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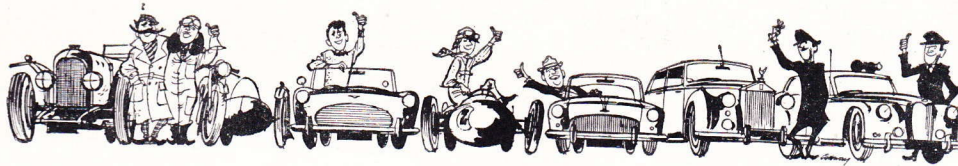
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE GRAND PRIX OF MOROCCO—FULL REPORT AND PICTURES : JOHN BOLSTER TESTS THE HUMBER HAWK
"LITTLE LE MANS" AT LIME ROCK : MOTOR SHOW TEST DAY AT GOODWOOD : HIGH PEAK TRIAL



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 15 No. 18 November 1, 1957

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EDITORIAL

MASERATI HIT BACK

WEAKENED by the illness of Stirling Moss, Vanwall were unable to keep up their run of successes, and had to give best to the brilliant Frenchman Jean Behra (Maserati) in last Sunday's Grand Prix of Morocco at Casablanca. However, two British cars finished second and third, a Vanwall driven by Stuart Lewis-Evans, and the B.R.M. of Maurice Trintignant. Once again Scuderia Ferrari were out of the money; 1957 has indeed been a poor year for the Maranello concern in Grand Prix Racing, and at Caracas there is even a chance that the World's Sports Car Championship may be snatched from their grasp. They have not lacked first-class drivers in Mike Hawthorn, Peter Collins and Luigi Musso, but somehow the cars have not shown up too well—at Casablanca "Asian 'flu" did not help matters. Still, Vanwall, B.R.M. and Maserati would be the last to under-rate Enzo Ferrari's technicians, and the new Vee-6 may prove to be a powerful factor during 1958, particularly with the aviation spirit made compulsory for next season's events. Also, it will be interesting to learn whether or not Ferrari support Formula 2. As the class is alleged to be running in the same races as the F1 cars in 1957, it will be difficult to persuade organizers to pay out anything like the starting money disbursed to F1. Again, the question of bonus and prize money comes into it, as the F2 drivers would mainly be competing for places in the general classification. Until such time as F2 can stand on its own, it cannot be regarded as a profitable investment in so far as International Grand Prix racing is concerned.

MONTE CARLO RALLY

CRITICIZED by many competitors for not making the Monte Carlo Rally as competitive as other International events, the organizers of the 1958 rally have gone to the other extreme and laid out what must be the most difficult classification test ever envisaged in a touring car event. Lasting for no less than 1,000 kilometres, the route lies mainly in the Alps and the Massif Central; even if perfect weather is experienced, the task of averaging 47 k.p.h. or 51 k.p.h., according to category, is no easy one. Just to make things more lively, competitors can also expect regularity sections timed to one-tenth of a second. Truly the 1958 "Monte" should be an event worth winning, and it will take a really first-class crew and a superbly prepared car to come through to the finish without the loss of any marks.

OUR COVER PICTURE

GET OUT AND GET UNDER! Once again the ever-popular London-to-Brighton Veteran Run takes place. On Sunday a record entry of 236 pre-1905 vehicles will leave Hyde Park on the annual pilgrimage—and doubtless some will encounter trouble, as did this Peugeot crew on a previous Run. However, perhaps this year's crowd will show a little more sympathy than the spectators in our picture!

LIKELY that Archie Scott-Brown and Walt Hansgen will share a Lister-Jaguar at Sebring for Briggs Cunningham's entry.

JEAN HEBERT/Bernard Cousten (Alfa Romeo Giulietta) won the fifth Rally of St. Cloud last week-end. M. and Mme. Morel (Denzel) were runners-up. Triumph's new lady driver Mlle. Soisbault was fourth in the G.T. category, and won the Coupe des Dames (unpenalized).

DICK JACOBS was pleasantly surprised to be presented with an engraved cigarette box by Alan Foster and John Waller, as a tribute to the Magnette 1-2 victory at Silverstone.

SUSAN VALE, who had ably assisted on AUTOSPORT's stand at Earls Court, recently became engaged to Richard Palethorpe. Sue is a niece of Bob Gerard's.



★

REFRESHED after a sea bathe before the G.P. of Morocco at Casablanca last week - end, Jack Brabham, Roy Salvadori, Rob Walker and Stuart Lewis-Evans (above) stroll back to the terrace where Brabham is accosted (left) by the traditional dusky carpet-seller.

★

ALAN BROWN and Tony Rumfitt have joined Coombs Service Station, Ltd., Guildford, Surrey, as General Manager and Sales Manager respectively. Quite a sporting set-up!

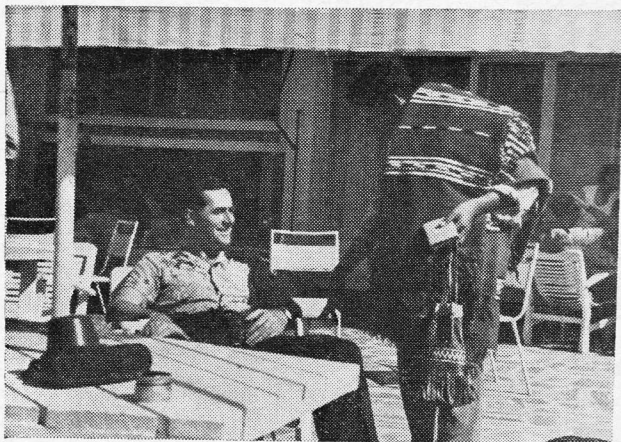
CRITERIUM INTERNATIONAL DE TOURISME FEMININ

Entry of at least 10 from Great Britain Required to Retain International Status

MISS BETTY HAIG, noted competitor in the series of Paris-St. Raphael rallies (Rallye Feminin), informs AUTOSPORT that no decision has yet been reached by the A.C. du Var to retain International status for the event which is inscribed for 6th-9th March, 1958. Unless a minimum of 10 entries is received from British women drivers, the rally will probably be run as a national event.

It appears, also, that it is the intention of the organizers to follow the "Tour de France" pattern, and in consequence the Criterium de Tourisme Feminin will comprise several circuit and hill-climb events on closed circuits, with a longish road section.

Any British women crews desirous of entering should get in touch immediately with Miss Haig, at Kings House, Tillington, near Petworth, Sussex, in order to see whether or not a total of at least 10 entries could be guaranteed.



DON LEVY, who is fully recovered from his accident during an AUTOSPORT Championship qualifying event, has ordered a Mark III Aston Martin.

MOTOR racing folk were well entertained during the Motor Show by Ferodo, Mintex, British Piston Ring Co., Ltd., and Borg-Warner.

JOHAN RAPIER is now at home, making rapid progress after his spectacular crash at Stapleford.

FANGIO will drive a privately entered 3-litre Maserati in the G.P. of Sao Paulo on 1st December.

PAUL FRÈRE averaged 119.80 m.p.h. for 200 miles at Monza with the 750 c.c. Fiat-Abarth—a new class record.

OLIVER GENDEBIEN and Maurice Trintignant will drive 250 G.T. Ferraris in the Tour of Corsica on 23rd-24th November.

KEITH HALL has sold his Lotus through David Murray of Ecurie Ecosse and will be constructing a new 1,100 for next year.

THAT popular "annual", the dinner-dance of the British Racing Mechanics Social Club, takes place on 22nd November at the Criterion Restaurant, Piccadilly. Tickets are 30s. each

PIT and PADDOCK

LOST PROPERTY DEPT.: Whilst at Snetterton for our three-hours race, photographer Michael Jolley lost the bottom half of the leather case for his Exakta camera, and a friend of his lost a cameo brooch of great sentimental value. There is a reward offered to the finder of these articles. Letters will be forwarded.

★

PLUGS for Fangio—and K.L.G.! When the World Champion visited London recently he was presented with a pair of gold cuff-links, in the form of miniature sparking plugs, by J. S. Tryon, Competitions Manager of K.L.G.

★



Brighton— Here They Come!

Biggest Ever Entry in Annual
Emancipation Day Run

ONCE again the carefully tended veteran cars of this and other countries gather in Hyde Park, for the start of the annual Emancipation Day run to Brighton, organized by the Royal Automobile Club with the close co-operation of the Veteran Car Club of Great Britain. On Sunday, the largest cavalcade yet seen will converge on the seaside town which has been so much in the news recently for less savoury reasons. Cars range from the decidedly ancient 1888 Benz to the more modern products of the Edwardian era. A rule of the event is that all cars taking part must have been manufactured not later than 31st December, 1904.

The popularity of the "London-Brighton" is such that it attracts far greater crowds than any other sporting event held in Great Britain. In fact, only the Mille Miglia is watched by larger numbers of people.

Naturally, being held in Great Britain, roads are not closed during the event. Although the majority of other road-users do realize the difficulties of keeping some of the very old machines under way, there are some who think it is highly amusing to cause the driver of a veteran to slam on his brakes, swerve suddenly or even come to a full stop through deliberate baulking. It is not the slightest use making any plea to these people to use some commonsense, and AUTOSPORT can only say that it is a good job that they are in the minority.

No less than 236 Veterans are taking part this year, and the Benz, being the slowest of them, will be first away from the east end of Serpentine Road, Hyde Park, at 7 o'clock on Sunday morn-

ing. The remainder of the cars will move off in groups from 7.30 onwards, going by way of Constitution Hill, The Mall, Westminster Bridge and through Brixton, Streatham, Thornton Heath and onto the Purley By-Pass, to join the main London-Brighton road.

MELBOURNE GRAND PRIX CANCELLED

MOTOR sport in Australia received a severe setback when it was announced last week by Senator Kennelly, Chairman of the Albert Park Trust, that the Australian Tourist Trophy and the Melbourne Grand Prix scheduled for 24th November and 1st December at Albert Park would not take place.

After announcement last July, after much political argument by Victorian State Government, that the Park may be closed for one meeting per year, the Organizing Committee (comprising representatives of the Albert Park Trust, the Light Car Club of Australia and the Shell Co. of Australia) decided that the meeting would be held only provided that international drivers of repute could be attracted to the event.

In conjunction with Auckland G.P. Inc., approaches were made to a number of top-line drivers, including Juan Fangio, Stirling Moss, Luigi Musso, Carroll Shelby, Richard von Trips and others. Last year Moss, Behra, Whitehead and Parnell were sponsored by oil companies, but this year substantial sums were offered by the Committee to meet expenses.

Various obstacles prevented those invited from coming to Australia, and it became apparent that it would not be possible to meet the Committee's original condition that the field should be a first-class one by world standards. It had only been on this condition that the title "Melbourne Grand Prix" had been allowed by the Confederation of Australian Motor Sport. Formerly Grand

Prix could be used for one event only annually, that was the Australian Grand Prix.

It had therefore been decided, reluctantly, to postpone the meeting to a date to be decided in 1958.

Senator Kennelly said he regretted that circumstances had made this decision necessary, and he was sorry that lovers of motor sport would be disappointed. More particularly, he and his Committee were sorry to disappoint competitors from all parts of Australia who had been preparing for the event.

H. A. C. RUSSELL.

FRENCH GIRL DRIVER SIGNS FOR STANDARD

AN urgent telephone call from Standard's Competitions Manager, Ken Richardson, brought 23-year-old Annie Soisbault over to the London Motor Show from Paris.

As a result of their meeting she has now signed to drive Standard and Triumph cars for the whole of the 1958 International Rally Season.

Driving a Triumph TR3, Mlle. Soisbault scored her most recent success in the Tour de France, when she won the Ladies' Prize. Her other recent wins include the Prix de Paris.

An all-round sportswoman, Annie Soisbault has now been driving Triumph sports cars privately for more than two years. Five years ago she was Junior Tennis Champion of France, and reached the semi-final at Wimbledon.

RALLYING TO SICILY

THE Automobile Club of Messina, Sicily, will be holding the first Rally of the South to Taormina, from 9th-14th December. This is an International event, with starting points at Amsterdam, Brussels, London, Paris, Saarbrücken, Berne, Copenhagen, Madrid, Rome, Stockholm, Bonn, Lisbon, Monte Carlo, San Marino and Vienna, and finishing at Taormina, in Sicily. "The manifestation", we are informed, "consists in an even-speed run from the chosen starting place to Messina, and in a regularity-speed race on the route Messina - Palermo - Agrigento - Siracusa - Taormina, there including two tryout on closed racecourse", which puts it in a nutshell.

There will be classes for touring and G.T. cars and prize money totalling over 6 million lire is offered. Entries close on 25th November, with the Automobile Club, Messina, Italy.

THE SOCIAL WHIRL

MOTOR Show time means a host of social occasions, with clubs and industrial concerns taking advantage of the large number of visitors who come to London.

"The Season" started before the Show opened, with the Jaguar Drivers' Club's first dinner-dance, which was held at the Park Lane Hotel, on 11th October. The club has only been in existence for 14 months, but already the membership stands at more than 1,300, 200 or so of which are based overseas, including some 60 in America. Principal after-dinner speakers were Sir William Lyons of Jaguars, and David Murray, *le patron* of Ecurie Ecosse; others present included George Eyston, Stanley Sedgwick, Roy Salvadori, Archie Scott-Brown, John



SEEING DOUBLE: The 1958 model Chevrolet Corvette, just announced, incorporates the twin headlamp system, now becoming standard on American cars. Four different engines and three different transmissions are optional equipment. A fuller description of the new Corvette will appear next week.

Coombs, Peter Jopp, Michael Head, John Gordon and Raymond Baxter. Music was provided by the orchestra of Stanley Black, who is himself a member of this flourishing new club.

On 14th October, Mr. Alex Dick, Chairman of the *Standard-Triumph Motor Co., Ltd.*, and President of the S.M.M. & T., gave an informal lunch to members of the Press, at the Coq d'Or, during which he announced his company's plans for large-scale marketing of the new Ensign and Pennant in U.S.A. and Canada. In the evening, the directors of *Daimler-Benz A.G.* entertained at the Dorchester, and World Champion Juan Manuel Fangio was presented with a 300SL Roadster in recognition of his wonder drive in the German Grand Prix.

On 15th October *B.M.C.* gave a lunch to the Press at Grosvenor House, each guest being presented with a silver cigarette lighter.

The *Bentley Drivers' Club* held its very popular dinner-dance on 19th October at the Dorchester, one of the guests being Briggs Cunningham.

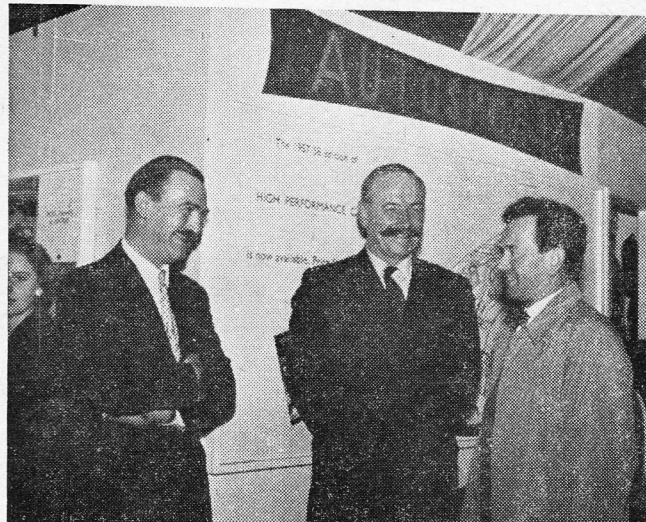
The Dorchester was also the venue of the *Sunbeam-Talbot Owners' Club's* dinner-dance on 21st October, which, as usual, attracted a very large crowd of members and guests despite the prevalence of "Asian 'flu". In the evening *Esso* took the opportunity to present David Murray and Colin Chapman with paintings in recognition of their Le



AUTOSPORT'S stand at the Motor Show became a social club for visiting racing men. A typical party, gathered together in this picture, contains Ivor Bueb, Ninian Sanderson, Brian Lister, Alfred Momo, Jack Fairman, Briggs Cunningham and Ron Flockhart.



ANOTHER visitor was *B.M.C.* super-salesman John Beazley, who said "It's a lie!" to newspaper stories of his fabulous income and dived into the *AUTOSPORT* till! With him (above, left) is Donald Healey. Also seen on the premises was Ferry Porsche (above, right) talking to *AUTOSPORT'S* Editor and John Bolster.



Mans successes for Ecurie Ecosse and Team Lotus respectively. This took place at the May Fair Hotel.

On 22nd October *Bardahl* gave an informal cocktail party at 1 Cheyne Walk, Chelsea.

Shell-Mex and *B.P.* introduced two new films on 23rd October, at their annual party in *Shell-Mex* House. One dealt with the British G.P. at Aintree, and the other was an excellent colour documentary, "Route des Cimes", of a petrol lorry's trip during winter to an Alpine village. A feature was the use of very Edwardian mobile hot-dog stands to supplement the buffet. On 24th October, the Savoy Hotel was the scene of the 2nd Monte Carlo Rally Ball.

Friday, 25th October, was an extremely busy day. At Earls Court there was the very popular lunch given by the *United Dominions Trust*, which produced bright speeches from Frank Hyam (Standard-Triumph) and Bob Gibson-Jarvie.

In the evening, *Sir William and Lady Lyons* gave a cocktail party at Grosvenor House. Amongst the guests were North American Jaguar notables, J. Erdmaans and John Gordon-Benett.

Later on there was the crowded annual dinner-dance of the *M.G.C.C.* in the Hyde Park Hotel, during which the Nuffield Gold Cup was presented to the South-East Centre by John Thornley's daughter. John was presented with a

solid silver tray, inscribed with the names of founder members of the Club. Dancing continued till late, to the music of Tommy Kinsman's Band.

Out at Bury St. Edmunds, Suffolk, that evening, the *Eastern Counties Motor Club* held their big social function of the year, taking the form of a dinner-dance for the first time since they began a search a few years ago for somewhere large enough to accommodate their rapidly growing membership. Amongst the guests were the Mayor of Bury St. Edmunds, the Chief Constable of West Suffolk and the *B.B.C.'s* Peter Dimmock. Cartoonist Giles, who is a member of the *E.C.M.C.*, contributed an amusing drawing for the cover of the menu.

FALSE ALARM was caused when Ron Flockhart arrived during the test period in an XKSS Jaguar. Unfortunately it was a private visit and the car was not available for test!

AMIDST the rigours of the Motor Show there is an annual event that serves as more than adequate compensation to the members of the Guild of Motoring Writers: the Motor Show Test Day. As usual it was held this year on the "middle" Sunday of the Show period and the keen cavalcade headed for Goodwood in early morning autumn sunshine.

The idea (for the benefit of new readers who have not been with us on previous occasions) is for examples of most of the current British cars to be made available by the manufacturers at Goodwood racing circuit, and any Guild



GALAXY AT GOODWOOD

Britain's 1958 Models Are Really Put Through Their Paces At The Motor Show Test Day

member or foreign journalist may take out any car he can get his hands on for just three laps—a tantalizingly short 7½ miles. There is a system of tally discs which keeps track of the cars and their drivers, and a representative of each manufacturer tries to answer the (sometimes embarrassingly) awkward questions fired at him by the Press. A full complement of flag-marshals and observers is deployed around the circuit and these gentlemen do say that this event is more nerve-wracking to watch than a novices' handicap. . . .

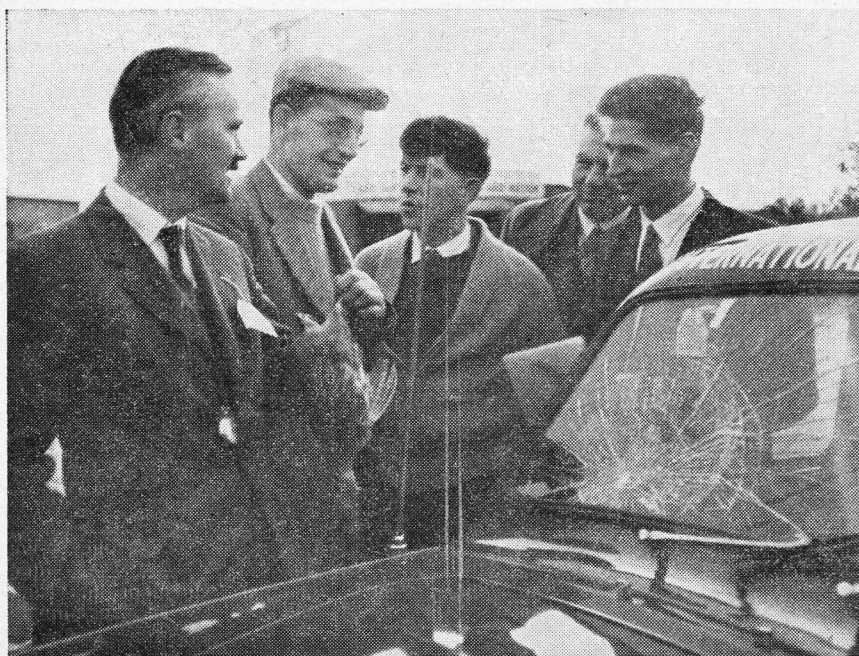
The proceedings opened at 11 a.m. and we decided to "relearn" the circuit on a familiar car. A quick survey showed that the Ford Zephyr was still unbagged, so we took that. The 1957

model differs only slightly from the one we tried last year and such changes as there are are for the better. A wide folding armrest is now fitted to the front seat instead of the back, which is a great help in keeping the driver and his principal passenger from sliding about the roomy bench seat whilst cornering in the enterprising manner which comes naturally to this very business-like car. The steering gear has been changed from worm-and-peg to the recirculating ball type and is much sweeter and more positive in operation now. The gear-change for the three-speed box is quite the best steering-column type we have ever encountered; it seems that it is just not possible to make an acceptable four-speed column shift. This car was fitted

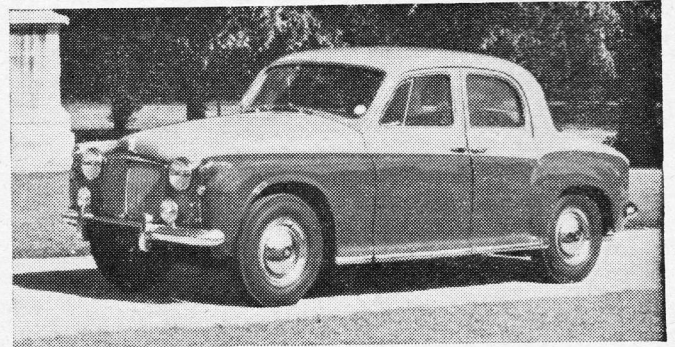
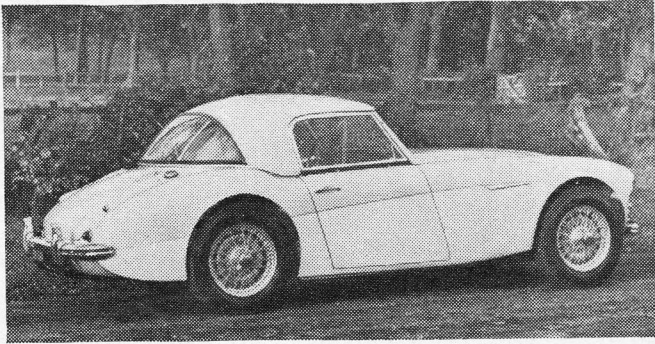
with Borg-Warner semi-automatic overdrive, and while this is doubtless satisfactory in its basic occupation as a cruising gear, it is less handy when used as a desirable intermediate between second and top, and one misses the positive switching of the Laycock unit fitted to Mk. I Fords. However, this is a very "dice-worthy" car: the brakes are first class and the cornering power is quite high. Although this wide saloon leans over a fair amount when cornering, it feels very taut and controllable.

Very different was our second choice—a Morgan Plus 4 with TR3 engine. Last year we drove a "Moggie" for the very first time—the Ford-engined 4/4 Series 2—but this year its big brother was there and we jumped at it! It came fully up to our expectations, and we cannot recall any other car of any type that was so much fun to drive! From the moment of taking the first corner for the first lap, we were absolutely at home in it, for it has an extraordinarily "safe" feeling. The steering is firm and direct, there is a certain amount of understeer, all the controls are in exactly the right places and one can turn the power on and hurl it into bends at quite remarkable speeds in the certain knowledge that the car will play no tricks. If it slides, it slides gently and is easily correctable, being apparently in perfect balance. Near-vintage in both design and appearance, this wonderful car breaks all the modernists' rules—and gets away with it! It is now being offered with wire wheels as an extra, and the car we drove had been further modified unofficially by Peter Morgan for his own use to the extent of having a small wooden file handle in place of the black rubber TR gear lever knob. This fits snugly into the palm of the hand and we found it delightful to use.

Next we tried the well-established M.G. Magnette. This is another car



WELL BAGGED! Alan Brinton (on left), of the News Chronicle, took out the Gyde Horrocks Austin A35 (the Montlhéry record car) and returned with a shattered screen—and a very dead pheasant. He was permitted to keep his prize!



TWO that impressed: The Austin-Healey 100-Six (left) is a considerable improvement over its predecessors and combines really sporting performance with a high degree of comfort. It is now available with a snug hard-top. The Rover 105S (right) has a lively character that belies its conservative appearance. It is a true 100 m.p.h. saloon with fine handling qualities to match.

that feels safe and encourages brisk driving, although the steering is a little heavy and the wheel set at a somewhat awkward angle. This is quite a heavy car for a 1½-litre engine to pull, which means that its necessarily low axle ratio makes the engine rev fussily at high cruising speeds. Alexander Engineering are now fitting Laycock overdrives to these cars, including the one we drove, and it is obviously a very worthwhile addition. The noise level drops in dramatic fashion when the overdrive is switched in at around 70 m.p.h. and one can sense the engine sigh with relief!

A very interesting comparison was made shortly afterwards when we took out the Wolseley 1500. We have been greatly intrigued by this car since we first read the specification and had a short trial run: now we would really put it through its paces! Basically it is a compact saloon, using Morris Minor chassis parts and rack-and-pinion steering, being very little larger overall. Under the bonnet, however, is a 1½-litre engine allied to a close-ratio floor-change gearbox and a very high final drive ratio. Just what the enthusiast ordered! Admittedly the "B" series engine is in its most "cooking" form, producing only 50 b.h.p. as against 55 for the Morris Oxford and Austin A55, and 68 for the Magnette and 72 for the M.G.A. However, with such a small car to pull around, this engine has an easy time of it and in fact we "took on" an enterprisingly driven Magnette for one lap and eventually got past him! The Wolseley is a little softer laterally than the Minor, but it handles very well indeed. It is well furnished and comfortable inside and the control layout is very practical, although we just cannot get used to that near-horizontal steering wheel—the only point of real criticism. It seems inseparable from the positioning of the otherwise superb rack-and-pinion steering gear, for the Minor, Magnette and Oxford all suffer from the same fault. With the seat comfortably well back, one cannot easily reach the top of the steering wheel and therefore quick, cross-hands "twiddling" of the wheel is virtually impossible. On a slippery road this could be an awkward shortcoming and in any case results in

a feeling of not quite being in control. We would be prepared to sacrifice (reluctantly) the r.-and-p. steering, in order to have the wheel at a more natural angle. A pity, for otherwise this is a true enthusiast's saloon with a luxury touch—at a modest price.

Next we moved to a very different saloon—the new Humber Hawk. We had admired the sleek lines of this biggish car, and enjoyed a drive through London's West End in one; now what was it like in a hurry? We found that in cornering at speed it leaned over to a very considerable angle indeed and it was difficult to keep one's place on the bench seat; the steering is somewhat low-geared and altogether, for "our" kind of motoring, it seemed rather a handful. Of course for the purpose for which it was designed it is a very good car indeed. Incidentally, why is the well-laid-out pressed metal dash painted to look like wood?

Very different in character is the Rover 105S, the next on our programme. We had been warned that Rovers nowadays are wolves in dowagers' clothing, but we did not expect to find such a diceable car under such a staid exterior! The suspension is firm and there is relatively little roll; the steering is light, yet reasonably direct; there is just a modicum of understeer and there is plenty of urge to change it into oversteer if you want to! The gear-change for the four-speed box is floor mounted and semi-remote control; it is not quite as positive as we would have liked, but

it is better than a column shift. The bucket seats hold one firmly and the whole car feels as if it wants to be driven vigorously—and it was, too. Yet there is no sacrifice of luxury, as witness the real walnut trimming and thick carpets.

Returning to open cars, we renewed our acquaintance with the Austin-Healey 100-Six—and confirmed how improved it is over the four-cylinder models. The car holds the road much more firmly, the controls are far better laid out and there is genuine room for two children or one adult in the "jump seats" at the back. As ever, it is one of the most comfortable and untiring of the British mass-produced sports cars—and one of the prettiest. The four-speed gearbox is very good now, although as the lever emerges from the left side of the box, it is inevitably handier in a left-hand-drive car than a right. The A.-H. has never been a very popular car for competitions, but for fast, exhilarating, personal transport, it would be hard to beat—and it is well suited to the man with a young family.

The Standard Pennant was of course a must for trial. The small Standards have always been popular amongst the competition-minded, for they are tough, comfortable, have sensible gear-ratios and control layout and hold the road well (when suitably stiffened!). The Pennant is a Standard 10 gone gay! The body has been ingeniously modified to make it look quite different and less dumpy and there is a new gearbox with



DO-IT-YOURSELF Lotus: New model from Hornsey is the Seven, which supersedes the Six and has wishbone-type i.f.s. This very rapid machine can be built, with Ford 10 motor, for less than £600.



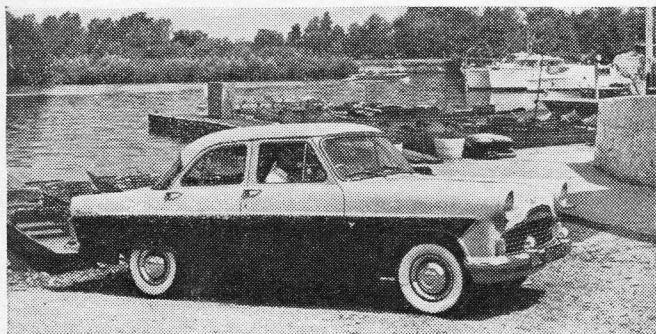
VISITORS to Goodwood from overseas were numerous and cosmopolitan. Amongst them were Rudolf Uhlenhaut of Mercedes-Benz, Paul Frère and Count Lurani.

vertical remote-control lever. The springing has been stiffened and there is a new steering box. In addition, the 950 c.c. engine now produces considerably more power. The new car goes very briskly indeed and handles better than previous models: the steering, too, is much lighter. The test car was fitted with the optional Laycock overdrive and we had great fun working up and down through seven ratios, all evenly spaced, and using the very handy gearstick. Most manufacturers of small saloons make the interior look roomy in the showroom, by installing small seats; Standards did not fall into this temptation, for the seats in the Pennant are very comfortable indeed and the front compartment is exceptionally roomy, although it *looks* crowded.

Last year we tasted plutocratic opulence in the Bentley Continental; this year temptation took the form of a Park Ward-bodied Rolls-Royce Touring Saloon—a gleaming black monster that lacked only the Royal Standard at the masthead. The chauffeur-cum-custodian asked if we would mind if he came with us, so with him relaxing amid the soft leather in the back seats, and with two other passengers, all wearing the smug,

Lotus—the Seven. This supersedes the popular Mark VI, but uses basically the same body. The engine is a tuned Ford 10, the i.f.s. is now by wishbones as on the other models and there are other detail improvements. My, how that car moves! The Ford three-speed gearbox has really close ratios installed and well over 60 m.p.h. is available in second, 90 coming up quickly in top on the straight. The steering is as light as ever and one merely inclines the wheel to take a corner. The acceleration is really fierce and it is an exciting car in all respects.

To finish, we had just one all-too-brief lap in the new Berkeley 500 with the three-cylinder motor. This was quite an eye-opener, for we had not driven a Berkeley at all before and, well, it looks so small! However, we found that our 5 ft. 10 ins. fitted very comfortably, although anyone taller would be cramped by the non-adjustable seat. The wheel is at a good angle and only the gear-change for the new four-speed box, working in a fore-and-aft gate, seems odd. The engine by no means has the turbine smoothness of, say, a DKW unit, but then it is a lightweight air-cooled design, in competition trim,

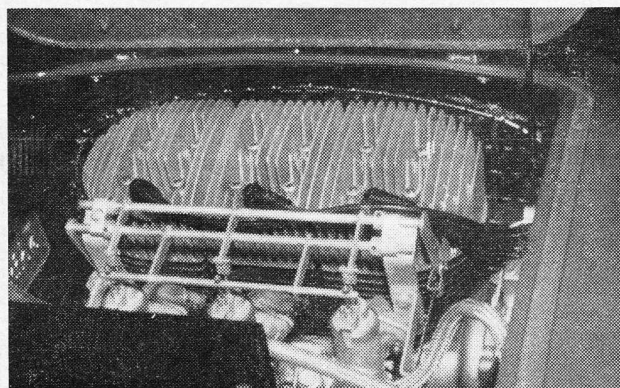


★
POPULAR for both business and pleasure, the Ford Zodiac and Zephyr have been improved in detail this year.

wallowing sort of smile of someone who has decided to have another hour in bed, we eased our way out of the crowded paddock assisted by a number of silent gremlins who changed gears and helped the steering around. After a gentle first lap, we increased speed slightly, but on corners we just could not bring ourselves to really try! The tyres emitted a definitely musical note and the scenery moved past a little faster, while on the straight the speedometer needle pointed to 90 m.p.h.—but I can't believe we were really moving: it was just too easy!

Finally, two more open cars. The first was the latest “do-it-yourself”

★
THREE-CYLINDER Vanwall? — No, the engine with the complex throttle linkage is the new 500 c.c. Excelsior motor in the Berkeley. Three Amal carburettors are fitted.



and it certainly pushes out the power. A maximum of over 80 is claimed, but the speedometer went berserk on this one and was indicating 110 down the straight! Certainly the roadholding and cornering power are amazing and for the first time in any of the sports cars, one was not conscious of the bumps in the track surface, for the excellent all-independent suspension ironed them all out. Other manufacturers—please, please copy.

* * *
Checking afterwards with Francis Penn, who had also been there (as had John Bolster—strictly off duty!), we found he had tried a few others. The Austin A105 impressed him considerably, both on performance and roadholding, but it was hampered by an unworthy column gear-change. The Rover he liked but felt the roll-angle was excessive (couldn't agree there). The Minor 1000 he put way above all the other 950 c.c. saloons on handling qualities alone (agreed) and thought the Minx handled very much better than the Rapiet (surprise!). The Austin-Healey delighted him, whilst he felt the M.G.A Coupé had the day's best roadholding, although the wheel crowded him a little. The new Vauxhall Cresta proved an enjoyable motor, but he felt it was a car for tall drivers; at 5 ft. 7½ ins. he could hardly see out! The intriguing Meadows Frisky he found fitted well, although we found the upper windscreen frame exactly on our eye-level. It went and cornered well, but was somewhat noisy. So there ended a day's very cursory, and essentially personal, appraisal of the new cars. It was even a good opportunity to compare styling trends, with all the makes gathered together. One of the most effective “face-lifts”, we thought, was to the Singer Gazelle. When it first appeared last year, the marriage of Singer grille to Hillman body seemed a little unhappy. Now, subtly changed, with neat side airtakes and the removal of those odd vertical stripes, the effect is really handsome, and the spear-shaped flashes along the body sides make the Gazelle a very smart car indeed.

The Velox and Cresta we found a very pleasant surprise. Low, sleek, and unembellished, it was hard to believe that these handsome new models emanated from the same factory as the Victor. However, on first entering both types, we cracked our knee painfully on the projecting corner of the wrap-around windscreen!

Fords have neatened the Zephyr grille, and made slight changes to other
(Continued on page 592)



★
THE START: Scene at Westchester Airport, outside New York, upon departure of the cars. Porsche No. 1, seen at the head of the line, was the eventual winner.
 ★

Rip van Winkle Rides Again!

A European Rallyist Tries An American Event

By **PETER EASTON**

OWING to the fact that, in the eastern states at any rate, every single road in the U.S. is subject to a strictly supervised speed limit (usually no higher than 50 m.p.h., even for a main road), rallies have not attained the popularity with which they are supported in England or on the Continent. Furthermore, in the absence of accurate maps, such as our ordnance series, navigation as such cannot become a principal feature of the American rally. For some reason, driving tests are not usually part of the rallies here, and highly accurate time-keeping thus becomes virtually the only conclusive way of finding the winner.

It was because of this restricted nature of the local rallies that I had not, up to this moment, tried my luck at any event over here. However, the Rip van Winkle Rally had been given national status this year, and was supposed to include some real hard driving, so this seemed a chance to look at an American rally from a European point of view.

The first striking thing in the regulations was the provision of a long, 14-hour night stop, even though the rally was only of two days' duration, during which a modest six hundred-odd miles were to be covered. However, even a national Rally is regarded here as something of a social event, most drivers being accompanied by their wives or girl friends! The name of the rally, by the way, finds its origin in the legendary character of that name, with whom the beautiful countryside the rally traverses is linked. And attractive the scenery certainly was. Comprising the mountainous Catskills and Adirondacks in the eastern part of New York State, some of the roads were certainly more reminiscent of Wales than of the super highways usually associated with the United States. However, with the exception of a few miles, road surfaces were good, and no fords or other natural hazards were encountered.

ENTERED by the writer was the only Alfa Romeo in the rally. Being ahead of time he can afford to have his photo taken, whilst a competing Jaguar XK 140 hurries by.

In view of the aforementioned difficulties of rallying in America, the entry of 46 cars could be considered good. With the exception of two Corvettes and a lone Thunderbird, all cars were European-built, and mostly sports vehicles. Jaguars predominated with 12 entries, with eight Austin-Healeys following in popularity. The rest ranged from Porsches to a Bertone-bodied, Arnolt-modified M.G. saloon and my own solitary Giulietta spyder. Most cars were well equipped and many boasted Halda Speed-pilots or other average-speed computers; some were fitted with large, electrically operated speedometers incorporating mileage and trip recorders accurate to two places of decimals. Stop-watches were there in profusion. And very necessary these aids were, too, I discovered. Equipped only with one stop-watch, other than normal instruments, we were soon *hors de combat*, mathematically speaking! Each contestant was handed his instructions 15

minutes before taking off on the day's run; these consisted of what we would call a route card, plus instructions of where to change the average speed. This change occurred very frequently, and average speeds were always expressed to one decimal place, ranging from 18.9 to 46.8 m.p.h.! To make it more difficult, the official mileage was not given at points where speed changes took place, but only at intermediate landmarks. Added to this, all controls (up to eight per section) were secret, and timing was to the second, one penalty mark being lost per second late or early! Thus it will be seen that the only alternative to good instrumentation is a real mathematical genius!

Organization was first-class throughout. In fact, there were some ideas British rally secretaries might note. One nice, personal touch was provided by the badges officials wore. These gave not only their functions in the rally, but also their names, including Christian names. Wayside secret controls com-

(Continued on page 571)



★

DOUBLE TAKE: Two of the victorious Volvos come into the pits for a wheel change. Car number five eventually won, driven by Art Riley and Bill Rutan.

★



SWEDISH SMÖRGASBORD

Volvos Take First Five Places in Lime Rock's "Little Le Mans"

SWEDISH cars soundly swept the ten-hour race for economy saloons at Lime Rock Park, on Saturday, 12th October, with Volvo taking the first five overall places and SAAB winning the next four as well as the Index of Performance. Art Riley and Bill Rutan, who co-drove the victorious Volvo, were an independent entry but received excellent assistance from the adjoining factory team Volvo pits, as did another independent entry driven by Ray Cuomo and Chet Flynn. Among the drivers on the three-car team were Evelyn Mull, one of the country's top women drivers, whose A.C.-Bristol is a star attraction in every race; Frank Baptista, America's leading Lotus driver; and Porsche-pusher Dick Nash.

The three-car SAAB team also co-operated with the two independent SAAB entries. In their case, however, team cars were first, second and third in Class C as well as on the Index of Performance. The high-calibre drivers on the SAAB team included Dick Thompson, who at the time of his accident in practice at the recent Watkins Glen Grand Prix was leading the country on national S.C.C.A. points. Everyone was glad to see the dicing dentist out of traction and back at his favourite hobby. The famous Porsche 550 RS pilot—Bob Holbert—was on the SAAB team, as was Ferrari-racer Gaston Andrey. Finishing fourth on Index of Performance were Bob Grossman and Bob Rubin in their DKW which lost a couple of cylinders towards the end of the race.

British representation was poor with only six cars listed, four Morris 1000s and two Austin A35s. The Morris Minors and Renault Dauphines had keen competition. Ed Leavens and Ed Hugus in their Morris finished ahead in their skirmish to take 11th place overall behind the tenth spot Grossman-Rubin DKW. All British cars finished.

The Little Le Mans, as the event was called, was originally scheduled to run for 12 hours but was shortened to ten hours because of a Connecticut State law which prohibits racing after dark.

The event had F.I.A. approval. Cars up to 750 c.c. ran in Class C; 750 c.c. to 1,200 c.c. were known as Class B entrants; and Class A included 1,200 c.c. to 1,600 c.c. No driver was allowed to drive for more than a total of 7½ hours, or four hours at a stretch.

It was extremely cold as the 31 cars were lined up for their Le Mans start.

By RUTH SANDS BENTLEY

The Berkshire hills, which completely surround Lime Rock Park, were glorious with autumn colours of gold, purple, chartreuse, red, russet and dark greens and the nearby fields sparkled under a thick coating of frost. The hoods of all parkas were in use, and one lad sported a raccoon coat. John Fitch, who planned the race—the first of its kind in this country and possibly in the world—and Race Chairman Bill Baldwin seemed pleased with the enthusiasm of the drivers as they gathered for their drivers' meeting, shuffling about to keep their feet from freezing.

At precisely 8 a.m. Alec Ulmann dropped the starter's flag and Kalb's Simca was first to get under way; but Baptista (Volvo) beat him through the turn and past the timers' and scorers' stand, where the race officially started. Bennett (Volvo) shot past Baptista in the esses and at the end of the first lap the order was Bennett (Volvo), Baptista (Volvo), Kalb (Simca), Cuomo (Volvo), Moore (Volvo), Riley (Volvo), Rubin (DKW), Richards (Volkswagen), and Szwarcze (DKW). Andrey (SAAB) was on the move, reaching eighth place in his second tour.

By lap 6 Bennett had a 7½ secs. lead over Baptista and the first four cars were Volvos. Fifth was Kalb. Bennett completed lap 7 in 1 min. 33 secs., on the twisting, hilly 1½-mile course, which was made 2 secs. slower per lap recently by the building of a new right-angle turn at the end of the main straight beyond

the faster bend previously used. Riley (Volvo) was driving extremely well, moving past Baptista at 8 mins. 20 secs. to reach second place, while Bennett's leading Volvo was averaging 57.937 m.p.h. Baptista came into his pits with a broken radiator hose, getting away again in 4½ mins. but losing many places.

At 8.40 a.m. Stefan Szwarcze's DKW came to rest on a back turn with a broken axle. This was the first of only four cars to retire during the entire day. Szwarcze's co-driver, illustrator Dick Green, became a spectator.

By 9 a.m. Volvos held the first four places, followed by Simca, DKW, SAAB, SAAB, Metropolitan, SAAB, Volvo and Panhard. Ferrari driver Honest John Kilborn of Illinois came east to enter two Nash Metropolitanans and was running ninth overall. At 9.25 a.m. Kilborn brought his Metropolitan in for its first pit stop and asked his crew to check the right front wheel. He felt something was wrong. Lug nuts appeared to be all right and the car was more than half filled with gas, so he took off again for a stint of only 10 minutes before leaving the road in the esses with a broken hub to become the second retirement of the race.

The Renault Dauphines ran for many hours in team order, with Barrette at the helm followed by Rothschild and Kessler. Other members of the team included Bob Grier, Harold Kunz, Denise McCluggage, James Miller, Frank Macauley and John Porter. (Other teams also listed three drivers to each car.) Their team captain, Rene Dreyfus, had the most efficient pits at Lime Rock. Tools were laid out neatly on the bench; tyres and gasoline were arranged immaculately; scorers and timers were business-like all day; and the former racing champion of France had planned every detail in advance. Perhaps he paced the cars a little too slowly during the first few hours, when they lapped first at 1 min. 40 secs., then 1 min. 39 secs., 1 min. 38 secs., and finally 1 min. 37 secs. Be that as it may, his fine pit work attracted more photographers than any other pit.

SHADES OF LE MANS! Veteran French racing driver, René Dreyfus discusses race progress with John Fitch, Technical Director of the Course. Dreyfus was in control of the Renault pits.

and he kept on his toes from 8 a.m. to 6 p.m.

At 10 a.m. the 10 leaders were Bennett-Schantz (Volvo), Riley-Rutan (Volvo), Baptista-Nash (Volvo), Cuomo-Flynn (Volvo), Pupulidy-Thompson (SAAB), Grossman-Rubin (DKW), Moore-Mull (Volvo), Andrey-Holbert (SAAB), Leavens-Hugus (Morris), Erhmann-Saidel (Morris), Bailey-Reid (Dyna-Panhard), Richards-McComb (Volkswagen), and Farrow-Luciw (Karmann VW). Bennett and Schantz were leading Class A; Grossman and Rubin, Class B; and Pupulidy-Thompson, Class C. And speeds were quickening again. At 50 laps the leading car had averaged 60.551 m.p.h.; at 60 laps it dropped to 59.243 m.p.h., and by 70 laps it had risen to 59.696 m.p.h. Orders changed as pit stops were made, and by noon it became apparent that tyres would be the big problem of the day for some of the marques—especially the fast-moving Volvos. The Dyna Panhard's problem was brake drums. The Bailey-Reid-Crocker and the Lawrence-Ludecke-Pfisterer cars each were running with broken brake drums. The former car had double trouble around 1 p.m. when its starter caught fire and burned out. The driver hadn't heard the starter spring when it disengaged and ran about five laps before the fire flared. The Panhard got back to its pits and could still run, but rules requiring an electric starter made this the third retirement of the day. A short while later the Fanelli-Anderson-Saurbrey Panhard reached the pits dropping wheel lugs, necessitating a welding job by the pit crew. After a stop of some two hours, Fanelli rejoined the race.

Around 2 p.m. the Kessler-McCluggage Renault was clocked at 1 min. 32.2 secs., which was quite a change from the earlier consistent laps at 1 min. 38 secs. The Dauphines had been given a faster signal, but only four hours remained and the sweet-sounding cars had much ground to cover. The Morris Minors seemed also to be quickening their pace, with Leavens and Hugus in their lead car, Ehrmann and Saidel second, and Spidler and Beck third. And now the hope that one American car might finish



was shattered when spindle failure retired Townsend's Nash Metropolitan. This was the fourth, and last, retirement of the day with almost four hours of racing left.

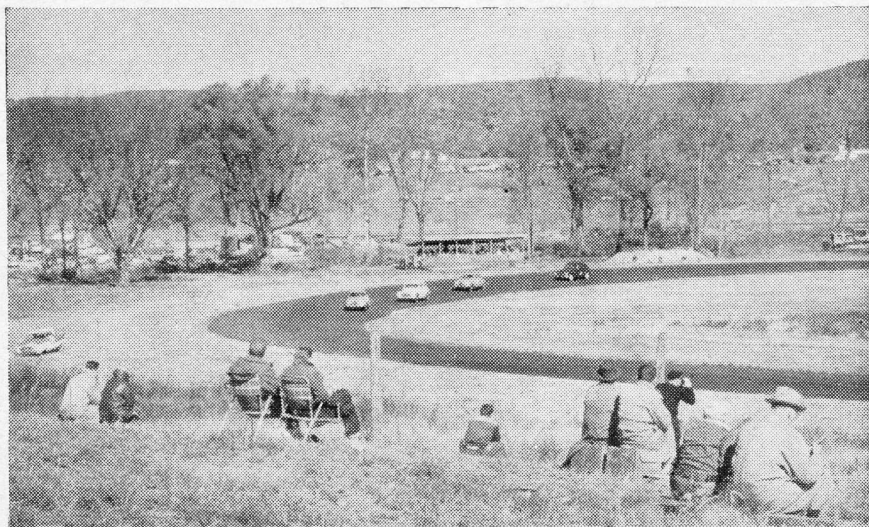
In the sixth hour the Riley-Rutan Volvo took first place from Bennett and Schantz, the fine Volvo drivers who had held the lead from the start. The frost was melted, a bright sun warmed the pits, and the pace was hotting too. At 2 p.m. Riley-Rutan had 238 laps to their credit, Bennett and Schantz (Volvo), 237, Moore and Mull (Volvo), 233, Baptista and Nash (Volvo), 230, Cuomo and Flynn (Volvo), 230, Grossman and Rubin (DKW), 228, Pupulidy and Thompson (SAAB), 228, Wing and LaPalm (SAAB), 222, Leavens and Hugus (Morris), 220, Andrey and Holbert (SAAB), 220. After six hours, 27 cars were still running and, despite many stops, all would finish. Next hour the Pupulidy-Thompson SAAB moved past the Grossman-Rubin DKW and the Baptista-Nash Volvo to reach fifth place overall, and Bennett-Schantz repassed leaders Riley and Rutan and began pulling away. The first three on the Index of Performance at the end of seven hours were:

	<i>Index</i>
Pupulidy-Thompson (SAAB)647
Wing-LaPalm (SAAB)635
Grossman-Rubin (DKW)632

Tyres grew more troublesome as minutes passed. The leading Volvo rushed into its pit with a flat right front tyre. Tyres taken off in the first hours of the race now looked better than those on the cars, and in some cases the first cast offs were brought back to duty. Evelyn Mull stopped into the Volvo pits for tyres while crews cannibalized tyres from private Volvos in the paddock. Some spectators must have driven home on baldies. Volvo team manager John Norwood, was unruffled by commotion and took every emergency in his stride. The two leading Volvos were battling, Riley-Rutan going into the lead in the eighth hour and then stopping at the pits for tyres, letting Bennett-Schantz out in front again. The Hugus-Leavens Morris barreled into the pits at such speed that Terry Field's whistle blew a slow-down note. Two front tyres were changed and the Morris moved out again. And in the Austin pits, Steve Wilder of *Sports Cars Illustrated*, before taking over his Austin A35, placed a sign in his rear window which read "Help Stamp Out Volvos"!

The Riley-Rutan Volvo again went into the lead, and at the end of the eighth hour the first four cars were Volvo, then a SAAB, another Volvo, a DKW, two SAAB's, two Morris Minors, a SAAB, a Renault and a Morris. Riley-Rutan led Class A, Grossman-Rubin Class B, and Pupulidy-Thompson Class C, and would continue to hold their places through the race. On overall positions, the Volvos would consolidate as would the first four SAAB's. No one had run out of gas and no one was going to do so. And there would be no accidents in this sprightly race, despite many side trips through weeds. By far the noisiest car on the road was the Richards-McComb Volkswagen, which sounded loud from the start but moved briskly sandwiched between Steve Spidler's Morris and Gordon MacKenzie's Austin.

In the ninth hour, the Davis-Lance Fiat 600 needed a distributor and none was available. Roaming through the paddock its crew found an unattended Fiat and lifted its distributor. The Davis-Lance Fiat rejoined the race. The



A GAGGLE OF SMALL SALOONS rush through an "S" bend on the Lime Rock circuit, which is somewhat reminiscent of Oulton Park.

sixth-place Cuomo-Flynn Volvo was long in its pits while tyres were shifted from front to back. Ray Cuomo became world famous when Associated Press used a picture from Sebring showing Cuomo balance on one wheel of his Austin-Healey while leaving the road; and a corner marker seemed to be conking him in the head.

A ding-dong battle was developing between the two lead cars, with Bennett passing Riley and then making a pit stop as he completed his tour. When Bennett stopped, the crew literally pitched tyres to the car in a mad scramble to get the team car back into the race. The big questions now were, will private entry Riley run out of gas, and will his tyres last? Riley was lapping in 1 min. 26.45 secs., which is Production Class F lap time for the Lime Rock Course.

The Karmann-Ghia VW was the only absolutely independent entry in the race, receiving no assistance from any other pit crew. The drivers—Farrow, Luciw and Farrow—from Toronto, Canada, came down with only their spare tyre and two extras, and with 45 mins. left in the race they were running with no brakes; but they were determined to finish. The SAAB team, on the other hand, brought 82 mounted spares besides the tyres on their cars.

Art Peck, Chris Economaki and Michael Wynn Wilson kept continuous commentary flowing all day long, but as the hours passed the early rising, hard work, and wind and sun tired the listeners. No one seemed to notice it when Art Peck talked about the "performance of index". And when Chris Economaki announced that there was a long-distance call for Kip Seward, the man who climbed the stairs to the press stand to answer the telephone announced that he was a "pit steward".

With 30 mins. left, Dean McCarthy's white SAAB lost a wheel coming out of the last turn raising much dust and landing over in a field. Time was running out and no one expected him to get back into the race. But he worked fast, and made it. Pit signs in adjoining pits were held up simultaneously for drivers, one showing four minutes to go and the other five. And with four minutes to go, the little independent 4CV Renault almost lost a wheel. Leighton got out and saw the wheel hanging on by two lugs; he



VOLVO VICTORIOUS! Art Riley brings his car over the line to win after a long hard race. In 10 hours he covered 398 laps of the difficult 1½-mile course.

re-entered the car and continued in the race, chugging away very slowly indeed.

The gas situation in the leading Volvo was extremely critical and Riley's friends were crossing their fingers for good luck. Seconds were called off, zero hour appeared, and Art Riley was first to approach and receive the chequered flag. His co-driver Bill Rutan ran to greet him, photographers swamped the Volvo, Carolyn Vaill presented the trophy to the two winners while many cars were finishing the race, and very late—but not too late—the little 4CV Renault, with two lugs still holding the wheel, crept home amidst tumultuous applause.

General Classification

Art Riley/Bill Rutan (Volvo), Class A, 398 laps; Vern Bennett/Ralph Schantz (Volvo), Class A, 396 laps; King Moore/Evelyn Mull (Volvo), Class A, 388 laps; Frank Baptista/Dick Nash (Volvo), Class A, 387 laps; Ray Cuomo/Chet Flynn (Volvo), Class A, 383 laps; Emil Pupilidy/Dick Thompson (Saab), Class C, 383 laps; Roger Wing/Tony LaPalm (Saab), Class C, 376 laps; Gaston Andrey/Bob Holbert (Saab), Class C, 374 laps; Howard Humphries/Gale Arnold/Bob Cary (Saab), Class C, 371 laps; Bob Grossman/Bob Rubin (DKW), Class B, 370 laps; Ed Leavens/Ed Hugus (Morris Minor), Class B, 368 laps; Gus Ehrmann/Ray

Saidel (Morris Minor), Class B, 365 laps; Mike Rothschild/Harold Kunz/Frank Macauley (Renault Dauphine), Class B, 364 laps; Dick Kessler/Denise McCluggage (Renault Dauphine), Class B, 365 laps; Fred Barrette/Bob Grier/Jim Miller (Renault Dauphine), Class B, 364 laps; Steve Spittler/Harry Beck (Morris Minor), Class B, 363 laps; Paul Richards/Don McComb (Volkswagen), Class B, 360 laps; Gordon MacKenzie/Dave Michaels/Steve Wilder (Austin A35), Class B, 359 laps; Dean McCarthy/J. Buchere (Saab), Class C, 356 laps; Alan Dillenberg/Michael Ben Dror/Fred Procter, Jr. (Austin A35), Class B, 353 laps; Sherman Decker/Giltner Knudson/Henry Van Deusen (Morris Minor), Class B, 349 laps; Breck Farrow/Ralph Luciw/Doug Farrow (Karmann VW), Class B, 348 laps; Charles Kalb/Alan Day (Simca), Class A, 343 laps; Charles Leighton/Harold Hurtle (Renault 4CV), Class C, 338 laps; Harry Fanelli/Haywood Anderson/William Sauerbrey (Dyna-Panhard), Class B, 297 laps; Newton Davis/Alan Lance (Fiat 600), Class B, 281 laps; Paul Bailey/Buddy Reid/Fred Pfisterer (Dyna-Panhard), Class B, 275 laps;

Class Winners

Class A (1,200-1,600 c.c.): Art Riley/Bill Rutan (Volvo); Vern Bennett/Ralph Schantz (Volvo); King Moore/Evelyn Mull (Volvo).

Class B (750-1,200 c.c.): Bob Grossman/Bob Rubin (DKW); Ed Leavens/Ed Hugus (Morris Minor); Gus Ehrmann/Ray Saidel (Morris Minor).

Class C (Up to 750 c.c.): Emil Pupilidy/Dick Thompson (Saab); Roger Wing/Tony LaPalm (Saab); Gaston Andrey/Bob Holbert (Saab).

Rip van Winkle—continued

municated all scores to the Rally headquarters by phone, thus ensuring quick declaration of results during the rally dinner. In fact, so close was the co-operation with the telephone company that the local Bell Telephone Co. representative was invited to take part in the victory dinner. Similarly, radio time checks were at the disposal of all competitors at departure and finishing controls.

But back to the rally. The first day's work consisted of a straightforward (from the driver's point of view) 116-mile road section, a somewhat tougher 107-mile "mountain" circuit, and an interesting 49-mile precision run, during which bonus marks could be collected for those dead on time, or only one or two seconds out. Needless to say, few did so; nevertheless, some remarkable accurate achievements were recorded. One car was only a total of 3 seconds out; and remember, all controls were

secret so that cars had to be absolutely on time the whole way. And average speeds were changing constantly. The second day was definitely simpler; there was just one single 330-mile run. However, once a competitor lost his way, and had to start compensating mentally for lost time and mileage, things got difficult, as errors became accumulative for the whole day. This in my opinion is a mistake, for anyone can make a slip at the beginning, for which there should be one quick penalty and then a chance to redeem oneself.

Be that as it may, the final winner was R. W. Smith, navigator C. Custer, driving a 1600 Porsche. The crew of the winning Porsche had their share of luck, which is, of course, always an element in winning rallies. They had taken a wrong turning in the closing stages of the event, in the hope, apparently, of finding a short cut. Realizing their mistake, they found themselves at least 12 minutes behind schedule. By the dint of some really fast

driving they made up on time, but had there been a secret check along there, they might well have lost nearly a thousand marks!

The rally was under the control of the Sports Car Club of America, and organized by that charming couple, so well known in American Rally circles, Arthur and Connie Gervais.

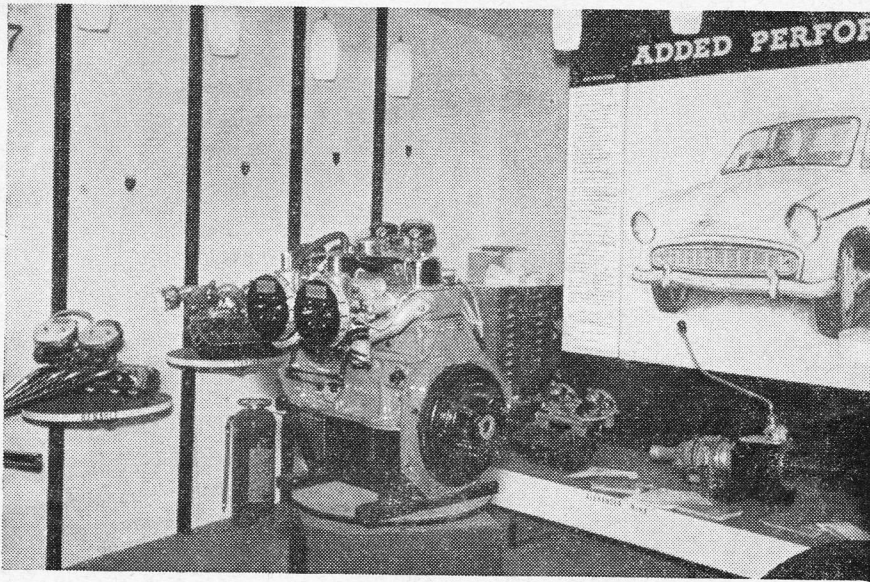
PETER EASTON.

Results

1, R. W. Smith/C. Custer (Porsche); 2, K. Bartlett/R. Reynaud (Mercedes-Benz 190SL); 3, D. Blackburn/Mrs. F. Blackburn (Jaguar); 4, L. Reid/Mrs. J. Reid (Austin-Healey); 5, F. Allen/Mrs. P. Allen (VW).

NEW DUNLOP FILMS

FOUR films, one of which, "Performance in the Balance", deals with wheel balancing as an aspect of car maintenance, have been added to the Dunlop Film Library. All Dunlop films will be lent free of charge to associations and clubs which have suitable equipment for the projection of sound-on-film prints.



Accessories

A tour of the accessory stands in the Gallery at Earls Court

THOSE enthusiasts who were perhaps disappointed by the lack of new cars at this year's show can hardly make the same claim about the accessory show on the balcony at Earls Court. This is always a good hunting ground for the mechanically minded or the gadget-happy, and almost any conceivable device is to be found on the stands.

Tyres are in the minds of many motorists at this time of the year and the Michelin stand attracted many visitors. When one thinks of Michelin one immediately thinks of their famous "X" tyres which have proved themselves so well over the recent years. These tyres gain their exceptional road adhesion from the special construction of the casing in which three layers of steel cord brace the tread. Michelin also exhibited their range of "All-Grip" tyres. These are for the man who wants a boldly patterned tyre, but one that will be quiet, will wear evenly, and give maximum roadholding. Goodyear introduced four new tyres, the De Luxe All-Weather, the Ultra-Grip Suburbanite, the New Eagle (the first all-British nylon tyre to be offered as a production line), and the Captive-air. The All-Weather is different in appearance and action from that of any previous design and gives improved mileage. The Captive-air has its own built-in spare. It is a double compartment safety tyre, which enables the motorist to continue safely

WINTER motoring is being well anticipated by Smiths, who now have a special diesel version of their Bluecol anti-freeze, a winter thermostat and a new range of radiator-servicing preparations.

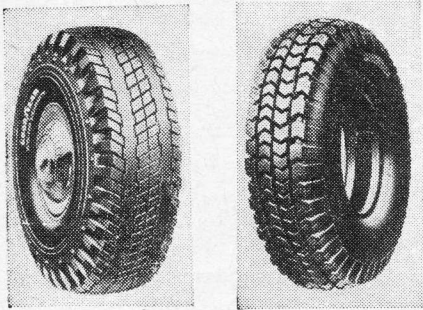
for 100 miles or so, should he have a blow-out. The Ultra-Grip Suburbanite is a development of the present Suburbanite and is a rugged bad-weather tyre. India's new tyre is the Multigrip, an all-purpose tyre giving exceptional grip in bad conditions as in good. It can be had with tube or without. Other new tyres of the same type as this are the Davies Commando and the U.S. Royal Traction-Grip.

APPEARING under their own banner at the Motor Show for the first time, Alexander Engineering showed their wide range of conversion kits and standard modifications for "ameliorating" the performance and handling qualities of popular cars.

Moving from tyres to lights, Joseph Lucas, Ltd., have their well-known pair consisting of a long-range lamp and a fog lamp on view (£3 15s. each). These have been redesigned to provide back fixing and are an additional pair to the normal spigot-fixing ones. Lucas also introduce a new parking lamp for mounting on the roof or window (12s. 6d. each). New from Marchal are the "Visorim" fog and driving lamps (£4 13s. 3d.). These are additional to the Junior Fantastique introduced last year. The same firm also introduce Asymmetrical Lighting. This means that each headlamp dipped beam is split in two on a vertical plane so the offside half retains the dazzle-free horizontal cut-off whilst the other half of the dipped beam is lifted through 15 deg. for greater vision on the nearside. Price of these lamps is £3 6s. 6d. Bosch also are manufacturing this new type of lighting and have also introduced a new shallow bowl spot-lamp. Designed to fit between the radiator or mudguards and the car bumper, it is available either as a long-distance or fog lamp, at £3 16s. 3d. including bulb and bracket.

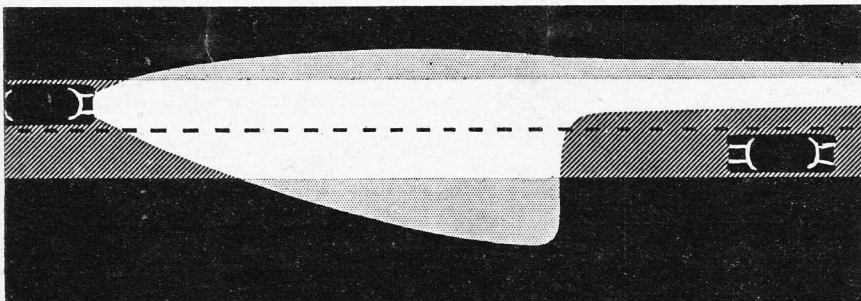
A novel four-way signal control has been brought out by Key-Leather Co., Ltd. Called the Multi Beam, it is a four-position switch, up and down being for flashing headlights, and left and right for any other electrical purpose, e.g., windscreen wiper, parking lamp or fog lamp, etc. This would seem to be a very useful gadget and at 21s. not too expensive. Another new item from Lucas is their sports coil designed to give greater heat dissipation. The use of this coil will enable plug gaps to be increased, resulting in easier starting and increased performance. These coils are 37s. 6d. each. The logical move from coils would seem to be spark plugs, and





TOUGH-treaded winter tyres are offered now by most manufacturers. Here are the Goodyear New Suburbanite and the Michelin All-Grip.

★
 "UNCHANGED
 from last year, I see
 —even to the built-in
 accident!"
 ★



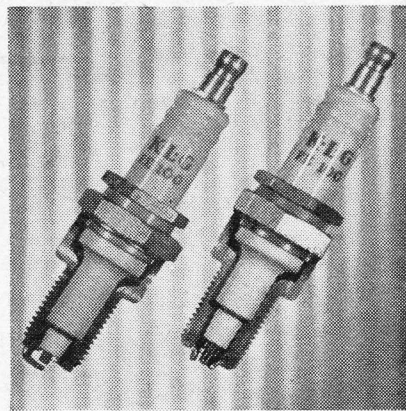
NEW PATTERN for dipped lighting now being given by Marchal with their asymmetrical "optiques". Change-over for Continental use is simple.

K.L.G. have designed two new types. Primarily for the motorist with a high-performance car who has to cope with town traffic conditions, they are type-named the F and FE100.

A new windscreen wiper has been made by **Lucas**. Suitable for direct mounting on, or adjacent to, the windscreen, it is ideal for use on sports cars with fold-flat screens. Price £5 10s. The same firm has now introduced the Lucas Self Aligning Device on their 406 and 407 wing mirrors. Prices: 406, 25s. each, convex glass; 407, 23s. 6d. each, flat glass. And lastly from Lucas, a combined switch and warning light. When pulled on, the switch lights up and serves as a reminder that the connected accessory is in operation. These switches are priced at 10s. each.

Perhaps the most useful gadget of all is the **Remax** contact setting gauge. This ingenious device enables distributor contact points to be set without using a starting handle. And so what used to be almost a two-man job becomes a simple task that anyone can do in a couple of minutes. The gauge comprises a precision sleeve, which fits over the distributor cam, and two steel gauges. Having fitted the sleeve one inserts the appropriate gauge between the two contact points. The screws holding the two contact plates are tightened and the gauge withdrawn. Et voila! The price of this excellent labour-saving device is 13s. 9d.

The last word goes to the last word

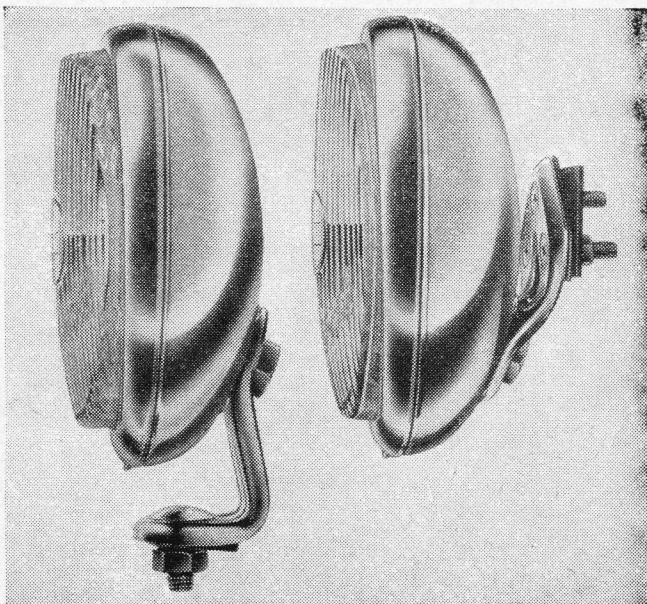
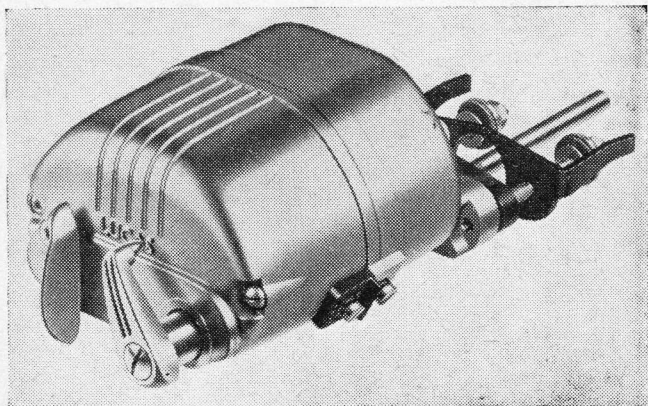


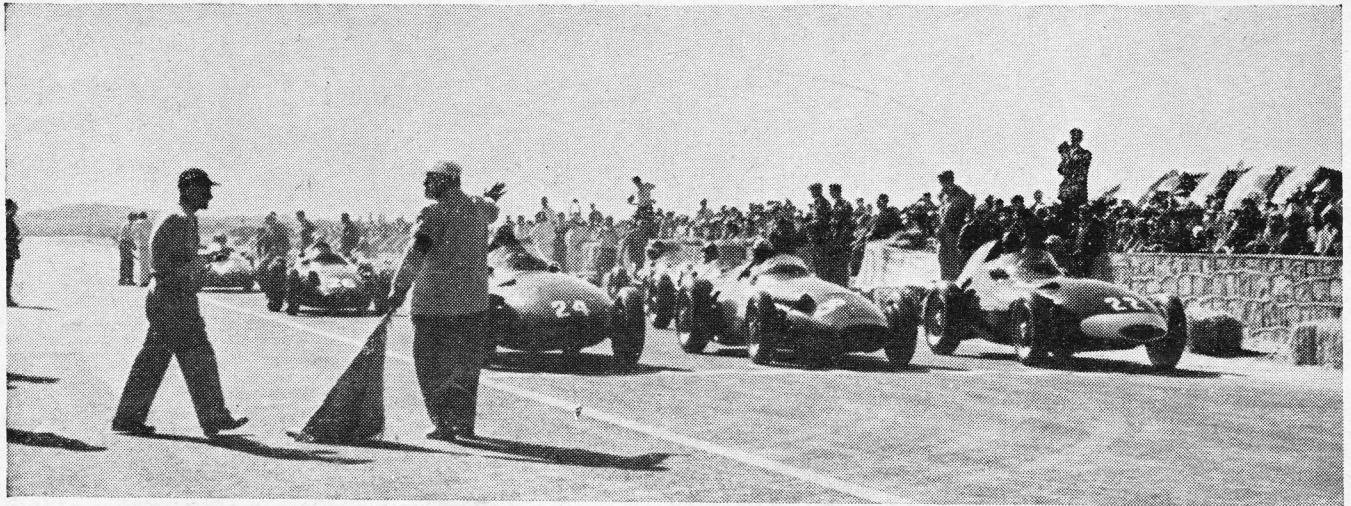
OVERHEAD earth contact on the re-designed K.L.G. FE100 plug is shown beside the obsolete three-point type. Designed for high-performance engines, oiling-up under town conditions is reduced.

in windscreen washers. **Trico** have introduced a co-ordinated washer. This system allows wipers and washers to be operated jointly by one control button. The water sprays the screen and at the same time the wipers start to clear the glass and keep working until it is clean.

CHRISTOPHER NIXON.

ELECTRICAL equipment is continually being improved. Lucas are showing a new windscreen wiper motor for external sports-car-type mounting (below). Bosch have a new matched pair of fog and driving lamps. Very shallow in design they can be mounted in a variety of ways (right).





PRELUDE: A minute to go before the flag falls. On the front row are Lewis-Evans (Vanwall), Behra (Maserati) and Brooks (Vanwall).

Maserati Turns the Tables

Jean Behra's Fine Victory at Casablanca—"Asian 'Flu'" Strikes at Drivers
—Brabham (Cooper) and Fangio (Maserati) in Chaotic "Black Flag"
Scenes—Lewis-Evans (Vanwall) Second, and Trintignant (B.R.M.) Third

DRIVING a six-cylinder Maserati, Jean Behra won the Grand Prix International Automobile du Maroc, by 28.9 secs. from Stuart Lewis-Evans (Vanwall). Maurice Trintignant put up the best B.R.M. performance so far, by taking third place ahead of Fangio's Maserati.

Stirling Moss was unable to start owing to illness, and that strange affliction "Asian 'flu'" also struck at Peter Collins, Mike Hawthorn, Juan Manuel Fangio and Harry Shell—all of whom started feeling anything but fit.

Scenes of chaos were witnessed when officials attempted to give Jack Brabham (Cooper) the black flag, forgetting to display his racing number. Fangio thought he was being called in, and amidst near-riotous behaviour from the crowd, stopped at his pit—only to be "shooed on" by Ugolini and his men.

Two new V-6 Ferraris appeared, running on 100/130 aviation fuel, but

neither Collins nor Hawthorn finished the course.

By E. W. HOLT

The Royal Automobile Club Marocain had laid out an entirely new circuit amidst the sand dunes and rocky terrain at Aindiab, about six miles from the town centre at Casablanca. In rather similar configuration to Zandvoort, the finishing straight, grandstands and pits lay along a coastal road within 100 yards of the sea, and this was followed by a slow corner leading inland up a gentle winding incline. A sharp right-hander led into the top straight and thereafter a series of fast "super-elevated" curves brought the cars down to the coast again, with some full

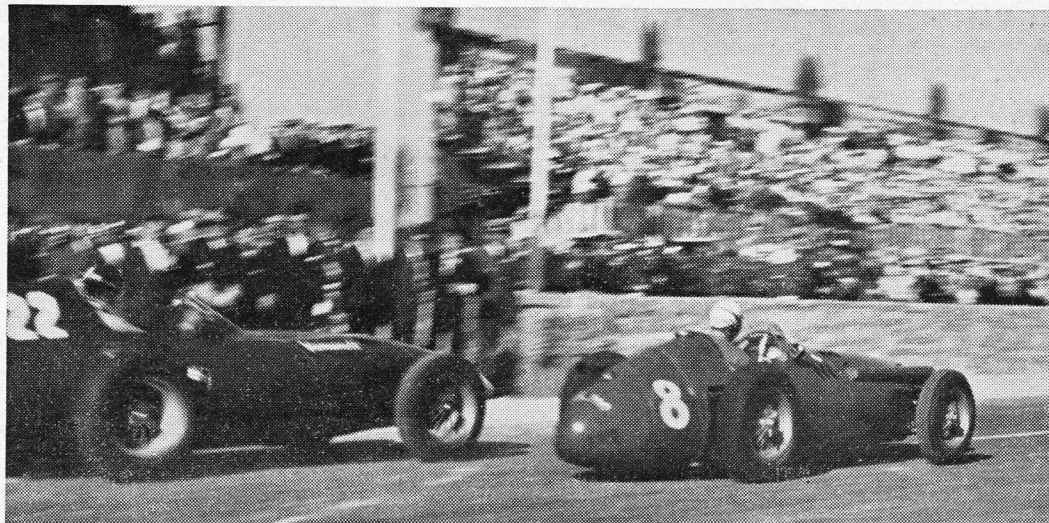
throttle swerves leading back to the pits area.

The lap distance was 7.65 kms., or just over 5 miles, and speeds around 115 m.p.h. per lap were expected.

Compared to the old circuit in Aindiab, it was disappointing to find a lack of colour and background; only the parched scrub and bushes by the sea relieving the bareness of a track newly made and cut through a rocky escarpment, with wastes of stony earth and sand all around.

The road surface was generally good, apart from portions where the course made use of existing public roads, but on either side of the track there was a two-yard strip of hard sand, and it was evident that any slicing of the corners would be uncomfortable for those drivers following close behind.

The first practice session was on Thursday at noon, and all participants



★
AWAY to a fine start goes Jean Behra in his Maserati, followed by Tony Brooks's Vanwall. Having made fastest practice lap, Brooks retired in the race with electrical trouble.
★

PARADE of the G.P. cars to the starting grid was made behind a military band of Moroccan guards. In the foreground is one of the V6 Ferraris which performed impressively.

were present, the Vanwall team, immaculately turned out, attracting the greatest interest. Maserati had four six-cylinder cars for Fangio, Behra, Shell and Scarlatti, and had also brought along the 12-cylinder painted with the usual "T.I." practice number. Godia and Lucas had privately entered Maseratis, the latter's being the one originally driven by the late Ken Wharton.

B.R.M. had their only works driver, Flockhart, with Maurice Trintignant invited for the second car, also a spare training car. The works Cooper with Salvadori at the wheel and Rob Walker's privately entered Cooper with Jack Brabham, completed the British entries.

Ferrari produced the surprise of the day—the V.8 Lancia/Ferraris left behind in Italy, and instead, for Hawthorn and Collins, two brand new cars—developments of the V-6 model first raced at Naples. These were beautiful little cars, the outward appearance rather like a scaled-down version of the old Super Squalo, and they were fitted with the V.6 engines as used at Modena, with a capacity now enlarged to 2,417 c.c. (Collins) and 2,200 c.c. (Hawthorn). Weber carburettors protruded through the bonnet top and were screened by a perspex wrap-round cowl, and the cockpit treatment was similar. 5.50 x 15 tyres on the front and 6.50 x 16 on the rear were fitted. Amoretti told me that the engines were running on 100/130 aviation fuel, in anticipation of the 1958 regulations.

One formed the impression that this race—at the very tail end of the season and outside the register of the World Championship events—was being approached by Vanwall for victory to consolidate their all-conquering supremacy, by Maserati as a last effort with



their existing six-cylinder models (or possibly the 12-cylinder), but by Ferrari, as a full-scale try out for their 1958 cars under development.

As a result of the first day's practice, when all drivers had to learn a new course, Moss achieved the best time in 2 mins. 24 secs. (189 k.p.h.). Fangio and Tony Brooks were 2 secs. slower with 2 mins. 26 secs., followed by Jean Behra, Lewis-Evans and Shell with 2 mins. 28 secs., 2 mins. 29 secs. and 2 mins. 30 secs. respectively. Brabham startled the spectators with a lap in 2 mins. 32 secs., ahead of Ferrari and B.R.M.—a remarkable time for an F2 car on such a fast circuit.

The second practice period, on Friday, saw Fangio out in both the six-cylinder and the 12-cylinder in turn, really trying hard, and as readers will know, that means something. His progress through the downhill swerves on the backleg was something to behold, slides of real magnitude entering the corners, and full throttle with correction at the exits.

Vanwalls were without Stirling, feeling unwell and suspected to be in the early stages of Asian 'Flu': however, Tony Brooks kept the flag flying and turned in the fastest lap in 2 mins. 23½ secs. (190 k.p.h.), using Stirling's car. Both Collins and Hawthorn were going well in their Ferraris. Maurice Trintignant got the feel of the B.R.M. and put in a lap of 2 mins. 29 secs., 1 sec. quicker than Flockhart. Brabham also improved, but had the misfortune to have clutch failure after a few laps.

Then, with half an hour to go, and the setting sun troubling the drivers on the back straight, Behra took out the six-cylinder Maserati and had a real go with it, turning in second fastest lap at 2 mins. 23.5 secs. Harry Shell, in attempting to emulate his team mate, spun on one of the corners and bent the back end a bit.

So practice finished, with the 12-cylinder Maserati once more rejected in favour of the light chassis six-cylinder, and an interesting portent for the future

SUFFERING from the current 'flu epidemic, Fangio was not on top of his form, but he held second place for some time, eventually finishing fourth.

in the laps by Collins and Hawthorn at 2 mins. 27 secs. and 2 mins. 29 secs. respectively.

Fastest Practice Laps

	mins.	secs.	k.h.p.
Brooks (Vanwall) ...	2	23.3	190
Behra (Maserati) ...	2	23.5	190
Moss (Vanwall) ...	2	24.2	189
Fangio (Maserati) ...	2	24.3	189
Lewis-Evans (Vanwall) ...	2	26.2	187
Collins (Ferrari) ...	2	27.2	185
Hawthorn (Ferrari) ...	2	29.0	183
Trintignant (B.R.M.) ...	2	29.1	183
Shell (Maserati) ...	2	29.1	183
Brabham (Cooper) ...	2	29.4	183
Flockhart (B.R.M.) ...	2	30.1	182
Godia (Maserati) ...	2	32.0	180
Salvadori (Cooper) ...	2	32.8	179
Scarlatti (Maserati) ...	2	36.1	175
Lucas (Maserati) ...	2	38.1	172

Saturday was a day of rest—and this phrase meant more than usual, for Stirling had a high temperature, Fangio and Hawthorn were also reported to be unwell and there was general concern as to who would be fit to drive on the morrow.

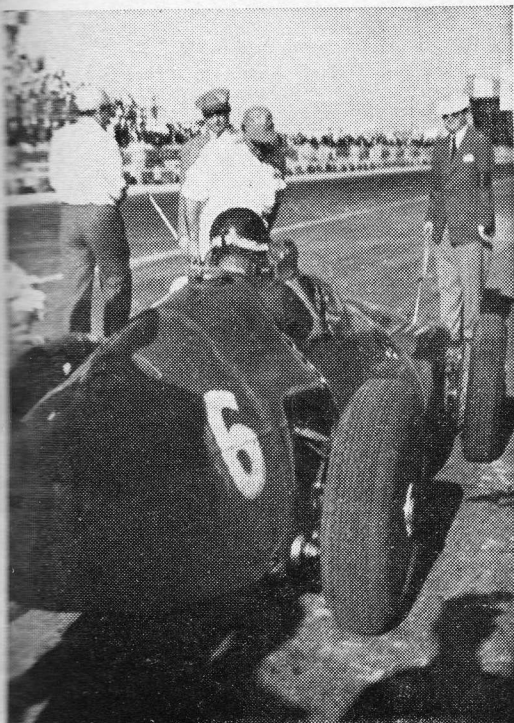
During the day a visit to Rabat was arranged and a number of drivers attended an Official Reception held by Sa Majesté Le Roi Mohammed V.

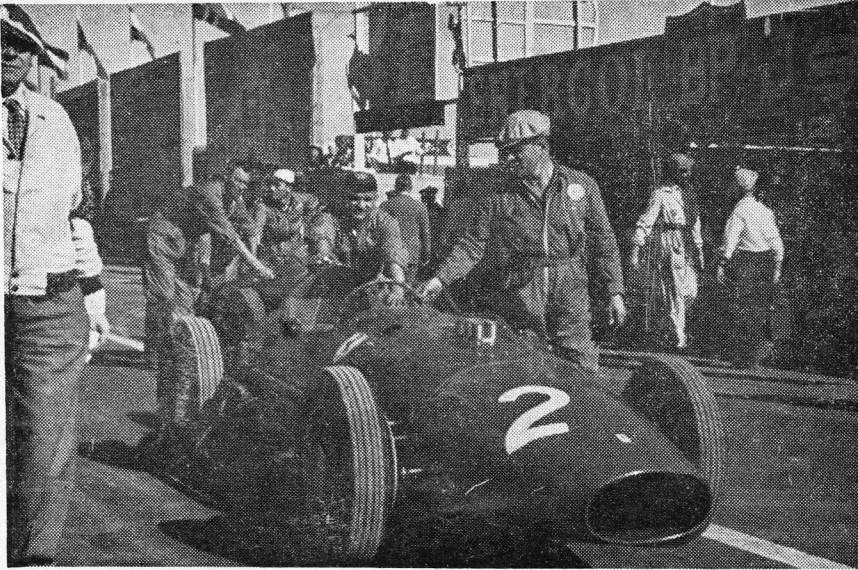
Race day dawned with the sad news that Moss was not fit enough to drive, and had, in fact, been taken back to London by air in the early morning.

Crowds streamed to the course during the morning, and at 2 o'clock precisely His Majesty the King Mohammed V arrived to open the circuit. Bands played, the Guard of Honour made a magnificent sight in their scarlet uniforms, and the drivers were presented to His Majesty. The sun was beating down, but a slight breeze stirred the flags along the grandstand.

With two minutes to go, engines were started, a veritable mass of police cleared spectators, photographers and mechanics from the course and the flag fell to a grid, as follows:—

Brooks (Vanwall)	Behra (Maserati)	Lewis-Evans (Vanwall)
Collins (Ferrari)		Fangio (Maserati)
Hawthorn (Ferrari)	Shell (Maserati)	Trintignant (B.R.M.)
Brabham (Cooper)		Flockhart (B.R.M.)
Scarlatti (Maserati)	Salvadori (Cooper)	Godia (Maserati)
	Lucas (Maserati)	





Jean Behra made a magnificent getaway, Fangio faltered, but otherwise it was a classic start.

Two mins. 41 secs. later the crowd gasped as Collins on the new Ferrari streaked past the pits, closely followed by Behra, Lewis-Evans, Brooks, Trintignant, Flockhart, with Fangio in seventh place. This was indeed excitement—and contrary to everyone's forecasts! Lap 2, and the order was unchanged, Collins a bare 2 secs. in the lead with a lap in 2 mins. 30 secs. and the pack howling at his heels. Though, like others, not feeling on the best of form, Peter kept his foot hard down, and with a lap of 2 mins. 29 secs., followed by 2 mins. 28 secs., increased his lead to 5 secs. on lap 5.

Jack Brabham came to rest at the pits with a broken gearbox, and the car was pushed away to the paddock.

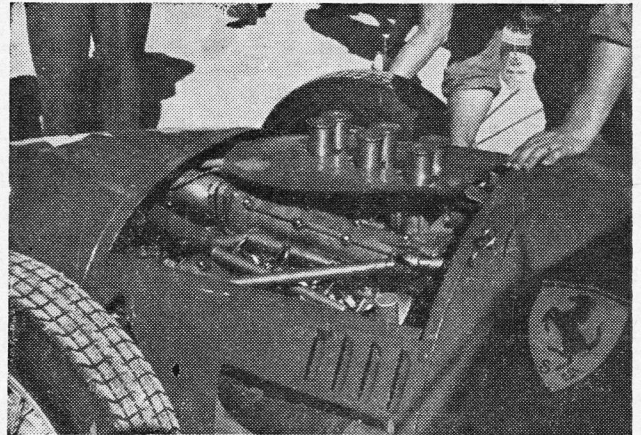
The World Champion was now getting into his stride and had moved up to fifth place behind the two Vanwalls, but on lap 6 Collins was down to 2 mins. 26 $\frac{1}{2}$ secs. and still drawing ahead. Team mate Hawthorn, far from well with a touch of 'flu, was battling gamely on in eighth place in the 2,200 c.c. Ferrari.

Then, two laps later, Collins did a *tête a queue* on the slow corner to the top straight, and it was Jean Behra who came by in the lead—subsequently, it transpired, never to lose it. Fangio took Lewis-Evans on this lap, splitting the two Vanwalls, while just behind them came Maurice Trintignant and Flockhart, in close company in the two B.R.M.s.

Hawthorn, who had been making unhappy signs, pulled into the pits on the next lap—and retirement was announced, but Peter was keeping the "Prancing Horse" prancing and on lap 13 did 2 mins. 26 secs.—fastest so far, and closing steadily on Jean Behra! But just before this quick tour, Vanwalls suffered a second unhappy blow when Tony Brooks, lying in a confident third place, pulled into the pits on lap 11, never to restart due to an electrical disorder.

British hopes were further weakened as Flockhart pulled into the pits to commence a series of stops connected with throttle trouble, *not* a technical fault, but grit and sand from the circuit causing a jam, and on lap 14 Salvadori,

★
VEE-SIX Ferrari (above and right) made an impressive first appearance, two examples being driven by Hawthorn and Collins.



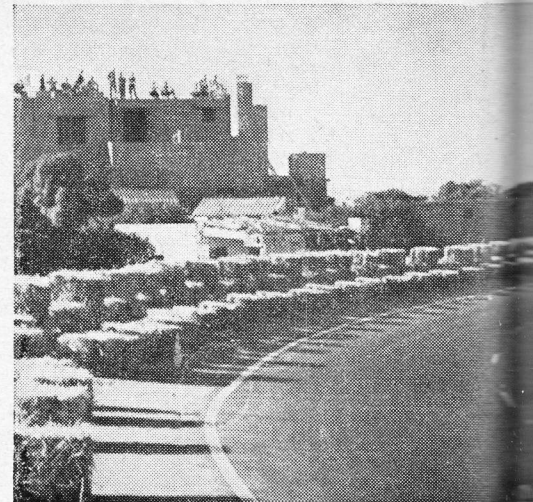
missing for some time, crawled in with a broken rear axle.

Then Peter Collins's fine run came to an abrupt end on lap 16 when he spun at the same corner as before, clouted the bales, and the Ferrari was too bent to continue. This let Fangio up into second place behind Behra, and at 20 laps the position was:—

1, Behra (Maserati), 183.63 k.p.h., 49 m. 40 s.; 2, Fangio (Maserati), 182.61 k.p.h., 49 m. 57 s.; 3, Lewis-Evans (Vanwall), 180.44 k.p.h., 50 m. 33 s.; 4, Trintignant (B.R.M.), 50 m. 50 s.; 5, Shell (Maserati), 51 m. 50 s.; 6, Scarlatti (Maserati), 1 lap behind; 7, Flockhart (B.R.M.), 1 lap behind; 8, Godia (Maserati), 1 lap behind; 9, Lucas (Maserati), 1 lap behind.

Team orders do not seem to be the order of the day when World Champions have reputations at stake, and the Master began really to turn the heat on. Clouds of dust along the coastal road heralded his arrival in the finishing straight; the crowd loved it and applauded. But, suffering a little from *la grippe*, even Fangio can make a mistake, and he spun, dented and stalled it, on lap 24. Assistance was given, a rapid call at the pits, when the scars were checked over, a new offside rear wheel, and he was away—no longer second—but sixth!

At this moment, when the order was Behra, leading Lewis-Evans by more than half a lap, followed by Trintignant (who was right on form with the B.R.M.), Shell, Scarlatti, Fangio and the rest, there appeared from the paddock



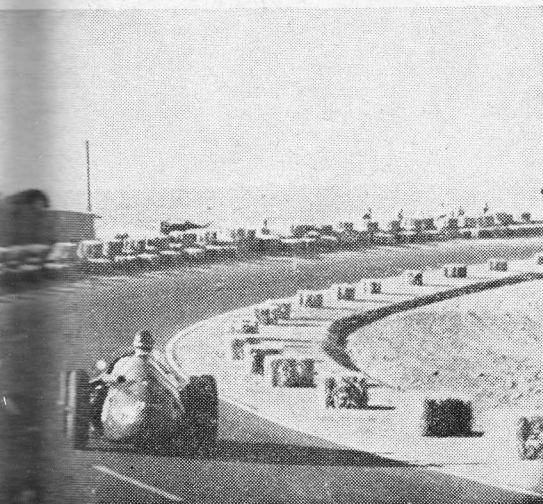
TAIL VIEW of Fangio during his very fast lap is at the foot of these pages.

entrance Brabham, in Rob Walker's Cooper, having had a gearbox changed in some 35 mins.

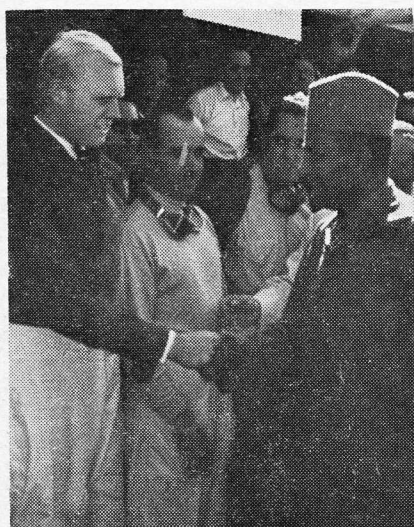
While the merits of this feat deserved the plaudits of the excitable crowd, it was, nevertheless, contrary to regulations, as the work was not done at the pits, and so Raymond Roche, in charge of proceedings, demanded that the car be stopped.

To say the least of it, consternation was rife between officials, the entrants of



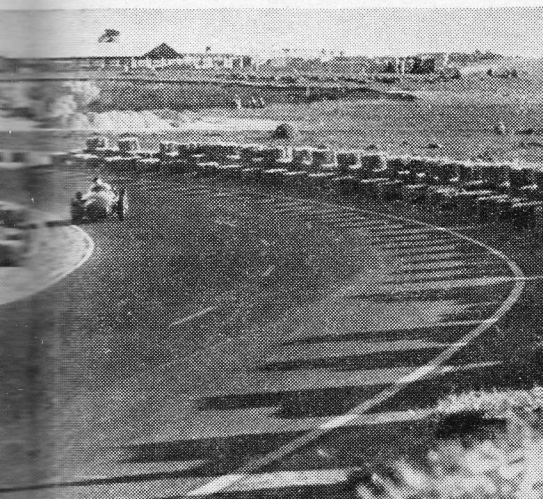


practice laps. Another view of the seaside circuit seen in a full-blooded drift.



ROYAL handshake for Mike Hawthorn as he is presented to King Mohammed before the race. Maurice Trintignant is beside him.

★



the car, mechanics and others, with the grandstand crowd background giving the full treatment, both pro and con. But what *really* set the cat among the pigeons was that the black flag went out without a car number attached to it, Brabham came by in close company with Fangio, and on the next lap it was Fangio that stopped!

One could imagine that a slightly guilty conscience regarding assistance on the circuit had produced this result, but what with the Maserati mechanics shouting "get on", Walker's equipe trying to call their car in, and the crowd venting their full enthusiasm for the situation, your scribe has rarely seen anything to equal it at any race meeting.

So Fangio rejoined the race, and Brabham stopped, and the situation at lap 35 was:—

1. Behra (Maserati), 183 k.p.h., 1 hr. 26 m. 52 s.; 2. Lewis-Evans (Vanwall), 1 h. 28 m. 12 s.; 3. Trintignant (B.R.M.), 1 h. 28 m. 44 s.; 4. Shell (Maserati), 1 lap behind; 5. Fangio (Maserati), 1 lap behind; 6. Scarlatti (Maserati), 2 laps behind; and Godia and Lucas bringing up the rear.

With only eight cars now on the circuit, and the chances diminishing of anyone catching Behra, things were a little quiet, but Fangio livened it up, got past Harry Shell, and then set the fastest, and ultimate lap record, at 2 mins. 25.6 secs. on lap 42. But there was no catching Lewis-Evans or Trintignant, both of whom were driving in an impeccable manner, though the Vanwall was not quite *au point*.

Shell was called in for a wheel change, but on stopping said he didn't want one, and then on lap 51 Fangio passed Behra (and got on to the same lap) just in front of the pits, a moment which the crowd loved.

Then, just before the end, Lucas, lying in eighth place, lost control on the fast swerves before the pits, the car somersaulted and he was thrown out amidst some parked cars; at the time of writing his condition was serious.

And so, 55 laps completed, Jean Behra crossed the line to take the chequered flag, having had a quick stop for an offside rear tyre a few laps earlier when in a commanding position.

Lewis-Evans's Vanwall crossed the line some 30 secs. later, after a fine and steady drive, and Trintignant, a stranger to the B.R.M., third, and 50 secs. later. Fangio, after alarms and excursions, both off-stage and on-stage, proved the master he is by still being on the same lap as the three leaders.

CASABLANCA CHATTER

The R.A.C. du Maroc had laid on a whole week's programme of festivities and entertainment and one doubts that even the hardiest soul could have stood the pace of attending all the various occasions. Invitations included a film premiere of this year's major *Grandes Épreuves*, visits to theatre and ballet, a *Concours d'Élégance Automobile*, pigeon shooting and a visit to Marrakesh.

Headquarters of the British contingent was the Hotel Belle Rive at Aindiab, overlooking the circuit and the sea. The contours of the bar were reminiscent of the "Steering Wheel", as were the faces around it.

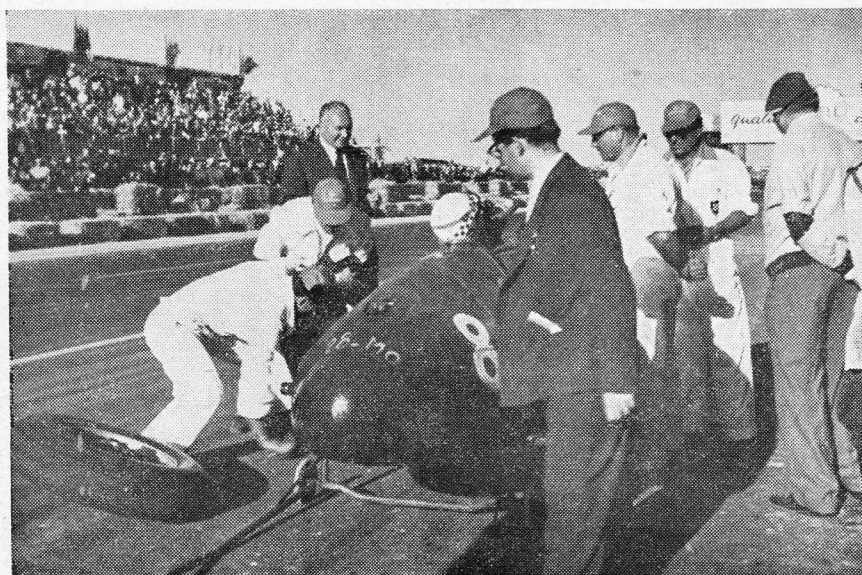
Organizers and officials were most helpful, as were car hire firms and others connected with the sport, but police regulations around the circuit *did* vary a little and there was some difficulty about whether Press Passes marked *Journaux* entitled you to write for newspapers or just to sell them!

Result

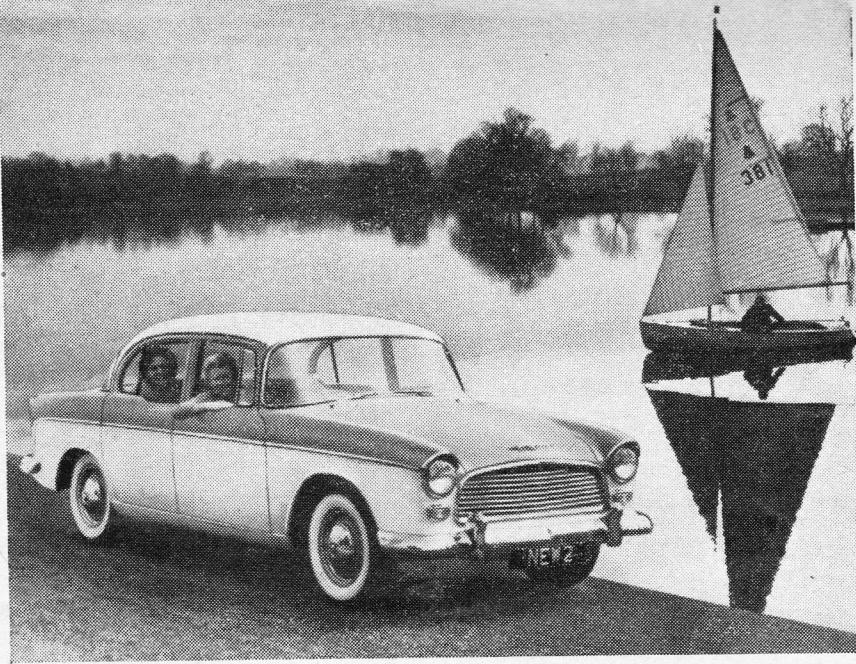
1. Jean Behra (Maserati), 2 hrs. 18 mins. 23 secs., 181.283 k.p.h. (112.65 m.p.h.).
2. Stuart Lewis-Evans (Vanwall), 2 hrs. 18 mins. 53.1 secs.
3. Maurice Trintignant (B.R.M.), 2 hrs. 19 mins. 49.4 secs.
4. Juan Manuel Fangio (Maserati), 2 hrs. 20 mins. 23.8 secs.
5. Harry Shell (Maserati), 54 laps.
6. Francesco Godia (Maserati), 54 laps.
7. Scarlatti (Maserati), 52 laps.

Fastest lap: Fangio, 2 mins. 25.6 secs., 187.961 k.p.h. (116.8 m.p.h.). Circuit record.

No other finishers.



QUICK WORK in progress on Behra's Maserati as a rear wheel is changed at a pit stop. The discarded wheel is still in mid-air!



JOHN BOLSTER TESTS *The Humber Hawk*

THE old Humber Hawk was a good car, but it was more notable for its solid construction than for anything exciting in the way of looks or performance. One was, therefore, entirely unprepared when, at a reception at Devonshire House, its extremely glamorous successor was unveiled. Long, low and of a most patrician elegance, here was one of Britain's best looking cars; furthermore, its superb appearance was in an entirely British idiom, without a trace of that American influence that spoils some of our cars.

Handsome is as handsome does, but how would this attractive newcomer perform? Would a 2½-litre engine be large enough for a six-seater car, and how would she hold the road? That, dear readers, is what I have recently been finding out.

The first eye opener is the discovery that this extremely roomy vehicle is actually lighter than the old Hawk. The exceptionally rigid body-cum-chassis structure is also notably light for its size, and much research has been undertaken to insulate road and engine noise from the panels. The wide front and rear seats each allow ample room for three people, but folding armrests can be used when only four are carried. The driving position is good, and one has an excellent view all round, with no distortion or blind spots in the curved screen. Happily, the pillars do not encroach on the ease of entry and exit, and that ugly reversed slope has been avoided.

A steering column gear lever is a necessity where a third passenger may be carried in front, and the horizontal brake lever is tucked away on the right for the same reason. The instrument panel is attractive, and the controls in general are well arranged. All the seats

are comfortable for long journeys, and the wide doors and low floor make it easy to get in and out of the car. The luggage boot is very large, and the broad bonnet renders the engine unusually accessible. Thus, even before one has driven the machine, it appeals as a well-designed and practical vehicle.

When one drives the car, there are some surprises. The long-stroke engine is so smooth that even very experienced passengers can mistake it for a "six". The axle ratio chosen ensures lively top gear acceleration between 45 and 70 m.p.h., and seems ideally suited to the average main road hill. At high speeds, the overdrive gives delightfully effortless cruising, and the absence of mechanical or road noises is quite remarkable. Only some wind noise, caused by the rain gutters over the front doors, detracts from the almost complete silence at 80 m.p.h.

Third speed is useful for overtaking

slow traffic, and has a maximum of 55 m.p.h. Second is "lower" than usual, and stopwatch tests confirmed that it was always quicker to start in this ratio than to employ first speed; the acceleration figures in the data panel apply to second gear starts. First can be kept in reserve for starting off fully laden on single figure gradients. The changes are easy and go through quickly.

Yet, on the open road, the gearbox is rarely used. The engine gives exceptional torque in the middle ranges, and this renders the car particularly lively on the direct drive. Naturally, the response to the accelerator is less swift on the overdrive, and it is generally best to attain 60 m.p.h. or more before flicking the conveniently located switch. Then, the car runs easily at any cruising speed up to the maximum, and the miles fly by unheeded.

The low build and rigid construction confer excellent roadholding on the Hawk. It is perhaps most impressive on the 60 or 70 m.p.h. corners, round which

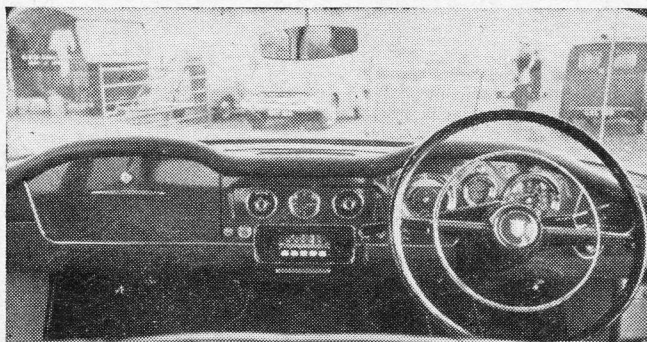
it can be driven almost like a racing car. The wide track gives a pleasant feeling of stability, and the controllability is at all times first class. There is plenty of caster return on the steering, but it is by no means heavy. Curiously enough, the Hawk is lighter to handle on sharp corners than are the smaller Rootes Group cars. The steering is far from dead, and there is enough "feel" for the rapid negotiation of slippery surfaces.

This Humber has a few more inches in the wheelbase and track than most of its competitors. Perhaps that is why the ride, particularly in the back seats, is very comfortable, in spite of the suspension feeling less "soft" than that of some British cars. A happy compromise of spring rates and damper settings has been arrived at, and the car is consequently more pleasant and less tiring to drive than are those machines with extremely supple suspension.

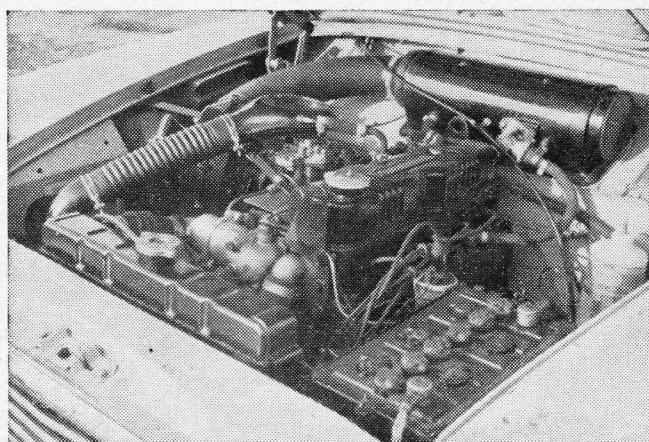
The brake lining area of the Hawk is



SIX-PASSENGER COMFORT: The tastefully designed interior of the new Hawk, which allows six adults to travel in considerable luxury.



A pleasingly styled dash with no frills (above) and a four cylinder engine (right) that is almost smooth enough to be a "six", are all part of the attraction of this new car.



181 sq. ins. This proves more than sufficient, and frequent heavy braking does not induce fading. Nor does one experience the juddering and vibration that some modern brakes exhibit when very hot. The wheels do not tend to lock when one is forced to brake quite hard on wet roads.

There is an air of quality about the car, and the finish throughout is attractive. The very smooth lines are not marred by an excess of chromium decoration. On paper, there is nothing unusual about the Humber Hawk, and the performance figures, though highly satisfactory, are not spectacular. Yet, the engine is a little quieter, the road-holding is a little better, and the body has a lot more room in it compared with most medium-sized British cars. Above all, a long-legged driver can adjust his seat without amputating the legs of his rear passengers—and that's a rare virtue nowadays!

The Humber Hawk is a medium sized family saloon of exceptional refinement. Both in its looks and in its manners it endears itself to the connoisseur. At

the risk of being labelled a snob, I would simply call it "a gentleman's car", and leave it at that.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Humber Hawk 4-door saloon. Price £840 (£1,261 7s. 0d. including P.T.).

Engine: Four cylinders 81 mm. x 110 mm. (2,267 c.c.). 7.5 to 1 compression ratio. 78 b.h.p. at 4,400 r.p.m. Zenith downdraught carburetter. Lucas coil and distributor.

Transmission: Four-speed gearbox with synchromesh on upper three ratios. Steering column control. Laycock-de Normanville overdrive. Ratios: 3.54 (overdrive), 4.55 (direct top), 6.78, 11.24, and 14.50 to 1. Open propeller shaft. Hypoid rear axle.

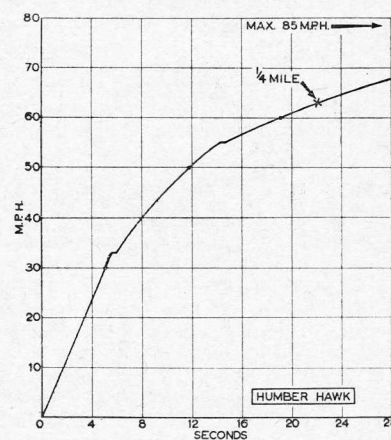
Chassis: Combined body and chassis. Independent front suspension by wishbones and helical springs with torsional anti-roll bar. Burman steering box. Rigid rear axle on semi-elliptic springs. Armstrong telescopic dampers all round. Lockheed hydraulic brakes, 2L.S. in front, in 11 ins. drums (front) and 10 ins. drums (rear). R.H. hand brake lever. Bolt-on disc wheels, fitted 6.00/6.40-15 ins. tyres (tubeless).

Equipment: 12-volt lighting and starting. Speedometer, water temperature and fuel gauges. Extras on test car: screen washer, heater and radio.

Dimensions: Wheelbase, 9 ft. 2 ins.; track (front), 4 ft. 8 ins., (rear) 4 ft. 7½ ins.; overall length, 15 ft. 4½ ins.; width, 5 ft. 9½ ins. Weight, 1 ton 7½ cwt.

Performance: Maximum speed 85 m.p.h. (overdrive). Speeds in gears: direct top, 77 m.p.h.; 3rd, 55 m.p.h.; 2nd, 33 m.p.h.; 1st, 25 m.p.h. Standing quarter-mile, 22.1 secs. 0-30 m.p.h., 5 secs.; 0-50 m.p.h., 11.8 secs.; 0-60 m.p.h., 19.2 secs.

Fuel Consumption: 22 m.p.g.



Acceleration Graph

ALPINE ADVENTURE

1958 Monte Carlo Rally
Will Be Toughest Ever

By GREGOR GRANT

REGULATIONS for the 1958 Monte Carlo Rally, 27th of the series, reveal that the organizers are determined to have the stiffest event ever. In fact, it is a sort of "Alpine-cum-Lyon-Charbonnieres-cum-Liège-Rome-Liège", with the added hazards of wintry weather. Anyone who has taken part in the three rallies quoted will realize the task ahead of all competitors who start from Monte Carlo to take part in the 1,000 kilometres eliminating test.

The rally itself starts on Tuesday, 21st January, from Athens, Rome, Oslo, The Hague, Monte Carlo, Lisbon, Paris and Glasgow. On 24th January entrants set off in the very difficult classification test, with Category 1 cars (standard and modified touring) having to average not less than 47 k.p.h., and the remainder (special touring, G.T. and modified

G.T.) having to achieve 51 k.p.h. Timing itself is by means of the French equivalent of TIM—the PTT speaking clock, and all controls will be synchronized to this.

A quick glance at the "1,000 Kilometres" shows that a great deal of the route lies in the Alps and in the Massif Central. From Monte Carlo, the road goes up to the Alpes Maritimee via the Col de Braus, l'Escarene and St. Jean-la-Riviere, a route included in the 1955 eliminating test. Competitors then go on to Digne by way of Les Scaffarels and Barreme. Then come Seyne-des-Alpes, Ubaye, Ile de Rousset and Gap, followed by the N93 route to Crest over the Col de Cabre.

Valence is reached by way of N538A to be followed immediately by the "Lyon-Charbonnieres" sections taking in St. Peray, Lamastre, St. Agreue and the "Black Gorge" country to Le Cheylard and Mesilhac. Fortunately, for the peace of mind of the crews, the notorious Privas-St. Privas section is not included, although the way to Loriol and Le Pouzin from Privas is not exactly a Sunday tour!

On arrival at Crest, out-of-breath crews and cars are headed towards Sainte-Jalle over D70, and on to Sederon, le Bons Enfants, Digne again, and the

Alpes Maritimee for the home run over Turini, Peira Cava, Col St. Roch and La Turbie.

Truly this will be a rally worth winning. It is a supreme test of cars and crews, even if the weather is favourable, which, in view of the immense territory involved, is scarcely likely. Snow and ice are bound to be experienced, not to mention the ever-present risk of fog in the Rhone valley.

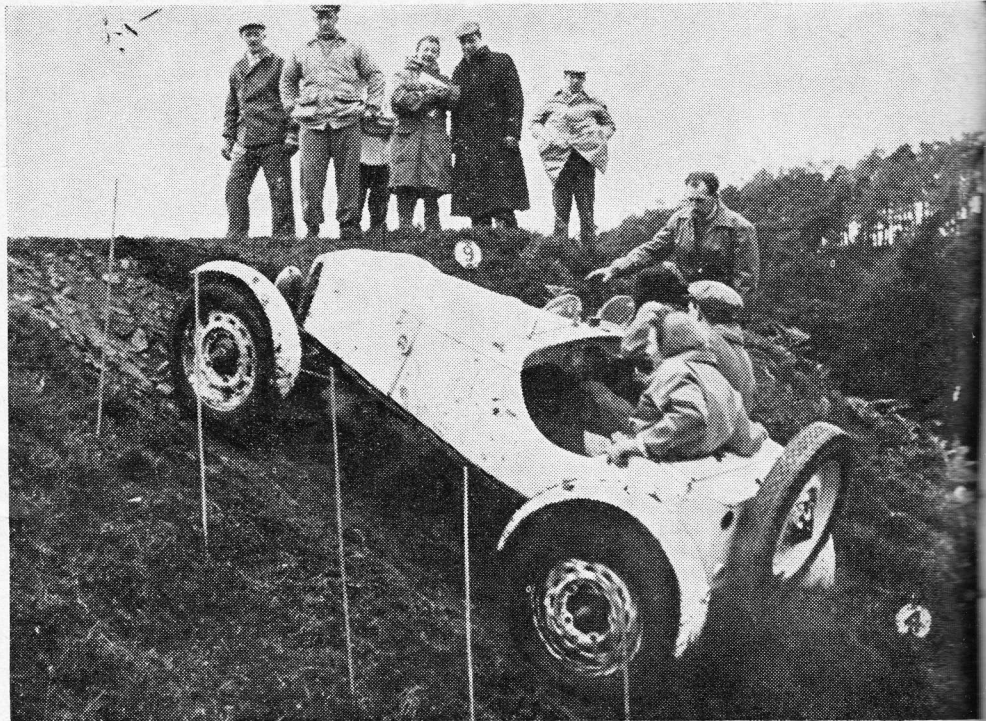
In order to assist the large number of British competitors, AUTOSPORT will continue to publish a special Monte Carlo Rally service, giving reports and comments on the most tricky sections, based on personal experiences on the various routes. In view of the hazards likely to be faced, it is strongly advised that every attempt be made to do a preliminary "reccé"—that is to say if a really serious entry is contemplated. For the next few months, many of the Continental competitors will be traversing the routes night and day, in order thoroughly to familiarize themselves with roads which may already be well known to them. Such is the tremendous publicity value of success in the "Monte" that many factories will organize large-scale reccé operations, if only to provide extra safety precautions for their crews.

TRIALS are with us again and the hills are no less steep than they were last year! Here B. R. Potts tackles Quarry 2.

"TRIALS are finished, old boy, no more than half a dozen or so entries nowadays." Only last week at Earls Court this sort of talk prevailed whenever the mudplugging game was mentioned. These prophets, without honour even in their own sphere, would have been forced to eat their "Rally" hats had they been at Hathersage for the Sheffield and Hallamshire Classic High Peak Trial last Sunday.

An entry of 43 included all the well-known faces from North and South plus many welcome new ones. A terrific crowd of spectators turned up and their cars lined both sides of the adjoining road for miles on end, and a splendid course utilizing every known type of terrain, with perfect marshalling, went to make up one of the best day's sport seen this side of '46.

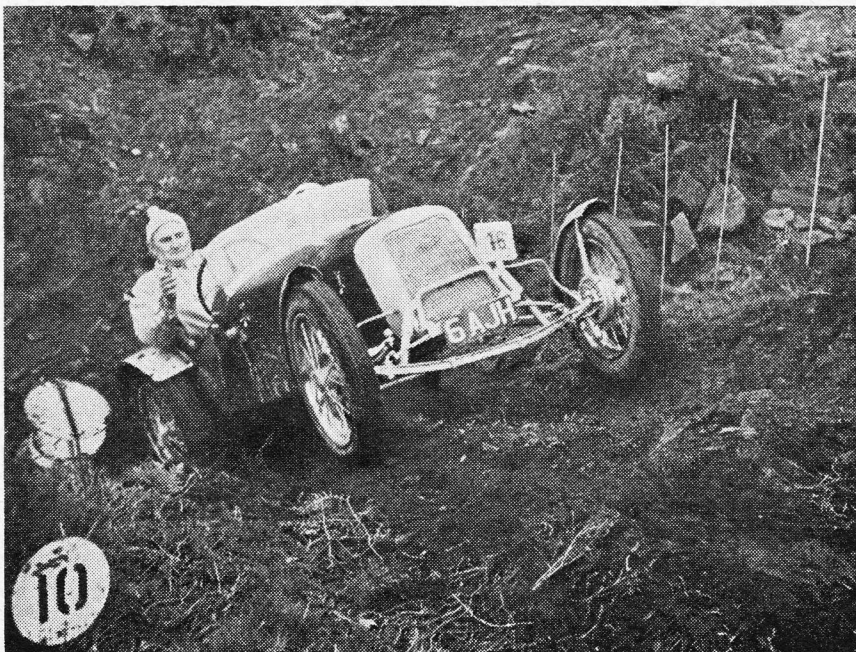
So close was the finish that only 12 marks separated the first four competitors who, strange to say, all drove different marques. The winner, Rex Chappell, an Austin-based car, Edward Harrison a Harford, Tony Alldred his twin-cylinder side-valve Jap creation, and fourth man home, Tony Marsh,



CHAPPELL WINS THE "HIGH PEAK"

relied on an outside in blowers to extract himself from the mud. First hill of the day was last year's innovation, Gruby's 1. This was a boggy grass climb through thick bracken with a right-hand bend having an adverse camber, which as no one got there does not need further description. Most drivers failed low down, a few made

section five and of those only two reached six: R. Kemp with front wheels only and E. Chandler, doing a little better, put three wheels into six, but try as he might he could not stabilize the fourth. Gruby's 2 is short and steep, starting on mud and culminating in a right-hand bend. R. Chappell seemed higher up than most in section five but



no one reached the turn. Next came Old Lees, still one of the best, perhaps the best, Trials Hill in the North. It can be climbed, but those who have done it in actual competition can be numbered on the fingers of both hands, and when a hill fails Newman, Chappell and the Harrisons, well, it's tough. Old Lees winds its way in and out of bracken, up a narrow, wall-guarded, right-hand-turning gully, to include a notable hump at the top. Only two clean climbs were observed, those of E. Chandler and R. Kemp, though the latter was penalized for touching a marker at the very top. Last year I wrote about this subject as the same thing happened; the markers used on this hill were small, round and dirty and marker No. 10 could not be seen on approach. Kemp was unfairly treated as any man making a clean on this hill is "tops".

On to Cotterhill 1 which is a long, very winding bracken climb, with a left-hand turn over a bump to the finish. Here only John and Edward Harrison were observed (of the early numbers) to reach section six. Reg Phillips made his "day" by rolling it on the way down. Cotterhill 2 is a steep, rough climb, alongside the wall guarding Old Lees, made very narrow by marker canes which caused many to stick very low down. Again the two younger Harrisons and "Champ" Newman made section nine. Over the other side of the hill is Greenhope, another old favourite which if wet is unclimbable. It was both. Greenhope starts officially in a lane, but immediately through a gate two deep ruts climb steeply upwards, then competitors are turned left and right to climb a one-in-three bracken bank. This

SPINNING to a halt on the near-vertical hump of Quarry 2 is M. H. Tyler. Only eight of the 43 entrants scaled this one.

VICTORY AGAIN FOR



Energol



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GRAND PRIX**

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2nd Vanwall S. LEWIS-EVANS

3rd B.R.M. M. TRINTIGNANT

4th Maserati J. M. FANGIO

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did it completely, only Rex Chappell reaching above five. With beautifully judged throttle he picked his way slowly up to nine but there he came to rest. Again the Hill won!

On to Quarry 1. This started with a bad right-hand turn on to a slag path which wound its way up and down to finish over a very steep bump. Here only Newman and Kemp were clean. Quarry 2 lived up to its name. From its very depths, competitors turned left to face a 30-foot slag heap over which those who reached the top jumped high in the air. Names of those to succeed included A. H. Smith, J. C. Broadhead, A. E. Marsh, R. Kemp, M. F. Hazlewood, J. and E. Harrison and R. Chappell. Quarry 3 was just a bog which, apart from muddying most, gave little trouble if the right line was taken.

Next came Priestley's Headache, in four sections, the first consisting of a left-hand turn on a peat bank. N. H. Overton, F. Harrison in a two-lunger, A. E. Marsh, E. Harrison and G. J. Newman made section five. Section two was a long loop to a short, steep turf bank which saw Tony Marsh to nine and Rex Chappell make another of his "out of the bag" climbs to clear the lot. Section three was very similar but much easier and failed only a few. Section four was short and led into a morass which proved little, but Tony Alldred was observed to make number six.

After the lunch break, new ground was struck, it being ten sections in Callow. As the terrain was immense only the latter five could be observed and due to the big entry only a few cars at each could be reported accurately. Good attempts were made by F. E. Wall, N. H. Overton, R. W. Phillips and P. H. Highwood. Section six ran up a grass verge, down and up a mound and ended in a narrow valley. All failed at the bottom bend but the twin-cylinder creations of Alldred and F. Harrison went much farther than most. Number seven twisted in and out of a valley, round a tree and again finished down a very narrow valley. Tony Marsh was clean but touched a marker. How I do wish the S. and H. boys would borrow one of the Shensstone Club's black and white two-foot devices and standardize! Number eight wound up and through a bracken path, over a large stone slab, round a gully and down and over a large hump. Most competitors failed at the hump, but E. Harrison, Broadhead and Marsh made clear runs.

Last hill in this section was a beauty, a long rocky climb in and out of a valley which finished up a very steep bank which looked impossible. It was, until Ron Kemp and A. W. Francis made it look easy! Reg Phillips, after a gallant failure, turned right instead of left at the exit, found a lost valley, dropped down some feet and at one point looked as if he could never get out again. He did, but it took the resources of much manpower. And so, thankfully, we made our way down to warmth at the Millstone Inn to await the final results.

FRANCIS PENN.

Results

High Peak Challenge Trophy: R. Chappell. Beeton Trophy for Second: E. Harrison. Needham Trophy for Third: A. D. Alldred. Special Awards: A. E. Marsh, G. J. Newman, N. H. Coates, E. Chandler, R. Kemp. Team Award: Chappell, Newman and Dees.



HILL-CLIMB of a different kind for hill-climb champion Tony Marsh, but he is just as at home here in his trials car as in a Cooper. The difference is that in this sport, instead of trying to get to the top as quickly as possible, it is an achievement to reach the top at all!

The Guy Fawkes 200 Trial

Saloons and Specials Tussle in Falcon M.C.'s Popular Cotswold Event

IN the early days of motoring, when considerable doubt existed as to whether a vehicle would in fact get from London to, say, Barnstaple or Exeter or Edinburgh, the competitive spirits of the day decided that trials of reliability would satisfy their craving for adventure; they assembled numbers of their own kidney at point A and set off for point B with probably much the same feelings as the first men who tried to reach the North Pole, and so this branch of our sport was born. As cars improved, devious routes were employed to take in some unnecessarily steep hills, but soon this proved fruitless as a means of stopping some of the entry and the Reliability Trials began leaving the recognized roads in search of the type of track which we find labelled "Unsuitable for Motors". This brought about the introduction of the Observed Section which soon sired a line of trials Specials, which in turn gave rise to stiffer sections, and a chain reaction was started which, coupled with the immediate post-war shortage of petrol, produced the trial as we know it today, a concentration of near-unclimbable stretches assaulted by cars built to a Formula.

Great arguments have raged as to which era can best claim to be the Golden Age of trials, but the long night run embracing a number of undamaging observed sections followed by some tougher tasks to be attempted in daylight, the pattern of what are known as the Classic Trials, finds considerable support. With this in mind the Falcon Motor Club instituted their Guy Fawkes 200 which immediately and deservedly became extremely popular; this year, with the idea of attracting new blood and more bread-and-butter car owners, they ran an easier competition

concurrently, over largely the same route but with the toughest sections omitted, for a new Challenge Trophy known as the Guido Vase (Guido being the true Christian name of Guy Fawkes). To see what went on, and whether a perfectly standard modern small car running on standard tyres at standard pressures could fulfil these watered-down tasks, AUTOSPORT went along in an Austin A35. The answer to the question was "No", but a fair lady in a similar car, running on soft tyres and with a heavy passenger over the rear axle, romped up some hills which stopped us and put up some very creditable times in the tests; of course, she also knew how to drive.

From starting points at London, Birmingham, Cambridge, Southampton and Taunton the field of over 50 cars converged on Andoversford near Cheltenham and then visited 12 famous trials hills in the Cotswolds, with a control at Cirencester for breakfast after the first four. The first hill, Postlip, was a timed climb on greasy downland with an acute hairpin just after the start, and the headlights of the competing cars made a fine searchlight display as they weaved their way up. Alec Joyce, who won the premier award with his Dellow, rocketed up in 21.4 secs., but other times varied up to as much as nearly 40 secs. From here we went to Woodmill Lane, another greasy climb with a morass at the bottom, where the Austin jibbed on her hard tyres but a couple of Goggomobils showed their utter contempt of this type of hazard. Chedworth Wood saw an interesting test in which the car was parked astride a line with dead engine and, on being given the all-clear, had to cross the line within three or seven seconds according to class. Here it was evident that certain types

of carburetter do not like starting hot engines on a steep gradient. A longish run in a glorious dawn then brought us to Jack's Wood where there was a stop-and-go test, the plot being to rush up to a line, stop astride, and then take off again to a flying finish at the top of the section, the whole thing being timed from the green light at the start. Times varied greatly, but some over-anxious drivers were failed because they did not in fact stop, although their wheels were locked.

After an excellent breakfast at the King's Head Hotel in Cirencester the cars were refuelled before setting off to tackle the sterner stuff. Here one of the Goggo drivers, who surely has the trials car of 1957, was heard to remark that "he thought he could just get two gallons in with a squeeze", this after some 150 miles! The first hill in the second half was Ferriscourt, another timed climb with a hairpin, this time on slimy gravel. Stancombe then produced a stop-and-restart test where the line was set on a steep left-hand bend near the top and the idea was to clear it within three seconds



★
LITTLE wheels and tiny engine in Brindley's Goggomobil (above) did not prevent him from putting up a fine performance in the Guy Fawkes 200; the rear engine was a great help. B. Thompson's Hillman is seen stopped (left) with spinning wheels on the notorious Nails-worth Ladder.

★

Frolich's VW and Peter Morgan's 4/4. Mackhouse and Knapp, two hills with a muddy stone surface, completed the entertainment.

In general, one must mention the wonderful overall performances of G. A. Robins with a Vanguard Estate Car of all unlikely vehicles, Peter Morgan with the "baby" car of his manufacture who was tackling the hills on the same terms as the specials (that is, with stop-and-restarts where the saloons ran straight through) and the two little Goggos which were amazingly quick in the timed tests; also the terrific keenness of Ted Dennis who drove from Camelford on sidelights so as not to miss the fun.

DAVID PRITCHARD.

Results

Best Performance by Member of Falcon Club: A. Joyce (Dellow). **Best Performance by Member of an Invited Club:** P. S. Banbury (Xigim). **Saloon Cars:** G. A. Robins (Vanguard). **Sports Cars:** E. H. Dennis (Morgan). **Specials:** A. E. Hay (Lotus). **Saloons up to 1,300 c.c.:** R. Frolich (VW). **Saloons over 1,300 c.c.:** R. E. Roberts (M.G. Magnette). **First Class Awards:** H. Pollard (Dellow), P. H. G. Morgan (Morgan), A. M. B. Piggott (VW), J. P. Davis (VW). **Second Class Awards:** J. T. Skinner (Dellow), B. M. Hobbs (Renault), K. W. Hobbs (Renault Dauphine). **Guido Vase:** F. A. Freeman (Morgan). **First Class Awards:** H. A. R. Nash (Ford), Brindley (Goggomobil).

from the drop of the flag, the rest of the hill being non-stop.

After this the pace hotted up a good deal, and Fort I and II were real stoppers. The approach road was bad enough, and even some quite fierce cars could not get away from a standstill on it, but the hills themselves were surfaced with that old favourite, wet leaves on sog. Fort I was a true "specialist's" hill which was not included in the Guido Vase, but although some sports cars failed on it, R. Frolich got his VW over the top to resounding cheers, and Alan Piggott missed it by inches in a similar car. (In passing, one can remark that trials provide yet another irrefutable argument in favour of i.r.s. Admittedly our production saloons are not built with the idea that they should win trials or even enter for them, but some of the conditions they are likely to meet in the countries to which we hope to export them are not so very far removed from what we know as trials country. Manufacturers should go along and watch their axles patter!) It was here that J. T. Skinner was prevented from notching up his third win of this event by bottom gear jumping out at the crucial moment. Fort II had a similar surface but was straighter and far less steep.

Axe, which followed, was a very long hill indeed which was extremely slippery in the early stages after the week of rain,

but strangely enough it became better tempered as the day wore on, and a notable success here was that of John Tucker-Peake in his Consul-engined Olympic. Next came the famous Nails-worth Ladder which was included after lengthy negotiations for its use. It took its usual toll of the entry, but praise-worthy successes which we saw included

GREENWOOD CUP

IN spite of very wet weather conditions, the Greenwood Cup standard car trial, promoted jointly on Sunday, 20th October, by the B.A.R.C. (Yorks Centre) and the Yorkshire Sports Car Club, was not adversely affected. High winds and insistent rain made things very uncomfortable for the marshals, but the wet did not make any of the hills unclimbable, and every hill was climbed clean by at least one driver and failed by at least one.

Thirty-two drivers took part in the event, held over a road course of about 40 miles in Airedale and including 12 observed hills. Only one competitor failed to finish the course—lost not through mechanical trouble, but through losing the route. The entry was split into two classes—for front-engined cars and for rear-engined cars. Those with the elastic at the back found things

much easier, taking the first three places and several other awards. The Ford Popular driven by Norman Coates was the only front-engined car to gain over 100 marks.

PETER CRAVEN.

Results

"Greenwood Cup": E. Jackson (Volkswagen); 2, H. Parkin (Renault Dauphine); 3, R. Frolich (Volkswagen). **Opposite class award:** N. H. Coates (Ford Popular). **First-class awards—rear-engined cars:** H. Parkin (Renault Dauphine); **Front-engined cars:** W. L. T. Winder (Humber), A. J. Burton (A.C. Ace-Bristol).

SUNBEAM S.T.D. REGISTER

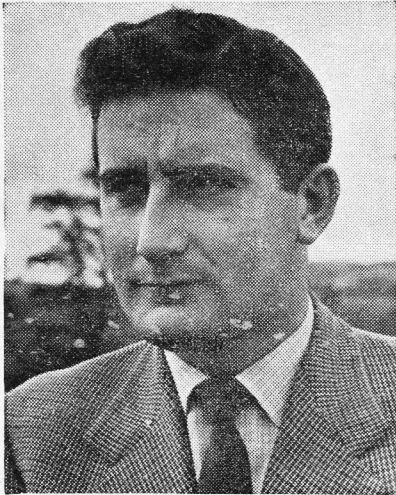
Sandhurst Rally, 13th October

Concours d'Élégance: 1, Sqdn/Ldr. Miller (1927 3-litre Sunbeam); 2, M. Roderick (1925 20/60 Sports Sunbeam); 3, C. Paget (1934 25 h.p. Sunbeam Tourer). **Driving Tests:** 1, V. Rawlings (1930 14/45 Talbot Tourer); 2, M. Tennant (1933 Sunbeam Speed 20); 3, Sqdn/Ldr. Miller (1927 3-litre Sunbeam).

TRIUMPH SPORTS OWNERS' ASSOCIATION

Concours d'Élégance, 13th October

1, A. P. Sawyer; 2, R. W. Gosling; 3, T. R. J. Smith.



PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 35—JOHN WADDINGTON

IN the space of five years, John Waddington, although still in his 20s, has risen to his present status of being perhaps the most successful rally driver in the British calendar. He has, during that time, gained premiers and outright wins in such events as the L. A. C. Whittaker Trophy, Highland Three Days (twice), Bolton-le-Moors driving tests, Lakeland Rally, Stockport Five Ways, Rally of the Dams (twice), M.G. Northern (twice), Plymouth National, Yorkshire "Mille Miglia" (outright although two hours late), *Birmingham Post* National, London Rally, Jeans Gold Cup, Morecambe National Rally and Tests, Gogled, Rally des Etages, etc. He has won the B.T.D.A. Gold Star and been runner-up for the Silver Star for the last two years.

The majority of his successes have been in a TR2 and have been shared by his well-known navigator Mike Wood. John has also raced in a small way, but always with the idea of it being beneficial to his rally work. Nevertheless he has notched wins at both Silverstone and Oulton Park with his Fiat 1100 TV saloon.

International events undertaken have been three Tulip Rallies with one class win, a 10th place at Monte Carlo, Alpines, Sestriere, and, of course, R.A.C. Rallies. As this article is being written, news has just come through that John has just won the Jeans Gold Cup, together with the Peter Reece/Barry Davis Memorial Trophy together with two other premiers at the big Liverpool event—practically a clean sweep. So when a driver of this calibre is prepared to give advice to the embryo rallyist, it behoves that gentleman to sit back and listen, *viz.*—

"Start with a small saloon, select and keep to the same navigator, learn to drive the car properly on the road, then enter the bigger closed invitation and national events rather than a hoard of smaller club 'do's'. The reason for this is that the beginner will then gain some idea of

the criterion expected. Do not sit on a faster car's tail, or the result will undoubtedly be 'through the hedge'. Drive to finish, never give up even if it means missing out some controls, don't despair and don't retire unless forced out by mechanical failure which in the main can be avoided by a scheme of preventive maintenance. Above all don't get big-headed or expect a works drive if you win the Much Muddelcombe-on-Sea Half-Day Rally." (Note: it took John Waddington all of his five years with the above record before he was offered the much coveted "drive".)

"The beginner is not used to travelling fast in narrow curving lanes—don't worry, this will come, but only by a great deal of practice. Drive as fast as possible on the straight sections then slow into the corners, never open up till the road away from the corner is clear. Don't brake on the lock and learn to a 'T' just how long it takes you to stop on varied surfaces. In case of doubt, always overestimate braking distance.

"Vary tyre pressures to suit weather conditions, and carry a sack of cinders for rear wheel adhesion (they will always get one out of thick snow, etc.). Fit chains to both spares and carry an hydraulic jack which will go under the diff, then both wheels can be changed at once. Keep your chains off till the last moment, then change back again as soon as possible. Should long distances have to be covered under snow conditions, fit a third chain to a front wheel to aid steering.

"Properly focused head lamps are superior nine times out of 10 to a mass of spotlamps. The only one found necessary is a widespread yellow beam which will rest one's eyes from glare, plus a reverse lamp with dashboard warning light.

"Keep accessories to the minimum. Only ones found really useful are a good navigator's light and a radiator blind. Do not use a heater under any except the worst conditions as it tends to bring on drowsiness. Do not muffle up too

much; corduroys and a waterproof jacket are the drill, together with a change of trousers for wheel changing. Think twice before entering the high powered sports class". In his opinion John states that in the majority of English events a small saloon driven properly is extremely suitable and very much more comfortable!

"Enter club production saloon class races and if abroad pay the requisite fee at any Continental road circuit and go round slowly and as many times as possible. Do not attempt high speeds as tragedy on holiday is not a good thing!

"Lastly, good luck in your Rally Career, there is no sport like it", he says.

John Waddington's suggestion for the improvement of our sport of course refers to rallies. He suggests that they should be confined to the hours of darkness, avoiding all towns. Any case of "noise" should be punished with "out" and organizers should pay greater attention to route selection to avoid any antagonism with members of the public.

His own personal ambition is to win a rally on the lines of the Liège-Rome-Liège as opposed to one of the Tulip type.

John Waddington was born in 1932, is single, is by trade a cotton manufacturer and has for a hobby dinghy sailing in North Wales. He prefers as personal transport a TV Fiat. His favourite event is without doubt the Yorkshire Miglia, he is a committee member of both the L.A.C. and the B.T.D.R.A. and for next year will be a member of the Triumph works team. He is also an enthusiastic trials exponent now owning a "Cotton".

Lastly the incident questions: funniest—On the 1954 M.G. Weston Rally, he was lost at night on Salisbury Plain, found an Army hutted encampment and asked where he was, to find the gate guard hadn't a clue! Didn't even know where they were on a map. John drove off in disgust, got mixed up in a tank testing ground and finally found a main road.

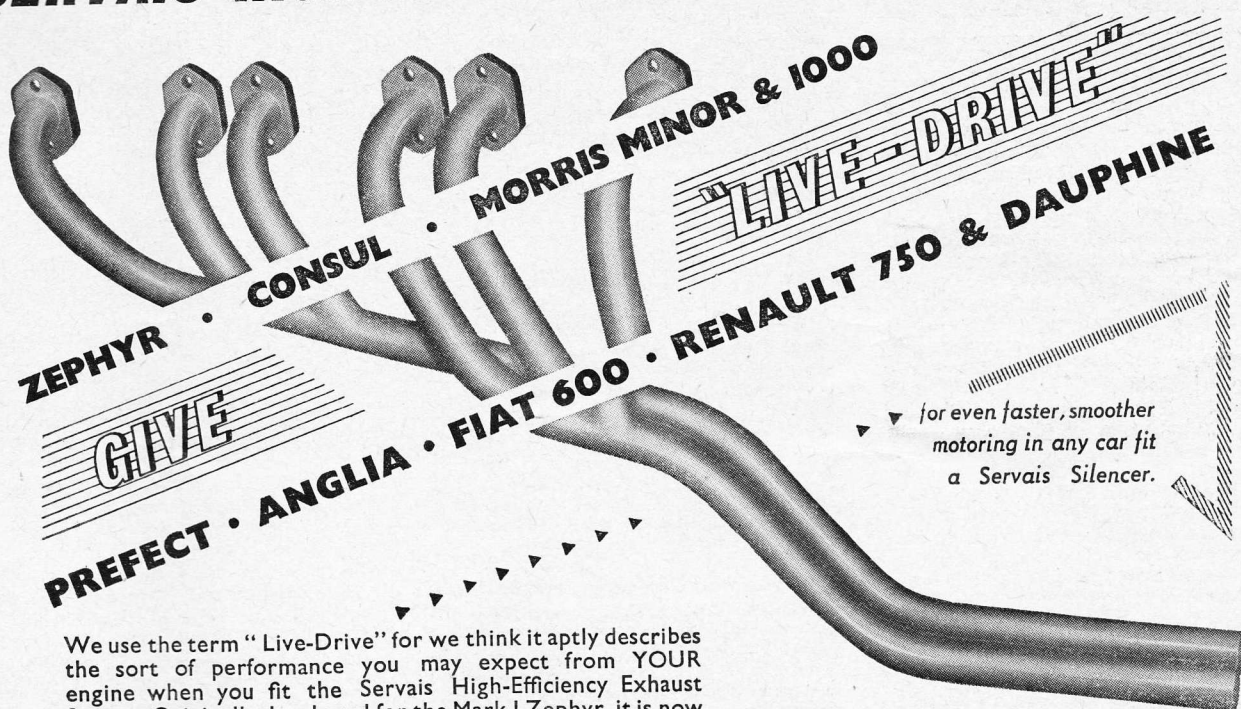
Most disappointing was the cancellation of the Alpine this year.

FRANCIS PENN.

IN HIS ELEMENT! Typical shot of John Waddington, swinging his TR2 hard round a pylon in the 1955 Morecambe Rally.



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Club News

By **STUART SEAGER**

I FIND myself with a very easy job as temporary deputy for Martyn Watkins, for, due to the brief drawing of breath between the racing and rally seasons, there are very few announcements of forthcoming events to pass on this week.

I should point out that the reason for Mr. Watkins's absence is the fact that he slipped away last week and was married at Meopham, Kent, to Miss Shirley Fletcher, and for some reason seems reluctant to return to the office for a few days! However, he should be in harness again by next week (or is that an unfortunate turn of phrase?).

* * *

THIS coming rally season has plenty of scope for speculation, for it will either be a particularly interesting one, or else mark the virtual end of a popular pastime. Last year local opinion ran pretty high against noisy, middle-of-the-night rally cars belting around country villages, but as the current crop of TR3s is really well silenced, this problem may be partly solved. Controversy still rages amongst competitors as to what constitutes a Good Rally, ranging from a short run on a Sunday morning with a simple route-card, followed by an intensive session of gearbox-bashing driving tests—to an all-night examination in higher mathematics conducted, quite incidentally, in a motor-car which moves about from time to time! Generally, the driver wants one thing and the passenger/navigator the other.

Personally, I have always felt that as the purpose of a motor-car is to convey driver and passengers quickly from place to place, the object of a rally should be to test a crew's ability to do that thing co-operatively under difficult and competitive conditions. Consequently the rallies I have most enjoyed, both as driver and navigator, are the ones where one is given a large-scale map, marked with a number of places to be visited, in very complex country at night, in a rather scarce amount of time—and told to get cracking. If the navigator is good, he will direct the driver accurately along the most suitable route, and if the driver is good, he will negotiate the natural hazards on the way with the



CATCH IT! A certain competitor in the recent Circuit of Clare tries to catch his VW before it climbs a bank. He was pushing the car, which was in gear, out of some boggy ground, when suddenly its wheels found their grip and it drove smartly off on its own! It was caught just in time.

minimum waste of time, and without terrifying the navigator or damaging the car. A truly co-operative effort. Surely, the now familiar type of round-the-pylon driving tests (which are being advocated in some circles as the desirable main object for rallies) constitute a quite unnatural misuse of a car, imposing stresses which no manufacturer can bargain for. I have heard more than one enthusiast say, "Oh, I only do driving tests while the car's still under guarantee. I've had two gearboxes and a crownwheel out of this one."

At the other end of the scale, the mathematical torture type has little to do with motoring although it may be fascinating in its own way (if you have that kind of mind!), but organizers tend to miss the chance of testing true navigation, *i.e.*, the expert use of the map itself, which after all is valuable knowledge in everyday motoring if one finds oneself off the beaten track. We are fortunate in this country in having what is probably the finest motoring map system in the world—the 1 in. Ordnance Survey, with its simple and precise grid references for defining any point on the sheet. A little more ingenuity by organizers in the use of this system and a little fewer of the dreary and ambiguous route-cards, and rallies might be a lot more fun for everyone concerned—drivers included!

The Hagley and District L.C.C. set a match to the blue touch-paper of their Guy Fawkes run at 2.15 p.m. on 3rd November, at The Cross, Kingswinford. Ham and eggs will be served at the Half-Way House, Bridgnorth, on the Cleobury Mortimer road, and to finish up with there will be a grand bonfire in the evening; please bring your own fireworks!

... The Monte Carlo Rally British Competitors' Club announce that the date and venue of their A.G.M. has been changed to Friday, 13th December, at the Connaught Rooms, Great Queen Street, London, W.C.2, at 6.30 p.m. The A.G.M. will be followed by a dinner and open discussion on the 1958 rally. ...

The Marconi A.C. annual dinner and presentation of 1957 awards is being held at the Saracen's Head Hotel, Chelmsford, on Saturday, 16th November, 7.30 for 8.15 p.m. Dress informal. Tickets available 10s. 6d. each from K. H. Perry, 27 Vicarage Road, Chelmsford, Essex.

... Four items on the agenda for the West Essex C.C. on 6th November: Richard Bensted-Smith is giving a talk on his recent trip to Russia with Louis Klementaski. On the 20th, Supt. Gahan will talk on "Reminiscences of a traffic cop" and there will be a film show on the 27th. Lastly, on the 29th November, there is the annual dinner and dance. The President of the club, the

(Continued on page 592)

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1954 TR2, one owner, B.R.G.	£615
1954 TR2, o/drive, heater, exceptional ..	£645
1954 Morgan Plus 4 d/h., one owner, red ..	£545
1954 TF, red, one owner, new hood	£595
1954 Austin-Healey, green, exceptional ..	£695
1953 XK 120 h/top, spec. equip., showpiece ..	£845
1953 XK 120, spec. equip. roadster	£695
1953 TD, spotless, grey, specimen	£515
1953 Ford Consul, beige/red, heater	£475
1953 TD, ivory/red, extras	£495
1952 XK 120, blue, radio, exceptional ..	£595
1952 Oct. A40 sports, superb, B.R.G.	£495
1952 Allard Arden J2, pale blue	£495

Choice of another 100 cars available from 1926 to 1957.

TERMS. EXCHANGES. Send for list. GREAT WEST ROAD, BRENTFORD. EAL 8841.



JUST IN TIME for the new rally season is this super-de-luxe illuminated map magnifier, just marketed by P. W. Allen & Co. of 253 Liverpool Road, London, N.1, price £8 10s. A 5 in. dia. lens is mounted in a housing with dimmer-controlled internal hooded lighting; a romer is mounted in the base and a cutout in the side gives access for map marking.

★

Club News—continued

Hon. Gerald Lascelles, will be there, and Mrs. Lascelles will present the awards won during the past year.

Recent Results

BEXLEY L.C.C.

Anniversary Rally, 13th October

1, A. J. Simmons (Standard); 2, L. J. Warren (Vauxhall); 3, J. R. Lawrence (Morgan).

MOTOR ENTHUSIASTS' CLUB

Car Trial, 12th October

Premier Award: Alec Malcolm (Buckler). Open Car Class: 1, M. Y. Johnson (Todd Special); 2, Reg. Redmond (MM2); 3, Rodney Stafford (M.G.). Closed Car Class: 1, Kevin Sherry (Volkswagen); 2, Cecil Vard (Volkswagen); 3, Paddy Hopkirk (Anglia). Novices' Class—Open Cars: Michael Archer (GTS); Closed Cars: Larry Moonet (Ford "Y").

MARCONI A.C.

Autumn Rally, 12th October

Overall Winner: Tom Mayer, M.A.C. (Anglia); Navigators: R. Britt, R. Charlton. Richards Trophy: N. Porter, M.A.C. (Standard 10). Class A (up to 1,200 c.c.): D. Thompson, T.E.A.C. (Anglia), M. Marshall, Ford Sports (Anglia). Class B (1,200 to 2,000 c.c.): G. C. Wilsdon, T.E.A.C. (A70), F. C. Brackett, Romford E. (Consul). Class C (over 2,000 c.c.): J. Hayes, M.A.C. (Riley), J. Cole, M.A.C. (Zephyr). Team Award: Marconi A.C.—E. Hatchett, T. Mayer, N. Porter.

BUCKINGHAM AND D.M.C.

All Night Rally, 5th/6th October

1, Derek Ullman; 2, J. Gurney; 3, G. Wilson; 4, Shelagh Aldersmith; 5, David Payne; 6, B. Hancock.

VINTAGE S.C.C.

Welsh Rally, Presteigne, 5th/6th October

Class I—Vintage Cars, Regularity Run: First Class Awards: J. B. B. Hall (1924 30/98 Vauxhall); J. D. Rogers (1923 7 h.p. Jowett); Second Class Awards: Mrs. S. Clarke (1925 Austin 7); J. H. Humphreys (1927 Alvis 12-50); Third Class Awards: R. O. Barnard (1927 14-40 Delage); J. K. Milner (1926 A.C.). Class II—Edwardian Cars, Regularity Run: First Class: L. E. Pomeroy (1914 Vauxhall);

Second Class: B. M. Clarke (1913 Talbot). Class III—Vintage Cars, Trial: Special Award: Major W. Hawkins (1930 Riley RocBill); First Class Awards: N. Arnold Forster (1925 Frazer-Nash); Dr. D. P. Harris (1926 Frazer-Nash); C. W. Morgan (1930 Austin); Second Class Awards: H. Spence (1930 Lea-Francis); H. P. Bowler (1929 Bentley); W. S. May (1927 Vauxhall); G. G. McDonald (1928 Bentley); Third Class Awards: B. B. Whitehouse (1926 Ballot); J. Gray (1925 Vauxhall); F. E. Day (1929 Bentley).

HASTINGS, ST. LEONARDS AND EAST SUSSEX C.C.

Speed Hill-Climb, Bodiam, 19th October

B.T.D.—The Elva Trophy: S. Lewis-Evans (Elva). Best Open Car—John Hayles Trophy: D. L. Buss (Triumph). Best Closed Car—S.S.A.F.A. Cup: D. Jenkinson (Porsche). Ladies' Award—Warren Trophy: Miss P. Normay (Triumph). Class Winners: First Class—Class 1: D. S. McInerney (Fiat); Class 2: D. L. Buss (Triumph); Class 3: B. Savage (Austin-Healey); Class 4: S. Lewis-Evans (Elva); Class 5: A. D. Sivyer (Volkswagen); Class 6: D. R.

Coming Attractions

3rd November. G.P. of Caracas (S).

R.A.C. London-Brighton Veteran Car Run. Start from Hyde Park at 7 a.m.

Shenstone and District C.C. Chase Trophy. Dog and Partridge, Tutbury, nr. Burton-on-Trent.

8th November. Bristol M.C. and L.C.C. Social Rally. Start from the Triangle, Fairland, at 8 p.m.

9th November. Surrey Sporting M.C. Night Trial. Start from Jolliffe Arms, Merstham.

10th November. Harrow C.C. Cottingham Memorial Autocross.

North Midland M.C. Semi-sporting Trial. Start from Miner's Stand, Winster, at 10.30 a.m.

Rawson (Rapier); Class 7: D. Jenkinson (Porsche). Second Class—Class 2: A. M. Greig (Morgan); Class 4: G. A. Henrotte (Etterne); Class 5: G. J. Hart (Volkswagen); Class 6: Dennis Milton (Austin A35).

HARROW C.C.

Moss Trophy Rally, 19th/20th October

Moss Trophy: Miss P. Moss (Wolsley 1500); Navigator: W. Cave. Cullen Cup: Mrs. P. Forster (M.G. TD); Navigator: Mrs. L. M. Still. First Class Award: V. Lovett (A30); F. M. Collins (BMW). Second Class Awards: L. S. Norman (Jaguar 2.4); L. N. Needham (TR3).

NEWPORT C.C.

Foster Trophy Rally, 5th/6th October

General Classification: 1, R. Galpin (Ford Anglia), winner of Foster Trophy; 2, R. Morris (M.G. Magnette); 3, D. Tilley (Simca). Class Awards: Closed cars up to 1,600 c.c.: R. Morris (M.G. Magnette). Closed cars over 1,600 c.c.: Mrs. Shirley Jones (Vauxhall Velox). Open cars over 1,600 c.c.: N. Garraway-Smith (Triumph TR3). Team Award: R. Galpin, Mrs. S. Jones, G. Hammond (Ford Anglia).

BERWICK AND D.M.C.

6th Border Rally, 13th October

Outright Winner: P. G. Walton. Winner of other class: N. L. Paterson. Team Prize: I. T. Brown, N. L. Paterson and R. W. Dalgligh. Navigator's Award: M. Martin. Forman Cup: R. L. Mill. General Classification: 1, P. G. Walton; 2, E. W. A. Oglesby; 3, N. L. Paterson.

B.A.R.C. (N.W. CENTRE)

Autumn Driving Tests, 13th October

Class A—Sports Cars over 1,300 c.c. and Premier Award, "Mr. Mercury Trophy": J. A. Ashall (TR3). Class B—Sports Cars up to 1,300 c.c.: E. Laughton (M.G. TF). Class C—Touring Cars over 1,300 c.c.: Ken James (Wolsley 1500). Class D—Touring Cars up to 1,300 c.c.: J. Cuff (Ford Anglia). Novice Award: G. Bradley (Ford Anglia).

HAGLEY AND D.L.C.C.

Worcestershire Trial, 13th October

Cutler Trophy: B. J. Bodenham (Austin Special). Harvey Cup: F. T. Lewis (Squagimerous). First Class Awards: R. Kemp (Cannon IX); A. P. Harrison (Cranford). Second Class Award: A. W. Francis (Trafford).

LINDSEY A.C.

Goathland Rally, 19th/20th October

1, E. Harris/Mrs. Harris (Ford Consul); 2, N. Drury/Mrs. N. Drury (Riley); 3, J. H. Forkington/W. Leonard (M.G. Magnette).

Motor Show Test Day—continued

models; all their range are examples of smart yet simple body design. Rootes styling generally, and particularly on the Hawk, is a credit to the industry and their colour schemes are bright, yet well harmonized. Some of the B.M.C. two-tone schemes seem less happy, particularly on the Oxford, the basically good lines of which have been spoiled by a curious dividing strip which wanders up and down the body sides.

But, let it be stressed—these are strictly personal views and if all cars do not look to us quite as beautiful as the Alfa Romeo Giulietta Sprint Veloce—at least we have variety!

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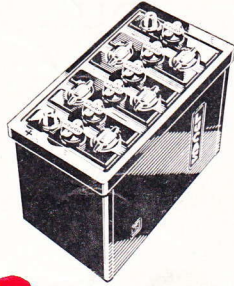
Size 11" x 8½". 80 pages. Price 6/- net from your local bookseller. 6/9 post free. Edited by Gregor Grant and John Bolster. Technical drawings by Theo Page. Once again this annual contains special articles and features reviewing the highlights of the past year, an extensive series of road tests and technical drawings and a great quantity of photographs

Published October 16th, 1957

AUTOSPORT

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