reports of the sport from appearing in the Press and on radio and television, was described as a "hardy annual" and the delegates were assured that the R.A.C. did their best in this respect.

Several clubs then registered their disapproval of the new rule which limits the number of clubs which may be invited to a restricted event. They suggested that the number should be increased from 10 to 12 or 15 and several delegates had their arguments on this subject scotched by Dean Delamont, who pointed out that many of the speakers did not seem to have read the R.A.C. regulations. The London M.C. said that they approved of the existing regs. but the M.C.C. disapproved. The argument dragged on and eventually Earl Howe had to point out that there were other matters to be considered and brought the discussion to a close.

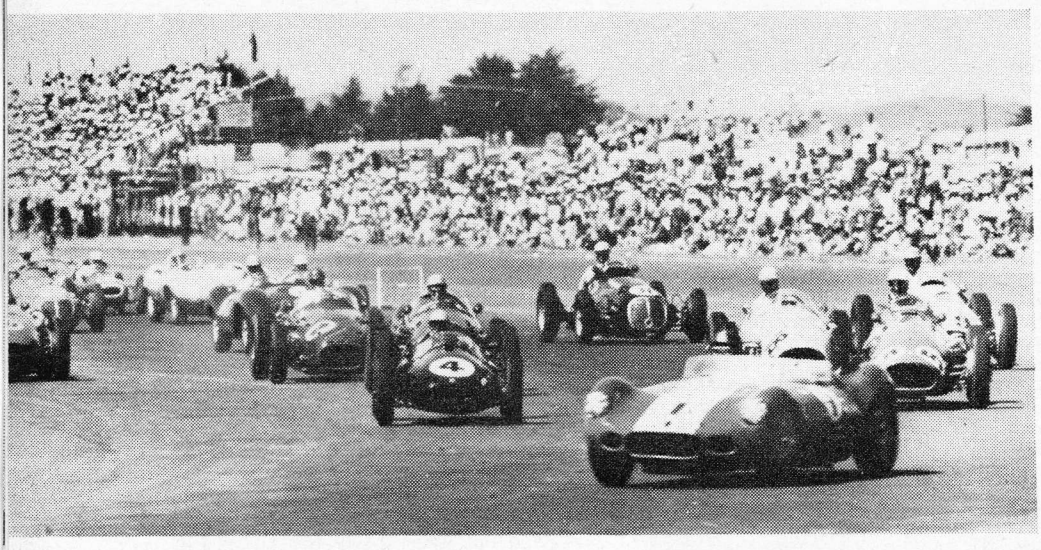
A proposal, from the Thames Estuary A.C., that prize money for National rallies should not exceed £300, of which not more than £50 should be allocated to the winner, met with little response, as it was generally felt that the prizes should be left to the organizers' discretion, within the R.A.C. limits. On this subject, the Forces M.C. deplored cash prizes at all, while the London M.C. felt that if clubs had to resort to offering large prizes for rallies in order to attract full entry lists it was a poor show as they thought that a contest would attract a good entry if it was a well organized and enjoyable event, without the addition of large prizes. Dean Delamont said that the Competitions Committee were in favour of retaining the existing regulations unchanged.

A move to ask the R.A.C. to try to induce Police Departments throughout the country to adopt some form of standardization for the notification of road events with which they require to be supplied, met with general approval and the Competitions Committee indicated that they would approach the Chief Constables' Association on the subject.

Loughborough College M.C. and the Singer O.C. combined to ask the R.A.C. to introduce a new method of levying the affiliation fee (of 10 guineas) or to make the various clubs pay on a *per capita* basis. For the R.A.C. it was pointed out that the fee was charged to cover the costs of administration, which did not work out in ratio to the size of the club concerned—many of the smallest clubs requiring more office work than some of the larger organizations. The delegate from the Civil Service M.C. pointed out that they had 87,000 members and would take a poor view of any *per capita* fee, and thereafter the discussion petered out.

Then came the day's most important subject. Some anxiety was expressed about the growing antipathy with which the police and certain sections of the public regard any form of motoring sport on the public highways and ways and means were sought by which rallies could be conducted without further antagonizing the public. Almost every club seemed to have their own particular scheme for minimizing the nuisance of rallies and causing the least possible annoyance to the public—but few delegates seemed able to reach agreement on any concrete proposals. Various ideas were: to limit the number of events which any one club or association of clubs may organize; to cut down maximum permitted number of competitors allowed in any one event, *i.e.*, to have a smaller number of bigger events; to make more use of main roads at night, where noise and disturbance is not so important; to site controls in deserted areas; to limit the number of clubs seeking recognition in any one area and to introduce more co-promotion of events with neighbouring clubs. All these suggestions, and several others, were discussed, but matters were somewhat complicated when delegates persisted in bringing up points other than the one currently under discussion. However, in the last analysis, it seemed that most delegates believed that a more stringent form of control by the R.A.C. over the number of rallies on the public highway was quite essential and that most of the trouble lay with unaffiliated "pirate" clubs who ran events without consulting anyone. On this last point, it was proposed that the R.A.C. should approach the Government and ask that they should be constituted as the statutory body charged with the administration of any and all motor competitions on the public roads and that any competition not run under their aegis should be illegal. Earl Howe pointed out that, although this would be a very desirable

(*Continued on page* 271)



NEW ZEALAND: The field roars into the first turn just after the start with the late Archie Scott-Brown leading the field in the 3.8 Lister-Jaguar.

Seasonal Survey—Formule Libre Racing

By DAVID PRITCHARD

THE present Formula 1 gives us probably the finest racing the world has ever seen and, as a complement to this, Formula 2 can boast an enormous number of cars and some really inspiring contests. It is also a happy sign of the times that Great Britain had in 1958 four Grand Prix contenders, while the vast majority of the Formula 2 cars were British-built and British-owned. This being so, race organizers in this country had no difficulty in producing a satifying spectacle for the cash customers and, accordingly, no need to resort to *Formule Libre* for any major races. In the Commonwealth countries, however, a Formula car is still a comparatively rare bird and it is there that we must go to find last year's free formula events, in which the fields were not unlike those of our own club races in this category.

There is also the curious anomaly of the one World Championship race which is not held to the current international Formula 1 and must therefore be included in this survey, namely the classic Indianapolis 500. Stemming directly from this formerly unique event we had, in 1958, the second of the 500-mile races on the banked track at Monza, to which the Americans brought a representative selection of their "Indy" cars and drivers to compete for the Two Worlds Trophy against anything the Europeans could produce. On this occasion Ferrari and Maserati did in fact come up with special cars, two of which were powered by engines of over four litres, and U.P.P.I. did not repeat its disapproval of the event. Nevertheless, in spite of the presence of a number of drivers from the "top 20", the Americans once more claimed a resounding victory and, in doing so, produced the fastest race ever run, wresting this honour from Hermann Lang with his pre-war performance at Avus.

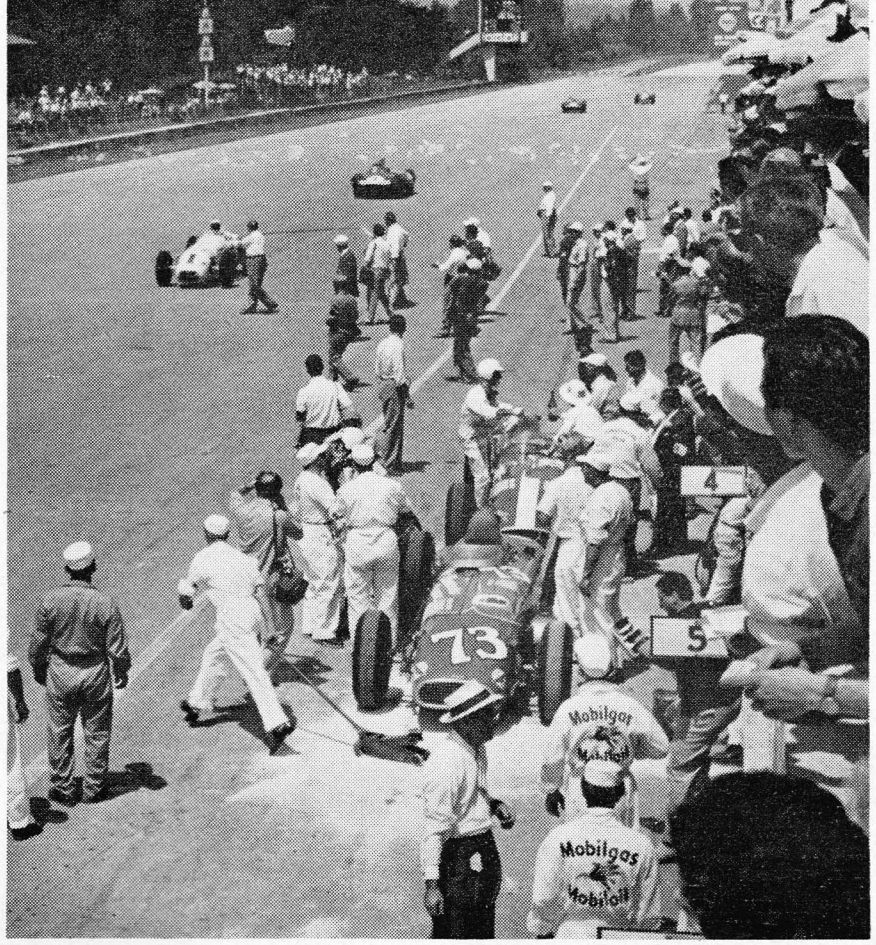
The year's racing opened with the series of international events in New Zealand, the first of which was the Grand Prix at the Ardmore circuit. Here, at his fifth attempt, Jack Brabham managed to bring home the bacon, driving a works Cooper fitted with the special 2.2-litre Climax engine. In doing so, he equalled the lap record which stood to the credit of Stirling Moss. Archie Scott-Brown led the field with the Lister-Jaguar for the first three laps but then had to give best to Jack, who was really on form. The Lister subsequently went out with a front suspension failure and second man home was Ross Jensen with the ex-Moss 250F Maserati. He was followed by the Ferraris of Ron Roycroft and Pat Hoare, 4½ and 3 litres respectively. The Connaughts had a disappointing day, Stuart Lewis-Evans retiring the "Tooth-paste Tube" with vanishing oil pressure and Roy Salvadori nursing a very sick Syracuse model into fifth place. Dick Gibson from the Mother Country brought his 1.7-litre Cooper home in sixth spot.

Next on the programme came the Lady Wigram Trophy race at Christchurch, in which Archie got his revenge in a big way. Jack Brabham had worked frantically all week to repair a damaged gearbox and, as a result, missed the official qualifying practice period; starting from the sixth row of the grid, he worked his way up to second place behind the flying Scot, when the gearbox gave up the ghost once more and he was out. A similar defection eliminated young Bruce McLaren, who was later to come to Europe for a full season of racing under a sponsorship scheme dreamed up by the New Zealand International Grand Prix organization; it is now a matter of history that he proved a worthy ambassador and made a considerable impact on Formula 2 racing (see AUTOSPORT of the 9th January), Apart from the eighth lap, when the Lister revolved on an oil-patch, Archie was out in front going like the wind and he completed the 150 miles at a record average of 83.93 m.p.h. He also carved no less than 5.2 seconds off Peter Whitehead's lap record when he accomplished a tour of 1 min. 23.8 secs. at an average of 90.8 m.p.h. The New Zealand crowd took the gallant little man to their hearts and there must have been many moist eyes in the Southern Hemisphere when he met his tragic end. Similarly with Stuart Lewis-Evans, who brought his ailing Connaught into third place behind the 250F Maserati of Ross Jensen through sheer driving skill. (The New Zealanders lost another great favourite in Peter Whitehead, who did not make the journey to their country in 1958 but had been a regular visitor for a number of years previously.) Stuart was followed home by local boy Pat Hoare (3-litre Ferrari), Mervyn Mayo (F2 Cooper) and Arnold Glass in the ex-Parnell Super Squalo Ferrari. Mayo's usual mount is a Ford-engined Buckler, and he drove a fine race in Ron Frost's Cooper after the owner had injured his arm by inverting the car the previous week.

A third of the way round the world,



ARGENTINA: Making a brief but welcome return to racing Froilan Gonzalez drove this Corvette-powered Ferrari in the Buenos Aires G.P. He finished sixth.



ITALY: During practice for the Monza 500 race, two American cars are in the pits while another roars past followed by the two outclassed D-type Jaguars of Ecurie Ecosse.

another race had taken place at Buenos Aires. This had already been covered in a survey as a Formula I race since it was dominated by cars of this category but it was, in fact, run as usual to *Formule Libre* and "Mecanica Nacional" vehicles were specifically invited. This was far from being a happy idea since these cars, which are akin to "hot rods", have the acceleration to mix it with G.P. vehicles from a standing start but a pathetic lack of handling qualities. In the event, Stirling Moss in Rob Walker's Cooper was put out of the race at the first corner by a "Mecanica Nacional" Chevrolet special driven by Iglesias; Moss was just shaping up to take the bend when the Chev arrived at an impossible speed completely out of control and blasted straight into him. A more reasonable conception of a *Formule Libre* racer, a Corvette-powered Ferrari, put up a highly creditable performance in the hands of Froilan Gonzalez, finishing sixth overall.

Back to New Zealand for the Road Race Championship event at Dunedin. This was only a 50-miler but it can claim a place in history as being the first New Zealand International race to be won by a New Zealander. Ross Jensen, who was to become 1958 N.Z. champion, at last got his reward when he led the field home in the ex-Moss Maserati; he was never headed in this short-and-sharp round-the-houses event. He was followed by Bruce McLaren (1.7 Cooper) and Syd Jensen in a Mk. X Cooper 500, a truly remarkable effort; next up came Pat Hoare (3-litre Ferrari), Dick Gibson (1.7 Cooper) and Ian McKellar (1,100 c.c. Cooper sports). Unluckiest man was former speedway rider Geoff Mardon, who seemed all set to land third place in a device consisting of a Vanguard engine blown at 12 lbs. in a tubular frame, when a wheel collapsed.

Ross Jensen repeated his win a week later in a 60-miler at Invercargill on the Teretonga circuit, followed once more by Bruce McLaren. Jack Brabham arrived at the start in such a hurry that he failed to change out of his everyday shoes and had an accident as a result, finishing in third place. Archie Scott-Brown also had a minor accident and could do not better than sixth, the other place men being Mervyn Neil in a 1,500 c.c. sports Cooper and Ron Roycroft in the 4½-litre Ferrari.

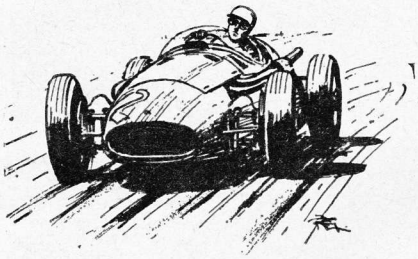
This ended the series of international races in New Zealand but a national meeting was staged on the Ardmore circuit as a substitute when the Manawatu Car Club's fixture was cancelled. The feature event here, the Ardmore "Fifty", gave the new champion Ross Jensen his third victory on the trot, when he led home the Ferrari of Ron Roycroft and the ex-Brabham Cooper, now restored to 1.7 litres and driven by Mervyn Neil. Bob Gibbons drove brilliantly to land fourth place with the locally built Lycoming Special, despite failing oil pressure. Bruce McLaren was robbed of second place by a loose plug lead, and had to be content with fifth ahead of Ron Frost's F2 Cooper. Jensen broke the Moss lap record three times, leaving it at 1 min. 27.1 secs.

Tasmania now came into the picture with a two-day meeting at the Longford circuit, a true road course which the locals were hoping would one day be used for a Grand Prix; it has just been announced that their hopes were justified —road improvements have been completed and the circuit will see the 1959 event. The Longford Trophy race, run to *Formule Libre* was won by Ted Gray in the Corvette-engined Tornado which was the holder of the Australian speed record at 157 m.p.h. He managed this with a hastily installed substitute gearbox from a Ford truck which gave him only two usable ratios. Second man home was Stan Jones in the 250F Maserati, which devoured its gearbox during the race, and third came Arnold Glass in the Super Squalo Ferrari which was sent out to the Olympic Games races for Jean Behra.

The scene now shifted to Indianapolis, where the race was one of the worst ever. Before the entry list opened there had been a despicable smear campaign directed against World Champion Juan Manuel Fangio which aimed to suggest that he had neither the skill nor the courage to appear on the brick-surfaced track and so could not be considered a true World Champion. Gentleman that he is, Fangio maintained his dignity in the face of these insults but nevertheless, when the time came, agreed to drive.



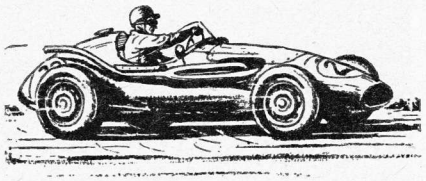
AUSTRALIA: Doug Whiteford urges his 300S Maserati through a left-hander during the Melbourne G.P.



As it happened he was provided with an unsuitable car which failed to qualify; in the light of what followed, one feels that he must have been profoundly thankful not to be engaged in such a race. The most indescribable confusion reigned at the rolling start, when the front row got half a lap ahead of the pace car and the rest of the field. The pace car dived into the safety of the pit lane, which should have set the field loose, but the man with the flag on the starting line signalled that they should try again. As they came round for the second time the front row, who had gained more ground, decided that they should be in front rather than at the back, and screamed through the middle of the pack just as the line was reached and the starter indicated that the race was on. At that moment Sam Hanks, in the pace car, decided that he should go out and try to remuster the racing cars, and he was nearly slaughtered by the fury that had been unleashed. All this may not have had any direct bearing on the events which followed on the North-East corner first time round, but there is little doubt that drivers' nerves were on edge and, probably, their concentration disturbed. Be that as it may, there was the most ghastly pile-up involving 13 cars at the third corner of the race, and that fine sportsman Pat O'Connor was fatally injured when his car went end over end and burst into flames. Eight of the cars were eliminated, including those of the two pre-race favourites Dick Rathmann and Ed Elisian. The organizers evidently decided that attack was the best form of defence, for they quickly suspended the licence of the hapless Elisian who, they said, had spun first and caused the whole thing.

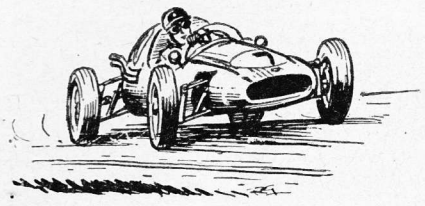
It took 25 minutes to clear the track of wreckage while the remaining cars cruised under the yellow caution light. When they were eventually released Jimmy Bryan, who had won this race previously as well as winning the Monza race in 1957, lost little time in establishing a lead which was to carry him to his second Indianapolis victory. Next in order came George Amick, a comparatively new boy who drove excellently, Johnny Boyd, Tony Bettenhausen, Jim Rathmann and Jimmy Reece. Probably the brightest spot in the day was the pit-work by the crews of Bryan and Amick.

A month later the second Monza 500 was staged. The race was run in three 63-lap heats which bore the names of the three oil companies who had contributed so handsomely to the enormous pool of prize money; the final order was to be found by means of aggregate times. The Grand Prix drivers who were attracted to the event were Fangio, Moss, Hawthorn, Musso, Trintignant, Schell and Phil Hill, while Ecurie Ecosse turned out in force again, one of their Jaguar-powered cars being a special single-seater. The race was won convincingly by Jim Rathmann, who took the chequered flag in all three heats and completed the whole distance at the record average of 166.73 m.p.h. Nevertheless, the real hero of the day was undoubtedly Luigi Musso, who led the opening lap and then waged an epic struggle with Rathmann for the next 30, when he had to give up as he was overcome by the exhaust fumes of his rivals. As a result, the driving of the special 4.2-litre Ferarri was shared between Musso, Mike Hawthorn and Phil Hill,



whose 3-litre Ferrari had been retired with engine trouble. These three between them got the big car into third position in the final placing, a magnificent effort which earned the plaudits of the American professionals. This was the only European-built car in the first six. Into second place came the 1957 winner Jimmy Bryan which, with his Indianapolis victory, earned for him the Two Worlds Trophy; Bryan also claimed fastest lap at 282.809 k.p.h., which is over 175 m.p.h. Behind the Musso/Hawthorn/Hill Ferrari came Ray Crawford and Jimmy Reece, and Maurice Trintignant shared the sixth car with American Anthony Foyt.

Fangio was again unlucky, his American mount being an absentee from the first two heats due to a cracked piston and, when it finally appeared for the last heat after frantic work behind the scenes, it managed no more than one slow lap before handing in its check. Stirling Moss, on the other hand, was incredibly lucky, but in a far grimmer context. Driving the special 4.1-litre Maserati commissioned by a large ice-cream concern, he put on a marvellous display which gained him fourth place in the first heat and fifth in the second. In the final heat he was going equally well when, negotiating the banking at some 40-50 m.p.h. above the "hands-off" speed, he suddenly felt the steering-wheel go dead in his hands. The car flew out to the lip of the banking where it was prevented from plunging into space by the



stout concrete posts which surround this part of the track, the car demolished several of these before spinning crazily into the infield. Miraculously it did not overturn, nor did it hit any other competing cars, and Stirling climbed out physically whole but a very badly frightened man. Not incomprehensibly, he stated later that he had no desire for any more track racing.

Taken all in all, the Americans showed once more that they know a lot more about this specialized form of racing than the Europeans, both from a driving point of view and in the matter of the building of suitable cars, but they were sincere in their praise of the efforts of the European drivers, who emerged with great credit from the contest; the best result by Ecurie Ecosse was Ivor Bueb's sixth place in the final heat.

South Africa has not yet got the comparatively modern racing machinery which Australia and New Zealand can boast, but there are some E.R.A.s and other thoroughbreds in residence. That being so, the achievements of the newly formed Team Porsche were the more remarkable. This outfit consisted essentially of Tony Fergusson, Ian Fraser-Jones and his wife, three German mechanics and a suitable selection of Porsche vehicles. Their successes in all available categories were numerous, and Ian Fraser-Jones won no fewer than five *Formule Libre* races.

Australia came into the news again about the time that our own season was drawing to a close, and Lex Davison won the Bathurst Grand Prix in his 3-litre Ferrari after a herculean struggle with Stan Jones, whose 250F Maserati finally dropped a valve. Jack Brabham, home again for a spell, won a 25-mile event which preceded the Victorian T.T.

In New Zealand a new name hit the headlines at the national meeting at Teretonga Park on the 15th November. Twenty-one-year-old Tony Shelly won the 60-mile main event with a Formula 2 Cooper when Mervyn Neil's ex-Brabham car blew up its 1.7-litre engine a lap from the end.

Finally, to round off the year, Stirling Moss paid a flying visit to Melbourne with Rob Walker's Formula 1 Cooper and won the Grand Prix by 39 seconds from Jack Brabham in a similar car, setting a new lap record of 1 min. 50 secs. (102.26 m.p.h.) in the process. The car lost nearly all its water in the 25-mile heat, and how it survived the 100-mile final nobody quite knew. Doug Whiteford drove a splendid race in the Maserati 300S to take third place, followed by "Bib" Stillwell in a 250F, the "sports" car showing the "racer" the way home, an ever-present danger in this class of racing.

This was the last *Formule Libre* event of 1958, and we now look forward to another year with eagerness. Who knows what Grand Prix drivers may come to us from the lands of *Formule Libre*?

HARRISON TROPHY TRIAL

ERIC JACKSON, B.T. & R.D.A. trials gold star winner, was the unluckiest competitor in the Harrison Trophy sporting car trial promoted jointly on Sunday, 8th February, by the Rotherham and D.M.C., the Sheffield and Hallamshire M.C. and the North Midland M.C.

Until lunch-time he led the event by 91 points to the 86 held by his nearest rival, but early in the afternoon, while still leading, he broke the differential on his Cannon. The lead then went to Tony Alldred who won in his J.A.P.-powered Bassinet.

Despite the name of the trial, no Harrisons took part, John having broken his car the previous day and Father and Edward being otherwise engaged. Sixteen competitors did take part, and Jim Berry was the only other driver not to finish, breaking a half-shaft.

Provisional Results

Best Performance: A. D Alldred (J.A.P. Bassinet), 199 gained; 2, J. G. Foster (Mackeson), 188; 3, L. Hurt (Special), 178. **Team Award:** A. D. Alldred and T. A. Marshall.



SERIES TWO VICTOR shows a much cleaner body style, with less indentation and fewer of the details considered by many to be untidy.

Restyled Fords and Victors

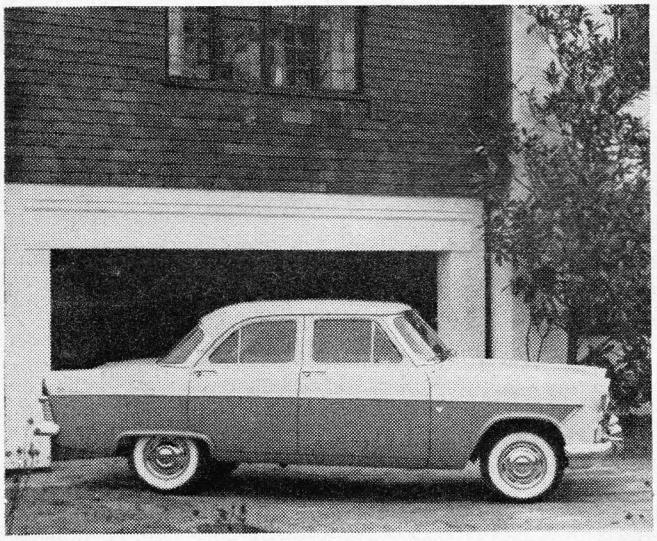
Face-Lifts for Parts of Dagenham and Luton Ranges

ANNOUNCED this week are face-lift changes to the Vauxhall Victor and the big Ford range.

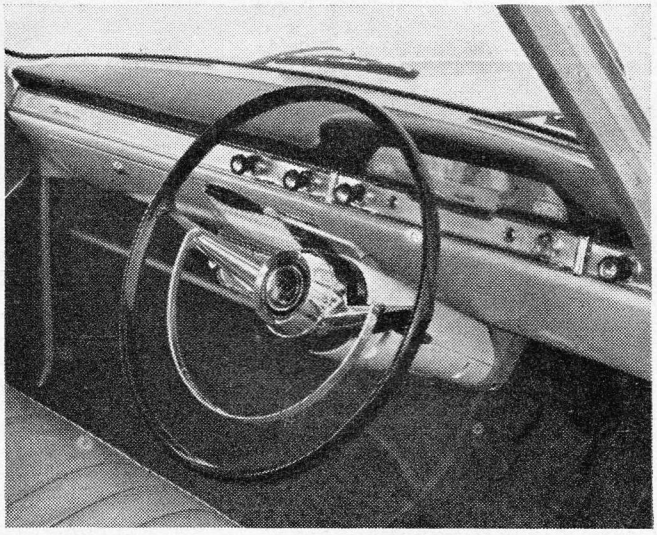
Taking Fords first, the major change—applying to the Consul, Zephyr and Zodiac—is the lowering of the roof-line to give a slimmer, sleeker contour without impairing head-room. Considerable use is made of stainless steel and chrome in the roof guttering, the cappings surrounding windscreen and rear window and in the headlamp bezels. Tail-lamps of new design are fitted to the Consul and Zephyr and on the former these are blended with extended rear side panels. In addition, bright wheel discs are now provided as standard equipment for the de luxe Consul and the Zodiac.

Interior changes to the three cars have been made. The instrument cluster, incorporating fuel gauge, speedometer, mileage recorder, temperature gauge and warning lights, is in a rectangular housing faired into a restyled, foam-padded facia. Control knobs are located across the centre of the facia on a decorative panel and carry pictorial

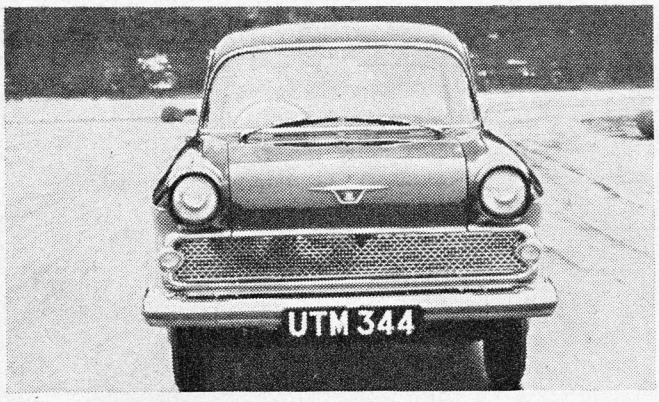
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LOWERED roof line on the large Fords gives a sleeker contour with no loss of headroom.



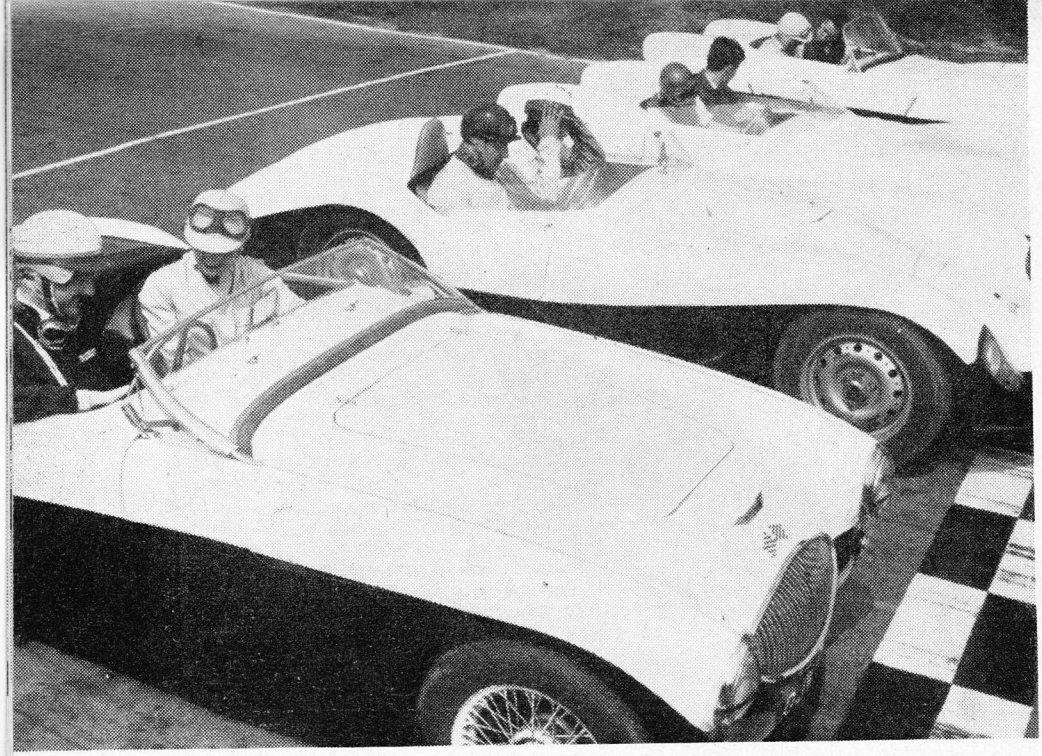
FORD instrument clusters are in a rectangular housing on a restyled facia.



NEW front end treatment on the Victor includes new grille and grille surround.



CLEAN, smooth boot lid and wrap-round bumpers give a new look to the Victor back.



LINE UP: The stable at Brands Hatch during an early season's practice session.

FIRST SEASON

An Account of "The Chequered Flag" Stable's Activities in 1958

By Michael Beuttler

POSSIBLY the dream of many a young enthusiast is to work with a firm which specializes in every variety of sports and competition cars, and then to be in on the start of that firm's first season in motor racing; to go to all the meetings and to experience with everybody the ups and downs, successes and failures, hopes and disappointments of a team sorting itself out in racing.

There is much more to it than there seems to be at first glance. One sees the cars wheeled out on to the track, drivers drive them, and it all seems just to happen, and no one really appreciates the amount of hard work, money and devotion to the sport that makes it all possible.

There are so many people behind the scenes that the public rarely see, or even think about. Mechanics, marshals, organizers, sponsors, scrutineers, ambulance men, and the tyre, components and petrol company representatives; there are literally hundreds of willing helpers absolutely full of enthusiasm.

For me, an 18-year-old in my first job, to be in a position to witness all this behind-the-scenes activity, in however small a way, was extremely interesting and certainly taught me much about motor racing.

I joined "The Chequered Flag" in February of 1958, just a month before the first sprint of the season. Graham Warner, Managing Director of the firm, decided that it would be a good thing to enter a team in competitive events with, if possible, cars from stock and drivers from the staff. Naturally this idea was very popular with everybody. The cars were to be an Austin-Healey 100S, and a Series I Lotus Eleven Climax, ex-Keith Hall, both chosen from stock; so to the next problem, drivers. There were at least 16 or 17 budding Fangios among the staff, or so we all thought ourselves. The usual cry of: "Well, what's the difference between Fangio and me? He drives a Maserati, and I drive a Ford Anglia, so what!" But what we lacked in skill and experience we more than made up for in youth and enthusiasm, as the average age of "The Chequered Flag" is only 22 years.

During the first season the idea was to enter for hill-climbs and sprints, and then, perhaps, towards the end of the year, a club race or two. But you will see how, quite frankly, we bit off more than we could chew, and entered into a very full season competing nearly every week-end; and as business had to come first, the cars did not always have the attention they should have had, and were not always prepared as well as one could have wished. The organization behind the scenes was usually doing one of two things, being handed from person to person, or just merely being chaotic. This is no way to become a number one racing team, as we very soon learned.

It could be asked why we did not use Formula cars, F2 or F3 machines. We did not use the former for fairly obvious reasons—expense and because they are a bit too potent for sales staff to dice around the country; the latter simply because we do not sell Formula 3 cars.

We chose cars from stock, cars anybody could buy and race; sports cars because that is what "The Chequered Flag" especially deals in. In the course of gaining publicity for the firm the staff would be able to enjoy motor racing and take a part in it. In seeing how meticulously a vehicle has to be prepared for any form of competition, they would be able to learn more about cars, which would naturally help them in their job. That was the idea.

So for the competition début of the newly formed racing stable, two cars were entered for the Surrey Sporting M.C.'s sprint at Brands, the opening of the season, on 2nd March.

It was a bitterly cold day. However, everyone went down, and Graham Warner, driving the 100S, was second in the 3-litre class. John Webb, at that time holder of the saloon car lap record in his Jensen, was first in the closed car class, for which we put a borrowed hardtop on the 100S. Then David Briggs, the buying manager, took the Lotus out for the 1100 class, but unfortunately (and understandably as it was the first time he had driven the car) he spun at Clearways.

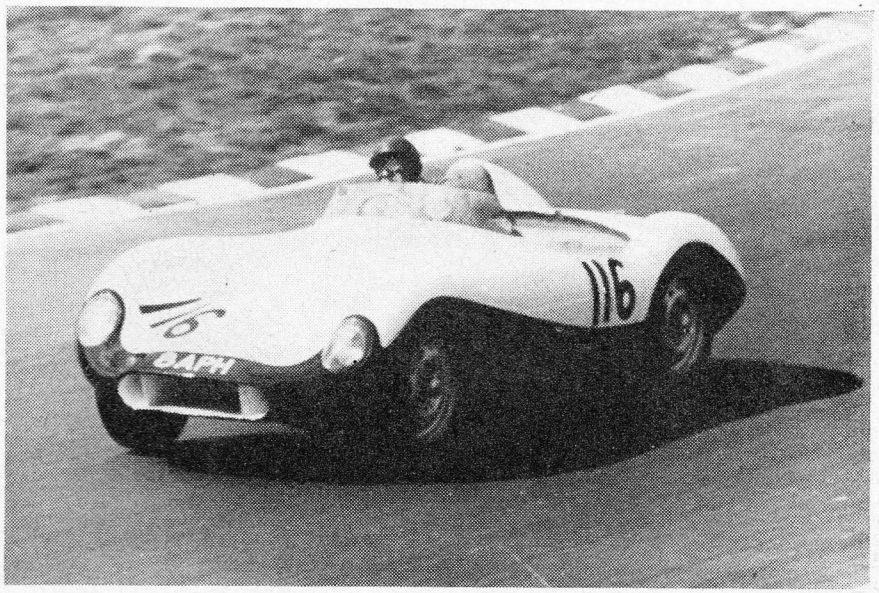
The next meeting was on 23rd March, at Brands again. This was a sprint organized by the Tunbridge Wells M.C. The night before the meeting, however, there was a new addition to the stable, a Ford-engined Series I Lotus Eleven. This was a really pretty car, in pale green. We had no time to prepare it at all, or paint it in the team colours of black and white. However it went well and won the 1,172 c.c. class, driven by David Briggs, and was third in the class in the hands of Dennis St. John, the Company secretary. In the 1,100 c.c. class, John Anstead was second and Brian Wilkinson fourth, both employees of "The Chequered Flag". Graham, in the 100S, was doing well and had recorded fastest lap; then, a stub-axle broke as he entered the bottom straight and that ended his run. We recovered

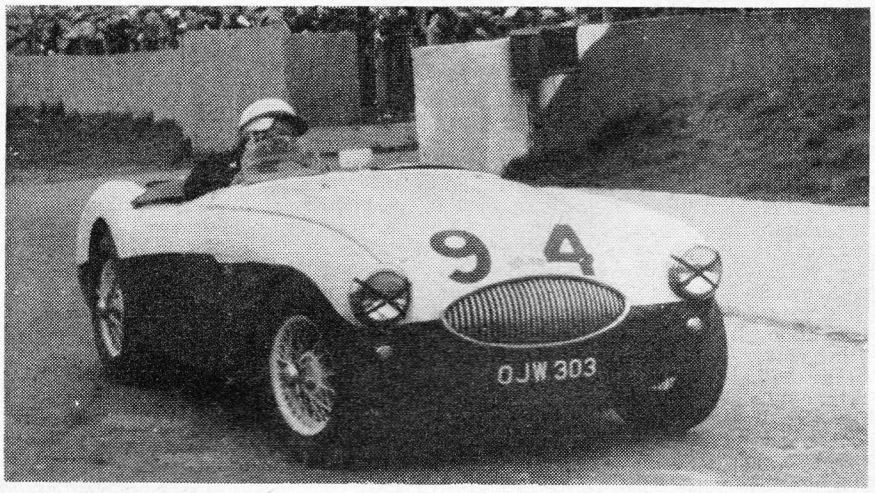


PEP-TALK by Graham Warner to the staff: (L. to r.) Warner, Michael Beuttler, Dennis St. John, Valerie Johnson, David Briggs, John Collins and another enthusiast.

the car, and then for half an hour struggled in near-Arctic conditions to put a three-wheeled Healey up a steep ramp and into a lorry that we had borrowed for the day as a transporter. The whole operation was extremely dangerous! About eight people held one ramp, with the car on top, while the other ramp was jacked up, level with the first and the whole tipped, ungracefully, into the lorry, helped by a lot of wheelspin and practically the whole paddock!

Two weeks later came another sprint, this time at Stapleford—the event run by the 250 M.R.C. Just the Lotus-Ford went up for this, and Dennis and John came back that evening having taken first and second in the 1,200 class and second and third in the 1,500 class. I saw some film of this meeting later, and there was some very professional grass-cutting by one or both, probably due to having one 4.50 tyre and one 5.00 on both front and rear wheels. The paint-shop had fitted one of the larger rear wheels on the front and this mistake remained unnoticed until afterwards!





TOJEIRO-BRISTOL: (Above) Percy Crabb at Brands Hatch during the B.R.S.C.C. Meeting on 20th April.

★

THE BOSS: (Left) Graham Warner with the 100S at Brands Hatch.

By now the bug had really bitten us and there was a considerable turn-about inside the Stable. We sold the Lotus-Climax for it was a Series I, and, to replace it, we acquired a new Series II Lotus Eleven Climax with magnesium wheels, disc brakes and de Dion rear end; although reputed to be new, we had practically to rebuild it, as the wishbones were upside down and various other things were a little wrong! Then another car, a Tojeiro-Bristol, was bought. This was the fastest Bristol-engined car in the country, with a B.S.4 Mark 4 power unit, six-port head, disc brakes, alloy wheels. It was very fast in the hands of its ex-owner, Percy Crabb, who was to drive it for us.

When all the cars and the van, also in black and white, were lined up in the paddock, they looked very smart; but just looking efficient is not the formula for winning races, which we so nearly did on Easter Monday at Brands. Percy was fifth in the Tojeiro in the *Formule Libre* race, after having led for much of the way; in the AUTOSPORT production sports car race Graham in the 100S drove magnificently and after a race-long duel with Hayles's M.G.A, finished second behind Wilks's Frazer-Nash—easily the Stable's best effort to date.

In The Chequered Flag Trophy race, Alan Foster finished sixth in the new Lotus Eleven, which was still experiencing teething troubles.

We now began to plan a pretty heavy programme of racing, and 20th April saw the black and white again at Brands. Results were second place in the unlimited race by Percy in the Tojeiro. Graham spun the Healey, and finished fifth in the production sports car race when he was lying second, trying to overtake an Ace-Bristol on the outside at Clearways.

Gosport was next, and this was not a good day at all. We took three cars there but after a run by Graham in the 100S (a class third) and a run by Dennis in the Lotus Mk. XI Ford, there was a fatal accident to a competitor. I think this depressed everybody, certainly us. Anyway, we withdrew the Tojeiro and left.

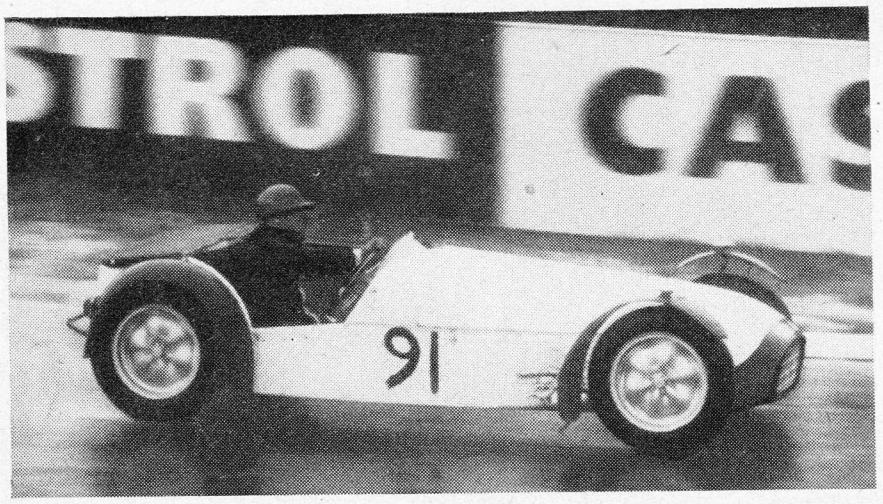
Then the Mid-Surrey A.C. held a sprint and speed-trial at Brands. This was quite successful and quite disastrous. Dennis was first in both parts in the Lotus-Ford; Percy won his sprint with the Tojeiro and was second in the speed-trial; Graham won the over 2-litre class in the Healey; and John was first equal in the sprint. But now came the bitter pill inside so much sugar: John took the Lotus-Climax out for his speed-trial and at Clearways he spun and the car struck the marshal's concrete refuge—the only solid object in that expanse of infield. As always, a second's mistake cost many months and a lot of money to put right. We all trooped across the infield and returned, clutching little bits of Lotus!

Throughout most of the season, wherever possible, the cars were driven to and from the various meetings. Later we did get a transporter but this showed a marked dislike to motor racing and it burst tyres spectacularly at the rate of one every time it was used. Then the gear lever left the steering column, the crankshaft broke and the vehicle became very unpopular and was not driven much after that!

On now to 18th May—Brands Hatch again. Percy was now driving the 100S as Graham was in Monaco, and had a good dice with Ian Walker's Elite. Percy led for much of the race, until the car overheated badly—it turned out that someone had left the radiator blind up! We had to withdraw the Lotus Eleven as it was not then ready.

A week later came a very good day at Stapleford. Good because we did well, and I remember it because I entered my 750 Special, which took everything I gave it and won precisely nothing. The Chequered Flag Stable got a third and fourth in one class and two fourths in another with the Lotus-Ford, and also achieved a second and first with the 100S.

Whit Monday was next and was a bad day. It was at Goodwood, the first time we had raced, as opposed to a sprint, away from Brands Hatch. Percy knew Goodwood well and he was entered for two races, using the 100S in the AUTOSPORT event and the Tojeiro in the big sports car race, in which Alan Foster was driving our Lotus Eleven. The former race was most exciting, Percy leading for the opening laps before being swallowed up by three Frazer-Nashes and an A.C. Bristol, eventually to finish fourth with ignition trouble. The second was not so fortunate: Percy was approaching Woodcote fast in the Tojeiro, turned the wheel, and went



LOTUS SEVEN—Percy Crabb at the Brands Hatch National Meeting on 5th October.

straight on into the bank—a steering arm had broken.

This was the third time we had damaged a car, and it seemed that bad luck had it in for us, for at Brands on 8th June Percy dropped a valve in the 100S on the 13th lap, when easily leading the AUTOSPORT production sports car race from Protheroe, in another 100S, and three Frazer-Nashes. The fifth time had much more spectator appeal: Alan Foster, in the Lotus Eleven, went into a spin at the beginning of bottom straight and went sideways and backwards into the bank, sending up clouds of earth and dust. Naturally, the Chequered Flag's first duty was to sell cars, but this sort of accident really required full attention, which we just did not have the time to give, so as a result repairs were delayed and the car had to be scratched from several events for which it had been entered. Fortunately, however, we had sustained no personal injuries at all and that was a good thing. You can repair a written-off car but not a human being.

Now there was an alteration. The Tojeiro was sold. There was nothing really worthwhile for which to enter it except *Formule Libre,* where it was outclassed, and the 2-litre class in club racing and sprints was fast disappearing, so, sadly, the Tojeiro went. The replacement was a Lotus Seven, but rather a special one with a single-cam 1,500 c.c. Climax engine, discs, de Dion rear end and magnesium alloy wheels. It was small, light and very potent—the perfect car for sprints and hill-climbs.

The first time out for it was 15th June, a sprint at Brands. Graham in the 100S won his class and Dennis in the Lotus-Ford won his. We had invited Mrs. Jean Bloxam to drive the Ford-engined Lotus Eleven for us, but in practice she had preferred the Lotus Seven, so she drove that for the ladies' award. I think she is an extremely neat and capable driver and she won the ladies' award and took second place in the class, which was won by Graham in the same car, Graham also putting up third B.T.D. —quite a promising start for the little Seven.

Often during the season in mid-week we would descend on Brands like a cloud of black and white locusts for practice. We did this in order to get to know the circuit, iron out any bugs in the cars, and to give everyone a chance of driving them; for the feel of driving a fast car round a circuit is very different from rapid driving on the roads.

We were there shortly before the Trio meeting in June, with the Healey, Lotus-Ford and Lotus Seven. Towards the end of the day Dennis was circulating in the Lotus-Ford, practising for the Trio meeting and lapping consistently between 66 and 67 seconds when he missed his gear change going into Paddock and jumped on the brakes. These locked on and unfortunately the car then tore through the wooden barricade on the outside of the course, demolished it and went sideways into the concrete entrance to the tunnel. It made a bit of a mess of the car, Dennis luckily being unhurt, although understandably shaken up. The mishap put the car out of the meeting and although the other Lotus Eleven was now ready, it was decided to withdraw it, as the handling was not quite correct. The only eligible car left was the Seven. So this was entered in the 1,500 c.c. sports car race. Percy, after stalling on the line, finished third, having overtaken Campbell-Jones just before the end in a fine way—on the grass on the inside of Clearways! He also put up fastest lap in 61.6 secs., a second outside the class record which he had equalled in practice.

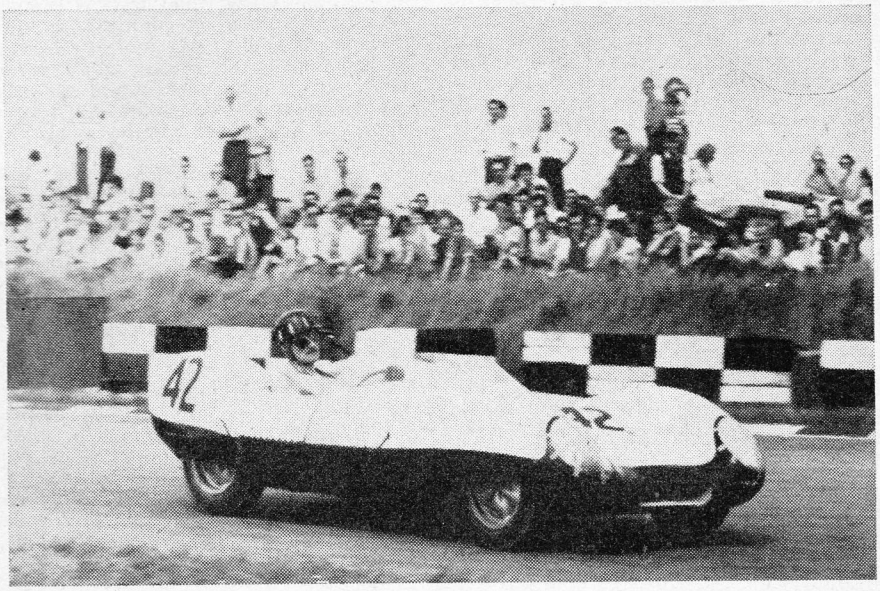
The August Bank Holiday meeting caused great excitement among us. The Lotus was ready and going well and we had put in it the 1500 engine, taken from the Seven, and we had a "works" Lotus driver—Graham Hill—to drive for us. He had done 59.6 secs. in practice, one second under the class record, so we all had high hopes. The race was "our own"—The Chequered Flag Trophy race.

After a lap or so we were in the lead and there was great excitement. Alan Stacey, after breathing down Hill's neck, spun, and left the Stable's Lotus a clear lead. Just as we were becoming embarrassed at winning our own trophy Graham Hill spun at Clearways. He rejoined the race in third position, went up to second place but spun again at Clearways. We gave up all hope and apparently Graham Hill did too, for he finished 10th, practically last!

Percy, as some consolation, managed to force a misbehaving Healey, with experimental double coil springs in the front suspension, into fourth position in the production sports car race.

On 23rd August, we went again to Goodwood with the Lotus Eleven which was still fitted with the Seven engine. Percy, having started from the rear of the grid (for a leaking petrol tank had prevented practice), had Campbell-Jones spin in front of him, and both cars went off the course and were damaged in the process.

Considering that men such as Moss, Behra, Schell and Trintignant were driving at the next meeting, the Brands International, I was surprised to see so few people there. That sounds as though there was no one there, but there were (many thousands)! Graham Hill was driving the Eleven for us again. In the first heat a plug-lead became disconnected, but he managed to finish second. In the final he made a slow start, which proved to be an excellent thing to have done. Someone spun coming out of Druids (the hairpin) and there was a



LOTUS ELEVEN—Graham Hill, who so nearly won the Chequered Flag Trophy, seen in action at the Brands Hatch "International".

multiple collision, resulting in bent Lotuses and happy panel-beaters everywhere, with no one injured. Graham Hill emerged fifth from the mêlée and climbed back to second position, which he held until the end behind Alan Stacey.

The Brighton and Hove M.C. National Speed Trials was the obvious meeting for the Seven; so in the morning Graham and our tame Lotus mechanic, Dave Edwards, drove down to Brighton. The car behaved badly and refused to go over "six" in third or top due to carburation troubles, which severely handicapped Graham's run. The result, anyway was second in the 1,500 c.c. class with a time of 29.16 secs. and they were back in time for lunch.

Then another practice session, fortunately not with the same result as the previous one. This day was one for me to remember as I was allowed out in the Lotus Seven for a few laps. This was the second time I had driven round Brands. The first was in my 750, but the car hated the experience and blew up in expensive protest at the unequal struggle of trying to beat the lap record! I had also walked round and had been round both with Percy and Graham in the Lotus and 100S, so I knew vaguely what to expect. I really enjoyed myself for about a dozen laps, gradually cutting my lap time down to 69 seconds.

The Stable's next event was Brands again, on 28th September. Graham got B.T.D. in the Seven and also, in his first run, was fastest in the over 2-litre class in the 100S. Then an Aston cut a second off his time, so Graham had to find a fraction over that second. All was well until he went into Druids, the hairpin. As he disappeared behind the trees all we could hear was the screeching of tyres and we all thought he had "lost it". But the noise of tortured rubber continued, and Graham appeared absolutely sideways, out of the corner. We relaxed —"The master touch," we thought! Unfortunately, it wasn't anything of the sort and the car continued sideways and went into the bank. However, all was well and the car limped down the hill and on to the infield. This was the first running-out-of-road mistake Graham had made throughout the whole season, and it was not then a very serious one. We had a B.T.D. to our credit, which was good, and a bent Healey, which was bad, but on looking at the bank later I think we gave as good as we got!

Then came a very wet meeting at Brands on 5th October. Percy was entered in the Seven in the *Formule Libre* race. We could not enter any other cars, as the 100S was excluded from the production sports car event and the Seven did not conform to Appendix "C", and was therefore ineligible for the 1,500 c.c. sports car race. The only alternative was to run it in the *Formule Libre* event which we duly entered! Percy was lying third, against several F2 Coopers, but spun on the bottom straight, went backwards between two other cars which had done precisely the same thing, put it in gear and was off again showering mud everywhere, finally to finish a creditable fifth.

The penultimate meeting of the season was the London M.C.'s very amusing sprint at Brands which was run backwards, that is to say, anti-clockwise. Percy made B.T.D. in the Seven, beating John Bekaert, who was driving very well in his H.W.M.-Jaguar. We made up a team of Lotuses—Percy and Edward Lewis in Lotus Sevens, and J. Whitmore's Mark VI. This combination managed to win the team award.

The last fling was on Boxing Day. The Seven was again entered in the *Formule Libre* race. Percy drove magnificently on a greasy track to finish fifth behind Graham Hill in the works F2 Lotus and Wicken, Campbell-Jones and Stoop, all in F2 Coopers. Percy also won the sports car section of the race, from Lewis's similar Lotus Seven.

During the season the Stable has been chopped and changed many times and it has just happened again. We have sold both the Lotus Elevens (Climax and Ford) and the Healey 100S. The idea for next season is to keep the Seven for sprints and hill-climbs, as it has shown itself to be a very successful and potent little car; and The Chequered Flag Stable is to have the first privately owned Cooper Monaco Sports. This will be fitted with the 2-litre twin-cam Climax engine, and it is hoped to enter it for the bigger sports car races in Great Britain and perhaps on the continent during the 1959 season—Graham and Percy Crabb will be the drivers. Graham has purchased an Elite for a runabout—but he will undoubtedly "tweak" it and enter it for suitable events.

The first season of the Stable has not been uneventful or smooth by any means. There have been many gallons of midnight oil burned; many failures and mistakes, but quite a few successes. All in all an immense amount of fun, which has in no way decreased our enthusiasm for the sport; on the contrary, the new season is awaited with increased eagerness.

Canadian Rally—*continued*

The last bit of country road was a narrow, winding, hilly stretch of ice and soft packed snow, a dream for sports car travel. Dusk was beginning to settle on this section and darkness arrived before half of the contestants were through.

Late on Sunday, one of the top contenders, John Nicholaides and E. Larkman, of Toronto, in a Fiat were in the ditch for a time which caused them to lose four places.

Back on the main road leading to Toronto, the drivers encountered heavy traffic which made accurate timing extremely difficult.

Provisional winners, Homer Trotter and John Burns found this portion the most difficult of all as they could not afford to accumulate more penalties.

This was Trotter's fourth try at the Winter Rally. His experience gained by racing the SAAB in summer events and on the ice at Pocono Pines, where he won the week before, helped to quicken his reflexes for this event. Burns is a rally specialist who has competed in many rallies throughout the United States.

Since last year's speeds had proved to be impossibly high for the blizzard conditions which prevailed, it had been decided to reduce the speeds slightly for this event. Although some felt that the speeds in the Huntsville, North Bay and Bruce Peninsula sections were a bit too high, Pat Moss and Ann Wisdom were of the opinion that faster speeds in many sections would keep the drivers more alert and lessen the danger of their falling asleep. That this year's rally was a difficult one is attested by the fact that none of the crews were able to complete the route without loss of points.

The competitors were enthusiastic about the rally and most expressed their intention of competing again next year. It is hoped that future events will again find Pat Moss and Ann Wisdom among the competitors, for they have won the affection and admiration of all with their friendliness, charm and driving ability.

Clubs' Conference—*continued*

state of affairs, the Competitions Committee considered that any approach to authority might not have the desired result at all and might even end in the banning of the sport on the public highway. The delegates were assured that the Competitions Committee would give their most earnest attention to the problem and would carefully consider all the proposals which the clubs had put forward.

Other matters considered in the short time left included a proposal from the West Hants and Dorset C.C. that the period of 21 days which must elapse after the election of a member before he can take part in a Club event be reduced. This was agreed upon. Many clubs supported a move to secure that either the Competitions Committee should be compelled to take action on any point upon which the Conference agreed, or that delegates from the regional associations should sit upon the Committee. Earl Howe pointed out that the first point was unconstitutional, and that while the Conference was the time for discussing and airing grievances and proposals, nothing which was decided was binding on the Committee, although note was taken of these decisions. It was also emphasized that an R.A.C. Competitions Committee representative attended all meetings of regional associations, that the members themselves came from all areas and branches of the sport and that the Committee were very much in the picture.

The whole Conference was distinguished for the verbosity of many delegates and was very aptly summed up by the R.A.C.'s Basil Tye, who said that a great deal had been said but very little decided. He supported a move that in future delegates should be invited to indicate their feelings on each question by a show of hands, which would cut out a lot of useless chatter. This show of hands would, of course, merely be an indication of the collective feelings of the Conference and would be in no way binding on the Competitions Committee. By and large, this seems to have been the most important concrete decision at which the 1959 Clubs' Conference arrived.

MICHAEL DURNIN.

RECENT RESULTS

M.G.C.C., W. HANTS & DORSET C.C. and 750 M.C.

SALISBURY TRIAL

Salisbury Bowl (Best Performance): P. G. Cooper (Ford Popular).
M.G.C.C. Award: W. H. D. Lowe (Allard).
W.H.D.C.C. Award: G. C. Langdon (Hillman).
750 M.C. Award: P. Catton (VW).
Class Awards: B. B. Jones (Ford Anglia); T. W. Bryant (Morgan Plus Four); J. B. Jesty (Morris Minor); G. N. Dear (M.G.A); N. Tyler (Chandler). **Novice Award:** A. R. M. Miles (M.G.A).



UP ONE of the later hills goes Bruce Blundell, climbing on steep and sticky clay to a hairpin right-hander.

Coventry Cup For Lawson

Mike Lawson (M. & L.) Wins London M.C. Trial

ONCE again the London M.C. held its annual Coventry Cup trial on the usual ground near Burghfield, not far from Reading, on Sunday. This is a popular closed event, yet as the bulk of the regular trials competitors in the southern half of the country are members of the London Club, the entry can usually be guaranteed to compare very favourably with that of the best restricted events! Numbers were a little on the low side this year, due partly to half-term holidays which were being enjoyed by the children of some of the regular competitors, and partly to the fact that Rex and Rene Chappell were celebrating a family occasion to which several drivers were invited.

In fact, the number of non-starters reduced the field to a matter of just over a dozen, but in this number was a fair sprinkling of well-known names and regular, if less consistently successful, competitors.

Eventual winner was Michael Lawson —for once without his regular passenger, Ian Mackenzie, who was busily engaged in another sphere of motoring sport—a rally. Mike came through comfortably ahead of the runner-up, Ron Faulkner, while third place went to Rob Davis, in that incredible Austin-powered machine.

The course consisted of nine hills, most of which were climbed three times to give a total of 26 attempts to each man—a very fair day's sport. Surfaces varied from leaf-mould, through loose earth to very greasy clay, while in many cases the course was marked by extremely solid trees which defined the route between very fine limits indeed. In addition the ground was at first distinctly wet after a night of intermittent rain; as the day wore on it dried quickly, and the problems to be faced on each climb varied practically every time the cars arrived at the start!

First on the list of hills was a short, steep, twisting rush between the trees which, at the first attempt, stopped everyone. Percy Barden did well to make 5 on this one, while J. L. Kendall tried to take a couple of trees with him before stopping at 2. Several other drivers found themselves defeated by the trees, the gradient or by a combination of them both.

Second hill twisted up steeply through the trees on a surface that had received the full treatment from the rain. The start involved a straight climb over a very steep bump, with no run at it at all. Things were further complicated by the fact that at the top of the bump the course lay between two trees, which were spaced at exactly the width of a trials car—they might have been deliberately planted that way! After this, the course ran down the other side of the bump, turned right to cross a gulley and then went on and up through the trees, twisting as it did so. Rob Davis hit the trees at the start and stopped dead, while Alec Francis also gave one of them a jolt. Mike Lawson and Percy Barden both climbed to 4 before stopping.

The third hill started on the level and then climbed gently over leaf-mould and clay, turning right while, in the second sub-section, the surface changed to greasy mud. Then came a bump followed immediately by a sharp turn to the right on an adverse camber, after which came a long climb curving to the left. Very few cars managed to cross the bump: Kendall, after a desperate attempt, just managed to get his car's front wheels over the top, but then the chassis grounded and he lacked the momentum to keep moving. D. Baldwin had a jolly good shot at it and crossed the bump to make 6. Rob Davis, however, to make up for his *gaffe* on the previous hill, made the whole thing look easy to romp up to the top in fine style. He was joined in his clean by Mike Lawson and Ron Faulkner, but apart from this Baldwin's was the best attempt.

Hill four was a tricky one which proved to be a stopper on the first time round. The course started diagonally on a bank, curved left and then gently upwards towards an acute hairpin left-hander, guarded by a most uncompromising-looking tree stump. A greasy take-off area stopped a good run, and Rob Davis made the best effort although he stopped at 3. Baldwin and Geoff Clarke each made 2, which was a fair and average climb.

After this came an absolute stopper—



WINNER by a comfortable margin, Mike Lawson tackles the entry to the second hill between the closely spaced trees.



CLEAN climb on the third hill was made in grand style by Rob Davis, here seen getting over the bump which stopped many others.

a hill that defeated the entire entry wholeheartedly and continued to do so even after extensive modification for the afternoon climbs. The course ran straight up—just that—with a very steep gradient and a very sticky surface and no one managed to climb higher than 2. Had they done so, they would have found a complicated series of twists and turns, but no one was able to investigate as high as that!

The fifth hill started on a steep bump, then curved between two very narrowly spaced trees to continue up on a gentle gradient full of curves. Then came an acute hair-pin—all on a very touchy surface. Most cars were stopped at 2 here, although Mike Lawson reached 8 and F. Cole and D. Baldwin reached 9 before being defeated by the hairpin.

Hill six started on the level and then, after a short run, turned sharp left for drivers to come face-to-face with a sheer wall of greasy clay which was just not on for the majority. With a straight run they might have made the bank, but the turn prevented this and most of them stopped at 5. Mike Lawson and Percy Barden were among the best attempts, making 6.

The seventh hill was immense fun, starting with a rush at a steep bank, over the top and down into a hole. Then the course ran up and out of the hole, over a short level batch and then up a steep gradient between trees. Rob Davis shot across the level section at high speed and displaying full understeer to make a most spirited assault on a holly-bush—a fact which was not appreciated either by Rob or his crew! Anyway, in spite of this he made 7, which was as good as anyone else.

The start of the eighth hill was on a long, curving stretch of comparatively level ground. Then came a bump, another level patch which included an acute right-hand turn and, finally, a sharp climb at an angle of about 60 degrees or more. Percy Barden made 10 on this one, Lawson reached 9 and the majority of the rest of the field stopped at 8. Baldwin was going well and looked like making the second clean climb of the day, but then spoilt it all by trying to climb a tree at the top!

The last hill was another of those with a narrow start, and this proved the undoing of many competitors. It started with a steep bump, at one side of which was a very solid tree. Then came a level shelf and another steep bank. Percy Barden made 8 in splendid form, but the majority clipped the tree at the start and this stopped them in a most effective manner.

When the last man had gone up this hill there remained ample time before lunch, and so each of the hills was climbed again, with the exception that one or two were modified.

Then came lunch, and afterwards the two driving tests for the purpose of sorting out any ties—although in fact no ties were found at the end of the event. These were straightforward forward-and-reverse affairs, with a spot of spiralling round pylons thrown in for good measure. In the afternoon the hills were climbed for the third time—again with some alterations on some of the more difficult ones. The ground dried out considerably under the influence of the warmest sunshine this poor benighted country of ours has seen for about 18 months, and this, coupled with the lowering of markers, meant that almost every performance was improved.

The results were produced with commendable promptitude—another feature of a very good day out in which there were no unpleasant notes at all. I'm distinctly in favour of closed events like this one!

MARTYN WATKINS.

Results

Coventry Cup: M. H. Lawson (M. & L.), 201 marks. **First Class Awards:** R. W. Faulkner (Paul Spl.), 182 marks; R. Davis (Austin 7), 172 marks. **Second Class Award:** F. Cole (F.C.S.), 171 marks.



ON THE LAST HILL a solid tree at the start caught out many competitors. Here Geoff Clarke suffers the same bad luck!

ANOTHER NEW CIRCUIT

THOSE champion circuit-finders of the North, the Northern Centre of the British Racing and Sports Car Club, who in the past three years have run events at Sherburn, Marston Moor and Full Sutton airfields, have found another new circuit for 1959.

It is at Rufforth R.A.F. station where permission was granted by the Air Ministry to use the runways for race meetings. Last week the local Parish Council at a public meeting voted in favour of supporting the racing by an overwhelming majority.

A two-mile circuit is planned, using runways and perimeter track, and lap speeds of about the 90 m.p.h. mark are expected.

The first meeting is scheduled for 28th March and following this it is hoped to hold meetings in May, July and September.

KLING and Gunzler in a 190D Mercedes-Benz won the Mediterranean-Cape Rally. Second were M. and Mme. Gendebien (ID19 Citroën). In third place were Horrocks and Riviére in a Land-Rover, who also won the Utility Vehicles' Category.

TECHNICAL AND OTHERWISE

Supply and Demand

BY JOHN BOLSTER

THE rate of progress in car design varies greatly from decade to decade. In general, it is not the engineers who set the pace but the prospective purchasers. For economic, social, or even political reasons, the demand varies widely, but in general the public get the cars they deserve.

Before analysing the present position, it may be profitable to consider the past. The first cars were very crude, and technical improvement was easy and rapid. Nobody bothered about such things as weather protection, because the horse-drawn vehicles to which they were accustomed were bare and exposed in most cases. They did mind very much indeed about mechanical noise and vibration, because they were not used to such things. If your car was smoother and more silent than the other fellow's, it was a better car, irrespective of anything else.

Thus we reach the later Edwardian cars. Among these, the Rolls-Royce "Silver Ghost" was the most silent, and indeed it has not been surpassed in that respect by any subsequent car. The best machines of about 1909 at last measured up to public demand mechanically, and a sudden interest in coachwork completely altered the appearance of cars between then and 1914, while technical progress stood still. The open touring body changed from a high and exposed pneumonia-wagon to a long, low "torpedo", giving excellent protection to the occupants. Real progress in closed bodies remained impossible, however, because it was necessary to be able to enter and leave them with dignity while wearing a top hat, or its elaborate feminine equivalent.

After the first world war, motoring became more democratic. Social and political changes rendered the hand-built car a lamented casualty except in the upper price ranges. The workman had to be paid a great deal more money, and the prospective buyer had very much less. The mass-production car was the only answer. It was shoddy and crude at first, and had none of the refinement of a good 1914 model, but it sold and sold. In this period, the only technical advance of note was the standardization of four-wheel brakes. These became necessary because the roads were full of Morris Cowleys and Clynos, and nose-to-tail motoring at week-ends was initiated. The top hat went out and popular saloons came in, which were a far cry from the closed cars of a more formal age.

The financial crisis of 1929 continued as a world depression until 1931. The old-style manufacturers finally folded up, and even the revered Bentley Motors went into liquidation. There was only one way to go on making motor cars, and that was to sell them to the working man. The £100 car became a reality, and in the early nineteen-thirties some of the worst vehicles ever constructed were foisted on an unsuspecting public.

While many splendid cars of an earlier era have survived, I am delighted to be able to report that the worst of the 1930-33 models have now rotted and rusted away. If, however, you are able to borrow a representative example, do go for a short ride just to confirm what I say. Do you remember the "Imitation-Weymann" fabric bodies? After about six months they were so out of shape that you had to tie the doors shut with rope, and two years of use caused a total collapse that was beyond repair. Do you remember those cable-type brakes that were supposed to be "self-wrapping", and sometimes they certainly were? Truly, such cars should be allowed to die without a memorial.

Luckily, most of these horrors were quite large and heavy; and had inherited engines that were originally designed during the nineteen-twenties for light two-seaters, so their performance was negligible. A popular British "buzz-box" had an axle ratio of 6.25 to 1, and a French machine of famous make had a 7.5 to 1 top speed! Any 20 years old car could run rings round these "heaps", and outlast them.

The motor industry fought back magnificently after this all-time low. It was realized that mere cheapness was not a virtue, and some extremely well-constructed cars in the medium-price brackets rendered the later nineteen-thirties quite a memorable period. Most of these cars had beam axles and semi-elliptic springs at both ends, and the ride they gave on Continental roads was atrocious.

Nevertheless, the stay-at-home Briton, with his billiards-table roads, was at last buying a car of comparable quality to the one he had in 1914.

After the second world war, the public were sick of the "old bangers" that had survived, and wanted something new. A few stop-gap models were produced, but they were a hangover from 1939. When the really new cars appeared, the buyers stood in queues for years, and how right they were! Independent front suspension was fitted as a matter of course, and as this coincided with a boom in Continental holidays, the improvement over cart-springs was readily apparent. Who will ever forget washing his post-war car for the first time? With no more running boards, mudguards, valances, luggage grids, and separate lamps, a job that used to take all the morning was easily completed in half an hour or so.

Alas! The quality of 1914 and 1939 had been lost. Plating peeled off and panels rusted. Dashboard instruments failed, bits dropped off, and the new-look cars were generally found to be perfect pigs to work on, the services of a contortionist being well in demand. These things are slowly being put right, though some manufacturers are much too complacent about teething troubles. To their credit it must be said that they are now ready to introduce exciting technical novelties, but the mood of the public has changed.

It is a sad fact that the majority of car buyers in 1959 don't even bother to go for a trial run. Cars are sold in the showroom, and the main selling feature is appearance. Beauty is not required, but opulence with a trace of vulgarity is. At a casual glance, the thing must look bigger and more expensive than the one next door. Professionally, it is suicide for a man to have an inconspicuous little car, and his wife has to keep up with Mrs. Jones, doesn't she? Who cares if the contraption has a cast-iron cylinder head and no synchromesh on first speed, for as long as it is bigger and flashier, it will sell like hot cakes. A very high maximum speed is sometimes demanded, usually by the little man who never exceeds 60 m.p.h. but who enjoys "100 miles an hour talk" in the bar. Apart from that, performance doesn't count.

In general, most manufacturers would like to spend more money on the engine, transmission, and chassis features. The truth of the matter is that a mediocre car is little worse than a good one on our smooth and overcrowded roads, but if you cover a long, fast mileage on rough Continental surfaces, the story is entirely different. There are British buyers who worry about the mechanism of their cars, but in a mass-production industry it is the majority who are served. (Naturally, I am not referring to super-luxury cars or specialized sports models.)

Pity the poor manufacturer! He must give the home buyer a large and garishly decorated body, with elaborate upholstery and a walnut dashboard, at a highly competitive price. On the other hand, if he wants to export, he must give the overseas buyer a light alloy head for sustained flat-out running on near-paraffin. He must supply a synchronized bottom gear for snap changes into first speed on Alpine hair-pins. Above all, he must produce a modern chassis design with a rear end that really behaves. How he is to reconcile these two opposite demands I am unable to imagine!

PETERBOROUGH M.C.

THE flourishing state of the Peterborough M.C. is reflected in the fact that the Closed-to-Club "Barrett's Baffler" evening rally on 7th February was over-subscribed with entries. The maximum number of 30 was reached by mid-week, and another 12 members had to be refused. The start from the "Five Horse Shoes", Barholme, was at 7.30, and all competitors were given the route card simultaneously. The course, defined by map references, was only 20 miles, but in that distance the answers to no fewer than 33 questions had to be found. Two hidden marshals had to be located and their signatures obtained. Time allowance for plotting and completing the course was 1½ hours and competitors arriving at the finish after 9 p.m. were disqualified. Half the competitors went one way round the course, and half the other, each group scoring separately. No competitor obtained all the answers in the permitted time.

Results

Group "A": 1, M. H. Bratley (Ford Prefect); 2, P. Hillier (Ford); 3, S. A. Cooke (Riley 1.5) and G. H. T. Gill (Oxford), tied.

Group "B": 1, D. J. Rawlinson (Consul); 2, J. B. Bradshaw (Wolseley 1500); 3, Miss D. Harkness (Minx).

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FIRST HOME: J. F. and J. T. Haarer (Twin Cam M.G.A), of Torquay, check in at the finish with Capt. Ted Ross at the Royal Military College of Science.

THE FIRST "RALLYE MILITAIRE"

First-class organization by Royal Military College of Science Motor Club

THE Royal Military College of Science Motor Club has only been in existence for a little over a year and has just over 100 members, but they have staged what many competitors believe to have been one of the best rallies ever to have taken place in this country.

From the day the regs. appeared it was obvious that the first "rallye militaire" was destined to be an unusual event, to say the least. It was open only to experts, and only competitors who had won awards in restricted, national or international rallies during 1958 were eligible for admission. This seemed to be just the sort of event which the more expert rallymen had been clamouring for, and likely to prove to be of outstanding interest.

Accordingly, it was arranged that I should travel on the rally as passenger and general factotum in Paul Steiner's well-known Simca, which was to be navigated by Ian Mackenzie. Starting points had been set up near London, Birmingham, Bristol and Southampton, and the field was scheduled to congregate at the Royal Military College of Science at Shrivenham after the first section.

Paul elected to start from near London and we went down to the start, at the Wheatsheaf Hotel, Virginia Water, Surrey. We were sent off shortly after six o'clock along roads still wet with rain and with the sky threatening more to come. The first section was simply a straight run in to the R.M.C.S. at Shrivenham and, not surprisingly, most of the cars had clean sheets. One exception was the driver of a 3.4 Jaguar who was rammed by a non-competing car which was driven rapidly backwards across a halt sign. Fortunately the incident was witnessed by a police sergeant, who was able to exonerate the competitor. It was an easy, gentle section and we were rather annoyed to be passed by a most dangerously driven Morris which had started long after us and had little apparent reason for such haste. In passing the Simca the driver of the Morris forced a Wolseley coming the other way to brake hard to avoid a collision. This brought forth some very harsh words from Messrs. Steiner and Mackenzie and it was rather amusing to note that this car was one of the very few which did not complete the event, despite the number of aids to navigation with which it was festooned.

After a brief driving test and the scrutineering, the second section began; it covered about 80 miles between Shrivenham and Yarlington in Somerset. We were given a list of 20 route checks from which 12 had to be visited and a choice of using two out of four time controls, followed by a final time control. The crafty organizers had arranged these so that there were two possible routes to the final control. Needless to say, the route which looked easiest was far more difficult than the other and about three-quarters of the crews (including us) were taken in by this trap.

A "pictorial" route card of the type used so successfully on the London Rally formed the basis for the 45-mile long third section. The illustrations were bold and easy to follow and the distances given proved to be extremely accurate. All route check cards at unmanned controls were well displayed and easily legible from inside the car, a factor of great importance when time is short. So far, we had lost a few minutes here and there on the run, which was from Yarlington to Upotterley in Devon.

Section four, covering about 30 miles between Upotterley and Haldon, was a variation on the "eight clubs" type of section, in which key letters obtained at route checks give the grid location of the final time control. A twist to this idea was the placing of additional time checks at points along the route.

So far, although we had lost some time, everything was more or less plain sailing and we were unprepared for the rigours of the route card which awaited us at the end of section four. The final instructions had ingeniously described this 30-mile section as "a series of closely spaced time controls and route checks. Certain time controls may be unmanned: they are, in effect, a route check with a larger than normal penalty for omission". A study of the route card revealed it to be a loop to the south of Haldon, around Dawlish and Teignmouth, with some controls having only two minutes allowed time from each other. No time was allowed for plotting and the route led over some of the West Country's most muddy, slippery, narrow, meandering and undulating lanes, invariably verged with very solid rocks and banks calculated to discourage even the most imprudent drivers from over-doing things.

On this section, described to me later by several people as being perhaps the most gruelling ever set on a British rally, I had my first real insight on the workings of a first-class navigator-driver combination. From my back seat it seemed an operation of the utmost complexity. From amid his maps, clocks and cards Ian had to describe the road ahead in time to give Paul some indication of what to expect over the next blind rise or around an acute corner; at the same time he had to plot, route check and time control positions from the map references and keep track of the passage of time—all this while travelling at the speeds necessary to maintain a 30 m.p.h. average on the extremely difficult roads, which were criss-crossed every quarter mile or so by other lanes. A constant running commentary of: "The road kicks sharp right over this rise . . . route check card in three-tenths . . . tee-junction ahead one-tenth at which turn right . . . two-tenths to check card . . . sweeping left-hander coming up . . . check card any second now. . . ." I would try to spot the card as soon as possible before we arrived at it and then read the code letter to him for insertion on the route card. All this time Paul was driving as hard as he knew how, changing gear incessantly on the myriad corners and gradients, holding slides on muddy bends, yet ever conscious of the rocks and trees, streams and banks which lined the lanes, ready to turn an over-enthusiastic move into an expensive prang. On one occasion, a projecting rock concealed by a tuft of grass growing out of the verge scraped along the side of the Simca, grazing the cellulose and removing a piece of the alloy trim. My sinecure in the back seat became somewhat less comfortable as I slid along the bench-type cushion while keeping an anxious look-out for route checks and I began to wonder if I should take recourse to my supply of "Marzine" tablets. I have never been subject to car-sickness, but the thought that there is a first time for everything occurred to me with depressing frequency.

The closeness with which some of the time checks were positioned, with on at least one occasion only a two-minute interval between them, really made the boys work hard, especially as the lack of any time allowance for plotting ensured that this had to be done while we were on the move—and briskly at that. In my innocence, it seemed to me that this was just about as close to maximum effort as was humanly possible. Even the most gifted of navigators have to make do with one pair of eyes and few can successfully calculate several different problems simultaneously, but on this section the organizers produced a special section which resembled nothing so much as a four-mile-long

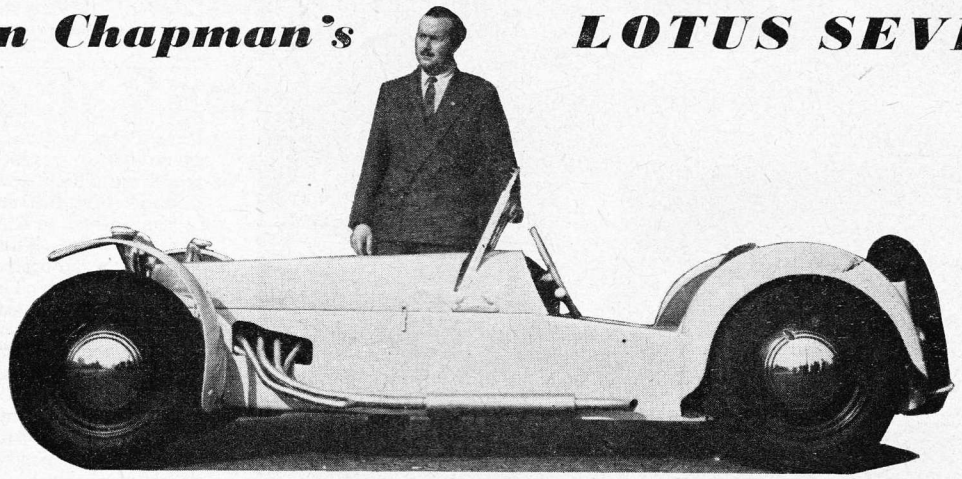
(*Continued on page* 288)

Provisional Results

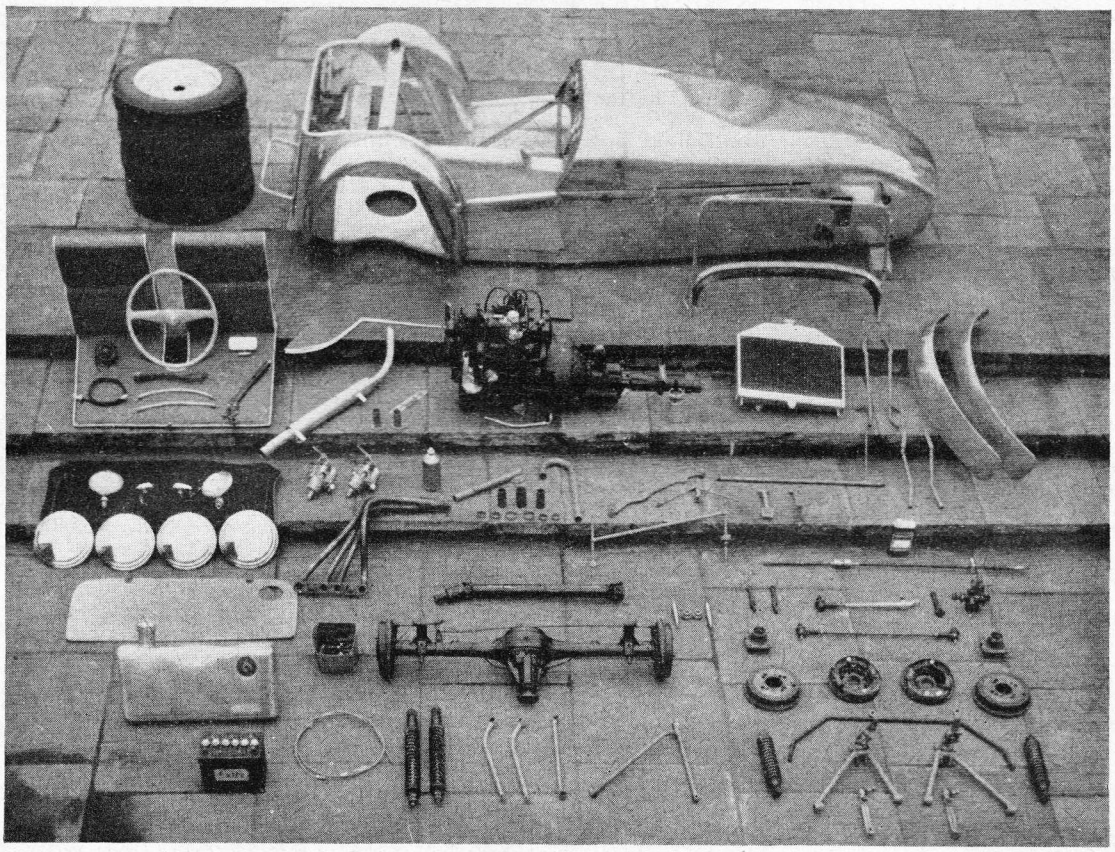
Best Performance: B. Harper/R. Crellin (Morgan Plus Four). **Best opposite class:** B. S. Harding/H. Liddon (M.G. Magnette).

Best Performance, Production Touring Cars, over 1,600 c.c.: A. Wyndham/J. T. McLean. P. Benjamin (Austin A105). **G.T. Cars, Special Touring Cars and Sports Cars, under 1,600 c.c.:** H. W. Hilliard/G. M. Kerr (A35). **Navigator's Award:** R. Crellin. **Best Performance in Driving Tests:** H. W. Hilliard.

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ON YOUR WAY, BOYS. Mike Wilson, Clerk of the Course, gives the word to Peter Bolton and Peter Craven.

A First Class "Yorkshire"

J. W. Waddington and J. M. Wood win the Yorkshire "Mille Miglia" in an A.40

TOGETHER again—that smoothly operating and super-efficient rally team of John Waddington and Mike Wood—proved to be the ideal combination to win the Yorkshire Rally—the Yorkshire "Mille Miglia" for the second time on Saturday, 14th February.

Driving a Farina Austin A40 they snatched victory by two minutes from Ken Liptrot and P. Dingley who drove a similar car and lost 14 minutes compared with Waddington's 12.

Snow on the higher spots of Yorkshire's North Riding and low cloud on every road over 1,000 ft. above sea level ensured that the "Yorkshire" once again kept its reputation of "no clean sheets", and the 113 starters dwindled to 76 by the time the last cars filtered back into Ilkley on Saturday night. The organization was without fault, every control was efficiently manned, and the results system worked so well that by the time 30 cars had finished the course, the two winners were being photographed by the press!

The victorious pair won the event together in a Ford Anglia about four years ago, Mike Wood last year navigated Tom Gold to victory. He knows his way around the North Yorkshire Moors by now!

The rally started on Friday night from Ilkley where, at the Crescent Hotel, a central control point—with specially installed telephones—was operated for more than 24 hours.

From the start the route lay over an easy section into the West Riding and the Halifax area. The second section was also easy, but the third, over the narrow, twisting Widdop Gate road, gave a taste of things to come. Although the control at the end of the section—Davies Hill—was only the third many crews were penalized at this early stage, some through becoming lost in Colne.

It was on the next section that two 3.4 Jaguars, driven by Brian Waddilove and Hugh O'Connor-Rourke (both competed in the Monte Carlo Rally, without scratching their cars) came to grief within 200 yards of each other. Waddilove scraped the side of the car on a bridge but bent the wing on to the wheel so as to be delayed until he could bend it away, and Rourke went through a hedge and ended up, unhurt, on a canal towpath not far from the water.

The next tight section was from Thruscross to Low Moor, which entailed a steep drop down into Nidderdale followed immediately by a one-in-four climb out again. On this section, A. Parkin overturned his Standard 10 but righted it to continue.

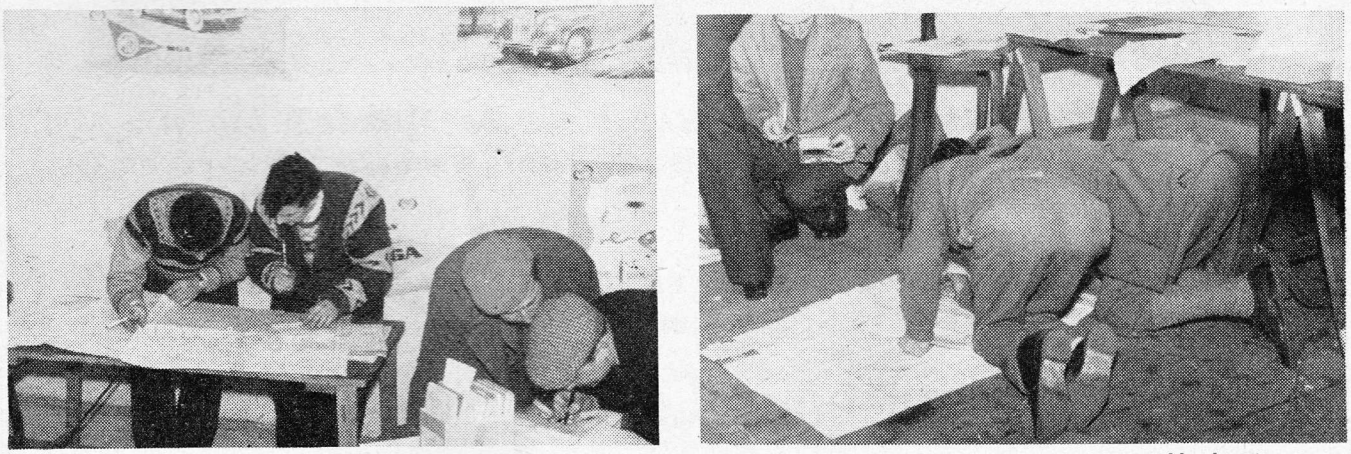
By this time most crews had settled down and made their way without much difficulty to the night stop at Leeming. Here Peter Bolton, who had the writer as navigator, replaced a leaky top radiator hose which had caused his car to be dubbed "the fastest air-cooled Triumph in the rally". From Leeming the route lay into the North Riding, twisting through the moors to Boltby, where many marks were lost. The reason was the fog which was thick at the top of Sutton Bank and cut everyone down to 20 m.p.h. for an unsuitable distance. On through the night and the next section with serious difficulty was that between Ellers House and Rosedale. Every competitor lost marks here, E. B. Masheder (Singer) being least penalized with three minutes astray, the runner-up Liptrot was four minutes down and the winner five.

At the breakfast stop it was known that Liptrot led Waddington by one mark, and 29 crews were out. The daytime section took another circuit of the North Yorks Moors before turning west for Arkengarthdale and Swaledale. Here was the section from West House to Askrigg which also caught the whole entry, the winners losing a minute. The next two sections were also very tight but many crews managed them clean.

By this time the sting was gone from the rally, the sheep were weeded from the goats and only a few of the lower-powered cars lost time between White Shaw Moss and Keasden, and Keasden to Halton Hill. All that followed from the latter point was an easy run down to Kilnsey down Littondale, followed by a trickle in to Ilkley over the last 17 miles at 20 m.p.h.

So ended the rally, greatly appreciated by every competitor, whether he finished or not. It was won on the road without any trace of dispute, without having to resort to tests or capacity classes to establish positions. No one spoke of the route as being in any way unfair.

PETER CRAVEN.



MAP READING METHODS. The gentlemen on the left prefer to stand up and have their map on a table, but for the two on the right it's "Bottoms up" and the map on the floor.

GERARD CROMBAC DISCUSSES

French Racing Prospects

LAST season, in France, was marked by the large number of important G.T. races which were held. Things will be different in 1959, mainly due to the fact that G.T. events have proved to be boring to the public, as often only one make of car in each event has had a chance of success. Nor shall we see many races to the new Formula Junior. The reason for this is that the French delegates to the C.S.I. have not given their support to the French Monomill exponents and to those constructors who were prepared to build Renault and Panhard-based cars for Formula Junior events. The 1,100 c.c. limit does not suit French engines, so it seems likely that, apart from a few International "Junior" races, most events will be run for cheap single-seaters built with engines of 1,000 c.c. This will probably be a French national class, but is expected to attract more entries than Formula Junior, unless the Italian organizers of these races are prepared to offer substantial amounts of starting money.

Following tradition, the season will be opened at Montlhéry with the Coupe de Vitesse, organized by the Union Sportive Automobile, 65 Avenue d'Iena, Paris 16. This will take place on Sunday, 12th April, the day after the British Empire Trophy. This clash may stop the organizers from staging the F2 event which they have in mind and make it necessary to substitute a race for sports cars of up to 2 litres. A race for the French 1,000 c.c. "Junior" cars is contemplated and in the morning a race for all classes of G.T. cars will open the meeting.

The next meeting, on 3rd May, is again at Montlhéry. It is the A.G.A.C.I.'s gigantic orgy of cars, the Coupe de Paris. Organized by the A.G.A.C.I., 64 Boulevard de la Somme, Paris 17, the date is, unfortunately, again a day after an important British meeting, the *Daily Express* Silverstone. This may hamper the F2 event, which will, nevertheless, go on, as the scarcity of F2 machines will be compensated for by 1,500 c.c. and 2-litre sports cars, which are also eligible for the event, which will be held on the large 6 km. circuit. Other races on this busy day will be on the shorter 3 km. circuit, complicated by the addition of a chicane in front of the grandstand. There will be events for normal and improved touring cars of up to 1,000 c.c.; for normal, improved and special series cars of up to 2 litres. G.T. cars over 1,000 c.c. and under 3,500 c.c. will race with sports cars between 750 c.c. and 1,100 c.c. and there may be an event for cars built to the French national junior formula.

Two weeks later, during the Whitsun week-end, the Pau meeting will clash with the Mallory Park and Crystal Palace meetings and the organizers hope that their arrangements will be less upset by this than they were last year when their event clashed with the Goodwood Easter meeting. The main event at Pau is to be a Formula 2 race, with the programme being opened by either a sports car or G.T. event. Drivers interested in this meeting should communicate with: Association Sportive de l'Automobile Club Basco-Bearnais, Boulevard d'Aragon, Pau (Basses Pyrennées).

June is, of course, the month of the 24 Hours of Le Mans (20th-21st) and there is no other event in France during it. During July, however, there is a meeting each week-end, starting with Rheims and the Grand Prix of Europe on 5th July. The 12-Hour Race has been cancelled and the day will open with the F1 Grand Prix, in accordance with Ferrari's requirements, as the Commendatore, quite rightly, does not wish to see oil on the track before the start of a World Championship event. The Formula 2 event will, therefore, be staged after the Grand Prix. Organizers are: Automobile Club de Champagne, 3 Boulevard de la Paix, Rheims (Marne).

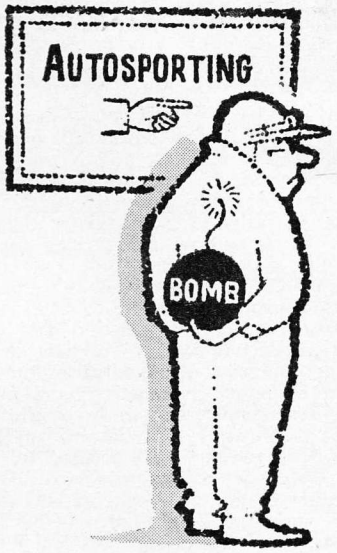
The following week-end, the F2 boys will be at Rouen for an international meeting on 12th July. There will also be the usual Coupe Delamarre Debouteville for small sports cars (probably up to 1,500 c.c.) and possibly a Junior 1,000 c.c. race, organized by Association Sportive de l'Automobile Club Normand, 4 Place General de Gaulle, Rouen.

Without respite, the week-end of 19th July will gather French enthusiasts in the mountains of the Massif Central for the Clermont Ferrand international race. Again there is an unfortunate clash—this time with the British G.P., which is on the Saturday. This is a great pity as the Clermont circuit needs a lot of learning. In any case, the main event of the day will be a two hours' F2 race. The curtain-raiser has yet to be decided—it may be an international Formula Junior event or a sports car or G.T. race. Organizers are: Association Sportive de l'Automobile Club d'Auvergne, 22 Rue Blatin, Clermont-Ferrand (Puy de Dome).

The last international meeting of the French season is on 26th July at Caen. It is hoped that the main race will be for F2 cars, perhaps with a Junior event as well; details and regulations from: Automobile Club de l'Ouest, 13 Boulevard Rene Levasseur, Le Mans (Sarthe).

The clubs which opened the season will also close it: the A.G.A.C.I. are to stage the Coupe d'Automne (a national event with foreign participation allowed) on 27th September on the short circuit at Montlhéry. There will be several events catering for practically everyone. Also at Montlhéry will be the Coupe de Salon, organized by Union Sportive Automobile, which will be for F2 cars and with possibly sports and G.T. categories.

With only 10 meetings, the French season is not very rich, and one is inclined to wonder if the F2 cars will be able to compete in four successive races, at Rheims, Rouen, Clermont and Caen, and still maintain a high standard of reliability.



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Club News

by MARTYN WATKINS

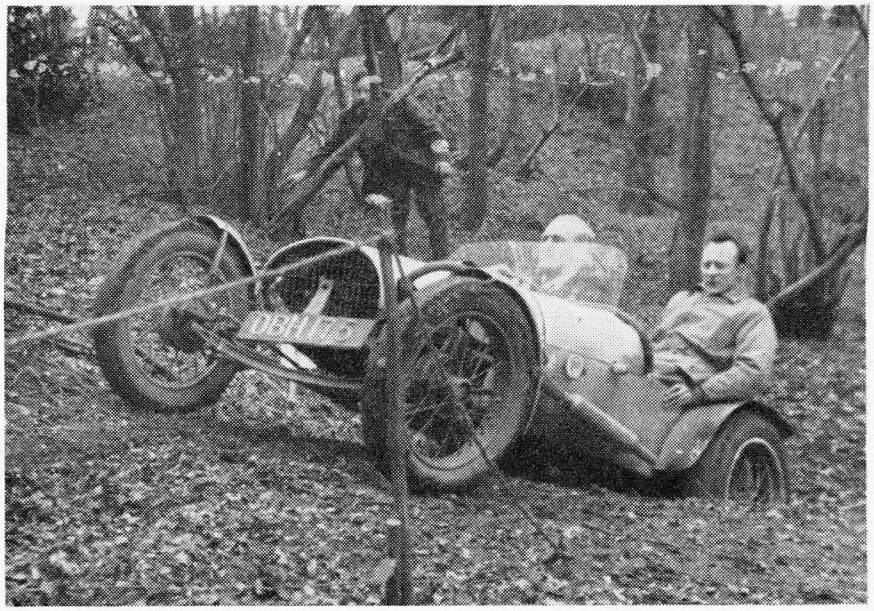
THIS business of instruction in rallying is really going ahead all over the country and the latest club to join in this year is the **Thames Estuary A.C.** As you probably know if you're interested in rallying at all, this is the club that is responsibel for putting on one of the toughest navigational exercises known to British rallyists—the annual Cats' Eyes national rally.

The T.E.A.C. "instruction and practice rallies sub-section" is now in full swing, and over 40 members of the club have attended the meetings and rallies. The man running the show, by the way, is F. A. Pattrick, 39A Cambridge Road, Southend-on-Sea. Of course, to take part in these "classes" you have to be a member of the club—this applies to the vast majority, if not all, of the clubs running schemes of this sort and I think you must agree that it is only fair!

The Thames Estuary club, however, are going into this business farther than most and it is proposed that the club should hold an afternoon of driving test instruction. This, so far as I am aware, is the first time any club has tried this and one cannot but give them a hearty pat on the back for doing so. The idea is that tests will be laid out and experienced test drivers will demonstrate and instruct on the way to tackle them. The chaps receiving the instruction will have the opportunity of trying out the tests but, so far as they are concerned, the afternoon will be entirely non-competitive. The date has yet to be announced.

* * *

BIG future event for the trials folk is the **Yorkshire S.C.C.** 4/44 Trophy Trial, to be held on 15th March. Invited clubs are B.A.R.C., Darlington and D.M.C., Hagley and D.L.C.C., Ilkley and D.C.C., Kentish Border C.C., Lancs and Cheshire C.C., London M.C., Maidstone and Mid-Kent M.C., Mid-Cheshire M.C., North Midland M.C., Peterborough M.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C. and Sunbac. Entries close on 9th March and go to R. J. Wilson, "Woodlands", Gildersome, near Leeds, Yorks. . . . Closing date for entries for the **R.S.A.C.** diamond jubilee Scottish Rally is 20th April and the event takes place in Whit week (18th-22nd May). Regulations and entry forms can be obtained from the R.S.A.C., Blythswood Square, Glasgow, C.2. . . . **Falcon M.C.** March Hare Trial is scheduled for 15th March. It is a restricted event, and entries go to Miss G. Warren, Jesmond Dene, Sish Lane, Stevenage, by 12th March. . . . Regulations are now available for the **Seven-Fifty M.C.** second Blandford hill-climb on 5th April. Invited clubs are B.A.R.C., B.R.S.C.C., M.G.C.C., North Cornwall M.C., Surrey Sporting M.C., Vickers-Armstrongs M.C., Vintage S.C.C., West Cornwall M.C. and West Hants and Dorset C.C. Secretary of the meeting is Phyllis M. Hood, High Noon, Petersfinger, Salisbury, Wilts. . . . **Thames Estuary A.C.** Anniversary Rally is to be held on 22nd March, a closed event for which entries close on 14th March and go to S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. Also, the annual Cat's Eyes Supper—the post-mortem on the national rally—will be held on 7th March at the Weir Hotel, Rayleigh, Essex. Tickets are available from Ken Sloman, 116 Woodfield Road, Leigh-on-Sea. . . . **Sunbac** Colmore car trial will be held on 21st March, open to both trials formula cars and production cars, which compete for separate awards. Invited clubs are B.A.R.C., Hagley and D.L.C.C., London M.C., Morgan 4/4 Club, Shenstone and D.C.C., Yorkshire S.C.C., Bristol L.C. and M.C.C., Leicestershire C.C., M.C.C., Maidstone and Mid-Kent M.C., West Hants and Dorset C.C., Falcon M.C., M.G.C.C., North Midland M.C., and Wolverhampton and South Staffs C.C. Entries close on 14th March and go to J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield. . . . **West Essex C.C.** national speed trial will be held at North Weald R.A.F. Station, near Epping, Essex, on 5th April, and there will be 19 classes for every type of car. . . . **Sunbac** holds a film show of films made by members at the Old Crown, Lichfield, on 10th March, and at The Boot, Lapworth, on 12th March at 8 p.m. . . . **Lindsay A.C.** officials for 1959 are N. Drury as secretary and J. S. Robinson as competitions secretary. . . . **London M.C.** Harleyford hill-climb will be held on 22nd March, and regulations will shortly be available from the secretary, Peter Harwood, 15 Upper Montagu Street, London, W.1. . . . After a lapse of a number of years the **Riley M.C.** is planning to revive the "24 Hour Trial" this year. There are to be seven starting points, in Birmingham, Bristol, Carlisle, Leeds, London, Cambridge and Chester, and total mileage will be about 400. Date for the event is 17th-18th April. . . . Annual general meeting of **Alvis O.C.** will take place on 15th March at the Greswolde Hotel, Knowle, Solihull, Warwickshire, at 2 p.m. Lunch details are available from the secretary, K. R. Day, 31 Lawrence Avenue, New Malden, Surrey. . . . **Worcestershire M.C.** annual general meeting has been held. Secretary is J. L. MacVitie, Hill-End Cottage, Bransford, near Worcester, and competitions secretary is H. J. Dodds, 101 Malvern Road, Worcester. . . . **Airedale and Pennine M.C.** closed rally will be held on 1st March over a 120-mile course in the West and North Ridings of Yorkshire—and a very sporting route that should be, too! . . . **Cemian M.C.** is now embarking on its silver jubilee year and has kicked off with its annual general meeting. As a result the secretary is Francis Rourke and the competitions secretary B. G. Norman. Main events for the 1959 fix-



GOING BETTER every time it appears, Ernest Chandler's Volkswagen-engined trials car (front engine, of course) made its fourth appearance on Sunday in the London M.C. event.

Coming Attractions

March 1st. *Surrey Sporting M.C. Sprint, Brands Hatch, near Farningham, Kent.*

Shenstone and D.C.C. V. T. Fellowes Memorial Standard Car Trial, Barkers Café and Filling Station, Streethay, near Lichfield. Start, 10 *a.m.*

Yorkshire S.C.C. White Rose Trial.

Kentish Border C.C. Trial, Hilltop Hotel, Wrotham Hill, Kent. Start, 10.30 *a.m.*

March 8th. *Cambridge U.A.C. Speed Trial, Snetterton, near Thetford, Norfolk. Start,* 2 *p.m.*

Mid-Cheshire M.C. Wilshire Trophy Trial.

Land-Rover O.C. Trial, Nore Hill, near Warlingham, Surrey. Start, 10.30 *a.m.*

March 15th. *Jaguar D.C. Sprint, Brands Hatch, near Farningham, Kent.*

Yorkshire S.C.C. 4/44 Trophy Trial, Municipal Car Park, Ilkley, Yorks. Start, 10.30 *a.m.*

Falcon M.C. March Hare Trial, Hatfield and Royston, Herts.

ture list are the Coronation Rally on 25th-26th April and the Knowland Trophy driving test meeting on 28th June. . . . Regulations are available for the **Lancs and Cheshire C.C.** eleventh Lakeland Rally on 7th-8th March, a qualifying event for the B.T.R.D.A. silver star rally competition. Entries close on 4th March and secretary of the meeting is D. M. Thorley, 39 Gibwood Road, Northenden. There is an imposing list of over 20 invited clubs which space prevents me from listing in detail—your own club competitions secretary will know, anyway! . . . Another annual general meeting—this time it is that of the **Fiat C.C.,** which takes place on 1st March at Thorney Hall, near Newark, starting at 3.30 p.m. . . . . First rally of the year for the **Stockton and D.M.C.** takes place on 8th March and is a closed event. Entries close on 4th March and secretary of the meeting is J. P. Bell, 12 Derwent Road, Thornaby-on-Tees. . . . **Harrow C.C.** hold a closed-to-club evening rally of about 120 miles on 7th-8th March for which entries close on 3rd March. Regulations are obtainable from L. A. Rawlins, 15 Orchard Avenue, Berkhamsted, Herts. . . . Final "hot-pot" and film show of the season for the North-western centre of the **B.A.R.C.** will be held at the Park Hotel, Netherton, on 22nd March at 7 p.m. The centre's Lancashire Trial, which is really a rally, will be held on 14th March, entries closing on 11th March. Secretary is A. Ker, "Glenburn", St. George's Road, Hightown, near Liverpool. . . . Joint promotion between the **North London E.C.C.** and the **Herts County A. and Ae. C.,** the March Hare Rally on 21st-22nd March is closed to members of the two clubs. Entries close on 18th March and go to L. S. de Meza, 214 Bishopsgate, London, E.C.2.

B.A.R.C.'s PLANS

ON Saturday, 14th March, the B.A.R.C. will open the British motor racing season with the first of the year's Members' Meetings at Goodwood, and this will be followed by no fewer than 16 other race meetings before the end of September.

Of these, four will be International (two of them counting towards World Championships), two National and the rest Members' Meetings. These are Goodwood, Aintree, Crystal Palace, Mallory Park and—for the first time by the B.A.R.C.—Oulton Park.

First entry received for the Goodwood International "100" was Rob Walker's new Cooper with B.R.M. engine, which is to be driven by Stirling Moss. Other entries expected for this race include Lotus, Cooper and B.R.M. "works" teams, several Anglo-Italian hybrids (Coopers with Maserati engines), and at least one type of Grand Prix car which has yet to be announced.

In the Lavant Cup race for Formula 2 cars, entries already received include the two new British Racing Partnership Coopers powered by German Borgward engines, to be driven by Ivor Bueb and George Wicken, and a Porsche single-seater driven by José Behra, brother of the famous Jean Behra.

Other races in the Goodwood programme will be events for sports cars up to and over 1,100 c.c., each of which is expected to include several brand new cars, and (an innovation for Goodwood on Easter Monday) a saloon car race.

Except that the Formula 1 and Formula 2 cars will race concurrently, but for separate prizes, in the International "200", the Aintree meeting on 18th April will have a similar programme to that at Goodwood on Easter Monday.

Restyled Victors—*continued*

markings for international identification—an excellent scheme, this.

The Vauxhall Victor, in its latest Series 2 guise, has what the manufacturers describe as a "clean, restrained line" and many of the former styling details have been dropped. The bonnet-top now has a single rib in place of two smaller ones, the grille and its surround are new in design and the lower part of the wing now sweeps smoothly down to pick up the line of the bumper. The front of the roof is now smoothly curved—the "eyebrow" effect has gone.

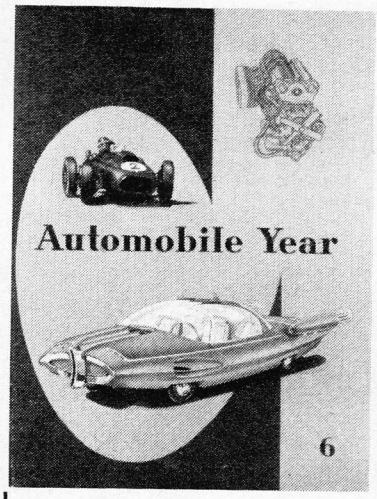
The rear door is new, too, and is now devoid of the curved indentation, while the rear wing is changed in form to merge into the line of the new wrap-round bumper. Modified, too, are the Vauxhall flutings, which extend as thin rubbing strips to the rear of the car on two-colour models and end on the rear wings of Super models. The boot lid is smooth, without the indentation round the lock.



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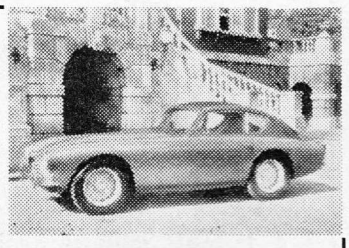
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NATIONAL SPORTS AND TOURING CAR CHAMPIONSHIPS

THE British Racing and Sports Car Club announce that regulations, entry forms and a list of qualifying events are now available for the national sports car and national touring car championships, which they are organizing during the coming season.

These championships are being run in order to obtain a champion driver of Great Britain in these two particular spheres of motor racing.

The Sports Car Championship will be open to all members of the B.R. and S.C.C. driving cars complying with Appendix C to the International Sporting Code, divided into the following four classes: Up to 1,100 c.c.; 1,101 c.c. to 1,500 c.c.; 1,501 c.c. to 3,000 c.c. and over 3,000 c.c. Qualifying races will take place at selected International and National open meetings held in this country during the coming season at which events for these cars are included, commencing with the Easter Monday meeting at Goodwood and terminating at the Tourist Trophy meeting on 26th September. In the event of there being a greater number of races for, say, the 1,100 c.c. class than for the unlimited class, the result will be determined on a percentage system based on each competitor's maximum possible number of races.

The Touring Car Championship for the Bonneville Trophy, which was successfully organized last season, has been modified. This year, it will be open to all members of the Club competing with saloon cars complying with Appendix J to the International Sporting Code, Category 1, Group 3. This allows greater modifications to be carried out to the cars entered but does not permit any modification which alters the fundamentals or general design of the car or its engine. In other words, it will not be possible for a side-valve engine to be converted to overhead valve, but the fitting of aluminium cylinder heads in place of those constructed of cast iron is allowed. The opening round of this Championship will also take place at Goodwood on Easter Monday, and the concluding round will be held at the International meeting due to take place at Brands Hatch on 29th August. Classes for this Championship will be as follows: Up to 1,300 c.c.; 1,301 c.c. to 1,600 c.c.; 1,601 c.c. to 2,600 c.c.; and over 2,600 c.c.

A new system of points scoring has been introduced for both these Championships, based on the World Championship markings. Points will be awarded to the first four cars in each class, as follows: eight, six, four and three. An additional point will go to the competitor making fastest lap in his class and if this time constitutes a class lap record, an additional bonus point will be awarded.

Full details are available from the British Racing and Sports Car Club, 6 Buckingham Street, London, W.C.2. Telephone: TRAfalgar 1351.

Rallye Militaire—*continued*

piece of string in the throes of St. Vitus's dance. On a pitch dark night, with visibility restricted by a slight drizzle, Paul had to drive and Ian had to navigate and plot while attempting to average 30 m.p.h. It was at this juncture that I decided that navigation as I understood it and this sort of thing had little in common.

It was obvious throughout the rally that the greatest care had been taken to select roads little used by normal night traffic, and I doubt if we saw more than half a dozen non-competing cars during the hours of darkness. The very tight special sections were clearly seldom used at all by anyone and in every case directions of arrival and departure were given for each control to avoid any possibility of cars meeting head-on on the narrow roads.

This section came to an end shortly after two o'clock on Sunday morning and was followed by an hour's stop for fuel for crews and cars at Halden. An excellent hot and cold buffet supper was laid on and the pump attendants worked like Trojans. It was here that I discovered that the general consensus of opinion among even these expert crews was that this was quite the trickiest section ever incorporated in a British rally.

After this, the sixth section, a 50-mile loop around Bovey Tracey, Moretonhampstead and Bridford, appeared to be a mere jaunt, even with the addition of two special sections. This section was fairly difficult by more normal standards, but child's play compared to what had gone before.

The seventh and last section started at about 6 a.m. on a cold, misty and thoroughly bleak morning and covered the 140 miles between Haldon and the R.M.C.S. at Shrivenham. This is usually the least satisfactory phase of any rally, but the organizers managed to avoid any monotony by skilfully placed route checks interspersed with time controls.

Back at Shrivenham there were a couple of manœuvrability and garaging tests and it was all over. A first class lunch had been laid on in the officers' mess and then most people managed to pass the time (until the results were announced) in the officers' cocktail bar, where it was generally agreed that this had been one of the finest rallies of all time. It was difficult, a real experts' rally, but the extremely efficient organization had kept everything going so well that no one seemed to be able to point to any aspect of the event and say that it could be improved upon. This resounding success of the first "rallye militaire" should go far to making it a major event in the calendar in years to come.

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THE BRISTOL MOTOR CYCLE AND LIGHT CAR CLUB

ON the 14th-15th February the Bristol M.C. and L.C.C. held their 3rd Bristol Rally. Thirty-three actual starters left the premises of Messrs. College Motors, Ltd., in Old Bread Street, to commence the rally which covered a 295-mile course, mainly in the Somerset and Devon areas.

Dundry was the first stop and the first retirement, due to the after effects of influenza, was reported. The competitors then headed south towards Axminster and then northwards in the form of a loop to complete the rally at the Bristol Airport. A compulsory break was made at the halfway mark where competitors and vehicles were replenished. By this time almost half the entry were forced to retire from the event.

The route was good but due to the various methods of navigation required and a tight time schedule that had to be maintained, the event proved to be a navigator's nightmare. Consequently only 19 competitors completed the course.

Casualties included W. A. J. Reardon-Smith's Sunbeam (gearbox) and P. P. Ford, driving a Riley had to receive assistance after ditching himself. J. Flook was also unfortunate in suffering a broken crankshaft.

Driving tests completed this event.

Provisional Results

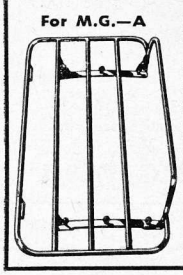
Premier Award: I. D. Lewis (Doretti), 1,560 marks lost. **Navigator:** R. Porter. **Runner-up:** W. Cawsey (TR3), 2,060. **Navigator:** K. Bridle. **Best in opposite class to Winner:** H. A. R. Nash (Ford), 2,260. **Navigator:** R. N. Jarman. **Best Club Member:** A. C. Denman (Riley). **Driving Test Award:** P. C. Giblett.

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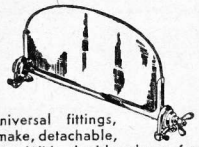
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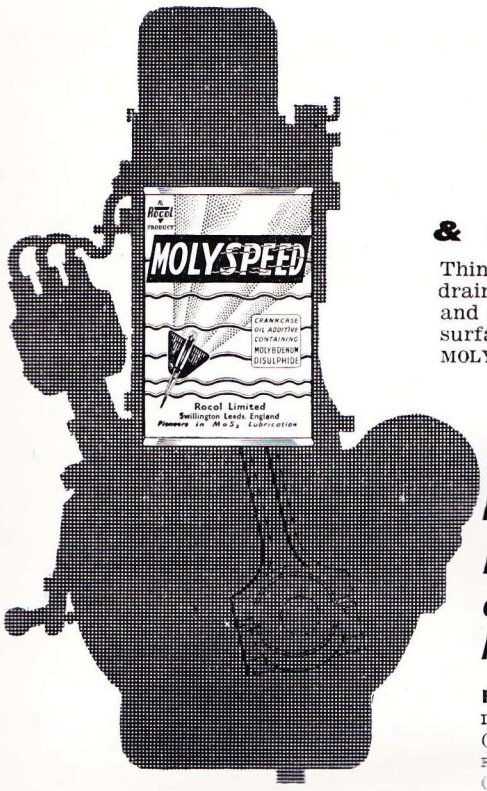
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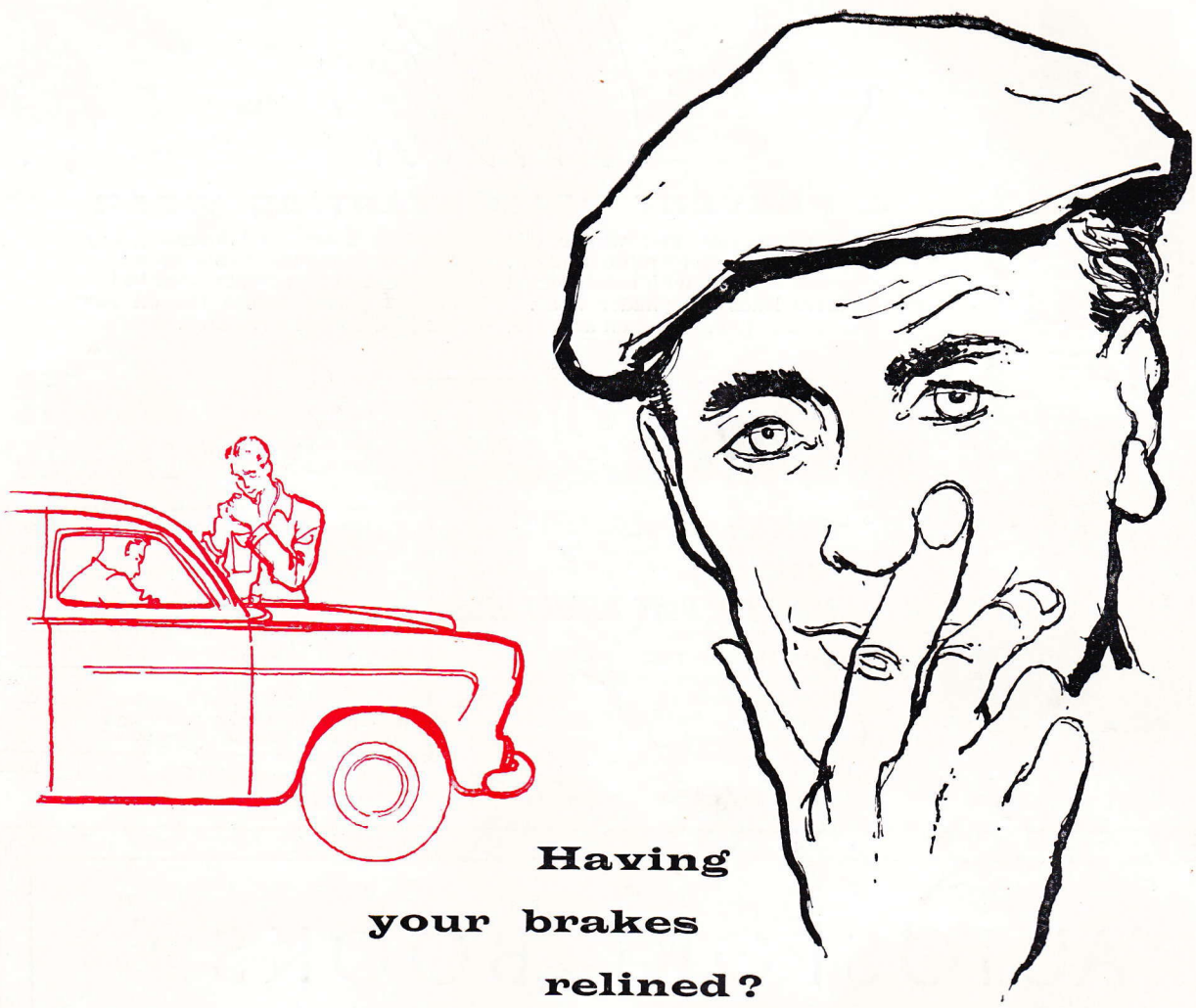
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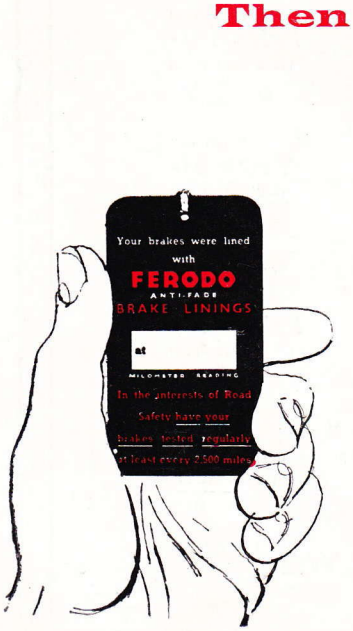
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