

AUTOSPORT

NOVEMBER 9, 1956

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EVERY FRIDAY

Vol. 13 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

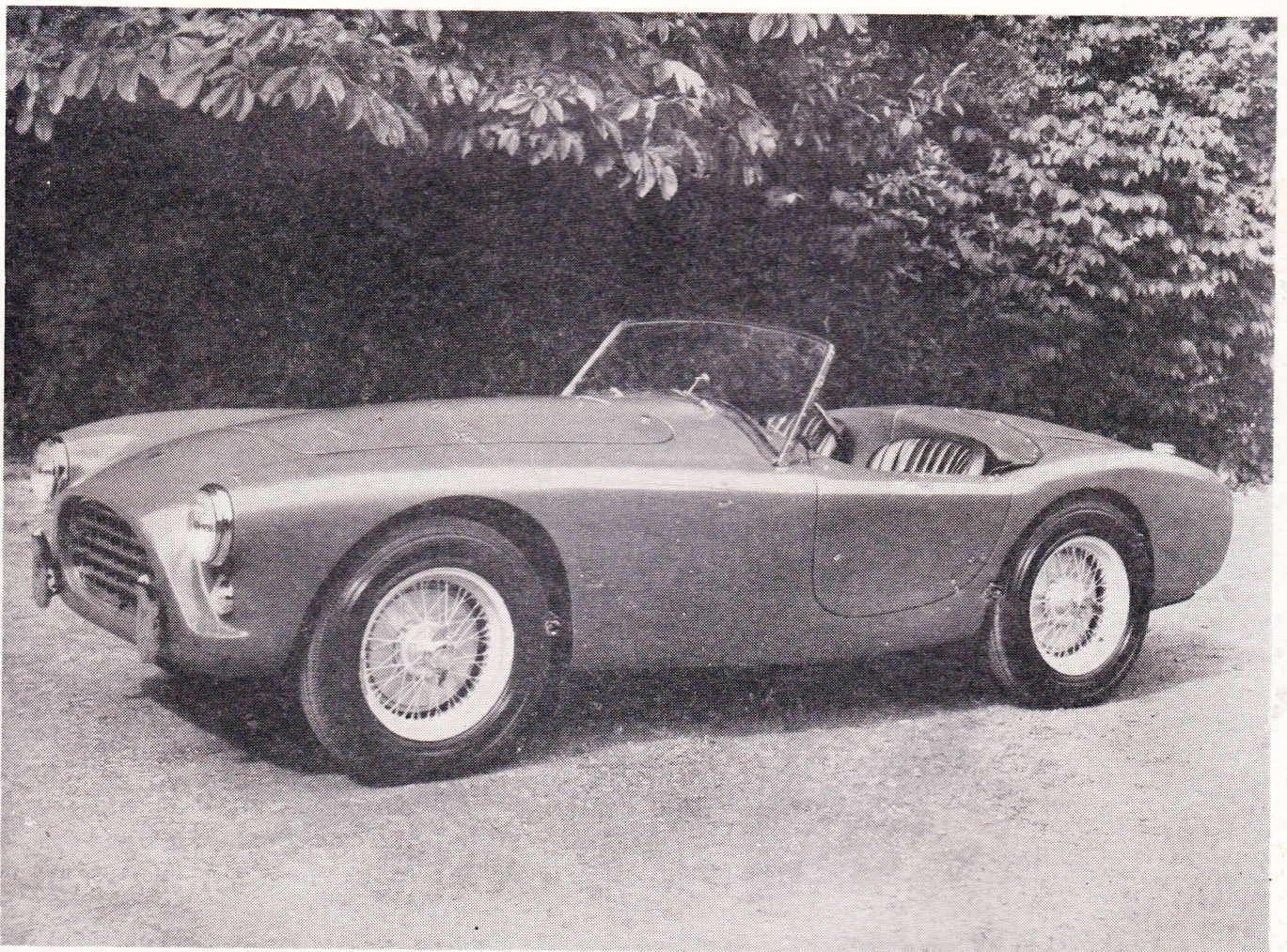
DIAMOND JUBILEE LONDON-BRIGHTON RUN : GOODWOOD MOTOR SHOW TEST DAY : CHASE TROPHY TRIAL
JOHN BOLSTER TESTS AN ELVA-HEADED ANGLIA : THOMPSON ROAD RACES : VENEZUELAN GRAND PRIX

ACE AWARDED GOLD MEDAL

in the PRIVATE COACHWORK COMPETITION at the Earls Court Motor Show by the INSTITUTE OF BRITISH CARRIAGE & AUTOMOBILE MANUFACTURERS in Section 10 Sports Coachwork produced by Car Manufacturers complete price over £850 exclusive of P.T.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 19

November 9, 1956

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Art Editor

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THEO PAGE

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

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

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Circulation Manager ERIC G. WATSON

Annual Subscription £4 9s. Od.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

OPEN COACHWORK IN RALLIES

UNDER the provisions of Appendix J to the International Sporting Code there is no ban on open cars. Such machines are permitted in Category 2, which covers Grand Touring types, provided at least 200 have been built in a period of 12 consecutive months, instead of the 100 which applies to the closed cars. In other words, it can be said that series-built open sports cars are recognized in everything but name. By introducing new regulations for International competitions, the F.I.A. have attempted to outlaw limited-production cars of the highly-specialized type. All vehicles in Category 1 can only qualify if at least 1,000 units have been built in 12 consecutive months. This category covers normal, improved and special series-production touring cars. In the same way, the second category defines normal, improved and special series production Grand Touring vehicles. It is, however, to be hoped that these regulations will be more strictly applied as regards eligible cars than has been the case in the past. Cars have actually been accepted in rallies before serious production has been undertaken; although they have been homologated by the C.S.I. of the F.I.A., there was no real investigation as to eligibility, despite the fact that it was obvious to other competitors that many of the cars admitted were nothing more or less than prototypes. One can cite the Type 250 Ferrari which won the recent Tour de France as an example of a very questionable acceptance. Magnificent machine that it is, AUTOSPORT maintains that Signor Enzo Ferrari would have been hard put to it to produce irrefutable evidence that at least 100 examples had been produced in 12 consecutive months. One cannot possibly blame the entrant, the Marquis de Portago; he entered the car, which, according to F.I.A. homologation, was eligible to run in the Grand Touring class. Presumably someone in a responsible position on the International body was satisfied, but in view of Signor Ferrari's statement, issued to the press, that his concern did not produce more than 90 vehicles of all types in a year, surely homologation would have been impossible? There have been several more suspect cases, not all of them of Continental origin. The Dutch have often been criticized for their action in disqualifying entrants who did not strictly adhere to Tulip Rally regulations; however, they, at least, have made a serious effort to interpret International rules as applicable to their event. Before the start of the Monte Carlo Rally, the F.I.A. should publish, or cause to publish, a complete list, naming the makes and types of car eligible for 1957 events, and permit no deviation from that list until the end of 1957!

OUR COVER PICTURE

THE AMERICAN SCENE: Racing on small, artificial road circuits is becoming more and more popular in the United States. This photograph was taken during the Thompson, Connecticut, races in October, and shows Perrin (Corvette) and Kessler (Jaguar) leading five other Jaguars through Hill Turn, on the first lap of a race which Kessler eventually won.



PIT & PADDOCK

CHEQUERED: Both dressed in variations on the race-winner's flag are Sir Sidney and Lady Oakes, who are active on the Bahamas motor racing scene and will be concerned with the running of the Nassau Road Races next month.

EXPERT FINGERS (below) of Brian Lister's Bristol engine tuner, Don Moore, attend to the carburation of one of the Cambridge-built cars.



THE Bentley D.C. has opened a Memorial Fund in memory of the late L. C. McKenzie, and propose that moneys subscribed be devoted, not to the usual trophy for competition, but to the erection of a building at Silverstone to be used, free of charge, for scrutineering purposes at all race meetings, Club or International.

CONTINENTAL "They Say" Dept.: That Ferrari's new V6 1,500 c.c. Formula 2 engine is now giving 180 b.h.p. at 8,000 r.p.m., which is 120 b.h.p. per litre . . . and that his Formula 1 thoughts are straying in the direction of four cylinders and Bosch fuel injection.

BELGIAN driver Olivier Gendebien will probably renew his contract with Ferrari for Formula 1 and 2, and sports car events.

IN the sports car field next year, Ferrari will continue with the 2-litre Testa Rossa and is working on a 2½-litre machine for Le Mans. The 3½-litre car, which won the Mille Miglia and Swedish G.P. this year, will be much modified during the winter.

DESPITE all the trouble experienced with thrown treads in the G.P. of Europe at Monza, Enzo Ferrari is quite happy about Englebert tyres and will continue to use them on his works cars next season.

THE Timex watch, which was lashed to the chassis of Roy Salvadori's Cooper during his record-breaking attempt at Monza last month, emerged unscathed and still ticking after 200 miles at an average speed of 131.9 m.p.h.

CAPT. F. S. BELL, who commanded H.M.S. *Exeter* during the Battle of the River Plate, has taken up an executive position with Pollard Bearings, Ltd., Ferrybridge, one of the country's leading manufacturers of ball bearings.

THEY held a "Fangio G.P." at Montevideo, Uruguay, recently, to inaugurate the new El Pinar circuit. Juan Manuel was not there, however, and local boy A. Fontes won from F. Lopez.

THE 1½-litre sports Gordini may be put into small-scale production, using an engine based on the Formula 2 design.

TONY PARRAVANO has bought the Maserati which Stirling Moss drove to victory at Monza in the European G.P. The car leaves shortly for the U.S., together with two of the V8 Maserati engines which Parravano is going to put into specials for next year's Indianapolis "500".

OFFICINE MASERATI have signed up Joakim Bonnier for the 1957 season—a signal honour for the young Swedish driver.

JACK REECE and Raymond Baxter may share an Aston Martin in the Monte Carlo Rally.

THE Brazilian "Mille Miglia" on 24th November, held on the ever-winding, writhing circuit at Interlagos, has attracted 43 entries so far, all of them South American.

IVOR BUEB'S Mk. 9 Cooper, which he raced last year, has been acquired by J. B. Welton of Cheltenham, who will race it next year in company with Miss Pauline Brock.

MR. ALEX L. HILLMAN, American publisher (and collector of bowler hats!) has bought 10 namesake Hillman cars—Husky models—to give away in a magazine-selling competition he is sponsoring in U.S.A.

"Come along, dear—it's only a Teddy Boys' Picnic."



SPORTS NEWS

RACING IN SOUTHERN RHODESIA

At the wheel of a Triumph TR3, local driver Ralph Bates was officially placed sixth in the 30-lap main event of the race meeting held last month at Beira, Southern Rhodesia. However, according to Bates's pit staff, he should have been placed second, saying that the Triumph driver was not flagged in until he had completed an extra lap. But, be that as it may, the event was won convincingly by Portuguese Craviero Lopes, of Lourenco Marques, in a Porsche, who headed the 20 competitors all the way. Second came Carlos Goncalves (M.G. TC), and third, Jimmy de Villiers, whose spirited and fast driving of his Cooper-Bristol had the crowd on its feet, clapping excitedly, as he swept down the straight, with Norman Lunderstedt and Sam Tingle, in lower horsepower cars, striving to stay with him. Both the latter eventually retired with engine trouble. The six-lap production car race was also won by a Portuguese entrant, Silva Faria (Fiat), from Elio Costa (VW) and T. Stokes (Austin A90). Stokes was scratch man, but despite some brilliant driving, he was unable to overcome his handicap.



FREDDIE DIXON

THAT great figure in motor racing, Fred W. Dixon, has gone. He was one of the few men to be a star in both motor-cycle and car spheres. His courage was a by-word, and his epic feats with Indian and Douglas two-wheelers were only surpassed by his matchless skill with unsupercharged Rileys. Undoubtedly Fred Dixon showed the way to the tremendous power-outputs now obtained from normally aspirated engines. In the 1930s the speed of his low, pointed-tail Rileys at Brooklands and elsewhere caused advocates of supercharging for small capacity power-units to scratch their heads.

Legends sprang up around F. W. Dixon. It was said that he had discovered secrets of obtaining fantastic brake horse power from fairly normal engines that defied all the efforts of rivals to discover what they were. In

MOSS WINS AT CARACAS

British Champion in Maserati Beats World Champion in Ferrari



In brilliant sunshine last Sunday, Stirling Moss won the sports car Venezuelan Grand Prix, driving a works-entered 3-litre Maserati. The race was held over 85 laps of the 4.04 kms. Caracas circuit. At no time was Moss headed by World Champion Fangio, in a 3½-litre Ferrari, who passed the flag in second place, 19.2 secs. behind the leader.

In the front row of the 16 starters on the grid came Moss, with the fastest practice time of 1 min. 46.6 secs., de

Portago (3½-litre Ferrari) and Fangio. Moss led from the outset, followed by de Portago, Fangio and Harry Schell, the latter driving a Ferrari similar to the others. Then, after a keen duel, the Spanish driver managed to pass the young Englishman, and held him down to second place between laps 7 and 15, when Moss retook the lead, after which he was never again headed. Meanwhile, Fangio passed de Portago into second place, the order at half-distance being Moss, Fangio, de Portago, Schell, Bonnier (Alfa Romeo).

Shortly afterwards, Da Silva Ramos retired his Gordini with engine trouble, the Ferrari of local driver Ramon Lopez already being out, as was the only woman competitor, Isabel Haskell, who withdrew her 1½-litre Maserati with mechanical trouble. Up to the moment of her withdrawal, the American Miss Haskell had been circulating with great regularity and speed, which earned her the cheers of the crowd, 10,000 strong.

Then de Portago started to have trouble. He stopped at his pit, restarted shortly afterwards, but only to come in again. At this stage, the stewards threatened disqualification for some unknown infringement of the regulations, but their course of action was rendered unnecessary, for de Portago came into his pit for the third time on lap 70, and retired for good. Schell also disappeared and Bonnier fell back to finish sixth, letting the American Masten Gregory (Ferrari) into the picture in third place, followed by Enrico Carini (Ferrari), fourth.

During the last three laps, Fangio made a determined effort to catch Moss, but to no avail, as the Maserati driver replied by finding yet more power and holding his lead. Finally, Fangio's car gave signs of failure, and as they passed the chequered flag, Gregory was indeed making up distance on the World Champion. The American Ferrari driver won the class for cars up to 2 litres, the 1,500 c.c. class being taken by the Venezuelan Vivaldi, whose machine was the only survivor in this category. Moss's team-mate, Jean Behra, could manage no better than fifth place in his works Maserati and was never really in the picture.

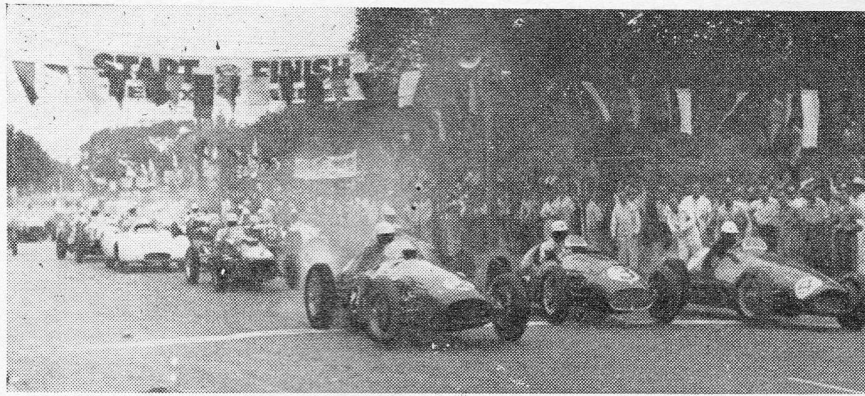
Provisional Results

1. S. Moss (Maserati), 2 h. 31 m. 49.8 s.; 2. J. M. Fangio (Ferrari), 2 h. 32 m. 9 s.; 3. M. Gregory (Ferrari); 4. E. Carini (Ferrari); 5. J. Behra (Maserati); 6. J. Bonnier (Alfa Romeo).

actual fact Fred had no secrets beyond the ability to assemble engines with meticulous care, and to apply the efficient carburation methods of air-cooled racing motor-cycle engines to multi-cylinder car units. The Riley engine, with its hemispherical combustion chambers and two-camshaft valve operation, was ideal for his purpose. Also, to Fred, a body was merely a covering to hide bare chassis details, and therefore should present as little area to the atmosphere as possible. In his own way he applied aerodynamics to the shapes of his ultra-low little cars, and lapped the Brooklands saucer at around 140 m.p.h., with an engine capacity considerably under two litres.

He possessed tremendous strength, and habitually dispensed with a jack, lifting his car unaided to change a wheel. His stamina was amazing, and he recovered from crashes that would have completely incapacitated other men. Generous to a degree, Fred believed in living a full life, and made thousands of friends. Since the war he busied himself with an idea for an entirely new type of road vehicle, which, as everyone knows, provided the basis of the Ferguson project.

Freddie Dixon will be missed by all in the motor racing game. A résumé of his leading successes is as follows: Brooklands 500 Miles Race, first in 1934 and 1936; Ulster T.T., first in 1935 and 1936; British Empire Trophy, Brooklands, first, 1935; International Trophy, Brooklands, second, 1935; plus numerous "firsts" in lesser road and track events. He acquired the Sunbeam Silver Bullet with intentions of preparing it for world record attempts, but the project came to nought, as did his subsequent plans for the "Dart" record machine. Freddie Dixon was 64.



GRAND PRIX cars are no strangers to Melbourne's Albert Park circuit, scene of the forthcoming Australian G.P. Here are two Maseratis—Reg Hunt's Type 250F on the left—and Lex Davison's Ferrari leading away in the Moomba meeting early this year.

SPLASHING its way through a water crossing outside Tingha, New South Wales, goes the Wright/Oliver 980 c.c. Goliath saloon, which won the Australian Mobilgas Economy Run for the second successive year.

AUSTRALIA'S OLYMPIC GRAND PRIX

THIS year's Australian Grand Prix meeting promises to be the greatest motoring sport event ever staged in that country, and the prize schedule, totalling £4,000, is the most valuable ever listed there. The occasion will be all the more important because the racing will be held on the two Sundays, 25th November and 2nd December, that fall in the period of Melbourne's Olympic Games. The venue is the 3.125-mile circuit around the lake in Melbourne's Albert Park. On the first day there will be four events, for racing, touring and sports cars, and on the second, a sports car "curtain-raiser", followed by the Grand Prix. The big race will run for 80 laps, or 250 miles, and has attracted works Maserati entries. It is possible that works Ferraris may also run, but they do not appear amongst the 28 entries so far notified, which include Stirling Moss and Jean Behra (Maseratis), Reg Parnell and Peter Whitehead (Ferraris), and Ken Wharton (Maserati). A Formula 1 Connaught may also run.

This will be the 11th G.P. organized by the Light Car Club of Australia, and, as the event is now run in a different state each year, the second raced at Albert Park. The previous one, in 1953, was won by Melbourne driver Doug Whiteford in a Lago-Talbot, at an average speed of 82.85 m.p.h. The current lap record (Reg Hunt—Maserati) is 1 min. 59 secs. (95 m.p.h.).

SECOND AUSTRALIAN ECONOMY RUN FOR GOLIATH

KENNETH WRIGHT and Colin Oliver repeated their performance of last year when they carried off the second Mobilgas Economy Run which finished at Southport on 21st October. They were followed by a Simca Elysée and Peugeot 403, while British prestige was upheld in class victories for 2.4 Jaguar, Morris Isis and Rover 90. The route covered 1,001



miles from Sydney, via the New England Highway, running through altitudes of 3,000-4,000 feet above sea level.

The winning Goliath, with the new 980 c.c. motor developing 40 b.h.p., recorded 63.0437 ton-miles per gallon, compared with 64.5062 in last year's run from Melbourne to Sydney.

H. A. C. RUSSELL.

Results

1. Goliath, 51.093 m.p.g.; 2. Simca Elysée, 48.000; 3. Peugeot 403, 42.254. **Class A** (up to 1,100 c.c.): 1. Goliath, 51.093; 2. Morris Minor Convertible, 51.666; 3. Fiat 1100, 47.988. **Class B** (1,101-1,500 c.c.): 1. Simca Elysée, 48.000; 2. Peugeot 403, 42.254; 3. Morris Oxford, 39.511. **Class C** (1,501-2,500 c.c.): 1. Jaguar 2.4, 33.762; 2. Humber Hawk, 33.092; 3. Standard Vanguard, 33.919. **Class D** (2,500 and over): 1. Morris Isis, 33.440; 2. Austin A90, 30.432; 3. Ford Zephyr Mk. II, 31.424. **Special Class** 1. Rover 90, 31.636; 2. Dodge Crusader, 26.582. **Vintage Demonstration Run**: 1911 Rolls-Royce Silver Ghost (7,000 c.c.), 15.452.

UGANDA RALLY, 1956

THE route for this year's Uganda Rally was increased to 1,123 miles, formed by two equal loops, west and east of Kampala. The farthest point of the first loop was Fort Portal at the foot of the Rowenzori Mountains, while the second loop crossed the Nile over the Owen Falls Dam and recrossed by ferry at Atura. The average speed was 36 m.p.h. for the first half and 40 m.p.h. for the second. Road conditions were generally favourable, but secret checks were a constant threat to the unwary, and many points were lost this way.

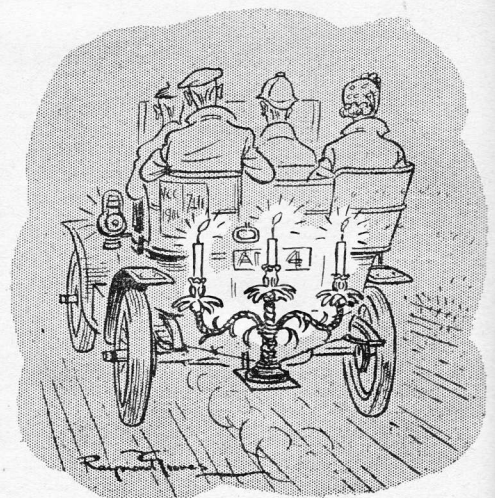
Results

1. V. G. Bennett, I. W. McAdam, R. M. Pineo (Peugeot 403); 2. Jamil Din, Zahur Din (Borgward Isabella); 3. J. H. Gaunt, G. D. Kerr, L. J. Sims (Jaguar 2.4); 4. P. J. Burton, D. Mackie, K. P. Jones (Peugeot 403); 5. D. F. Berresford, B. Settle (Peugeot 403); 6. M. Ashraf, M. Jaffer (Borgward Isabella). **Team Prize**: Borgward Isabella (J. Din, M. Ashraf, N. Hussein).

LOTUS TRAVELS BRITAIN END-TO-END AT 51 M.P.H. AND 38 M.P.G.

AT 9 p.m. last Friday evening, 2nd November, an 1,100 c.c. Lotus, driven by Ian Smith and Tim Martin, left Land's End bound for John o' Groats in a speed plus fuel economy test, sponsored by Esso and *The Sports Car and Lotus Owner*. The car used was that with which Reg Bicknell and Peter Jopp won the 1,100 c.c. class at Le Mans this year, the only modifications to it being a stiffer suspension, a detuned engine to give greater fuel economy and a 3.9 rear axle, which reduced the effective maximum speed to about 100

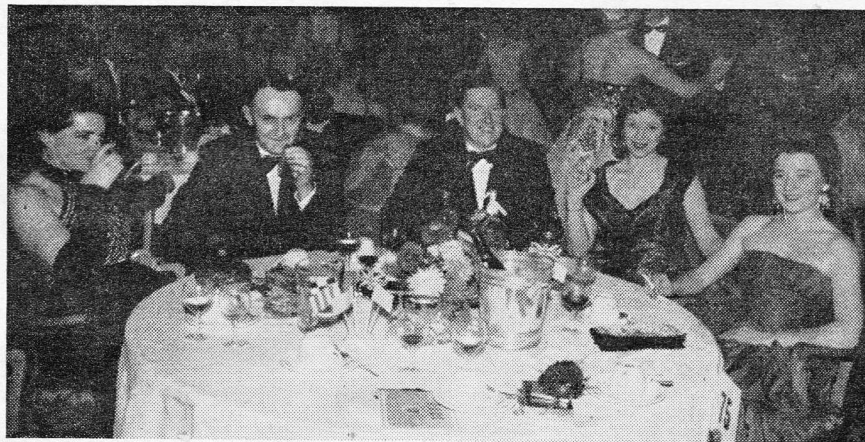
m.p.h. Leaving Land's End at 9 p.m., Martin drove the first 460 miles to Cliff Allison's garage at Appleby, Westmorland, where a half-hour stop was made for breakfast and refuelling in the early hours of Saturday morning. The Lotus's average speed for this leg was 51 m.p.h. Smith then took over the wheel for the remaining 432 miles to John o' Groats, which was reached at 2.28 p.m. on Saturday afternoon. For the total distance of 892 miles, driven in an overall 17½ hours, the Lotus recorded an average speed of 51 m.p.h. and an average fuel consumption of 38.5 m.p.g. Esso fuel and oil was used, and it is believed that the time taken for the run constitutes a Land's End-John o' Groats unofficial absolute record.



TELLING A TALL ONE? (Right) John Cooper, with "fisherman's hands" extended, keeping Ray Brock (left), Ivor Bueb and D. Wilson of Redex well amused.

THE B.A.R.C. DINE and DANCE

OVER 1,200 people attended the annual dinner-dance of the B.A.R.C. in Grosvenor House, last Friday. Guests were welcomed by the Duke of Richmond and Gordon, President of the Club; the toast of the visitors was given at considerable length by L. F. Dyer, who dwelt on the exploits of Donald Campbell. Lord Brabazon of Tara

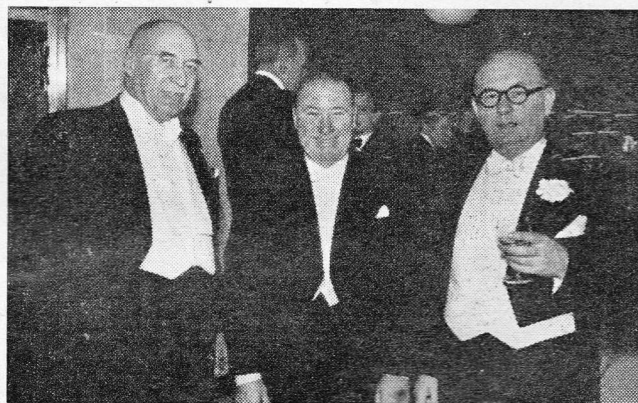


CAN I INTEREST YOU ... in a raffle ticket? asks an attractive salesgirl of Donald (water record holder) Campbell and Mike Hawthorn.

RELAXING with cigars or cigarettes (above) after dinner are (l. to r.) Mrs. John Wyer, John Wyer, David Hampshire, Mrs. John Morgan and Mrs. Hampshire.

★

(Right) Major Frank Bale, O.B.E., Treasurer of the B.A.R.C. since 1919, with Sydney Jerome and Secretary John Morgan.



ALL ONE CLUB: Mid-Thames C.C. members in post-prandial mood: (l. to r.) Mrs. B. Turner, Mr. C. Turner, Mr. D. O. Ingram, Mrs. Gay Edwards, Mr. Edwards, Sylvia Ketcher and Mr. K. C. Ketcher.

replied. Among motor racing folk present were Mike Hawthorn, Ron Flockhart, David Murray, Raymond Mays, Peter Berthon, Ivor Bueb, Reg Parnell, John Wyer, Peter Miller, David Hampshire, John Green, John Cooper, Les Leston, John Coombs, David Boshier-Jones, N. Campbell-Blair, Colin Davis, Harold Grace, Bruce Halford, Duncan Hamilton, O. Issard Davies, Alan Moore, Peter Jopp, Tom Kyffin, John Lawry, Michael McDowel, Mike Mainwaring-Evans, Ken Wharton and Graham Whitehead.

John Morgan had also arranged an excellent cabaret, and possibly as a tribute to Ecurie Ecosse, eightsome reels and the Gay Gordons were played by the Dagenham Girl Pipers. Sidney Jerome's band dispensed music for what the "sassenach" described as more civilized performances.

JOHN BOLSTER TESTS

AN ANGLIA WITH AN ELVA HEAD

THE latest Ford Anglia is a remarkably fast and lively small saloon. In spite of its more than adequate performance, it is often tuned to give even greater "urge" by enthusiastic owners. Yet, there are limits to the "hotting up" which a side-valve motor will accept.

Provided that a "moderate" camshaft and a not too efficient manifold are employed, the fuel consumption of the side-valve unit is acceptable. Any attempt to use ramming pipes or an extractor exhaust system, however, may result in an absurd thirst for petrol and little else. The reason, of course, is that part of the charge goes straight from the inlet valve to the exhaust during overlap, without pausing to visit the cylinder. Those amateurs who have tuned their Anglias not wisely but too well now know why they only get 17 m.p.g.!

The answer to all this is to put the valves in the head, but what about cost? Frank Nichols has kept the price down by copying the new Bentley, which may seem odd. Yet, it is obviously cheaper to put one valve up aloft instead of two, and so he has chosen the inlet-over-

also be fitted by those who are really in a hurry. However, the Anglia that I have been testing had none of these things. It had the cheapest basic Elva outfit, and the car had covered 42,000 miles, of which 18,000 were after conversion and included some successful racing. Apart from the head, stronger clutch springs had been fitted, and a pair of Buckler constant mesh gears stepped up the indirect ratios.

With the standard Elva compression ratio of 8.9 to 1, the conversion is claimed to extract no less than 57 b.h.p. from the Anglia or the Prefect. As soon as I drove off in the car, it was obvious that this is no idle boast. The acceleration and maximum speed are considerably better than those of last year's Zephyr, in fact, they approach those of the current "Six".

However, to get the performance figures in their true perspective, it is best to compare them with a standard car of the same model. As the Ford Motor Co. submitted a new Anglia when the model first appeared, I have all the stopwatch figures for a well-prepared

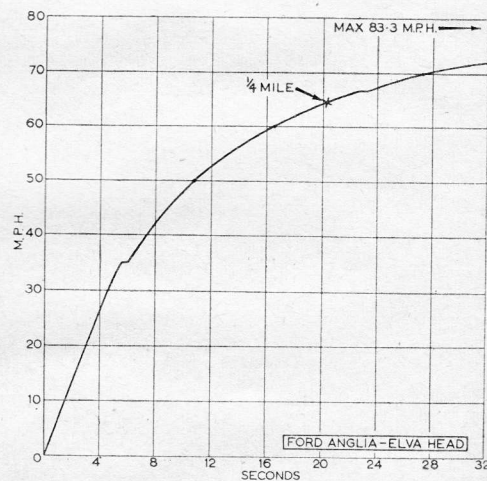
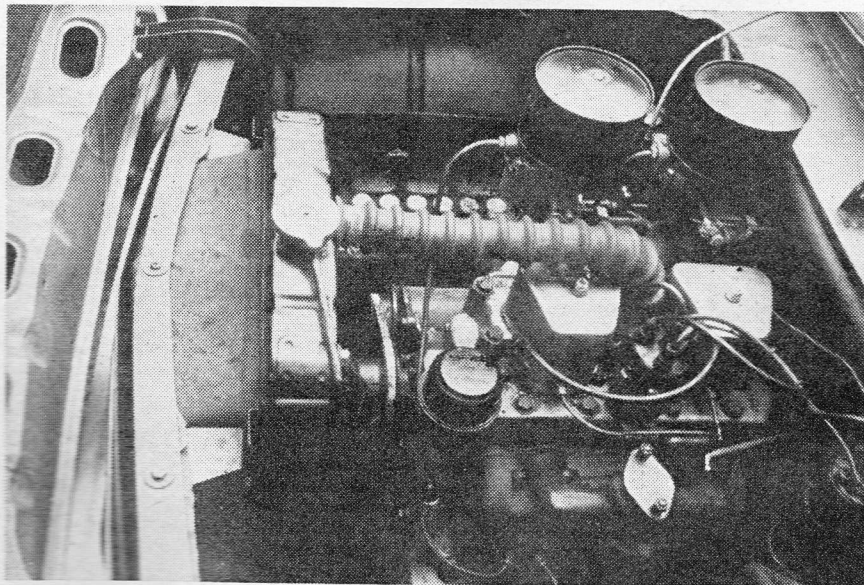
specimen. These appear in brackets after those of the Elva-modified car.

The maximum speed was 83.3 m.p.h. (72 m.p.h.), and the time for the standing quarter-mile 20.2 secs. (23.2 secs.). The acceleration figures, on a recalibrated speedometer, were 0-30 m.p.h. 4.6 secs. (5.8 secs.), 0-50 m.p.h. 10.8 secs. (15.4 secs.), and 0-60 m.p.h. 16.6 secs. (26 secs.). The 0-70 m.p.h. figure was 27.2 secs., and was not, of course, taken on the original car. Thus, the improvement in performance is so great that it is of a different order altogether.

A pair of air silencers were fitted to the carburetters, but the engine could still be heard and felt more than a standard unit. The Ford engine is never exceptionally refined, but the slightly "harder" character of the Elva-modified version does not reach objectionable levels.

Perhaps the best feature of the outfit is its comparative economy of fuel. If a standard Anglia and this tuned car were both driven absolutely flat out, the fuel consumption would be very similar, in spite of the much greater speed of

(Continued on page 614)



ACCELERATION GRAPH

exhaust layout, as used by Rover and Rolls-Royce, among others. The result is the Elva head and, in atrocious French, *Elle Va* means, "She Goes"!

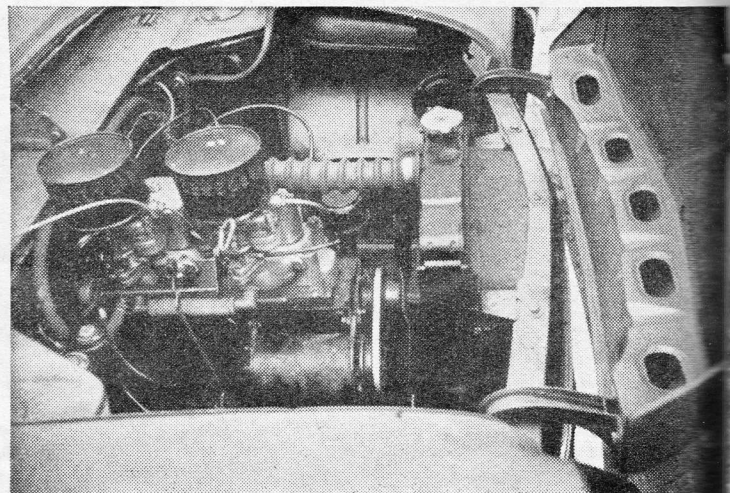
The Elva head is cast in light alloy and contains the inlet valves, the exhausts remaining in the block, though they may be increased in size with advantage. The head is sold with a complete conversion kit, including gaskets, inlet manifold, throttle linkage, in fact, the lot. This outfit retails at £58 10s. 0d., but it needs another carburetter to complete it. In other words, one uses the standard Solex that was already on the Anglia, and begs, borrows or steals another one to make a pair.

Now, all the other "gubbins" may, of course, be added when finances permit. Two big SU carburetters and a four-branch exhaust manifold are available, for instance, and a sports camshaft may

NEARSIDE of the Elva i.o.e. conversion head (above), showing the projecting covers for the overhead inlet valves, and blanking off of the original inlet manifold. A four-branch exhaust manifold is available.

★

OFFSIDE view (right) shows the twin Solex carburetters and air cleaners. SU carburetters can also be fitted.



"D" DAY AT THOMPSON

John Fitch and Walt Hansgen in Briggs Cunningham's Jaguars Shine in New England Road Races

Report and Photographs by Ruth Sands Bentley

LIKE sailboats crabbing in the wind, two white-and-blue "D" Jaguars drifted through the banked turn of Thompson to make the most beautiful sight of the day. And people gathered at that part of the course to see the graceful cars. It was the 7th October races of the New England Region, S.C.C.A., and Briggs Cunningham had entered two of his team cars. John Fitch was driving the bored-out one; Walt Hansgen was handling the other. At the starting line Hansgen revved too high just as the flag fell; his tyres lost traction and Fitch left his team-mate momentarily at the post. But by the initial lap's end, Hansgen was back in second position ahead of Lloyd (Maserati), Thompson (Corvette) and Holbert (Cheetah). A little farther back, Carter (Jaguar XK 140MC) headed the next group of contenders.

This was the 15-lap, final race of the day. The tenth was for high finishers in all preceding races of the day for cars under 1,500 c.c.; the eleventh and final race was for those over 1,500 c.c. Fitch had won the ninth race; Lloyd had taken the fifth; Holbert the sixth; Carter the eighth; and Kessler (Jaguar XK 140) the seventh. Exceptionally fine drivers were on the course.

Dick Thompson was at the wheel of the new SR-2 Corvette, equipped with the 1957 engine, producing 280 h.p. With stiffer suspension than last year's model, the car handled well despite its 3,160 pounds. Dr. Thompson, known as "Mr. Corvette" for his successful ventures with the make, finished fifth in the ninth race behind the "D" Jaguars of Fitch, Hansgen, Constantine and Huggler, and was holding fourth position in the final event. But 7th October was strictly a "D" day.

Fitch completed his second lap of the 1.5-mile course in 1 min. 13 secs.; he

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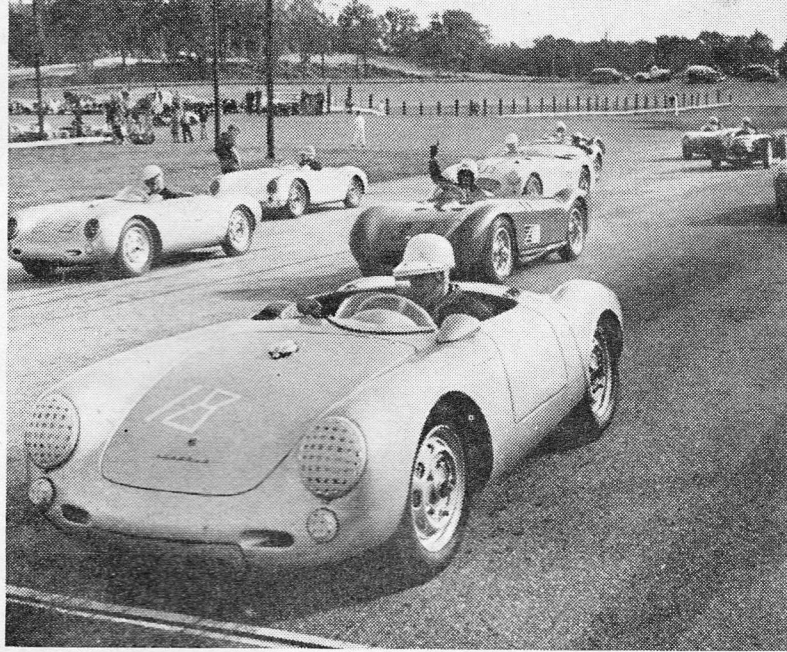
ALL SET for the "go" — Christianson and Paul Sagan (Porsches) and Bill Procter (1½-litre Maserati) lined up for the fifth race, won by Bill Lloyd (3 litre Maserati) after Sagan had led for three laps, setting a new Thompson class record.

quicken his third lap to 1 min. 12.3 secs.; and finished his fourth in the incredible time of 1 min. 11.4 secs. with Hansgen right there too. By lap 6 they held a 17-second lead over Lloyd, and on their next tour lapped McAdams (Jaguar XK 120) and Sardi (Jaguar XK 140). Thompson tried hard to catch Lloyd, taking the Corvette deep into turns, but four or five seconds always separated them. Hansgen, on the other hand, harried Fitch unceasingly, almost passing at times but taking the chequered flag 2.3 secs. behind the Stamford speeder.

Results

1, John Fitch ("D" Jaguar), 73.4 m.p.h.; 2, Walter Hansgen ("D" Jaguar); 3, William Lloyd (3-litre Maserati); 4, Richard Thompson (SR-2 Corvette).

The penultimate race, 15 laps for the fastest under 1,500 c.c. cars, saw Paul Sagan (Porsche 550) run away from the field and win by 27 secs. over Bill Rutan (Lester-M.G.). Earlier in the day, Sagan won Class F Modified in the fifth race to set a new 10 lap average speed for that class at 69.82 m.p.h. The old 68.80 m.p.h. record was his own.



Holding second place for 12 laps, Austin Conley (Porsche 550) was passed by Bill Rutan (Lester-M.G.) and found himself sandwiched between two Rutans, the trailer, Charles, in a VW Special. Charles was leading Class G and moving quickly. Charles Rutan had won the third race at the remarkable average of 67.05 m.p.h.

Len Bastrup (Lotus Mk. IX) was second in Class G, and by lap 12 had Briggs Cunningham's Lotus-Maserati—third in the class—very close behind. But with one lap and a half to go and on the back stretch, the universal joint broke on his Lotus, and Cunningham pushed his new baby back home.

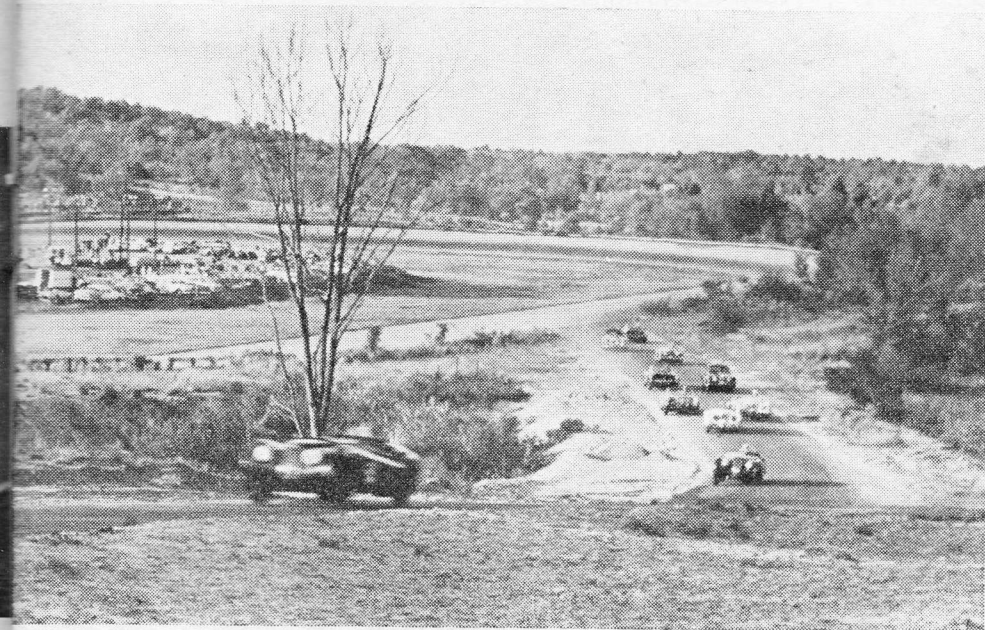
Results

1, Paul Sagan (Porsche 550); 2, Bill Rutan (Lester-M.G.); 3, Austin Conley (Porsche 550); 4, Charles Rutan (VW Special).

In the first race of the day, Ed Sprigg drove an Alfa Giulietta to a new class G Production record of 63.9 m.p.h.; and in the Unrestricted Class, Robert Holbert (Cheetah) set a new mark at 69.88 m.p.h. for the course.

WELL AWAY on lap 1 of race 8 (left) is Carter's XK 140MC Jaguar, which led all the way. This photograph shows the new road, leading away from the original half-mile oval.

DOCTOR'S PRESCRIPTION for a Jaguar/Maserati chaser—take one Chevrolet Corvette SR-2, and enjoy yourself. Dr. Richard Thompson (below) finished fourth in the main event behind two D-type Jaguars and Lloyd's Maserati. The pond in the background is actually the Thompson raceway paddock area after a night's rain!



WIDE OPEN SPACES of the Goodwood circuit provide an ideal venue for trying out high performance cars. Here an Austin A95 is checked at the paddock exit while a Mark 8 Jaguar passes.

two of us we managed to cover 75 laps during the 5½ hours of driving time in 19 different cars! Thus, it will be appreciated that our impressions are necessarily brief and to some extent superficial, because there just is not time to "get used" to a car in that time, and if, for example, one leaps out of a sports-racing car into a six-seater saloon, one's judgment of the said saloon is liable to be a little warped. So don't take us too seriously. NOW READ ON.

* * *

My problem of first choice from so mouthwatering a list of cars (writes C. P.) was partially solved by arrival at the "tally box" some 10 minutes after opening time at 10 a.m. By then most of the "plums" were out on the circuit, and heavily booked, but the disc for one of the two 2.4 Jaguars was still available, and soon the car came in,

Grand Prix de la Plume

FOR NEW READERS—Each year, at the time of the Earls Court Motor Show, the Guild of Motoring Writers promotes an event known as the Motor Show Test Day at Goodwood racing circuit. The idea is to give members of the Guild (who comprise most of those who write on motoring matters in all kinds of papers and magazines) and visiting journalists from abroad the opportunity to try out under ideal conditions the latest products of the British Motor Industry.

That is the idea. In practice, the serious business of critically assessing a new model tends to be overshadowed by the sheer joy of being let loose on a real racing circuit in an interesting variety of "works cars"—a chance to have a day of real motoring, away from the niggling frustration of everyday traffic driving. Admittedly, one is liable to find the Motoring Correspondent of the *Little Tiddlewick Times* trundling around at 30 m.p.h. on the left-hand side of track (International "keep right" rule being theoretically in force), trying to decide whether the heater control on this year's model is better than on last year's; but

The Ninth Guild of Motoring Writers' Test Day at Goodwood

in the main, and perhaps particularly to the representatives of AUTOSPORT, the one question in mind is: "What's it like to drive?" And there is only one way of finding out!

This year, Cyril Posthumus and Stuart Seager made the pilgrimage to the Sussex venue, armed with driving permits, the "supplementary regs" and the list of 63 cars that awaited our pleasure. An office is set up at the paddock exit for use as "race control", where one can collect the numbered disc belonging to the car one wishes to try, assuming it is standing there, panting gently, in its numbered paddock stall and not out on the circuit in the hands of some unworthy wretch who got there first. On presenting the disc to the maker's representative, one signs for the car, makes careful note of what kind of gearchange it has this year, and edges gingerly through the throng, out of the paddock gate, and onto the sacred tarmac of Goodwood.

One is allowed only three laps in any one car—just 7.2 miles—but between the

nicely warmed up. Very trim, velvet smooth, this seemed almost a vice-less vehicle, with the very pleasant gearbox one expects with any Jaguar product. The change lever, however, comes disconcertingly far back, being almost horizontal for second or top. Conscious mentally of the cantilever rear springing, I could find no hint in the 2.4's beautifully smooth ride of anything unconventional, save that it seemed perhaps a mite too soft, though it didn't affect the cornering. How Jags build this handsome integral construction, 100 m.p.h. saloon, with overdrive and all luxuries, at a basic price of £953 is their secret—can it be beaten as value for money?

To the Standard Vanguard Sportsman next—and what a pleasant surprise this TR3-ized saloon gave us! Three speeds plus a Laycock overdrive makes a delightful five-speed Vanguard, though at Goodwood overdrive second and direct third were about all that were needed. But shame on me, I got "lost" in the column gearchange approaching Lavant on lap 1, causing grr-ing noises on contacting the reverse pinion, and drawing forth a "Hoy!" of protest from "Mort" Morris-Goodall, observing at the corner. The Sportsman's ride was wonderfully firm, thanks principally to an anti-roll bar at the front, and there was that pleasantly safe feeling when trying to corner fast, which a degree of understeer engenders.

One may fairly expect these virtues from a car which calls itself the "Sportsman", but an equally pleasant surprise was provided by the Singer Gazelle. I had already tried one of these on the road, but traffic conditions largely negated my impressions, save that the car seemed distinctly accelerative. It was interesting at Goodwood to confirm this, and to learn how brisk this



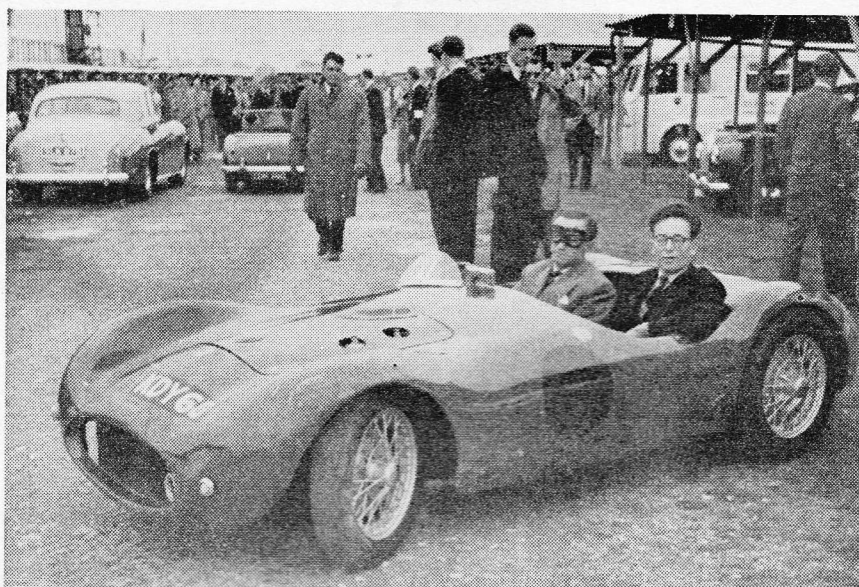
JOY OF LIVING—C. P. beams happily as he heads for the track in the Le Mans Lotus. Three laps were just a tantalizing taste of the near-ultimate in motoring delight.

DEMONSTRATION of how it should be done—Peter Jopp takes C. P. for a run in the Climax-powered Elva. Threading one's way out of the crowded paddock was a good test of any car!

Rootes Group newcomer is. For a steering column type, its gear change is firm, precise and almost endearing; the 1,500 c.c. overhead camshaft engine is a most willing worker and with once again a comfortable degree of under-steer and the minimum of roll, the Gazelle was great fun, and distinctly a wolf in Minx clothing.

My next pick dispelled a mild and needless prejudice I had harboured, against the rather curious gear change on the Anglia-engined Morgan 4/4, Series 2. Its fore-and-aft movement, redolent of the slide the trombonist works at so busily, took a lap to get used to, after which you feel you can do anything with it—as, of course, you can with the rest of the Morgan, which is one car most journalists agree just must not be missed on Guild Day each year. It is an enchanting vehicle to drive at Goodwood, for whatever silly things one might do, the "Moggy" obligingly gets one out of them. Initially I lamented the absence of a 2-litre Plus-Four this year, but soon found the 4/4 was equal fun. The "poke" from that twin-carburettor Ford engine is amazing, and on the handling of the whole car one could wax lyrical. In fact, I note that I already have!

The Ford Zephyr was a very different cup of tea, seeming enormously wide after that delightful Morgan, with acres of bench-type front seat between driver and passenger, and panoramic screen ahead of them. I have always loved the Zephyr for its performance and handling, despite its tail-happiness; on the new model, the latter weakness has departed, but with it, to me at any rate, has gone much of the old Zephyr's charm, leaving



in its place a general impression of American vastness. The three-speed gearbox with steering column change has the usual electrifying Ford pick-up on direct second, plus a Borg-Warner overdrive distinctly useful in providing that intermediate ratio so many yearn for on Ford vehicles. Big as it seems—and owners assure me that the new Zephyr "shrinks" conveniently as you grow accustomed to it—this car certainly shifts, with the clock reading 87 down Lavant Straight, before braking became necessary for Woodcote; and the old Zephyr front end "cortsey" has gone when the brakes go on.

But it was nice to get back to a gear change and four speeds, and of all the pleasant features of the Turner 950 c.c. open two-seater, its gearbox rates among the pleasantest. It is the latest Austin A35 box, allied to the new, larger engine in the Turner chassis; the resultant car is a "real honey", ranking with the Morgan 4/4 as sheer delight to drive, and with the same "foolproof" handling. "An amusing little chap, isn't it," beamed Bob Gerard, and indeed, the Turner is most captivating. I want one!

In dashes between drives to secure discs for the next car, I had kept an eager eye open for Nos. 37 or 38. Alas, they stayed implacably booked until, by good luck (or was it the announcement over the P.A. concerning the availability of refreshment?) the gate marshal handed in some "used" discs, while I was at the box—and they included No. 38. I had it in a trice, and dashed joyfully to the other end of the paddock. "Sorry," said Graham Hill, "You can't take a passenger, I'm afraid—she bottoms with too much weight on." So I had the Lotus Eleven Le Mans—the car driven by Cliff Allison and Keith Hall at Le Mans—all to myself.

Without extended experience of a sports-racing car like this, how can one write authoritatively on the Le Mans Lotus? All I can say, as I did, glassy eyed, on returning it, is that it was

wonderful, marvellous, terrific. . . . I can still live the joy of accelerating hard out of Lavant, the 1½-litre Climax engine emitting a glorious rasp along the Straight; then down to third through Woodcote, and away again past the pits, for three whole laps. Oh boy! Would that it were 103, then one could really learn something! The Lotus's rev. counter had a tell-tale. "Hey, you didn't use it much—'six-seven,'" chided Colin Chapman, when I climbed out. "The last bloke took it up to 'eight-two'—you'll have to do better than that!"

After that dream Lotus, I felt I really didn't want anything else to drive, but on reflecting that the Guild Goodwood comes but once per year, I changed my mind, especially on spying the red Elva-Climax, a late addition to the list, standing in its bay. Too late!—its disc departed before my very eyes, so I took No. 39 instead—the M.G.A. in its newest hardtop form. And very nice, too, it proved to be, although intolerably stuffy at first, owing, we found, to the heater having been on, and the windows closed for most of the morning. But with a central gate gear change as precise as that on the Turner (both of them B.M.C.) and pleasantly taut handling qualities, the A-type worthily joins the Lotus, the Morgan, the Turner, the XK 140 (with normal gearbox) and the Austin-Healey 100-Six in my garage of desirables.

Ah yes, the Austin-Healey 100-Six. "You must try it," enthused an eager Seager, when we ran into each other (no, no!—on foot) in the Paddock—"It's marvellous—third and overdrive third all the way round." And indeed it was. What a sports car they have made, with B.M.C.'s Austin A105 engine in Healey's chassis! The dynamo-smooth 102 b.h.p. six-cylinder engine makes the older 90 "four" seem almost lorry like, and with yet another delightful gearbox by B.M.C. plus Laycock de Normanville overdrive, gave infinite pleasure around Goodwood.

While overdrive was fun to play with, I found fully automatic transmission at Goodwood initially disconcerting, then fascinating, and eventually boring. The car I tried was the Borg-Warner-equipped Jaguar XK 140, a luscious and much-to-be-coveted hardtop, but my left



RELIEF is expressed by Graham Hill (standing) as S. P. S. returns the Club Sports Lotus intact after an exhilarating drive in this tiny racer.

foot was in agonies of indecision as I sidled through the paddock; down it went to declutch as I stopped to hand over the disc!—and down it went again, when Tony Curtis, marshalling at the circuit gate, held me back awhile for passing cars! Then he gave the O.K., down went the right foot, and away we went with turbine smoothness. St. Mary's coming up, and one felt for the gear lever which wasn't there, and poised one's left foot over the absent clutch pedal! Eventually I got used to it, and enjoyed the sheer indolence of driving with this system. Sheer habit does make one miss the old gear lever and clutch pedal, but what a difference two-pedal control must make to busy town driving.

My next choice should obviously have been the two-pedal Standard Super Ten, to see what the gear lever type control was like, but with closing time drawing nigh, the Standard booked, and the 1,100 c.c. Elva-Climax actually minus a customer, what would you do, chums? So did I. Frank Nichols was very good. He showed me how to start the lovely little red car, remarked that both it and he had had a wearing day, then went off for, he said, a double brandy, and left me to it. Thereafter we re-enacted that blissful Lotus experience, of driving a real competition car, but just when I was overcoming the initial caution, and getting used to the very direct, high geared steering, I caught a glimpse of my sister's face, screwed up tight against the blast, and hair flying back with no passenger screen to protect her.

I understood then how "Pet" Clark felt when Archie Scott-Brown whisked her around Brands Hatch, and did her perm a bit of no good on his lap of honour after winning the Fibreglass Trophy in this same car. I eased up a bit, while sister groped in her bag for some sunglasses to protect her streaming eyes, then off we went again. I had noticed earlier, when driving behind the Elva, that it weaved slightly along Lavant Straight, and now found it doing the same with me. I put it down to the high geared steering, but Frank Nichols said I was doing what too many people do in a strange car—gripping the wheel far too tightly. And indeed I was, besides doing other things wrong, as Peter Jopp demonstrated by taking me round for three breathless laps at about twice my lap speed, with never a waver, and in nonchalant calm. Afterwards I learnt he'd never driven the car before, which just goes to show something or other! But it certainly made a Grand Finale to a grand day for C. P.

BEFORE the day (S.P.S. speaking) I had scanned the list of cars that were to

be at our disposal and had marked them with one, two or three stars, according to my own degree of interest. Out of the 63 on the list, I found I had starred 25 of them, which was a ridiculous number, considering that last year I had managed to sample only 11. Still, this time there was to be no lunch break, so if I could arrange with my passenger to feed me sandwiches as we went round. . . . As it was, I tried 14 from the preferred list and ate my sandwiches at half past four.

The trouble with a test of this kind is that (a) you really only see one aspect of the car—how it responds to being belted round a smooth, dry, racing circuit; and (b) the points that stick in the mind at such short acquaintance are really only the variations from your preconceived opinion of the car—either it is better than you expected or worse than you expected. Solid worth often only becomes appreciated after many miles under all kinds of road and traffic conditions, but all the same, I still subscribe to the opinion that "what feels right, is right" and that first impressions are important and valid.

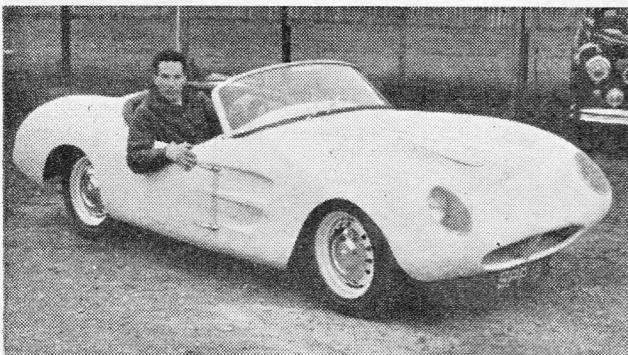
One car that impressed enormously was the Morgan. This was the first time I had driven a Morgan at all, and I was amazed and delighted. This was the recently introduced Ford-engined model, with the addition of Aquaplane mods, which included twin S.U. carburetters. Although hampered by only a three-speed box, the performance is really lively, but what is quite extraordinary is the road-holding. It must surely be one of the safest cars there is, for it is hard to imagine it ever getting out of control; it just goes exactly where you want it to, cornering absolutely on an even keel. You can throw it into a corner at a ridiculous speed with complete confidence that somehow or other it will follow just the line you picked, apparently regardless of the clottish things you may be doing to the steering wheel! A most exhilarating ride. The rather odd push-pull gear change works very well indeed, once one gets the hang of its curious arc of travel, and I found in the paddock that forward-and-reverse manoeuvres of the driving test type can be nimbly executed although there is a little axle tramp. Comparatively close ratio gears had been fitted, which enabled about 60 m.p.h. in second gear to be attained, while close on 90 was reached on the short straight.

There was enormous interest in the new Morris Minor 1000, which by all accounts is quite transformed by the new 950 c.c. engine and its close-ratio remote-control gearbox. By all accounts, that is, except mine, because I could not get my hands on one all day, the two test

cars being in constant demand. However, an unexpected surprise was to find that the new unit had already been installed in one of the little Turner sports cars, and a drive in this was quite a revelation. Turners have been making this car for some time now. It has a tubular chassis and a shapely fibreglass body, and until now had an Austin A30 engine, gearbox, front suspension and rear axle. It seemed to just miss being a real sports car, but there's no doubt about it now; the new engine unit might have been designed for it. The gear lever has been shortened by about 2 ins. and is in exactly the right place to encourage the driver to use it freely. The ratios are just right and the stubby lever snicks from one cog to another in a most satisfying manner. Turners have fitted their own twin-carburettor conversion to the engine and the performance is quite something, 70 being readily available in third, while we reached 90 in top—and still going up—on a speedometer we were assured was only 3 m.p.h. fast. The braking, steering and road-holding are of the highest order—again a safe-feeling car—and the accommodation is well furnished and upholstered. And all for under £800 inc. P.T. The only point we found to criticize is that there was a certain amount of clutch-spin after a fast change-up, which should be curable with stronger springs.

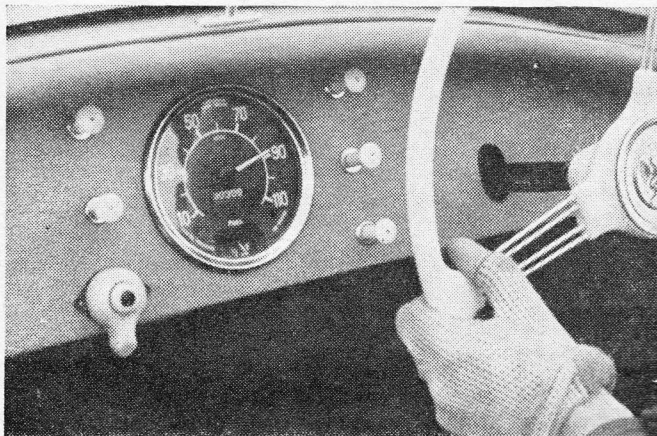
My most exciting drive was undoubtedly in the Mark XI Lotus. I was not lucky enough to grab the Le Mans model, but as a most worth-while consolation prize there was Graham Hill's yellow Club Sports. This has a full-width windscreen and a conventionally twin-carburettored Ford 10 engine, but there's no doubt that it is a "real ricer"! One inserts oneself into the cockpit, taking care not to tread in the wrong places, and there one is, seated on a posterior-profiled piece of thinly padded aluminium apparently at road level or a little below, and provided with a tiny steering wheel at full arms length. There is a rev. counter with, on this occasion, a tell-tale set at 5,000 r.p.m., which Graham gave me to understand that he did not wish to find disturbed on my return. I pulled the starter, the engine burst into life, I engaged first gear, let the clutch out gently and stalled it. I repeated the performance. On the third attempt I found the necessary feather touch for the racing clutch and galloped out of the paddock, endeavouring to attune myself to steering akin to that of a bicycle! After the first lap I acquired the "feel" of it and really enjoyed myself, beginning to think that all cars should be made this way. The prescribed 5,000 r.p.m. came up about half-way down the straight, so I had reluctantly to lift my foot—and was informed afterwards that this comfortable safety limit was equivalent to about 90 m.p.h., which is an indecent performance for a 1,172. On corners, one does not so much steer it as aim it, and in fact for the whole circuit the total wheel rim movement cannot have been more than about 3 ins. It is more like piloting a very low-flying aeroplane—and as exciting!

I also had a run in the Fairthorpe Electron, "Pathfinder" Bennett's Coventry-Climax engined sports-racing-touring car. A. V. M. Bennett was at pains to point out that it was an experimental prototype from which the lessons



NEWCOMER to the ranks of Climax-powered sports cars is the Fairthorpe Electron, which, with its light fibreglass body, has a striking performance. However, in making it a three-seater, the driver is somewhat oddly placed in the cockpit, as can be seen from the picture.

COCKPIT SHOTS during the test runs reflect some of S. P. S.'s highspots of the day. The Turner (below) with the new 950 c.c. B.M.C. engine was still accelerating when 90 m.p.h. was reached before cutting off for Woodcote, and over 70 was attainable in third gear.



STRAIGHT ARM driving position was a feature of the Lotus. In the Club Sports model (above), the needle is seen on the 5,000 r.p.m. mark, a safe engine limit which was very quickly reached in top. The steering is so sensitive and direct that a very light touch is needed on the wheel.

learnt would be incorporated into the production model. As such it is rather unfair to comment on this particular vehicle, which has undoubtedly a very good chassis. The performance is most impressive, while the steering and road-holding are very good indeed; if it can be produced at the published price of £699 plus P.T. it will be one of the cheapest Climax-powered sports-racing cars on the market. However, in its present form, it leaves a great deal to be desired in the way of seating and control layout, and in appearance and finish, and radical alterations may have to be made before it will generally be acceptable. However, doubtless this development is already in hand.

About half way through the day, I was wondering what to try next, when the man in charge of the discs said, "How about a nice Bentley Continental?" I have always had a sneaking longing to drive one of these patrician monsters, and here was the opportunity! Feeling quite improperly dressed, I diffidently presented the disc to the Bentley man and was ushered into the driving seat. The car was the drop-head coupé model and the top was down, so at least I could see all around. Seat and steering column having been solicitously adjusted to fit me, the controls were explained. The transmission is a Bentley variation on Hydramatic drive, and used normally, it operates in a similar way to any other automatic transmission, changing its own gears according to the load and the throttle opening. However, there is also an overriding control, by which one can hold it in second or third at will, right up to peak revs. in that gear, and this is where it scores over most other systems. But to resume. After one gentle exploratory lap, I realised that this was no ordinary big car and began to wind it up, becoming more and more amazed as its handling qualities became apparent. Without exaggeration, this 18-foot monster handles better than many sporting cars of a fraction of its size. There is scarcely any roll, very little tyre noise, the steering is light yet high-g geared, although not power-assisted, and with nearly five litres of silky-smooth power under my toe, I found myself taking smaller cars on the outside at Lavant, while in a full drift! On approaching a corner,

one moves the "gear" lever from 4 to 3, gives a dab on the throttle and there one is, in third gear—as simple as that. On the straight, one is swept in one effortless rush up to 90-plus, before applying the impeccable servo brakes for Woodcote. The whole procedure, of course, is enjoyed in the most luxurious comfort. What a car!—and it is yours for only £7,163 7s.

Coming down to earth, I tried the latest version of the Austin-Healey, the 100-Six. This is certainly the best A.-H. yet and a considerable improvement on its predecessors. It is smoother-running, better-looking, more powerful, more comfortable and easier to control. The latest four-speed gearbox is very good, but I found that for the Goodwood circuit, third and overdrive third sufficed. The only point which still needs improvement is the ground clearance.

The new hardtop coupé version of the well-proved M.G.A. was also sampled. It is a most attractive variant and very well finished, filling the bill excellently as a "poor man's Jag." The roof does, however, magnify engine noise to some extent.

As a one-time owner of an Alvis 12/50, I was interested to try the latest and most expensive product of that old-established firm, and the Graber-bodied 3-litre is a beautiful and luxuriously appointed vehicle, with bags of urge and good handling qualities, although it does roll a good deal. The oddest feature is the steering wheel, which is carried on a non-adjustable column so long as to bring it uncomfortably near to the driver. Quite unnecessary, for the steering is not at all heavy.

The 2.4 Jaguar, sampled for the second time, was for the second time something of a puzzle. Owners are always most enthusiastic about this model, so it must be a car that one only really begins to appreciate after some time in its company, for I found it a little disappointing. Certainly not as regards performance—it has plenty of that—and it follows the chosen line well enough, but the suspension does seem to be rather too soft, and instead of the short vertical gear lever we have come to expect of Jaguars, there is one that is cranked right back, so that one has to move it up and down, and

yet which still seems too far forward for ease of operation.

Last year we were impressed with the handling and performance of the Wolseley 6/90, and were looking forward this year to trying it with a "real" gear-change instead of the steering column device, but for some extraordinary reason, both the 6/90 and the Morris Isis were sent down equipped with automatic transmission, so we learnt nothing new, except that personally, we do not care for an automatic transmission that does not have an overriding gear control. Left to itself, the "box of tricks" always seems to have you in the wrong gear at the wrong time, unless you drive very gently. You cannot change down for a corner.

The big Austins have been improved out of all recognition from the early Westminster, in appearance, performance, and most important of all, road-holding. But it seems surprising that the otherwise excellent A105 does not go over to a sensible floor change like the other B.M.C. cars using the same engine.

My ride in the new Zephyr was most enjoyable, although my passenger found some difficulty in staying put, due to the long, long, bench seat. The car itself handles remarkably well, far better than the earlier model, and the gear-change, column-mounted though it is, was easily the best of that type I have yet encountered on a British car. The semi-automatic type of overdrive fitted does not quite provide the five-speed transmission that an overdrive should with a 3-speed box, as it, too, tends to change up when you want to change down, but it can be tamed with a little experience.

Finally, two little 'uns, and both with 2-pedal control of the non-automatic kind. The Renault Dauphine (now assembled over here and therefore eligible to take part) is a vast improvement on the 750, being smoother, quieter—and faster. We had four up at the time, which load may have accounted for a slightly disconcerting over-steering tendency on corners, but generally it handled very well indeed, scarcely rolling at all, in spite of the load. The Ferlec clutch, with which this one was fitted, does exactly what is required of it and I found it wholly acceptable for the most

(Continued on page 614)

ON PURLEY WAY: Two vast chimneys make an impressive backcloth to this picture, showing J. W. Howes in his 1902 twin-cylinder Wolseley "tonneau".

WHEN those pioneers held the first Brighton Run in November, 1896, they certainly started something! Almost, one can say, the modern world, as we know it, began to take shape then. Like it or not, the lives we live today are dominated by road transport and its handmaiden, the internal combustion engine. Thus, it was fitting that the Commemoration Run of Veteran Cars should be an even bigger and better show than usual on this, the 60th anniversary.

Partly because it is the oldest motoring event in the world, the "Brighton" has an atmosphere that defies description, and even among the lay public the excitement grows for days beforehand. I was to handle the 1903 Panhard-Levassor as usual, and I drove her to London without incident on the preceding Friday. The day before the Run, however, I had an experience that will turn all Veteran enthusiasts green with envy. I drove a 60 h.p. Mercedes!

This memorable journey will be the subject of a future article. Suffice it to say that Lord Montagu, who entered by far the most powerful car in the event, allowed me to deliver the monster to London for him. It has a 9.2-litre four-cylinder engine, but is really quite a compact car. I formed the impression, without taking any measurements, that 60 m.p.h. on top gear represents about 800 r.p.m., so all four speeds must be used frequently. The motor peaks at

John Bolster

Reports on

THE DIAMOND JUBILEE BRIGHTON RUN



about 1,200 r.p.m., but as there is no foot accelerator and, of course, there are no front brakes, one drives with considerable discretion among modern traffic.

On the morning of the Run, the day dawned bright and clear. There was a wonderful 6.30 a.m. breakfast party in the Gore Hotel, Queen's Gate, by candlelight. Then, off to the start chuffed the old Panhard, and one was engulfed in milling crowds, even at that early hour. The first car away was one of the several foreign entries, an 1895 Panhard-Levassor driven by Gregorio Prendes. Some early cars have pneumatic tyres and some have solid rubber, but this 4 h.p. wagonette actually has iron tyres on wooden cart wheels.

The earlier cars start first, as many

IN DISGUISE? A plume of cigarette smoke, puffed out as the camera clicked, conceals the driver's identity here. It's racing driver Ken Wharton, on the works-entered 1901 Albion Dogcart.



Still, steam cars are always fascinating, in spite of their funny little ways.

Also short of water at Thornton Heath was a petrol car, Woodey's 1897 Lux. Sir Alec Coryton's Panhard overtook mine here most impressively, but Dunning's single cylinder De Dion halted with trouble in the automatic inlet valve, while P. Keens seemed to be rebuilding his 1899 Benz. Major Fairhurst was also working on the air-cooled rear engine of his independently sprung Decauville.

The Open Road

Wood's 1899 Benz was running well in its usual cloud of steam, and then, as the roads became better, Miss Prince proved that a four-speed Panhard can beat a three-speed model, her father signalling that I was lying second. I overtook Philip Fotheringham-Parker in the 1896 Lutzmann, and one could see the huge single-cylinder engine shaking in unison with each firing stroke. I was delighted to see the 1895 Panhard going magnificently, as also was the 1896 Arnold that took part in the original Brighton, 60 years ago. Less happy was C. W. Rowe, who was getting very technical indeed with the amusingly named Victoria Combination, while Ernest Hare was a very worried man as he plumbed the depths of his 1900 M.M.C. at Coulsdon. Hayward's 1899 Star was getting out of

of them can only run at 12 or 15 m.p.h. Progress was so rapid that the 1903 and 1904 models can often attain at least 30 m.p.h. However, there is a strictly enforced regulation that nobody may return an overall average better than 20 m.p.h. Thus, some of the fastest cars must be held in check, while the early numbers are flat out, and may take a bit of catching.

As it turned out, the 1898 Stephens, driven by the son of the builder, started 19th and arrived first in Brighton. Arthur Crewe and F. H. Olorenshaw were, incredibly, second and third at Bolney on their 1½ h.p. pedal-assisted tricycles, but the mountain passes just before Brighton allowed Sir Clive Edwards to overtake them in his twin-engined 1900 New Orleans

Trouble For Some

Starting some 40 minutes after the Spaniards, I was delighted to find that all the very old machines had left Hyde Park without trouble, for often the most ancient vehicles are hard to coax into life. The first breakdown was in the shadow of Big Ben, where John Collinge was having an argument with his 1899 4½ h.p. Clement-Panhard. I was passed by the Australian-entered Oldsmobile, but re-took him on the corner at Waterloo.

In Streatham Road, A. W. F. Smith was working on the big four-cylinder 1903 Daimler under the experienced pit management of Stanley Sedgwick. J. A. Crabtree had come to a stop and was allowing the boiler of the Lifu to generate some more steam pressure. Hereabouts, Jack Twyford's 1897 Leon Bollée was crawling, the air-cooled horizontal engine sounding far from happy.

E. O. Corkett was going great guns up Brixton Hill on a sort of four-wheeled bicycle called a "Quad", but we could smell that his 1901 De Dion engine was getting hot. By Streatham Ice Rink P. C. Allen was obviously in trouble with his 1899 Star, and N. V. Reeves had to receive manual assistance up a slight gradient for his 1901 Durkopp. This was ominous, and R. A. Pither had already had to stop his De Dion for oil.

Alec Hodsdon also stopped, but in his case it was for a vast quantity of water

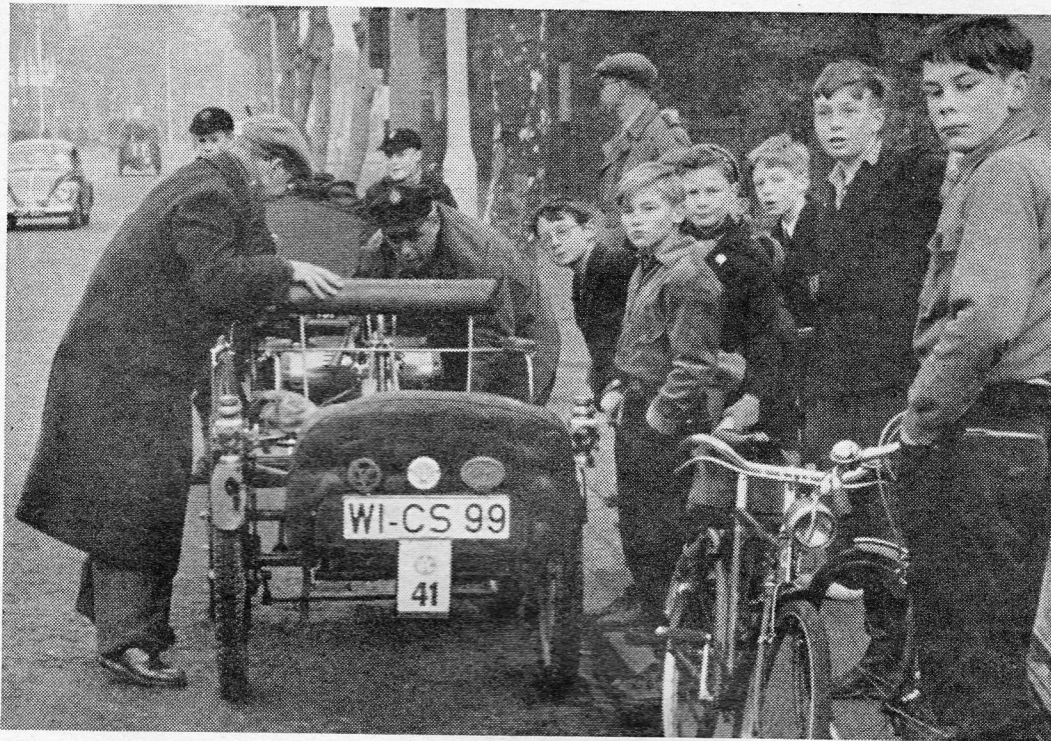
for the Gardner-Serpollet Steamer. He accelerated away impressively, and we could feel the heat of his rear-mounted boiler as we followed him, while he liberally anointed Norbury High Street with several gallons of his precious water.

EARLY STOP (above) was made by Jack ("Wasp") Moor with his 4½ h.p. two-seater Benz, of 1900 vintage. Passing are the Dutchman Johannes Daams (1901 De Dion) and C. A. Shillan's 1901 Panhard-Levassor.

★

ACROSS THE THAMES, via Westminster Bridge, go Frank Smith's 1902 Peugeot and A. H. Grundy's 1902 2½ h.p. Quadrant Tricycle.





CONTINENTALS:
Foreign entries in the Diamond Jubilee Run included the German Hans Schoof, seen halted (left) with his 1900 De Dion-Quadracycle in Norbury, before a keen audience of local lads.

★

(Below) The Spaniard Gregorio Prendes had the honour of taking No. 1, his 1895 4 h.p. Panhard - Levassor Wagonette "Don Quixote" being the oldest car entered.

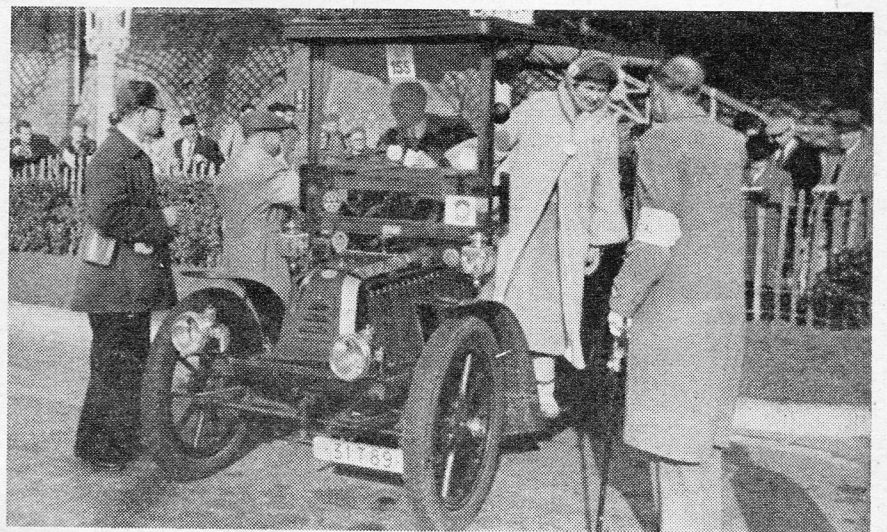
breath, and needing the odd spot of pushing up hills.

J. M. Schofield's New Orleans was in a state of palpitation, the front wheels shimmying in time with the engine vibrations. Eric Sears demonstrated his big Clement-Talbot at a full 40 m.p.h., and as we approached Merstham we found Raymond Baxter in a deerstalker and a veteran car, talking into a microphone as usual. Hereabouts, E. S. Berry's Lutzmann was doing all of 200 r.p.m., and running more smoothly than Fotheringham-Parker's similar car. Bradshaw and Norman were both in trouble with their De Dions, though the latter was only adjusting the ignition trembler.

Major France's 1901 Clement Panhard was going astonishingly fast for a solid-tyred car, and Stuart Lewis-Evans, as befits an experienced racing driver, was coaxing a full 12 m.p.h. out of the 1896 Benz when I overtook him on the Crawley By-Pass. P. Watters-Westbrook used his exhaust whistle when he passed me with his Renault Landalette with spring-spoked wheels. Also faster than the Panhard was E. I. Hudson's 12 h.p. Wolseley with horizontal two-cylinder engine, and I did admire his Davy Crockett - cum - deerstalker hat! Ken Wharton, Albion mounted, was also superb in a Davy Crockett creation.

Tyre Trouble

Stopping for elevenses, I was horrified to find a soft rear tyre, which I pumped up and hoped for the best. The traffic was now really thick, and Denis Flather's 1897 4 h.p. Daimler suddenly failed on a hill, right in the middle of the road. We laughed rudely and was his face red! Then my tyre tore its valve out, and as I came to a stop Denis passed me



FROM BELGIUM came Robert Schimp with this 1903 6 h.p. Renault with lofty saloon coachwork.



IN STREATHAM (left) Norman Reeves in the 1901 German-built Durkopp is followed closely by C. P. Abbott's 1902 Arrol-Johnston Dogcart of Scots origin.



ON PURLEY WAY:
(Above) The crew of the Arrol-Johnston have stopped for "elevenses"; passing is the 1901 Gladiator of H. D. Spivey. Looking back is B.B.C. commentator Raymond Baxter.

★

(Right) A rare marque, the 1902 Hanzer of D. C. Field, is trailed by L. D. Goldsmith's 1898 Benz, while Field's passenger records the passing scene on a cine camera.



again, roaring with laughter and pointing to his solid tyres!

Out came the tyre levers and off came the tyre. James Tilling, my unpaid acting mechanic, thumbed a lift and went off to get the tube vulcanized, and as I sat miserably at the side of the road all the cars which I had overtaken went by again. A garage in Handcross did an excellent job, but we were right at the tail of the procession by the time we had got the beaded-edge tyre back on the rim and pumped up to 50 lbs. pressure.

Back in the "race", we soon overtook the unfortunate Hayward again, who was not having a happy Brighton. The Spaniards waved and smiled as they rumbled along on their iron tyres, and Fotheringham-Parker's Lutzmann was still vibrating strongly, to the obvious delight of Philip and of Jack Kemsley. We failed to climb the hill outside Albourne, but a borrowed sparking plug soon had us on our way again. Less lucky was D. G. Blackford, who was in very serious difficulties with his beautiful White Steamer limousine.

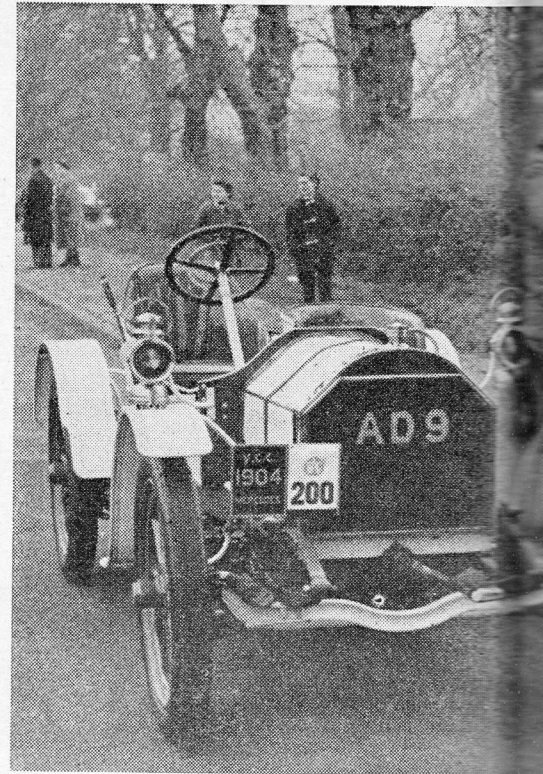
The Pylons Sighted

As all drivers of Veterans know, there is nothing so welcome as the sight of the Pylons. Brighton was *en fête* to welcome us as we tuff-tuffed our way through the crowded streets. At last the sea came into view, and the wonderful old Panhard rolled on to the Madeira Drive, just as she did the first time I drove her, 22 years ago. Of the 213 starters only nine failed to finish the course, an astonishing result that emphasizes the superb condition in which the cars are maintained.

After the Run, the cars are all assembled for a ceremonial parade round the top part of Brighton. Curiously



A PAIR OF PEUGEOTS: Peter Hampton in his 5½ h.p. 1902 model essays to take Major Henry Fairhurst's similar car.



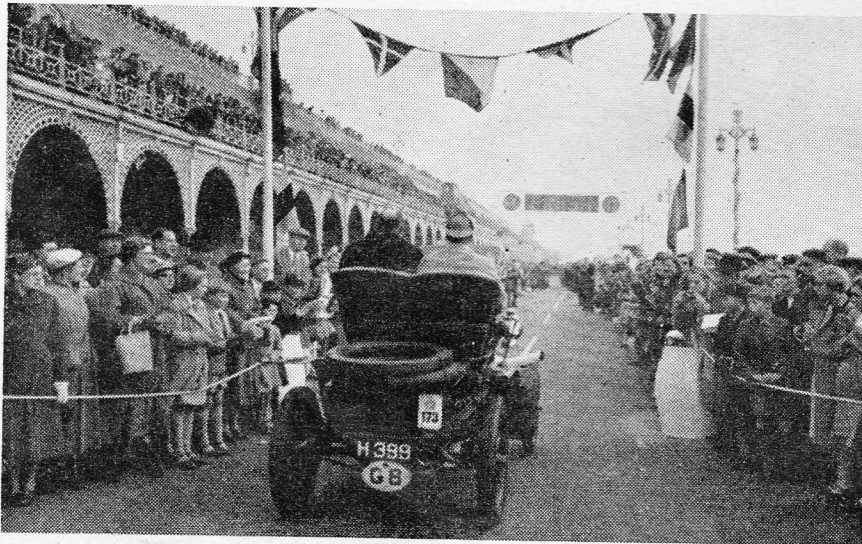
enough, one or two machines which had been behaving perfectly suddenly turned temperamental, and the organization was, in any case, a bit slap-happy. Thus, a monumental traffic block developed, during which an inaudible speech was made over the loudspeakers and a red flag was ceremonially torn up. Never mind, it was a splendid day, and some of the old gentlemen enjoy a little bit of "bull". Right in the middle of all this, Major France had a mechanical disaster with his pretty little Clement Panhard, but sorted it out and completed the procession.

After all that, some people put their Veterans in garages and others put them on trailers. James Tilling and I lit the oil lamps of the Panhard and set off

into the night. We took a longer and much more difficult route than the Brighton Run itself, but eventually arrived home with no trouble at all, the 1903 car running as well as ever. James insists that the drive home is even better than the Run itself, because "they're open", whatever that means.

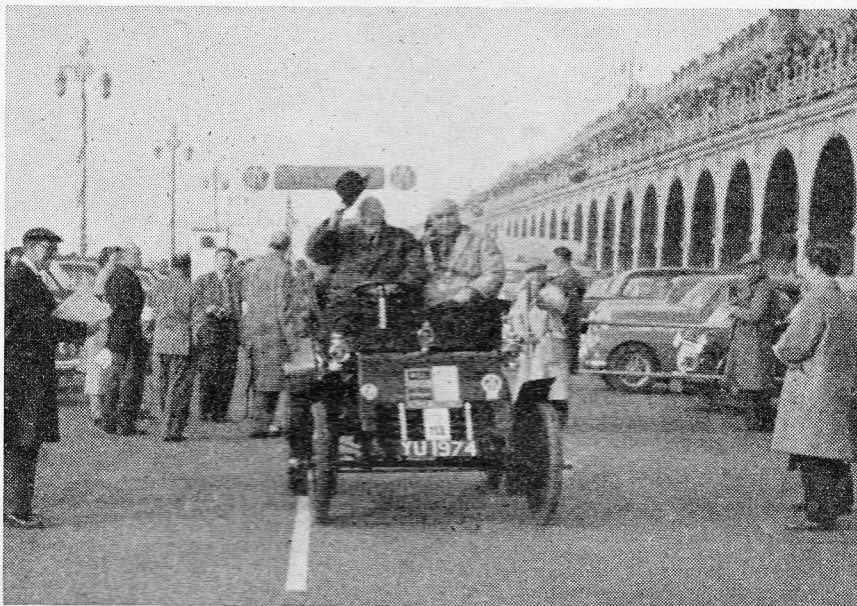
Another Brighton Run has come and gone, and already I am waiting impatiently for the next one. The weather was grand, the police were, as always, more than helpful, and the drivers of modern cars were generally considerate in making things easy for the "old 'uns". There were, it is true, the usual suicidal cyclists, but I think this was really the best "Brighton" yet.

JOHN V. BOLSTER.



EVER-POPULAR: Film star "Genevieve", a 1904 Darracq, arrives at Brighton, driven by the Mayor of that city, Councillor Lewis Cohen.





WAYSIDE HALT: (Left) The crew of Jack Sears's racy-looking 1904 Mercedes stop for a break near Crawley. They are, l. to r., Ken Best, Jack Sears, Colin Chapman and R. D. Gregory.

VETERANS BOTH: (Above) F. S. Bennett on the 1903 Cadillac which he imported in that year, and has owned ever since, doffs his hat in cheery acknowledgment as he completes this year's Run in his remarkable car.

MADEIRA VIEW: (Left) The busy scene at the finish of the Veteran Run, with cars, crews and crowds, and the R.A.C.'s Widgeon patrol helicopter, loaned to them by the makers, Westland Aircraft Ltd.

FIRST COMMONWEALTH COMPETITOR (below) in the classic Veteran Run is Rex A. Turner (left), of Australia, seen with his passenger and the 1903 Oldsmobile after the finish at Brighton.



BOOK REVIEWS

Renault de Billancourt, by Saint Loup. Published by Amiot Dumont, Paris.

THIS is a most fascinating book, and has kept me reading into the early hours for several nights. It traces the history of Louis Renault from before the dawn of this century right up to the final tragedy. Some of the passages are extremely nostalgic, and one can practically smell Paris, and hear the "teuf-teuf" of the two cylinder Renaults, long, long ago.

The descriptions of early motor races are almost unbearably exciting, and one learns many technical details. For instance, on his incredible drive in Paris-Madrid, 1903, Louis Renault held his engine at 2,500 r.p.m. all the way, though most of us imagined that such speeds were not attained until many years later. The death of Louis's beloved brother, Marcel, in this race at Courné-Vérac, is described with a dignity and an economy of words which yet gives a sense of almost insupportable pathos.

The Master of Billancourt was always a crude and somewhat unattractive man, and the author makes no excuses for this, while praising him as the very great genius he undoubtedly was. Some of the passages might, in fact, have to be deleted if an English translation were ever undertaken!

For anybody who can read French without too much effort, this book is an absolute "must".

J. V. B.

Modern Motoring Diary, 1957. Published by H. O. Quinn, Ltd., London.

PUBLISHED recently was the Modern Motoring Diary 1957, a slim volume not too bulky for the pocket, yet containing much useful information on various aspects of motoring. The 16-page map section is most attractively printed, easy to read, and covers the British Isles and Ireland. There is also a road plan of Central London, while the end-papers form an overall map of Britain and a plan of London's Underground. Seventeen pages are devoted to motoring sport, the major part of this section being devoted to maps of British and Continental circuits, though it is, perhaps, a pity that the plan of Monza is of the old circuit, minus the bankings and extensions which have been in use for the past two seasons. The diary section itself covers a week to a page, and thus allows only the briefest notes, such as appointments, to be made; however, at 4s. 9d., tax paid, the Modern Motoring Diary represents excellent value, and can be confidently recommended for a place on anyone's inexpensive Christmas present list. It is obtainable from all the usual sources, or direct from the publishers, H. O. Quinn, Ltd., 151 Fleet Street, London, E.C.4.

M. B.

TWO useful little reference booklets which have appeared recently are *The Autocar Buyers' Guide* and *The Motor Specifications and Prices of 1957 Cars*. Both are priced at 1s. each, and are published respectively by Iliffe & Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, and Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

CHASE TROPHY TRIAL WON BY PETER HIGHWOOD

LAST year competitors complained that the Shenstone and District's Chase Trophy Trial was too easy. This may explain why, on Sunday, 4th November, the hills went from the sublime to the ridiculous; in fact, the whole trial was rather like the "curates egg", i.e., good in parts.

The Chase drew the largest entry ever this year, 38 competitors coming to the start. The hills were superbly marked with 4-ft. black and white poles. They were well sited, and both the morning and the afternoon sections were self-contained, both being reached with a minimum of road work. The organization was good and the timing perfect. There were, however, several "blacks", which, if obviated, should make next year's trial a joy to behold, and, as the Championship is being run in this area are a "must".

Several of the climbs were sited on wet grass and were impossible for all but the first half dozen, and they were only just able to leave the line. For the same reason a large proportion of the hills favoured the early numbers. Again there was a distinct shortage of marshals, particularly at the top gradients, and no sign of a tow rope gang. This latter nearly caused a serious accident and gave heart failure to many, on two otherwise superb climbs.

Warm weather brought a large crowd of spectators, all wondering if they were witnessing a preview of the Trials Championship.

Leaving the start at Tutbury, competitors were faced with a timed climb, which could be better described as a small closed circuit. F. P. Highwood was fastest here with 17 secs., R. C. Needham and E. J. Chandler tied for second place with 17.5 secs. and R. W. Phillips was third with 17.8 secs.

From here the route led to Eades Field, where were sited five sections pre-

ceded by a stop and restart test. Here competitors were timed from a box to a finish line some 50 ft. ahead, up a steep wet grass bank.

Section 3 went down into a steep grass bowl, with a nasty right-hand bend to be taken on the way out. Clean climbs were witnessed by J. D. Hollingworth, J. F. Harrison and J. Deeley, all of whom used a steady right foot.

Section 4 wound down into a bowl of undergrowth, where drivers had to make a tight turn around a tree, over two bumps, and take a sharp left-hand turn up a 1 in 2 bank. The latter stopped the entire entry, J. H. Appleton being the only one to make No. 1. A. E. Marsh, R. Kemp, M. Hazlewood, F. H. Woodhall, N. Carr, E. J. Chandler and J. C. Broadhead all made 2, in each case the cars leaping high into the air and, on landing, just had not enough power to make the last few feet. A very good test.

Section 5 was probably the best climb of the day, going down into a muddy hollow under trees, the well marked track leading left over a bump, with undergrowth massed on its right-hand side. The section could be climbed at speed, but the impetus gained threw the cars outside the markers into the undergrowth. R. Chappell tried it slowly, but had not enough adhesion. R. W. Phillips, T. C. Harrison, M. H. Lawson, M. Hazlewood, J. H. Appleton, all tried valiantly, but could not keep to the path. A very cunningly sited climb for which the organizers gain full marks.

Section 6. A zig zag climb up a grass bank, well marked, with a bad left-hand turn at the halfway mark. This was easy and climbed by most. At the end of the morning session one car was found abandoned in the thick bushes—poor Hollingworth had broken an axle.

The afternoon sections were adjacent to the lunch stop, at a venue called Eades Bowl, a wonderful natural amphitheatre where could be found 100 different ascents. In the "Chase" some nine were used, the first six being excellent. The last three were too wet to prove anything, cars having great difficulty even to reach the starting line.

Section 8 went straight up a grass bank with a bad bump at the top. This looked climbable, but was not. Your reporter stayed there watching the entire contingent fail and could not understand why; P. A. Atkinson and F. T. Lewis were the only ones to reach 4.

Section 9 ran between two trees, along a mud path to a bank, with a left-hand climbing turn. This apparently was not ascended either; at least not by any of the early numbers; P. A. Atkinson and R. Chappell made 3, M. H. Lawson 4, and that was that. Section 10 was a straight climb up a tree-strewn path, which gave no difficulty.

Section 11.—A very long zig-zag climb, with right and left-hand adverse cambered turns around trees. A good hill to find out the best. J. Deeley was clean, so was R. Chappell, who unfortunately touched a pylon in section 2, and so was penalized nearly at the top.

Section 12 was a very steep long climb, with three very bad bumps before the finish. The gradient before the bumps was very severe, and it was here that safety precautions were totally ignored. Competitors failing to negotiate the bumps started to slide backwards and, but for the help of their fellows, who could see what was going on, the situation would have become extremely dangerous. Dr. Lilley lost his car, which ran down backwards, luckily being stopped in some 10 yards by a large tree, an incident which shook him and his wife considerably. A hill like this should never again be selected without a tow rope, hook and manpower being available. It was climbed only by M. H. Lawson and J. H. Appleton, the latter being found later re-examining the climb

UP AND OUT from Eades Field 4 comes J. Deeley, runner-up in the Chase Trial. His passenger looks suitably startled.

to find out how he had got up it. R. Chappell and B. J. Bodenham very nearly made it, only failing at the last bump which had become decidedly rutted near the finish.

Sections 13 and 14 were similar, being wet grass climbs, steadily deteriorating after the first half dozen had managed as many yards. Thereafter competitors could hardly reach the start line.

Section 15 was a very rough stepped climb in what looked like a boggy marsh, but as no one made more than a dozen yards, no one ever found out.

FRANCIS PENN.

Results

Best Performance: F. P. Highwood, minus 73. **Best Performance by a Member of the Promoting Club:** J. Deeley, minus 90. **Committee Cup:** R. W. Phillips, minus 74. **First Class Awards:** M. S. Lawson, J. H. Appleton, R. Chappell, E. J. Chandler, J. Deeley. **Second Class Awards:** T. C. Harrison, R. Kemp, M. Hazlewood, G. R. Baird. **Team Award:** B. Blundell, E. J. Chandler, J. C. Smith.



PRANCING SPECIALS on Eades Field, section 4—on the left, Rex Chappell; on the right, showing his car's underparts, Dr. Lilley.

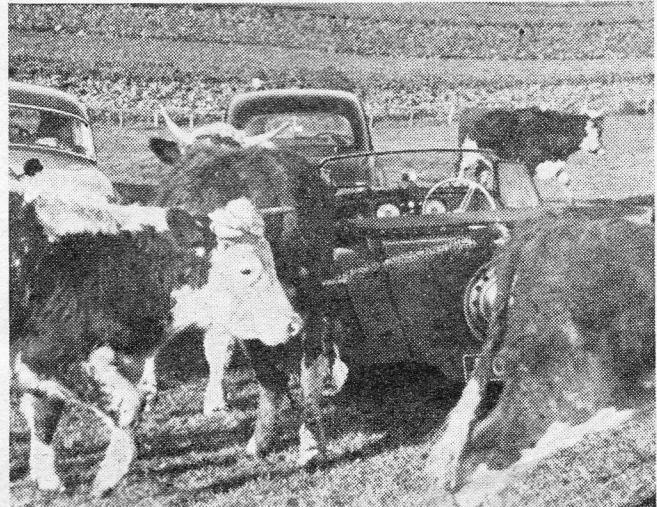
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OVER-STEER? (Below) In quest of succulent car covers to eat, a number of steers invaded one of the spectators' car parks.

Photographs by Francis Penn.



TROPHY WINNER was F. Peter Highwood, here picking his way through section 2 of Eades Bowl.



"I suppose it was a long way to go, just for two points . . . but I wouldn't have missed it. . . ." Author Austen May in action at Bouley Bay, in the Channel Islands, where he won his class.

WHEN, in the early days of 1956, circumstances beyond my control seemed likely to force me into seeking, not only a new mechanic-cum-travelling companion, but also a new source of preparation for my tired old J.A.P. engines, to a super-superstitious type such as I am, the writing appeared to be on the wall for that much rumoured retirement.

But, somehow, a forced change of occupation for "my man" Fred Fletcher, leaving him no longer a "five-day week" man, has not upset our routine to the extent which at first appeared inevitable, though I have had to fend for myself on occasion. Furthermore, though Vic Scales, who had also made a change of



ALL OVER IN A FEW SECONDS...

occupation, no longer had the facilities of a speedway workshop at his disposal, he still turned up trumps on engine preparation.

My Mk. 8 Cooper chassis showed no ill-effects from its first season's work, but as a precaution Fred removed the half-shafts and I got Hardy Spicer to check and rebalance them. After some involved mathematics Burman's slightly reshuffled the ratios in my "Featherbed" gearbox; I persuaded Scales to pull down and reassemble the two engines in a "Friday-to-Monday-afternoon-week-end", and when Fred had installed one of them, together with the "modded" gearbox and the half-shafts, into the chassis, we were ready for "off".

Was all this worth-while for a programme of events which are "all over in a few seconds"? I think so. That "you don't get much motoring for your money" is only too true, but the appeal is in the quality of those brief spells of action. The majority of hill-climb venues and sprint courses are "natural", the competitor weaving his upward passage on a comparatively (sometimes very) narrow, "real" road, between such "natural" obstacles as hedges, grass banks, lines of trees and even brick walls. By comparison with the fairly flat, somewhat featureless expanse of concrete of, say, the Silverstone "Club" circuit, the atmosphere is almost "road race".

In my own case there is a personal reason for playing the sprint game, in that I have reached the age at which I don't want to get hurt, or smash up my car for that matter. In "one-at-a-time" motoring you cannot get mixed up in "the other man's" accident, no one will spin directly in front of you or charge you from behind, and you have only to keep yourself on the road (although I have failed in that simple requirement!).

With the cancellation of the early season sprint at Rhydymwyn, the Wirral "100" Club finding themselves unable to meet the R.A.C.'s stringent new safety measures, my first dice of 1956 was in the hill climb of the Pembrokeshire Motor Club at Lydstep Haven, very definitely one of the "natural" courses. Unfortunately Lydstep is adjacent to

Tenby, away down in South Wales, and to suit local conditions the meeting usually occurs on Easter Saturday, when most people are preoccupied with Brands Hatch or Goodwood, some 250 miles away. I was opposed only by Jack Welton and Pauline Brock, sharing the wheel of Jack's Mk. 6 Cooper, in the 500 c.c. class, and, in the 1,100 c.c. class, in which I also ran, by newcomer George Keylock, in the ex-Charles Mortimer Cooper "twin". But although I came away with B.T.D. and the two class wins, my car misbehaved to the extent of drying up completely when I essayed second climbs.

Happily, practice week-end at Prescott showed that the trouble was not, as had seemed likely, a failing magneto but, for all our pre-season preparation, dirt in the fuel lines. As a yardstick of performance the "standing quarter" has always been popular, and the opportunity of testing one's car over this distance has been provided, for several years, by the Gosport Club. For the current season they had a new site, not quite straight, the ferry road at the extreme eastern end of Southsea front. Here a class win was registered from Jim Mays's G.M., and my first two points clicked up for the seasonal competition for the British Racing and Sports Car Club's Clubman's Trophy. In this contest-points can be scored at all Formula 3 race meetings (finals only), *except* events restricted to cars fitted with J.A.P. engines only, and in the 500 c.c. class (only) at all sprints and hill climbs, four points for a race win but only two for a sprint win. The opening date for the competition being set as Easter Monday, success at Lydstep on the Saturday brought no points.

A 45.6 secs. climb in practice for the "National" Prescott was most heartening because, although in 1953 and 1954 I had won the B.O.C. 500 c.c. class Championship in both seasons, somehow I suddenly lost the "know how" on this tricky hill in 1955 and did not score at

all. However, success was not to come again just yet, a 46.15 secs. being my best on the actual day, beaten by David Boshier-Jones, 45.52 secs., Ivor Bueb, 45.63 secs. and Henry Taylor, 45.74 secs. No "Clubman's" points, so far!

A speed hill-climb over a kilometre of the once-notorious Blandford Camp circuit, substituted by the West Hants Club for their cancelled Ibsley race meeting, surprisingly failed to attract in the racing classes and, in the outcome, I had a walk over and was almost ashamed to claim my two points. Very different was the story next day, when I dared to challenge Henry Taylor on "his own muckheap", by competing in a sprint at Tempsford airfield—NOT one of the "natural" sites. Here the clutch literally burst at the outset of my first practice run, and this, of course, was one of the days Fred couldn't accompany me! Henry himself came to my rescue, dispatching me hotfoot to his home at nearby Broom (Biggleswade) where a virtually new clutch unit reposed in his garage. Exhaustive searching, aided by Henry's "mum", was unrewarding and I returned disconsolate to the airfield, to find that Henry had unearthed the clutch amongst the spares he had with him! As a result of sterling work by enthusiastic Barry Johnson, "standing in" for Fred, and final assistance from Henry's mechanic, coupled with suitable encouragement from Jim Mays, the clutch was fitted, but I had missed practice and went to the line anything but calm and relaxed, to be third behind Henry, an easy winner, and Dick Colton. No points.

Undaunted, I then decided to challenge Cliff Allison on his "muckheap", by making the long journey north to the village of Barbon, in Westmorland, where the Westmorland Club has been working hard to establish a north country hill-climb site. The track itself winds up an open hillside, with one really tricky right-hander near the end of the timed section, to lead finally into

the grounds of Barbon Manor. I imagine a wet day would be rather wearing here, the paddock having no shelter and being a grass-surfaced area on the hillside, with no "hard standing", but in the bright sunshine of Saturday, 26th May, the whole outing proved most attractive, the more so when I had "one of my days", returning B.T.D. by over a second, and setting a new out-and-out hill record.

However, just to make sure I didn't have to buy a bigger crash-helmet, Henry Taylor trimmed my sails on the Sunday, at Tempsford again, this time under the aegis of the Falcon Club, and repeated the dose at Prescott, on 10th June, and again at Shelsley, where the long spell of fine weather came to an abrupt conclusion. Fortunately at each event I held second place, so that each contributed another point to my steadily mounting total of points for the "Clubman's".

Another "second" was scored in a sprint on a new airfield site "discovered" by the Evesham Club, where my J.A.P. hadn't the power to hold Jack Welton's "double-knocker" on an L-shaped

air passages and even in obtaining accommodation in the island, although applied for equally far in advance.

But in the winding, concrete-surfaced track, normally a public road, that clambers up the wooded cliffside, in almost Continental style, complete even to a pair of "lacets" on its upper reaches, the Jersey Club has as good a site for a speed hill-climb as one could wish to meet, in a magnificent setting, and the weather, as on this occasion, is usually terrific. The opposition, which I had expected would include André Loens, who had won the 500 c.c. class the previous year in a time I did not expect to match, failed to materialize, leaving me to do battle with a local motor-cycle "ace", whose local knowledge, and ability on two wheels, was offset by the antiquity of his car. I suppose it was a long way to go "just for two points", as was unkindly suggested, but I wouldn't have missed it.

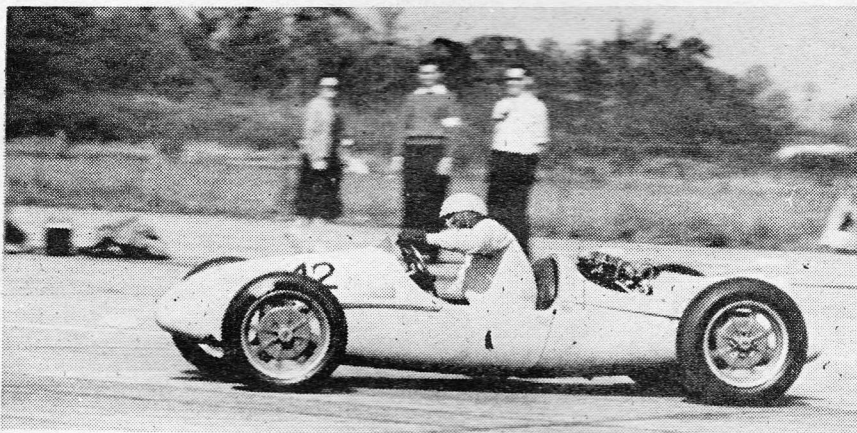
From the sizzling sunshine of Bouley to a pelting wet day at Prescott, for the Inter-Club team event. As a contest for teams, on handicap, in which the B.R.S.C.C., of which I was nominated

with one of Tony's. Tony led off this time, and I went to the line for my run before his time was announced, and convinced that even to hold second place meant an all-out effort. But despite the gearbox change Tony had again fluffed his first change and was a fraction slower, information which Fred heard over the P.A.—but I did not, with my engine running—and tried, unsuccessfully, to convey to me. As a result I turned on "the lot", improved on Henry's existing class record and Henry, though he tried hard on his third run, couldn't quite catch me.

At this stage, not only had I added up a useful score of points for the "Clubman's" but an interesting side issue had crept in. By my wins here and at Westbrook Hay, coupled with a second at Shelsley, I had actually gone into the lead in the competition for the *Light Car* 500 c.c. Cup, another seasonal award for the half-litres, but decided on the results of certain specified events.

But that was as far as it got. From four events in succession, two of which were *Light Car* qualifying events, I drew blanks completely. At Shelsley the Cooper struck a damp patch coming into the Esses, the residue of a five minutes' shower which had not affected the lower slopes of the hill at all, and went straight on instead of turning left, fortunately being brought to rest by a conveniently shaped grass bank, soft after much rain, so that no more than superficial damage to bodywork resulted from this ridiculous contretemps. On the second run, in pouring rain so that times had worsened by five to six seconds, the clutch packed up. Generally dispirited, I decided against going on to Ramsgate, which was just as well because the trouble turned out to be not the simple one of a broken cable but the disruption of a bearing in the gearbox.

At Brighton the old J.A.P. just wasn't fast enough, although only .3 of a second covered second, third, fourth and fifth places, and we were beaten again at Gosport next day. At this the outlook was not exactly rosy, because I had no expectations at all of any points from Prescott. Here, it seemed to me, the issue must be between David Boshier-Jones, class record holder and by virtue of winning at the National meeting in May, leading for the B.O.C. 500 c.c. Hill-Climb Championship, Ivor Bueb, holder of this Championship, and Henry Taylor. Which just shows you, you never can tell. By reason of the event being brought back to the Saturday (L.D.O.S., of course), Ivor was committed at Goodwood instead, Henry fell a victim to the appalling weather, a message being received that he was "baling out the farm", and so, I think, in the outcome did David. Although, for a change, the climb took place in fine weather, parts of the hill, under the trees, never completely dried out and David just couldn't effectively use all the power of his Robin Jackson-headed "double knocker", my J.A.P. probably proving the better bet in the circumstances. So a class often decided on a second place of decimals, actually saw me with a margin of .7 of a second, a margin big enough, to the considerable surprise of both David and myself, to offset my being only fourth at the May meeting, and give me the class Championship, for the lowest aggregate time of the two meetings, by the absurd difference of .04 sec.!

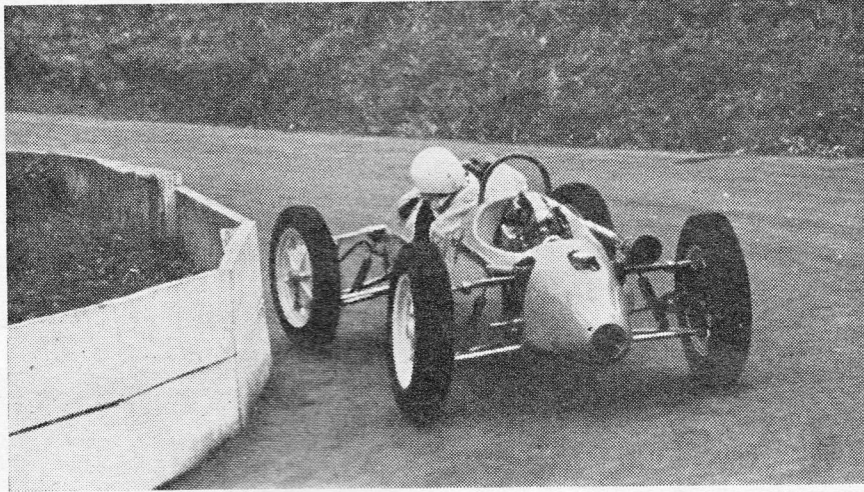


"... Just to make sure I didn't have to buy a bigger crash helmet, Henry Taylor trimmed my sails on the Sunday, at Tempsford again. . . ." Taylor making B.T.D. in his Cooper.

course with two fantastically long, straight legs. But at Westbrook Hay, a really "natural" site, I scored at last, and beat Henry, though in fairness it must be recorded that he was occasionally missing a gear in a box obviously due for attention. The encouraging entry of 15 cars was received in the 500 c.c. class. From here Fred and I went to Bouley Bay (Jersey) although everything possible conspired to keep us away. As early in the year as April I had applied for passage for the car, only to be advised that nothing could be offered, a contretemps only solved when I had the temerity to ask if Hill-Climb Championship contenders Marsh, Wharton, Christie, etc., would also be unable to cross. On shipping previously "booked to capacity" space for my little Cooper suddenly became "available". But the laugh was still with British Railways. On arrival with the car at Southampton for embarkation we were greeted with the news that the particular boat on which my car was scheduled wouldn't operate. Trouble with the dockers, I was told, meaning that there was no gang to load this boat. To cut a long story short, permission was finally given for the Cooper to be loaded on the overnight mail-boat, a privilege almost unknown during "the season". Similar fun-and-games were experienced in the matter of

captain, finished third, points for the "Clubman's" could not be scored. Which brings us to the rather amusing affair of Great Auclum, that unique little private-drive sprint with its five corners in a quarter of a mile, its downhill start and its "wall-of-death" banking where, years previously, I had run out of road, taken a dislike to the place and sworn never to come again. So, now, here I was!

On the morning of the event, although the competition enjoyed a National permit, entries had closed and the programme was printed. Tony Marsh arranged to share Henry Taylor's "500", an arrangement which seemed likely to take care of first two places in the class. But first runs left me at the head of the class, Tony not happy with the "500's" gearbox and Henry, most unusually, fluffing his start. Henry put this to rights on the second run and Tony just failed, by decimal points only, to push me out of second place. At this the suggestion of third runs was scarcely attractive to yours truly, the less so when hectic work was begun to rip the gearbox out of Henry's car and replace it



Unlike some bods, who concentrate on one venue until they are all but unbeatable there, I like to try them all, so that I soon had an entry form filled up when the South-Western centre of the B.A.R.C. introduced a class for 500 c.c. at the autumn hill-climb at Brunton, a venue hitherto reserved to the saloon, sports and sports-racing types. Brunton, some 10 miles south and slightly west of Marlborough, in Wilts, is definitely "natural"; bumpy, rather narrow, some real gradient and a starting-line literally in a farmyard. I thoroughly enjoyed this friendly little do, the more so when up-and-coming Dick Colton made me work extremely hard indeed for my class win and two "Clubman's" points.

From an airfield perimeter sprint at Staverton, so slickly run by the Hagley Club that we were finished and home for tea, I did not expect to win any medals and was very happy to hold off enough of the "double knocker" brigade to finish a close third behind Jack Welton (this is his "muckheap") and Dick James, in the ex-Colin Davis Cooper. At this stage, after much heart-searching, and having reached the age of 46 without being taken home from an event in an ambulance, a decision had finally been taken to make this my last "500" year and for my "swan song" I chose the autumn sprint meeting of the Wirral Club at their unique miniature circuit at Rhydymwyn. I had a string of suc-

"... Parts of the hill, under the trees, never completely dried out, and David just couldn't effectively use all the power of his Robin Jackson-headed "double-knocker..." David Boshier-Jones (Cooper) cornering at Prescott, where Austen May made the best 500 c.c. class climb.

cesses to my credit here, and for a while held the track record, but past glories were not to be revived on this occasion. Over-anxious for a final win, making insufficient allowance for a track greasy after morning rain, I took to grass in a big way on my first run, took my second as rain started to fall again and was lucky to make even second place, honours going to my "new" rival, Dick Colton.

That was the amount of "motoring" I got in 1956, a season in which I did not compete in a single circuit race. "Chicken feed" to the big boys, but to me a very happy season, weather apart, and topped off, subject to official confirmation, by winning that "Clubman's Championship", and the class Championship at Prescott for the third time in four years. One engine was used throughout, and never taken down (of course, the head was lifted once or twice), the clutch was replaced at Tempsford as related, the gearbox needed a new clutch-shaft bearing after Shelsley, but the box itself was, to quote the makers, "in surprisingly good condition" and the same tyres were used as in the previous season. On the debit side prize money was negligible from this type of motoring.

A NEW U.S. CIRCUIT

ALTHOUGH it may sound like a number from That Film which caused all the riots, Lime Rock is the name of a racing circuit under construction in Connecticut. A privately sponsored venture, the course measures 1½ miles in length, and it is hoped that it will be ready for racing by about next June. Road width is about 40 feet throughout with one short section of curves measuring 26 feet, and an 85 m.p.h. curve leads into a long straight, along which the bigger cars should be able to reach 140-150 m.p.h. The S.C.C.A. estimate that a Jaguar D will be able to put up a lap time of about 75-80 m.p.h. The pits are located at the end of the straight and the main spectator enclosure is on rising ground within the circuit. Provision has also been made for an extension, to be built later, which will increase the course length to over three miles.

TOUR OF BELGIUM

DECIDED in classes alone and having no general classification, the Tour of Belgium, which finished last Sunday, thus had no outright winner. The best performances overall, however, were made by the winners and placemen of the over 1,600 c.c. class. First came Virton and Berger driving a Lancia, second, Thomas and Sandrapt (Chevrolet Corvette) and third, Dubois and Raskin in a Triumph. Fifth were Mlle. Gilberte Thirion and Mme. Renaud, who also led the under 1,000 c.c. class in their Renault Dauphine. Winner of the 1,300-1,600 c.c. class, and fourth overall, was the Porsche of Willy and Guy Sander, while the remaining category, 1,000-1,300 c.c., was taken by the Schoters-Hansez Fiat 1100. Although the progress of the rally was hindered by fog and adverse weather conditions, most of the starters

finished the far from easy course, which included several special sections.

Results

Over 1,600 c.c.: 1, Virton/Berger (Lancia), 17.2 points lost; 2, Thomas/Sandrapt (Chevrolet Corvette), 40.6; 3, Dubois/Raskin (Triumph), 65.2; 4, Drissen/Revetez (Mercedes 220S), 138.5; 5, Otten/Saeyns (Ford Thunderbird), 177.1. **1,300-1,600 c.c.:** 1, W. Sander/G. Sander (Porsche), 78.3; 2, Van de Castele/Hébrants (Borgward), 159.7; 3, Hacquin/Bossuyt (Borgward), 159.7; 4, Nathan/Walter (Porsche), 180; 5, Romedenne/Romedenne (Porsche), 369.4. **1,000-1,300 c.c.:** 1, Schoters/Hansez (Fiat 1100) 561.5; 2, Dock/Sauvage (Fiat 1100); 3, Charon/Chauvelot (Denzel), 639.3; 4, Colmet/Castodot (Peugeot), 765.8; 5, Sauer/Borguet (Skoda). **Under 1,000 c.c.:** 1, Dock/Sauvage (Fiat 1100); 3, Char-Dauphine), 135; 2, Roussel/Roussel (Renault Dauphine), 188.4; 3, Menz/Kriescher (DKW), 337.4; 4, Mathieu/Martin (Fiat-Arbarth), 430.1; 5, Meier/Piret (DKW), 514.7.

Goodwood Test Day—continued

enthusiastic driving. It takes up smoothly, bites hold immediately after a change and is actuated by an automatic switch at the base of the gear lever. The Standrive system on the Standard 10 is cheaper and simpler and there is less likelihood of it immobilizing a car should it go wrong, but it does judder a little on a fast take-off and it is slow to really take hold after a gear-change. In addition the driver has to deliberately press the button on the gear-lever to declutch. However, the Standard has the advantage of four useful gear ratios to the Renault's three and feels somewhat safer on corners due to a certain amount of understeer, although it sadly needs an anti-roll bar to keep rolling within reasonable bounds.

John Bolster Tests an Anglia with an Elva Head—continued

the latter. In other words, if both cars cruised at the same speed the modified machine would probably show an improvement amounting to about 3 m.p.g. The unit seems happiest if it is allowed to turn over fairly briskly, but it keeps its plugs clean when crawling in traffic. I was at first bothered with a tendency to stall, but this was traced to a split windscreen wiper tube.

In standard trim, the Ford Anglia handles reasonably well. With all this

extra power, though, the roadholding begins to get a bit ragged at the edges, and one is conscious of a bouncing back axle on occasion. As tested by me, the car was perfectly controllable if a little skittish, but I would prefer to tighten up the suspension a bit before fitting those big SUs, and that camshaft. Nevertheless, the car is very effective "as is"—its racing successes prove that.

Nothing could appear less like a sports car than this little square box. For this reason, the look of incredulity on the faces of other drivers is alone worth the price of the Elva conversion!

CORRESPONDENCE

The "Autosport" Production Sports Car Championship

I FEEL no one can deny that the basic idea of a series of races for "production" sports cars with limited specified modifications is sound. How often does one see, especially at club meetings, scratch races divide themselves into two with the "production" sports cars having a race of their own at the rear.

It would seem that it was rather incongruous in this year's AUTOSPORT Championship to expect competitors to put themselves to the expense of travelling all over the country to gain points and then to award the main trophy and cash prize on the basis of one handicap race. However, the regulations were published for all to scrutinize. If any competitor felt that the interpretation of the regulations was not clear, no doubt he could have obtained a decision from the organizers before entering.

The main criticism of this year's Championship, as I see it, was in the eligibility of certain cars. In the regulations for this year there was one type of car in each class, the performance of which was far in excess of its competitors. Quite naturally each of these cars cost at least £500 more than its class rivals, and in some cases was not available to the ordinary competitor even if he had the purchase price.

May I suggest that the Championship would be made more interesting and attract more entries if the schedule of eligible cars was restricted to the less costly production sports cars, of which, say, 250 had been made or were intended to be made in any one year, and were readily available for sale in this country with, say, a basic price of £1,200, excluding Import Duty and Purchase Tax. What is most important is that others have followed your example in organizing races for cars, conforming to the AUTOSPORT regulations.

JOHN VENN.

COVENTRY.

Classes In Speed Events

IN a recent issue of AUTOSPORT, there was a report of a sprint meeting, in which one of the competitors won three classes and was second in two others using the same car.

When the various capacity classes are stated as, judging from the provisional results, was the case in this event, then surely a sports car should only be allowed to enter in:—

- (a) its own capacity class,
- (b) the equivalent class in the racing category, and
- (c) possibly the unlimited sports car class.

The event in question is by no means the only recent one in which multiple entries have been allowed, and I feel that such a procedure can only do the sport harm.

It obviously cannot be left to the individual sportsman to decide in which class he will run, so would it not be better for organizers of events to state clearly their views on this matter in the Regulations?

J. H. BROOKS.

MANCHESTER.

Safety Measures in Racing

HAVING read with interest Mr. Malpass's remarks on the changes he would make to improve safety and make motor racing more enjoyable, I feel that he has failed to grasp certain salient points.

Firstly, the majority of accidents that occur in motor-race meetings, and which are publicised in the press, are accidents to sports cars, not to formula machines. If you consider racing over the last few years, it is very difficult to think of a driver who has been killed as the result of an accident in a monoposto car, but it is not difficult to think of a dozen who have died in sports cars. It is, I believe, the view of many expert drivers that the sports car is by far the most lethal weapon in the motor racing field, therefore restrictions should fall rather upon this class than on the three formula classes.

Secondly, any system of promotion (and relegation) of drivers between vehicle types is wrong: many of the drivers cannot afford to run more than one car at a time and I can think of a good few drivers who have done well in Formula 1 and 2 cars who would not fit easily into a Formula 3 car. Again the difference in the handling characteristics of sports and racing cars makes it very difficult for a driver who has

been accustomed to one type only to acclimatize himself in another.

Production of 400 vehicles a year would virtually eliminate sports car racing in this country as we know it. Lotus and Cooper have not the facilities for producing such a quantity, and I doubt very much if A.C., Aston-Martin, Bristol, Frazer-Nash, H.R.G., Morgan have either, if they are to produce a few bread and butter cars as well. I agree that series production car races should be encouraged, but not so as to discourage other manufacturers who do much to uphold the flag, perhaps more than some of the larger concerns.

Unfortunately, the press has educated the public to expect and associate motor racing with fatal accidents or burning cars, and it is necessary to re-educate the man in the street away from this idea. This can be done by the publishing of unsensational reports of race meetings, by the selection of good photographs of good driving techniques and by the action of the many motor clubs themselves.

In my opinion, the thing that is badly lacking in British racing today is not the cars, nor the drivers, but the knowledgeable spectator. By that I mean not only the man who can talk about i.f.s., twin o.h.c., brake horse power per ton, etc., but also the man who knows that it is not safe to sit in a prohibited area, even if there is not a marshal to tell him to keep out, and who does not bring his dog along with him. We also need more skilled officials, men who can size up situations rapidly and know the action to take if anything goes wrong, and who can carry it out efficiently. If there could be more of these people then I think that we should have here the safest and best motor racing in the world.

I apologize, Sir, if this is long, but it is a subject on which I have strong views. As you know, the club to which I belong has begun a race marshalling service which has been a success and which it is hoped to expand in the future to include flag marshalling, etc.

A. DAVID COOPER.

TREASURER, OXFORD UNIVERSITY MOTOR DRIVERS' CLUB.

"Carburation Immorality"

ONE of the more interesting aspects of racing today is that much of it is done without attention to detail, with the result that a lot of lolly goes down the drain simply because those participating have failed to make use of the abundant knowledge available. Above all, this applies to carburettor systems and layouts, and the most recent example of this would appear to be the Formula 2 Lotus, where, for the umpteenth time, we see the poor old air intakes sticking out of the bonnet side with orifices at right angles to the direction of travel, the very essence of carburation immorality.

I have always understood that from the racing point of view the choke tube, of which the air intake is an integral part, is the most important of the carburettor tuning units, and its function is twofold. First, it is to create, with the minimum of pumping resistance, the necessary velocity round the spraying orifice to break up the fuel to the degree required by the engine. Secondly, and equally important, it is to create an optimum depression in the induction system. To obtain these desirable results in full, it is essential that the air around the intakes be in as undisturbed a state as is possible, and for the life of me I cannot see this happening in the Formula 2 Lotus once it has left the starting line.

In spite of this, I am sure that Mr. Chapman's latest brain-child will go very well; because of it, it could go just that little bit better.

JOSEPH BAYLEY.

LONDON, S.E.7.

Aintree-v.-Silverstone—Final Round

IT is most noticeable in the recent correspondence concerning the return of the British Grand Prix to Aintree in 1957, that the pro-Aintree letters emanate from the North, this week, in fact, all from Lancashire, and the anti-Aintree letters emanate from the South.

At the risk of bringing down a storm of protest from other Southerners, I must say most emphatically that I thoroughly enjoyed my visit to Aintree for the 1955 Grand Prix.

I must admit at once that I had a seat in the County Stand, but thousands also take expensive seats in stands at Silverstone, and those who take Pits Grandstand tickets at Silverstone only see the cars over some 400 yards of the circuit. At Aintree, however, the cars are in sight from the stands nearly all the way round, and surely that is what the real enthusiast wants. To say that it is an uninteresting circuit is nonsense, and

attendances have obviously only been poor this year due to poor programmes.

On the other hand, whilst Aintree may have wonderful permanent toilet facilities, I consider its bars were an absolute disgrace at the 1955 G.P. meeting. Not wishing to miss anything on the circuit, including the magnificent parade of drivers in Austin-Healeys, I did not book a lunch in the restaurant, and consequently had to be content with one exorbitantly priced sandwich and no choice at all in liquid refreshment.

But despite this I shall cheerfully drive the 200-odd miles to Aintree next July instead of the mere 70-odd to Silverstone to see what the B.A.R.C. has arranged for us. After all we have the lion's share of motor racing in the South, so why deny our fellow enthusiasts in the North their turn?

OLIVER R. JOHNS.

MARLBOROUGH, WILTS.

FURTHER to the recent correspondence concerning the holding of the Grand Prix d'Europe at Aintree, this seems to be another case of our premier motoring organization ignoring the interests of their members and the members of the general public.

Presumably the committee whose responsibility it is to allocate the organization of this meeting, did not suffer the unpleasant conditions that prevailed there on 16th July, 1955, in the stands and enclosures. But we must also presume that they are enthusiasts and competitors, and, therefore, surely it must have been obvious to them that a dead flat circuit with nearly all the corners of the same medium-slow type produces uninteresting racing. Melling Crossing is the exception but this is not visible to many spectators. This is not a purely personal complaint, for no less an authority than Mr. Bolster wrote in AUTOSPORT'S technical postscript on the British G.P. of 1955: "*Unfortunately whoever was responsible for laying out the corners evidently lacked first-hand knowledge of motor racing. Consequently there is a shortage of any succession of really fast curves on which sheer driving skill can make up for a power deficiency in the engine department. Of course, a really top-flight driver will shine on any course but his superiority will be less marked on this type of circuit. A study of lap times proves this point, and all the drivers whom I interviewed confirmed it.*" This would seem to indicate that neither Mr. Bolster nor the drivers he interviewed were very pleased with the circuit.

As to spectator facilities, I bought seats on the County stand roof, in spite of the price of 45s. for, as Mrs. Topham explained, in her letter to AUTOSPORT of 15th July, as this included admission to the paddock it compares favourably with Silverstone. However, what she did not explain was that it only gave one a chance to get into the paddock if the official on the gate thought there were not too many people there already. And secondly, having queued to be allowed inside (for which you had no option but to pay as it was included with the grandstand seat price) there was then an "inner sanctum" containing the Grand Prix cars into which spectators were not allowed. Maybe this was popular with those responsible for the cars, but the paying spectator is rather important to the well-being of the sport. When I got to my seat I was rather annoyed to find that the view of Tatts Corner was entirely obscured by the roof of the stand of that name and the distance from the stand I was in to the track, the pits and any other corner was so great that field glasses were necessary for the whole day.

Other points were restaurants quite incapable of coping with the crowds, where a well-staffed sandwich bar would have satisfactorily dealt with the needs of the majority; bars which by midday could offer only warm beer and later not even that; enclosures that did not permit circulation nearly to the extent of Silverstone; filthy-dirty conditions under which mechanics had to work, which was driving some of them to near desperation compared to the spacious paddock at Silverstone, mostly on concrete; and, finally, the poor location with its dismal surroundings and inevitable traffic bottlenecks.

I fail to agree with your correspondent who argues that as Aintree is a fine racecourse for horses it must also be so for cars, the appeal of the two sports being very different. Firstly, the one relies largely on betting as an attraction, with the spectacle itself being by the way. Secondly, in front of the stands, spectators can get closer to the course during horse racing by using an enclosure which is prohibited to spectators for motor racing.

J. M. G. MICHELSEN.

COBHAM, SURREY.

I HAVE read with interest the correspondence referring to the proposed venue of the British/European Grand Prix for next year.

It strikes me that some sense of proportion should be retained when discussing this problem and there are a number of points that immediately jump to mind.

1. Motor racing, from the spectators' point of view, is surely organized for those who enjoy motor racing, and the attitude of mind which prompts people to say, "If a race is held at so-and-so, I will not go", wherever the "so-and-so" is, does appear to smack of narrow-mindedness, and to some extent preclude these people from the category of true enthusiasts.

2. It is (or is it?) coincidental to note that all the complaints regarding Aintree come from people living in the South, whilst most of those in favour of this venue reside up North. This raises the matter of travelling, and of time to travel, and I feel that this is a real problem (which some who suffer will not admit) as everyone who enjoys the sport has not always got the money surplus to enable them to go shooting all over the country following the sport, nor an indulgent boss who is willing to give them time off from work as well.

3. As regards the suitability or otherwise of Aintree, there seem to have been many, many words written on this subject, by a lot of gentlemen who do not drive Grand Prix cars. I beg to submit that these views are invalid.

4. Now as to amenities and viewing points. Aintree, I feel, has the edge as far as viewing is concerned, the embankment sees to that, but as far as amenities go, I don't think there is much to choose. Both Aintree and Silverstone have their weaknesses and I should imagine that it is a problem of the highest order, on either circuit, to cope with food and liquid refreshment for between 100,000 and 150,000 people. One must not forget when criticizing Aintree in 1955 that the day of the race was a real scorcher and consequently the amount of liquid consumed must have far exceeded expectations, understandably I feel, with the consequent partial shambles at some of the kiosks during the afternoon.

With reference to the conditions underfoot, it must be admitted that in the dry Aintree can be dusty, but in the wet, you don't get the mud you find at Silverstone.

5. Traffic congestion—bad at both places, with room for improvement, but with far more possibility, I would say, of such improvement at Aintree, with its much better network of roads, and its better train and bus facilities.

Finally, suggestions have been made that the G.P. should be held at either Oulton Park or Goodwood. Whilst both these circuits are excellent, I should imagine that the majority of organizing staff and drivers would agree that Aintree and Silverstone are more suitable, from the standpoint of circuit alone, for a Grand Prix. I must say, however, in this context, that either of these circuits, and especially Oulton Park, could, with a few additions and corrections, become outstanding G.P. circuits, but, of course, this costs money, and someone would have to pay out, without much hope of large returns.

In conclusion, whether the Grand Prix is held at Aintree or Silverstone, I shall be there.

WIRRAL, CHESHIRE.

G. F. IRVING.

IT is a good thing for motor racing in Great Britain that the venue of the 1957 British and European Grand Prix can raise such a clamour in your columns. While there are so many ardent protagonists to cry the rival merits of Aintree and Silverstone, the sport will surely flourish as a public spectacle.

But, please, let the criticisms in this Aintree v. Silverstone battle be recorded in reasonable terms. R. B. Ide oversteps the mark in referring to "the general filth" of the Liverpool circuit. The words are ill-chosen. To say the least, they are defamatory, and—as printed—libellous. To any reader who has not visited Aintree they must present a mental picture of conditions which demand immediate investigation by the local health authorities. That is taking partisanship too far.

I would refer him to the letter from P. Ledger Lomas in the same issue of AUTOSPORT in which it is pointed out that facilities for viewing motor racing at Aintree are the same as for horse racing, and that Aintree would not be world famous as the home of the greatest steeplechase of all if these facilities were not of a high standard.

LONDON, E.C.4.

IAN GORDON.

(More Correspondence on page 624)

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

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*Ian Nickols and
Kent Karlake*

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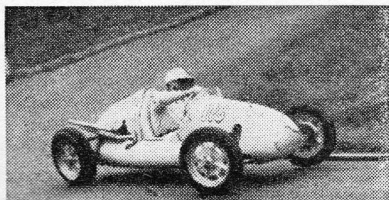


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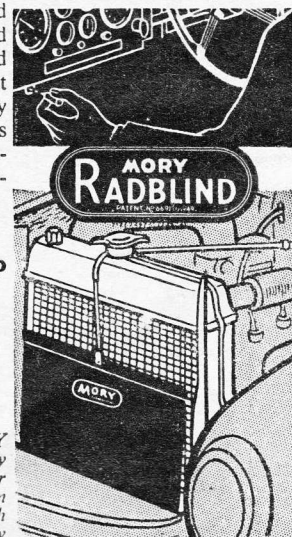
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Club News

By STUART SEAGER

IT seems that the problem of "public relations" where road events are concerned is still very much in the minds of most of those who organize them; in fact, at the end of last month there was held at Bradford a meeting at which delegates from motor clubs who make use of the Yorkshire Dales for their rallies and trials, met for the sole purpose of discussing the matter. All of the points raised have been raised time and time again before, and this very repetition seems to show that there are still too many thick-headed and selfish organizers whose sole idea is to give their fellow club members a "good belt round the countryside", and if the "peasants" don't like it, that's just too bad.

The fact is, that even if this attitude were not reprehensible in itself, the "peasants" in this particular country have the power to put a stop to motoring sport altogether if it gets out of hand, and to a great extent they would be right.

The exasperating part about it is that this annoyance to the public is so unnecessary. If you want an event with some lively road work, you can still have it, by running it at night, and routeing it so that as far as possible the competitors keep well away from houses, or at least do not have to stop and restart in their vicinity. For the less adventurous members, you can still run daytime social runs without upsetting anyone, so long as those taking part can do so in their own time, and that the event is not advertised by carrying numbers. This last is a particularly stupid weakness of some clubs, for as far as many of the lay public are concerned, if a car carries numbers, it is in a race, and that's that.

The last point is the old one about events run by unrecognized clubs. They can cause more trouble than any others, because they are generally run for and by groups who have not had the experience or learnt the lessons that an established club has. There is more to running a rally—even a little one—than is appreciated by anyone who has not tried it, but the way to find out is to take part in a few that are run properly. Get in touch with your local recognized club—the R.A.C. will give you the address—rather than try to muddle along on your own. It's not worth the trouble.

JUST received are the regulations for the 14th Annual Sporting Trial of the **Kentish Border C.C.** This is a full-scale mud-plug qualifying for the R.A.C. Trials Championship and the B.T.D.A. Gold Star, and the invited clubs are the Bristol, London, Maidstone & Mid-Kent, North Midland, Southsea, Sunbac and Taunton M.C. The start is near Swanley, Kent, and entries close on 19th November with H. F. Eady, 45 North Park, Eltham, London, S.E.9. . . . Also in the "fully sporting" category is the **Yorkshire S.C.C.** Pennine Trophy Trial on 18th November. This, however, is a closed-to-club event and further details may be obtained from R. J. Wilson,

★
LIMITED SLIP!—
Paddy Hopkirk's Anglia was not fitted with a ZF differential, as the registration number seems to indicate, but nevertheless splashed through the mire successfully to win the recent Circuit of Clare.

★



Woodlands, Gildersome, near Leeds. . . . Also closed-to-club is the curiously named "Rallie Petite" of the **Lancashire & Cheshire C.C.** It is a 100-mile daytime event, starting and finishing at Chelford, and the man to write to is A. L. Gale, 178 Kingsway, Gatley, Cheshire. . . . The **North Staffs M.C.** have their Winter Rally on 17th-18th November, and have invited the Rhyl, Stafford, Combined Universities, Nottingham, Mid-Cheshire, Bolton-le-Moors, and Midlands M.E.C. to take part. This is a 250-mile affair, starting and finishing at Stoke-on-Trent, and has no regularity sections or tricky route cards. Secretary of the meeting is H. C. Rogers, "Rockwoods", Ashley Heath, near Market Drayton, Salop., and entries close on Wednesday (14th). . . . The **Bexley L.C.C.** are holding a closed rally on 25th November, for which regulations are obtainable from N. M. Lobley, Albany Hotel, Steynton Avenue, Pexley, Kent. . . . The **Manchester University M.C.** are running their fifth Christmas Team Rally on 8th-9th December, and it is open to members of the B.A.R.C., Combined Universities, Lancashire & Cheshire, Liverpool, M.G., Sheffield & Hallamshire, and Yorkshire S.C.C. The route is of some 400 miles, starting from Knutsford and Ashby-de-la-Zouch, and finishing with driving tests after breakfast at Blackpool. The gimmick is that the premier award goes to the winning team, with individual awards subordinate to it. Entries close on 1st December with J. E. Briers, 25 Manton Green, Eccles, Lancs. . . . The **Alvis O.C.** will be having a closed rally on 18th November, mainly in Essex, and further details may be obtained from R. E. Spain, 37 Lebanon Park, Twickenham, Middlesex. . . . Although it does not take place until the 4th-5th January, regulations are now ready for the 33rd Exeter Trial, run of course by the **M.C.C.** It follows the usual pattern of a night run to the West Country followed by the hills to be climbed, and finishes at Bournemouth. The address of the club is 76 Kinnerton Street, London, S.W.1. . . . On 25th November, there is to be held the November Rally of the **Brighton & Hove M.C.**, open to the London, B.A.R.C., Horsham, Circle, Thames Estuary and Tunbridge Wells clubs. The mileage is about 100, the start is at Brighton and the finish at Slaugham, Sussex, and the

Secretary of the Meeting is R. C. Holmes, 50 Station Road, Burgess Hill, Sussex. . . . Another closed event is the **Cambridge University M.C.** Little Rally on 2nd December. Regs. are obtainable from P. G. Riviere, Magdalene College, Cambridge. . . . The **Anglia and Prefect O.C.** are running their first full-sized rally with a 150-mile night event on 24th-25th November, starting from Chenies, Bucks. Anyone interested should write to N. H. Couche, 49 Ickenham Road, Ruislip, Middlesex.

SUNBAC

Vesey Cup Trial, 21st October

Best Performance: R. Kemp (Cotton IX), 210 marks lost. Next Best Performance: A. E. Marsh (TMS), 230. First Class Award: N. Hazlewood (Hazlewood Spl.), 240. Second Class Award: B. J. Bodenham (Bodenham Spl.), 280.

CIRCLE C.C.

Annual Rally, 28th October

Best Performance: I. Walker (Ford Prefect). Paul Trophy: C. C. Rogers (Standard Van-uard). First Class Awards: N. H. D'ingfield (Standard 8); A. E. Hudson (Peugeot 203); E. Kelvin-Lawrence (Ford Zodiac); C. S. Hoile (Triumph Renown); D. R. A. Brazier (Austin A40); P. R. Edwards (Austin-Healey). Second Class Awards: J. R. Paul (Standard 10); D. G. Hilton (Ford Anglia); R. Chester (M.G. Magnette); P. Hanhart (Ford Zephyr). Ladies' Award: Miss J. St. John (TR2). Team Award: D. R. A. Brazier, G. D. Costin, C. C. Rogers.

COMING ATTRACTIONS

November 8th-10th. M.C.C. National Rally. Final tests at Hastings, Sussex, from 8 a.m. on 10th November.

November 17th. Bristol M.C. & L.C.C. Roy Fedden Trophy Trial. Start, The Compass Inn, Tormarton, Glos., 10 a.m.

November 17th/18th. Tour of Corsica (S, T).

Margate & D.C.C. Ramsgate Autumn Rally. Driving Tests at Ramsgate, 18th November.

November 18th. Cemian M.C. Chiltern Cup Trial. Start, H.W. Motors, Ltd., New Zealand Avenue, Walton-on-Thames, 9.30 a.m.

Yorkshire S.C.C. Pennine Trophy Trial. Start, Cunning Corner Hotel, Rishworth (on Ripponden-Oldham road), 10.30 a.m.

M.G.C.C. WESTON RALLY

117 Cars Take Part in West of England Silver Star Event

THIS was the South Western Centre's sixth attempt at running the Weston Rally, and this year they had been rewarded by the rally becoming a qualifying event for the B.T.D.A. Silver Star.

Entries closed at 119, and as the starting time approached on Saturday, 13th October, only two non-starters were declared at the London, Birmingham, Exeter and Bristol start controls. It was evident when the first car drew away at 6.31 p.m. from London that the weather, as so often, was not going to be very kind, and blankets of thick ground mist threatened; in fact, first marks were lost by a late starter, a foretaste of what lay ahead.

All cars were to converge on a common point at the Shoe Filling Station, just west of Chippenham. Several were late and 13 came in from the wrong direction, No. 10, R. P. Tayler, retiring after "deviating from course". From here, competitors proceeded by route card on Observation Section A, a drive of 23 miles to the area east of Bath. Seven questions were asked about sign posts and pillar boxes, etc., and had to be answered when observed.

Fog was now very troublesome, and most entrants were late at Control 4, many nearly 30 minutes, although Don Smith, Tiny Lewis, Sam Moore and Mrs. Johns were only 3, 4, 5 and 14 minutes respectively. No more retirements yet! Next came section 2, the crossing of 12 river bridges over the Frome, with a code number to be recorded at each, and finishing at Control 17, north of Radstock. Tales of misfortune and retirement were reported, and 11 cars did not arrive, including Glascoe in a Consul who had the misfortune to lose a wheel stud into the brake drum when changing his wheel. Those competitors already mentioned were still doing well, plus P. Hicks (A50), M. R. Davies (TR3), R. Neate (Dauphine) and A. C. Harmer (Morris Minor).

Section 3 required competitors to cross 21 bridges over the extinct Somerset and Dorset Railway, and then the main line to Bristol, finishing at Control 41 near Pensford. Here a few cars were up to 2½ hours late, and many an hour, including Colin Shove, although the

leaders were still consistent—Hallpike, Cornish, Griffiths, Baker, Davis and Dando coming more to the fore also.

Section 4 was an "8 Clubs", with greater distances between controls; previously they were only up to two miles apart! It was now obvious that the fog would last till after daylight, and both drivers and navigators were hard pressed in the low districts and lanes of Dorset and Somerset. At the end of this section, the first car was due to arrive at Yeovil at 1.55 a.m. for a 30-minute compulsory halt for fuel and refreshments, but no one arrived till 2.39! One of the most anxious was Mr. Cherry with his catering van, on his way from Shoe, the previous stop. Forty-eight cars failed to proceed after Yeovil, A. E. Westbrook (Austin-Healey) being one of these. Sam Moore and Tiny Lewis continued their great performance, in M.G.A and Standard 10.

A further 8 Clubs section followed, which took cars to control 56 near Bridport, over 40 not arriving before closing time. Colin Shove retired, also Toll with water hose trouble. Now came section 5, the last one of the night, with 14 points to visit and four time controls unknown, eventually heading towards Taunton. Here the Clerk of the Course (the writer) encountered the local vicar in a ditch and, after half an hour's struggle, managed to pull him out! This was not the only excitement, and the first competitor at control 62 announced to the marshal that the approach road was blocked by an excavator! Fortunately it was possible to come in from the right direction by a short detour which was proved immediately by Sam Moore and K. Baker—who hurried in, only a few minutes late, as in due course did most of the other cars. An unfortunate but unavoidable incident in the *Force Majeure* category.

A one-hour's stop for breakfast at the County Hotel at Taunton followed. Sixty-three cars arrived, many missing out some of the 16 controls allowed, to keep within the two hours' retirement limit; also to satisfy empty stomachs, although for a few it was lunch! Two daylight sections followed and all left

to join in the hunt again. Once more the leaders earlier had kept their positions, with G. Dear, R. Davis and J. Pascoe joining in, although all were many minutes late.

First came Observation Section B, 50 miles of Quantock Hills with nine feminine film stars' names as code words to brighten the still foggy morning, and at a 24 m.p.h. average. No cars were late here, and they went on for the last 46 miles to Weston. Unfortunately Police intervention caused the abandoning of three driving tests, and the first passage control board was removed by persons unknown, also the accompanying letter on the road was obliterated by mud; thus this control had to be cancelled. At control 75 similar trouble was caused, and Sam Moore in the lead by six marks failed to find the road letter which was clearly there. Subsequently the sign was found in the hedge by J. Shove, and replaced for other competitors.

Cars now began arriving at Weston Airport, the final control, for handing in their cards and scrutineering. This was about 1 p.m. The local T.A. boys set up radio contact from here to the Promenade, which let marshals and commentator Mike Llewellyn know who was due to arrive to perform the final test.

By now it was a gloriously sunny day, and some 2,000 spectators thoroughly enjoyed themselves, watching some very fine performances. T. D. Warren was fastest—44.6 secs, but knocked two pylons in his M.G. TF. So honours went to K. Baker (TR2)—48.1 secs.

Competitors now retired for lunch at the Grand Atlantic Hotel where results were announced late in the evening. Tiny Lewis in a Standard 10 winning the Nuffield Challenge Trophy with only 33 marks lost—a very fine effort.

CHARLES TOOMER.

Results

Best Performance: I. D. L. Lewis (Standard 10), 33 marks lost. **Best in opposite class:** S. Moore (M.G.A.), 126.

Class Awards: G. N. Dear (M.G.A.), D. Smith (Fiat 1100), M. R. Davies (TR3), Mrs. D. Johns (Austin A105)

S.W. Centre Award: J. Readings (Armstrong Siddeley Sapphire). **Midland:** W. A. Machin (Morris Minor). **S.E.:** K. Baker (TR2). **Devon & Cornwall:** J. Pascoe (Renault 750).

Novice Award: M. Pople (Ford Zodiac). **London Start Award:** R. Neate (Renault Dauphine). **Birmingham:** M. Dando (TR3). **Exeter:** P. Hicks (Austin A50). **Bristol:** A. C. Harmer (Morris Minor).

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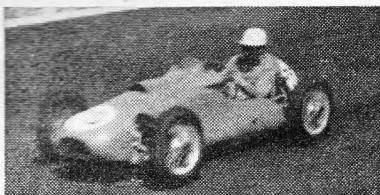
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Correspondence—continued

I HAVE read with interest the views of many spectators on the question of the venue for next year's Grand Prix of Europe. One question that has not yet been discussed is the relative merits of the tracks from the drivers' point of view.

The B.R.D.C. has spent a lot of time and money in making Silverstone a circuit that allows drivers to use their skill on all the corners. This they have achieved by taking the advice of many top line drivers of past and present fame.

Aintree, on the other hand, was planned by a rather misguided individual, who had obviously never driven a sports car, let alone a racing car. Despite the fact that drivers of Grand Prix cars have publicly stated that the circuit is spoilt by too many slow corners, no steps have been taken to improve it in any way.

In the absence of Aintree being remodelled in time for next year's race, surely, in everyone's interest, it must be held at Silverstone.

HOVE, SUSSEX.

MICHAEL ANTHONY.

MAY I briefly reply to some of the sentiments expressed by your pro-Aintree correspondents, with particular reference to Mr. F. James of Aughton? It would appear that the cause he attempts to support must be a remarkably barren one, if he has to resort to this puerile North versus South line of argument.

Since AUTOSPORT has concluded that either Silverstone or Aintree are the only alternatives as venues for the G.P., clearly any decision has to be based on the respective merits of the two circuits, assuming that the necessary financial backing was forthcoming. It seems to me that the criticisms of Aintree, namely with regard to traffic, seating, amenities, surroundings

and interest, to say nothing of location, have not been convincingly refuted. Therefore, in justice to the enthusiasts who support the G.P., if for no other reason, the event should be held at Silverstone, which, while by no means perfect, is at least pleasantly lacking in the deficiencies from which Aintree, alas, suffers.

WINDSOR.

T. O. MAYHEW.

[We thank the many readers who have written on the subject of the 1957 British/European G.P. venue. This correspondence is now closed.—Ed.]

To the Police—a Tribute

AFTER yet another Brighton Veteran Run may I, as a spectator, pay tribute to the wonderful job done every year by the police in connection with this event. If all motorists were perfect, the police would still have a busy Sunday, but when they have to contend with every type of ineptitude* let loose on two, three and four wheels, I think their prevailing good temper is little short of miraculous.

Is there not some way in which those who derive such pleasure from watching the veterans could make some tangible expression of gratitude to the police for the very large and efficient part which they play? I am sure many motoring enthusiasts would be glad of the opportunity, especially with Christmas only a short time ahead.

Whilst on the subject of the Veteran Run I hope it may come to the notice of those mental perverts who choose this occasion to parade their shortcomings by dressing themselves in ridiculous costumes and travelling in cars covered with corny slogans, often in bad taste, that the dozen or so people around me at Pyecombe all expressed their utter disgust at these exhibitions and would have been glad had a hosepipe been handy.

EDENBRIDGE, KENT.

E. G. ASHWOOD.

Classified Advertisements—continued

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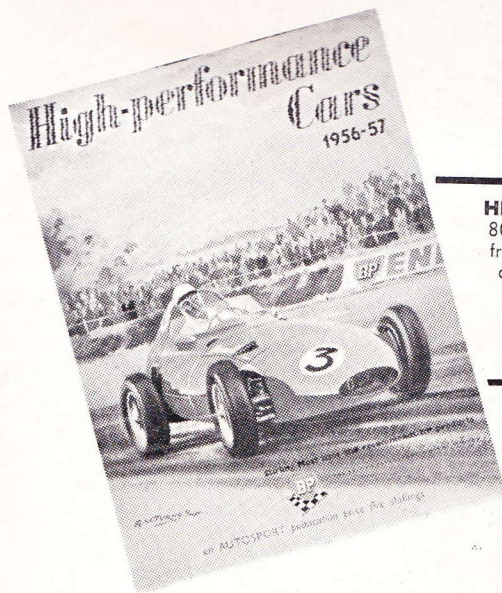
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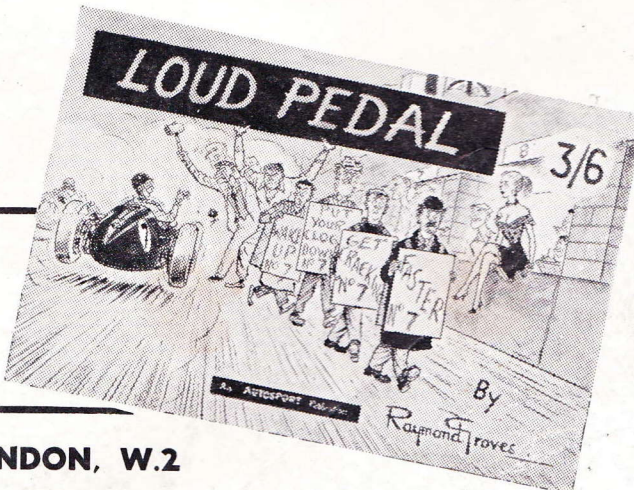
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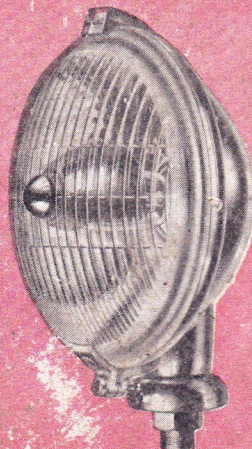
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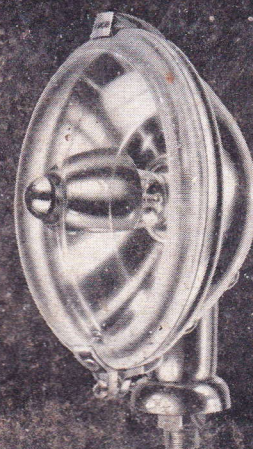
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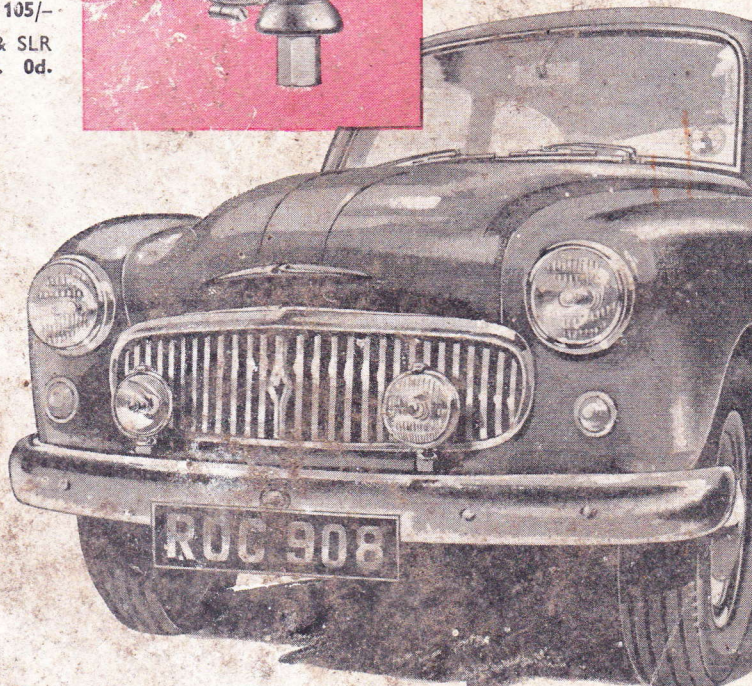
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