

AUTOSPORT

FEBRUARY 28, 1958

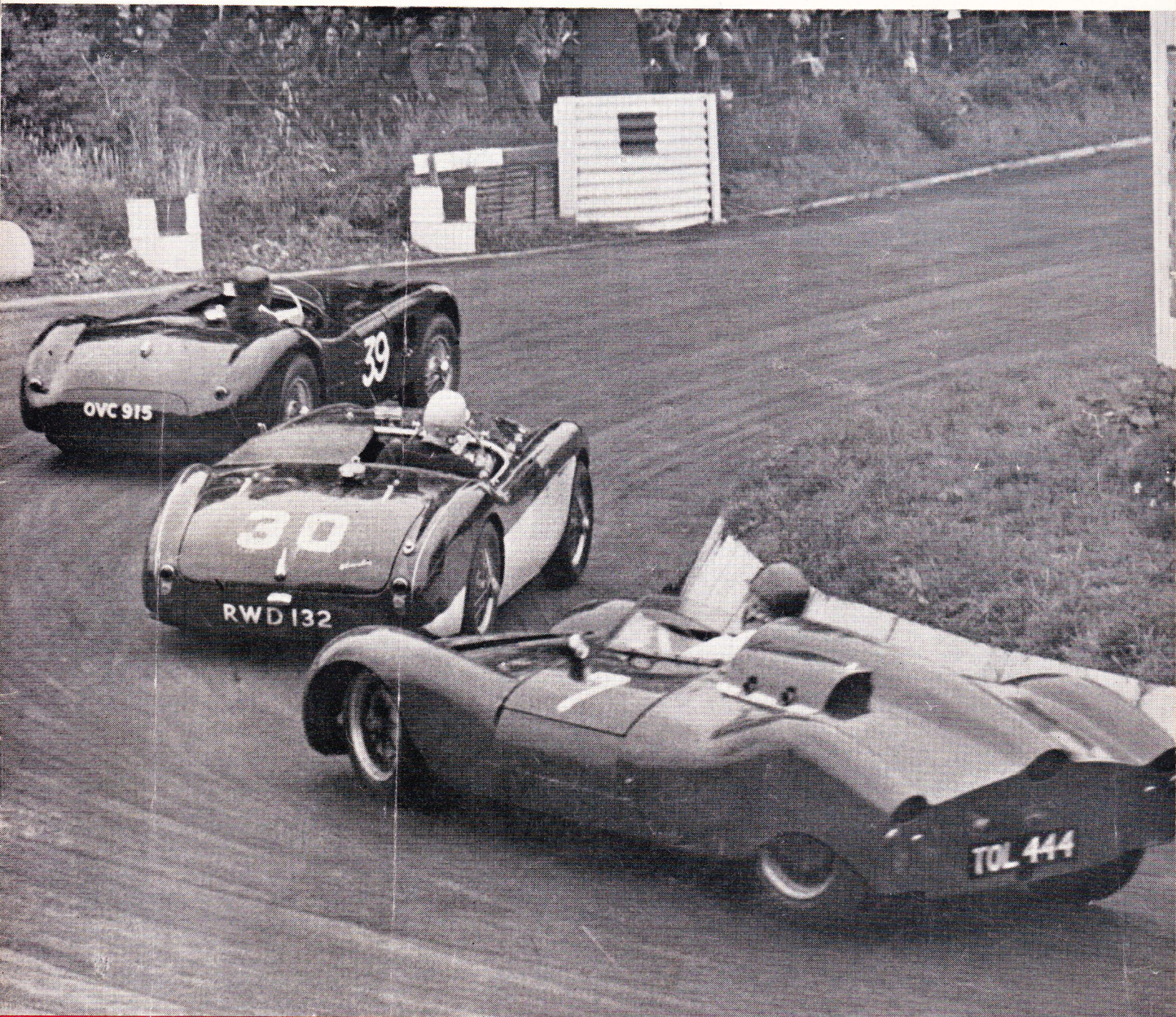
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EVERY FRIDAY

Vol. 16 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN BOLSTER TESTS THE BORGWARD ISABELLA TS COUPE : THE ELVA STORY
THE BOLTON RALLY : HOLIDAY SUGGESTIONS FOR THE COMING SEASON



"I have never driven a car with
less vice than the Magnette.
Nor one more surefooted"

ROBERT GLENTON, SUNDAY EXPRESS

To the driver in search of a car that is within his means yet out of the run of everyday saloons, the M.G. Magnette has much to commend it. It has individuality and good breeding... sparkling 80 m.p.h. performance... faultless road-holding. But undoubtedly its most impressive "plus" is its superb "drivability". Every detail of its design is planned to ensure maximum ease and sureness of control. That's why your driving improves at the wheel of a Magnette. You enjoy lively motoring in comfort and safety.



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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 16 No. 9 February 28, 1958**Managing Editor GREGOR GRANT****Assistant Editor STUART SEAGER****Road Tests and Technical**

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-2

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription **£4 9s. 0d.**
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

THE TOURIST TROPHY

IT is indeed good news that the R.A.C. Tourist Trophy will be revived this year. For prestige sake alone, the world's oldest existing motor race must be continued, particularly as it counts nowadays for the World's Sports Car Championship. This will undoubtedly cause some head-scratching on the part of the R.A.C. and the organizing club, the B.A.R.C. Should the Tourist Trophy be awarded to the entrant whose car covers the greatest distance in the time allotted, or should it be given for the best performance on handicap? The last-named is always difficult to follow and AUTOSPORT suggests that the main awards should be for the general classification, and that the "Index of Performance" should form a separate category—the same system as is adopted at Le Mans. Goodwood is the type of circuit which does not necessarily mean that smaller-capacity cars will be out-classed by the 3-litre machines. In point of fact, several modern 1½-litre cars could quite easily lap faster than some of their more powerful rivals. The term "Tourist Trophy" is, of course, a misnomer; Appendix C machines bear little relation to the types of car for which the race originally was organized. Nevertheless, if the B.A.R.C. are to organize it as a World Championship event, sports-racing cars must be admitted. There need be no fear that organization will not be first-rate. The B.A.R.C. has a fine reputation for its abilities in that direction, and no doubt the crowds which will flock to Goodwood for a truly International T.T. will make up for the lack of support which was the main cause of the abandonment of the "Nine Hours". Many people will naturally regret the return of the classic race to a closed circuit, but the difficulties of staging the event again in Northern Ireland are many. It would have been yet another heavy financial loss had the race returned to Dundrod, for, no matter how many thousands of people turn up to watch, the large majority would do so more or less for free. The cost of promoting present-day International events is such that public road venues are almost out of the question, owing to the impossibility of guaranteeing a reasonable revenue from spectators.

SAFE AND SOUND

THE amazing kidnapping of Juan Manuel Fangio by Cuban political rebels on the eve of the Havana sports car Grand Prix earned front page headlines in Britain's daily and evening papers for two days this week, giving motor racing a blaze of publicity such as it has never before enjoyed; however, it was with very sincere relief that we learned of the World Champion's safe return—after the race was over.

OUR COVER PICTURE

IT'LL SOON be here again! Club racing, which will be in full swing in a few weeks' time, is typified by this fine Francis Penn shot of a mixed bag of sports cars at Shaws Corner, Mallory Park. Leading the trio is Peter Mould (Jaguar), with John Dalton (Austin-Healey 100S) attempting to cut through on the inside. A close third is Lionel Mayman (Cooper-Climax).

THE 300,000th Renault Dauphine left the factory on 17th February.

THE 1958 edition of the R.A.C. Continental Handbook is now out. It costs 6s. 6d. to members and 10s. 6d. to non-members, and is obtainable from all R.A.C. offices.

RON RICHARDSON is now racing manager and London representative to the Keith Hall Racing Equipe. All racing correspondence for the above Equipe should be sent to him at 37 Malvern Avenue, Highams Park, London, E.4.

THE Royal Motor Union of Liège announce that the Liège-Brescia-Liège Rally (formerly the Liège-Rome-Liège) will not now pass through France at all, due to a French Government ban on rallies at that time of the year.

NOW resident in England, Italian reader R. Mazzacurati, of 7 Coptis Street, London, W.C.1, is interested in forming a "Continental team" to race Italian saloon and sports cars in British events. He would like to hear from interested Italians living in this country.

H. J. GOLDSMITH and H. Massey, directors of Performance Cars, Ltd., announce their ninth annual Performance Cars dance and party, to be held at the Osterley Hotel, Great West Road, Isleworth, on Thursday, 6th March. Dress is optional. Tickets are 12s. 6d. and can be obtained from Performance Cars, Ltd., Great West Road, Brentford, Middlesex.



GALLANT VETERAN still earning prestige for Britain is John Cobb's Railton Mobil Special, seen at Tilbury en route for the recent Dutch Motor Show. It first broke the World's Land Speed Record at 350.2 m.p.h. in 1938, broke it again in 1939 and set up the present record of 394.196 m.p.h. in 1947.

RUSSIAN RACING DRIVERS REGRET

RUSSIAN racing drivers are not able to accept the invitation to take part in the first international motor race meeting of the British season at Goodwood on Easter Monday.

In a letter to Mr. H. J. Morgan, general secretary of the British Automobile Racing Club, Mr. G. Cherkasskyi, of the U.S.S.R. Automobile Section, writes: "We sincerely thank you for your kind invitation for our sportsmen to take part in the motor racing to be held on 7th April, but, unfortunately, we do not have an opportunity to accept as they will be taking part in other sporting events."

It is felt that this reply indicates that the Soviet Union does intend to enter the field of international motor sport at some future date, and the B.A.R.C. is keeping Mr. Cherkasskyi informed of its international fixtures.

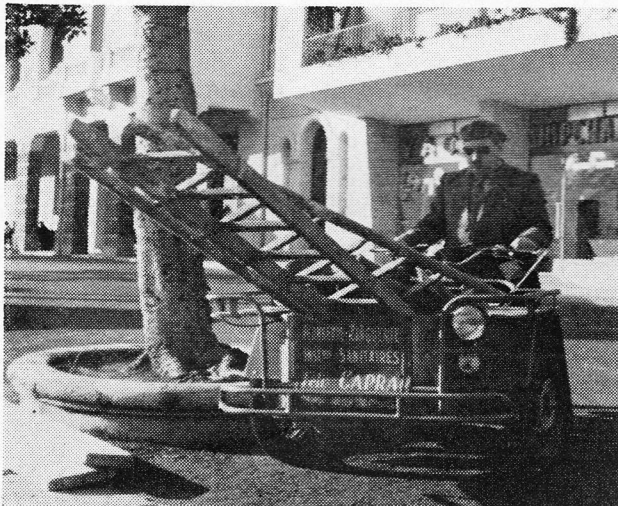
T.T. FOR GOODWOOD

THE world's oldest sports car race, the R.A.C.'s International Tourist Trophy race, will be held this year at Goodwood on Saturday, 13th September, it is announced by the club.

The event was cancelled last year and also in 1956. In 1955, when it was staged at Dundrod, the event was won by Stirling Moss and John Fitch in a Mercedes 300SLR.

The event this year will be organized by the B.A.R.C.

PIT and PADDOCK



GUESS WHO!—This heavily disguised international figure, caught masquerading as a sanitary engineer on the waterfront at Monte Carlo after the Rally, was later revealed as none other than Igor Bulb—alias Ivor Bueb!

SPEED SEASON BEGINS

THE British motor racing season opens on Sunday with a sprint meeting at Brands Hatch, Kent. Organized by the Surrey Sporting Motor Club, the event has attracted a full entry of 90 cars and 110 drivers and has a long list of reserves.

Three groups of cars will be competing: racing cars, sports cars and closed cars. There will be awards in each group for cars in different engine capacity classes. The course for this event is somewhat longer than for the average sprint as it is over a full three laps of the 1.24-mile circuit. So each driver will have to perform one standing and two flying laps.

The meeting starts at 12.30 p.m. but there will be practising all morning.

EASIER to identify is Reg Parnell, who was recently honoured by Ashbourne, Derbys, by being asked to start the town's ancient game of Royal Shrovetide football. The ball was handpainted with his name and a steering wheel.

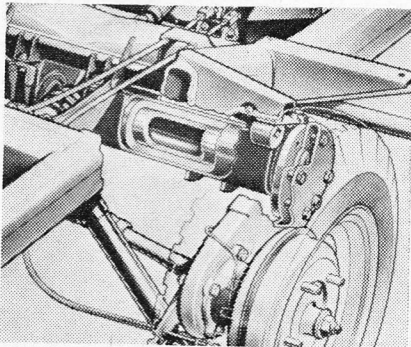


B.M.C. Introduce Independent Four-wheel Suspension

John Bolster Tries the Austin Gipsy

It is extremely interesting that B.M.C. have produced a "jeep-type" four-wheel drive vehicle, with independent suspension of all four wheels. This is the Austin Gipsy, which may be ordered with either an A70 petrol engine or a 2.2-litre Diesel unit. In appearance, the machine is a conventional utility truck, but the chassis is of a very advanced design.

The frame is a ladder-type, constructed of oval steel tube. Both in front and at the rear, the wheels are sprung on trailing arms. These move on very large "Flexitor" rubber bushes, which also act as the suspension medium. Thus, there is no maintenance required. The rear shock absorbers are telescopic, and the front ones are of piston type.



Sectioned view of the "Flexitor" unit.

Two differential units are mounted on the chassis for the front and rear drives. Open universally jointed shafts are connected to the hubs, of which the rear ones are stationary, but the front have swivel bosses for the steering. The engine and four-speed gearbox are mounted in unit, and drive through a

transfer box to the front and rear propeller shafts. The transfer box also contains an auxiliary two-speed gearbox, which drives the rear wheels only on the "high" range, but all four in the "low". I had an opportunity to try this very advanced design on a tank testing ground. The rubber suspension worked admirably over the most atrocious going, and one kept bracing oneself for shocks that never came. Compared with existing vehicles of this type, the ride is infinitely more comfortable, and it would be possible to carry fragile loads across country without any fear of breakage.

It is, however, in the matter of handling that the new Gipsy shines. The wheels stay on the ground all the time, and I fairly hurled the car round the corners in long controlled slides. The hill-climbing through deep mud was an eye-opener.

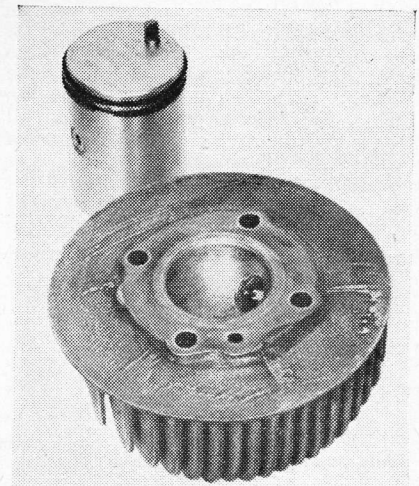
It is true that AUTOSPORT seldom tests cross-country trucks, but here we have a suspension system that could go straight on to a sports car! A vast test mileage has already been covered in

distant parts of the globe, and the Flexitor rubber bushes have been found to have a life far longer than that of conventional leaf springs. Let us hope that we shall soon be sampling this most excellent suspension on other cars of the B.M.C. range.

LADDER-TYPE frame of oval steel tubes forms the basis on which Austin's contribution to the cross-country field is built. Both front and rear wheels are sprung on trailing arms which move on Avon "Flexitor" rubber bushes.

War Against Whiskers

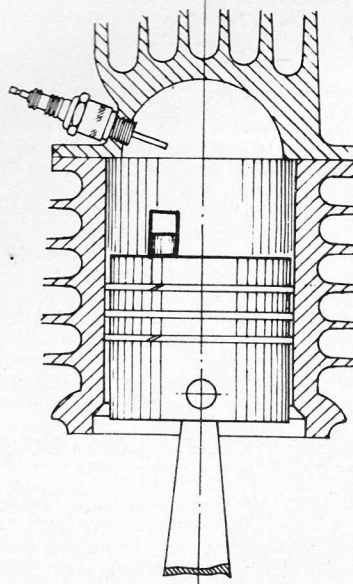
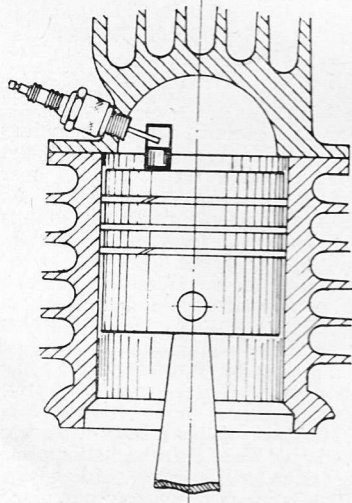
A NEW ignition system, developed by J. Gilbert Hobbs, has proved its superior reliability over orthodox spark-



THE single electrode is discernible within the cylinder head, its "mate" being located on the piston crown (above).

ing plugs, particularly in two-stroke engines, in a 1,000 hour test which ended recently.

In the Hobbs ignition system the orthodox plug is replaced by one having a single electrode only which is connected to the high tension lead. The earth electrode is provided by a stud fitted in



the top of the piston. As the piston nears the top of its stroke the two electrodes are beside one another and a spark can occur between them. When the piston goes down the electrodes become far apart and the build-up of a carbon bridge, shorting the electrodes, becomes a physical impossibility. It is this build-up of a carbon bridge or "whiskering" on the orthodox plug that has been the particular curse of two-stroke engines.

The two-stroke, a model of mechanical simplicity, has, because of the "whiskering" problem, never been quite as reliable as the four-stroke. This is one reason why it has not been used in aircraft.

In a recent test, Harry Weslake, conducted 1,000-hour tests with different types of plug in a two-stroke engine. He used a non-commercial heavily leaded fuel designed to bring on whiskering

early. With the Hobbs plug there was an average of 89 hours running per incident. The best figure for an orthodox plug, using the same fuel but with an anti-deposit additive, was 59 hours per incident. Without the anti-deposit additive the figure for the orthodox plug was only 15 hours per incident.

Thus under comparable conditions the Hobbs plug proved itself with 89 hours average incident-free running compared with 15 hours for the orthodox plug. Furthermore in no case was an incident with the Hobbs plug due to whiskering.

Harry Weslake commented on the Hobbs system in his report: "The plug performance on this test is easily the best to date and is comparable with a good four-stroke engine result." The Gilbert Hobbs ignition system has been patented in all countries and is being marketed by Parry, Hobbs and Co., Ltd.

THE R.A.C. RALLY OF GREAT BRITAIN

FULL ENTRY LIST

Starters from Blackpool

Comp. No. 1, L. O. Sims (Aston Martin 2,580 c.c.); **2,** I. A. Maiden (Jaguar, 3,442 c.c.); **3,** B. F. Mitton (Jaguar, 3,442 c.c.); **4,** R. B. Cade (Jaguar, 3,442 c.c.); **5,** P. B. Dann (Jaguar 3,442 c.c.); **6,** P. R. Proctor (Aston Martin, 2,922 c.c.); **7,** A. G. Bird (Aston Martin, 2,922 c.c.); **8,** J. T. Nixon (Jaguar, 3,442 c.c.); **9,** E. R. V. Walker (Armstrong Siddely, 2,290 c.c.); **10,** D. B. Pulley (Jaguar, 3,442 c.c.); **11,** D. G. Scott (Ford, 2,553 c.c.); **12,** R. Grant (Morgan, 1,991 c.c.); **13,** J. Carefoot (M.G., 1,489 c.c.); **14,** Miss H. M. Close (M.G., 1,489 c.c.); **15,** H. Jacoby (Triumph, 1,991 c.c.); **16,** P. Bolton (A.C., 1,971 c.c.); **17,** A. J. Burton (A.C., 1,971 c.c.); **18,** K. Liptrot (Triumph, 1,991 c.c.); **19,** K. P. Howells (M.G., 1,489 c.c.); **20,** E. H. Harrison (M.G., 1,489 c.c.); **21,** J. B. Whit (M.G., 1,489 c.c.); **22,** R. W. S. Bell (Triumph, 1,991 c.c.); **23,** F. Mosedale (Triumph, 1,991 c.c.); **24,** A. Newsham (Triumph, 1,991 c.c.); **25,** Mrs. E. Ashall (Triumph, 1,991 c.c.); **26,** B. R. Waddilove (Jaguar, 2,478 c.c.); **27,** G. E. Middleton (M.G., 1,489 c.c.); **28,** D. L. Nurse (Renault, 850 c.c.); **29,** J. C. Wall-work (Alfa Romeo, 1,290 c.c.); **30,** J. C. Worswick (Ford, 1,172 c.c.); **31,** C. Corbishley (Standard, 948 c.c.); **32,** K. E. M. Kaye (Morris, 948 c.c.); **33,** R. A. Gouldbourne (Standard 948 c.c.); **34,** T. A. Gold (Standard, 948 c.c.); **35,** A. C. Crusier (Austin, 2,639 c.c.); **36,** H. J. O'Connor (Jaguar, 3,442 c.c.); **37,** J. Casewell (Austin, 2,639 c.c.); **38,** P. G. Walton (Jaguar, 3,442 c.c.); **39,** R. H. Harris (Austin, 2,642 c.c.); **40,** T. H. Rowe (Jaguar, 3,442 c.c.); **41,** Mr. E. Einhorn (Ford, 2,553 c.c.); **42,** E. Elliott (Ford, 2,553 c.c.); **43,** R. H. Jenkinson (Jaguar, 2,483 c.c.); **44,** J. F. Dickinson (Ford, 2,553 c.c.); **45,** M. V. Mackie (Standard, 2,088 c.c.); **46,** E. Harrison (Ford, 2,553 c.c.); **47,** T. C. Harrison (Ford, 2,553 c.c.); **48,** J. Atkinson (Ford, 2,553 c.c.); **49,** F. Taylor (Ford, 1,703 c.c.); **50,** A. Kirkham (Jaguar, 2,483 c.c.); **51,** E. Hodson (Jaguar, 2,483 c.c.); **52,** F. A. Marsh (Sunbeam, 2,207 c.c.); **53,** K. H. James (Riley, 1,489 c.c.); **54,** Mrs. J. Crossley (Wolseley, 1,489 c.c.); **55,** P. E. Foden (Riley, 1,489 c.c.); **56,** G. M. R. Pearson (Singer, 1,494 c.c.); **57,** A. Griffiths (M.G., 1,489 c.c.); **58,** D. C. Absalom (Riley, 1,489 c.c.); **59,** H. E. Rumsey (M.G., 1,489 c.c.); **60,** A. Lineker (Vauxhall, 1,507 c.c.); **61,** J. Ray (Sunbeam, 1,427 c.c.); **62,** R. W. Roberts (M.G., 1,489 c.c.); **63,** O. F. Christenson (Sunbeam, 1,494 c.c.); **64,** J. Handley (Ford, 1,172 c.c.); **65,** S. E. Mather (Fiat, 1,089 c.c.); **66,** T. G. Peacock (Simca, 1,290 c.c.); **67,** Mrs. A. Hail (Ford, 1,172 c.c.); **68,** K. C. Chambers (Ford, 1,172 c.c.); **69,** K. C. Kelsall (Ford, 1,172 c.c.); **70,** P. J. Guest (Ford, 1,172 c.c.); **71,** B. W. Fursdon (Skoda, 1,098 c.c.); **72,** D. H. Holland (Morris, 948 c.c.); **73,** T. B. D. Christie (Morris, 948 c.c.); **74,** F. A. Marsh (Renault, 850 c.c.); **75,** H. E. Marvin (DKW), 896 c.c.); **76,** J. F. May (Standard, 948 c.c.); **77,** E. Fishwick (Austin, 948 c.c.); **78,** F. Naylor (Standard, 948 c.c.); **79,** N. Brown (Morris, 948 c.c.); **80,** B. J. Cox (Renault, 850 c.c.); **81,** R. Gradwell (Morris, 948 c.c.); **82,** A. Pownall (Renault, 850 c.c.); **83,** P. P. Roberts (Austin-Healey, 2,660 c.c.); **84,** W. G. V. Gallie (Austin-Healey, 2,660 c.c.); **85,** Maj. I. B. Baillie (Jaguar, 3,442 c.c.); **86,** G. N. Burgess (Ford, 2,553 c.c.); **87,** J. Sears (Austin-Healey, 2,639 c.c.); **88,** D. S. Shale (Austin-Healey, 2,639 c.c.); **89,** D. J. Mackay (Austin-Healey, 2,660 c.c.); **90,** J. L. Kendall (Jaguar, 3,442 c.c.); **91,** Sir C. Kimber (Triumph, 1,991 c.c.); **92,** B. H. Arnold (Porsche, 1,682 c.c.); **93,** D. A. Wilcocks (M.G., 1,489 c.c.); **94,** S. G. Cobbam (M.G., 1,489 c.c.); **95,** Mrs. E. P. Mayman (Morgan, 1,991 c.c.);

Starters from Hastings

96, P. H. G. Morgan (Morgan, 1,991 c.c.); **97,** A. L. Yarranton (Morgan, 1,991 c.c.); **98,** W. A. G. Goodall (Morgan, 1,991 c.c.); **99,** J. Patten (A.C., 1,971 c.c.); **100,** L. H. G. Handley (Triumph, 1,991 c.c.); **101,** G. Farrell (M.G., 1,489 c.c.); **102,** D. G. Bennett (A.C., 1,971 c.c.); **103,** O. Issard-Davies (Mercedes-Benz, 1,897 c.c.); **104,** K. N. Rudd (A.C., 1,971 c.c.); **105,** A. P. Grant (M.G., 1,489 c.c.); **106,** E. Searle (M.G., 1,489 c.c.); **107,** P. D. G. Dixon (M.G., 1,489 c.c.); **108,** F. J. J. Powell (Bristol, 1,971 c.c.); **109,** J. O. Beard (Triumph, 1,991 c.c.); **110,** K. N. R. Ballisat (Triumph, 1,991 c.c.); **111,** I. W. McCulloch (Triumph, 1,991 c.c.); **112,** L. F. Parham (Bristol, 1,971 c.c.); **113,** R. Michalkiewicz (Morgan, 1,991 c.c.); **114,** C. W. Brasher (Triumph, 1,991 c.c.); **115,** T. Clarke (A.C., 1,971 c.c.); **116,** J. G. Dathan (Abarth-Fiat, 747 c.c.); **117,** D. R. Milton (Austin, 948 c.c.); **118,** N. Jarrett (Morgan, 1,172 c.c.); **119,** H. A. Thomas (Ford, 1,172 c.c.); **120,** C. M. Seward (Standard, 948 c.c.); **121,** I. Mantle (Berkeley, 492 c.c.); **122,** A. R. Wheeler (Berkeley, 492 c.c.); **123,** P. Wren (Berkeley, 492 c.c.); **124,** Mrs. N. Hulbert (Austin, 948 c.c.); **125,** F. W. Marriott (Morris, 948 c.c.); **126,** J. Sprinzel (Austin, 948 c.c.); **127,** Lord J. Aveybury (Standard, 948 c.c.); **128,** Miss P. Burt (Alfa Romeo, 1,290 c.c.); **129,** R. N. Richards (Austin, 948 c.c.); **130,** P. B. Hopkirk (Standard, 948 c.c.); **131,** M. A. Soisbault (Standard, 948 c.c.); **132,** M. A. Soisbault (Standard, 948 c.c.); **133,** D. C. T. Bennett (Fairthorpe, 1,097 c.c.); **134,** W. Scott (Alfa Romeo, 1,290 c.c.); **135,** R. C. Willis (Volkswagen, 1,192 c.c.); **136,** G. H. Turnbul (Ford, 1,172 c.c.); **137,** E. Lewis (Lotus, 1,097 c.c.); **138,** A. F. Coakley (Austin, 2,639 c.c.); **139,** R. A. Sanson (Austin, 2,639 c.c.); **140,** P. D. Sapsed (Jaguar, 3,442 c.c.); **141,** E. Brinkman (Jaguar, 3,442 c.c.); **142,** D. G. Warwick (Austin, 2,639 c.c.); **143,** T. E. F. Sopwith (Jaguar, 3,442 c.c.); **144,** R. W. Faulkner (Jaguar, 3,442 c.c.); **145,** A. O. Norgard (Jaguar, 3,442 c.c.); **146,** M. Day (Ford, 2,262 c.c.); **147,** 150,

148, J. W. T. Gurney (Ford, 2,262 c.c.); **149,** Maj. E. L. Graham (Ford, 2,553 c.c.); **150,** R. M. Stead (Sunbeam, 2,267 c.c.); **151,** W. T. Franklin (Ford, 2,553 c.c.); **152,** G. Jopp (Jaguar, 2,483 c.c.); **153,** J. T. Shiel (Sunbeam, 2,267 c.c.); **154,** C. R. Syms (Ford, 2,553 c.c.); **155,** Lt.-Col. M. G. M. Crosby (Jaguar, 2,483 c.c.); **156,** G. E. Day (Riley, 1,489 c.c.); **157,** L. Taylor (Sunbeam, 1,390 c.c.); **158,** J. Gregson (Jowett, 1,486 c.c.); **159,** E. H. D. Smith (M.G., 1,489 c.c.); **160,** K. Faire (Riley, 1,489 c.c.); **161,** F. H. G. Vagg (Hillman, 1,390 c.c.); **162,** R. B. White (Vauxhall, 1,507 c.c.); **163,** B. A. T. Clark (Riley, 1,489 c.c.); **164,** G. R. Hartwell (Sunbeam, 1,494 c.c.); **165,** K. N. Lee (Riley, 1,489 c.c.); **166,** L. Leston (Riley, 1,489 c.c.); **167,** Mrs. N. Mitchell (Riley, 1,489 c.c.); **168,** G. Grant (Sunbeam, 1,494 c.c.); **169,** J. Popp (Sunbeam, 1,494 c.c.); **170,** Miss M. H. Page (Sunbeam, 1,494 c.c.); **171,** P. Harper (Sunbeam, 1,494 c.c.); **172,** Miss D. Freeman (Sunbeam, 1,390 c.c.); **173,** A. B. Fraser (Sunbeam, 1,494 c.c.); **174,** K. Piper (Sunbeam, 1,494 c.c.); **175,** B. K. Fry (Borgward, 1,493 c.c.); **176,** D. Crossley-Cooke (Wolseley, 1,489 c.c.); **177,** A. M. B. Pigott (Skoda, 1,089 c.c.); **178,** P. J. Anton (Ford, 1,172 c.c.); **179,** D. A. Smith (Fiat, 1,089 c.c.); **180,** J. C. Seage (Ford, 1,172 c.c.); **181,** M. A. Lester (Volkswagen, 1,192 c.c.); **182,** A. E. C. Hartnell (Ford, 1,172 c.c.); **183,** G. M. C. Bailey (Skoda, 1,221 c.c.); **184,** H. A. R. Nash (Ford, 1,172 c.c.); **185,** E. J. Haddon (Ford, 1,172 c.c.); **186,** F. P. Grounds (Ford, 1,172 c.c.); **187,** W. G. Cawsey (Renault, 850 c.c.); **188,** J. H. D. Whitmore (Austin, 948 c.c.); **189,** K. Lumsden (Morris, 948 c.c.); **190,** J. P. Kilden (SAAB, 748 c.c.); **191,** D. Bain (Fiat, 633 c.c.); **192,** S. D. Guttridge (Austin, 948 c.c.); **193,** A. P. Carpenter (Austin, 948 c.c.); **194,** J. P. Kilden (SAAB, 748 c.c.); **195,** D. B. Bain (Fiat, 633 c.c.); **196,** A. G. Baldet (Isotta, 300 c.c.); **197,** A. G. J. Mabbs (Standard, 803 c.c.); **198,** A. C. Westwood (Standard, 948 c.c.); **199,** J. E. D. Brindley (Goggomobil, 392 c.c.); **200,** W. H. Wadham (Morris, 948 c.c.); **201,** Miss P. A. Moss (Morris, 948 c.c.); **202,** T. J. Clarke (Goggomobil, 392 c.c.); **203,** P. Allard (Goggomobil, 392 c.c.); **204,** F. C. Cole (Austin, 948 c.c.); **205,** A. A. McKechnie (Austin, 948 c.c.); **206,** D. Barker (Austin, 948 c.c.); **207,** H. J. Harper (Morris, 948 c.c.).

ASTONS FOR SEBRING

Two works Aston Martin DBR1s have been entered for the Sebring 12 hours race on 22nd March. The drivers will be Stirling Moss/Tony Brooks and Roy Salvadori/Carroll Shelby. A third car, a D.B. Mark III saloon has been entered in the Grand Touring Class. This will be driven by George Constantine (who drove a Mark III regularly in the U.S.A. last year) and John Dalton, who will be making his first appearance for Aston Martin.

During 1957 the development of the David Brown Aston Martin DBR1 passed through the following phases:

(1) In early events at Oulton Park and Goodwood the car was fitted with a 2.5-litre engine similar to that which had

(Continued overleaf)

★
LAST CAR to go on board the M.S. Montana at the London Docks was the Aston Martin DBR1 which Stirling Moss and Tony Brooks will drive at Sebring. The other Aston was already safely stowed in the hold for the Transatlantic journey.

★



98, Mrs. E. P. Mayman (Morgan, 1,991 c.c.);

been used at Le Mans in 1956. The body had been improved aerodynamically and the whole car substantially lightened since the prototype appeared at Le Mans. In this form the car was designated the DBR1/250.

(2) 12th May at Spa marked the first appearance of the DBR1 fitted with the 3-litre engine. In this form the car was designated the DBR1/300. The 3-litre engine was similar in general design to the 2.5-litre, having an aluminium crank-

case and dry sump lubrication. The 12 plug aluminium cylinder head with valves at an included angle of 60 deg. was the same as had been used on the 2.5-litre, and earlier 3-litre engines, the policy being to limit the problems of development by using tried and proved components wherever possible. The car was raced in this form at Spa, Nürburg-ring, Le Mans and Aintree. Again at Spa at the Belgian Grand Prix on 25th August the car driven by Tony Brooks

was fitted with an entirely new 12 plug aluminium cylinder head with valves at an included angle of 95 deg. This cylinder head gave a substantial improvement in power, and the race was won by Tony Brooks at 118.5 m.p.h.

During the winter months routine testing and development of ancillary equipment has been carried out in preparation for the 1958 season, the first event in which Aston Martin will compete being the 12 hours race at Sebring.

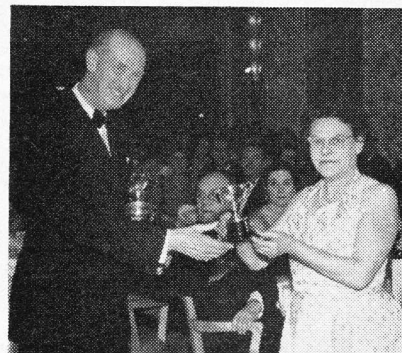
British Racing and Sports Car Club Dinner-Dance



COLLECTING his trophy from Mrs. Frank Bacon is Cliff Allison.



IAN Smith, Club Lotus secretary, chatting with Jaques Lose.



"POP" Lewis-Evans comes up to receive a collection of silverware.



SECOND TRIP had to be made by Jim Russell in order to collect the spoils of a successful year's F3 racing.



PRESENTATION to mark his retirement from the club secretaryship was made to Ken Gregory by Frank Bacon.



GOING, GOING, GONE! John Cooper tried his hand at ducking under the bar—but his suspension collapsed. The members of the cabaret troupe could wriggle under half this height.

CORRESPONDENCE

British National Formula

WE were very pleased to see the comments in last week's AUTOSPORT in which the suggestion was put forward that the adoption of a 1,172 c.c. formula for single-seat racing cars could form a training medium for drivers, and at the same time provide a relatively inexpensive means of racing for the enthusiast.

For some considerable time now we have been thinking on the same lines, and the only obstacle preventing us from putting down a few production models is that of the adoption of the idea by clubs and race organizers. In point of fact, we have already done a considerable amount of research, and our single-seat car, assembled as you suggest, from Ford-based components could be produced ready to race, giving good enough performance for the "new boy" to play with, *i.e.*, approximately 105 m.p.h. with good road-holding and a good safety factor.

Our design, very briefly, consists of a tubular frame, with the 100E engine mounted at 45 degrees, with a Morris Minor four-speed gearbox and Ford rear axle. We plan to use *i.f.s.*, and although all our cars would have much the same general specification, they would carry bodywork to resemble as near as possible miniature G.P. Maserati, Vanwall, Ferrari and Mercedes, the idea being to create the atmosphere of an international flavour and so give variety. We feel that the public are a little tired of seeing 20 Cooper 500s careering round a circuit, all identical in shape and sound, and it goes without saying that there would be little interest in a group of identical-appearing 1172s. As you point out, there could be considerable variation in performance by using tuned engines from Standard 10, Renault and other makes.

We are prepared to help in any way possible with the formation of a club for this type of racing and, should the idea gain acceptance, to build 1,172 c.c. cars to the brief specification we have outlined on receipt of a suitable deposit. The engine would carry a high-lift camshaft, special valve springs, high-compression head, stronger valves, twin SUs, and would be balanced, etc., or the intending owner could fit his own power unit.

It is to be hoped that your foresight in bringing this into the open will be followed with the enthusiasm it deserves, and that the necessary support will be forthcoming to make the scheme a reality.

We shall be pleased to enter into correspondence with anyone interested.

L. D. MARSHALL.

HOLMAR ENGINEERING,
LONDON, N.W.3.

I HAVE followed with great interest—as have most motor race enthusiasts—the correspondence that has resulted from Mr. Tiedeman's proposals for the stricter interpretation of the 1172 formula, and would now like to correct a few mis-statements and some misunderstandings concerning the aims and objects of the 250 Motor Racing Club.

In the first place let me make it quite clear that I haven't the overall wisdom of J. V. B., Gregor Grant or Martyn Watkins regarding the national "amateur" motor racing scene as opposed to the professionals with the real money and expensive equipment. I have only been interested in what I consider "real" racing with a "real" racing car and not an adapted touring car or £1,500 worth of sports car. I think I have achieved this through the rules of the 250 M.R.C. which are, briefly, as follows:—

To provide motor racing to the impecunious enthusiast.
To make sure that a heavy bank balance does not buy a win at every meeting.

To give motor racing enthusiasts a fair chance to use their own ability and limited means to own and drive a real racing car.

To provide real amateur sport with no cash prizes or bonuses to encourage the "pot hunters" or the professionals to practice "coercion between buyer and seller", to quote the first of Mr. Tiedeman's misunderstandings.

The Class 2 (Racing) proposal he has made has the exact aims and intentions of our club building specification. We have, however, made one vital modification after three active racing seasons. The original £150 limit has been raised by Club vote to £250 in order to encourage the chap without

the knowledge or facilities to build his own car from scratch, and enable him to buy a suitable Formula 3 car and fit a 250 c.c. motor. This amendment has been made with the intention of removing a barrier to the Average Bloke who wants to have a racing car and to widen the scope of the Club to include the "J.A.P." 500 boys, who can now fit a 250 engine to their existing cars and enjoy three races per meeting instead of their usual one. There are no poor relations at our Club meetings.

During the past three seasons the Club has endeavoured to provide a balanced year's racing for its members so that there has been at least one meeting a month in which they could participate. During our second racing season (1955) we promoted three meetings at Brands Hatch and entries of 250s increased from three at the first meeting to 12 at the December event. By this time the leading cars were circulating in the very creditable time of 1 min. 25 secs.

During 1956 we again promoted three meetings at Brands Hatch, the last of which was so successful that we are now only being allowed to use the circuit once a year in joint promotion with the 750 M.C. and Club Lotus!!

We were at Snetterton in 1957 through the kind co-operation of Mr. Oliver Sears and we promoted two very successful restricted permit events. The August holiday meeting attracted a quite remarkable entry that would, in my opinion, shame some of the paying gate meetings that I have witnessed during the past 18 months. This year we have a sprint and a hill-climb as well as the usual three race meetings. It will be seen that we are giving our 24 car owners a fair and interesting year's sport and making positive and steady progress at the same time.

Needless to say, our lap times at Brands Hatch have now improved to an all-time best of 1 min. 16 secs., which could undoubtedly be improved by top-calibre drivers down to, possibly, 1 min. 10 secs. It has often been said that our cars are painfully slow but I am willing to arrange for one or two cars to be available for testing by the AUTOSPORT scribes, and I hope this might prove to them that it is not sheer speed along the straight that makes a racing driver good, bad or indifferent but it is the speed at which he can corner.

This would at least show the type of experience of high-speed motoring that our Formula can provide and which I think is and can remain a true "nursery". I think that a class of the type Martyn Watkins suggested would simply develop into another Formula 3, and 1100 Climax engines in monopo-to frames would in a couple of years' time be pushing F2, and would be in the "big time" thus effectively defeating its own object. The 250 Club has recently raised its price limit to £250 which should enable more elaborate tuning and more modern engines to be used, and I see no reason why we should not equal 500 J.A.P. cars. (Note the Class J records set up by Bill Knight and Arthur Owen at Monza at around 100 m.p.h.) At any rate nobody can complain at lack of spectacle at one of our meetings because we never charge any entrance fee. However, despite this there is great variety in our cars and plenty of close racing. Our meetings are informal and run by enthusiasts for enthusiasts.

Your scribes have done a great service to the Sport by stating many necessary home truths but in their pleas for cheap racing have either dismissed, in the case of Martyn Watkins, or completely ignored our solution to the problem. While we are always open to constructive criticisms or suggestions the facts should be right before they are rushed into print.

K. R. HARRIS,
FOUNDER MEMBER, 250 M.R.C.

HARROW WEALD, MIDDX.

Tuning

OH dear! It may have been a typographical error, but Derek Stollery hasn't half got his numbers into a muddle (page 237, column 3, 21st February).

Even impulses to the carburettors of a four-cylinder twin-carburettor engine are got by arranging one carb to feed Nos. 1 and 4 and the other 2 and 3, regardless of firing order, which will be 1-3-4-2 or 1-2-4-3.

J. S. FRENCH.
ELMORE, GLOS.

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

EYE CATCHER: *The Isabella coupé is a rare sight on our roads and attracts considerable attention from onlookers. The compact, clean build of the car is well shown in this photograph.*

THE Borgward is well known as a medium-priced 1½-litre car of sturdy construction and useful performance. Generally sold as a saloon or station wagon, it has attracted quite a following in this country, in spite of the import duty. Recently, a very pretty coupé with exceptionally luxurious appointments has been added to the range as a de luxe model. Considerably more expensive than the more usual types, it is nevertheless likely to appeal to the man who is willing to pay a fair price for sheer quality and distinction.

The Borgward is quite a large car, with an overall length of 14 ft. 7½ ins. and a width of 5 ft. 8¼ ins. It is at first astonishing that an engine of only 1½ litres is employed, but it is a very efficient unit, and combines speed with petrol economy to a remarkable degree. This power unit is the higher compression version at 8.2 to 1, and develops 75 b.h.p. at 5,200 r.p.m. The three-bearing crankshaft runs on steel-backed bearings in a cast-iron block, and the gear driven camshaft is on the nearside.



JOHN BOLSTER TESTS THE

Borgward Isabella TS Coupé

The vertical valves with double springs are operated by pushrods and rockers in the light alloy head, and there is a nicely swept exhaust manifold on the offside. The inlet ports are unconventional, being through the top of the head, and the twin-choke Solex down-draught carburetter is consequently mounted above the valve cover. Small, quickly detachable side plates give easy access to the valves and rockers without disturbing the carburetter.

The engine is in unit with the gearbox, which has synchromesh on all four speeds. There is a blocking device to avoid the accidental engagement of bottom gear at high speeds, and the control is a conventional lever on the steering column. The engine is supported on a rubber-insulated cross member that

carries the front suspension. An open shaft conveys the drive to a chassis-mounted hypoid unit, from which radiate the swing axles of the independent rear suspension.

A combined body and chassis is used, with a central backbone incorporated. The front suspension is by wishbones,

and there are helical springs and telescopic dampers all round. A Z.F. steering box operates the three-piece track rod, and a telescopic steering damper is built in. The hydraulic brakes are of generous size.

The body is a two-seater, with an occasional rear seat. The front seats

COMFORT PAR EXCELLENCE: *(Right) The individual reclining seats are extremely comfortable and can be let right down to a lying position.*



★
CAPACIOUS BOOT: *(Left) Enough baggage room for a holiday of some months duration is provided on the Borgward.*

are of extreme luxury, and the angle of the back rests is instantly adjustable; they can be let right down to a reclining position for resting, etc. The interior trim and dashboard equipment are in keeping with the de luxe character of the car. The row of switches is attractive, with little pictures above each to identify its function. If the switch for the windscreen wipers is given a second pressure, an electric motor operates a small pump to spray the glass.

The driving position is comfortable, and the all-round visibility first class.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Borgward Isabella TS De Luxe Coupé. Price £1,330 (£1,996 7s, including P.T.).

Engine: Four cylinders, 75 mm. x 84.5 mm. (1,493 c.c.). Pushrod operated overhead valves. Compression ratio 8.2 to 1. 75 b.h.p. at 5,200 r.p.m. Solex twin-choke downdraught pump-type carburetter. Bosch coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on all gears and steering column control: ratios 3.9, 5.3, 8.38, and 15.05 to 1. Chassis-mounted hypoid final drive unit, with universally jointed swing axles.

Chassis: Combined body and chassis. Independent suspension all round by helical springs and telescopic dampers. Front suspension on separate pressed steel platform, carrying engine and insulated from chassis. Suspension by wishbones and torsional anti-roll bar. Z.F. roller and segment steering box with three-piece track rod and hydraulic damper. Rear suspension by indepen-

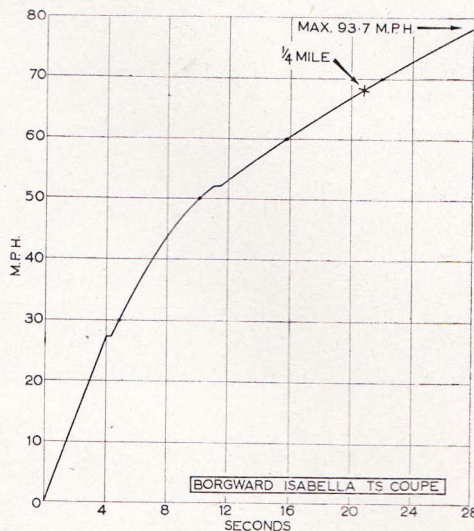
dent swing axles and trailing links. Hydraulic brakes, 2 LS in front, lining area 119.4 sq. ins. Bolt-on disc wheels, fitted 5.90 x 13 ins. tubeless tyres.

Equipment: Bosch 6-volt lighting and starting. Speedometer, water temperature and fuel gauges. Clock. Self-cancelling wipers with windscreen washers. Heating and demisting. Fog and reversing lights.

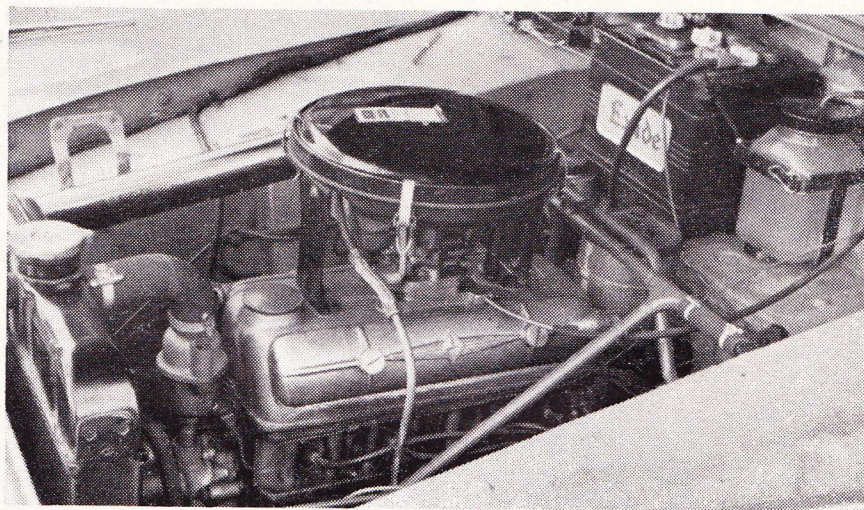
Dimensions: Wheelbase, 8 ft. 8 ins. Track, front 4 ft. 5½ ins., rear 4 ft. 6½ ins. Overall length, 14 ft. 7½ ins. Width, 5 ft. 8½ ins. Turning circle, 36 ft. Weight, 1 ton 1½ cwt. (dry).

Performance: Maximum speed, 93.7 m.p.h. Speeds in gears: 3rd 80 m.p.h., 2nd 52 m.p.h., 1st 27 m.p.h. Standing quarter-mile, 20.8 secs. Acceleration, 0-30 m.p.h. 4.8 secs., 0-50 m.p.h. 10 secs., 0-60 m.p.h. 15.8 secs., 0-70 m.p.h. 22 secs.

Fuel consumption: Driven hard, 27 m.p.g.



Acceleration Graph



THE TWIN-CHOKE SOLEX down-draught carburetter is mounted directly above the valve cover as can be seen in this photograph.

The gearchange feels rather springy when one is finding first gear or reverse, but thereafter the action is very light, and the synchromesh powerful. Although the engine is flexible, and pulls strongly, the very high gear ratios encourage one to use third and second speeds a good deal. Indeed, it often pays to go direct from top to second when a sudden check reduces the cruising speed. On good roads, 80 m.p.h. is an all-day gait, and this speed is also the maximum on third. The 52 m.p.h. second gear is ideal for the sharper corners. Although the car will not quite record a timed-both-ways 100 m.p.h., this speed is attainable under slightly favourable conditions.

The independent four-wheel suspension works beautifully. Fairly firm at the slowest speeds, it evens out very well as soon as one gets going. The cornering power is high, and the steering is quick enough for instant corrections. It is not ultra-light, but by no means heavy considering its ratio. This is a very safe car, and even sudden braking in the middle of a corner fails to upset its exemplary roadholding.

The brakes have quite a large area, and do not become temperamental when used hard and often. On wet roads, it is possible to lock the front wheels dur-

ing a panic stop, but a fractional release of the pedal restores their grip of the road. I am afraid that the thoroughly safe and roadworthy behaviour of the car encouraged me to drive constantly in a very "press-on" manner.

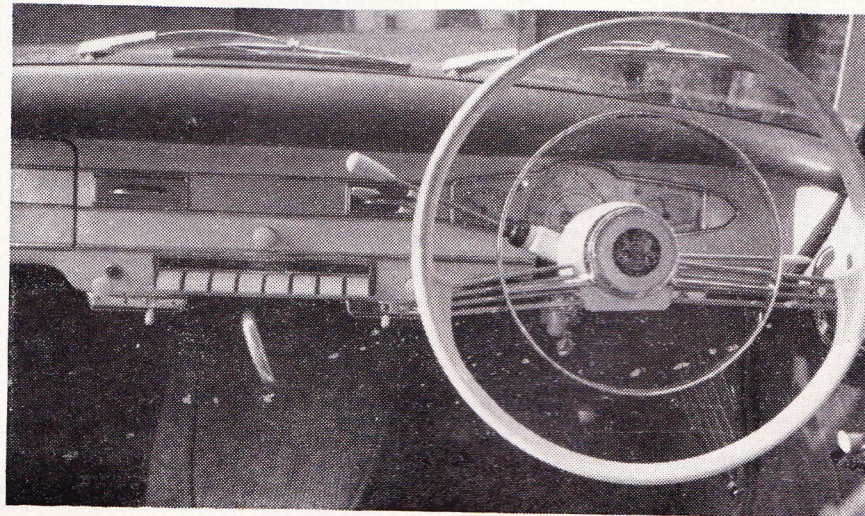
Driven hard, the Borgward gave me 27 m.p.g., which included some London work. I think that the average owner will see well over 30 m.p.g. on the majority of journeys, and the quiet driver will do considerably better than that. There is something about the easy revving of the engine that encourages one to drive fast. It is not exception-

ally quiet, but what sound there is seems entirely in keeping with the character of the machine.

This coupé is far from being a competition car. It is a luxurious vehicle with very large doors, giving exceptionally easy entry for driver and passenger, and the luggage space is colossal. Inside, one has the impression of sitting in a very big car, and I had constantly to remind myself that it was only a 1½-litre. The compact engine looks small inside the spacious bonnet, but there is consequently plenty of space all round it for the normal maintenance jobs.

The Borgward coupé is an exceptionally attractive car, thoroughly well made, and with very high quality finish. Being economical to run, and holding the road as only a good all-independent job can, it is obviously a very desirable machine. Yet, there is so much more to it than that. A car may have many virtues, and yet be rather a bore because it lacks character. Isabella has all the character you could possibly want. If you drive her flat out for mile after mile, fairly flinging her through the corners, she just seems to laugh at you, and challenge you to drive harder! I have driven

(Continued on page 283)



DASHBOARD SIMPLICITY: A nicely arranged instrument panel confronts the driver. The "piano keyboard" above the handbrake controls the electrical accessories.

THE WINNER! R. A. Gouldbourn is seen here in his TR2 at Great Orme summit. The weather was foul and the wind bitter, and the competitors are well muffled-up against the cold.

now the Rally proper was on! Here, and only here, were issued route books which gave the numerical order of checks, the direction of approach, and the time of arrival.

Just a word about these controls: the Bolton-le-Moors Club had clearly indicated the approach to each one by a yellow flag placed at least 40 yards previously. The actual site was marked by a high pole on top of which an illuminated headlamp shone out, and at the more important check points, tents, camp beds, first aid kits were all available! Happily in no case were they required!

From Pulford the route, briefly, lay over World's End, ran south of Llangollen on to minor roads, down to a point west of Welshpool, skirted Lake Vyrnwy, tarried at Bala for a refuelling session, looped round Cerrigydrudian, then back on main roads by self chosen route to Llandudno.

For those interested in obscure Welsh names, here are the numbers and sites

BOLTON RALLY

Ron Gouldbourn (TR2) wins first prize of Speedwell-modified Austin A35

WELL! The great day of the Bolton-le-Moors Car Club has been and gone, and what a day! It ended in a blaze of glory seldom seen, with the presentation of a Speedwell-modified Austin A35, probably the most valuable trophy ever offered for a motoring rally in this country.

The winner, Ron Gouldbourn, driving a TR2 and navigated by Stuart Turner, covered the 300 miles of extremely tough motoring (most of which was under adverse weather conditions) followed up by four stiff tests, with the loss of only 15 marks, a clear win over his runner-up, K. C. Walker, in a TR3 by eight marks. A really marvellous performance which was whole-heartedly admitted by his fellow competitors at the presentation ceremony.

The original conception of running an "open to genuine clubmen" event of such magnitude, culminating in a "first" of cash value nearly £600, was mooted nearly 12 months ago, and the entire organization so required has been evolved over that time by 12 gentlemen who wish to be nameless—the committee of the Bolton-le-Moors Car Club.

When the regulations were first sent out, to make certain of conforming with the "genuine clubman" clause, regulations barred all winners of events styled National and above. The response was overwhelming and some 350 replies were received. Of these, 120 were accepted, and all except two faced the two starters at Bolton and Stoke-on-Trent.

At the former, as nine p.m. drew nigh, so did snow and tempest, but over at Stoke, only a slight drizzle was in evidence. After being issued with sealed watches, competitors faced some 50 miles of main road stuff, which enabled them to plot some 23 map references which indicated the position of all controls and checks, but *not* the order of their visitation.

At Pulford, some five miles south-west of Chester, both routes converged, and

VICTOR'S SPOILS: *The Mayor of Llandudno, Councillor J. P. Roberts, presents the A35 to Gouldbourn.*

★
HEELING OVER
is I. J. Blackburn's
Ford Zodiac during
Test III. Is the near-
side rear wheel
really on the ground?



TR ON TEST III. D. Llewellyn-Rees is watched through his test by a few frozen spectators. Note the very rugged North Country scenery.

of the varied controls: 1, Minera (to be approached from the East); 2, Pentrefelin (E); 3, Craig y Dduallt (W); 4, Craignant (W); 5, Rhydleos (E); 6, Wern ddu (E); and 7, Lloran-isef (S.W.). Here the winner, Ron Gouldbourn, dropped two marks. Next was Sychnant (N) which was the first of the very tight special sections, distance four miles in eight minutes and both the leaders were clean here! Nine was at Glyn (W) and 10 was Llanerch Emyr (S.E.), where Gouldbourn dropped another; 11 was Nant-y-meichiad (S.E.); 12, Newbridge (N.W.); 13, Pen y Coed (N.E.) and here a hot favourite, in the shape of Bill Bleakley, ditched his Jag. and was seen no more, and A. T. Fisher (A35) went through *two* hedges but finished up unscathed! Then came Castle Caereinion (N); 15-16 comprised a further "special", this time two miles in four minutes, finishing at New Mills (S.E.). Again both leaders were clean. Llanfylllyn (N) saw the finish of Miss Pat Moss (M.G.A) minus a clutch, and 18, Yr-awt-boeth (from the S.W.) cost the leader three marks. Next was Pen y bont vawr (S); 20 was Cefn-ddysan (S.E.) and at this point A. W. Gorst (Dellow) swiped a wall and unaccountably lost his spare wheel! Then came Tyn y bryn (N); Tyn y gilfaih (S); and lastly, Pen ffordd (N.E.) which cost the leader his last nine marks. Obviously this section was the worst, as apart from Gouldbourn's loss, the control reported that during its first hour of business, only seven customers called!

Now by self chosen route to Llandudno, where after scrutineering, some 79 finishers went up to the mountain road circling the Great Orme for three tests. The first was a dash of some 100 yards to finish in a marked-line box, the second, a four garage forward and reverse horror. Situated at the extreme



summit, facing the Irish sea in full gale, this was no place for "brass monkeys". No. 3 was a most intricate design using just about everything, cars heeling well over on their approach to the finish!

Test No. 4 was down on the West promenade, well known to the "Lake-land", and consisted of a double reverse. The tests being completed at around 11 a.m. yours truly went round to the Hydro to quiz! Before the start, the large amount of "lolly" involved led to talk of, to say the least of it, careless driving, and an attitude of "Pother you Jack, I remain well," perhaps being taken to mean "hinder me not or upon thy head or wheels be it", was in the air!

Talking to marshals and drivers, including the winner and runner up, who must have pressed on more than somewhat, I am pleased to state emphatically

that not one case of *Mal a mon droit* was reported. All and sundry commented that the reverse seemed in progress, much more care and attention being paid to the avoidance of error, the motto being "he who does not finish cannot win".

Further confirmation was obtained of this state of affairs from T. A. Gold, who, in charge of Control 20 stated that he had never known competitors take such care—*this* from last week's "Yorkshire Mille Miglia" winner! In addition, noise notices everywhere brought praise even from Police H.Q. at Bala, previously a well-known "black spot".

To finish, just a word of praise to the marshals. When you think that over the week-end of 22nd-23rd February over 120 gallant souls were out, most of them all night (and it was a very unpleasant one) some having volunteered and arrived from as far afield as Birmingham, and that all the tests were, by their own wish, run *in toto* by the North Wales Car Club. (And these on the coldest, bleakest spot yet found) together with a large all-night results room staff who were ready with the "finals" an hour after the last test finished. One can only applaud and offer silent thanks that the "future" of our sport is in such fervent, willing and safe hands as these. Truly they are the "salt of motor sport" without whom it cannot exist!

FRANCIS PENN.

Provisional Awards List

Best Performance: 1, R. A. Gouldbourn (TR2), 15 marks lost; 2, K. C. Walker (TR3), 23; 3, G. H. F. Parkes (Jaguar 140), 24; 4, A. Newsham (Anglia), 26; 5, D. Seigle-Morris (Magnette), 39; 6, C. D. Bolton (M.G.A), 39; 7, C. L. Bold (Ford), 43; 8, S. E. Mather (Fiat), 44; 9, J. D. Wood (TR2), 45. **Team Award:** G. H. F. Parkes, (Jaguar 140), A. Newsham (Anglia), 50.

Driving Test Awards: R. J. Randall (Morgan); A. W. Gorst (Dellow); C. L. Bold (Ford); J. Casewell (A105).



ROLL OUT THE BARREL! Caught at the moment of impact is Jerry Hoyle (Sunbeam-Talbot) on Test III.

IS your fancy sport? Blazing sunshine and the colourful background of international motor racing can be found even in these summers, as this picture of the start of last year's German Grand Prix at the Nürburgring shows.



Thinking About Holidays?

*A few suggestions on
where to go this year*

AT this time of the year we are faced with the prospect of cold weather, damp weather, bleak weather, days that are too short for light evenings, yet too long and—it has been known—sometimes too sunny to justify an evening by the fire. The motor racing season hasn't yet started, and you can't go rallying every night: apart from those of us who are blessed with nice warm garages it seems too darned cold to work on the car. So what do you do? I'll tell you.

You probably don't know, and you probably don't care, but it is at this time of the year that people begin to think seriously about where they are going for their holidays. You might say that absolutely everyone else is thinking about their annual fortnight: why don't you?

To start with, where do you go, do you take the car, do you stay in this country or do you go abroad? Well, apart from your bank manager, the only thing to stand in your way here is your own personal taste. This year, there seems to be no reason why you shouldn't go anywhere and do anything you can cram into those two marvellous weeks. The choice is almost limitless: if you think you can make it in a fortnight, and if your pocket will stand it, you could even nip over to New York or Moscow.

Dealing first, though, with the old austerity slogan "holidays at home", let's think about what lies around us.

If you live miles away from anywhere, or if business won't normally let you come, you could do worse than try London for a while. If your interest is food, wine and a slightly exotic background then that remarkable area

known as Soho can keep you happy for a good deal longer than a fortnight, if your taste runs in that direction. There are few things as enchanting as some of the district's moods, while its background of accordions, unusual food-stuffs—you can get quite a shock the first time you see dried octopus hanging up in a grocer's shop—and restaurants in which you can enjoy or at least sample the traditional dishes of most countries of the world are quite captivating. If it's entertainment you want, then London really can satisfy you, be it cinema, theatre, ballet or music that is your whim.

Perhaps you like the countryside better: what about Kent, Sussex and

Surrey in the south, Berkshire, Buckinghamshire, Oxfordshire and all the other counties that are within easy reach? How about a week in a nice little pub in some remote village for getting away from it all?

Aside from the Home Counties, East Anglia might be a nice part of the world in which to spend a fortnight. Norfolk has the Broads, some delightful if rather flat scenery and a fair sprinkling of seaside resorts; in Suffolk you can visit some of the truly beautiful spots that Constable perpetuated on canvas.

The West Country scarcely needs an introduction: there you have the whole range on one floor, so to speak, from crowded resorts to half-forgotten fishing villages where you will be welcome to go and catch sharks, if that appeals to you, to the splendid countryside of the moors where the salmon leap high out of the clear rivers and streams.

Or try Yorkshire, where you can find some of the finest countryside in the world: if you take the car there are some simply marvellous rally-type roads up among the stern grandeur of the moors, where you can find a waterfall round every corner, and fascinating pubs that will provide you, at almost a moment's notice, with ham and eggs that will make your mouth water and will blunt the edge of the keenest appetite that the moors can give you.

But perhaps you've seen the homeland, or perhaps you don't even want to see any more of it: let's have a look, then, and see what the Continent has to offer, shall we?

To be serious, both America and Russia are out if you've only two weeks to play with, but if you do have longer—considerably longer—and if you feel you can foot the bill both are worth considering from the point of view that it really is different. It is scarcely worthwhile, even if you think you could do



OR is it scenery? France provided this splendid view which confronted the occupants of the Standard 8 on an Alpine pass road.

THE start of the Le Mans 24-hour race, possibly the most exciting in the world. Several special-rate trips are available this year.

it, to take your motor-car to the States, but if it's Russia you're after, the Royal Automobile Club has produced a booklet—compiled, actually, by its representatives who made the trip by car to Moscow last year—which you will find of the greatest assistance.

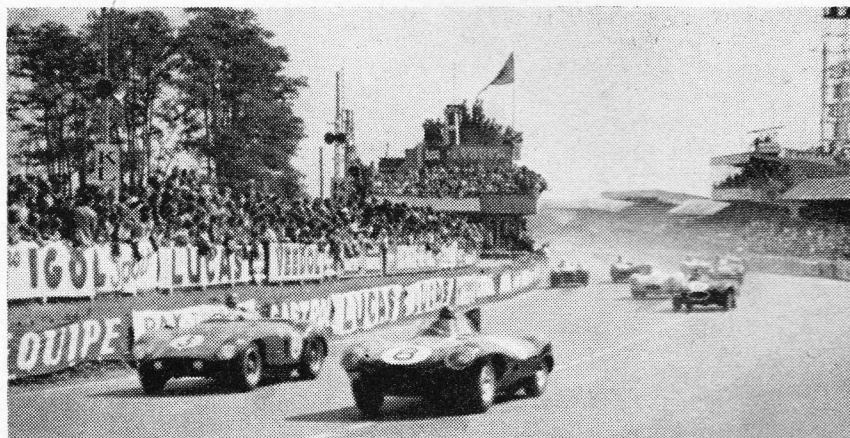
Coming down to earth a bit, though, there are, of course, excellent holidays to be had in Europe, and what is more, you might even be able to fit in a trip to one of the big sports car or Grand Prix races while you're over there.

On this theme, organized air trips for enthusiasts to major meetings abroad are catching on in the grand manner. **Epping Forest Motorsport Association** organizes them to all the big events, and arrangements for their first in the series, to Le Mans, are already under way. Secretary of the Association is Stephen J. N. Wright, of 203 High Road, Loughton, Essex.

John Webb and Alan Foster are organizing an air excursion to Syracuse this April for the F1 Grand Prix there. Passengers would fly out from Blackbushe in a 68-seat Handley-Page Hermes 4 aircraft of Britavia, Ltd. The 1,250-mile flight would be non-stop to Catania Airport (50 miles north of Syracuse). The proposed return fare would be £38. Entrants and race personnel would be expected to make their own hotel arrangements but non-participating enthusiasts may leave their arrangements to the organizers if they wish. Grandstand tickets would be available at a reasonable price.

It is planned to leave Blackbushe on 10th April, returning in the early evening of the 14th, the day after the race. Operation of the planned flight is dependent on demand, and decision as to whether to run it or not will be taken on 1st March. All enquiries should be sent to **John Webb or Alan Foster at 27 Frith Street, London, W.1.**

Le Mans being fairly early on the Continental programme, we might also mention escorted trips by rail and air to the meeting that **Thos. Cook & Co., Ltd., Berkeley Street, Piccadilly, London, W.1,** are offering. You can book through any of their offices, or those of **Dean & Dawson, Ltd.,** or **Pickfords Travel Service,** and for 26 gns. you get rail tickets with reserved seats from London to Paris by rail, seats in the motor coach to the circuit, accommodation at a Paris hotel, meals while the



WHILE you're on holiday, you might like to go along to one or two of these international events or, even better, plan your holiday around them if you can talk your wife into it!

9th-16th March. Vienna Motor Show.
13th-23rd March. Geneva Motor Show.

11th May. Mille Miglia.

18th May. Monaco Grand Prix, Monte Carlo.

26th May. Dutch Grand Prix, Zandvoort.

1st June. 1,000 kms. Sports Car Race, Nürburgring.

15th June. Belgian and European Grand Prix, Spa-Francorchamps.

21st-22nd June. Le Mans.

6th July. French Grand Prix, Rheims.

3rd August. German Grand Prix, Nürburgring.

10th August. Swedish Grand Prix, Kristianstad.

17th August. Portuguese Grand Prix.

7th September. Italian Grand Prix, Monza.

2nd-12th October. Paris Motor Show.

race is on, you are brought back, and there is a courier there to help you with your problems. You can fly on a similar Cook's trip for 32 guineas by Air France or B.E.A. scheduled services, or there is a 29 guinea special trip by Skyways, incorporating an air-rail service.

Cooks are also producing a "Holidays for the Motorist" booklet, which they will be pleased to let you have and which deals with their Autotravel ser-

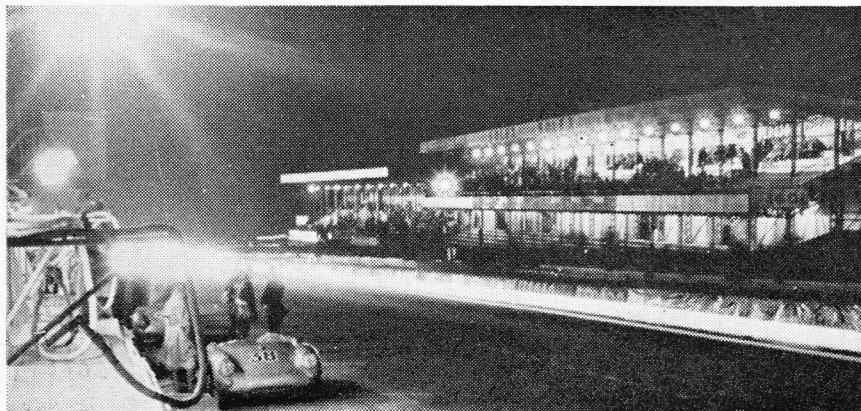
vice. The booklet describes 35 motoring holidays on the Continent and two at home: routes given are those which have proved most popular with motorists in the past and can be relied on to take you through the most interesting way. When you pay your deposit you do have to fill in the odd form or two, but after that you can leave the lot to Cooks. Prices range from £31 2s. (Northern Brittany, 14 days) to £77 5s. (Gibraltar and Southern Spain, 13 days).

Some of these tours relieve you of the responsibility of taking your own car—a useful point if it doesn't happen to be in the first flush of youth, as you might say. The 13-day trip to Gibraltar and Southern Spain, for example, takes you by air to Gibraltar, where a self-drive hire car will be waiting for you.

Back to the subject of race meetings for a minute: **Quo Vadis Tours, Ltd.,** of **21 Maddox Street, London, W.1,** are running visits to Le Mans and also to the Monaco Grand Prix on 18th May. The latter costs £39 15s., and includes travel by scheduled B.E.A. service, a stay in a first-class hotel and the return trip. A limited number of grandstand seats will be available, and these will cost you roughly a further £5. The Le Mans trip in June costs between £19 10s. and £21 15s. depending on whether you want to stay in Paris or not. Seats, again, are extra, and a number have been reserved for the party ranging in price from the best on the circuit at eight guineas to a pew in the Tribune Bouriat at five guineas. Travel is again by air.

For both of these you are asked to book fairly early: in case you find that, after all, you can't go, there is available, in each case, a special cancellation insurance scheme which brings you a full refund for an outlay of as little as 8s.

If you want a holiday away from motoring, however, **Horizon Holidays, Ltd.,** of **17 Hanover Street, Regent Street, London, W.1,** have produced a great fat booklet listing a remarkable number of trips to all places foreign and exotic, ranging in price from 44-59 guineas. Travel in all cases is by air, the money includes a stay at an excellent hotel and, judging by the illustrations in their brochure, there are other attractions at most of the places than just plain scenery! Seriously, the places you can go to include a wide variety



NIGHT hours at Le Mans—there are few more unforgettable sights in the motor racing sphere than scenes like this.

OPEN ROADS are available in plenty abroad, as this shot of the Rhine Bridge, near Cologne, shows.

apart from those that simply everyone goes to: places such as Corsica, Sardinia, Tangier and so forth.

If you're going to motor around Europe under your own steam there can scarcely be a quicker way of getting across the Channel than by **Silver City Air Ferry** from either Ferryfield in Kent or Southampton. From the Kentish terminal you can get to Le Touquet or Calais in 20 minutes; the Ostend run takes 35 minutes. Southampton to Deauville will knock only 50 minutes off your holiday time, and it's 35 minutes to Cherbourg. You can still travel this way, of course, if you don't want to take the car, and there are in most cases good rail and coach connections to and from the terminals on both sides of the Channel. **Silver City Airways, Ltd.**, live at 62 Brompton Road, London, S.W.3, but your travel agent, the A.A. and the R.A.C. can all help you with details.

Going from Southend, **Air Charter, Ltd., and Sabena (Channel Air Bridge Division)** will also take you across the Channel so as not to lose a minute of your time on the other side. Calais takes 28 minutes, Ostend 39 minutes and Rotterdam 69 minutes. Again, if you're not taking the car there are direct coach services from Euston. Write to 21 Wigmore Street, London, W.1.

However, it might be that you don't want to fly. In that case, there are the well-known **British Railways** steamer services. These are so well known that they scarcely need any introduction from me, but it might be as well to point out that they do go from Dover, Folkestone, Newhaven, Southampton, Harwich, Hull, Goole and Weymouth to Boulogne, Calais, Dieppe, Havre, St. Malo, Ostend, Antwerp, Ghent, Hook of Holland, Rotterdam, Amsterdam, Esbjerg, Copenhagen, Bremen and Hamburg. That, I feel, should be enough for anyone's choice. Timetables and fares are obtainable from most travel agencies, or, for Southern Region routes, the Central



Motor Car Booking Office, Victoria Station, London, S.W.1, and for Eastern Region routes, from Continental Traffic and Shipping Manager, British Railways, Eastern Region, Harwich House, 129, Bishopsgate, London, E.C.2.

Townsend Brothers Ferries, Ltd., 78 Leadenhall Street, London, E.C.3, run a steamer service from Dover to Calais. Fares for accompanied vehicles vary according to overall length, of course, and start off as low as three guineas.

When you get to the other side, where do you go? The short answer to that is "anywhere".

France is, of course, the most popular choice lately: what will happen this summer is anyone's guess but I daresay the annual pilgrimage will be the same. If that is where you want to go, then write or call in at the **French Government Tourist Office, 178 Piccadilly, London, W.1**, and get hold of a copy of a booklet called *Motoring in France*.

You fancy Germany? If Upper Bavaria, Garmisch-Partenkirchen, Oberammergau, Baden-Baden, Herrenalb and Freiburg in the Black Forest, or the

Rhine Valley appeal to you, then you can get information of these and, indeed, all other parts of a varied and interesting country from your travel agent or from the **German Tourist Information Bureau, 6 Vigo Street, Regent Street, London, W.1**. Incidentally, it might be worth bearing in mind that festival weeks in Munich this year are from 14th June to 31st August: a holiday trip taking in a part of this is a first-rate plan.

What about sunny Italy? **Italian State Tourist Office, 201 Regent Street, London, W.1**, is the place to go for information. For classic art, picturesque villages, sparkling sunshine, first-class sea bathing—and, of course, the Italian Grand Prix—you might well like to dwell on that as a suggestion.

Finally, for your overnight stop before catching your boat don't forget the **Burlington, Folkestone**: it is 14 miles from Ferryfield airport and eight miles from Dover.

And wherever you go, have a good holiday!

MARTYN WATKINS.

A Frisky Drive to Monte Carlo

A REMARKABLE accomplishment was achieved recently when a Frisky—the 325 c.c. Villiers-powered motor car, built by Henry Meadows, Ltd., of Wolverhampton—drove down through France to Monte Carlo, covering for the most part the same route the Rally entrants took, and did the 835-mile journey in 23 hours 12 minutes (which included the time taken for the Channel crossing) averaging nearly 40 m.p.h. Remarkable also, this latest addition to Britain's range of motor vehicles started the trip 100 per cent. overweight and pushed on, through all the ice and snow experienced by drivers during the Rally, without any mishap.

To be able to do this with comparative ease was largely due to the Frisky being fitted with twin rear wheels, an adaptation the manufacturers are quite prepared to include if specifically required.

"The Frisky, equipped with Goodyear

de Luxe All-Weather tyres, had more road traction than some of the biggest sports cars in the rally," was the comment of its driver, technical director and designer, Mr. Gordon Bedson, who continued, "As far as the handling was concerned, the car was very steady and I was very impressed with the performance."

The round trip covered 2,130 miles although the return journey was not done at such a speed (they averaged 48 m.p.h. between some sections on the way down).

Co-driver on the trip was Mr. Jim Saunders, chief experimental technician for Villiers Engineering Co., Ltd., who, like Mr. Bedson, is an experienced rally driver and navigator. He, too, was very pleased with the way the little car went.

Throughout France its appearance was greeted with admiration, for it was the first time many Frenchmen had had the opportunity to get a good look at the Frisky. Like most people, they were in-

trigued with the twin rear wheel arrangement which had 4.40-10 tyres using 12 lbs. pressure for the inside tyres, and 14 lbs. pressure for the outer ones. The outer wheels were an extension to the original back axle and were bolted to the inner wheels through the four wheel studs.

Oddly enough, it was not until their return to this country that the Frisky drivers encountered hazards which forced them to delay their journey. They were stranded in South-East England due to a good old English fog!

ECURIE ECOSSE ASSOCIATION

ON Tuesday, 18th February, the inaugural meeting of the Birmingham branch of the Ecurie Ecosse Association was held at Moseley, Birmingham. Over 200 members and friends attended to hear a talk by Mr. David Murray and to view the "Le Mans 1957" film. The interim secretary of the branch is Mr. J. Adams, 210 Corporation Street, Birmingham.

NEW SHAPE outside the Bexhill works of Elva Engineering is one of the first production examples (still unfinished) of the new Elva Courier—a fully equipped road sports car, powered by the 1½-litre B.M.C. engine.

JOHN BOLSTER tries a new sports car—the “Courier”—and an exciting 1½-litre sports-racer being prepared for Sebring. These are the latest phases in the remarkable



ELVA STORY

ONE of the most remarkable success stories of recent times is that of Frank Nichols. In March, 1955, he built the first Elva, and the little car immediately made a name for itself. By the time that I borrowed it for a road test, later that season, it had never run in a race without gaining a place, and had never suffered from any mechanical trouble.

The original Elva was a light machine with a tubular chassis, giving a wheel-base of only 6 ft. 11 ins. It had an independently sprung front end from the small Standard, and the Ford Anglia rear axle was on trailing links with helical springs. The power unit was a Ford 10, to which an Elva light alloy cylinder head had been fitted. These heads have overhead inlet valves, and are the result of copious airflow tests by the celebrated Harry Weslake.

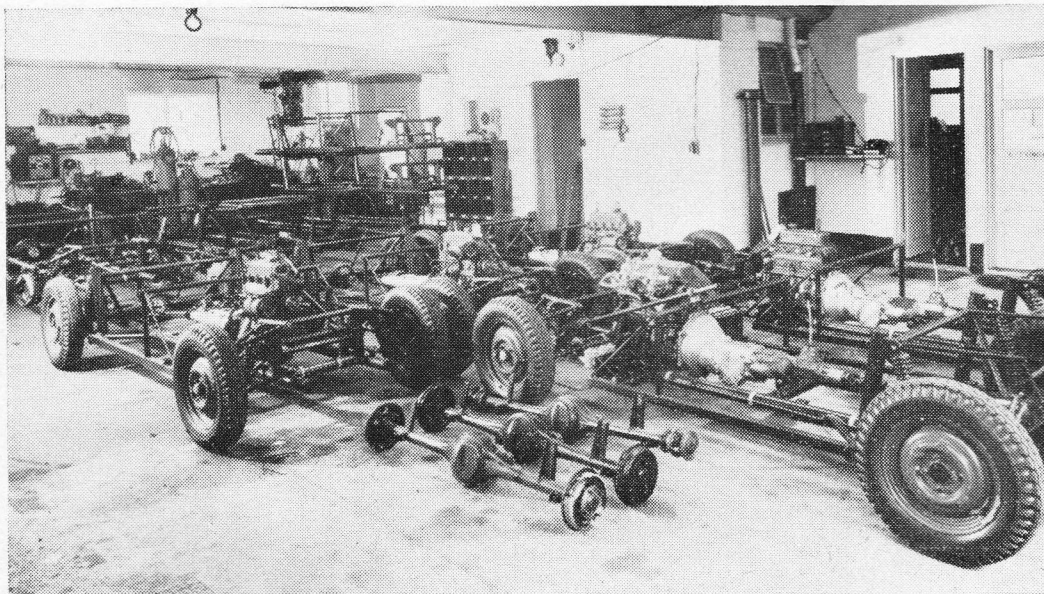
During my tests, I attained and held 6,600 r.p.m. in top gear, and the timed speed was 109.8 m.p.h. The light little machine was by no means difficult to hold, in spite of its great speed, and it was a joy to fling it round the bends at Brands Hatch. This first model was not a pretty car, but the price was right, and orders began to come in. Subsequently, a de Dion axle became available as an extra, and the Coventry-Climax engine could be ordered.

In 1956 the Elva began to sell in America. The car seemed particularly suitable for the owner-driver, far from the works, and soon gained an enviable reputation. Well-known drivers began to forsake other makes, and the Elva went from strength to strength. In 1957 business literally quadrupled, and no less than \$150,000 worth of Elvas were sold

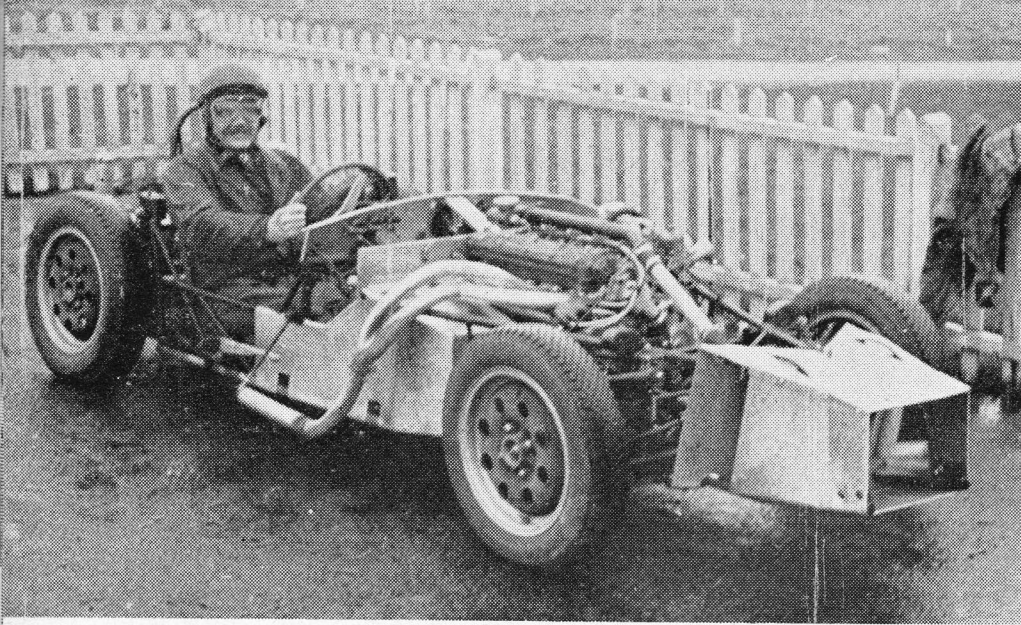
in the States. Yet, I repeat, the first Elva was built in March, 1955!

In this country, the Elva has been a little handicapped because only one works-supported car has had to compete against full works teams. Private owners have kept their end up, and Archie Scott-Brown has really made the feathers fly, culminating in his unlimited sports car record at Brands Hatch in an Elva of only 1,100 c.c. For 1958, it is hoped to give works support to three drivers.

I have recently been able to watch Elvas being built, and also to test a couple of cars. At the Elva Engineering Co., Ltd., of London Road, Bexhill-on-Sea, some 27 men are at present engaged in constructing the cars. A new, competitively priced road sports car, called the “Courier”, is just going into production, and it is eventually intended to



★
UNDER construction is the first batch of Elva Couriers. The ladder-type tubular frame has independent suspension at the front and a solid axle at the rear carried on trailing arms, helical springs being employed all round.
★



C hood is supplied. The wheelbase is 7 ft. 1½ ins., and the track 4 ft., with a weight of just on 8 cwt.

I was engaged recently to do the test-driving of the Elva cars that are to run in the Sebring race on 22nd March. The first of these was John Bentley's car, which he and Bill Bradley will drive. It has a Coventry-Climax engine of 1,100 c.c., with four Amal carburettors.

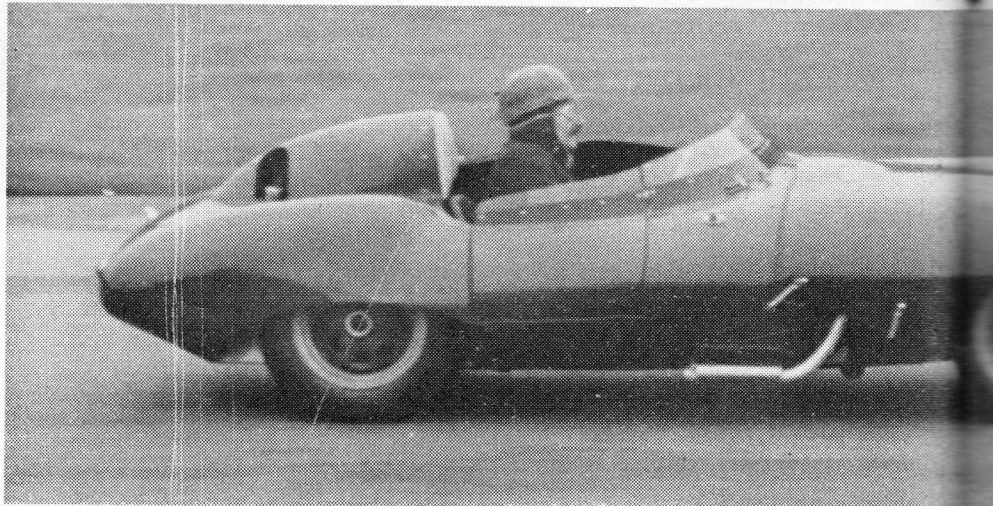
Brands Hatch was the venue, and the weather was fine, although the corners remained damp from recent rain. The extra large tank was full of fuel, to verify whether the handling would be satisfactory at the start of the long-distance race. I liked the driving position and the general layout of the car, and I soon worked up to racing speed. This new Elva handles well, and the Coventry-Climax engine ran up to an

separate the building of these cars entirely from the strictly competition machines.

The Elva Courier has a ladder-type tubular frame. In front, the suspension is independent by tubular wishbones constructed at the works; in fact as many parts as possible are now made in the factory, to save expense. Behind, the live axle is on twin trailing arms, and it is located laterally by a Panhard rod. The suspension is by helical springs and telescopic dampers all round. The motive power is the well-known B.M.C. 1½-litre engine and four-speed gearbox.

A fibreglass open two-seater body has been standardized, and there will be a hardtop in due course. At present the bodies come from an outside supplier, but Frank hopes to start another factory for fibreglass body construction. About 20 Couriers were nearing completion at the time of my visit, and I shall give a full technical description of the car when I perform a road test in due course.

The competition chassis for this year is the Mark III. In brief, it is developed from the Mark II that Archie drove last year, but it is lighter and much better looking. The multi-tubular space frame is suspended in front on tubular wishbones, and the rack-and-pinion steering box is a new Elva component. Drum-type Lockheed brakes may be specified, the 2 L.S. front brakes operating in 10 ins. x 2½ ins. Alfin drums, which are turbo-finned. The rear 9 ins. x 1½ ins. drums are inboard mounted, and Mintex



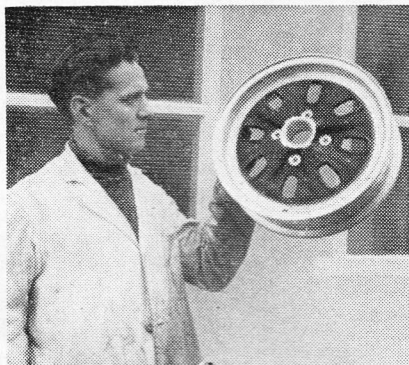
linings are used. Alternatively, Girling discs may be specified.

At the rear, there is a de Dion axle, with twin trailing arms each side, 12 ins. long. Lateral location is by a roller race running up and down a channel. Compared with last year's car, the rear roll centre is 1 in. lower. The rear wheels now have two degrees of negative camber instead of the previous half degree, and the front wheels have two degrees of positive camber instead of being vertical, with three degrees of caster angle instead of two.

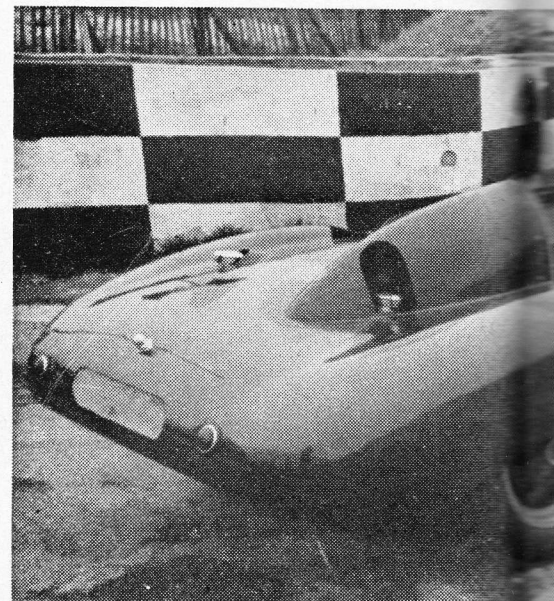
The helical spring and damper units are by Woodhead-Monroe, and although knock-on wire wheels may still be specified, a new type of magnesium casting, with a bolt-on-hub, saves 9½ lb. per wheel. The 15 ins. rims carry 4.50 ins. tyres in front and 5.00 ins. behind. The chassis-mounted final drive unit may be had in alternative ratios of 5.1, 4.9, 4.5, 4.2, or 3.7 to 1.

Coventry-Climax engines, of 1,100 c.c. or 1½ litres, may be specified, with M.G. gearboxes with special close ratios. The radiator is a Gallay, and there is no header tank, the piping having sufficient capacity to perform this function. Fuel tanks of various capacities may be supplied in light alloy. The good-looking body is constructed to Appendix C specification in 20 gauge NS4 light alloy. The tubular chassis reinforces the driver's head fairing to constitute a roll or crash bar, which is compulsory in the U.S.A. The usual sort of Appendix

SPORTS-RACING 1500 is a new variation is John Bolster about to get very wet (see page 10) Sebring car, while above, below and right it, much more common



LIGHTWEIGHT magnesium alloy wheel, as used on this year's sports-racing models, held here easily by Charlie Toghill, weighs less than 9 lb.



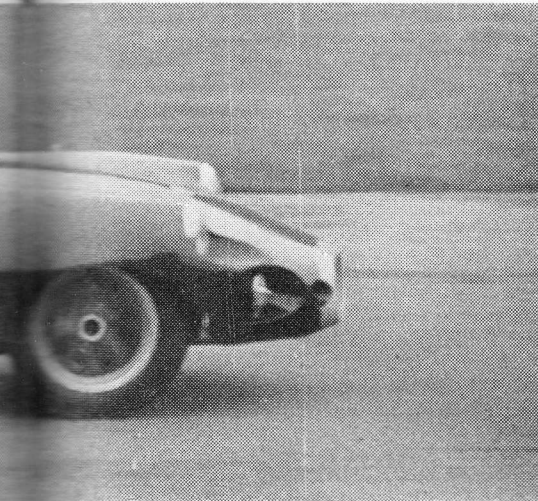
easy 7,000 r.p.m. on the gears; it would go higher if pressed in a race.

I deliberately overslid some of the corners, to judge the effect of the heavy fuel. It was possible to feel the weight, of course, but there was no tendency for the tail to wag the dog. The twin-plate clutch gripped well after each gear-change, and I formed the impression that this was just the little car to do well in a long-distance race. Everything possible in the way of electrical gear and pipe lines was duplicated, and extra lamps had been added in a workman-like manner for the night section.

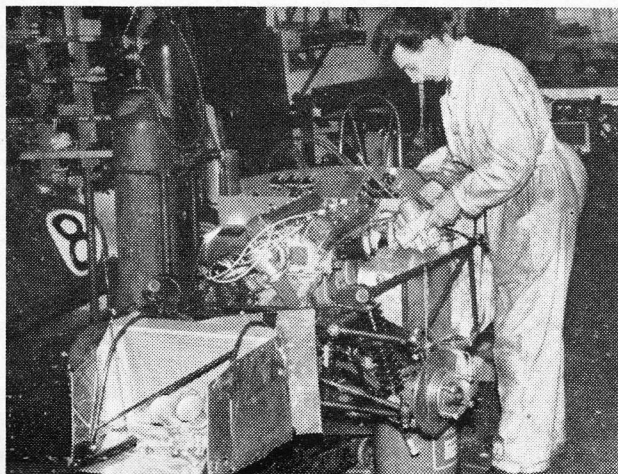
My next date with an Elva at Brands Hatch concerned the 1½-litre twin overhead camshaft car that "Doc" Wyllie is running at Sebring. This machine has a similar chassis to the 1,100, except that in this case disc brakes are fitted. The larger engine is set well back in the



RAIN-WEAR (above) for the 1,100 c.c. car which John Bentley and Bill Bradley will drive at Sebring. This car is to be fitted with a 750 c.c. Climax engine for Le Mans.



...on last year's 1,100 c.c. car. At top left (see above) in the naked version of Doc Wyllie's race to the fully clothed machine, as he tried to win, at a later date.



TWIN-CHOKE SU carburettors (right) being fitted to the 1,500 car.

★

chassis, and at the time of my test no body whatsoever had been fitted.

While the car was being warmed up, the rain began to fall gently. When I took my seat it began to pour, and by the time I had worked up to racing speed a veritable cloudburst descended. The tyres, innocent of mudguards, sprayed me with water, and soon I was

so wet that at least I knew that I could never get any wetter.

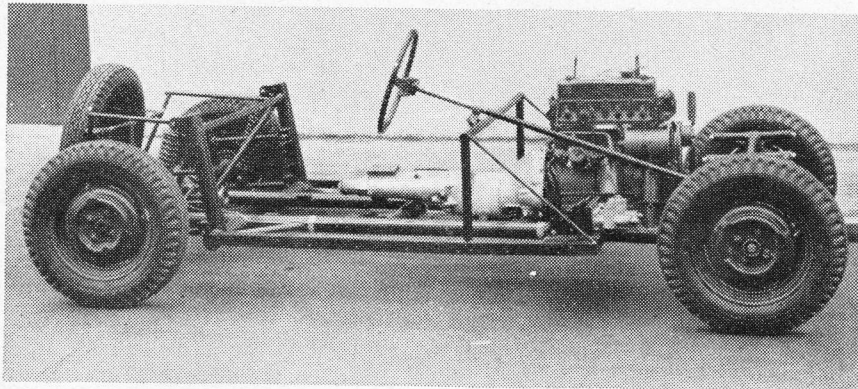
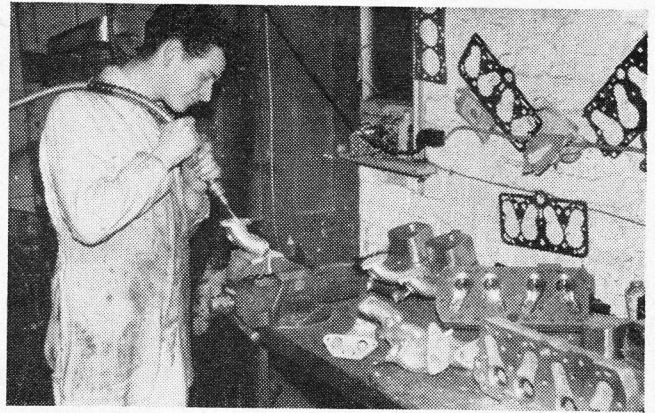
Yet I have never enjoyed a drive so much! The Elva 1½-litre is the kind of car that happens once in a lifetime, and the harder I drove it, the more I appreciated its incredibly good roadholding. For test purposes, it had been fitted with old tyres, yet on the streaming wet track



it never put a foot wrong. I used full throttle on all the gears, and there was no drama—the car just went. The brakes needed a little too much foot pressure, and the pedal is therefore to be altered to give a shade more leverage. Apart from that, I advised Frank Nichols not to alter a single nut or bolt.

Subsequently, I had an opportunity to drive the 1½-litre Elva with the body fitted. First impressions were very favourable, the appearance and finish being most attractive; and the weather was much more suitable for fast motoring. Since my previous trial, the brake pedal had been modified, and as a result the disc brakes had become immensely powerful, but the car did not deviate

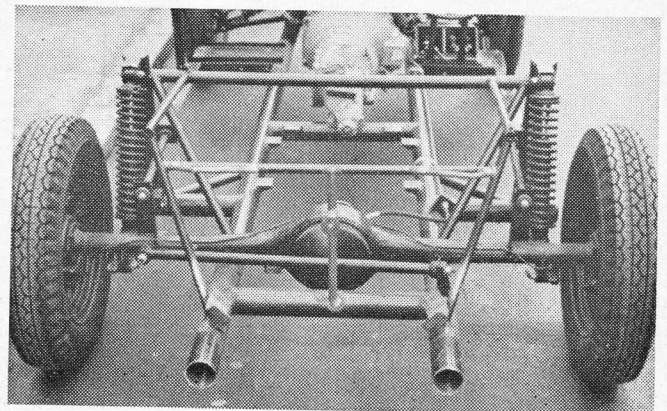
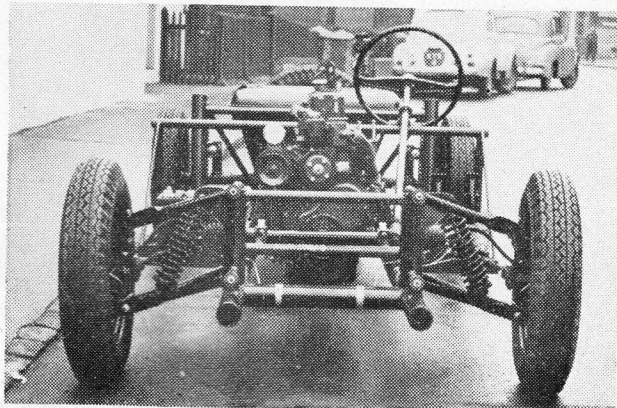
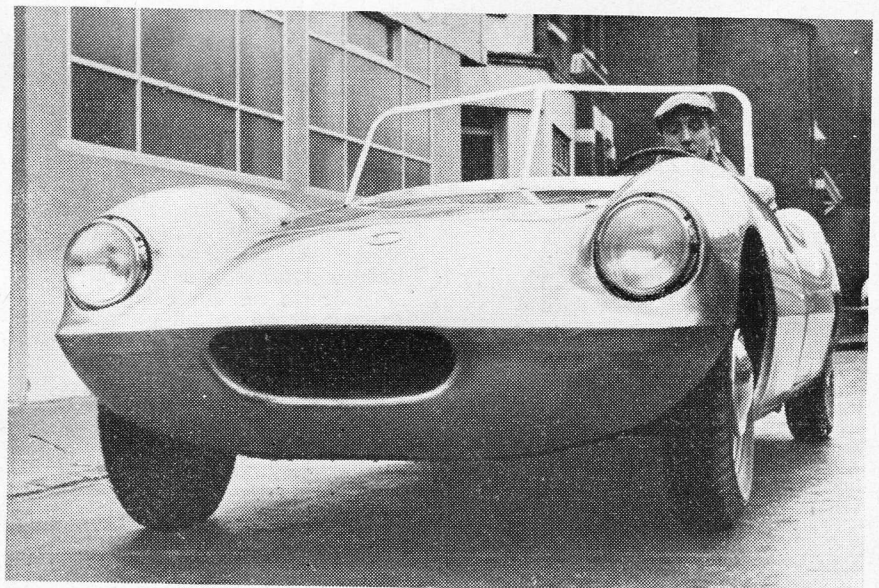
★
AN IMPORTANT side-line in Elva activities is the production of the very successful o.h.v. cylinder head for the 1172 Ford engine. Here manifolds for the Elva head are being finished.
 ★



I shall certainly await the performance of these cars at Sebring with interest. After that, John Bentley's car is to be fitted with a 750 c.c. engine for Le Mans, with the *Indice de Performance* very much in mind. I look forward to trying it in due course, and also the Courier, which is about to make its bow. As for the future, I have seen an experimental chassis with an independent rear end that may come to something. There are plenty of experiments and projects at Elva, but above all there are plenty of orders. The Elva story has only just begun, but already it's very much a success story.

when they were applied with full force. A Z.F. differential had also been fitted, which eliminated wheelspin when accelerating out of corners. The car proved to be very fast and handled beautifully, but I was most careful not to bend it, as it had to be put in a crate immediately afterwards and sent off to Dr. Jess Wyllie in America. He sure has got himself a sports-racing car!

COURIER features are seen in the pictures on this page. The chassis is a ladder type of 3 in. dia. tubes. The front suspension is independent by built-up tubular wishbones, while at the rear a rigid axle is carried on parallel trailing arms, with a transverse locating rod. Rack-and-pinion steering is fitted and the engine is a twin carburettor version of the ubiquitous 1½-litre "B" series B.M.C. unit with Magnette-type gearbox. In the picture on the right, Frank Nichols is seated in a partly-finished example, which reveals its clean lines.



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IN the United States of America, it appears to be the rule, rather than the exception, for new cars to be delivered complete with automatic transmission. In Britain, however, the idea is still so new that the vast majority of British motorists have never even ridden in a vehicle so equipped—and not a few even assert that they wish to have no truck with such devices; that they are quite capable of changing their own gears, thank you very much, without any box-of-tricks to do it for them. Many have been the arguments, particularly amongst the keen types, who take these matters seriously; but many of these arguments have had little solid foundation, due to the arguers' lack of first-hand experience.

Having only had very brief acquaintance with "automatics" until now, we decided that this gap in our motoring education must be filled without further delay, and in a spirit of pure research, we prevailed upon Rootes, Ltd., to lend us for a few days a Humber Hawk

to the speed and the load. Upon coming to a halt, the fluid coupling smoothly disengages and first gear selects itself for the next getaway—all without having touched the "gear-lever" since the engine was started. Marvelous! Once having got over the sheer cleverness—and the novelty—of this device, we began to examine it more critically. Was it possible that an unthinking robot could be made to reproduce a standard of skill that a human driver only achieves after years of training and experience?

What surprised us was how remarkably well-trained is the little gremlin under the floor. Not having to suffer the distractions of traffic or garrulous passengers, he changes gear (at least as regards upward changes) strictly according to the book and at the technically perfect moment. For example, if one is bumbling off on a whiff of throttle for a gentle tour of the Park, he will change from first to second at about 10 m.p.h.

away from the lights in a built-up area. On giving full throttle, the car surges away in bottom gear, up to the statutory 30 m.p.h., when, on lifting the foot, it will drop straight into top.

That extra switch under the accelerator pedal, known as the "kick-down" switch, has as its main function, the effect of changing down instantly if the throttle is opened wide, providing the speed is within the range of the next lower gear. Thus, if one is following a slow-moving vehicle at, say, 35 m.p.h., one trundles along in top gear until the opportunity to overtake presents itself. Upon slamming the throttle to the floor, we find ourselves at once in intermediate gear and accelerating briskly past, changing up into top again at 50. These speeds quoted, incidentally, apply only to the Humber Hawk; gear ratios and shift-points are chosen to suit the particular car and engine. They differ considerably from model to model.

So far, our well-trained gremlin has served us as well as an expert human chauffeur would; however, on downward changes, he is sometimes lacking in his assessment of circumstances. Twenty m.p.h. is a particularly trying speed for him, for he just cannot make up his mind whether to have second or top. At a steady 20, top gear is normally in use, but the slightest twitch on the throttle—as often happens when maintaining station in a slow moving stream of traffic—causes him to drop to second, whilst a momentary lifting of the foot engages top again. This "hiccuping" between gears is a little disconcerting at first, but one probably gets used to it and certainly only sensitive passengers would notice it.

On hills, the gremlin observes that the speed is dropping although the throttle is being opened, and changes down properly before the engine starts to labour, going down to bottom gear if the hill is really steep. However, if we come to a bend on the hill and ease the throttle a bit, he decides we must be over the summit and changes into top, going back to second as we accelerate out of the corner again. As the engine is pulling harder here, these unwanted gear changes are accompanied by a more noticeable jerk. However, the aspect of the system that will inevitably irk the keen driver at first (if not for always!) is that you cannot change down for a corner. In a conventional car, on approaching a tight bend, the normal (enthusiast's) practice is, of course, to brake; change down as soon as the speed is within range of third gear, so as to utilize the maximum engine braking, perhaps even doing a "heel-and-toe" change so as to keep the anchors on smoothly; and then progressively open up in third gear through and out of the corner. With the automatic, however, there is no way of obtaining this desirable engine braking, for our gremlin's book of rules says: high speed + small throttle opening = top gear. Therefore one has to go into the corner in top gear, and unless the speed is very low a gentle opening of the throttle will not give us a lower ratio. The only way to get it is to use the "kick-down" switch, on full throttle, the whole power coming in in a lump, which on a slippery surface could be embarrassing! These snags are, however, appreciated as being intolerable to Jaguar drivers, for

(Continued on page 278)

AUTOMATION...

Is it a Menace to (Motoring) Civilization?

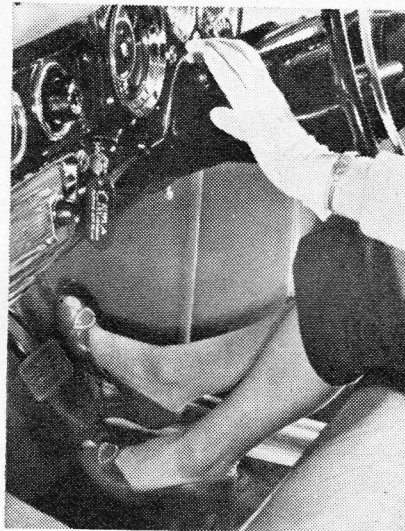
A week-end's "familiarization course" with a Borg-Warner-equipped Humber Hawk

equipped with Borg-Warner automatic transmission.

It has been said that the only cars on which an automatic gearbox is really successful are those which scarcely need a gearbox at all; certainly most American cars, with their enormous V-8 engines, have a top gear performance that almost renders the indirect gears redundant. However, after our experience with this moderate-sized 24-litre four-cylinder machine, we have had to modify our preconceived ideas more than a little!

Although the whole idea of an automatic gearbox is to relieve the driver of any sordid mechanical responsibilities, it is worthwhile taking a look at the basic principles of this most ingenious apparatus. The gearbox itself has three epicyclic trains, giving two forward indirect gears and one reverse. This is similar in principle to the ENV and Wilson "preselective" gearboxes which have been in use since the early 1930s. In place of a normal friction clutch there is a fluid torque converter—not dissimilar to the Daimler fluid flywheel, but taking the idea a stage further to provide actual torque multiplication under load: a kind of progressively variable gear in itself. The "mechanical brain" part of the mechanism considers the road speed and the amount the throttle is depressed, selecting either of the two indirects, or if conditions are appropriate, top gear, which is engaged by a plate clutch that by-passes the fluid coupling and gives an orthodox slip-free direct drive.

Of course, there is no clutch pedal, and once the engine is running all one has to do is to move a column-mounted lever across a simple quadrant to a position marked "D" for Drive, press the throttle pedal and away you go, in a perfectly smooth take-off, the speed being controlled up to the car's maximum entirely by the accelerator and brake pedals, the appropriate gear being automatically engaged according



NO, NO, not a member of the AUTO-SPORT staff! The simplification of controls to a pair of pedals—one for "stop" and one for "go"—as on the Hawk demonstrated here, might suggest that with the elimination of mechanical skill, driving will lose its fun; but this is a debatable point.

and go into top at about 20. By contrast, if one is haring away from the traffic lights on the by-pass, with the throttle wide open, he will hold bottom gear until about 25 and not engage top until about 40. If the full treatment is required, extra pressure on the accelerator closes a switch, which allows the indirects to be held up to peak revs.—30 and 50 m.p.h. respectively—before the change up is made. Thus, although the full acceleration in each gear is available, it is impossible to over-rev.

Another of the possible variations meets the case where one wishes to accelerate hard and get clear of the pack

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Automation—continued

Borg-Warner-equipped examples of this marque are provided with an "Intermediate Gear Hold" fingertip switch, which will engage and/or hold second gear regardless of speed and throttle opening. It would probably not be a difficult job to arrange such a switch on a less fortunate car.

There is, however, one over-riding control fitted as standard and that is the "L" position on the drive selector lever, which holds the box firmly in bottom gear. This is intended as an emergency device for the retention of engine braking while descending very steep hills and, of course, must only be used within the r.p.m. range of bottom gear, *i.e.*, under 30 m.p.h. We had occasion to use this facility during our test, when a steep snow-covered descent was encountered. As there is no neutral position between "Drive" and "Low", there is no means of adjusting the engine revs. when shifting from one to the other, and at 20 m.p.h. one goes straight from top gear to bottom on a closed throttle, a rear-wheel skid being the inevitable result on such a treacherous surface! It is obviously advisable, under critical conditions, to engage "Low" at as gentle a speed as possible, or even to stop and engage it before descending.

Another snag is bound up in the fact that the tickover setting is necessarily very critical. However slowly this is set, there is some tendency for the car to "creep" when in gear, unless held on the brake. If this is adjusted a wee bit too finely, the engine tends to stall easily at the beginning of a journey, until it is really warm, and also if rapid forward-and-reverse manoeuvres are indulged in.

as in hurried parking—or as in our case, when we tried a simple rally type driving test! The tickover can be set faster, by easing the choke out a little (the first part of its movement only controls the throttle), but then drive will not engage without a hefty thump and the car has to be restrained from breaking into an immediate gallop. Restarting after stalling is not simple, for one has to return to neutral before the starter will operate, get the engine clear again and let the revs. die down before re-engaging drive.

This sounds to be quite a collection of criticisms, but in fact such snags as there are only crop up under abnormal conditions. In the vast majority of motoring miles, this type of transmission performs its function in a truly amazing manner and its value in reducing fatigue on a long journey, particularly if many urban districts have to be negotiated, has to be experienced to be believed. In traffic, one can crawl along as slowly as is often regrettably necessary, or halt, "in gear", for an indefinite time with a clear conscience, for the torque converter is merely stirring oil around gently and not wearing out a clutch lining or thrust race. On the open road, top gear performance is indistinguishable from that of a conventional car, and once one accustoms oneself to its "funny little ways" in the intermediates and ceases to resent it doing the hard work for one, point-to-point averages can be made virtually as quickly as with the "old-fashioned" gearbox.

As the drive is conventionally positive in top gear, fuel consumption in "out of town" motoring is no heavier than with a conventional box. We actually used the Hawk to report the "Cat's Eyes"

National Rally, and covered some 350 miles on that Saturday night, following parts of the tortuous route in Kent and Sussex and occasionally making point-to-point main road dashes to meet the competitors again farther on. This was a fairly brisk night's motoring over a wide variety of terrain, with no thought for fuel consumption, and over main roads in the early morning we generally cruised at 70-75 m.p.h.; the consumption worked out at around 22 m.p.g. However, 100 miles of driving in and around London previously recorded a figure of under 15 m.p.g., so one has to pay for the luxury of a fluid drive at low speeds.

Incidentally, we were able to confirm John Bolster's favourable opinion of the car as a whole. The Hawk is a remarkably well-designed conveyance; visibility, driving position, control layout, mechanical refinement and general finish are all excellent; handling qualities are good and in our view it is one of the handsomest cars Rootes have yet produced—and their standards are high already. In this particular car, the high degree of interior comfort was enhanced by the fitting of the optional Reutter front seats.* These separate thrones are quite luxuriously comfortable and have backs fully adjustable for rake. The perfect driving position can thus be found, and either seat lets down horizontally for sleeping. As a rally competitor, the writer has slept in a variety of cars, in varying degrees of discomfort, but on the run back from the finish at Southend to London, while a companion drove, we slept all the way in blissful oblivion, and reckoned those seats worth every penny of the extra cost!

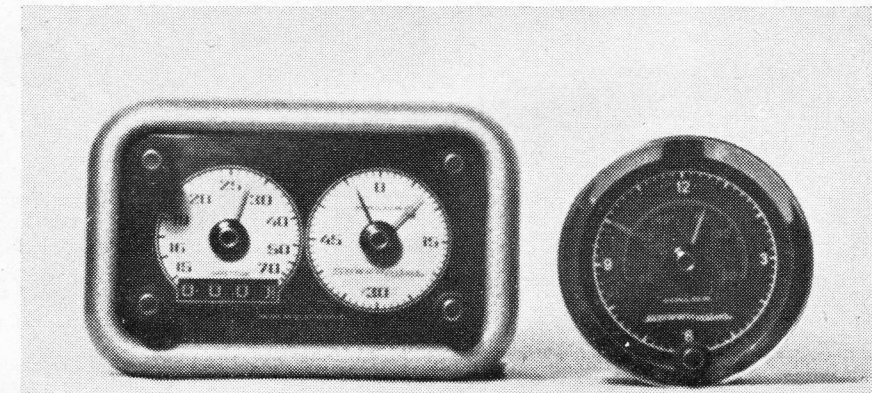
STUART SEAGER.

* Similar to those in the Borgward, see p. 264.

News from Halda

WHEN the Halda Speedpilot was introduced at the beginning of 1956, it was welcomed by rallyists everywhere. Average speed computers had been on the market for some time, but they had tended to be both complex and very expensive; then there appeared this neat little device, which did all most people required much more simply and at a much more reasonable price. Certainly almost 100 per cent. of British competitors in International rallies nowadays are Halda users and a high proportion of those who only take part in British events rely on them, too. The Halda Speedpilot is, of course, of Swedish manufacture and is exported all over the world as well, the Americans with their predilection for regularity-type events providing a ready market.

The principle of operation of the Speedpilot is well known by now, but in brief the instrument has a clock face, with the normal hour and minute hands, plus a third, "pilot" hand. This third hand is coupled, via an ingenious infinitely variable gearing, to the car's speedometer drive. When the mechanism is set for a particular average, and this speed is maintained precisely, the pilot hand will remain coincident with the minute hand of the clock. If the set average is exceeded, the pilot hand will gain on the clock, or lose on it if time has been lost. The device also includes a trip mileage



recorder and the whole mechanism can be readily adjusted to a very high degree of accuracy—even greater than that of the car's odometer.

The original model could be set for average speeds from 22-75 m.p.h. and cost £19 19s. This is still available, but an improved version, called the Competition model, was introduced not long ago. This has an extended range, running from 15-75 m.p.h. and costs £23 10s.

On a recent visit to Halda, Ltd., we were shown two further variations, illustrated on this page. One is a Competition model with a simplified "working" dial. Under contest conditions the clock hands can be confusing, so this one just has the minute hand and a simplified clock, easily resettable to zero at the beginning of the run. The price is the

same, and for the time being both variations are in production. Incidentally, Halda, Ltd., are offering a five-day conversion service, turning standard models into the competition type, at a cost of £3 17s. 6d., plus 4s. post and packing.

The 3½-inch circular Speedpilot in the picture is completely new, and it is proposed to market this solely as original equipment on certain "sporting" cars. This new model has two concentric dials and two hands, controlled by a single pull-out knob. One hand indicates the set average, and the other is the pilot hand. There is no clock mechanism incorporated, the pilot hand being set to correspond with the car clock or a watch, and the calibration will, of course, be pre-set to suit the particular car.

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Club News

By MARTYN WATKINS

ONCE again we seem to have a sort of motor club "hall of fame" to start off this week's news.

First of all comes news of the new President of the **Veteran C.C.**, Mr. J. A. Masters having retired after his second year in office. His successor is Mr. George Lanchester—maybe you recognize the name—who began his association with the motor world in 1889, when he became apprenticed to a Birmingham concern called the Forward Gas Engine Co. It was in 1893 that he was appointed works manager and was concerned with the production of the first Lanchester car. Later the famous company was formed for the production of these cars, and from 1911 to 1913 he was jointly responsible for the design of the 25 and 38 h.p. Lanchesters. During the first world war the armoured cars used successfully were his sole responsibility. In 1919 came the magnificent and historic 40 h.p. Lanchester, and then followed the 40 h.p. single-seater racing car which established long-distance records at Brooklands and elsewhere. He is a founder member and vice-president of the **Midland A.C.**

We don't want to start talking about the long arm of coincidence, or anything, but nevertheless it is a coincidence that our other personality this week is also connected with the **Midland A.C.**—in no less a capacity than its secretary. Leslie Wilson, who has served the club for upwards of 50 years and who has been full-time secretary of the **M.A.C.** since 1935, is to retire in July.

His name and that of Shelsley Walsh are almost synonymous: he has organized nearly 80 meetings there and has done a great deal to develop the hill-climbing aspect of motor racing.

Leslie Wilson's first interest in motor sport dates from the age of 16, when he lived near Spa, Belgium, and saw a number of events on the old Francorchamps circuit. In 1905 he became apprenticed to the **B.S.A.** cars concern and five years later took prototypes abroad on test. He visited Shelsley for the first time in 1905, and two years later became paddock marshal. In 1920 he became the honorary secretary of the **Midland A.C.**, and in the same year re-organized Shelsley and drafted regs. for the hill-climbs there: these were subsequently adopted as the pattern regulations by the **R.A.C.** for use at hill-climbs throughout the country, and many of them still stand today.

From the middle-thirties until the war he was steward at all Donington car meetings, often as **R.A.C.** steward, and was responsible for designing the pit area after new extensions were completed. Until 1952 he was a member of the **R.A.C.** Competitions committee specializing in public safety and was a member of the **R.A.C.** committee which re-drafted the **G.C.R.s** after the war.

Incidentally, many clubfolk have asked to be allowed to subscribe towards a presentation to mark their appreciation of his work in our sphere: if any non-**M.A.C.** members would like to donate, the club treasurer, H. F. Adams,



ANNUAL favourite among club rallymen is the Hants & Berks M.C. Riverside rally, held a couple of weeks ago. Competitor G. J. Folley is seen at the refuelling point at Liss in his XK 120 Jaguar.

A.C.A., Dilworth House, 197 Broad Street, Birmingham, will be pleased to hear from them.

Mr. Wilson's successor is Mr. Gerry Flewitt, who has been a competitor in all kinds of motoring events for many years.

Coming Attractions

March 2nd. *Surrey Sporting M.C. Sprint, Brands Hatch. Start, 12.30 p.m.*

Yorkshire S.C.C. Trial, Ringways, Whitehall Road, Leeds. Start, 10.30 a.m.

Mid-Thames C.C./American D.C. Driving Tests, Denham. Start, 10.30 a.m.

March 8th. *Mid-Cheshire M.C. Wilshire Trophy Trial, Egerton Arms Hotel, Broxton, near Chester. Start, 11 a.m.*

March 9th. *Jaguar D.C. Driving Tests, Middle Walk, Blackpool. Start, 10 a.m.*

Combined Universities M.C. Speed Trial, Snetterton. Start, 12.30 p.m.

Harrow C.C. Driving Tests, Heston. Start, 10.30 a.m.

March 15th. *R.A.C. International Rally Driving Tests, Hastings.*

March 16th. *Yorkshire S.C.C. Trial, Municipal Car Park, Ilkley, Yorks. Start, 10.30 a.m.*

AN inter-one-make driving test meeting is being held by the **Morgan 4/4 Club** on 16th March at Defford Aerodrome, near Pershore, Worcs. A restricted permit is being applied for, entries will close on 10th March, and regs. and entry forms are available from the secretary of the meeting, R. E. Meredith, 152 Worcester Road, Bromsgrove, Worcs. . . . **Plymouth M.C.** holds the annual "200"

trial on 9th March, starting at Tavistock at 2.30 p.m. The event is a closed one, saloon and sports production cars being eligible to compete. There will be five observed sections, one special test and a road section of about 15 miles. . . .

United Hospitals and University of London M.C. run the sixth Rosette rally on 15th-16th March, invited clubs being Hants and Berks M.C., London M.C., Renault O.C., C.U.M.C., Haslemere M.C., Harrow C.C., and Seven-Fifty M.C. Entries close on 10th March and should be sent to Aubrey Knowles, 24 Percy Road, Winchmore Hill, London, N.21. The event takes the form of three loops, each involving a different form of navigation, over about 300 miles in Kent and Sussex. . . . **London M.C.** "Little Rally" will be held on 12th April, reverting to its former pattern of 200 miles of New Forest motoring with eight driving tests. Regulations will shortly be available from secretary Mrs. Helena Crawley, Rozel, Harrietsham, Maidstone, Kent. Also coming up is the same club's Coventry Cup Trial, which has been switched from the published date of 16th March to 30th March to avoid clashing with the Yorkshire 4/4 trial, a championship event. The Coventry Cup will be a closed event run at Aston Clinton, and regs. will shortly be available. . . . Opening run of the **M.C.C.** will take place on 16th March at the Bellhouse, Beaconsfield. Ticket applications go to Major R. I. Marians, O.B.E., 26 St. John's Wood Terrace, London, N.W.8. . . . **Thames Estuary A.C.** "day of dicing" is this year being run under a national permit on 20th April. Regs. will be available shortly. . . . **Southsea M.C.** holds its annual general meeting at the club's registered office at Hayter's Garage, London Road, Portsmouth, on 18th March at 8 p.m. . . . **Sunbac's** annual invitation Colmore Trophy Trial will be held on 22nd March, starting and finishing at Broadway. As well as the traditional trials car event, a qualifier

for the R.A.C. Trials Championship, and the B.T. and R.D.A. trials star, there will be a separate competition for standard production cars. Regs. will be available shortly from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield. . . . **Charnwood C.C.** are holding their annual dinner and presentation of awards at the King's Head Hotel, Loughborough, on 7th March. . . . **West Essex C.C.** holds a national speed trial at Snetterton on 23rd March. Their Stapleford hill-climb is scheduled for October. After careful consideration it has been decided not to pursue a racing programme during the coming season. . . . Annual dinner-dance of **Chiltern C.C.** will be held on 21st March at the Bellhouse Hotel, Beaconsfield. . . . New secretary of the Southern Centre of the **Seven-Fifty M.C.** is Miss S. U. Kent, of Fontmell Cottage, Ringwood, Hants, who has taken over from Mrs. Phyllis Hood. Meetings usually held on the third Wednesday of each month at the "Bell", Brook, have now been changed to the third Friday in the month; the venue for these meetings may also be changed for one nearer Bournemouth. . . . **Hagley and D.L.C.C.** holds its annual dinner on 28th February. Mr. Fred Wharton will, during the evening, present the club's Ken Wharton Memorial Trophy to its first recipient. The trophy consists of the cup won by Ken at Albi in 1953 with the V-16 B.R.M. It has been mounted on a base embodying a profile of Ken in beaten silver. . . . **Horsham M.C. and L.C.C.** organize the Horsham Spring rally on 23rd March, invited clubs being B.A.R.C., London M.C., Surrey Sporting M.C., Cranleigh and

D.M.C. and C.C., Haslemere M.C., Mid-Thames C.C., Worthing M.C., Bognor Regis M.C., Chichester M.C., Sussex C. and M.C.C., and Brighton and Hove M.C. Entries close on 14th March and go to E. E. Campbell, 2 The Link, West Green, Crawley, Sussex. . . . **Burnham-on-Sea M.C.** holds its third Wessex rally on 22nd-23rd March. Invited clubs are Bristol A.C.M.C., Bristol M.C. and L.C.C., Chard M.C., Exeter M.C., M.G.C.C. (south-west centre), North Devon M.C., Plymouth M.C., Taunton M.C., Torbay M.C., West of England M.C., and Yeovil C.C. Entries close on 15th March, secretary being Marjory Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset. . . . **Bristol M.C. and L.C.C.** hold their Four of Clubs ball at the Grand Spa Hotel on 7th March, and on the 15th a skid-pan demonstration is lined up at Devizes. 22nd March sees the Full Moon trial for standard cars, details for which are available from W. G. Marshall, "Wairoa", Chapel Green Lane, Bristol 6. . . . **Brighton and Hove M.C.** holds its annual general meeting at 296-7-8 Madeira Drive Arches, Brighton, on 8th March at 7.30 p.m. . . . **Motor Enthusiasts' Club**, Dublin, holds its annual prize distribution with a film show at the Royal Hibernian Hotel, Dublin, on 4th March. The film show is being arranged by A. F. Rivers-Fletcher and prizes will be presented by the Lord Mayor of Dublin. . . . Secretary of the **M.G.C.C.** (South-Eastern Centre) for the past two years, Tom Gaggis is emigrating to America next month. New secretary is Gordon Cobban, 6-10 Birbeck Road, Ilford. . . . **Maidstone and Mid-Kent M.C.** holds its

fifth annual "Hopper" night navigation rally on 29th-30th March. Invited clubs are B.A.R.C., Bexley L.C.C., Brighton and Hove M.C., B.R.S.C.C., Eastbourne and D.M.C., Hants and Berks M.C., Hastings and St. Leonards East Sussex C.C., Kentish Border C.C., London M.C., Margate and D.M.C., Oxford M.C., Per Ardua M.C., Rochester, Chatham and D.M.C., Sevenoaks M.C., Thames Estuary A.C. and Tunbridge Wells M.C. The event will be divided into two self-elected classes, the "Hopper" class, who will compete on a traditional type event embracing navigational problems, the other, the "Rally" class, will compete on a similar route indicated entirely by map references and with no other type of problem. Entries will be limited to 120 and regs. are available from R. A. Aberly, Esq., Yeoman Nurseries, Ashford Road, Bearstead, near Maidstone, Kent. Closing date for entries is 25th March. . . . **Forces M.C. (London Group)** holds a film show and social evening on 10th March at the headquarters, Queen Victoria's Rifles, 56 Davies Street, London, W.1, starting at 7.30 p.m. . . . Regulations are now available from Miss G. Warren, Jesmond Dene, Sish Lane, Stevenage, Herts, for the **Falcon M.C.** March Hare trial for sports cars, saloons and specials on 23rd March. Invited clubs are Bedford M.C., Cambridge '50 M.C., Cemian M.C., Chiltern C.C., East Anglian M.C., Harrow C.C., Haslemere M.C., M.G.C.C., M.C.C., North London E.C.C., Stroud and D.M.C., Seven-Fifty M.C. and Thames Estuary A.C. Entries close on 12th March, and the route
(Continued overleaf)

EAST SURREY MOTOR CLUB



INVITED CLUBS

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HANTS & BERKS MOTOR CLUB
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MARTINI RALLY

29/30 MARCH

This will be an interesting and exacting road event prepared for the rallyist who enjoys his motoring. In the main, navigation will be by Six Figure Map References, route cards and pictorial illustrations, and in all cases will be straight forward.

The event will be approximately 250 miles on metalled roads starting at 8.00 p.m. from the T.A. Headquarters, Marlpit Lane, Coulsdon. A Supper Stop has been arranged at Shoreham Airport, and breakfast will be at White Waltham Airfield, where a series of driving tests will be conducted. A special formula incorporating wheel base, unladen weight, turning circle and cubic capacity, will be used, in order to give all types of car an even chance. The Rally will end at Croydon Airport.

Take advantage of reduced fee for early entries—
£1.15.0 before 1st March—£2.0.0 up to closing date,
24th March.

AWARDS

THE WINNING CREW
The Martini Challenge Trophy
Two Silver Replicas
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First class awards to the next best 10%

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***TEAM PRIZE**
Six Plaques

***FIRST CAR FROM EACH INVITED CLUB**
One Trophy

**Subject to not less than 10 entries
No crew may win more than one prize,
other than the Team & Driving Test awards.*

APPLY TO YOUR CLUB SECRETARY FOR REGULATIONS OR TO SECRETARY OF MEETING
MRS. G. H. PROCTER, 5 RIDGE PARK, PURLEY, SURREY. WALLINGTON 6462

involves about 85 miles in Hertfordshire and Bedfordshire. . . . **Maidstone and Mid-Kent M.C.** is organizing a closed night navigation rally on 15th March, regs. being available from J. T. Liddell, Grune Downs, 54 Surrenden Road, Folkestone, Kent, and entries close on 8th March.

WEST ESSEX C.C. CLOVER LEAF RALLY

HAVING held rallies in their own county for some 10 years, the West Essex C.C. ventured into new territory for the 1958 Clover Leaf Rally on 22nd February. Starting at 9 p.m. from Dick Jacobs's garage at South Woodford, the 41 competitors set off on the "stalk" to their Clover Leaf—a somewhat serpentine stalk which eventually led them to Wrotham, Kent, from where they were sent out to navigate the "leaves".

An overall average speed of 28 m.p.h. was, on the face of it, not particularly arduous, but an earlier threat of snow changed to continual rain, with pockets and patches of fog wherever the route climbed higher than 500 feet contour lines. Be it remembered that Kent is a county of hills.

The first "leaf" led down past Tunbridge Wells, and marshals at a control near Lamberhurst waited for the first car for some while after its appointed time of arrival. The first competitor was G. L. Hill, whose 2.4 Jaguar departed with such velocity that it was accompanied by a smell of burning rubber, despite the wet roads! Back to Wrotham, and entrants were despatched, after a compulsory halt, on the westwards "leaf", which encompassed Lingfield and Edenbridge with tricky average speed sections. All route checks were by map reference, whilst the fog made clues difficult to discern, thus many were behind schedule on this section. Not all, however, for P. A. Diggins (Wolseley 1500) was 14 mins. early and waited outside a time control before checking in.

The third and final "leaf" stretched eastwards around Maidstone, with more elusive clues by map reference. The homeward stretch was by route card, and not made any easier by signposts pointing 180 degs. to that originally intended by the County Council. First competitor to check in was Diggins, followed at irregular intervals by the others, wearily after 240 miles of concentrated motoring under beastly conditions. No fewer than 20 retired and were outside the prescribed one hour time limit.

Provisional Results

Outright Winner: A. Newman (Ford Prefect). **Class Awards:** P. Diggins (Wolseley 1500); B. V. White (Ford Anglia); R. Ager (M.G. Magnette); D. Golding (Vanguard); C. Perkin (Wolseley); B. Odoni (Zephyr); B. Towns (M.G.). **Team Award:** Ecurie Goons (Gough, Doney, Elliott).

TRIUMPH S.O.A. (WEST MIDLANDS BRANCH)

AT the first annual general meeting held at the Exchange Buildings on 17th February, the officers and committee were re-elected and in addition Mrs. Richard and A. G. Bennett were formally elected to the committee. A full report was given to the meeting regarding the year's events, all of which had proved very successful.

The Hon. Secretary is Mrs. Pauline Mayman, Kay Garages, 18a Shadwell Street, Birmingham 4.

WINING AND DINING

THE ninth annual dinner-dance of the Falcon M.C. was held on the 21st February at the Homestead Court Hotel, Welwyn Garden City. This active Hertfordshire club, which boasts Desmond Scannell as its president and such well-known names as Peter Harper, Peter Elbra and Tommy Bridger amongst its members, finds no difficulty in filling its entry list for competitive or social events, and the capacity of the very pleasant hostelry was strained almost to the limit.

The toast of the club was proposed by Nevil Loyd in a witty speech to which the president replied in like vein. "The Visitors" was proposed by Dennis Emmett, to which Nancy Mitchell responded in a speech for all the world like an attack on a hill-climb record, to sit down to a burst of spontaneous applause in a time of about 90 secs. flat. Dancing and frolics then continued until 1.30 a.m., during an interval in which the imposing array of silverware was distributed by Mrs. Joan Scannell. The whole party was a huge success and all credit must be given for the organization to Betty Tucker-Peake.

OXFORD U.M.D.C. "TARGA RUSTICANA"

IN the Oxford University M.D.C. fourth Targa Rusticana rally, 59 cars started from Burford and there were some 30 finishers. Conditions were made difficult by rain, fog and mud on the roads which led to several competitors making early excursions into the roadside ditches. The route consisted of two "Eight Clubs" sections followed by a marked map section in the Kerry Hills. Then, after a one hour rest stop, came a further "Eight Clubs" and a route card section to return competitors to Burford.

Results

Best Performance: 1. R. N. Crispe/P. S. Ford (M.G.A.); 2. R. D. Gotts (Volkswagen) and R. A. E. Aldridge (Ford Anglia). **Class Awards:** A. A. G. Robson (Fiat 1100), R. P. Rollason (Ford Zephyr). **Team Award:** Hants and Berks (K. Seymour-Walker, J. A. Higginson, R. Gotts).

E.S.M.C. TREASURE HUNT

THE competitions committee of the East Surrey M.C. was delighted with the terrific response received for the treasure hunt on 23rd February, and the entry had to be closed during the preceding week as it had been previously decided not to accept more than 50 entries.

All competitors appeared to enjoy the event, which was run over about 60 miles of delightful country in Kent, with tea at the Pilgrims Restaurant, Wrotham, and as the intention of the club has always been slightly to improve the standard of their treasure hunts, the final section included half a dozen simple six-figure map references, which competitors had to visit before returning to the club headquarters, "Ye Olde Leather Bottle", Warlingham.

Results

Best Performance: 1. R. D. May (Morris Oxford); 2. A. Smith (A40); 3. Mrs. J. E. G. Miller (M.G. Magnette). **Winning Novice:** W. B. Chapman (Vaushall Wyvern). **Best Visitor:** R. H. Drake (2.4 Jaguar).

M.G.C.C. SIGNPOST RALLY

SEVENTEEN map references in the form of signpost arms, from which competitors had to find their route provided some elementary navigation for the

closed event held on 23rd February. Designed as a practice run for newcomers to rallying, the rally attracted 50 entrants.

Results

Joint First: G. P. Ransby, M. Ellman-Brown. **Joint Second:** C. H. Whitcombe, I. G. Forrest, Miss J. Axtell, M. Hawke. **Best Lady:** Mrs. H. Shove.

HERTS COUNTY "FEBRUARY FERMENT"

TAKE pretty well every method known of making rallyists lose marks, mix well together, spread the mixture over 140 miles of Herts, Bucks and Berks, and you have the "February Ferment" organized last Sunday by the Herts County Automobile and Aero Club. There were five sections and four special tests all designed to test navigational and driving prowess without enabling high powered machinery to gain much advantage over their more sedate brethren.

A minimum distance section led to the first test near Wendover where rapid engine starting and a fleetness of foot were the main requisites. A regularity section followed over roads of varying class with two secret checks to catch those off schedule. Peter Jones, now Riley 1.5 mounted, and J. B. Wilson were the only people to avoid penalty.

A wiggle-woggle test followed in which several competitors either became giddy or lost count. Bruce Boshers' Ford Anglia and Miss St. John's TR tied for fastest time here—an interesting comparison.

Since the cars had arrived at this test by following a route card, the organizers then tried to catch them out by merely giving a nearby map reference as the end of the next section. That some had not been following their course on a map rapidly became obvious as beautiful friendships were ruined in the ensuing arguments as to "where the heck are we anyway?"

Followed a lunch stop at Benson. The afternoon's "Eight Clubs" section wound its way over the Berkshire Downs and gave little trouble to nine cars who did the section clean. A downhill braking test without engine running and a heavy penalty if the far line was overshot produced tense expressions and crashing sounds as all the navigation equipment rattled to the floor. Montagu's vintage Lagonda was allowed to have its engine running in neutral since he had servo brakes—no engine, no brakes! Coates' M.G.A. and Peter Jones tied for best performance.

The last section relied on the plotting of milestones before one could proceed farther. The minority, surprisingly, did the obvious thing, found one stone and did the rest on the map with a measurer. The eventual rally winner pulled his way to the top on this section by being the only one to do the section without penalty.

Provisional Results

Premier Award: J. C. Deauville (Javelin). **First Class Awards:** M. B. Boshers (Anglia); P. Angus (Anglia); P. B. Jones (Riley 1.5). **Second Class Awards:** A. R. Jennings (Healey); M. D. Tooley (Citroën).

Recent Results

CHILTERN C.C.

Trial, 23rd February

Outright Winner: B. Cecile Pritchard/Captain Anthony Wilkinson (Standard 10). **Class Awards:** R. A. Paul (M.G. 1½ saloon); W. D. Innes (1929 M.G. M Type); C. Birch (Ford Zodiac); P. Dewe (M.G.A.).



PETERBOROUGH M.C. NIGHT RALLY

THIS annual event, held on 22nd February, was oversubscribed with entries.

The event, always being held in February, is noted for its bad weather conditions, but this year it excelled itself and competitors started in heavy snow which later in the night turned to torrential rain. Also, on the higher sections of the route fog made things even more difficult. Total mileage covered in these bad conditions was 132, the first car completing the course by about 3 a.m. for very welcome hot coffee and sausages at Woodcroft Lodge.

The first section of the route, on a marked map, was difficult, many competitors going outside the permitted area and losing marks. The second section was an "Eight Clubs" type and required very accurate plotting of map references to find code words at the side of the road. Six cards had to be located and the figures on these, when put in the correct order, gave the references of the last control of the section.

The route card for the last section gave no fewer than 32 map references and spot heights, and the route when plotted had to be covered at three different average speeds. For some reason, this, the easiest part of the course, played havoc with the entry, nearly all competitors losing marks heavily, mainly due to being late at controls.

Results

"Nocturnal Noggin" Trophy: N. S. Manser (Wolseley 1500). Navigator: J. Rowel. First Class Award: G. H. Woodcock (Hillman Minx). Second Class Award: G. W. Wright (Minor 1000).

Recent Results SPORTING OWNER D.C.

Milli-Mar Rally, 11th January

1, D. H. Wilson-Spratt (Austin A30). Navigator: H. J. Bayliss; 2, P. Steiner (Fiat 1100); 3, D. McEwen (Rover 90). Best performance by pre-war car: D. R. Gatley (M.G. TA).

BURNHAM-ON-SEA M.C.

Standard Car Trial, 23rd February

Fifty-Seven Committee Cup: G. W. Best (TR3). Best Special Class: B. H. Brown (Ford Spl.).

Class Awards: A. R. Stewart (TR2); D. A. Hockey (M.G. TF 1500); Frank Maisey (A35); Gerald Tripp (Wolseley 6/80); Colin Warfield (VW); David Woodhall (Renault); H. J. Crates (Ford).

Best Production Car (standard tyres): Peter Champeney (Austin 7). First Class Awards: N. J. Hebditch (TR2); G. Mabbs (Standard 8); John Wensley (Ford Spl.); Eddie Searle (M.G.A.). Second Class Awards: Peter Prime (Standard); Tony Moore (Morris Minor).

NORTH LONDON E.C.C.

Jacobean Trophy Trial, 15th-16th February

Best Performance (Jacobean Trophy): P. D. Sapsed (Jaguar 3.4). Navigator's Award: R. Brocklehurst.

Yew Tree Cup: A. M. B. Piggott (Volkswagen). Navigator's Award: A. A. Mitchener.

First Class Awards and Navigational Awards: F. A. Freeman/R. Randall (Morgan); C. Tullock/A. Sopers (Consult); P. F. Steiner/P. Cumbers (Fiat).

Team Awards: J. Stokes/P. Steiner; A. M. P. Piggott/R. Roberts; P. Barratt/P. Sapsed.

Borgward—continued

more powerful and faster cars that gave me far less pleasure.

All the little things work nicely on this car. The heater warms up remarkably quickly from cold, and both sides of the car have their own heating and demisting controls. The engine starts very well under freezing conditions, but only the merest touch of the choke is desirable when the weather is warmer, or the mixture may become too rich. I washed the car every day during my "ownership", and found that the smooth lines made this a very easy task.

On perusing the above, the reader may form the conclusion that I am more than usually enthusiastic about this particular machine. In my opinion, it is a really good car, and I only wish that it were made in Birmingham instead of Bremen.

MUD, mud, glorious mud: almost a relic of real "mud-plugging" days is this shot of John Harrison receiving assistance in the recent Kitching Trophy Trial.

NEWQUAY M.C.

Rally, 23rd February

Outright Winner: E. C. Holman/D. G. Hilliard (Singer). Closed Class Winner: R. B. Hill/K. R. Knee (Volkswagen). Open Class Winner: H. Davy/J. M. Bazin (A.C. Ace-Bristol).

First Class Awards: R. P. M. Whittington/T. R. H. Lyons (Triumph TR3); A. W. Harding/R. Mills (Morris 1000); F. J. Hicks/J. Blanchard (Sunbeam-Talbot); A. E. Bailey/C. E. Symons (Triumph Renown).

UNITED HOSPITALS AND UNIVERSITY OF LONDON M.C.

THE annual general meeting is being held at the Lotus Restaurant, Norris Street, off Haymarket, on Friday, 28th February, at 7.30 p.m.

REMINDER

SPECIAL Builders' Car Club will be holding a meeting on Monday, 3rd March, at the Mason's Arms, Maddox Street, W.1, to discuss the proposed single-seater racing formula. Everyone's welcome to go along and have a say.

MID-THAMES C.C. DINNER

A VERY lively social function took place at the Wimbledon Hill Hotel last week, when the Mid-Thames C.C. held their annual dinner-dance. Guests of Honour were John Bolster and Duncan Hamilton—a potent combination!—and regret was expressed that Gregor Grant was not able also to be present, due to illness.

SPORTING OWNERS' NIGHT OUT

ONE of the more riotous events in the winter social calendar is the annual dinner-dance of the Sporting Owner Drivers' Club (they have a terser nickname). This year's (the 28th such occasion) was held on 14th February at the Bell Hotel, Aston Clinton, a hostelry renowned for its cuisine. The meal enhanced its reputation further, and afterwards President John Bolster rose to propose in characteristic humour the toast of the ladies and the guests, to which Stuart Seager replied. Dancing continued until nearly 2 a.m. to the music of the Seaford Ensemble.

M.G.C.C. OCCASION

"No speeches" was the unusual order of the day at the annual dinner-dance of the M.G.C.C. South-Eastern Centre, held on 7th February at the Eccleston Hotel, Victoria. Nevertheless, although the formal toasts were limited to the Loyal one, several impromptu orations were made. Tom Gags, popular secretary of the Centre, was able to make public the engagement of Diana Thornley, daughter of M.G.C.C. chairman John Thornley, to Sandie McFie, which was greeted with congratulatory applause. In less jubilant vein was the following announcement that Tom Gags himself was having to resign his post as secretary, as he and his wife are emigrating to America. A presentation was made in recognition of his enthusiastic service to the club, and Gordon Cobban was named as his successor.

Mrs. John Thornley presented the year's awards, and the Member of the Year Trophy was taken home by Ron Randall.

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1955 ACE, B.S.4 Bristol engine, 10,000 miles, big valves, etc., overdrive, 4.3 axles, etc. All parts renewed when necessary. Standing $\frac{1}{4}$ 15.23 secs. £1,400 o.n.o.—Park, 46 Northlands Road, Southampton. Phone 26748, or Fareham 3148 daytime.

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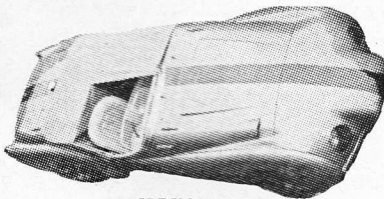
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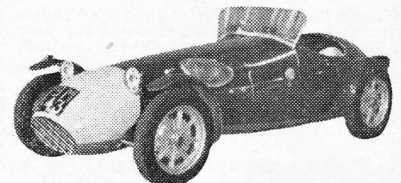
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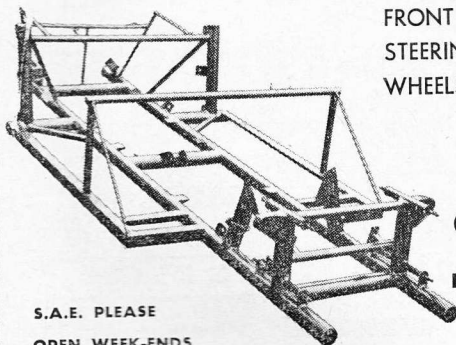
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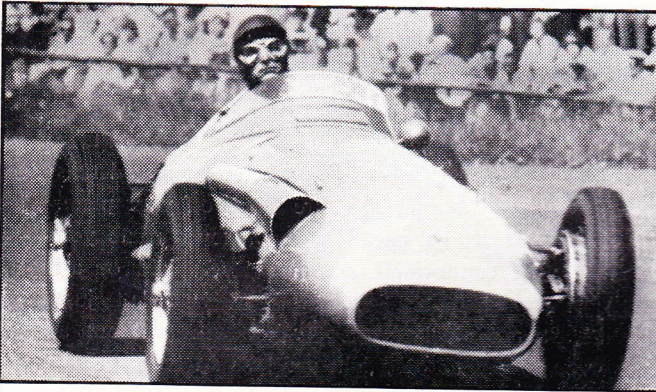
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Published October 16th, 1957

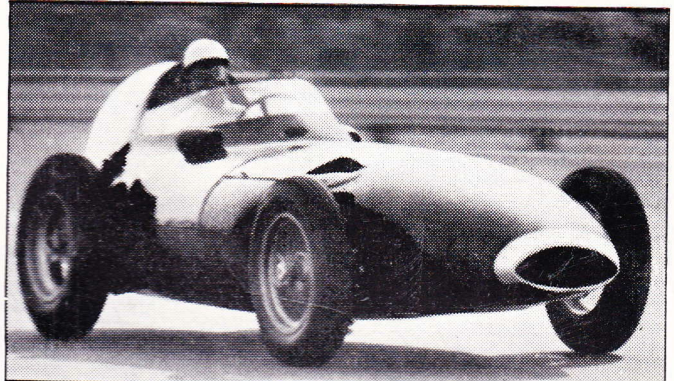
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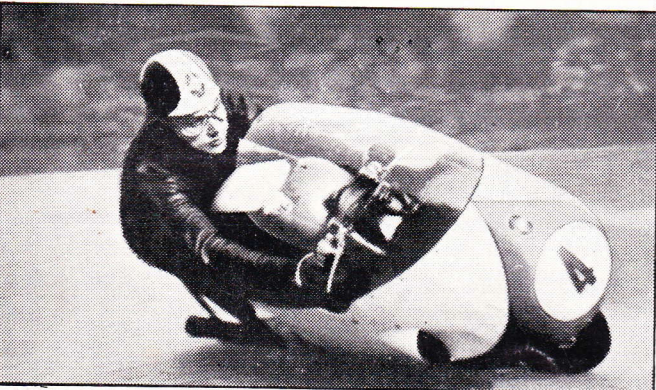
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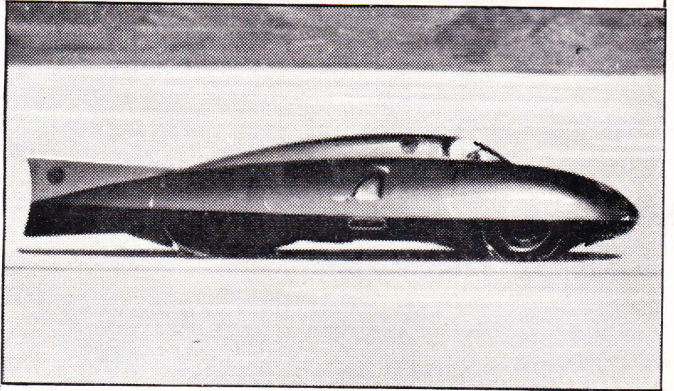
J. M. FANGIO, 1957 World Champion driver, used BP Energol in his Maserati cars throughout his wonderful season of success.



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