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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 10, 1958

CANADA 30 CENTS

EVERY FRIDAY

Vol. 17 No. 15

Registered at the G.P.O as a Newspaper

IN THIS ISSUE

THE 45th PARIS SALON—FULL ILLUSTRATED REPORT : COUPE DE SALON RACES

AUTOSPORT "THREE HOURS" PREVIEW : END-OF-SEASON CLUB RACING

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CONTENTS

	Page
Pit and Paddock	450
Sports News	451
Autosport "Three Hours Preview"	452
Twilight at Silverstone	455
Batten down the Hatch !	456
Harleyford Hill-Climb and Burton Sprint	458
Correspondence and Book Review	459
Paris Salon by John Bolster	460
A New Catterick Circuit	468
Rhydymwyn Sprint	470
Club News	472

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EDITORIAL

FORMULA RACING AND FUEL

AMONGST the many things being discussed by the F.I.A. this week during a meeting in Paris is the question of the types of fuel to be permitted. Representatives of the various interested oil companies were invited, and it will be interesting to learn the outcome of the talks. Nevertheless, there is growing support for a completely free formula, particularly in Grand Prix racing, where it is felt that designers should not be hampered by regulations limiting fuel to petrol. After all, Formula 1 is the most advanced form of automobile engineering, and although the participants have proved during 1958 that it is quite possible to race with the permitted "Avgas", their technicians could probably have obtained even more power-per-litre had other fuels been permitted. It is fairly obvious that, as in any other field of science, there is continual improvement in fuels. In the rocket world entirely new propellants have been developed to meet the problems connected with projecting missiles into space. The Grand Prix designer should not be limited to one particular grade. If the desire is to use petroleum, then no octane limit should be specified. If commercially available petrol is specified, then it should be true pump fuel, and the oil companies could quite truthfully advertise "same as you can buy". The present "Avgas" is a curious compromise, being strictly an aviation petrol. Far better to allow entrants to use any form of fuel so long as it is not considered dangerous, than to specify the 100-130 octane "Avgas", which is not normally supplied to the general public.

OPEN CARS AND AERO-SCREENS

IN Saturday's AUTOSPORT Three Hours Race, open car entrants will have to compete with windscreens as laid down in Appendix "J" regulations, despite the desire to use aero-screens on the grounds of increased safety. Originally it was believed that there would be no difficulty in issuing supplementary regulations to permit aero-screens, but the R.A.C. pointed out that, according to General Competition Rules, it would be necessary to obtain the agreement of *every* competitor before a supplementary regulation could be considered. They themselves agreed that aero-screens are preferable. Consequently AUTOSPORT circulated the entrants, and all agreed with the exception of Walker, Lawry (Elites) and Vincent (M.G.A)—all coupé entrants. The Porsche entrant Lawson stated that he did not care either way. As a result no permission can be given; if competitors do use screens not in accordance with the regulations, Walker and Co. can have the users disqualified under the terms of G.C.R.s on the grounds that their cars do not conform to Appendix "J" regulations!

OUR COVER PICTURE

Production sports cars, a Le Mans start, and a good club circuit—the essence of the clubman's motor racing. A group of men who race for the fun of it, and a group of motor cars that are the "same as you can buy"—well, almost, anyway! These are the ingredients of what provides week-end sport and enjoyment for the majority of our motor-sporting enthusiasts—and are the ingredients, too, of Saturday's AUTOSPORT *"Three Hours" race at Snetterton.*

Photo: Francis Penn

PIT and PADDOCK

IVOR BUEB is likely to be a Lister team driver for 1959. He will be with the Rootes Group for the Monte Carlo Rally.

ALEC ULMAN was in Paris trying to persuade the F.I.A. to shift the World Championship event at Indianapolis to the proposed Grand Prix of Sebring next March.

JOSÉ BEHRA is ordering an F2 Cooper for next season.

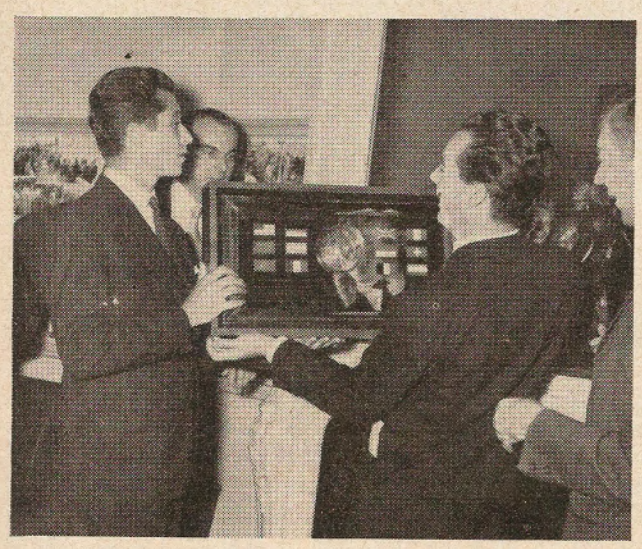
MIKE HAWTHORN was elected "Driver of the Year" by the Guild of Motoring Writers at their annual dinner in the Automobile Club de France, Paris.

TRANSACTION DEPARTMENT. David Good recently acquired Tony Marsh's Cooper-J.A.P. and Tony, a few days later, bought Michael Christie's F2 Lotus in part exchange for his F2 single cam Cooper.

KEN GREGORY has had to resign from the position of club chairman and also from the board of directors of the B.R.S.C.C. Les Leston has taken his place as chairman.

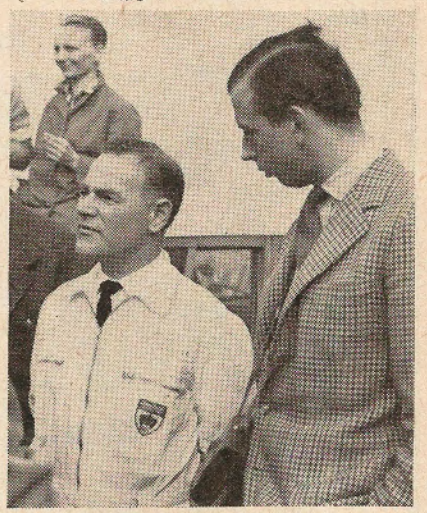
ALEXANDER ENGINEERING CO., LTD., have exported to Sweden the first 25 added performance conversion manifold and twin SU carburetter kits for the Volvo P.V. 444.

IN last week's issue mention was made of the public address system at Goodwood. This was erroneously referred to as "Tannoy". It should, of course, have been "Antone".



OLIVIER GENDEBIEN (left) receiving Road & Track's *award for the American "Driver of the Year" on behalf of Phil Hill, his Le Mans co-driver. Bernard Cahier made the presentation.*

ASTON MARTIN personalities visiting the A.C. stand at the Paris Salon (below) were David Brown and John Wyer.



VISITOR to Charterhall for the recent W.J.C. meeting was H.R.H. The Duke of Kent, seen with "Wilkie" of Ecurie Ecosse.

WEST ESSEX C.C. NATIONAL HILL-CLIMB

A LARGE and interesting entry has been received for this event, which takes place at the Stapleford venue, near Chigwell, Essex, on Sunday. Among well-known drivers who will be competing are Keith Greene (Lotus), Alan Foster, in Dick Jacobs's M.G. Magnette, Sydney Allard (Allard), Arthur Jeddere Fisher, in his 2-litre E.R.A. sprint car, Patsy Burt, who has established herself this season as one of the best lady hill-climb exponents, and A. Rivers-Fletcher, whose immaculate light-blue Cooper-J.A.P. has frequently appeared at the Essex hill-climb. In addition, Denis Jenkinson will be driving his much-travelled Porsche, while J. M. Uren will compete in his successful Ford Zephyr.

TELEVISION TROPHY TRIAL

THIS trial, which is specially run each year for the benefit of the B.B.C. television audience, is for three invited teams of trials drivers, each team consisting of three competitors and a reserve selected to represent the North, the Midlands and the South.

Last year it was won by the Midlands after a tie between the Midlands and the South had been settled by the leading cars in these teams having a further attempt at an unclimbable hill—the highest up being the winner.

This year the same team as before—Goff and Nina Imhof—will be organizing the trial. It will be held near Wendover, Buckinghamshire, on private ground, on 22nd November. Hon. secretary of the meeting is Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

It is intended to introduce some novel features this year. In particular an experiment will be made with a portable TV camera in one of the trials cars climbing the hills to give a passenger's eye-view of a modern trial.

The prizes will be presented by Mrs. Nancy Mitchell, the President of the London Motor Club and Ladies' European Rally Champion for 1956-57.

SPORTS NEWS

ASTONS TO CONTINUE SPORTS CAR RACING

THE following is part of an official statement issued by David Brown of Aston Martin, Ltd.:—

"1. Aston Martin have no intention of withdrawing from sports car racing. The Aston Martin DBR1/300 which won the 1958 Nürburgring and Tourist Trophy races holds the sports car lap records for Sebring, Targa Florio, Nürburgring and Goodwood. This car developed to even higher performances will continue in 1959 with the principal effort upon Le Mans.

"2. Statements to the effect that there will be a works team of Aston Martin DB4s competing in Grand Touring events are without foundation.

"Numerous reports have appeared at various times regarding David Brown entries in the Grand Prix field. The position is that the Grand Prix project has been undergoing development for more than two years and the first prototype was tested before the end of 1957. Concentration upon sports car events in the first six months of 1958 retarded the Grand Prix project, but once again this is being actively pursued and in the near future it is intended to carry out circuit tests under full distance racing conditions and using leading drivers. Only when the results of these tests are known and analysed will any decision be taken regarding participation next year

"Regarding drivers for 1959, irrespective of reports which have appeared, only preliminary discussions have taken place and no contracts have been negotiated. During these discussions it has only been made clear that no contracts would be completed until after circuit tests of the F1 car."

G.P. OF MOROCCO

SCUDERIA FERRARI will be represented by Mike Hawthorn and Olivier Gendebien in the Casablanca race on 19th October. Vanwall have Moss, Brooks and Lewis-Evans, whilst B.R.M. are making a big effort with Behra, Schell, Bonnier and Flockhart. Masten Gregory drives the very latest Maserati, Lotus have Graham Hill and Allison, and possibly Keith Hall in an F2 car. Salvadori and Trintignant will be in F1 Coopers, but Brabham may drive an F2 machine. Every effort is being made to repair Vidilles' Cooper which crashed at Montlhéry.

THE GUILD OF MOTORING WRITERS held a meeting recently to elect the Driver of the Year. They chose Mike Hawthorn. Among those seen here are Charles Fothergill (Daily Sketch), *Harold Nockolds* (The Times), *Alan Brinton* (News Chronicle), *Jack Hay* (Birmingham Post), *Sidney Henschel* (Financial Times), *Courtenay Edwards* (Daily Mail), *Bernard Cahier, Jack Bond* (Road and Track), *Georges Fraichard, Tommy Wisdom* (Daily Herald), *Jacques Loste* (*President*) *and Gregor Grant.*

CASABLANCA ENTRIES

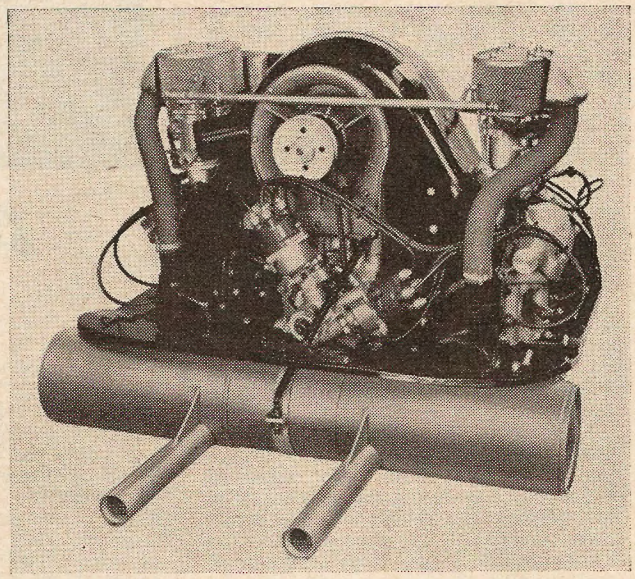
F1

Ferrari: Mike Hawthorn, Olivier Gendebien, X. **B.R.M.:** Jean Behra, Harry Schell, Joakim Bonnier, Ron Flockhart. **Vanwall:** Stirling Moss, Tony Brooks, Stuart Lewis-Evans. **Lotus:** Graham Hill, Cliff Allison. **Cooper:** Maurice Trintignant, Roy Salvadori, X. **Maserati:** Gerino Gerini, Carroll Shelby, Masten Gregory.

F2

Cooper: Jack Brabham, Bruce McLaren, André Picard (Walker), Tom Bridger, André Guelfi, Lacaze. **Porsche:** Kerguen.

Ferrari have a mere two-point lead over Vanwall in the Constructors' Championship—51 points to 49. These points were collected as follows:—



BIGGER motor for the Porsche Carrera is this new "1600 GS" unit (right). Of 1,588 c.c. capacity, it has the familiar twin overhead camshaft layout, a 9:1 comp. ratio and produces 105 b.h.p. at 6,500 r.p.m.

★

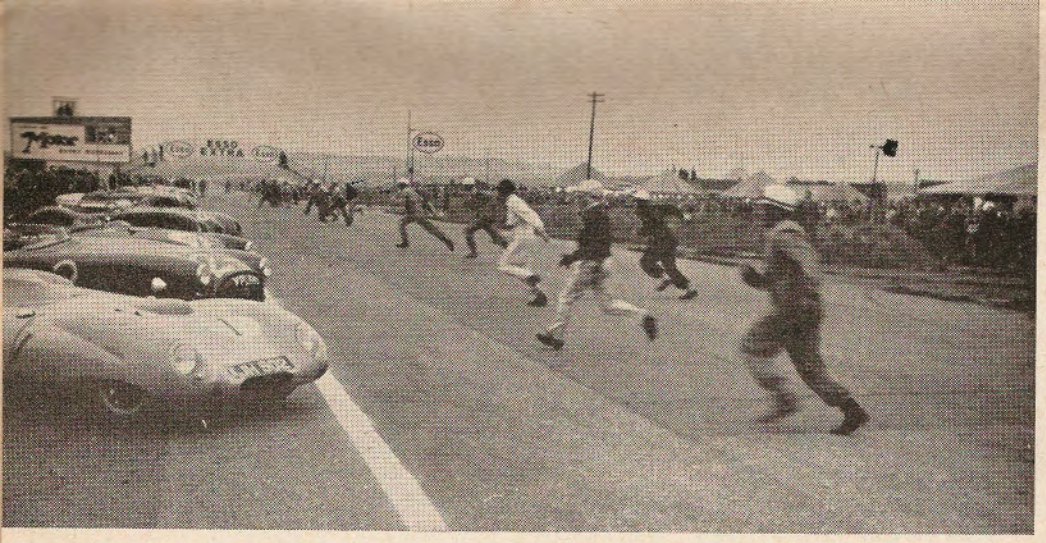
SALON GROUP (below), l.-r. John Bullock (Rootes P.R.O.), Sir Brian Rootes, Lord Montagu, Maurice Gatsonides and John Hugenholtz, chief of Zandvoort circuit.

	Vanwall	Ferrari
Argentina ..	0	6
Monaco ..	0	6
Zandvoort ..	8	2
Spa	8	6
Rheims ..	6	8
Silverstone ..	3	8
Nürburgring ..	8	3
Oporto ..	8	6
Monza ..	8	6
	49	51

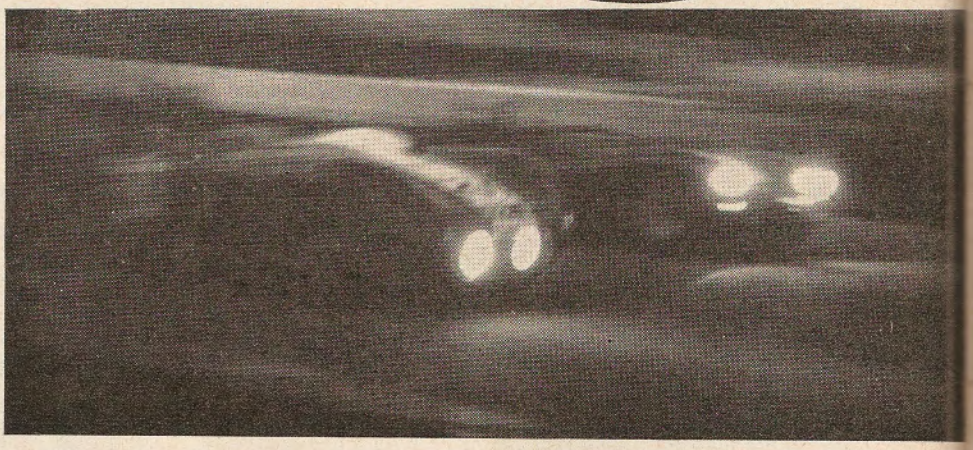
GEORGE GOODALL

AFTER 60 years in the motor industry, 34 of which have been with the Morgan Motor Co., Ltd., Mr. George Goodall has resigned as Managing Director, but will retain his seat on the board. His successor is Peter Morgan, son of "H.F.S.", founder of the company.

George Goodall has taken part in many competitive events, and has been actively associated with motoring sport for a great many years.



RACING BY DAY—



AND BY NIGHT

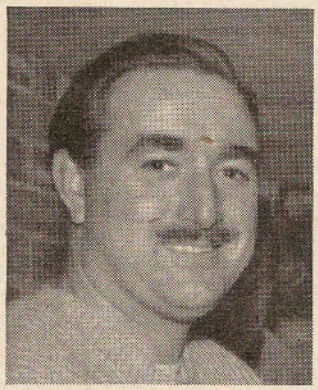
Full details of "Autosport Three Hours" at Snetterton on Saturday

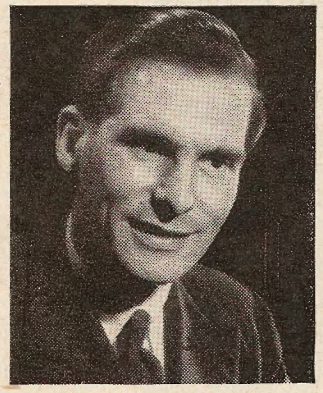
ON Saturday, 11th October, the Snetterton M.R.C. stages its national race meeting for the AUTOSPORT Series-Production Sports Car Championship, 1958. The "Three Hours" is Britain's only event which includes night racing, this being an extremely popular innovation in 1957 on the same circuit. For this race special illuminating equipment has been produced. All round the course there will be reflectors, and considerable use is made of "Scotch-lite", not only on the course but on the cars as well. To ensure that spectators can identify cars, numbers will be illuminated on both sides; the score boards will also be lit up at night, and special Lucas equipment has been made available.

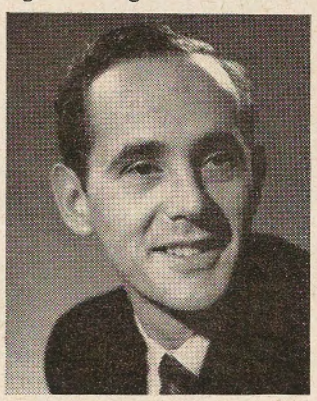
Realizing the great appeal of this event, Oliver Sear and his aides have gone to a great deal of trouble to provide special amenities for spectators. The popular fair returns, bigger than in 1957, and the John Ogier chicken barbecue will be considerably augmented, in addition to numerous bars and refreshment tents. In the interests of safety, extensive resurfacing has been completed, costing about £2,000. The meeting starts at 2 p.m., and the "Three Hours" at 4 p.m. John Bolster will do the main race commentary.

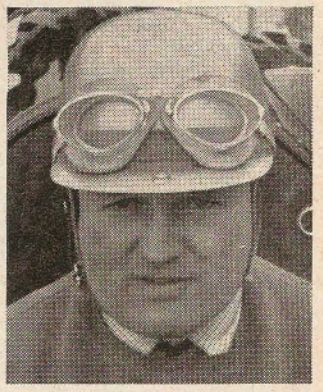
This race, of course, decides the AUTOSPORT Championship, for which qualifying events have been staged at various circuits during the season. The final placings are calculated on a points basis according to classes, and the Championship Trophy goes to the competitor who finishes highest in the general classification, based on the six best results in the qualifying heats, plus scoring in the "Three Hours". For the event, AUTOSPORT is introducing a novel incentive system of bonus points, over and above the normal scoring. This is based on distance covered in each class. For every lap the class winner finishes ahead of the second man, 1 bonus mark is given; for every lap second is ahead of third, it will be 0.75 mark; third as compared with fourth will be 0.50 mark, and fourth ahead of fifth, 0.25 mark. The normal scoring is given along with the appended placing before the race.

Leading the table is the 1957 winner, Ian Walker (Lotus Elite), with a total of 54 points, followed by Dick Protheroe (Austin-Healey). For scoring purposes, Walker and Lawry in their Elites will run in the 1,301-1,600 c.c. class, against Elva Courier, M.G.A and Porsche. The Turner equipé has already won the Team Championship Trophy, their aggregate number of points being unassailable, and one of them must win the 1,000 c.c.









SOME of the Stars who will be in action during the Three Hours: From left to right, Ian Walker, Dick Protheroe, Peter Gammon and Dick Stoop.

category. They also constitute a real danger to the others for the Championship itself, owing to a remarkable record during the season of consistency. In some 12 races there have been only two cases of retirement. Although the Elites run in the 1,600 c.c. class in the event, they will eventually be classified in the 1,300 c.c. category, therefore the issue lies between Peter Gammon (Elva Courier) and K. W. MacKenzie (M.G.A).

As the race is of three hours' duration, many people favour the chances of Dick Stoop (Frazer-Nash), who is quite capable of leading the entire field. In addition to the Championship placing, there are separate awards by the Snetterton club for the general classification and classes.

Preceding the "Three Hours" is a special invitation one hour race for special series touring and normal Grand Touring cars. This ought to provide some thrilling racing, with the 3.4 Jaguars of Sopwith, Baillie and Co. being challenged by Austin-Healeys led by Jack Sears, Peter Jopp's 2.4 Jaguar, a pair of Raymond Mays Zephyrs and possibly John Coombs's 3.4. In the 2,000 c.c. section, Leston's Riley has opposition from Porsche, Triumph, A.C. Aceca, and M.G.A "Twin-Cam". The smallest class includes A35, Minor, Fiat-Abarth, Alfa Giulietta and a G.T. Sprite. It should be realized that the touring cars can be extensively modified, so the G.T. machinery may find far stiffer opposition than their entrants bargain for.

Another supporting event will be a 10-lapper for sports-racing cars, with some extremely rapid machinery, including the Team Lotus 2-litre, to be driven by Graham Hill, Lister-Jaguar, Aston Martin, H.W.M., Elva, Tojeiro and so on.

Sports-Racing
(10 laps—Start 3.15 p.m.)

Up to 1,100 c.c.

Lotus: Alan Stacey, Peter Ashdown, R. N. Prior, J. Campbell Jones, M. B. McKee, J. Sieff, Tim Hodges, Keith Hall, Keith Greene. **Tojeiro:** R. J. W. Utley. **Elva:** J. H. Saunders.

Over 1,100 c.c.

Aston Martin: John Dalton, Roy Bloxam. **A.C.-Bristol:** R. F. Anderson. **Lister-Jaguar:** Bruce Halford. **H.W.M.-Jaguar:** John Bekaert. **Jaguar "D":** Peter Mould. **Lotus "2000":** Graham Hill. **J.B.W.-Maserati:** Brian Naylor.

Special Series Touring and G.T. Cars
(One Hour—Start 2 p.m.)

Up to 1,300 c.c.

Austin A35: L. Adams, Graham Hill, Bob Gerard, G. C. Shepherd. **Austin-Healey Sprite:** John Sprinzel. **Fiat Abarth:** R. M. Shepherd Barron. **Alfa Romeo:** Bruno Ferrari. **Ford Prefect:** John Young. **Morris Minor:** D. Randall.

1,301-2,000 c.c.

M.G.A "Twin-Cam": R. W. Fitzwilliam, Alan Foster, David Dixon. **Porsche:** Joe Waldron, M. Kaye, Emerson Griffiths. **A.C. Aceca:** R. A. Brightman. **Triumph TR3:** H. G. Walldorff, R. F. North, L. J. Coe, M. Lucia. **Riley 1.5:** Les Leston.

Over 2,000 c.c.

Austin-Healey: Jack Sears, I. Palmer, D. Shale, R. A. Hudson. **Jaguar 3.4:** Tommy Sopwith, Sir Gawaine Baillie, John Coombs. **Jaguar 2.4:** Peter Jopp. **Raymond Mays Zephyr:** Henry Taylor, Robert Leapingwell.

The "Autosport" Championship
(3 Hours—Start 4 p.m.)

Class A (Up to 1,000 c.c.):	
J. P. Baldam (Turner)	48
A. D. Nurse (Turner)	40
B. A. M. Gilbert (Turner)	38
R. A. Jameson (Berkeley)	11
J. I. Goddard-Watts (Berkeley)	9
Nelson Graham (Berkeley)	—
Class B (1,001-1,300 c.c.)	
Ian Walker (Lotus Elite)	54
J. Lawry (Lotus Elite)	22
Class C (1,301-1,600 c.c.):	
Peter Gammon (Elva Courier)	37
K. W. Mackenzie (M.G.A)	30
J. Hayles (M.G.A)	21
J. P. Fergusson (Elva Courier)	20
C. W. Lawson (Porsche)	16
C. P. Tooley (M.G.A)	9
J. A. P. Trafford (M.G.A)	8
R. Vincent (M.G.A)	5
D. G. Dixon (M.G.A)	4
T. Entwistle (M.G.A)	—
Over 1,600 c.c.:	
D. J. Protheroe (Austin-Healey)	49
J. R. Stoop (Frazer-Nash)	39
C. R. Hanson (Austin-Healey)	30
W. E. Wilks (Frazer-Nash)	23
M. E. S. Bond (Frazer-Nash)	21
J. Dashwood (Frazer-Nash)	11
S. A. Hurrell (Triumph)	5
L. Taylor (Triumph)	1
R. A. Brightman (A.C. Aceca)	—

Scoring (in each class): 1, 24; 2, 18; 3, 14; 4, 10; 5, 6; 6, 4. All finishers, 2. (2/3rds of distance covered by winner). Bonus marks: "incentive" points (see text).

COUPE DU SALON FOR JIM RUSSELL

Cooper Driver Becomes First British Entrant to Win Annual Montlhery Race — Victory for Bob Hicks (Lotus) in G.T. Event

JIM RUSSELL, former F3 champion, became the first British driver ever to win the annual Coupe du Salon, the 14th race for which was held at Montlhéry last Sunday, confined to F2 machinery. For various reasons, only eight cars faced the starter; the Fry-Climax went out on the first lap with gearbox failure, Tony Marsh retired with a puncture when in third place, Jean-Claude Vidilles crashed at the Ascari Bend trying to overtake Brabham and Russell, and Ivor Bueb's Lotus was retired after continual gearbox trouble.

The track was very wet during the early stages, and Vidilles (Cooper) shunted Brabham's works car on the line; thereafter the Australian found that bottom gear had vanished. During the opening period, quite a battle developed featuring Russell, Brabham, Vidilles and Marsh, and it was a great pity that the Frenchman pranged his car, as he was really giving the others something about which to think. Fortunately he was not badly injured, although the car turned at least three somersaults before it finished up—a wheel-less wreck. Brabham spun at one of the hairpins, causing Russell and Co. to take avoiding action; so much action did they have to take that Jack smartly cut ahead of them all, and held the lead until Russell eventually overtook him, having the use of all of his gears. Russell drove a beautiful race, the car sounding really well. The unfortunate Tony Marsh burst his tyre after running over some of the debris strewn on the track by Vidilles. This brought bobsleigh expert Norman Barclay into third place, which he held till the finish, driving the best race of his career. Keith Ballisat in Gibson's Cooper never really got going, and was eventually lapped by the leaders.

The France versus Italy contest between Monomill and Formula Junior machines was hardly exciting, the crowd treating it as light entertainment rather than racing. Winner of the circus was Barros in a Fiat-Stanguellini, but at one time it looked as if Laureau would carry it off, till his Monomill developed gearbox troubles. For this event the short circuit was used, and a chicane was introduced at the pits. More than half the race was run in a torrential downpour. The Italian cars weigh about 450 kilograms, about 150 kgs. heavier than the 850 c.c. French machines.

Some excellent racing was witnessed in the Grand Touring event when Lucian Bianchi and Jean-Pierre Schild fought for the lead in their G.T. Ferraris. On the second lap, both cars came through side by side, then Bianchi forged ahead ever increasing his lead. As the Tour de France co-winner came round on the third lap, the tail of his car was bashed, and by an amazing coincidence the Swiss driver's front bumpers were bent; presumably there had been a slight incident at one of the hairpins.

Bourillot's very beautiful maroon 250GT was a rather lonely third, ahead of the 1,300 c.c. winner Bob Hicks (Lotus) who never looked like being caught by the other Lotuses and Berney's fast Alfa Giulietta Conrero, with SS Zagato body. Hicks also outpaced the 1,600 c.c. winner, José Behra in his Porsche Carrera, and the entire 2-litre brigade which was headed by the British driver Gretener in an attractive Zagato-bodied A.C.-Bristol. Gretener, who lives in Switzerland, won the AUTOSPORT Peter Reece Memorial Trophy in this year's Lyon-Charbonnières Rally. Amongst other interesting cars were Becker's smart Ghia-bodied TR3, and the new D.B. Panhard "flying coal-scuttle", driven by Jaeger, which was surely borrowed from the Paris Salon for the occasion. The unfortunate George Houel worked all night on his Lotus, but spent more time in the pits than on the track.

The other Lotuses under the Crombac wing went fairly well, Lefebre finishing third in the class behind the yellow Alfa, and "new boy" Stave Rousseau being involved in a lengthy struggle with Hudson's Austin-Healey.

A surprisingly big crowd turned up for the event, which also included a heavy programme of two-wheeled sport.

GREGOR GRANT.

Results
Coupe du Salon
Formula 2

1. **Jim Russell (Cooper),** 52 m. 29.2 s., 141.110 k.p.h.
2. **Jack Brabham (Cooper),** 53 m. 48.4 s.
3. **Norman Barclay (Cooper),** 55 m. 47 s.
4. **Keith Ballisat (Cooper),** 1 lap behind.

Fastest lap: Russell, 2 m. 37.2 s., 144.068 k.p.h.

Grand Touring

Over 2,000 c.c.: 1, Lucien Bianchi (250 Ferrari), 33 m. 57 s., 133.417 k.p.h.; 2, Jean-Pierre Schild (250 Ferrari), 34 m. 21.6 s.; 3, Claude Bourillot (250 Ferrari), 35 m. 22 s.; 4, **R. A. Hudson (Austin-Healey).**

2,000 c.c.: 1, Gretener (**A.C.-Bristol** Zagato); 2, Becker (**Triumph TR3**); 3, Froideraux (**Triumph TR3**).

1,600 c.c.: 1, José Behra (Porsche Carrera), 36 m. 28.1 s.; 2, Pearsons (Porsche Super).

1,300 c.c.: 1, **Bob Hicks (Lotus),** 36 m. 5.1 s.; 2, Berney (Alfa Giulietta Conrero), 36 m. 48.5 s.; 3, Lefebre (**Lotus**), 1 lap behind; 4, Rousseau (**Lotus**), 1 lap behind.

1,000 c.c.: 1, Jaeger (D.B.-Panhard).

750 c.c.: 1, Vinatier (Panhard Monopole).

Monomill v. Junior

1, Barros (Stanguellini), 97.321 k.p.h.; 2, Dagan (Monomill); 3, Alberti (Volpini); 4, Mulsan (Monomill).

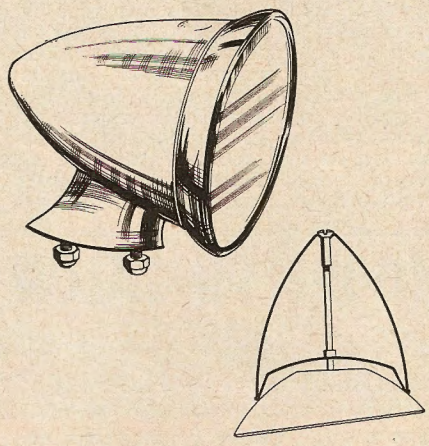
MARK NINE JAGUAR

A NEW addition to the potent Jaguar range is the Mark Nine, which was announced on Wednesday. Basically similar to the Mark Eight, the engine of the new model has been increased in capacity to 3.8 litres, giving a power output of 225 b.h.p., an increase of 15 b.h.p. over the 3½-litre unit. This development has been intended to give improved acceleration rather than sheer maximum speed. Dunlop disc brakes are fitted as standard to all four wheels and power-assisted steering is also included in the price, which in G.B. is £1,994 17*s.*, including purchase tax. Overdrive or automatic transmission are available at extra cost.

The XK 150 open two-seater, hitherto reserved for export only, is now available for the home market. Price has been fixed at £1,939 7*s.*, including purchase tax, and overdrive or automatic transmission are additionally available. The "S" type competition version will cost £2,186 17*s.*

"BUT M'SIEU', your clutch is too fierce!" is perhaps the comment of this charmer (left) demonstrating a driver training device on the Renault stand at the Paris Salon.

UNIVERSAL MIRROR (below), specially streamlined for high-speed use, has the reflector unit mounted in a cup-like housing, for easy adjustment. Makers are Walsall Pressings Co., Ltd., Cecil Street, Walsall, Staffs. Price is 37s. 6d.



"AUTOSPORT" hits the fashion world! This photograph (left) is being used in an advertising campaign by the makers of Bonsoir pyjamas. (We've always worn the long striped ones!)

THE MESSERSCHMITT TG 500 SPORTS

THE Messerschmitt three-wheeled, tandem-seated economy car is well known. It is of interest that a new four-wheeled version is now available, with a 500 c.c. engine. The body is similar to that of the earlier car, and four little wheels, with 4.40 x 10 ins. tyres, are independently sprung on swing axles. The suspension medium is rubber in torsion in front, and helical springs behind.

An air-cooled vertical twin two-stroke engine at the rear drives a four-speed gearbox through a two-plate clutch. The final drive is by spur gears. Direct steering by handlebars is rendered less critical by an hydraulic damper. As the power unit is claimed to develop some 20 b.h.p., the performance is distinctly lively.

A press demonstration at Brands Hatch was something of a fiasco, as the invited journalists discovered that they were not allowed to drive, and rides on the rear seat did not appeal. The Technical Director, Herr Fritz Fend, put in some laps on the wet circuit, but only succeeded in demonstrating that he has no idea of the correct line to take. A "wiggle-woggle" affair proved that the machine has a very marked oversteering characteristic, but by virtue of this, plus ultra-quick steering, it would beat any full-sized car at gymkhana events. However, we await a proper test before passing judgment on the TG 500.

JOHN V. BOLSTER.

STONE TROUGH TRIAL

AN unexploded bomb in a section and a special which sank were two of the lighter features of the first Northern sporting car trial of the year—the Stone Trough Trial—jointly promoted by the Yorkshire Sports Car Club and the Yorkshire Centre of the B.A.R.C.

Both were overcome with a minimum of difficulty, only one section had to be cut out, and the winner of the event—by a three-mark margin—was Eric Jackson in his Cannon, despite strong opposition from the Harrison family who carried off the team award.

There were 28 entries for the event and 26 left the start line. One of the non-starters was Tony Marshall who found he had a cracked axle casing—which he blamed on being number 13! The event started from the Devonshire Arms, Cracoe, near Skipton, which was also used for the lunch stop and finishing point.

The first series of the 16 sections in the event was in Grass Wood, near Kettlewell, where six sections and a test were laid out. All these sections were steep grassy slopes under the trees, all of which were difficult and which were tackled in very heavy rain—the most unpleasant part of the event. Not one of the series was climbed by all the entry and most were failed about the half-way mark.

After lunch all the sections were in the Yarmbury area, at Hebden Ghyll.

Here the first section was Mole Hill—a little grass pimple near a gate which was climbed by only Tony Alldred. Then came Soggy 1 and Soggy 2. The first was a climb at right angles out of a stream and up the bank which no one climbed, and the second also started with the stream but went then up a rocky gulley and was easier—climbed by about half the entry, the other half failing about half-way mark.

Little Beck followed, another tough one which claimed many in the lower half. Straddle Beck was the next section, and it was here that a 2 lb. unexploded mortar bomb was discovered when the event was being planned! The section was re-routed around it, and wound from a valley in and out of the peat in a hill, which again beat most of the drivers.

The three "Brokers" sections followed, and it was here that Mike Wilson, in his large F.M.B. special, sank in the wet approach. After the "giant" was removed, there remained such a deep hole as to seriously prejudice the chances of anyone coming later, so the section was scrubbed. The closing sections were Sandhills 1, 2, and 3, all short, steep climbs on slag heaps.

When these were completed the drivers made their way to the Devonshire Arms where the results were worked out as the competitors ate, and later there was a film show of the year's events.

P.C.

Provisional Results

Stone Trough Trophy (Best Performance): E. Jackson (Cannon), 98 marks gained. **Thomas Ramsden Trophy (second):** E. Harrison (Harford), 95. **Special Award (third):** A. D. Alldred (J.A.P. Bassinet), 93.

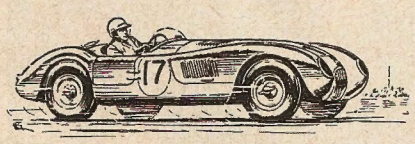
First Class Awards: T. C. Harrison (Harford), 89; B. H. Dees (P.A.B. Spl.), 87. **Novice Award:** F. W. Whyte (Cranford), 73. **Team Award:** "Dadanlads" (E. Harrison, T. C. Harrison and J. F. Harrison).

FINAL CURTAIN

The 1958 Season on the Silverstone Club Circuit Slithers to a Close

VICTORY in the 24-hour race at Le Mans has always been, without doubt, the finest single achievement open to the manufacturer of a sports car. Despite the lamentable apathy of the British motor industry as a whole when it comes to racing, this country has had a very fair share of success in that gruelling classic, for which Bentley and Jaguar have been mainly responsible during two periods separated by some 20 years. There is, therefore, a strong bond between the Bentley Drivers' Club and the Jaguar Drivers' Club in spite of the fundamental difference in their vehicles and, as a result of this bond, the two clubs decided to join forces and organize a race meeting at Silverstone. To this event they invited the drivers of Aston Martins and Lagondas, two other marques which have done so much to uphold our prestige at Le Mans. This worthy presentation, held last Saturday at the end of "summer" time, was greeted by some of the foullest conditions which our climate can produce and its speaks volumes for the inherent good sense of the drivers of these fine cars that such incidents as there were involved nothing worse than a spot of agricultural motoring and the demise of the occasional marker tub. There is a basic pride and sportsmanship among the owners of cars such as these which precludes the taking of stupid risks which might result in damage to their own or their rivals' machinery and produces the healthiest and most enjoyable form of club sport; racing loses nothing by the exercise of intelligent discretion.

Catering as it did for an extremely varied field, the programme for this meeting consisted entirely of handicap races and, inevitably, the revolting conditions considerably upset the mathematical calculations of the handicappers and tended to favour the skilful drivers of the less potent cars. The first two races were five-lap events for novices, those who had never taken part in a race before; they suffered the wettest conditions of any. Owing to the sudden illness of a member of the staff and the mulfunctioning of several of the Postmaster-General's services, AUTOSPORT was not privileged to see the Bentley novices in action but the official lap chart shows that the final pattern emerged at half distance, R. F. Wenley's 3-litre on the limit mark holding off the challenge of the 4½ litres of J. R.



Ambrose (10 secs.) and G. W. Daniels (scratch) to win by nine seconds. The Jaguar novices we saw from the touchline, as it were; G. L. Jopp drove the 2.4, which later appeared in the hands of Peter, at a tremendous speed from the limit mark to score a runaway victory in a cloud of spray. J. Morgan's 3.4 was an equally comfortable second while, of the backmarkers, R. H. Berwick's XK 120 made short work of the rest of the field in the opening stages.

A five-lap race for Bentleys showed just how treacherous the track was, George Burton having the greatest difficulty in keeping his extremely powerful car on the course at all. Michael Bradley had intended to run his 3-litre but the car was not ready and he appeared with the 4½ which he drove admirably, picking up four places on the fourth lap to win from Holden's 4½ and Morley's towering 8-litre.

In the five-lap Jaguar race there were a lot more cars whose positions in the field were much less static, but the winner, ex-racing motor-cyclist J. O. Coundley, worked steadily up from mid-field to the front, driving his XK 120 with the obvious sense of balance that one might expect from a two-wheel exponent. H. H. Bibby and R. P. G. Sturgess also made constant progress towards the front to fill the places. R. I. Romain held the lead for two laps in the early stages with his Borg-Warner Mk. VIII but fell a victim to the slippery surface at Woodcote, rather to the discomfiture of Tommy Rowe who was following close behind in the ex-works Mk. VII which saw service in the hands of Mike Hawthorn and Ivor Bueb. G. F. Williams also found his 3.4 pointing the wrong way at the end of the opening lap and caused a permanent injury to a barrel.

Results

Bentley Cars—Novices Five-lap Handicap: 1, R. F. Wenley (3-litre), 49.70 m.p.h.; 2, J. R. Ambrose (4½-litre); 3, G. W. Daniels (4½-litre). **Fastest lap:** Ambrose, 55.66 m.p.h. **Jaguar Cars—Novices Five-lap Handicap:** 1, G. L. Jopp (2.4), 58.26 m.p.h.; 2, J. Morgan (3.4); 3, R. H. Berwick (XK 120). **Fastest lap:** Morgan, 61.06 m.p.h. **Bentley Cars—Five-lap Handicap:** 1, M. J. Bradley (4½-litre), 60.46 m.p.h.; 2, H. P. Holden (4½-litre); 3, F. B. Morley (8-litre). **Fastest lap:** G. H. G. Burton (4½-litre), 62.79 m.p.h. **Jaguar Cars—Five-lap Handicap:** 1, J. O. Coundley (XK 120), 61.01 m.p.h.; 2, H. H. Bibby (3.4); 3, R. P. G. Sturgess (XK 120). **Fastest lap:** Sturgess, 63.31 m.p.h. **Jaguar and Jaguar-engined Cars—Five-lap Handicap:** 1, R. A. Gibson (XK 140), 63.41 m.p.h.; 2, R. E. Berry (Mk. VII); 3, G. Tyrer (C-type). **Fastest lap:** Tyrer, 69.24 m.p.h. **Aston Martin Cars—Five-lap Handicap:** 1, L. Marr (16-valve G.P.), 53.30 m.p.h.; 2, W. B. Fowler (Le Mans); 3, D. V. Greaves (Le Mans). **Fastest lap:** R. F. Bloxam (DB3S), 68.43 m.p.h. **Lagonda Cars—Seven-lap Handicap:** 1, Sub-Lt. Whiteside (2-litre), 47.57 m.p.h.; 2, R. A. Newman (M.45); 3, I. D. Sincock (2-litre). **Fastest lap:** D. D. Overy (LG45R), 61.58 m.p.h. **Bentley Cars—10-lap Handicap:** 1, H. P. Holden (4½-litre), 58.59 m.p.h.; 2, H. S. Pounds (4½-litre); 3, G. G. McDonald (4½-litre). **Fastest lap:** McDonald, 67.47 m.p.h. **Jaguar and Jaguar-engined Cars—10-lap Handicap:** 1, R. E. Berry (Mk. VII), 67.00 m.p.h.; 2, W. Sheppard Snr. (XK 120); 3, H. H. Bibby (3.4). **Fastest lap:** J. D. Hamilton (3-litre D-type), 76.77 m.p.h. **Aston Martin Cars—10-lap Handicap:** 1, D. Edwards (International Special), 52.75 m.p.h.; 2, I. M. Gillett (Mk. III); 3, P. M. Sims (Ulster). **Fastest lap:** R. F. Bloxam (DB3S), 71.82 m.p.h. **All-Comers—15-lap Handicap:** 1, W. Sheppard Snr. (XK 120), 63.40 m.p.h.; 2, W. D. Bleakley (XK 140); 3, G. F. Williams (3.4). **Fastest lap:** J. Bekaert (H.W.M.), 74.79 m.p.h.

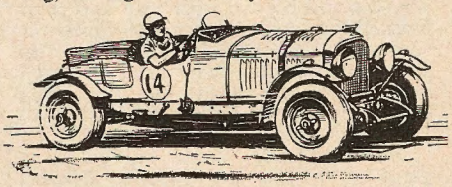
The five-lapper for the faster versions of Jaguar and other cars with Jaguar engines produced a considerable shock for the handicapper in the form of R. A. Gibson, who has learned an immense amount about controlling a car at speed since he started racing his XK 140 hardtop. He drove very steadily and very fast from the limit mark and there was nothing that anybody could do about it. Bob Berry provided his customary entertainment with his wolf in Mk. VII clothing and rose from mid-field to second place while Gillie Tyrer worked wonders with the C-type to reach third from the scratch mark.

There followed a short Aston Martin benefit in which once again no one could do anything about the limit man, but how nice it is to see that grand old 16-valve G.P. car win a race at the age of 33. Fowler's Le Mans car soon established itself in second place but Greaves in his similar car took a great leap into third spot on the last lap. Roy Bloxam could obviously accomplish nothing with the DB3S on such a wet track. As a marque, the Aston Martins showed that they were extraordinarily well-behaved on a skid-pan.

The Lagondas had a seven-lap benefit and showed that certain of them were extremely badly behaved on a skid-pan, lashing their tails with some frenzy. The chief offenders were Howat's Rapier and Fisher-White's low-chassis 2-litre, both of which executed a complete *volte-face* at Woodcote. However, the winner, Whiteside's high-chassis 2-litre which for some reason rejoices in the name of Filthy Gladys, exhibited a marked understeer and Donald Overy's colossal Scarlet Woman went round as though on rails. Ron Newman's M.45 also handled well and succeeded in parting the two high-chassis 2-litres of Whiteside and Sincock which left from the limit mark and kept close company throughout.

Three 10-lap races followed, the first being for Bentleys in which there were only six runners. H. P. Holden drove his 4½-litre in exemplary fashion from the limit mark to win comfortably, followed by H. S. Pounds in the ex-Barry Eastick car. The 8 litres of F. B. Morley and Oliver Batten had a splendid private battle and closed on Pounds but could not catch him, what time Gordon McDonald was relentlessly bearing down on them from scratch, eventually passing them both.

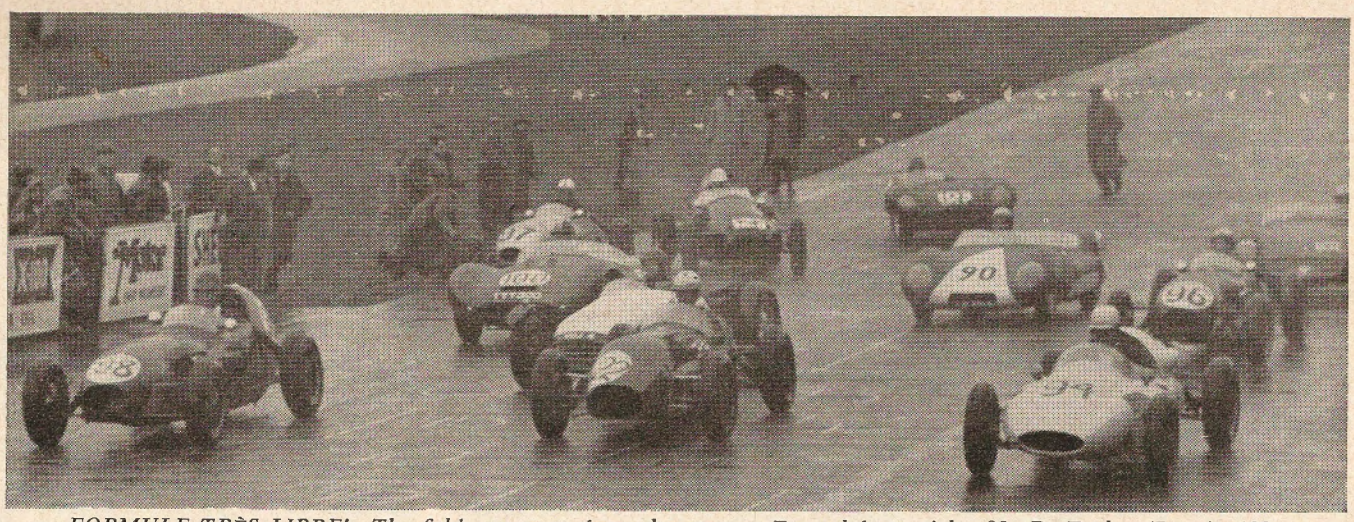
The next 10-lapper was for Jaguar-powered cars of which no fewer than 22 took the field, which made the track, which by now was drying and had reached the slimy stage, rather uncomfortably full of machinery at times. The really fast cars were out as well as a fair clutch of more normal Jags but they hadn't a hope under such conditions, although John Bekaert drove the H.W.M. superbly and Duncan Hamilton was credited with the fastest lap of the day. It was Romain's Mk. VIII which, by reason of its credit laps and some very capable driving, led until the last lap of all, when Bob Berry suddenly sprang to the front and did *not* take the chequered flag, having taken everyone but the com-



mentator by surprise. Likewise, W. Sheppard Snr. and H. H. Bibby who filled the places took the timekeepers, whose ranks were depleted by illness, by surprise and the results as first announced were later amended.

The Aston Martins had their 10-lapper on the driest track of all, though that is

(*Continued on page* 470)



FORMULE TRÈS LIBRE! The field gets away from the start. From left to right, 98, D. Taylor (Lotus); 100, J. A. Young (Parson-Maserati); 97, K. A. Greene (Lotus); 91, P. Crabb (Lotus Sports); 122, A. Stacey (Smith); 90, G. M. Jones (Lotus); 94, Tim Parnell (Cooper) and 96, Les Leston (Lotus). Tony Skelton (Connaught 123) and Peter Mould (103 D Jaguar) do a bit of sideways motoring. 102 is A. R. Jones (Maserati A6GS).

BATTEN DOWN THE HATCH!

The last meeting of the Summer (?) Season run in a downpour

ALTHOUGH held under the most appalling conditions, the B.R.S.C.C.'s final meeting of the season at Brands Hatch proved to be entertaining and well run. Unfortunately it was marred by the death of a competitor, P. D. Michell, whose Cooper overturned at Kidney Bend during the first race.

This was a 10-lap event for Junior F3 drivers and brought forth a variety of cars, Cooper-Nortons, a Staride, a Viper, a Comet, a Mackson and a J.B.S., all Norton-powered, and various J.A.P.-engined machines. There was a slight skirmish at the start when D. G. S. Cotter ran up the back wheel of M. Trackman. They both retired. At the end of lap one B. A. Heyward (Comet) led from M. R. Lovell (Grenfell-J.A.P.) and M. G. Wills (Kieft-J.A.P.). A. E. Prince (Cooper-Norton) spun at the entrance to Bottom Straight but continued. Heyward and Lovell kept their positions for the next three laps, but on lap two Michell (Cooper) moved into third place and began to challenge the leading pair. On lap five he passed Lovell and went after Heyward whom he passed on lap seven, but on the next lap he clipped the verge at Kidney Bend. The car turned end over end and poor Michell received injuries to which he succumbed a short while later. So Heyward emerged the winner. Lovell lost two places on the last lap, being passed by E. V. Koring and P. Luke (Cooper-Nortons).

The next race turned out to be a game of "Follow my leader". Divided into two classes, up to and over 1,500 c.c., the Production Sports Car Race attracted three Sprites, five assorted M.G.s, three TRs, an XK 120, an A-H. 100-6 and an A.C. Ace. Since the Austin-Healey was David Shale's, it was almost a foregone conclusion as to who would be the winner. He was in the lead at the end of the first lap and he was still there at the end of the 10th. Behind him were R. F. North (TR2), S. A. Hurrell (TR3), J. Hayles (M.G.A), K. P. Tomei (M.G. TD), M. J. Reid (M.G.A) and J. Sprinzel (Sprite). The last four provided the only entertainment, Hayles battling with Tomei, and Sprinzel doing his utmost to pass Reid. This he nearly did on the penultimate lap, managing to draw alongside Reid at Clearways. The M.G.A was just too fast, however, and Sprinzel had to be content with seventh place.

Whilst these two races were in progress dirty black rain-clouds had been moving ominously towards the circuit and as the drivers lined up for the 10-lap event for sports cars (1,100-1,200 c.c.) the heavens opened and everyone on the circuit was soaked. Being in the very fine Press Box I was all right, Jack! They got away to a very wet start and into the lead went R. J. Randall (Lotus VII), followed by Peter Boshier-Jones (Lotus VI) and D. G. Addicott (Mk. VII).

Perhaps the most interesting car in the field was an extremely pretty (see photo) little vehicle called a D.P. Nimbus, driven by D. H. Parker. This machine has its Ford 1172 engine mounted crossways in front of the driver. Power is delivered to the back wheels by chain through a motor-cycle gearbox. It has disc brakes all round (I believe these are of the owner's manufacture!) and a form of rubber suspension. As yet it is not very fast but it will be interesting to see how it develops.

Behind the three leaders came Chris Summers (Arden), Peter Gammon (Lola) and J. Woolfe (Lotus VI). On lap three Gammon spun at Druids and found himself at the end of the field. The race now turned into rather a procession, Randall, driving superbly in the blinding rain, increasing his lead every lap. He wallowed home an easy winner at 60.39 m.p.h. A very fine achievement considering the conditions. Second was Addicott and third Boshier-Jones.

Event four was the saloon car race. This was won, as expected, by Tommy Sopwith in his 3.4 Jaguar but Jack Sears

CONTRARY to misleading reports in the daily Press there was only one crash during the day. In this incident (see text) neither man nor machine was damaged. Peter Crabb has spun in front of S. G. Young. On the grass are Parnell's Cooper and Skelton's Connaught.

MARCUS CHAMBERS, B.M.C. competitions manager, presents the B.R.S.C.C.'s cup to Jack Sears, winner of the Saloon Car Championship. Runner-up Tommy Sopwith looks on. Behind Sears is Nick Syrett, B.R.S.C.C.'s secretary.

(A105) gave him a good run for his money. Jack made a terrific getaway and although well back on the grid was in first place as the cars poured out of Druids. Behind him was Les Leston (Riley 1.5), Sopwith, Don Parker (Jensen 541) and Alan Foster (Magnette). It took Sopwith four laps to catch Sears, the two cars swishing round the circuit at impossible angles.

Don Parker was having a terrific duel with Peter Jopp (2.4 Jaguar), Jopp eventually passing on lap seven on Clearways. Parker seemed to lose heart after this for he was passed by Doc Shepherd (A35) on lap eight! So Sopwith ran out a comfortable winner with Sears second, Leston third, after a fine drive in the Riley.

The main race of the day was the 15-lap *Formule Libre* race. Entered for this were three F2 Lotuses in the hands of Les Leston, Keith Greene and Dennis Taylor, Alan Stacey in the Smith Climax, Tony Skelton in the Toothpaste Tube Connaught, A. J. Mackay and Tim Parnell in F2 Coopers and an assortment of sports machinery.

From the start Taylor went into a lead he was never to relinquish. Both Skelton and Mould (Jaguar "D") went sideways for a few yards before taking a more normal line. At the end of lap one Taylor had a good lead from Stacey, Crabb (Lotus Sports), Young (Parson-Maserati) and Leston. On lap two Tim Parnell came down Druids Hill at a rate of knots and spun at the entrance to Bottom Straight. This apparently was immense fun for next time round he did a repeat performance but this time drew onto the grass to retire. He was very shortly joined here by Skelton in the Connaught and the two lads had a quiet chat beside their cars. All was not quiet for long, however, for Percy Crabb gyrated wildly at the same spot, was narrowly missed by Young in the Parson, and shot backwards at a considerable rate of knots towards the two stationary cars and the drivers, marshals, etc., standing by. These good folk, seeing the Lotus rapidly approaching them, scattered in all directions. Crabb came to a halt without hitting anything and drove smartly back into the race.

Meanwhile Leston had passed Stacey only to be repassed on lap six at Druids. Fourth was Young and fifth Crabb, having made up some of his lost ground. Dennis Taylor was increasing his lead on every lap, driving impeccably on a streaming wet track. It surely cannot be long before he is snapped up by a works team.

By lap 11 Young was visibly catching Leston, drawing inexorably closer every lap. He passed him at Druids on lap 14 but Les made a terrific effort on the last tour and just failed by one car's length to catch the Parson-Maserati on the line.

Event six was another 15-lapper for sports cars up to 1,100 c.c. With the rain still pouring down the cars surged away from the start with Alan Stacey leading in the works Lotus from Keith Greene (Gilbey Lotus), Peter Ashdown (works Lotus), David Piper and Les Leston (Lotuses). By lap three Ashdown was in second place and closing on Stacey. He did not manage to pass, however, and they held station until lap eight when Pete overdid things at Clearways and took a short course in agriculture. This enabled Keith Greene to snatch second place.

On the ninth tour D. Graham in the Innes Ireland-entered Lotus spun at Kidney Bend and retired and on the next lap Eric Broadley retired after an unusually poor display by Lola. He was in ninth position at the time.

Meanwhile Ashdown had quickly rejoined the race and was making a determined effort to recatch Greene. This he did at Clearways on lap 12 and on lap 13 David Piper passed Keith also, and that was the finishing order. Stacey crossed the line a convincing winner having driven an unspectacular but very steady race on an extremely slippery track. He must be the most consistent winner in Lotuses ever!

The final event on the programme was part three of the *World Sports* Trophy, a 10-lapper for 500 c.c. cars. This was won by Tommy Bridger (Cooper-Norton) after a steady drive. After a rather poor start he took the lead on lap five and held it to the end. Second was Trevor Taylor (Beart-Cooper) and third P. Robinson (Stuart-Cooper). There was a fine scrap for third place between Robinson, Don Parker and P. R. Ellis (Coopers). Parker led for the first six laps but then Robinson got past and managed to hold off the other two until the end after an exciting bit of dicing.

The winner of the *World Sports* Trophy was G. M. Jones.

Although this should have been the last event it wasn't. For now came a very interesting duel between Jack Sears and Tommy Sopwith. These two stalwarts had tied for first place in the B.R.S.C.C.'s Saloon Car Championship. So they were given identical Riley 1.5s (supplied by B.M.C.) and told to fight it out round Brands. After one race of five laps they were to change cars and have another of the same duration. The winner was the man with the best time on aggregate. All this, as can be imagined, gave promise to a grand scrap, unfortunately not really fulfilled.

(*Continued on page* 474)

Results

Junior F3 Race: 1, B. A. Heyward (Comet-Norton), 63.27 m.p.h.; 2, E. V. Koring (Cooper-Norton); 3, P. Luke (Cooper-Norton). **Fastest lap:** Koring, 66.63 m.p.h. **Production Sports Car Race, up to 1,500 c.c.:** 1, J. Hayles (M.G.A), 63.09 m.p.h.; 2, K. P. Tomei (M.G. TD); 3, M. J. Reid (M.G.A). **Fastest lap:** Hayles, 64.7 m.p.h. **Over 1,500 c.c.:** 1, D. S. Shale (Austin-Healey), 64.7 m.p.h.; 2, R. F. North (TR2); 3, S. A. Hurrell (TR3). **Fastest lap:** Shale, 65.5 m.p.h. **Sports Cars, 1,100-1,200 c.c.:** 1, R. J. Randall (Lotus VII), 60.39 m.p.h.; 2, D. G. Addicott (Lotus VII); 3, P. Boshier-Jones (Lotus VI). **Fastest lap:** Randall, 62.17 m.p.h.

Saloon Car Race: Outright Winner: T. Sopwith (Jaguar 3.4), 58.70 m.p.h. **Class A, up to 1,200 c.c.:** 1, G. C. Shepherd (Austin A35), 54.18 m.p.h.; 2, L. Adams (Austin A35); 3, F. W. Marriott (Morris 1000). **Fastest lap:** Shepherd, 56.36 m.p.h. **Class B, 1,201-1,600 c.c.:** 1, L. Leston (Riley 1.5), 54.72 m.p.h.; 2, A. T. Foster (M.G. Magnette); 3, D. Harris (Borgward Isabella). **Fastest lap:** Leston, 55.66 m.p.h. **Class C, 1,601-2,700 c.c.:** 1, J. G. Sears (Austin A105), 58.00 m.p.h.; 2, P. Jopp (Jaguar 2.4). **Fastest lap:** Sears, 59.20 m.p.h. **Class D, over 2,700 c.c.:** 1, T. Sopwith (Jaguar 3.4), 58.70 m.p.h.; 2, D. Parker (Jensen 541). **Fastest lap:** Sopwith, 60.65 m.p.h.

Formule Libre Race: 1, D. Taylor (Lotus-Climax F2), 61.58 m.p.h.; 2, A. Stacey (Smith-Climax F2); 3, S. G. Young (Parson-Maserati). **Fastest lap:** Taylor, 63.41 m.p.h.

Sports Cars, up to 1,100 c.c.: 1, A. Stacey (Lotus), 63.82 m.p.h.; 2, P. Ashdown (Lotus); 3, D. Piper (Lotus). **Fastest lap:** Stacey, 65.45 m.p.h.

"World Sports" Trophy Race: 1, T. Bridger (Cooper-Norton), 63.41 m.p.h.; 2, T. Taylor (Beart-Cooper); 3, P. Robinson (Stuart-Cooper).

★

VERY ATTRACTIVE, VERY SPECIAL. D. H. Parker is seen here on the Bottom Straight in his intriguing D.P. Nimbus. It will be interesting to watch Parker's progress with this unusual little machine.

★

Harleyford Hill-Climb

D. Hitches (Lotus VII) Makes B.T.D.

HARD on the heels of the event the previous week-end, the 750 Motor Club, in association with the Hants and Berks and the United Hospitals Motor Clubs, held a hill-climb at Harleyford, near Marlow, Buckinghamshire, on Sunday, 21st September. It was the first hill-climb organized by the 750 Club and was a closed event to members of the clubs. There was the usual, almost garden-party atmosphere of club events —the spectators were all club members and had met before on rallies and the like.

A sharp shower at a quarter to five made many competitors waive a second run, which was doubtless appreciated by the organizers who found the programme running rather late.

The usual 750 and 1172 Formula brigade were there in force and some of the Austin boys put up times faster than the 1½-litre cars. In the 750 class very obvious were the Lulworth Equipe, mainly because of their colours, mauve and black. This stable, run by a group of young fellows, has a large range of machinery and possibly they will be well up in the Goodacre Trophy next season. The best finished of these invariably hairy specials was that of C. M. Featherstonehaugh, which looks rather like the Broadleys' Lola-Climax. Worrall in this special put up the fastest time, 35.3 secs.; he was the only one who managed to get it firing on all four. Only one-tenth of a second behind was Vic Hood in his pretty, more recognizable 750. Sydney Allard, in his new sprint car, the Steyr-Allard, made several demonstration runs up the hill. This huge eight-cylinder lorry-engined car develops 250 b.h.p. and weighs something in the region of 13 cwt., and is obviously a handful. Even though he wasn't competing, Sydney turned all the power on and made the b.t.d., 28.7 secs.

The "Typhoon" sports car had a good showing to all the spectators and on one descent proved that it could stop, when faced with an Allard.

Hitches, in a Lotus VII, took the 1172 Formula class in 31.0 secs., from another Mark VII and Martin's Ford Special.

The closed class for 750s and 1172s contained a majority of Rochdale G.T.s with some almost-standard Fords. Jones and Wright both returned the same time, 36.8 secs., and third was a split-front-axled Popular driven by G. D. Adamson.

In the 750 c.c. class we saw one Berkeley and 10 Austins. Jameson's 492 Berkeley won the class. It looked odd to see town and country tyres on the front wheels—even though they're the driving wheels. Jameson clocked 33.9 secs. to Owen-Roberts's 36.4 secs.

A rear-engined 1172 driven by F. J. Tiedeman climbed the hill as fast as Rivers-Fletcher in a Cooper-J.A.P. Tiedeman's car has a rear-mounted engine on Cooper-like suspension, and the way it went (for by now the hill was wet) shows great promise.

Ide's M.G. TC went up faster than any in the up to 1,500 c.c. class from Cornish's XPAG-engined Tojeiro and Westbury's M.G.W—an M.G.A special.

Jones's Rochdale-bodied 1172 won another class, up to 1,200 c.c., but this run was made in the rain and his time rose to 40.5 secs., still fast enough.

In the 1201-plus class Denis Jenkinson took the honours with a climb of 36.3 secs. in his Porsche.

It was a very good afternoon's sport with no accidents and only one excursion into the greenery, and that in practice, by Burrill in his 750, who thought the second bend was far tighter than it was.

MICHAEL HUTCHINS.

Results

750 Formula: 1, J. Worrall (F.W. Special), 35.3 s.; 2, V. Hood (Austin 750), 35.4 s.; 3, W. Owen-Roberts (Austin Ulster), 36.8 s. **1172 Formula:** 1, D. Hitches (Lotus VII), 31.0 s.; 2, D. J. Loveridge (Lotus VII), 31.3 s.; 3, E. A. W. Martin (Ford Special), 33.4 s. **Saloons, 750-1,172 c.c.:** 1, N. R. Jones (Ford 1172) and A. Wright (Ford 1172) (tie), 36.8 s.; 3, G. D. Adamson (Ford Popular), 39.1 s. **Up to 750 c.c. (Open):** 1, R. A. Jameson (492 Berkeley), 33.9 s.; 2, W. Owen-Roberts (Austin Ulster), 36.4 s.; 3, E. S. Castle (Austin 750), 39.3 s. **Up to 1,172 c.c. (Open):** 1, F. J. Tiedeman (Ford 1172), 31.1 s.; 2, A. J. Apps (Cannon 1172), 34.9 s.; 3, K. J. Nicholls (Lotus VI) and D. A. Johnson (Lotus-Ford) (tie). **Up to 1,200 c.c., Up to 1,500 c.c. and Over 1,500 c.c. (Open):** 1, R. B. Ide (M.G. TC), 41.2 s.; 2, J. Cornish (Tojeiro) and P. Westbury (M.G.W) (tie), 42.1 s. **750-1,200 c.c. (Saloon):** 1, N. R. Jones (Ford 1172), 40.5 s.; 2, M. G. Bader (Renault Dauphine), 41.8 s. **1,201-1,500 c.c., Over 1,500 c.c. (Saloon):** 1, D. S. Jenkinson (Porsche 1600), 36.3 s.; 2, R. F. Russell (Nash Metropolitan), 40.5 s.

B.A.R.C. BURTON SPRINT

Records Fly at B.A.R.C. End of Season Sprint—B.T.D. by Gillie Tyrer's C-type Jaguar

ON Sunday, 28th September, the B.A.R.C. Yorkshire Centre held their last sprint of the season on that wonderful "round the houses circuit" at Hudson Road Mills, Leeds, the home of the great Burton Clothing Factory, a priviledge granted by courtesy of the brothers A. and J. Burton, themselves well-known International competitors.

For the benefit of those readers who do not know the course, it consists of a slightly uphill starting straight of perhaps a quarter of a mile, into a sharp left-hander, a downhill dash of some 200 yards, through a chicane, then two very tight right-handers, uphill for a further 200 yards to a wall-guarded sweeping left-hander, terminating in an uphill finish. Although the road surface is good, the corners well straw-baled, the course is very narrow in places, some 12 ft. only guarding the lane entrance!

On Sunday, the existing course record of 43.17 secs., standing to the credit of Phil Scragg's H.W.M.-Jaguar, twice went for a "Burton" when first Gillie Tyrer, driving his well-known C-type Jaguar, lowered the same to 42.38 secs. in a copy-book run; also, half a second behind Tyrer but inside the record, was a fine effort by Phil Chapman in 42.98 secs., on one of the few occasions the writer has seen and heard the Chapman Mercury hitting on all "eight"—a fearsome sight to behold!

Class 1. Touring Cars up to 950 c.c. This was a great battle between K. N. Lee (Speedwell A35) and J. H. Parkin in a very "hot" sounding Dauphine, with victory going to the latter when he set up a new class record. On his third run Lee, with the bit between his teeth and really "weaving", upended the lot at the first bend. Had he got round, well, maybe the story might have been different!

Next came Tourers up to 1,300 c.c., which on paper looked a gift for class record holder E. W. Wadsworth. But it was not to be. His well souped VW "Bang Bang", powered by the Lord knows what, must have suffered a pain in its rear, as its pilot's best run was 2 secs. down on his own record. Class B.T.D. and a new record went to G. H. Walker's well driven Anglia from L. Gibson in a similar car.

Touring cars to 1,900 c.c. brought a small entry and no fireworks, the best run being made by J. Boardman's Isabella, which showed a large dent in its usually immaculate side. How come? Next on tap were the big saloons with E. D. Clark's Zephyr putting paid to a gaggle of its own ilk and some interference by 3.4s.

Class 5A for Sports Cars up to 950 c.c. gave a new record to A. Staniforth's Rockdale Minor when he knocked 3 secs. off his old time. Near, but not near enough, was A. H. Field in a well-driven Healey Sprite.

The class for Sports Cars up to 1,500 c.c. was composed of eight M.G.s and an H.R.G., premier place going to an "A" coupé driven by J. Heppenstall, but well down on record time. Up to 2,700 c.c. sports brought the best supporting cast, some 20 cars facing the starter, E. J. Mitchell's A.C. Ace having a "second" edge over M. J. Brook's Healey 100/Six.

Class 8 brought forth the Lotus brigade, A. G. Wood being the best, with a fine run in 43.76 secs. Others showing to advantage included C. Meek and J. B. Brierley (Cooper-M.G.). Next came the big stuff, first Tyrer and then Chapman beating the all-time course record, B.T.D. going to the former on his second tour. This was rather remarkable, as the course being so narrow would not appear to suit a big car, except for the starting straight up which they were "really moving".

Concluding the meeting came the usual class for specials in which Gordon Gartside was just too fast for those well-known "joisters" Fur Coates and Roland Wilson! So ended a really good day with emphasis on the well-known "Wilson" organization!

FRANCIS PENN.

Results

Touring Cars, up to 950 c.c.: 1, J. H. Parkin (Dauphine), 52.80 s.; 2, K. N. Lee (A35); 3, H. O. Holliday (Morris Minor). **Touring Cars, 950-1,300 c.c.:** 1, G. H. Walker (Anglia), 51.28 s. (new record); 2, L. Gibson (Anglia); 3, F. W. Sternbridge (Anglia). **Touring Cars, 1,300-1,900 c.c.:** 1, J. P. Boardman (Borgward), 53.24 s.; 2, B. W. Moss (Riley 1.5); 3, C. W. Buckley (M.G. Magnette). **Touring Cars, over 1,900 c.c.:** 1, E. D. Clark (Zephyr), 49.73 s.; 2, H. J. O'Connor-Rorke (3.4 Jaguar); 3, E. Bowers-Booth (Zodiac). **Sports Cars, up to 950 c.c.:** 1, A. Staniforth (Rochdale Minor), 51.64 s. (new record); 2, A. H. Field (Sprite); 3, G. Firth (Ford-Rochdale). **Sports Cars, 950-1,500 c.c.:** 1, J. Heppenstall (M.G.A), 49.96 s.; 2, F. P. Kaye (M.G.A); 3, D. T. Jackson (M.G.A). **Sports Cars, 1,500-2,700 c.c.:** 1, E. J. B. Mitchell (A.C. Ace), 45.55 s.; 2, M. J. L. Brook (Austin-Healey); 3 F./Lt. J. Brown (BMW 328). **Sports-Racing Cars, up to 1,500 c.c.:** 1, A. G. Wood (Lotus-Climax), 43.76 s.; 2, C. Meek (Lotus-Climax); 3, J. B. Brierley (Cooper-M.G.). **Sports-Racing Cars, over 1,500 c.c.:** 1, G. Tyrer (C-type Jaguar), 42.38 s. (new course record); 2, J. P. Chapman (Chapman-Mercury); 3, D A. Harrison (Frazer-Nash). **Specials:** 1, G. Gartside (Garford), 47.67 s.; 2, R. J. Wilson (R.J.S.); 3, N. H. Coates (N.H.C. "80").

CORRESPONDENCE

Saloon Car Racing

THE lack of support in touring car events must be largely blamed on the continual fluctuation in regulations for the different meetings. It is virtually impossible to find a combination which will meet all the organizers' requirements, and still retain some chance of success.

The regulations governing the use of touring cars in International and National events have been laid down by the F.I.A. in Appendix "J" of the Sporting Code, and although these *compulsory* rules specify the cubic capacity classes, *not one* major event in this country has adhered to this grouping.

Most competitors would be only too pleased if the various clubs could be persuaded to keep to one of the three groups of tune which Appendix "J" defined, and perhaps the R.A.C. could offer a lead in this respect.

Running the cars as "Standard" would be dangerous on the race-track, as no modifications are permitted to the suspension, while running them "Improved" will permit higher speeds and stability but does not allow the substitution of the higher stressed parts, such as wheel hubs, or the fitting of disc brakes and other safety factors. "Special" series regulations would permit these essential modifications, but here the question of cost arises. Cost, however, has applied to motor racing since the very beginning, and no one would deny that *any* form of racing is expensive. In any case, it is probably more expensive to make a car go within a strict framework of regulations than it is to permit a wide range of modifications. The National Saloon Car Championship Regulations, which were framed with cost of preparation in mind, has certainly not encouraged the impecunious to participate.

Your Editorial has previously suggested amalgamating Grand Touring cars and saloons, but while we would all like to see the lone 3.4 Jaguars joined in such a battle, it is almost certain that the rest of the "regulars" would be seated sadly in the grandstand, watching a race between Sprint Veloces, Porsches, Elites and the like, and the whole attraction to spectators—that of seeing cars which *look* like the ones they own—would be gone.

Saloon car races have proved themselves to be an entertaining spectacle, but if they are to continue with a full entry list then someone must put the house in order.

JOHN SPRINZEL.

LONDON, N.W.11.

Motor Racing and the B.B.C.

COULD I, through the columns of your excellent magazine, appeal against the deplorable coverage of this year's Grands Prix by the British Broadcasting Corporation?

Firstly, I think if the B.B.C. were to adopt any Sporting Policy (which they obviously do not have at the moment) a fair one would be to place motor racing on a par with association football, so far, that is, as popularity is concerned.

Why could we not, therefore, through the Eurovision link, see some of the races counting towards the World Drivers' Championship?

A suggested programme could be the Grands Prix of France, Germany, Belgium, Holland and Monaco, and, of course, our own *Épreuve;* perhaps also the Sports Car Races of Le Mans and Nürburgring. This programme would barely equal the orgy of International football matches forced upon us each winter by the B.B.C.

I think I speak for many people in saying that I would be quite happy never to see Brands Hatch, Mallory Park, Crystal Palace, or any of the smaller meetings again on television if we could have a good selection of the big races brought to us instead. Surely those of us who want to see Brands on a Saturday or Sunday afternoon can go there; if we live too far away, there is sure to be a comparable meeting nearby.

I had the very good fortune to see this year's French Grand Prix at Rheims, and can honestly say to anyone who has never seen a Continental *Épreuve* that there is nothing like it in the world!

At about the time of the start of the Italian Grand Prix the Eurovision link was being used by the B.B.C. The programme? Cycling from Paris. To be precise two two-lap races, which seemed to me to be a variation on the slow bicycle race! Programme time—half an hour!

I earnestly beg both you and your readers to try in some way to get a better deal for motor racing fans in this country.

N. R. JONES.

LONDON, W.1.

AS a regular reader of AUTOSPORT, I feel that it is high time pressure was brought to bear on the B.B.C. "Sportsview" team. I am one of many ardent motor racing enthusiasts who are unable to attend continental Grand Prix meetings.

I contend that if the B.B.C. can televise the World Football Cup series, as they did, then surely they can televise most of the major Grands Prix.

I am heartily sick of football, football and still more football. Come, come, Mr. Dimmock, let motor racing have a fair crack of the whip on "Sportsview".

MICHAEL J. WALKER.

QUENIBOROUGH, NEAR LEICESTER.

Corrections, Please!

I WOULD like to rectify an error in a recent AUTOSPORT, re: the report and photograph of Ken Flint's G.P. Connaught being driven by me in the Peterborough and District Motor Club's meeting at Silverstone. This was not the case, as the car was driven by my good friend Ken Flint himself. Also, the "pretty Ford Special", which was constructed for me by Ken Flint, is owned and driven by me.

R. E. RADFORTH.

LIVERPOOL, 18.

BOOK REVIEW

Title: "The Trailblazers".

Author: T. R. Nicholson.

Size: 5¾ x 9 ins. 178 pp. 33 half-tones. 4 line illustrations.

Publishers: Cassell & Co., Ltd., 35 Red Lion Square, London, W.C.1.

Price: 21s. net.

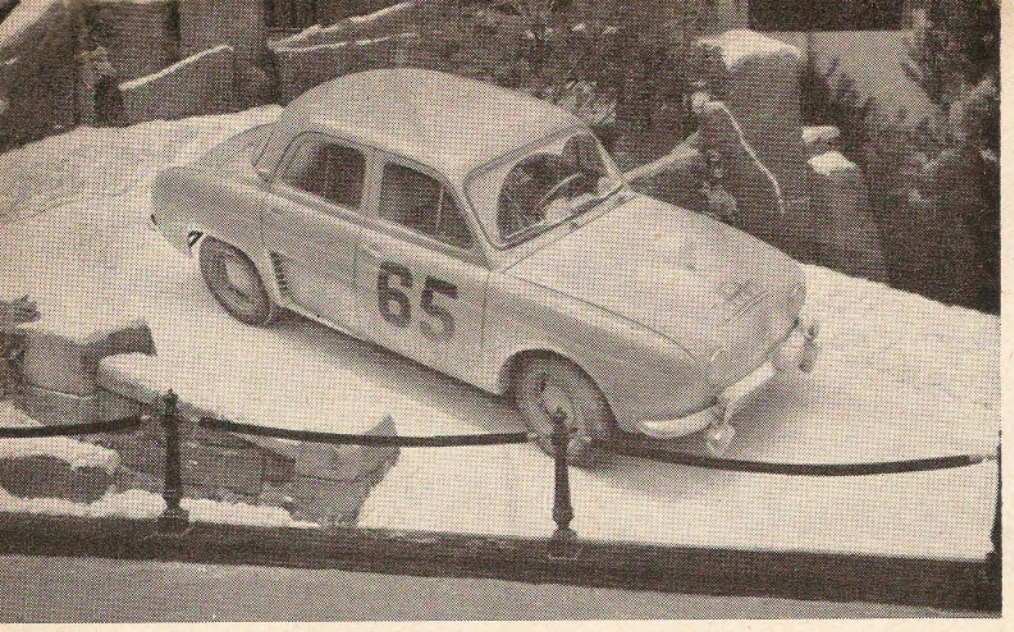
NO one, after reading T. R. Nicholson's book, can fail to be thrilled by the graphic accounts of 11 pioneer, marathon journeys, across undeveloped continents. With crude machinery, designed for local touring rather than transcontinental exploration, the early pioneers indeed "blazed trails". There are tales of incredible hardships, from Dr. Lehwess's ill-fated attempt in 1902 to encircle the globe with his vast Panhard "Passe-Partout" and a small 8 h.p. Argyll, to that wonderful crossing of Australia from south to north in a Clement-Talbot.

Many peculiar vehicles emerged from the attempts to put wheels where no wheels had travelled before. There was that immense, trans-African Gaggenau driven by Lieut. Graetz, which took over a year and a half to complete its hazardous trip, arriving a completely different machine from that which had originally set out from Dar-es-Salaam. Argyll's constructed a heavy machine with four-wheel brakes for Capt. Kelsey's epoch-making Cape to Cairo trip in 1913-14. The Arrol-Johnston concern built the very first practical polar car for Shackleton's 1908-09 Antarctica expedition—the very first motor vehicle to be driven at all in these icy wastes.

The modern rally driver, possibly grumbling about poor surfaces on little-used Alpine roads, should read the descriptions of some of the "Roads" used by the pioneers; there were none, and often progress was maintained by cutting down hundreds of trees, and removing boulders by hand before even a couple of miles were covered in one day. In fact, on one particular expedition the crew of the car constructed no less than 30 bridges in order to cross rivers in spate.

Hostile natives, poisonous insects, ferocious wild animals, crocodiles, tropical diseases—these were a few of the hazards that faced the pioneers who sought to drive across territory unknown to white men—and often natives as well! Cars had to be rebuilt in the middle of jungles, and there was always the endless repairing of tyres and tubes, gashed by rocks and flints and noteworthy for their unreliability even on the "tarmac" roads of the cities of Europe. It was men such as these sporting motorists of the early part of the century who made possible the inter-continental transportation systems of today, without which modern civilization could scarcely survive.

G.

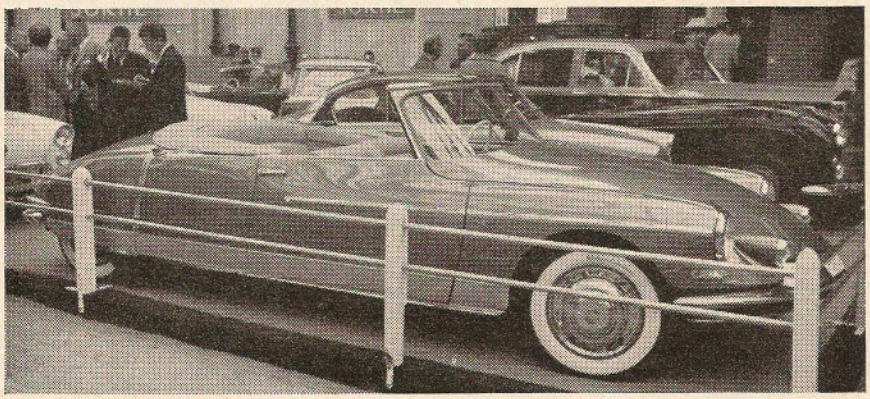


CAREFULLY preserved with its Monte Carlo Rally grime, the much modified Renault Dauphine of Feret/Monraisse, which won the 1958 event, is on show surrounded by brand-new artificial snow.

45eme Salon de l'Automobile

JOHN BOLSTER
REVIEWS THE
1958 PARIS SHOW

Photography by George Phillips



THE Paris Salon is the longest-established motor show in the world, and it is still the most important. The 1958 Salon is a splendid exhibition, and gives an excellent cross-section of the motor industry of the world. From our point of view, it is notable for the extremely elevated standard of the high performance cars displayed. It must not be forgotten, however, that it is also a national show, and the French industry is very much on its toes in this momentous year.

High performance is international, but without doubt the high performance cars this year are led by the British Aston Martin. The new DB4 is a superb car, and the bonnet is full of 3.7 litres of delectable light alloy machinery. Although this car is so compact, it is a genuine four-seater. In France, the price is almost prohibitive, but sales are taking place nevertheless. This must be the very prince of high performance cars.

In an entirely different category, the Lotus Elite makes its bow to the Continent. This ultra-modern small car is more than worthy to take its place among the other speed models in Paris. With its knock-on wheels and disc brakes, the fibreglass coupé is in line with current Continental practice in having independent suspension of all four wheels.

SPECIAL coachwork is a traditional feature of the Paris Show, and this beautiful drophead coupé (above) by Chapron, on the DS19 Citroën, attracted great admiration.

PRODUCTION addition to the Simca range (below) is the Aronde P60 coupé.

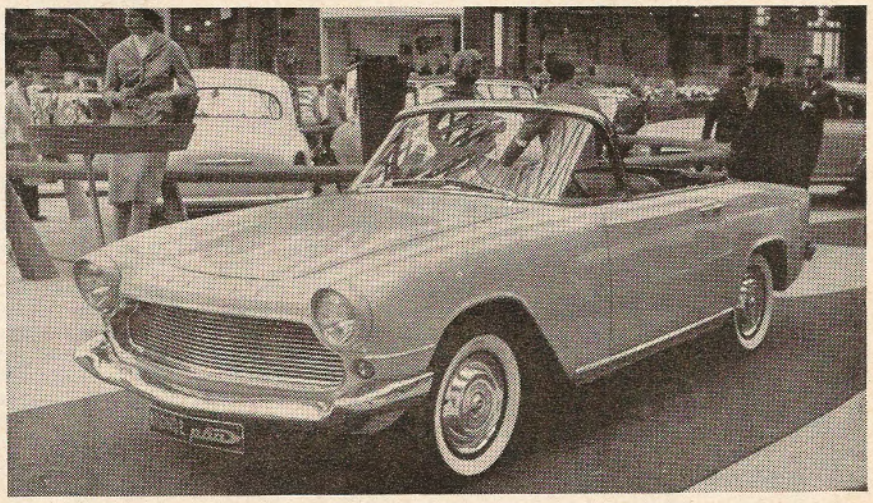
The Alfa Romeo stand is dominated by the 2,000 Spider. This red two-seater has a four-cylinder twin-cam engine, with two Solex double choke horizontal carburetters. Like all the modern Continental sports cars it is above all practical, having wind-up windows and generous luggage space. One might remark, in parentheses, that some of our own open cars still have horrible peg-in sidescreens, and lack adequate luggage room for long-distance touring.

These reproaches cannot be levelled at the Jaguar XK 150S. This two-seater has every possible amenity, including wind-up windows. The 3.4-litre saloon, with its disc brakes, is exciting admiration by virtue of its truly immense performance.

Ferrari show two 12-cylinder, 250 G.T. two-seaters by Farina. One is open and the other a hardtop, but both are perhaps dated among high-performance cars by still having drum brakes. The six-cylinder Maserati, of 3.5 litres, is shown in the form of two coupés by Superleggera. There is no change in this almost rough but very fast sports car.

An entirely different sort of car is the Facel Vega. This 140 m.p.h. French speed model is about the ultimate in silent and effortless travel. It is rendered much more attractive now by Dunlop disc brakes, and has the latest Chrysler engine of no less than 5.9 litres capacity.

Porsche show three 1,600 c.c. cars, of which one is a Carrera, and BMW exhibit that very spectacular speed model of which so little is heard between shows. Mercedes-Benz present the formidable 300SL with a detachable hard top, but of more general interest is the 220SE,



with fuel injection into the ports. This car has an induction system of the type that was originally developed for racing, with six separate ramming pipes leading from a large air chamber to the inlet ports. A single throttle controls the air intake, and there is the usual elaborate speed-density metering system.

To many, the most desirable cars in the Show must be the little Abarth coupés. There is one derived from the Fiat 500, and another "blown out" from 600 c.c. to 750 c.c. Most interesting of all is a new 750 c.c. twin-cam model, which has a twin-choke downdraught Weber carburetter feeding into the head between the camshafts. A maximum speed of 112 m.p.h. is claimed!

Very attractive and at a medium price is the N.S.U. Prinz, in its new sports form. This 600 c.c. rear-engined car has a very pretty body of coupé form by Bertone. The twin-cylinder air-cooled power unit has an overhead camshaft driven by connecting rods and eccentrics, like the 6½- and 8-litre Bentleys and the Leyland Eight of hallowed memory. It develops 34 b.h.p., and the maximum speed is in the region of 85 m.p.h.

The Panhard-based D.B. is shown as a beautifully finished and equipped fibreglass coupé, which has been improved by moving the gear lever from the dashboard to the centre of the floor. The retractable headlamps have been replaced by more normal faired-in types. The very low aluminium coupé, fresh from its victory in the Tour de France, stands beside a stripped tubular backbone chassis. The flat-twin engine and front drive are too well known to need any description.

Another small French car is the Alpine, and on this stand, too, a successful Tour de France car is seen. The blue fibreglass hardtop and the white drophead are of superb appearance and excellent finish. Were it not for import duties, I know at least one Englishman who would buy a rear-engined, all-independent Alpine.

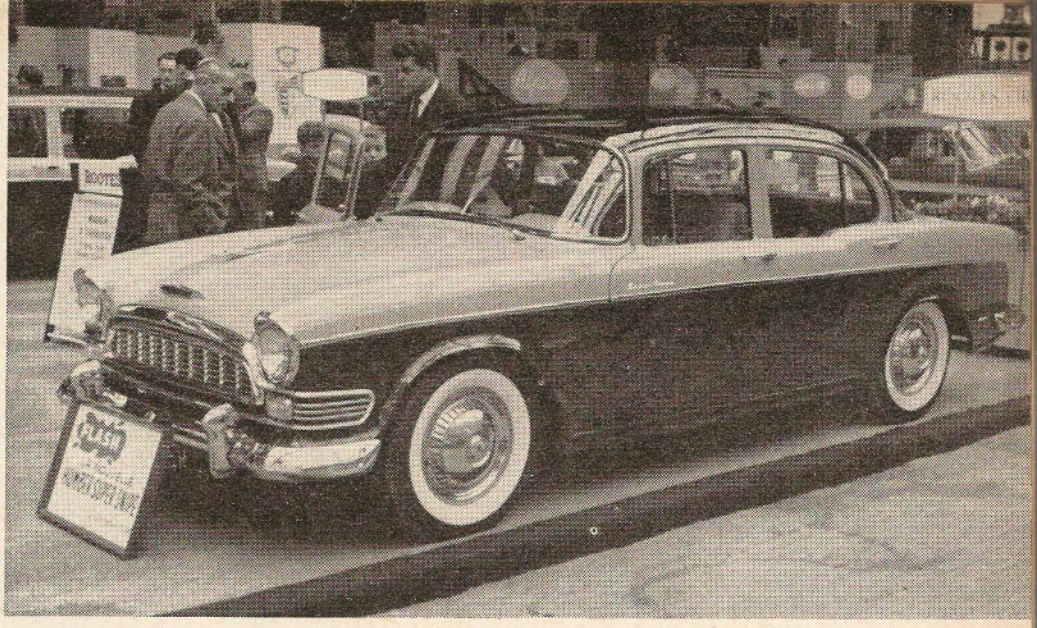
The strong British contingent display nothing new in the sporting line apart from the Aston Martin. The A.C. is shown complete and as a chassis, but the Le Mans car is absent and the flat-four engine is still to come. The twin-cam M.G. creates interest, but the Triumph is unchanged. The Austin-Healey 100 Six is a useful bread and butter sports car, and if the Sprite is not glamorous, it is certainly realistically priced.

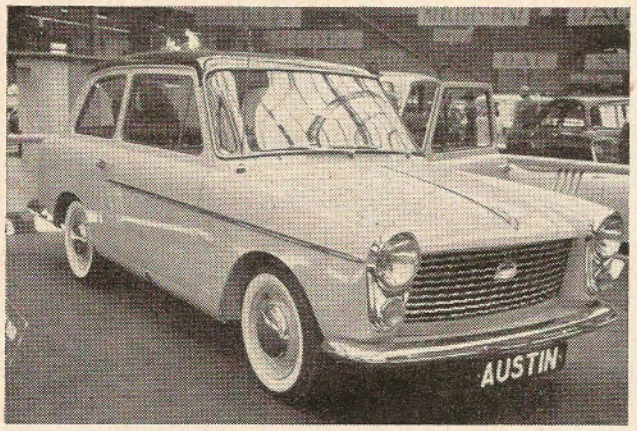
Turning to more normal production cars, it is perhaps a suitable courtesy to deal with the French machines first. Renault have been extremely busy, and show the Dauphine with a new engine. This has a stronger crankshaft, a larger water pump, a different radiator controlled by thermostat, a new vacuum-controlled distributor, and a higher compression ratio. The high price of petrol in France renders economy of extreme interest, and sensational figures are achieved with this rear engine. The little 750 c.c. gets the benefit of many of these changes.

A breathlessly beautiful drophead coupé on the Dauphine is called the Floride. This has a super de luxe air about it, and a detachable hard top is available. The price is the moderate one of 850,000 francs. The Gordini Dauphine is also shown.

Citroën have produced a station wagon on the ID19 which is surely the best example yet seen of this useful body style. In addition to seating for six on the bench-type seats, two extra little folding seats are hidden in the rear deck. This car has a host of practical features, and the platform space with the seats folded is immense. The DS19 is exhibited as a chauffeur-driven car with a glass division, and has a radio telephone installed as standard for "the boss". It is called the "Prestige".

Simca go one better with their "Présidence". This eight-cylinder car also has a radio telephone to "the office", but it even has a built-in television set, which works very well. The radio aerial is on the roof and the television antenna at one side. The big Simcas can now be ordered with the Laycock-de Normanville overdrive. As usual, Simca have a splendid girl-show, the Aronde rotating with a "bird" on the roof. ("Aronde" means "swallow".) A new smaller engine





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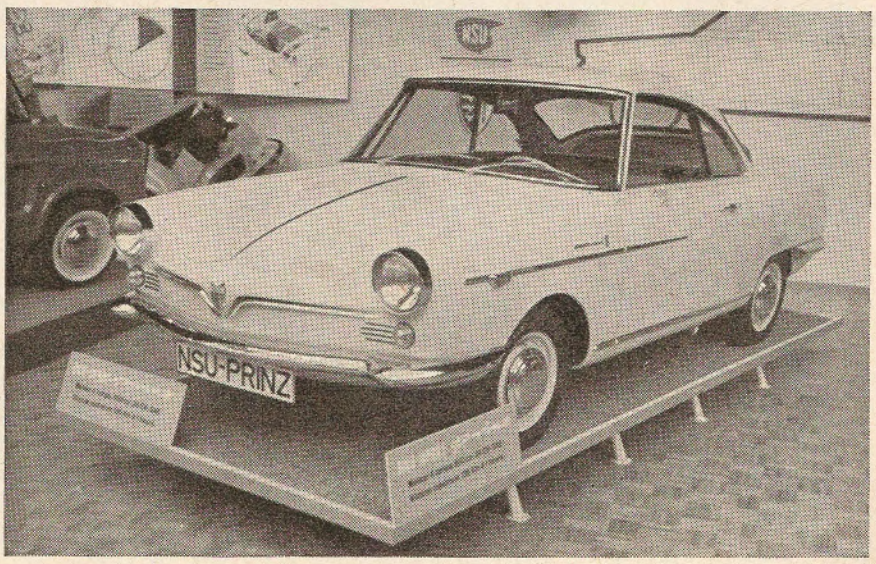
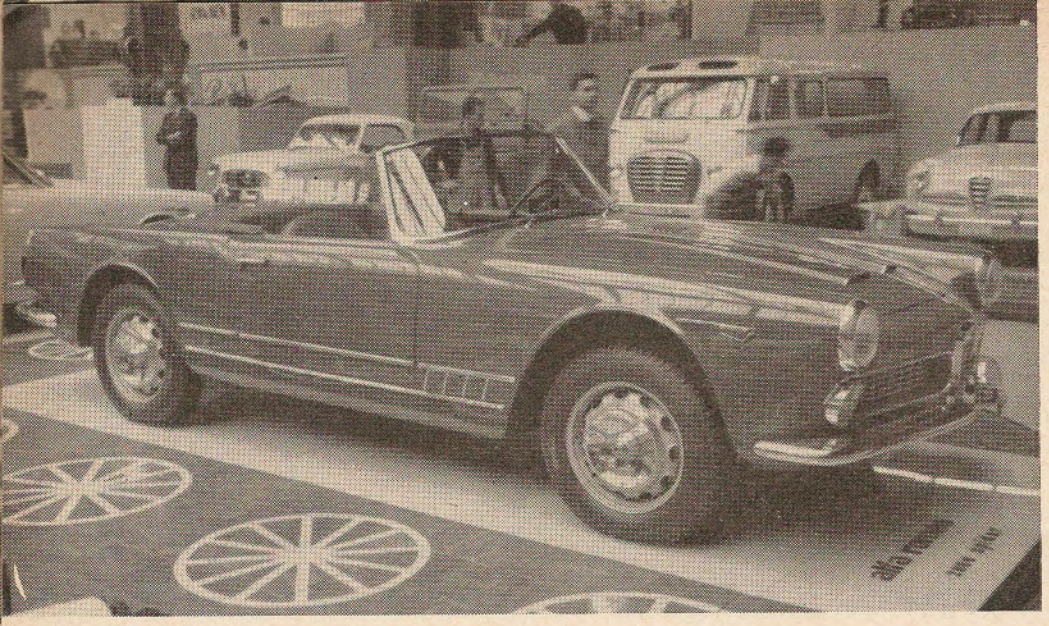
BRITISH exhibits included the new Humber Super Snipe (above) and the Austin A40 (left), in their first appearance at an international motor show.

★



BERTONE are responsible for the very pretty body now fitted to the N.S.U. Prinz in "sports" form. The engine is a two-cylinder, two-o.h.c., air-cooled unit.



NEW MODEL from Alfa Romeo is the 2000 Spider. It has a 2-litre, twin-cam, four-cylinder engine, with two twin-choke Solex carburetters and full touring comforts.

Czecho-Slovakia is represented by the Skoda, which has independent four-wheel suspension and a 1,221 c.c. engine, but the delectable Tatra is not seen. Similarly, Sweden has sent the astonishingly fast 750 c.c. SAAB, but the Volvo is unaccountably absent. Italy proudly displays all her Fiat range, but the new small six-cylinder is still on the secret list. America, as usual, unblushingly flaunts some very large cars with extremely small brakes.

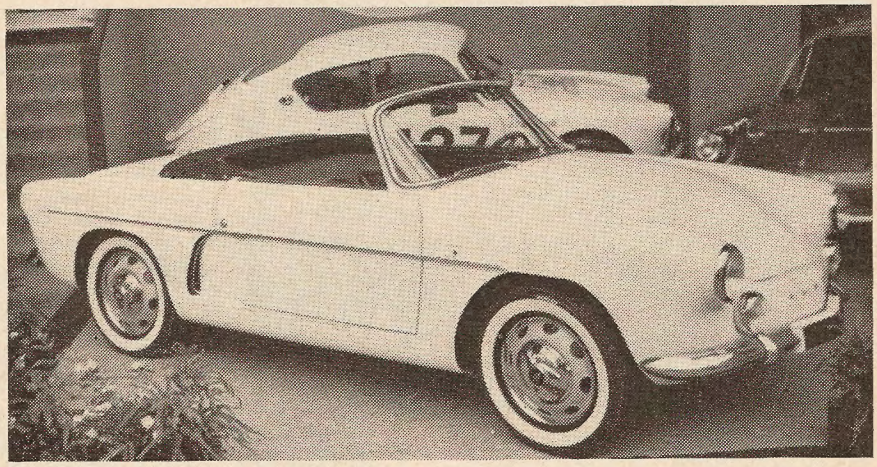
Holland has built her first car since the glorious days of the "dustless" Spyker. The little 600 c.c. DAF is an attractive saloon with independent suspension of all the wheels, and an astonishing automatic transmission system by belts.

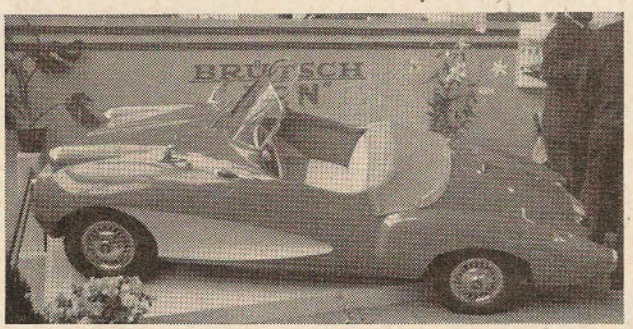
Great Britain is well represented, and our Earls Court number will deal with these cars in detail. However, one must mention the new Humber Super Snipe, which is creating something of a furore. The six-cylinder "square" engine of 2,651 c.c. has a hemispherical head rather similar to the Peugeot, with central sparking plugs and inclined valves, operated from a single high camshaft. It develops 112 b.h.p. at 5,000 r.p.m., and this is without doubt a high per-

is available for the economically minded, and there are some styling changes.

The Peugeot appears for the first time without its lion mascot, in the interest of jay-walking pedestrians, and there is a new Diesel. The flat-twin Panhard engine has been further refined, the brakes are better, and the rear suspension assembly has been revised. The 400 c.c. Vespa two-stroke is unchanged, but the Talbot now has the Simca side-valve V-8 engine.

Among the Germans, Auto-Union show their attractive front-driven, 1,000 c.c., three-cylinder car. The Goliath has an interesting flat-four, 1,100 c.c. engine, and front-wheel drive. Unconventional but practical is the 600 c.c. BMW, which has a front-opening door like an Isetta, and one side door for the back seats. The rear engine is a flat-twin.

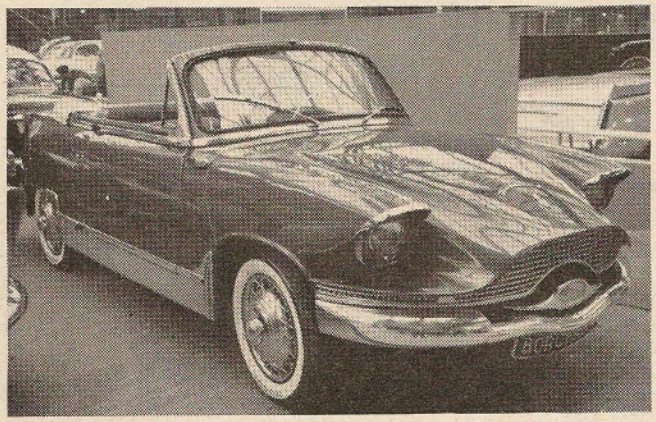




ALPINE is the name of this Renault Dauphine-based sports coupé (above). Posed behind it is one of the successful Tour de France cars.

★

MINIATURE "sports" cars included the little fibreglass - bodied Brütsch.



SPECIAL COACHWORK exhibits included this version of the 850 c.c. Panhard (left) and a very sleek coupé on, surprisingly, the foundations of a 2CV Citroën.

formance power unit. I am to carry out a road test shortly, I am glad to say. The new Bristol is probably the most luxurious car in the show.

It is more in sorrow than in anger that one records the absence of the new 3-litre from the Rover stand. They are saving it for Earls Court, we are told, but as it has already had its public presentation, this semi-secrecy is utterly pointless.

Paris is traditionally a show where fine coachwork is seen, and this year the palm must certainly be given to Henri Chapron. He shows a Citroën DS19 with a drophead coupé body, of which the lines cannot be faulted. Farina has a gigantic Cadillac drophead, with knock-on wire wheels.

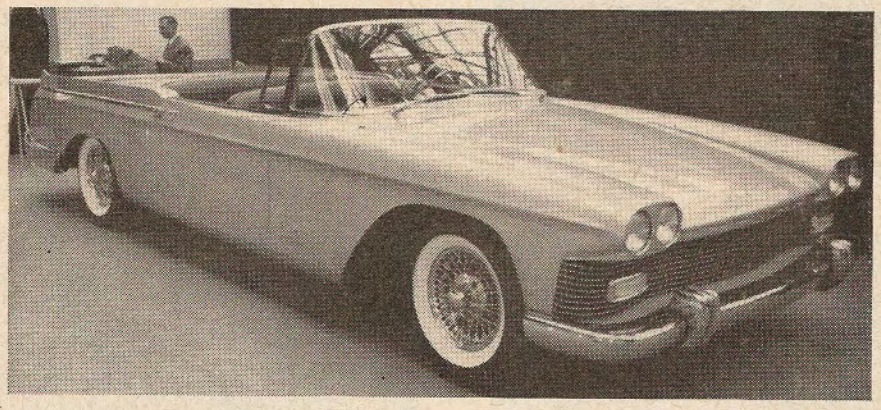
Paris is also traditionally the place where funny-peculiar one-offs and prototypes abound. I am glad to say that this is a vintage year for such things, and I only wish that I had enough space to describe them all! I cannot, however, omit the Vannod. This vehicle has four motor-cycle type wheels, but they are arranged in diamond formation, as were those of the original Sunbeam Mabley. Thus, there is one front wheel, two more in the centre, and a final wheel behind. This last is chain driven and also steers, as does the one in the nose. A Sachs two-stroke engine drives through two chains and a countershaft. The driver sits by himself, but two of his friends sit side by side behind him. The doors fold away against the side of the car. *Formidable!*

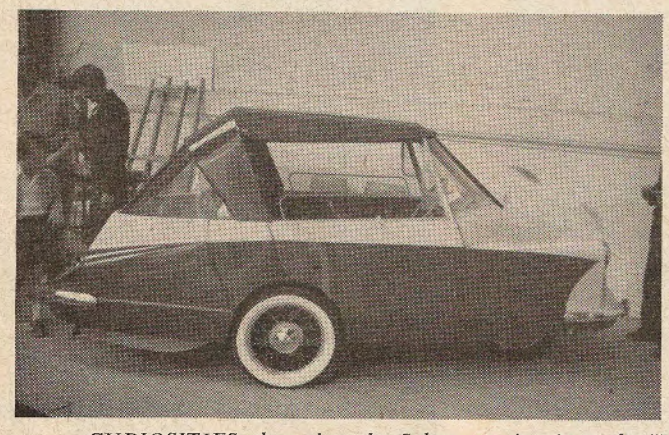
(*Continued on page* 466)

★

FAR SLEEKER than any American passenger car has been for years, the 1959 Buick (above) reveals distinct Italian influence, whilst the latest Dodge (right) is more typical, reaching extremes of ornamentation and confusion of line. How the Italians themselves do it is shown (below) in this superb Pinin Farina body on a Cadillac chassis.

★



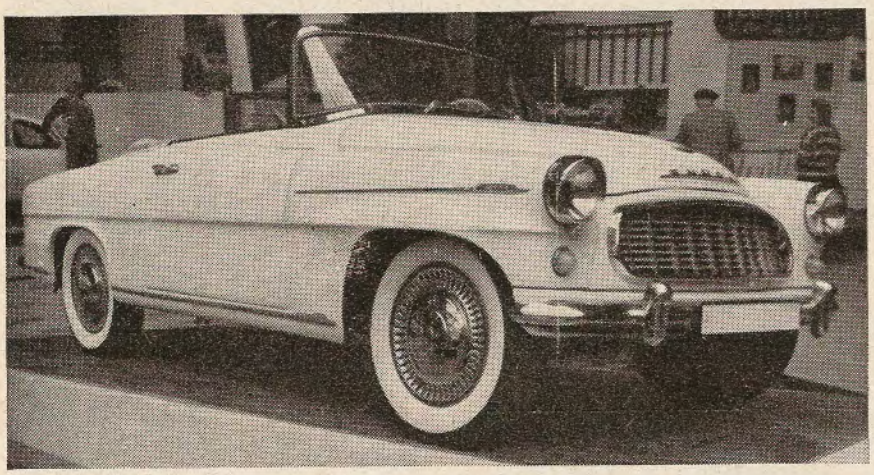


CURIOSITIES abound at the Salon, ranging from the Vannod light car (left), which has its four wheels arranged in diamond pattern, to the 1959 Cadillac Fleetwood (right). This latter photograph in fact shows the rear end of the car.

Auto-Union—*The new DKW-based "1000" sports coupé.*

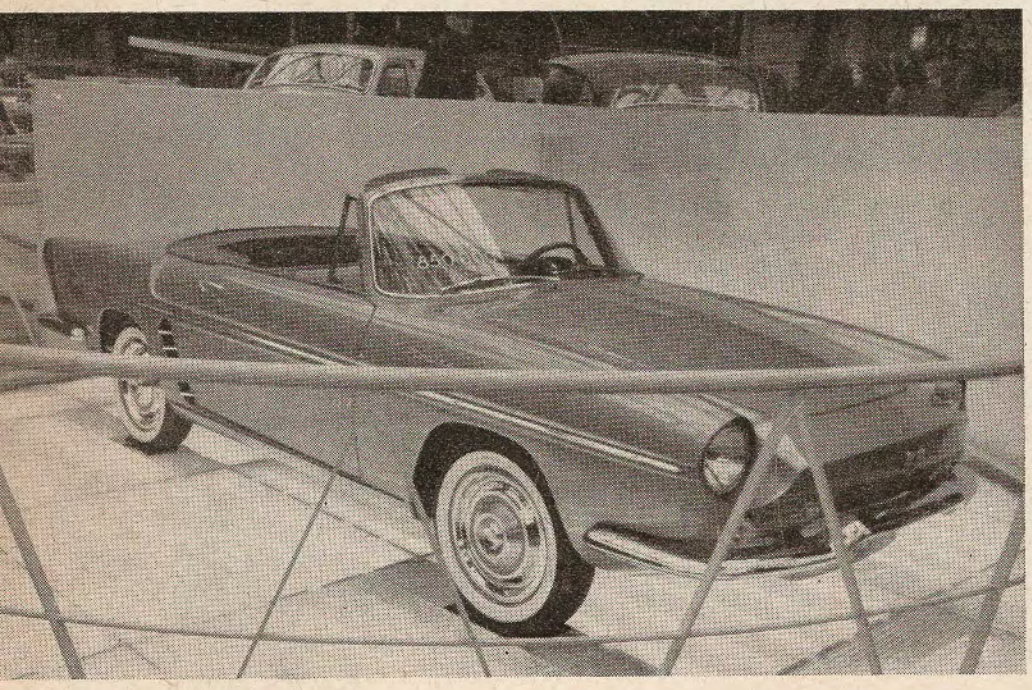
Aston Martin—*The sensational DB4 was on show, together with its older sister, the DB Mk. III.*

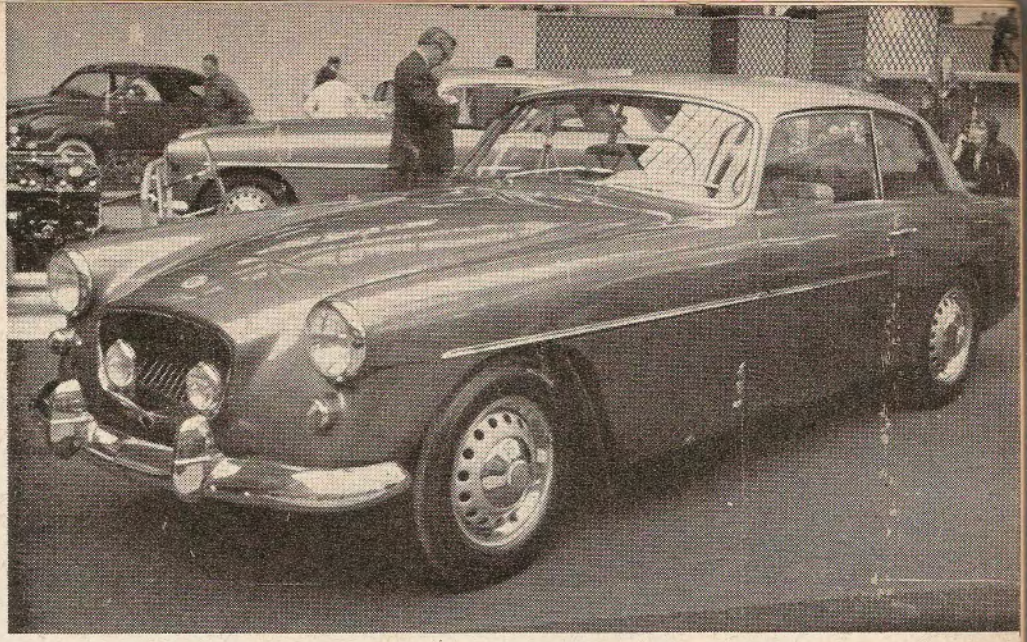
SALON SELEC



Skoda—*An all-independent drop-head from Czechoslovakia.*

Renault—*The shapely Dauphine-based coupé, due in production in 1959.*





Bristol—*The new Beutler-designed model* 406.

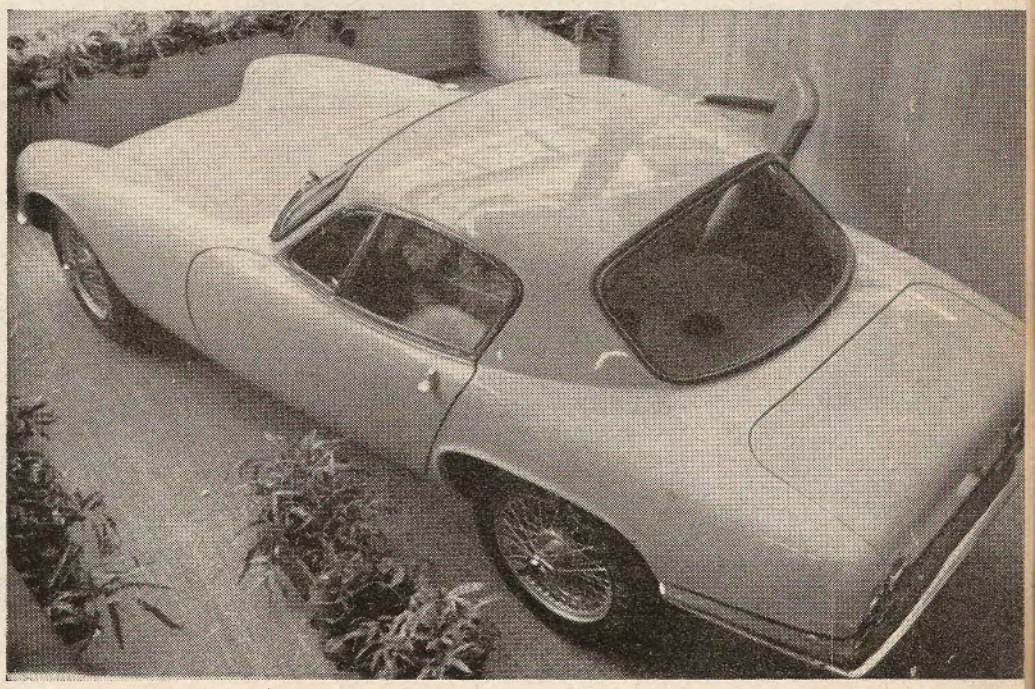
Photographed by
George Phillips

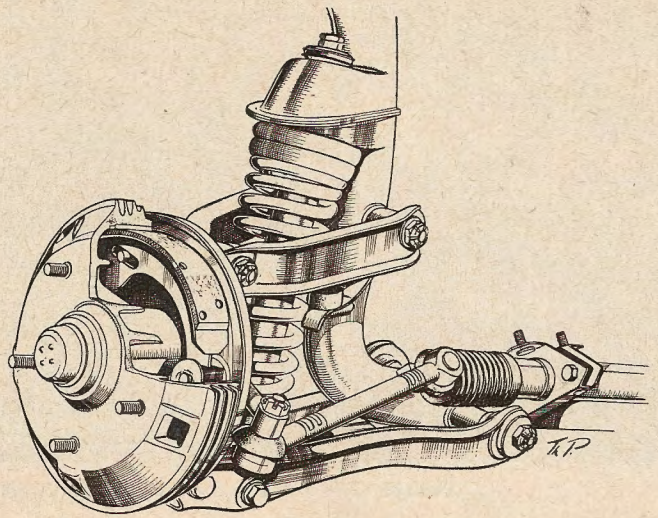
CTION . . .

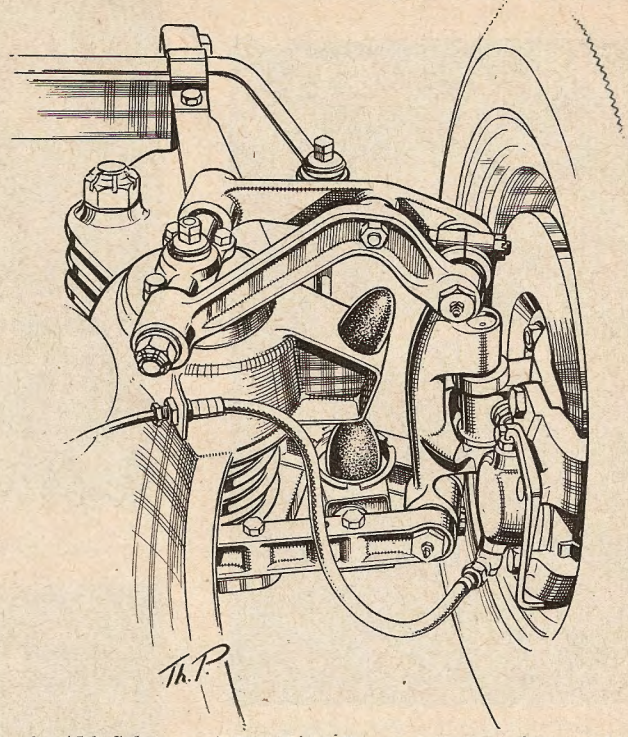
Ferrari—*A handsome special-bodied touring two-seater.*

Maserati—*The Italian racing concern showed several sleek road-equipped coupés.*

Lotus—*The Elite, now in production, attracted great attention.*



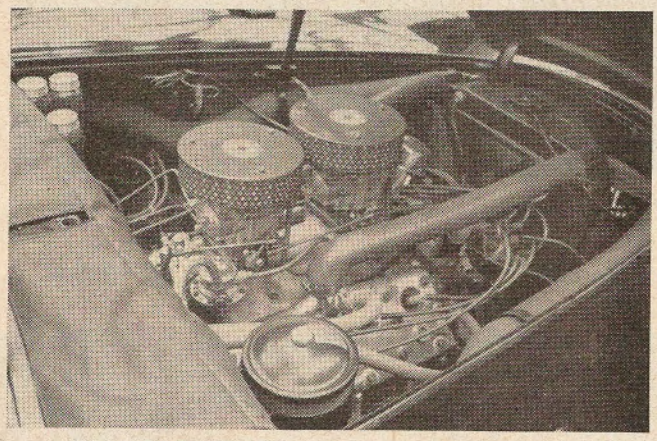


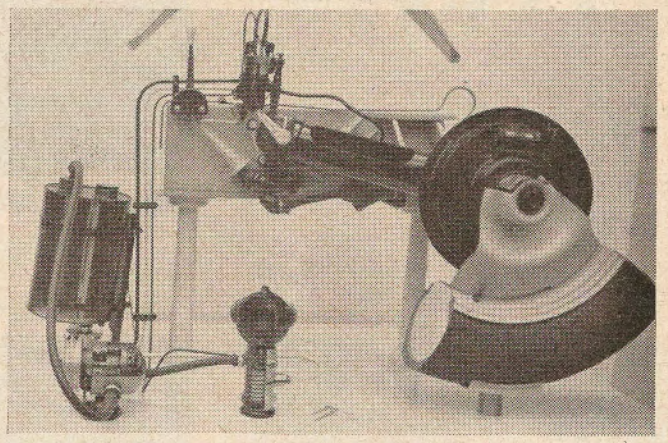


Paris Salon—*continued*

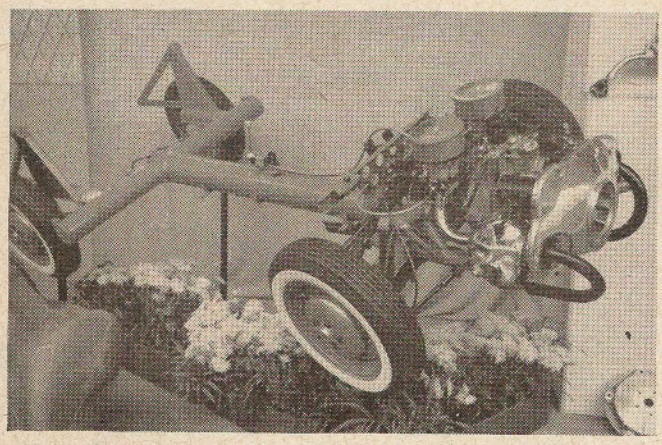
Well, that is Paris, 1958, and a really splendid show it is. Britain is well to the fore, especially in the high performance field, but the French industry is extremely healthy, and is ousting Germany from some of her export markets. The accent in France is very much on economy, for who would spend money on petrol when he could invest it in good eating and drinking? Yet, the 45th Salon contains cars for all tastes, even including a very early veteran on the stand of a French motoring journal. *Ça, c'est Paris.*

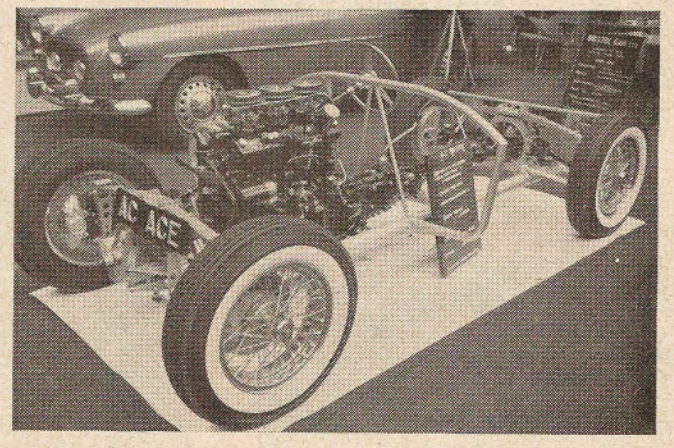
FRONT-END variations, drawn by Theo Page, were seen on the NSU Prinz (above, left) and the Facel-Vega (above), which is now equipped with Dunlop disc brakes.





HIDDEN SECRETS revealed at the show included this highly polished V-8 motor under the bonnet of a Lago-Talbot (left), and the complex machinery of the hydro-pneumatic suspension system used in the DS19 Citroën.





VARIATIONS on the tubular chassis theme were shown by D.B.-Panhard, which has a single, large-diameter "backbone" tube, and the A.C.-Bristol (right), which employs two parallel tubes to form the basic chassis frame.

"The Victor was made for *me*!"

Victor £498
plus £250. 7s. PT

Victor Super £520
plus £261. 7s. PT

Victor Estate Car £620
plus £311. 7s. PT

Seriously, don't you think the Vauxhall designers had motorists like me in mind when they planned the Victor?

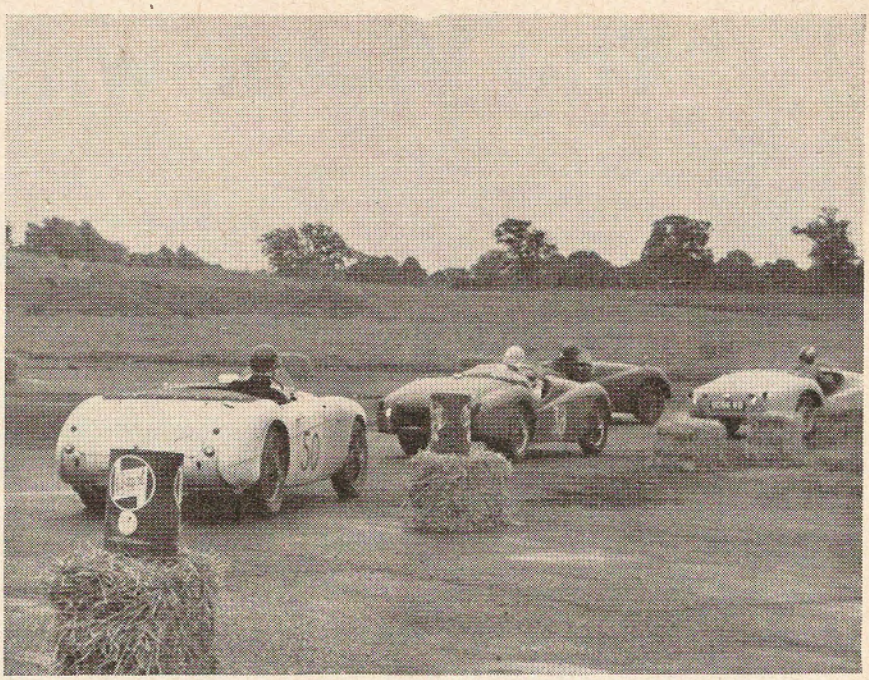
Consider a moment . . . For a sports enthusiast the first requisites in the car he uses every day are a lively, responsive engine, and first-class road holding. For Town driving he wants a car with smart, modern styling, yet not too big to get him quickly through traffic. The Victor's a pleasure to handle even in a congested car-park. And there's plenty of room inside for the longest-legged member of the family—besides space in the boot for the week-end luggage.

Ever driven the Victor? Ask your Vauxhall dealer for a trial run. You'll be impressed. (By the way Vauxhall Square Deal Service is the best and cheapest in the country.)

EVERYONE DRIVES BETTER IN A VAUXHALL

Vauxhall Motors Ltd., Luton, Beds.

LEAVING Swales Corner, the hairpin at the end of the main straight, a gaggle of TRs leads an Austin-Healey during one of the first events on the new course.



A New Catterick Circuit

Successful debut of Darlington Club's New Course

AFTER the demise of Croft, the Darlington Motor Club, very keen race organizers, searched far and wide for a new venue, and oh boy have they found one! A real beauty at the R.A.F. Regiment Depot at Catterick.

Measuring 1.6 miles around, unlike the usual flat airfield perimeter this one climbs and falls! Adjacent to the A1 road, the circuit's main straight runs at right angles to it, terminates at a hairpin at Swales Corner, then a winding climb to the Snake to descend in two swinging right and left handers through North Road Bend to rejoin the straight at Hangar Corner. Width is some 45 feet all the way and surface a rough airfield macadam. The whole, as a short club and training circuit, is ideal and with the ample spectator facilities and splendid car parking arrangements should provide future meetings second to none.

All this through the courtesy of the Air Ministry *via* Group Captain A. B. Riall, C.B.E., Station Commander at Catterick, who was just magnificent! A real enthusiast, to whom nothing was too much trouble, he had laid on time-keepers' boxes in the shape of R.A.F. buses, wireless vans at corners, and "bags of volunteers from the Catterick Personnel from M.O.s to M.P.s". Together with the Darlington M.C. Top Brass. "Groupie" had helped in the course selection and layout, and on race day was here, there and everywhere, kindly and helpful. Result, a near perfect production with spot-on organization; there were two slip ups, which must on no account be repeated as they affected in no small way the pleasure of some 7,000 odd spectators who had gallantly braved the bad weather.

Firstly, the programme was minus some 14 starters' names and the reserve cars used were not given a programme number. Secondly, whoever allowed some 80 per cent of the entries to emerge from the paddock with either totally illegible numbers, or with numbers painted on windows and bodies with whitewash which disappeared ere one lap in the rain had been completed deserved one swift kick in the pants!

Results

Event 1. Class A: 1, A. Morley (Morris 948 c.c.); 2, F. H. Reakes (Renault 845); 3, P. G. Walton (Fiat 600). **Class B:** 1, H. Brierly (Sunbeam 1494); 2, G. A. Percival (Ford 1171); 3, T. B. Hutchinson (Ford 1172). **Class C:** 1, E. Wadsworth (Healey 2443); 2, F. Elliot (Bristol 1971); 3, A. Swan (Riley 2443).

Event 2. Class M: 1, G. Chippendale (Cooper); 2, R. A. R. Bell (Cooper); 3, R. T. Spreckley (Cooper).

Event 3. Class E: 1, A. S. Burman (A-H. Sprite); 2, A. H. Field (A-H. Sprite); 3, I. W. Williams (A-H. Sprite). **Class F:** 1, T. Burgess (M.G.A); 2, G. Durham (Porsche); 3, E. Wadsworth (Porsche).

Event 4. Class G: 1, E. Mitchell (A.C.); 2, S. H. Newton (TR2); 3, C. L. Smith (TR2). **Class H:** A. H. Field (A-Healey); 2, J. A. Sutton (A-Healey); 3, W. A. Thompson (A-Healey).

Event 5. Class J: 1, L. Bramley (Lotus 1100); 2, J. E. Burgess (Lotus 1098); 3, J. Blumer (Lotus 1098).

Event 6. Class K: 1, W. Melville (Lister-Jaguar); 2, F. Elliot (Lister-Bristol); 3, E. Mitchell (A.C.).

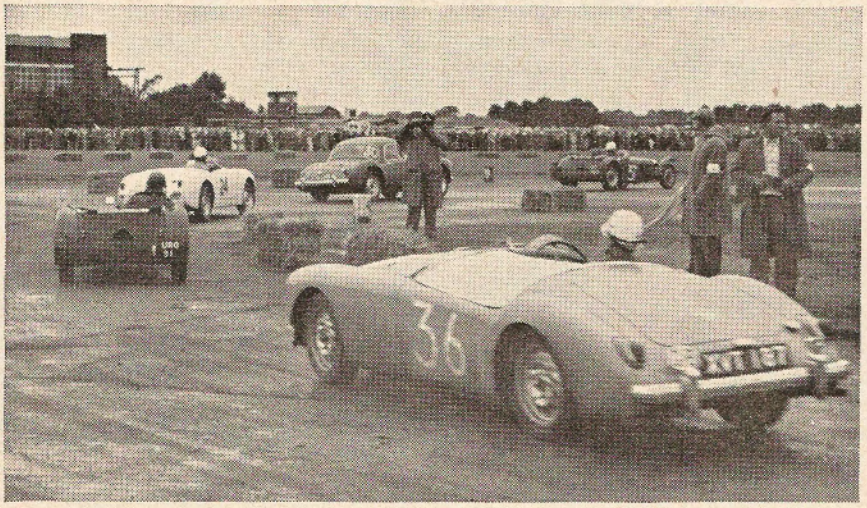
Event 7. Class L: 1, L. Bramley (Lotus 1100); 2, A. Ensoll (Jaguar C-type); 3, G. Nixon (Cooper-Climax).

Event 1 was a six lap scratch race for saloon cars up to 1,000, 1,500 and 2,000 c.c. For two laps, Frank Elliot's Bristol kept in front of Edgar Wadsworth's Healey-Elliott. Lap 3 saw them side by side at Hangar Corner, then Edgar sailed away to a comfortable win. For third place, and, as it so happened a class win, a battle royal was on between G. A. Percival (Ford Anglia), and H. Brierley (Sunbeam), the former, though leading by yards for the first five laps, was taken on the last tour, the Sunbeam having the edge on the straight. In the baby class A. Morley (Morris) just held off F. H. Reakes's Renault.

Event 2 was a 15-lap scratch race for Formula 3 cars. For six laps it was G. Dawson from G. Chippendale, both well in front of R. A. Bell and R. T. Spreckley who were fighting out third place. Lap seven, and Chippendale was in front and when after two "wides" at Hangar, Dawson disappeared, the former went on to an easy victory by some 50 seconds. Bell, second man home, was 19 seconds in front of Spreckley. Out of 15 starters, they were the only finishers.

Event 3, a seven-lap race for sports cars up to 1,000 and 1,500 c.c., saw G. Durham (Porsche), T. L. Burgess (M.G.A) and E. Wadsworth (Porsche), in that order, all giving a great display of sports car driving. To the end the position was unaltered, except for a penalty of 10 seconds being imposed on Durham for jumping the start, this, unfortunately, dropped him to second spot. In the smaller class, the Healey Sprites of A. S. Burman, A. H. Field and I. W. Williams, finished in that order.

(*Continued on page* 470)



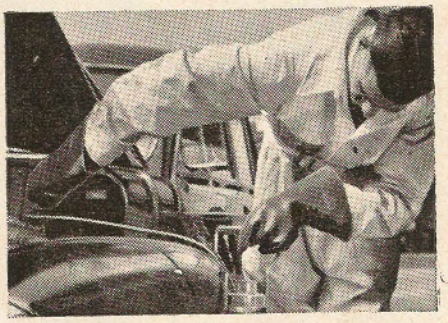
HANGAR CORNER, where the straight is rejoined. D. S. F. Thompson's Lotus-Ford leads H. R. Walton's M.G.A and A. H. Field's Sprite.

RADIO-ACTIVE WEAR DETECTOR IN FAMILY CAR CONFIRMS 80% LESS ENGINE WEAR

Striking new tests on BP Energol 'Visco-static'*

WHEN BP Energol 'Visco-static' motor oil was first tested with the radio-active wear detector the tests had to be made in a laboratory. Now advances have been made in this most sensitive of all methods of measuring wear. Now it has been possible to use the radio-active wear detector on an actual family car on the road on normal day-to-day running.

These new tests have confirmed the amazing result of 80% less engine wear with BP Energol 'Visco-static' compared with conventional oils.



Taking a sample of the oil to be tested for radio-activity. It proved that BP Energol 'Visco-static' gives 80% less engine wear compared with conventional oils.

How the test worked

Research scientists took an ordinary Morris car. They fitted it with a radio-active piston ring and they ran the car on suburban, town and country roads in Surrey. To make conditions rather worse than normal, they made every start an ice-cold start. As the engine ran, wear took place – it must do. This meant that infinitesimally minute fragments of metal were worn off the moving parts – including the radio-active piston ring – and these particles passed into the engine oil.

The 'clucking hen'

At the end of each day's running a sample of the oil was taken and its radio-activity was measured by a special Geiger counter – the famous 'clucking hen' of atomic research. This allows the amount of metal worn from the piston ring during the day to be measured with amazing accuracy.

After months of testing BP Energol 'Visco-static' against the finest conventional oils the results showed 80% less wear with BP Energol 'Visco-static'.

How BP Energol 'Visco-static' saves wear

Most wear in engines occurs in the first few minutes after each cold start. That is with ordinary oils. When the engine is left overnight, acid products condense on the cylinder walls. These cause corrosive attack to take place. It is this which causes serious harm when the engine is started again.

With BP Energol 'Visco-static' you fight this wear in two ways. Firstly this advanced oil protects metal surfaces from acid corrosion when the engine is stationary. Secondly, BP Energol 'Visco-static' remains free flowing even in freezing-cold so that every part of the engine gets proper lubrication from the moment the engine starts.

Saves petrol too

Because BP Energol 'Visco-static' is a different, more advanced kind of oil, it brings other advantages as well as 80% less engine wear. It saves up to 12% in petrol because it cuts down oil drag. Starting is much easier too in all weathers.

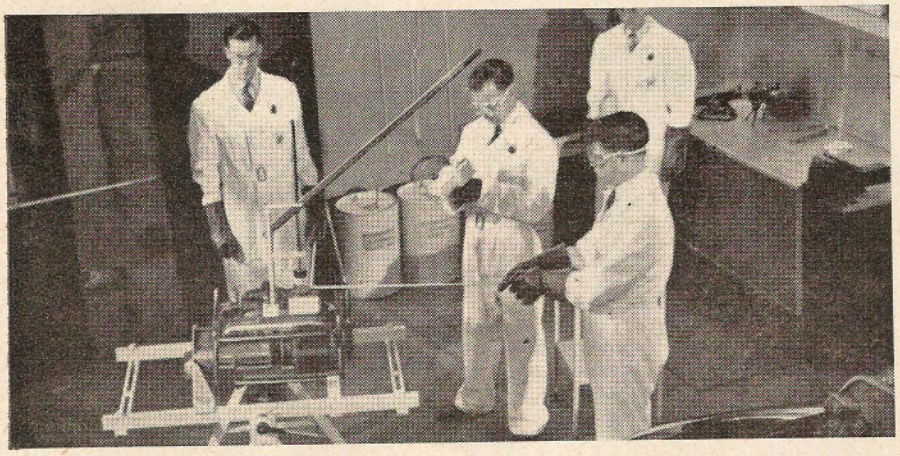
BP Energol 'Visco-static' is for use all the year round

BP Energol 'Visco-static' is for use all the year round in all 4-stroke car engines in good condition for which SAE 10W to SAE 40 are normally recommended.

To obtain the benefits of this outstanding oil you should have your old oil drained and make a complete change.

Ask for BP Energol 'Visco-static' – Britain's most advanced motor oil – at any garage where you see the BP Shield.

Rolls-Royce officially approve BP Energol 'Visco-static' for all their post-war motor-cars.

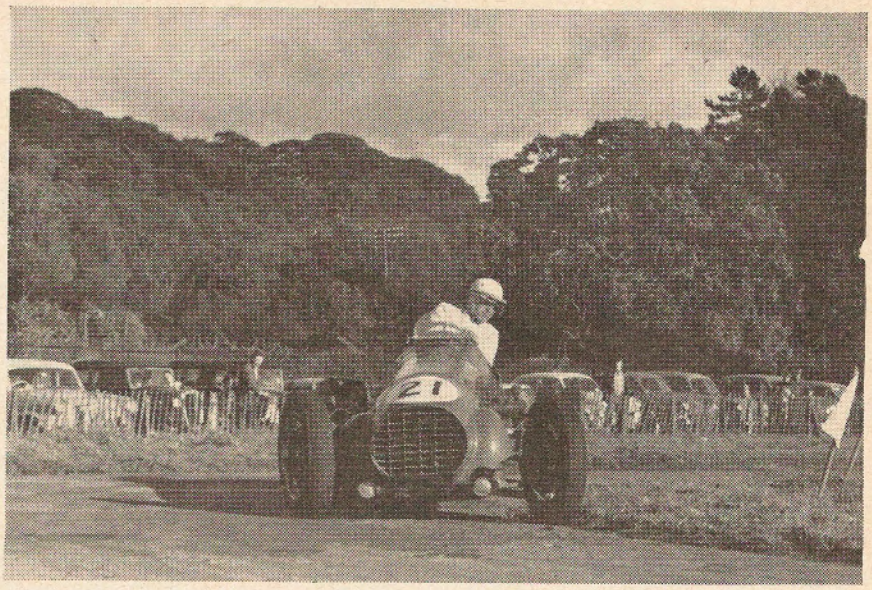


The radio-active piston ring is being installed in the engine in preparation for a test on the road. In all other respects this was a normal engine fitted in a normal family car. Although precautions had to be taken in handling the piston ring out of the engine, it was completely safe once it was installed. There was absolutely no radiation hazard from the car on the road.

BP

* 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

SWINGING THROUGH a tight left-hander is Jim Berry in the well-known E.R.A. Special. He won his class and made B.T.D. with a margin of some three seconds at Rhydymwyn.



Catterick—*continued*

In event 4, a seven-lap race for sports cars under and over 2,000 c.c., nothing could stop the meteoric progress of E. J. Mitchell's A.C.-Bristol, which took both the smaller capacity class and the overall race. Second, but some 10 seconds down, was the Healey of A. H. Field, with a similar car in the hands of J. A. Sutton third.

Event 5 was a 10-lap race for sports-racing cars up to 1,500 c.c. This produced the day's best racing. L. Bramley (Lotus) led from start to finish with first J. Blumer (Lotus) and then J. E. Burgess, similarly equipped, snapping at his heels. So fast was the pace that all three created a new course record of 1 min. 26 secs. or 65.5 m.p.h., Burgess on lap five, Blumer lap eight and Bramley lap nine. Nuff said!

In the 10-lap race for sports-racing cars (1,501-3,000 c.c.) the superior gee-gees of W. P. Melville's Lister-Jaguar put paid to all opposition, the nearest of which was F. Elliott's Lister-Bristol. E. J. Mitchell (A.C.-Bristol) was third. These latter two, however, had a wonderful scrap. Time after time they would arrive at Swales Hairpin together, Mitchell always trying to pass up the hill, but he just hadn't quite the steam, and so they finished, a few yards apart.

Event 7 was a 15-lap race for sport-racing cars of unlimited capacity. First time round, it was George Nixon (F2 Cooper), who, on the face of it, should have walked home! Not so, next tour it was Bramley in front. He stayed there, increased his lead, and won easily. Lap six and Nixon was again passed, this time by C. Ensoll's Jaguar "C" type who, in so doing, put in a tour which made him the fourth joint record holder. The Formula 2 Cooper remained in third spot, though towards the end Melville's big Lister-Jaguar was closing rapidly! So close was the racing in this last event, that at the finish only 1.14 secs. covered the entire field.

So ended a great day's sport, enjoyed by one and all of the very wet 7,000. See you next time! FRANCIS PENN.

Silverstone—*continued*

only a comparative term. Roy Bloxam, who had slightly more hope this time, retired after four laps from an undisclosed cause—the DB3S was seen on the end of a rope but there was no one to supply the answer to the obvious question—and limit-man Derek Edwards, who had been treated rather kindly by the handicapper, ran out an unchallenged winner in his beautifully turned-out 1930 car. I. M. Gillett's Mk. III and the red Ulster of P. M. Sims displaced Fowler from his second place on the final lap. There was a heart-stopping moment on the last corner when Beal spun right in the path of Matthews's DB2, but the latter's driving saved the day.

Finally, there was a 15-lapper for all-comers which gave the Jaguars the chance to find out for themselves how astonishingly fast the old Bentleys are. Once again the field contained the fastest cars but more rain fell just before the start and although Duncan Hamilton gave full value in the 3-litre D-type and John Bekaert recorded the fastest lap in another magnificent drive, it was the less hairy machines which filled the frame. W. Sheppard drove extremely well to win with his XK 120 and W. D. Bleakley from the same mark also made up a lap on limit-man Williams to take second place. Doug Uren almost caught Williams on the line and John Bekaert was rewarded with fifth place, Duncan Hamilton having to be content with eighth. Gordon Lee and Gillie Tyrer had a fine scrap throughout but could not go fast enough to get up with the leaders.

So ended a well-run meeting which we hope is the first of many; these clubs deserve much better fortune than they had for their first joint venture at Silverstone, on which the curtain of rain descended to mark the end of the 1958 season. DAVID PRITCHARD.

JIM BERRY (E.R.A. SPECIAL) FASTEST AT "RHYDYMWYN" SPRINT

THE Wirral Hundred Motor Club's ever popular "circuit" sprint meeting at the little Welsh village of Rhydymwyn took place on Saturday, 4th October.

Despite a night of violent rain storms the track dried out sufficiently to allow some first class driving, but was still "twitchy" enough on the bends to prohibit much in the way of record attempts.

Rhydymwyn, measuring half a mile in length, could be best described as Prescott on the flat with both ends joined together with a 350-yard dogleg. It is narrow and because it is situated in the middle of a wooded parkland can become very greasy.

After the first tours in the sports cars up to 1,250 c.c. class, P. D. Anders (Lotus-Ford) was in the lead with a time of 1 min. 38 secs. Next came R. M. Wilson (Lotus-Climax) some 3 secs. down. Anders's second run produced a fine 1 min. 24 secs., Wilson replying with 1 min. 27.6 secs.

In the over 1,500 c.c. sports class, despite the presence of Phillip Scragg's H.W.M.-Jaguar and the Chapman Mercury (between them, record holders at more than one venue), it was J. Randles (Lister-Bristol) who was first home with a resounding 1 min. 24.8 secs., a second faster than A. C. Barrett Green (C-type), the place man.

In class IV (sports cars up to 2,000 c.c. u/s, excluding Bristol, Climax and M.G. units) again it was all Anders, who with a magnificent run in 1 min. 21.8 secs. then led the proceedings. Next came D. Wilson in a Toucan. This looked even more ugly than its namesake but was probably faster! It recorded 1 min. 27 secs.

In classes V and VI (racing cars up to 1,250 c.c. u/s) M. Hatton with a Cooper Twin (1 min. 21.8 secs.) was just too fast for Anders, who was a second down on his previous class time.

Class VIII, racing cars 1,251-1,500 c.c. u/s and up to 1,250 c.c. s. D. Haigh (Cooper Twin) took the class with 1 min. 21.8 secs. Second was J. D. Hollingworth with the ex-Ken Wharton blown Cooper Twin. Unfortunately this potential record holder was suffering with *mal d'Huile* and produced a smoke-screen on its best run of 1 min. 22 secs.

Class VIII (racing cars unlimited) was a gift to Jim Berry (E.R.A. Special) who, with two fine runs in 1 min. 20.4 secs. and 1 min. 20.6 secs., took the class and the day's B.T.D. Second was Phil Scragg in the H.W.M.-Jaguar some 3 secs. down.

At Rhydymwyn, the Wirral Hundred Club always run two pursuit races between the four cars making best times in the first runs. These are over four laps, each having two cars on the course at 20-sec. intervals. In the first race Jim Berry, E.R.A. Special, with a time of 2 mins. 37 secs. beat P. D. Anders (Lotus-Ford) with 2 mins. 40 secs. In the second race Phil Scragg (H.W.M.-Jaguar), time 2 mins. 48.6 secs., had a walk-over when Phil Chapman blew up the Mercury in clouds of steam on his second lap.

FRANCIS PENN.

Results

Sport Cars, up to 1,250 c.c. u/s.: 1, P. D. Anders (Lotus-Ford), 1 m. 24 s.; 2, R. M. Wilson (Lotus-Climax), 1 m. 27.6 s. **Over 1,500 c.c.:** 1, J. Randles (Lister-Bristol), 1 m. 24.8 s.; 2, A. C. Barrett-Green (C-type Jaguar), 1 m. 25.4 s. **Up to 2,000 c.c. u/s.:** 1, P. D. Anders (Lotus-Ford), 1 m. 21.8 s.; 2, D. Wilson (Toucan), 1 m. 27 s. **Racing Cars, up to 1,250 c.c. u/s.:** 1, M. Hatton (Cooper), 1 m. 21.8 s.; 2, P. D. Anders (Lotus-Ford), 1 m. 22.4 s. **1,251-1,500 c.c. u/s., and up to 1,250 c.c. (s):** 1, D. Haigh (Cooper (s)), 1 m. 21.8 s.; 2, J. D. Hollingworth (Cooper (s)), 1 m. 22.0 s. **Over 1,500 c.c.:** 1, J. Berry (E.R.A. (s)), 1 m. 20.4 s.; 2, P. Scragg (H.W.M.-Jaguar), 1 m. 23.4 s. **First Pursuit Race:** 1, J. Berry, 2 m. 37.0 s.; 2, P. D. Anders, 2 m. 40 s. **Second Pursuit Race:** 1, P. Scragg, 2 m. 48.6 s.

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

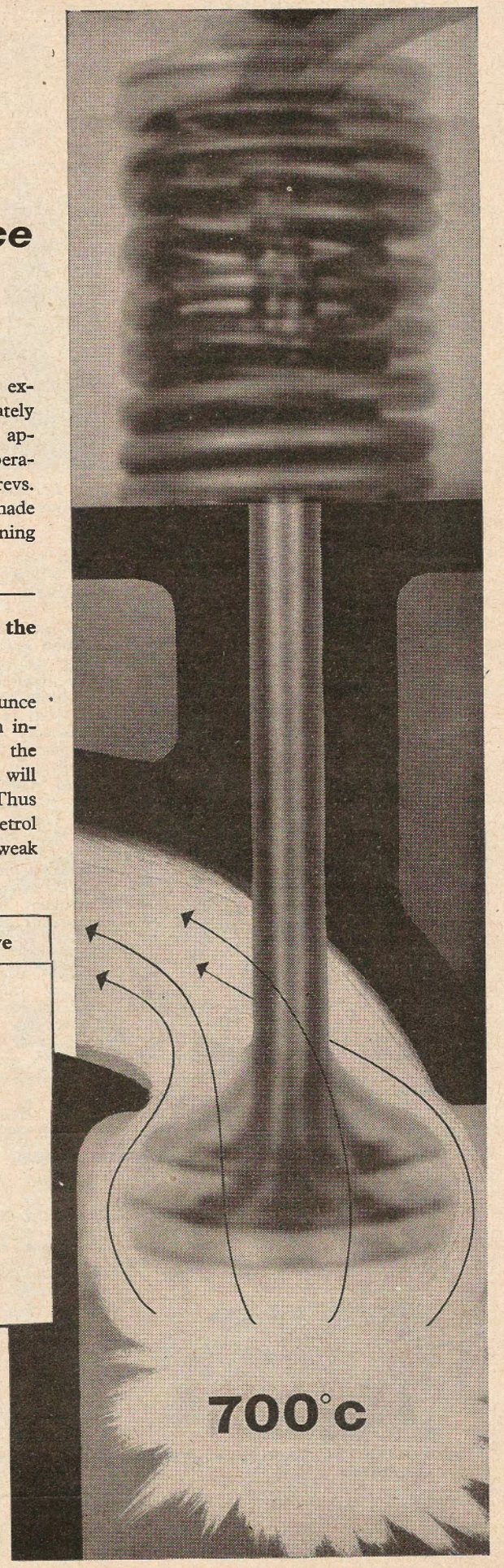
Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance and high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping

Badly burnt exhaust valve



For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND

Club News

By MARTYN WATKINS

AT this time of the year people in motor clubs begin to get socially minded, and having had all summer to work up an appetite, they generally think in terms of their annual dinners.

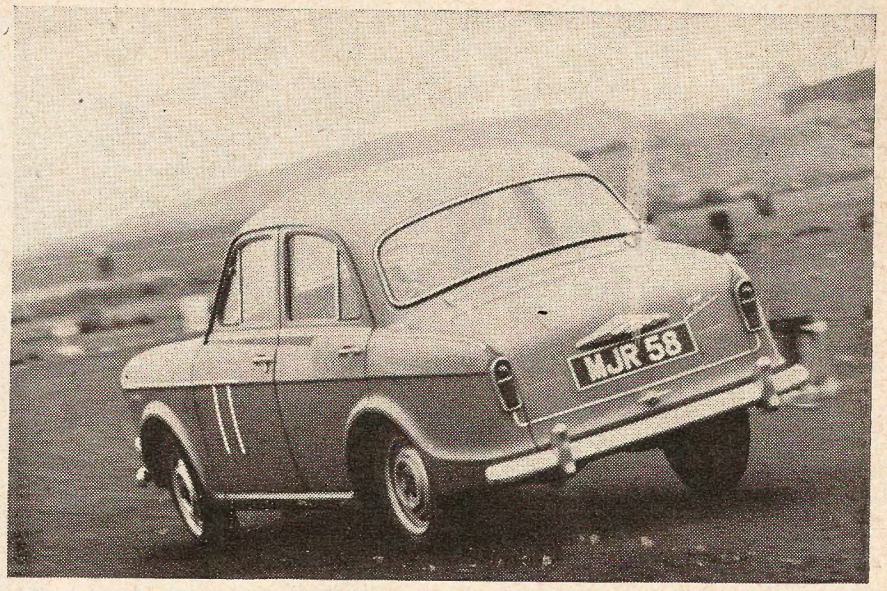
One of the many pleasant aspects of handling club news is the fact that one is often invited to these annual parties and a very good time is invariably had. Usually, however, there is a catch involved—we have to make a speech! For this reason I was a bit puzzled when I was invited down to Somerset last week for the Taunton M.C. dinner—with, apparently, no catch. Daylight came when I got there—to find that I was to be "shot at" about our local coverage. However, it wasn't too terrifying and we all parted the best of friends. Personally, I was delighted to have this opportunity of thrashings out: I try to please you all as best I can with the material that turns up in the club sections of AUTOSPORT, but it is only on "get-togethers" like these that I can find out what you want. And that brings me to the point of all this: at this time of year both you and I have a little more breathing-space in which these matters can be discussed. If, therefore, you feel that this winter we ought to have some mutual discussions please let me know—I'll be glad to come along.

* * *

YOU may remember that at the Gosport A.C.'s April speed trial at Eastney, Portsmouth, one of the competitors, Allan Overton, crashed and sustained fatal injuries: it cast a shadow over the early part of the season. I've just had a letter from the Gosport Club in connection with the Overton Memorial Fund. I am told that a cheque for £140 has been sent to Mrs. Overton, Allan's widowed mother, the money being donated by fellow competitors at the event and by members of the Gosport A.C. A very stout effort.

* * *

THE first year's motoring activities have just been concluded by another young club, the Crittall C.C., which appears to be an offshoot of the sports organization of the Crittall Mfg. Co., Ltd., of Braintree, Essex. A full social and sporting programme is arranged for the coming second year of its existence. Secretary is D. Murphy, 5 London Road, Braintree, Essex.



ROLLING RILEY is that of C. P. Harrison, who is seen engaged in a spot of carefree tyre-bending with his 1.5 at the recent Heathfield sprint run by the Scottish Sporting C.C.

* * *

FIRST in this week's list is a note from Colin Peck, of the **Seven-Fifty M.C.,** telling me of the club's third special series night rally, to be held on 15th-16th November. This has in the past been what you might call an event with a difference and the start and finish for this year's "do" is at Stokenchurch. Invited clubs are Hants and Berks M.C., Oxford University M.D.C., B.P.C.C., Herts County A. and Ae.C., Harrow C.C., Lloyds M.C., Windsor C.C., Oxford M.C. and N.L.E.C.C. Regs. can be obtained from K. J. Seymour-Walker, Orchard Cottage, Turville, Henley-on-Thames, or from Colin Peck, "Fernlea", Westerham Hill, Kent. . . . **Motor Enthusiasts Club,** of Dublin, holds its Rhodes Cup trial on 11th October on a course near Calary, Wicklow. . . . Old favourite, the **North London E.C.C.** "Radcap" rally is being held this year on 25th-26th October, and is to be observed for future "silver star" status. Entries close on 18th October and regulations are available from the secretary, George Bance, 11 Bath Road, Reading, Berks. . . . Talking of caps, 18th-19th October is the week-end scheduled for their "Nightcap" rally by the **Sevenoaks and D.M.C.** Invited clubs include Ashford, Kent M.C., Bexley L.C.C., B.R.S.C.C., East Surrey M.C., Folkestone and E. Kent C.C., Kentish Border C.C., Maidstone and Mid-Kent M.C., Margate and D.M.C., Rochester, Chatham and D.M.C., and Tunbridge Wells M.C. Regs. can be obtained from D. K. Brown, 5 Clarendon Road, Sevenoaks, and entries close on 13th October. . . . On 22nd-23rd November, the **East Surrey M.C.** holds a half-night navigation rally called the "Tini" rally—obviously because it's half the length of the "Martini" event which they will, I hope, be running again in the spring. Secretary of the meeting is Mrs. Gordon Procter, 5 Ridge Park, Purley, Surrey, who will supply regs. to members of the invited clubs. These are B.A.R.C., Cemian M.C., Forces M.C., V.W.O.C., Advertising M.C., Riley M.C., Per Ardua M.C., Malden and D.M.C., Mid-Surrey A.C., Allard O.C., Basingstoke C.C., Worthing C.C., M.G.C.C. (S.E.), Mid-Thames C.C., Circle C.C. and Surrey Sporting M.C. Entries close on 15th November. . . . With a first prize of £50 in real money and something else on the awards list described as "B.R.M. pistons" is the **Leeds University U.M.C.** night rally on 8th-9th November. Maybe I'm out of touch, but I can't think of anything else that those pistons could possibly be! Anyway, regs. are obtainable from John Utley, Leeds University Union, University Road, Leeds, 2, and a number of local clubs are invited. A total of 37 reference-indicated time controls are involved in 200 miles of motoring. . . . A little nearer, the **Ford Sports M.C.** is running its "Five Star" rally again on 25th-26th October, the second time it has been a restricted night navigation event. Invited clubs to this year's version are Anglia and Prefect O.C.—how could they not be included! —B.P.A.C., Blackfriars M.C., Cemian M.C., Chelmsford M.C., East Anglian M.C., Forces M.C., Harlow and D.M.C., Lathol C.C., Lloyds M.C., Romford E.C.C., Shell M.C., T.E.A.C. and West Essex C.C. Entries go to R. H. G. Merry, 21 Netherpark Drive, Gidea

Coming Attractions

October 11th. *Snetterton M.R.C. "AUTOSPORT Three Hours" National Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.*

Lancs and Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.30 a.m.

Hastings, St. Leonards and E. Sussex C.C. Hill-Climb, Bodiam, Sussex.

October 12th. *West Essex C.C. National Hill-Climb, Stapleford, near Chigwell, Essex.*

October 19th. Moroccan Grand Prix, Casablanca.

Romford E.C.C. Driving Tests, Warley Barracks, Brentwood. Start, 2 p.m.

Sunbac Vesey Cup Production Car Trial.

B.A.R.C./Yorkshire S.C.C. Greenwood Cup Production Car Trial.

October 22nd-November 1st. *London Motor Show, Earls Court.*

October 26th. *London M.C. Sprint, Brands Hatch, near Farningham, Kent.*

Huddersfield M.C. Driving Tests, Dewsbury, Yorks.

Herefordshire M.C./Hagley D.L. C.C. Driving Tests, Vono Works, Tipton, Staffs.

Park, Romford, and close on 20th October. . . . Joint effort by the **Herefordshire M.C.** and the **Hagley and D.L.C.C.** is a closed driving test event on 26th October at that excellent venue for this sort of thing, the Vono Works at Tipton. . . . On the same subject, by the way, the **West Country** team for the Ken Wharton Memorial driving tests will be selected from an eliminating meeting to be held at Middleway Camp, near Taunton, on 19th October—there are, apparently, 100 entries chosen by all the West Country clubs. . . . **Stockport M.C.** holds its closed "revenge rally" on 9th November—who is revenging what? Join the club, have a go and find out! . . . **Romford E.C.C.** also holds a closed driving test event at Warley Barracks, Brentwood, on 19th October, starting at 2 p.m. . . . On 18th October, **Brighton and Hove M.C.** holds a closed night navigation trial, entries closing on 16th October. . . . More, and yet more driving tests: this lot, to be held at Dewsbury on 26th October, being run by the **Huddersfield M.C.** Invited clubs are Airedale and Pennine M.C., B.A.R.C., Darlington and D.M.C., Glossop and D.C.C., Leeds University M.C., Ilkley and D.M.C. Lancs A.C., M.G.C.C. and Yorkshire S.C.C. Entries close on 20th October and secretary of the meeting is A. F. Dick, "Hollybank", 85 Huddersfield Road, Liversedge, Yorkshire. . . . In line with the growing popularity of production car trials, a closed event of this type—the Vesey Cup Trial—is to be held on 19th October by **Sunbac.** Entries close on 14th October. . . . Also on 19th October is the Greenwood Cup trial, another event for standard cars which is run jointly by the **B.A.R.C.** (Yorks centre) and the **Yorkshire S.C.C.** It is closed to the two promoting clubs and entries close on 16th October.

THAMES ESTUARY A.C.

As usual this "closed to club" rally, run by non-committee members, gave all entrants a first-class day's sport and being a really tough proposition for drivers and navigators was won on the road without needing the tie-deciding driving test.

There were three sections. The first was route card, while in the second—the toughest—map references had to be visited in an order to be chosen, and the third more map references, but this time jaded navigators were told the order in which they were to be visited.

The start was at Chelmsford where competitors worked northwards into Norfolk and thence homewards to the finish at Creeksea Ferry on the River Crouch. The route was mostly over almost deserted by-roads.

With first-class organization and the Club's recent customary luck with the weather, a good day's outing was enjoyed by all, and no mishaps.

Provisional Results

Best Performance: P. Diggins (Wolseley 1500); **Navigator's Prize:** F. Patrick. **Novice's Award:** D. Smith (Ford Prefect); **Navigator:** R. Salmon. **Mixed Crew:** G. Wilsdon (Triumph TR3); **Navigator:** Mrs. G. Wilsdon.

Standard Cars up to 1,500 c.c.: P. de Boltz (Ford Prefect); **Navigator:** J. Turner. **Standard Cars over 1,500 c.c.:** R. M. Jones (Ford Consul); **Navigator:** A. Stewart. **Sports Cars of any capacity:** C. B. Misell (M.G.A); **Navigator:** C. Martin Ashwell. **Team Award:** P. de Boltz and D. A. Smith.

DINNER-TIME AGAIN . . .

The dinner-dance season is upon us: among the first of the 1958-9 winter was that of the Taunton M.C., held on 2nd October at the County Hotel, Taunton. The club's position as one of the largest in the West Country was upheld by the attendance, for over 300 members and guests were present for dinner and their ranks were swelled by the addition of some 200 for the dance which followed. A toast to the Club was proposed by the Mayor of Taunton, Clr. F. G. Wallis, and Dr. J. T. Spare, a vice-president, responded. The health of the visitors, which included representatives of several local clubs, members of the motor trade and Mr. and Mrs. Martyn Watkins, was proposed by the president, Mr. F. T. Jarman. On the following day the traditional "Club *v.* Visitors" skittles match took place.

PETERBOROUGH M.C.

The seventh annual main road trial on 5th October, attracted an entry of 32 cars to the start, at Wansford, near Peterborough, and the course of approximately 60 miles, defined throughout by route card, had to be covered at average speeds varying from 24.5 m.p.h. to 29.5 m.p.h. A questionnaire covering the entire distance had to be completed *en route*.

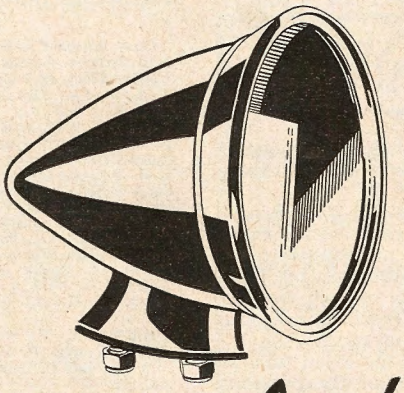
Results

Beckett Trophy: J. Starsmore (Metropolitan); **First Class Award:** H. S. Manser (Wolseley 1500); **Second Class Award:** K. Berridge (Standard 10).

More **Club News** *overleaf*

Jim Russell
Racing Drivers' School
Have a limited number of
Vacancies for Pupils
to be trained for the commencement of the
1959 Racing Season
Training will be given at week-ends throughout the winter.
Applications for places and all inquiries should be addressed to:
JIM RUSSELL RACING DRIVERS' SCHOOL, DOWNHAM MARKET, NORFOLK
TELEPHONE: DOWNHAM MARKET 3397-8

B.R.S.C.C. NATIONAL SALOON CAR CHAMPIONSHIP
After a full season's racing, congratulations to A. T. Foster in winning the 1600 c.c. Class driving the
MG MAGNETTE
entered by R. W. Jacobs and prepared by
THE MG SPECIALISTS
W. JACOBS & SON LTD., MILL GARAGE, CHIGWELL RD., SOUTH WOODFORD, LONDON, E.18 Wanstead 7783/4/5


The Walpres *Continental* Speed Mirror
This new "Continental" Speed Mirror is eminently suitable for all types of cars, particularly sports and racing. Its streamlined design will enhance the appearance of any vehicle. The body is a fixture and is of heavy chromium plate on brass. The angle of the convex 4' diameter glass is adjusted by slackening a screw in the nose of the body; this provides positive locking so that its adjustment is not easily upset, nor can it be affected by air pressure at speed. Specially designed polythene inserts are incorporated to render all joints completely weatherproof.
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CECIL ST., WALSALL, STAFFS Tel: Walsall 5454/5

LYDSTEP HILL-CLIMB

AFTER a week of almost continuous rain the Pembrokeshire Motor Club was blessed with a mainly sunny day for their Lydstep Hill-Climb on 4th October. In fact the meeting was marred only by a slight shower—also the non-arrival of David Boshier-Jones—which unfortunately spoilt a really good fight for b.t.d. among the racing cars—the rain wetting the course just before their second run. If only there had not been a pause in the proceedings for tea! As it was Tom Norton's excellent run of 33.00 secs. in his 999 c.c. supercharged Cooper put him in the money. Not content with this, however, he made a well judged climb of 37 secs. in his Jaguar XK 150 to carry off the cash award for fastest saloon.

Miss Pauline Brock, as usual, took home the ladies' award with a climb of 34 secs., this time in Mr. Cottrell's 1,000 Cooper. Her husband Jack Welton equalled this time in his Cooper 500 to take home the Gatehouse Trophy for the fastest 500. Pauline Brock's run in the more powerful Cooper prompted husband Jack Welton to announce that he has some powerful Formula 2 machinery in mind for next season. He certainly intends Pauline to stay among the "fast" young ladies.

Among the sports cars P. H. G. Cottrell's second string, a Lotus-Bristol, carried away awards for Classes 5, 6 and 7 and a cash award for the fastest sports car, his best time being an excellent 35 secs.—the Welsh Dragon was certainly rampant!

J. Banbury in a Morgan Plus 4 did exceptionally well to climb the hill in 36 secs.

J. Handley's Turner was another car which earned its keep—Class 3 and 4 award for its owner and Class 5 and 6 in the capable hands of J. Rhodes.

Among the saloons, Owen Davies's old Morris Minor—over 100,000 miles old—performed remarkably well to win his class with a climb of 42.2. The Alta o.h.v. conversion helped, of course, together with the owner's tuning "know-how".

Tom Pascoe did well to win Class 9 with his considerably bent Porsche. Poor Tom was one of three unfortunate competitors involved in accidents on their way to Pembrokeshire—mainly due to the appalling weather conditions on the Friday afternoon and evening.

The delayed start of the event was, in fact, due to the storms of the previous night. The entire length of the hill had to be swept before the first car could practice. The P.M.C. were, therefore, exceptionally lucky in having a fair sunny day for the actual event.

It is hoped to hold another of these events at this most attractive spot on 21st March, 1959.

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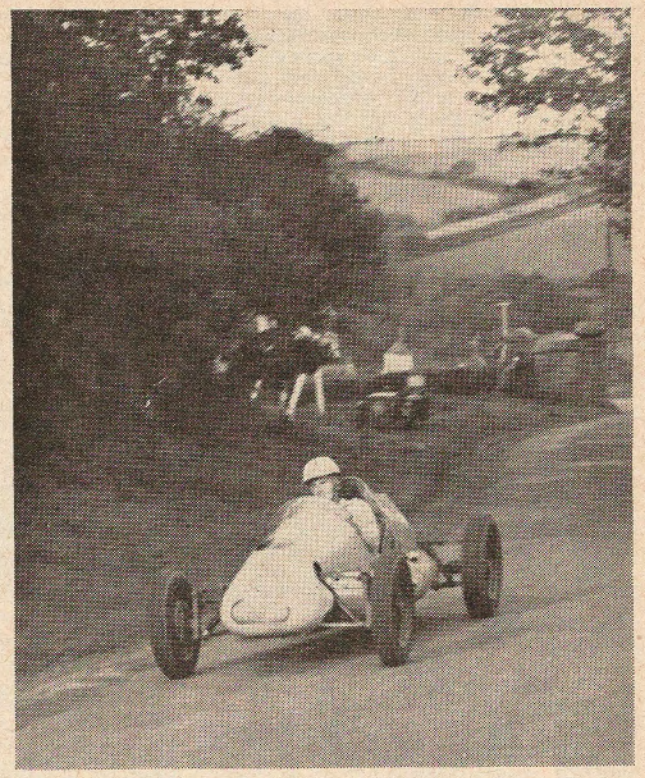


ONCE AGAIN the winner of the ladies' award—this time at the Pembrokeshire M.C. Lydstep hill-climb — was Miss Pauline Brock, seen here piloting a Cooper 1,000 in the immaculate manner in which she normally pilots her 500.

Results

Class Awards: J. Welton (Cooper 500), 34.0 s.; A. T. Norton (Cooper 1000), 33.0 s.; T. M. Norton (Cooper 1000), 33.4 s.; J. Handley (Turner), 38.2 s.; P. S. Banbury (Elva), 38.2 s.; D. M. K. Davies (M.G.A), 39.0 s.; P. H. G. Cottrell (Lotus-Bristol), 36.0 s.; J. Rhodes (Turner), 36.0 s.; J. B. Banbury (Morgan Plus 4), 36.8 s.; P. H. G. Cottrell (Lotus-Bristol), 35.0 s.; J. Rhodes (Turner), 35.0 s.; J. B. Banbury (Morgan Plus 4), 36.0 s.; P. H. G. Cottrell (Lotus-Bristol), 35.0 s.; T. J. Williams (Allard), 35.2 s.; P. P. Roberts (Austin-Healey) and A. T. Norton (Jaguar XK 150), 36.4 s. (equal); O. H. J. Davies (Morris Minor), 42.2 s.; H. A. Thomas (Elva Anglia), 42.4 s.; T. Pascoe (Porsche), 42.4 s.; T. Pascoe (Porsche), 39.8 s.; J. Handley (Riley 1.5), 42.0 s.; E. T. M. Stephens (M.G. Magnette), 42.0 s.; A. T. Norton (Jaguar XK 150), 37.0 s.

B.T.D.: A. T. Norton (Cooper 1000), 33.0 s. **B.T.D. Sports:** P. H. G. Cottrell (Lotus-Bristol), 35.0 s. **B.T.D. Saloons:** A. T. Norton (Jaguar XK 150), 37.0 s.

Brands Hatch—*continued*

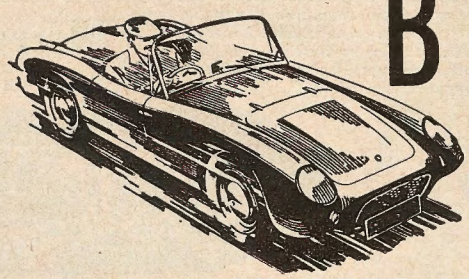
Tommy Sopwith had pole position on the grid for the first race and his Riley was to run with its lights on as a means of identification. From the flag he went straight into the lead and came home the winner by 2.2 secs.

Back on the grid the two drivers changed cars and set off once more. Sears led this time and we noticed that whereas he had been braking at Kidney Bend and Sopwith hadn't, this time Jack didn't either with the result that he won by just over four seconds, thus clinching the championship.

And so the meeting came to a close in torrential rain. In spite of the weather the racing had been enjoyed by a good crowd and the organization was well up to the B.R.S.C.C.'s fine standards. Now for Boxing Day!

By the way, to whom does that very, *very* early DB2 that I saw leaving the paddock belong?

CHRISTOPHER NIXON.



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1956/7 GENUINE A.C. ACE-BRISTOL, in Rouge Irise. Every conceivable 1958 modification including suspension, streamlined hood, disc brakes, bumpers and twin spots, short steering col. and hand brake. Michelin Xs. This car is in fantastic condition and would do credit to the marque if displayed at Earls Court. Would normally cost nearly £2,400, offered at £1,495. Exchanges. Hire purchase.—Fred Warnell Autos, Ltd., 242-248 Wood Street, off Lea Bridge Road, Whipps Cross, E.17. COPpermill 1410.

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DB2-4 SALOON, 1955, 3-litre; 22,000 miles only. Finished in B.R.G. with fawn hide upholstery, fitted every extra. Works maintained and just completely overhauled including decoke and new steering box. Immaculate throughout. Will exchange for cheaper sporting car with cash adjustment or about £1,575. H.P. available. Any trial or inspection, open A.A./R.A.C. examination.—D. Buxton, 18 Friar Gate, Derby 48284.

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AUSTIN 750 Special, glass body, fully reconditioned engine, Bowdenex, etc. £145 o.n.o. Seen at Davis Motors, 554 London Road, Ashford, Middx. Ashford 3671.

A35 TWO-DOOR saloon, May 1958, Speedwell Stage II engine with special equipment, modified suspension and brakes, extra instruments, alloy body parts, lightweight seats, laminated screen, R.K.N. belt. Choice of axle ratios, colour B.R.G. One of the fastest A35s in circulation, six awards in five meetings this season. 3,000 miles, owned, and maintained in faultless condition, by Austin Dealers. Seen at Oulton Park, 11th October, 1958. £625.—Woodyatts of Malvern, Worcs. Telephone: Malvern 390.

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FAST 750 Special. B.R.G. Aluminium body, on tubular frame—spares. £65 for quick sale.—Phone HOUnslow 5362.

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AUSTIN-HEALEY BN1, November 1954, Healey green, heater, overdrive, twin spots, condition good, 33,000 miles. £580.—Tel.: Nottingham 42692. 9.00-5.30.

DAVID SHALE.—AUSTIN-HEALEY 100-Six.—See under Racing Car Section.

DISC BRAKED, six port latest series model, fitted heater, wire wheels, overdrive, competition suspension, Road Speed tyres, nominal mileage only. £1,399. Terms. 1956 BN2, four-speed, overdrive, two-tone in absolutely unbelievably good condition. Taxed and guaranteed. £725. Seven days' free self-drive trial for the buyer.—Rudds, the Healey Agents, 41 High Street, Worthing 7773-4.

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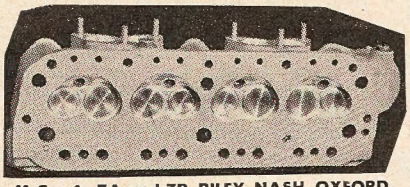

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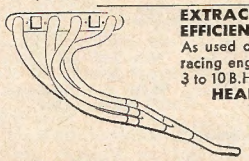

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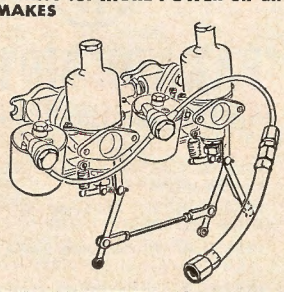

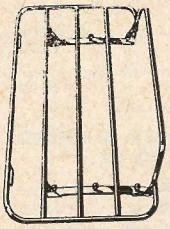

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THOMSON'S hard surface rockers, 6*s*. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburetters, half-shafts, crown-pinion sets, and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.

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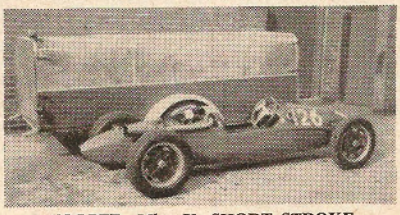

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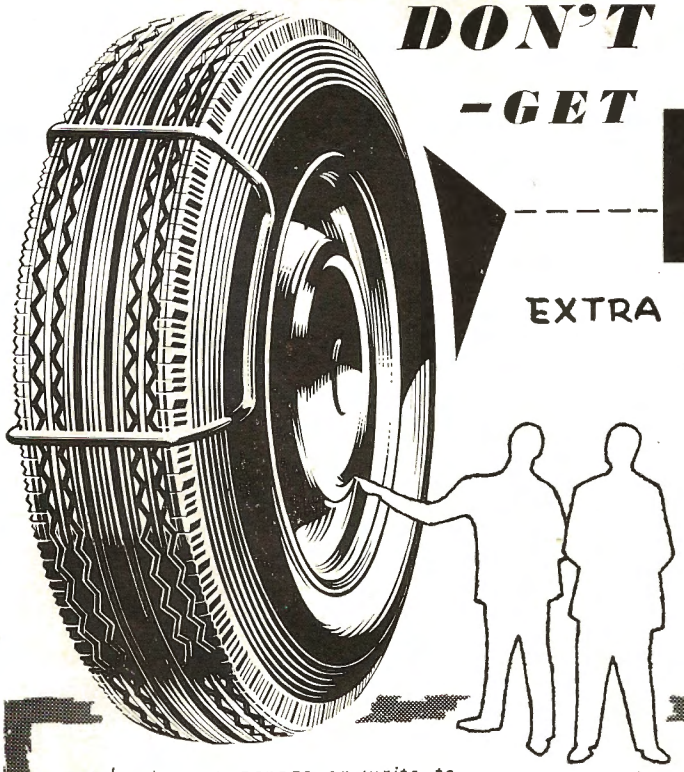

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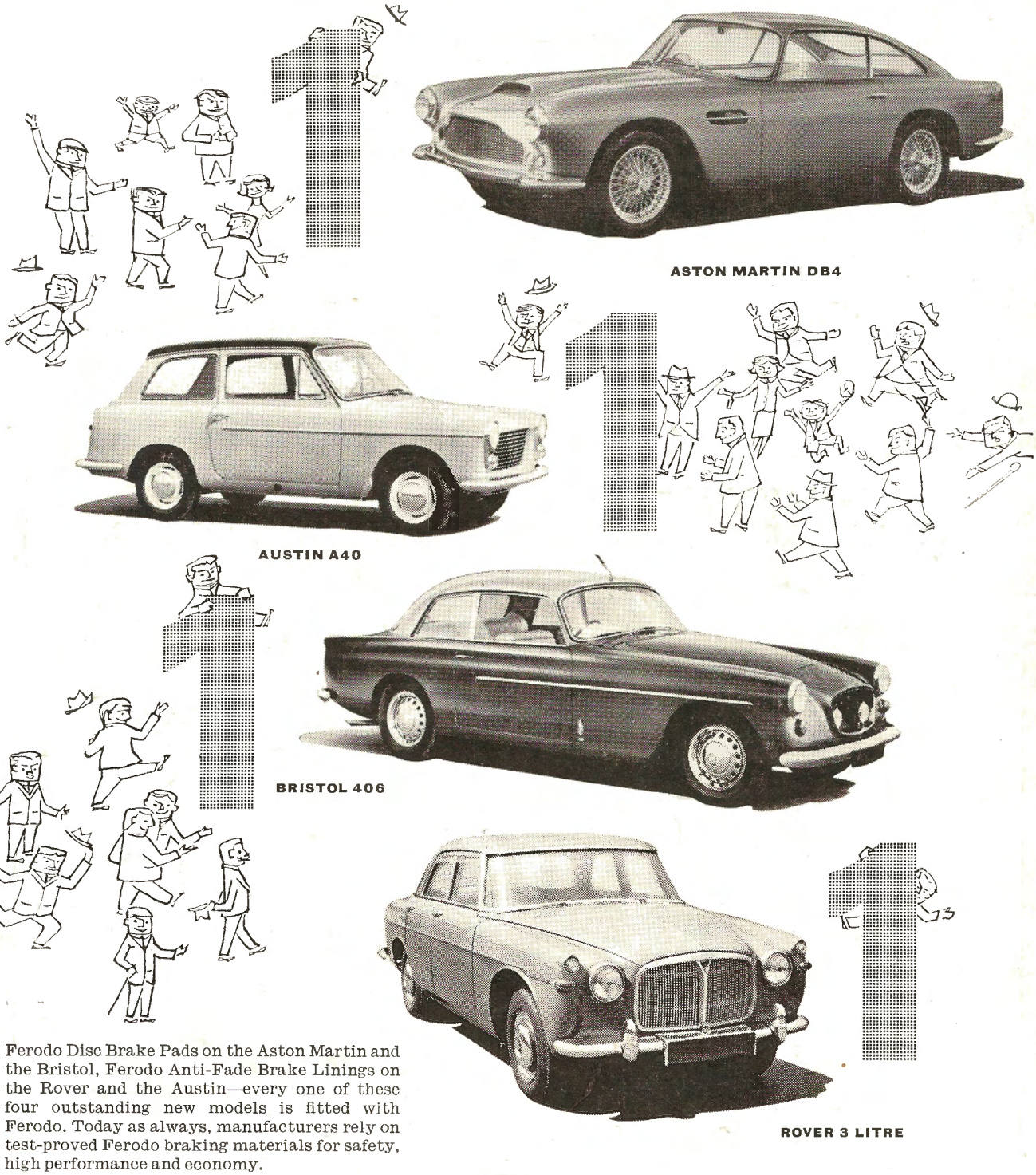

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