AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

MARCH 7, 1958

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IN THIS ISSUE

JOHN BOLSTER TESTS THE METROPOLITAN 1500 : TWO NORTHERN TRIALS

CANADIAN INTERNATIONAL WINTER RALLY : SPEED SEASON OPENS AT BRANDS

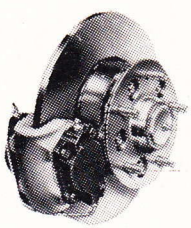
Dewar Trophy awarded to Dunlop for disc brake and tyre development



The Dewar Challenge Trophy is awarded by the Royal Automobile Club for an outstanding British technical achievement in the automotive field or one that is known to have reached a significant stage of development, application or utilisation during the preceding year.

CITATION

"The Dewar Challenge Trophy shall be awarded for the year 1957 to the Dunlop Rubber Company, for their outstanding contributions in the field of automobilisation, with particular reference to their work in the development of the Disc Brake, which has contributed to the success of British cars in all fields and the special tyres which enabled the M.G. Car successfully to secure, by a considerable margin, records in International Class F, at Bonneville Flats, U.S.A. in August, 1957".



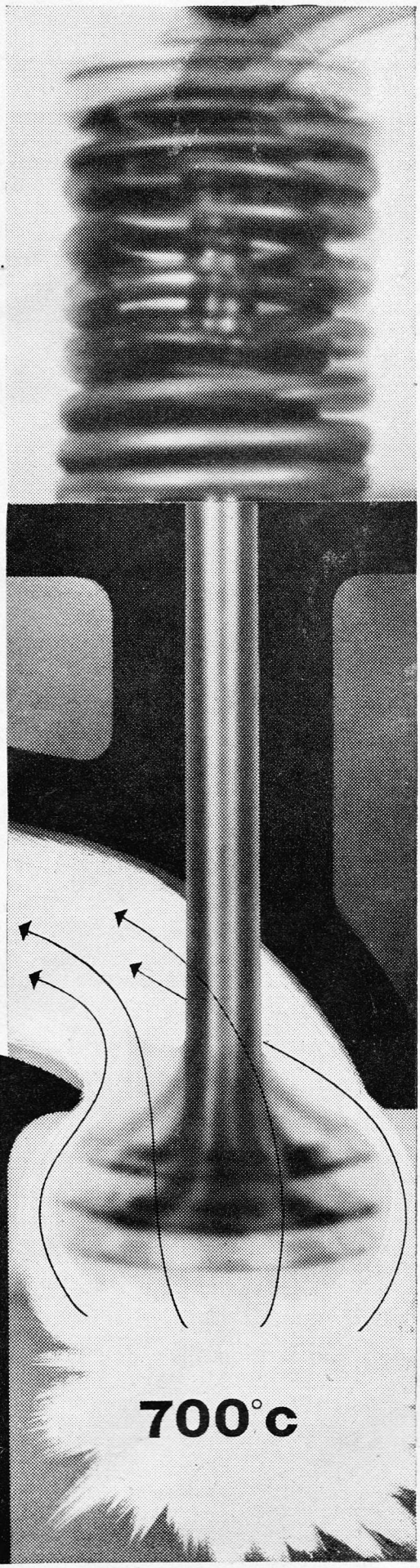
DUNLOP *makes things better for everyone*



BH/DB/607

Valve Springs...

effect on performance



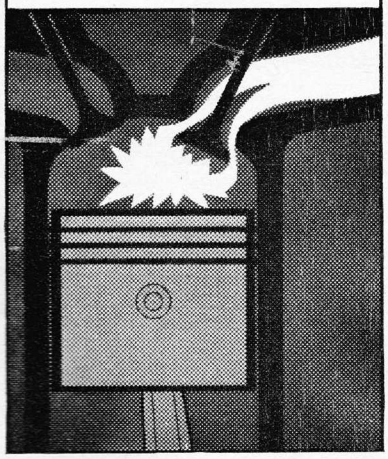
Engine speeds
Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

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

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

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

Hot exhaust gases escaping



Badly burnt exhaust valve



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

TERRYS AERO VALVE SPRINGS
The experts' choice
HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND P24



Take winter easy with your engine's best friend

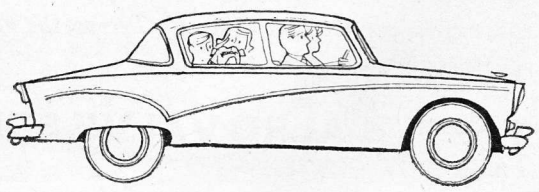
Winter weather can prove tough going for your engine. Starting is difficult. Engine wear is increased. And your battery is drained of life. Fill up your sump with Shell X-100 Motor Oil Multigrade and notice the difference.

Starting from low winter temperature, Shell X-100 Multigrade flows freely from the word go. But when it reaches engine operating temperature it acts just like a heavier grade oil. This special property means your engine—even in the bitterest winter weather—gets first-class protection from start to finish.

The result is easier starting, faster warming-up, longer battery life and a useful saving on petrol. Ask for Shell X-100 Multigrade at your Shell station next time you fill up. *Available in 10W/30 and 20W/40.*

And to round off the job ask your dealer for the Shellubrication Service to take care of the rest of your car.

YOU CAN BE SURE OF SHELL



AUTOSPORT

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Vol. 16 No. 10 **March 7, 1958**

Managing Editor *GREGOR GRANT*

Assistant Editor *STUART SEAGER*

Road Tests and Technical *JOHN V. BOLSTER*

Art Editor *THEO PAGE*

Northern Editor *FRANCIS N. PENN*

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Eire	*BARRY MASON*
Continental	*GERARD CROMBAC*
Western Germany	*ALAN BRUCE*
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PHOTOGRAPHIC SECTION

Chief Photographer	*GEORGE PHILLIPS*
Scotland	*W. K. HENDERSON*
Continental	*MAURICE LOUIS ROSENTHAL*
U.S.A.	*OZZIE LYONS*

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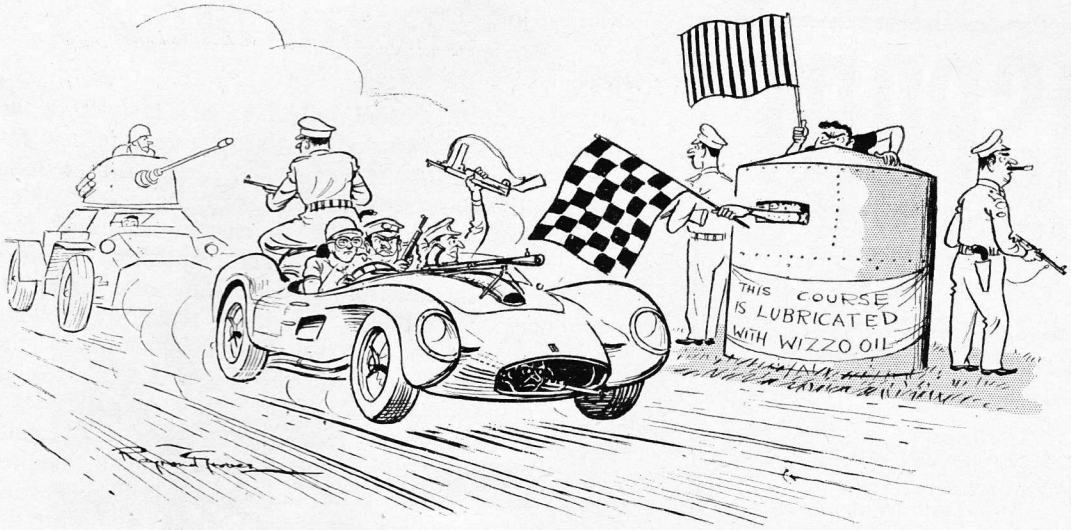
EDITORIAL

DETROIT IS WORRIED

THE present "recession" in U.S.A., as it is styled by the economists, has caused an alarming drop in new car sales. It is said that, at the moment, there is something like a million Detroit-built vehicles still unsold, of which by far the largest percentage are cars in the four to five thousand dollar category. Yet, American Motors Corporation, manufacturers of the Nash, are selling an ever increasing number of their medium capacity machines and the Metropolitan; incidentally, the demand for European small capacity and sports cars is greater than ever before. The tycoons of America's first great industry are definitely worried, and at countless board meetings the question of introducing smaller cars is being discussed at the highest possible levels. The race to produce the biggest motor car, with the highest power output at the lowest cost, has resulted in the products being still too high priced for the majority of potential customers. They, in turn, either hold on to "last year's cars", or trade in for a smaller vehicle with the attendant lower running costs and, of course, easier parking, preferring to spend the difference on other necessities of the modern American way of life. Not so long ago, the import of European-built cars was such a fraction of Detroit's annual output that the tycoons refused to be worried—even when Nash came to an arrangement with Austins of England to market a British-built vehicle in U.S.A. Now imports are rising, and although they still form a very small percentage of the annual number of vehicles registered, it is realized that they are having a profound effect on the American market as a whole. In point of fact, the small capacity car is rapidly finding its place in U.S.A. and Canada, not only as a "second" vehicle but as a primary means of economical transportation for the middle income groups. Detroit tried, none too successfully, to cater for sports minded people by the introduction of the Ford Thunderbird and the Chevrolet Corvette, the former being styled a "personal" car. It has now shed all pretence of being a sporting vehicle, and even the Corvette is more of a high performance touring car than anything else. It is, therefore, unlikely that Detroit will seriously enter the sports car market; on the other hand, it is almost certain that they will make a bid for the medium- and small-capacity car sales, even to the extent of attempting to gain control of distribution and servicing of European products rather than new designs. Their own export markets have seriously dwindled, for there is nothing like the demand there was for big cars during the post-war boom period. In U.S.A. itself, dealers and agents are falling over themselves to secure franchises for the once despised European cars, realizing that the steady demand will enable them to make a living, when so many large vehicles remain unsold.

OUR COVER PICTURE

POPULARITY of standard car trials is ever increasing, a fact emphasized by the fact that the Shenstone and D.C.C. V. T. Fellows Memorial Trophy Trial, held last Sunday, was over-subscribed with an entry restricted to 50. *Here, a sharp rise, mud and grass combine to foil R. L. Hayes in his Morris Minor* 1000.



★ PIT and PADDOCK ★

INNES IRELAND may drive for Ecurie Ecosse in some overseas events this season.

IVOR BUEB leaves for Sebring on 15th March. He will be driving an Ecurie Ecosse Jaguar.

THE 1958 Tojeiro-Climax was recently tried out at Brands Hatch, and shows considerable promise.

CONNAUGHT ENGINEERING have been testing DS19 Citroëns at Silverstone—perhaps with the *Daily Express* meeting in mind?

THE Bolton-le-Moors Car Club's final presentation of the Speedwell A35 was made by Tony Brooks to Bolton Rally winner Ron Gouldbourn.

THE A.A. Handbook has now reached its 50th year of publication. Over 2,000,000 copies of the 1958 Handbook are now being distributed to members.

A GOON is now a member of the Institute of Advanced Motorists! Peter Sellers passed the Advanced Driving Test on 21st February.

THE Council have now made arrangements for a special policy at Lloyds, for members of the Institute of Advanced Motorists, whereby, in approved cases, an allowance of 20 per cent. off normal premiums will be given.

A TEAM of three of the latest type TR3 Triumphs will be driven in the International Circuit of Ireland next month. Drivers will be Hopkins/Scott, Titterington/McCaulden and MacMillan/Hazlitt. The Triumph works driver Annie Soisbault will be competing with a TR3 in the Lyon-Charbonnieres and Acropolis Rallies. A TR3 will also take part in the Lyon-Charbonnieres driven by Gregor Grant and George Phillips.



TO PREVENT small parts and tools from being lost, the Motobench, a bumper-mounting workbench, is being marketed by Foster, Webb and Co., Grand Buildings, Trafalgar Square, W.C.2 and costs £2.

NEWS FROM LOTUS

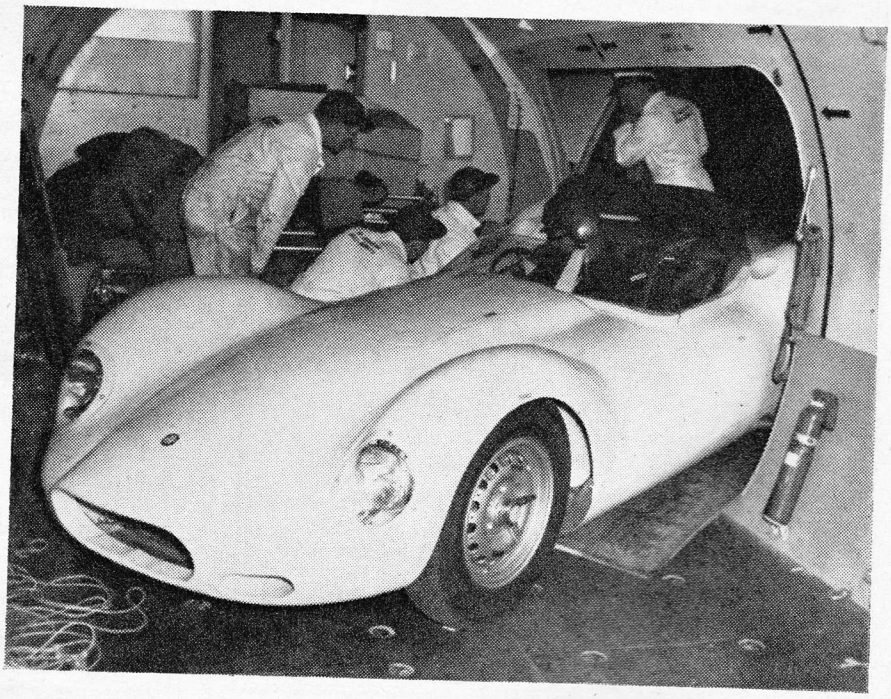
COLIN CHAPMAN and Michael Christie, managing director of Alexander Engineering, are joining forces to put the Lotus Elite on the market, not only in the U.K. but also on the Continent.

Lotus cars at the Geneva Motor Show will be on the stand of Alexander Continental Auto S.A., Swiss subsidiary of Alexander Engineering, and now appointed distributors for Lotus in Switzerland.

SNETTERTON SPRING MEETING, 30th MARCH

THE Snetterton Motor Racing Club have a programme of events for Sports Cars in the usual classes, Saloon cars, Formula 3 racing cars, and *Formule Libre* racing cars, planned for their opening race meeting this season.

B.A.R.C., B.R.S.C.C. and Club Lotus are among the invited Clubs, and those interested in competing should apply for regulations to: Oliver Sear, Old Buckenham Hall, Attleborough, Norfolk. Tel.: New Buckenham 352.



TAKE-OFF for a Lister-Jaguar, here being loaded prior to its flight to Briggs Cunningham, its new owner. The car left the Lister works on Thursday last week, arriving in New York on Saturday.

NEXT WEEK— THE R.A.C. RALLY

AT 7 o'clock next Tuesday morning begins the 1958 R.A.C. Rally of Great Britain, the only rally to be held in these islands which has the status of being a qualifying event for the European Touring Championship. In spite of this status, the event has in the past attracted few competitors from abroad, for it has always tended to be a super version of the British-type club rally, which means that night navigation is very much on the menu. Somehow this has never appealed to the Continental rallyists for

SPORTS NEWS

they do not comprehend our Ordnance Survey maps and their associated grid references, for these are unique in European cartography, and therefore precision navigation has never been developed as a science abroad as it has here.

As a bold move, to attract foreign entries to our own event, the R.A.C. decided for this year's event to abandon the night navigation of yore, and have produced an event which looks, on paper, to be every bit as good as the best Continental rallies, inasmuch as the emphasis is on sheer driving, as opposed to either precision navigation or precision time-keeping.

However, the experiment has misfired a little, for it appears that our Continental friends just don't believe us and, in fact, only one genuine foreign entry has been received—A. P. Kilden of Sweden, with a Saab. It is therefore to be hoped that this year's event will be so successful that its true nature will become known abroad and that next year we shall have a truly International R.A.C. Rally of Great Britain.

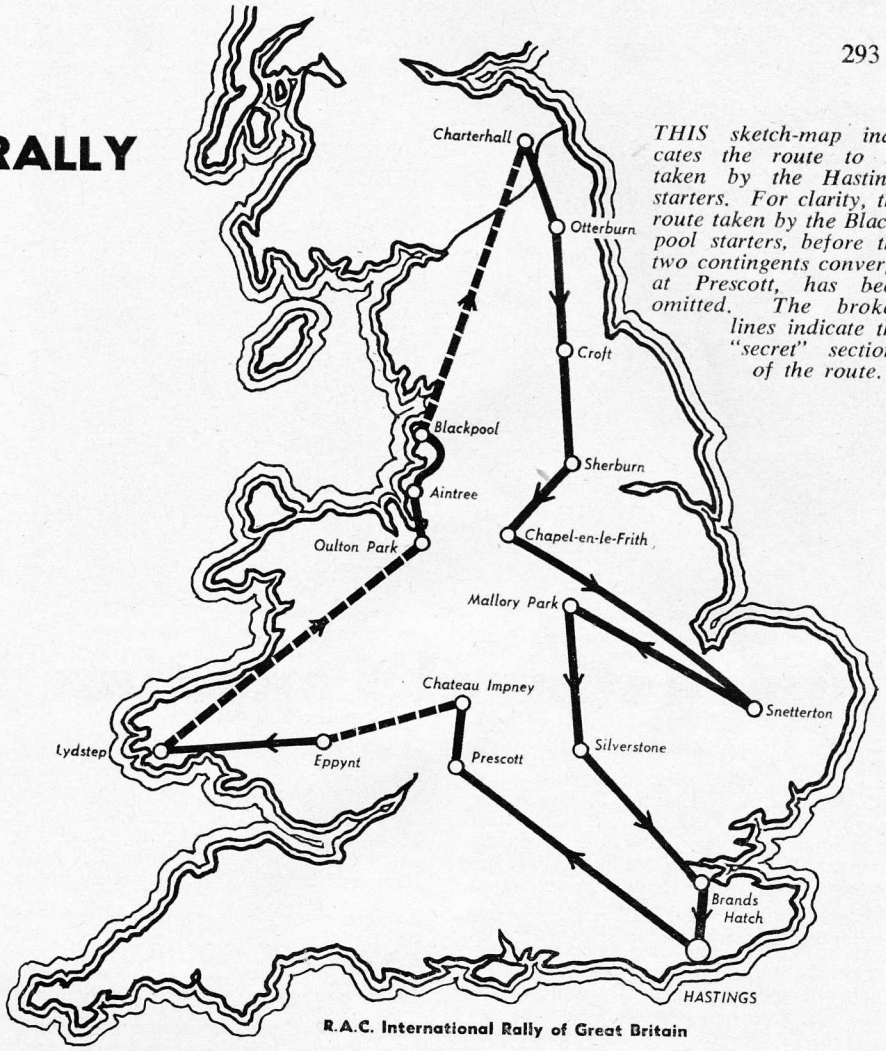
A total entry of 206 cars has been received, to start from Hastings and Blackpool on Tuesday morning. The proposed starting point at Le Touquet has, understandably, been abandoned. The general itinerary appears below and is shown diagrammatically on the map. Certainly this year the rally will live up to its sub-title of "The Rally of the Tests", for more than ever are to be tackled and they will be of a more enterprising nature in many cases than before. At Oulton Park and Aintree, for instance, three laps of the short circuits will be made, while there are full-lap sprints at Charterhall, Snetterton, Mallory Park, Silverstone and Brands Hatch as well as other sprints at Croft and Sherburn, and hill-climbs at Prescott, Eppynt and Lydstep. There are also the usual "manœuvring tests" culminating in the final one at the finish on the sea front at Hastings.

The total road miles will probably total nearly 2,000 and competitors are assured that although some parts of the route will be "secret", they will be covered by detailed route cards and all place names referred to will be found on ¼-in. O.S. maps.

The full entry list was published in AUTOSPORT last week. Thirty-seven different makes of cars will be represented. Ford (with 29 entries), Jaguar (22), Austin (18) and M.G. (16) are topping the list but amongst the others there are a plentiful sprinkling of foreign makes (driven by British crews), including three Goggomobils, an Isetta and three Czechoslovakian Skodas.

The B.M.C. works team consists of Nancy Mitchell/Joan Johns (Riley 1.5), Pat Moss/Anne Wisdom (Minor 1000), John Sprinzel/Dick Bensted-Smith (Austin A35), Jack Sears/Peter Garnier (Austin-Healey 100-Six) and K. Lee/A. Sinclair (Riley 1.5). Fords will be officially represented by Denis Scott, Edward Harrison and "Cuth" Harrison in Zephyrs and Anne Hall in an Anglia. Peter Jopp, Mary Handley-Page and Peter Harper will drive the three works 1½-litre Sunbeam Rapiers. Three works Berkeleys have been entered (the 500 c.c. version) to be driven by I. Mantle, A. R. Wheeler and P. Wren.

AUTOSPORT will be represented by George Phillips and Stuart Seager, in a 1½-litre Rapier. Unfortunately, Gregor Grant, who was to have competed in this car, is temporarily *hors de combat*, due to the consequences of a minor spinal injury incurred in his accident on the Monte Carlo Rally.



THIS sketch-map indicates the route to be taken by the Hastings starters. For clarity, the route taken by the Blackpool starters, before the two contingents converge at Prescott, has been omitted. The broken lines indicate the "secret" sections of the route.

R.A.C. International Rally of Great Britain

R.A.C. RALLY ITINERARY

(Times are for the first car)

Tuesday, 11th March

07.00 Depart Blackpool.
08.26 Depart Hastings.
12.36 Prescott, near Cheltenham, where the Blackpool and Hastings contingents converge for hill-climb test.
14.08 Chateau Impney, near Droitwich. Manœuvring test. Competitors afterwards follow a "secret" specific route which will take them westwards from the Midlands to Wales.
18.46 Eppynt, near Brecon. Sprint hill-climb test.
21.43. Lydstep, near Tenby. Hill-climb. After completing this test, competitors again revert to the route card for an all-night drive through the heart of Wales.

Wednesday, 12th March

07.10 Oulton Park, near Chester. Three laps of special circuit.
09.18 Aintree. Three laps of club circuit.
11.03 First competitor is due to arrive at Blackpool, and after checking in drivers will carry out a manœuvring test on the promenade. After completing this, competitors will have a break of slightly more than nine hours.
21.00 First car leaves Blackpool on a "secret" route through the Lake District. During the night there will be a braking test at an undisclosed point.

Thursday, 13th March

06.36 Charterhall, near Greenlaw, Berwickshire. Time sprint round circuit.
08.52 Otterburn Ranges, Northumberland. Manœuvring test.
12.24 First competitor reaches Scotch Corner, where there will be a one hour meal halt.
13.40 First car commences sprint test at Croft Airfield, which is near Scotch Corner.
16.10 Sherburn-in-Elmet Aerodrome, to the east of Leeds. Half-mile sprint.
18.16 Chapel-en-le-Frith (Ferodo Works), for manœuvring test.

Friday, 14th March

00.24 Snetterton. Sprint test round circuit.
06.57 Mallory Park. Sprint test round circuit.
09.17 Silverstone. Sprint test round circuit.
12.49 Brands Hatch. Sprint test round circuit.
15.59 The first car reaches the destination, Hastings.

Saturday 15th March

Starting at 10.00, all competitors undergo a final test on the Promenade at Hastings and the last car is expected to complete this final trial by about 14.30.

The prize giving will take place in the White Rock Pavilion, Hastings, starting at 21.30 when the Mayoress of Hastings will present the principal trophies.

(*More* **Sports News** *on page* 303)



MILLE MIGLIA style start took place in Toronto outside the Rootes Group showrooms. The car on the ramp is a DKW just about to move off under a blaze of floodlights.

International Canadian Winter Rally

By JACK O'DONOGHUE

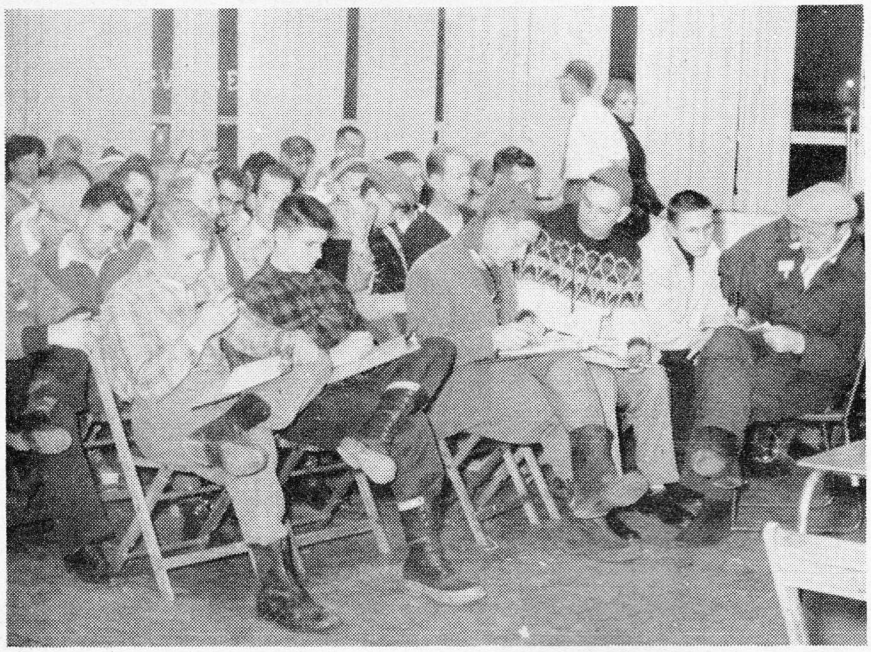
HAVE you ever been out in the Great Alone when the temperature is 20 deg. below? That is 20 deg. below zero and not just 32 deg. F., which to a Canadian is a good basis for a balmy winter's day. Some years back when the export drive was in its infancy one large company put a lot of study into "winterizing" their cars for the Canadian market and carefully tested a vehicle in a specially built freezing plant to 30 deg. below freezing point. Then they sent the car and two engineers out to the Great Plains to wait for the cold weather. It came all right and down went the mercury to "seasonal levels". Our engineer friends found that their charge would not budge at "twenty below". "But", said one, "we tested the damn thing at 30 degrees below freezing point before we came out!" Then someone told him gently that what he was saying meant "two above" in this country!

The 1958 version of the British Empire Motor Club's International Winter Rally took place between the 7th and 9th of February in "two below" temperatures and conditions of meteorological mayhem. There were two starting points, Toronto and Montreal, and the route wandered north from Toronto to the Georgian Bay area of the Great Lakes, then east and north into the province of Quebec, through Montreal and thence west and south to Toronto again, in all 973.55 official miles, though not all the competitors entirely agreed with the accuracy of the "official" mileage. However, that is the way rallies are run in this vast country where most roads are straight and where navigation as known in the old countries is non-existent. Briefly, the story can be divided into that of the Toronto unfortunates and the Montreal award winners. Two blizzards struck the rally area within a period of 24 hours and the first caught the Toronto boys on Saturday afternoon when resistance was beginning to ebb after about 18 hours of driving and with the horror of the Mont Laurier section and darkness still to be overcome before Montreal, *parc fermé*, rest and, indeed, the first proper meal in over 24 hours. Montreal starters stopped at Pembroke for the night and by the time they again took up the hunt on Sunday morning, the blizzard had passed and road conditions were improving somewhat from lousy towards fair. Then again, as the Montrealers sailed serenely towards their finishing point and home, the Torontonians heaved and struggled through ghastly blizzard conditions in the Ottawa Valley region of Ontario.

Let nobody imagine that the Montrealers had an easy time. Far from it; road conditions were horrible and temperatures hovered around zero throughout the whole event. Set average speeds were very high, foolhardily so, in some sections—38 to 39 m.p.h. in the Laurentians, where roads wind and climb around Mont Laurier over deeply packed snow and when drivers are tired and hungry, invites disaster and indeed led to some of the minor disasters suffered by the 60 per cent. who did not finish.

Some fantastic tales of digging-out were told when it was all over. One crew had performed the feat no fewer than 19 times! Another crew told of sliding into deep snow at the roadside and climbing out to find themselves atop another larger car abandoned some time before!

Entries were divided into two classes: up to 1,000 c.c. and the rest. Favoured rally wear varied from a tiny 600 c.c. Lloyd through such old favourites as Minor 1000s, Hillmans, M.G.As, TRs, Volvos, DKWs, a horde of Volkswagens, if you include those glamour gals of Wolfsburg, the Ghias, to a few vast Detroit Irons and surely the ultimate in a Mark 6 Bentley. More than 100 cars were entered in the over 1,000 c.c. class and over 40 in the "tiddlers". The Toronto start was a most spectacular affair with a Mille Miglia style starting ramp, and hundreds of people milling around in near zero temperatures at the Rootes Building on Toronto's Golden Mile. Rootes and Volkswagen's big plant at the opposite side of the road were both ablaze with lights and police cruisers were all over the place. As each of the 120-odd Toronto starters swung off the ramp and out of the Rootes Building away into the chill night it was almost an anti-climax with few visible signs of "the racers". Authority in



BRIEFING THE BOYS: Navigators take notes during the briefing before the start. Most of them are wearing snow-boots and chequered shirts or pullovers, or both!

WINNERS of the team prize were the three Hillman Minxes. This win has been acclaimed as a great achievement in Canada and has undoubtedly added to Britain's prestige in the car market out there.



Ontario frowns on anything like competition numbers! First car away was Chas Sparrow in a little Renault Dauphine and first casualty was the Minor 1000 of newspapermen Dave Grenier and Michael Hunt who flipped the thing within five miles of the start. Not to be outdone, the crew of a TR2 lost it over a switchback bridge only three miles from the start, ended up with the thing on fire but still walked away unhurt.

All through the night crews pressed on at set averages between 35 and 46 m.p.h., according to the type of roads, heading steadily north-west towards the Georgian Bay area and a time control at Parry Sound. Then as Saturday's daylight came, they looped north and then east on the only road through Algonquin Park, a huge area of undulating uplands covered with vast forests that teem with almost tame wildlife. Roads in this part of Ontario can be a bit rugged and when the snows came around Pembroke, tired crews were in for a rough time. Montreal starters had lost but few marks and except for Taits's Ford Zephyr which had fallen out on the way all went through Toronto on Saturday morning, albeit much earlier than this correspondent had been officially informed. Thus we missed the opportunity of meeting or photographing any of them.

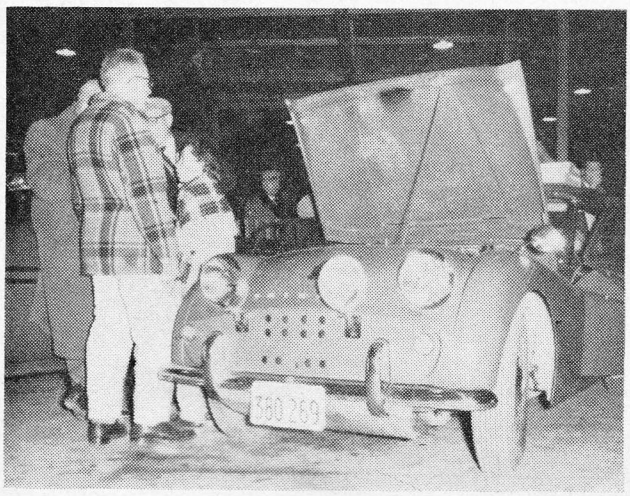
Whilst on the business of slight criticism, it was impossible to get any information about where one might meet the rally en route. This perhaps was understandable with newspapers and radio stations giving the event large coverage, but it was a new experience for the correspondent of a motoring magazine of the calibre of AUTOSPORT. News of the progress of Toronto starters began to trickle through. The big Bentley of Don McQuirk was doing well. The works team of TRs was going great guns, so indeed were the Hillman and DKW teams and a battle royal was developing between these and a team of Minor 1000s entered by Jack Wheeler's "Autosport" garage.

Then we heard of the Pembroke area blizzards. A savage snow storm developed as evening came. The unfortunate Toronto boys found themselves steering by the fence posts at the side of the road. Ahead lay the dreaded winding roads to Mont Laurier control. Two crews gave it up. Others pressed on and lost points began piling up. Cars left the road in droves. An M.G.A went into a slide and into the ditch, was dug out and promptly went in again at the same place. Jack Young's Volkswagen swung round a bend to find a Morris Oxford, an A95 and an A type in one big sliding schemozzle. Then a DKW flipped, again the crew was unhurt. Then a Minor met a competing car head on. The crew were injured and the A95 team, already well behind time, went to their rescue, withdrawing from the chase to do so. George Grant became the only really serious casualty of the event when his Sunbeam Alpine flipped and he suffered a fractured skull, fortunately without complications. George is now well on the way to recovery.

Fifty-three Toronto starters were late at Mont Laurier where average for one section were a crazy 44.6 m.p.h. Thirty-four cars were already out. Down from Mont Laurier to the Montreal overnight stop speeds were still "impossible" but as Toronto crews licked their wounds and rested they thought of the Pembroke blizzard, hoped for an easy run home the following morning and wondered what the day would hold for the 22 Montreal crews still in with Mont Laurier still before them.

At this point the team battle was unchanged; the TRs still headed the "race" with fewest points lost, but the Hillmans,





★

COLD WEATHER MOTORING: (Left) This TR3 has its grille almost completely blanked off and also a strong undertray to protect it from the hazards of snow and ice. (Above) The team of three TRs arrives at the finish.

★

"Deeks" and Minors were still very much in the picture. The brace of Montreal Volvos driven by the brothers Ross were still unpenalized, but the "Chevvy" of Chuck Stockley, a wee Standard 10 (Triumph 10 in Canada), two TR2s and the big Bentley were almost "clean" too. So was racing driver Tommy Gilmour's Minor 1000.

Came Sunday morning and the clerk of the weather dealt the Toronto boys a cruel blow by dumping another blizzard atop them as they struggled through the Ottawa Valley heading south by east towards home. The ex-Pembroke Montrealers had it rough too with snow-packed roads, but their main difficulty lay in keeping up the required high average speeds, not in fighting snow drifts. Brent Davies, with only 10 marks lost in his little Triumph saloon after 800 miles of battling, found his way blocked by snow drifts in the St. Lazaire region,

turned around to get out the way of his coming and found that blocked, too. Nobody expected him to arrive in Toronto for days, but Brent turned up all right still within the four-hour time limit. The possibility of being snowed-in miles from anywhere in zero temperatures is one of the major hazards of "Bemcee's" Winter Rally and one of the things that makes brawn and an ability to wield a snow shovel at least equal in importance to navigation and driving ability. Determination is another wonderful asset and the Misses Heffren and Hazeldene in a little Minor 1000 kept on losing marks, but pressing on to the bitter end finally made it to Toronto to prove something about the fairer sex in man-type motoring events.

Crews well versed in the wiles of Canadian weather started playing a press on regardless game and finding alternative routes in a desperate attempt to get to time controls. The Triumph team headed for the main highways where there was at least a hope that the snow ploughs of Authority were going to be before them. But, alas, they missed getting to the Winchester check and away went their hopes of the team prize. The Hillman drivers had rather better luck and suddenly came into prominence. The "Deeks" were out of the hunt, so were the "Autosport" Minors. First into Toronto which was very brass monkeyish in temperature but still snow-free was a little Triumph Pennant sedan looking surprisingly clean and unmarked.





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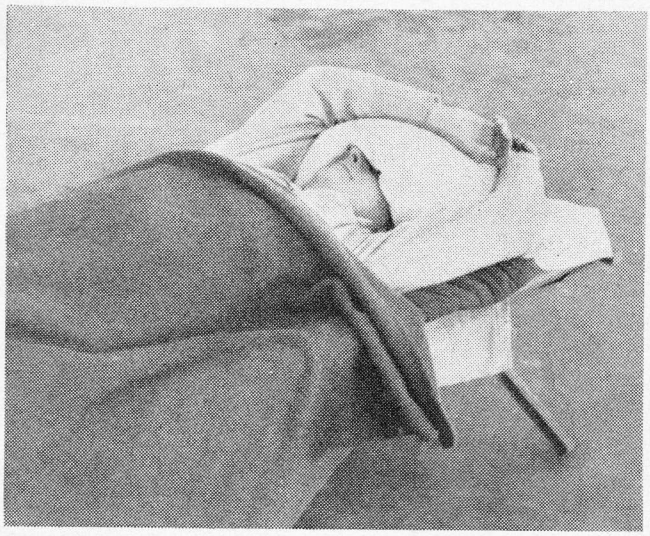
A LARGE CROWD (above) awaited the arrival of the cars back in Toronto at the Rootes showrooms. (Left) The Lucas boys were on hand to give assistance where needed. Seen beside the Lucas van are two Karmann Ghia VWs.

★

This B.E.M.C. International Winter Rally is Canada's premier motoring event. It is almost indescribably tough. Set speeds this year were so foolhardy that next time should find them somewhat amended. Alas, despite being given international status results are still a matter of conjecture nearly three weeks after the event. As far as we know one of the Ross Brothers, ex-Montreal and Volvo mounted, won, a Karmann Ghia ex-Montreal and driven by Les Stanley and Les Chelminski was second overall, and the other Ross Volvo was third. The team prize goes to the Hillman team. However, full results will be published when known.



THE GIRLS WHO GOT THROUGH. The Misses Hazeldene and Heffren are seen here with their Minor at the finish, where they were the centre of attraction.



DO NOT DISTURB! Jack Takala, clerk of the course, fast asleep at club H.Q. after 36 very strenuous hours. The event is hard on the 16 organizers, too!

Talking Points

A Resume of the Major Points of Discussion at the R.A.C.-Registered Clubs Conference

COMPETITION licences, restricted event invitations, overcrowding of the competitions calendar, restrictions on footpaths and bridle ways, all these came under discussion at the annual clubs conference at the Royal Automobile Club, Pall Mall, on Friday.

Principal discussion on competition licences, a matter backed in the main by the Malden and D.M.C., Singer O.C., Bexley L.C.C., Stroud and D.M.C., Mid-Surrey A.C., Circle C.C., and R.R.E.M.C., devolved around the question of whether members of a club promoting a restricted event should be allowed to compete in that event without having to buy a restricted licence. The argument was based on the fact that there are a number of members who do not participate in restricted events other than those organized by their own club and the fact of having to purchase a restricted licence might well deter them from making a first plunge into motoring competition.

An alternative suggestion, proposed by the same clubs, was for a licence to be made available to such members, valid for only one event and costing only 5*s*.

After several club representatives had spoken their minds Earl Howe raised the point that the suggested alternative licence would mean a considerable increase in office work. Some sort of chain reaction would thus mean an increased staff, and would raise the cost of administration.

On much the same lines was a matter raised by the Sevenoaks and D.M.C., who wanted to know the reason for the increased cost in licences, suggesting that their use be discontinued. It was the club's opinion that clubs holding a restricted event would get larger entries as a result and motor sport would, therefore, benefit.

However, Mr. D. Seigle-Morris, representing this club, stated that his club was primarily interested in reducing the cost of the restricted licence and this, he felt, had been covered by previous discussion.

He went on, therefore, to speak of a second matter raised by the Sevenoaks club, who wanted to know if some means of standardization could be organized by the R.A.C. to ensure the accuracy of time-pieces used by marshals of closed, restricted and national rallies. To illustrate the point he spoke of a rally in which he was competing in which his car radio, switched on, broadcast the pips—yet he was still 2 mins. late by the marshal's watch!

The Thames Estuary A.C. representative suggested the use of sealed watches, such as his club had used on their recent national "Cat's Eyes" rally without a single complaint. A Lancs A.C. speaker backed this up by pointing out that his club was one of the first to use the system, and he regarded it as the perfect solution to all problems of time. In reply to Mr. Matthews, of the Esso (Fawley) M.C., he added that the system was not one involving a large financial outlay, as at least one manufacturer of watches was operating a system under which the company would lend watches against a deposit.

If one may be allowed to digress for a moment here, this is indeed an idea which must be strongly seconded. Carrying the sealed watch involved so little extra effort on the part of the competitor that it is not worth bothering about. If, as in the case of the "Cat's Eyes", he is asked to pay a deposit against the watch he shouldn't mind that either when he knows that he will get it back if he returns the watch. As the Lancs man said, it is the perfect solution.

Next on the list during the afternoon came the Circle C.C. representative, Mr. Boucher, who said that his club would prefer to see a limit on the number of clubs permitted to be invited to compete in restricted events, as in the past. Under the present system, he pointed out, so many invitations were received that it was quite impossible to give them worthwhile support, plus the fact that it forced organizers to invite still more clubs to get support which resulted in an increase in printing costs for regulations.

Leslie Crawley, of the London M.C., agreed with this, and quoted a forthcoming restricted event to which 36 clubs were invited, a state of affairs, he said, which put the event on the same basis as a national rally. He suggested a limit of six clubs.

Mr. Jarrett, representing the M.G. and Morgan clubs, also spoke, and he suggested that eight clubs should be allowed to compete. The original idea behind removing the limit to the number which could be invited, he pointed out, was to attempt to reduce the number of events in the calendar, and this had not worked.

There was little discussion on a suggestion made by the Maidstone and Mid-Kent M.C., who, it seems, would like to see other clubs issue invitations for their restricted events well in advance, so that details of acceptances could be published in club journals.

Singer O.C. wanted registration fees payable by R.A.C. recognized clubs to be on a *per capita* basis: a gentleman from the B.A.R.C. south-west centre suggested that this would mean that large clubs like his would subsidize small clubs like the S.O.C. However, his intentions were misunderstood, and the suggestion was warmly received by the Singer Club!

On a more serious note, T. W. Carson, of the Vintage Sports Car Club, remarked that a lower registration fee for small clubs would mean even more small clubs running even more events to fill the calendar.

Newcastle and D.M.C. raised the point of the siting of controls in villages during the early hours of the morning; their representative went so far as to carpet the R.A.C. for the location of one of the R.A.C. rally controls in just this manner. An impending storm, however, was calmed into merely a high wind by the big guns of the Committee, Maurice Toulmin and Earl Howe, placating the injured feelings.

Holly Birkett, representing the Hants and Berks M.C., raised the point of simple courtesy, pointing out that if a man was going to be awakened in the middle of the night by cars, he didn't mind half so much if his permission had been obtained first.

Principal objection raised by the Old Merchant Taylors' M.C. and Alvis O.C., who considered that the present form of permit application was too lengthy for the smaller type of promotion, involving too much work when organizing closed events, was the matter of the required $\frac{1}{4}$ in. map references.

Horsham and D.M.C.L.C.C. raised the hoary question of the overcrowding of the calendar, particularly with regard to restricted events taking place on the public highway. They suggested that adjacent clubs should liaise in the running of events, thus reducing the numbers. There was very little discussion on this after our friend from the Esso (Fawley) club had pointed out that this was one of the objects of the Central Southern Association of Clubs, which he also represented, and, with a slightly malicious chuckle, had further stated that the Horsham club was one of the few within the area which was not a member of the Association.

Leslie Crawley, representing the London M.C., raised the question of limits to entries in closed and national rallies; he suggested limits of 200 for a closed event and 300 for a national.

The T.E.A.C. representative, on the other hand, said that his club welcomed the R.A.C. limit of 240 for national events, which just goes to show that you can't please everyone.

There was a fairly attentive audience for Mr. Sweetman, of the Sheffield and Hallamshire M.C., who gave a very well-informed exposition on the wider implications of restrictions on footpaths and bridle ways and their effects on all motoring. These restrictions, briefly, meant that every club running an event or siting a control off the highway rendered itself liable to a £50 fine if the necessary permission was not first obtained. He pointed out that, since this permission had to come from the landowner, who might be in Canada or anywhere else, this was not necessarily so simple as it seemed.

He asked, with considerable justification, that an eye be kept open for any unwarranted designation of roads as footpaths and any further restrictions. Mr. D. H. Delamont, manager of the Committee, gave his promise that the R.A.C.'s legal department had the matter in mind and were working on it. Earl Howe stated that the competitions department was well aware of the possible implications of this aspect of our democracy: it was, he pointed out, the local clubs who were best equipped to become aware of these developments. He appealed to the clubs to inform the R.A.C. of such developments as soon as they became aware of them; it was, he said, up to the clubs in the first instance.

Finally, the Esso (Fawley) M.C. asked if the R.A.C. would use its influence with the B.B.C. to obtain radio and television coverage on national rallies. The general feeling here, however,

(*Continued on page* 303)



PADDOCK PARADE again, and once more the speed season is under way. Over 90 entries were received for this meeting and a fine day helped to make it a success.

SPRING SONG AT BRANDS

Speed Season Begins—Don Rickman (1,100 c.c. Cooper-Climax) Makes B.T.D. at Surrey Sporting M.C. Brands Hatch Sprint

THE first speed event of the British 1958 season took place at Brands Hatch last Sunday, when the Surrey Sporting M.C. held their annual sprint meeting. Snow still lay thickly in the Kentish hedges, left over from the previous week's blizzard, but a warm spring-type sun emerged in the morning for the first time in weeks, to give a warm welcome to the new season—and incidentally to draw several thousand spectators to this purely "club" event.

The urge to get motoring again after the winter's idleness manifested itself in a well-assorted entry of over 90 cars, entered by members of 10 different clubs, and Best Time of the Day was recorded by Don Rickman, who completed his three laps (one standing, two flying) in 3 mins. 13.6 secs., in the 1,100 c.c. Cooper-Climax sports that until recently belonged to Ian ("Puddle-Jumper") Raby.

Since the clubs began using Brands Hatch for sprint meetings, and found out what a considerable appeal this kind of fairly harmless dicing had for the ordinary club member, various systems have been tried to achieve the complex aim of giving the most motoring to the most people in the least time. The system used on Sunday seems to be one of the best yet. The three laps started and finished on the bottom straight, not in front of the stands, which meant that as one pair of cars completed their last lap (they ran two at a time, half a lap apart), they could slow down and return to the paddock; at the same time, the next pair were making their way round to the start. The timekeepers were ensconced in the Press box, where they recorded the times for all three laps separately.

First category to take the track was the 750 formula brigade. There were only four starters in this group, but J. Wilks managed to complete his run in only 4 mins. 5.6 secs., his second lap being made in a very creditable 1 min. 19.4 secs.

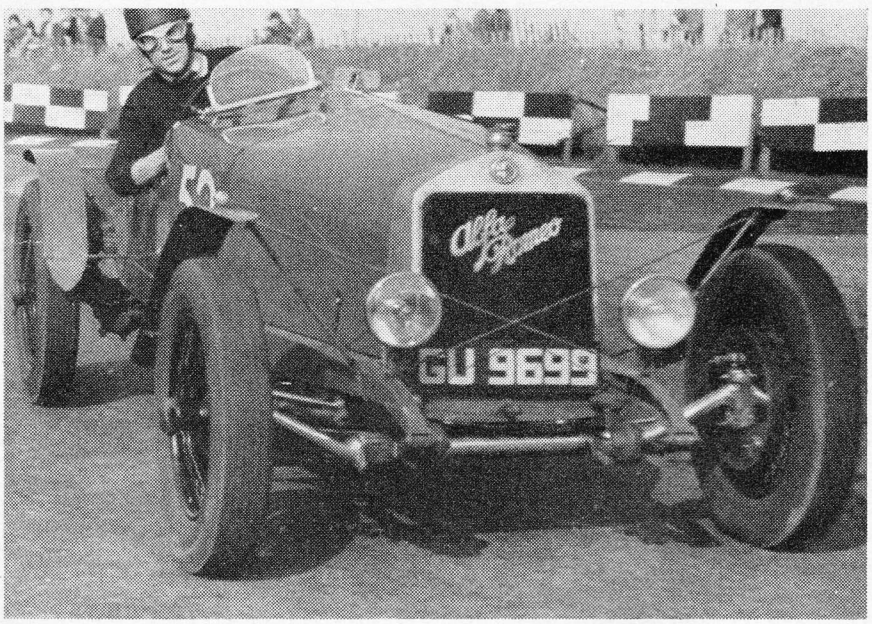
The 1172 contingent were more numerous, with a preponderance of Lotuses. J. A. Turvey, in an Eleven, won the class in 3 mins. 34.6 secs., being followed by the Mk. 6s of J. Derisley and P. D. Rolfe. Amongst the performers in this class were F. J. Tiedeman, whose name will be familiar to readers of our correspondence columns, running his own 1172 special: an intriguing rear-engined affair of Cooperish appearance, which was fifth quickest of the class. Bob Staples, who raced one of the Wilen-modified TR3s last season, was trying out his new Lotus Eleven, which is the ex-Innes Ireland car, now fitted with a Ford motor.

Of the eight starters in the class for open cars up to 1,100 c.c., seven were Climax-powered, and first and second places were taken easily by Don and Derek Rickman respectively in the Cooper. The eighth car was R. C. E. Catt's 328 c.c. Berkeley, which found itself at a certain disadvantage amidst the sports racing machinery. Determined to make the best of it, Catt set off on his first lap, foot hard down on the fibreglass, and kept it there until he spun off at Paddock Bend. This class, in fact, saw almost all the day's spins, Edward Lewis spoiling his chances of repeating his Boxing Day victory by also spinning at Paddock in his Lotus Seven, even though it was so neatly done that he was able to catch it second time round and continue, frontwards, down the hill. D. Briggs (Lotus Eleven) did a similar thing at Clearways, but as he had to do a quick reverse as well, he lost more time.

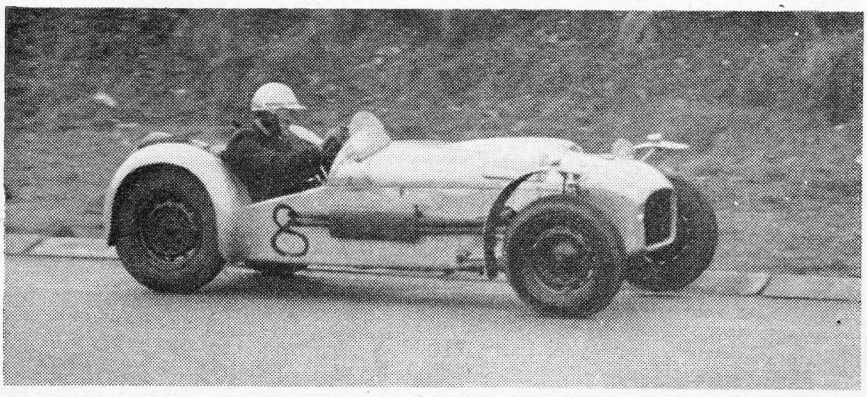
The 1,100 c.c. closed car class was composed of outwardly standard saloons and J. E. Wheeler's outwardly standard A35 van. Its performance was quite incredible and non-standard, and Wheeler won the class in 4 mins. 2.8 secs., H. R. Braithwaite in a Standard 8 being second in 4 mins. 17.4 secs. and M. P. Conrad (Dauphine) third in 4 mins. 23 secs.

The 1,500 c.c. open class was composed mostly of M.G.As and Lotus-M.G.s and was won by one of the latter, driven by B. R. Millbank, in 3 mins. 20.6 secs. Second place went most creditably to K. P. Tomei, in that amazingly fast ex-Constable M.G. TD, which has a TF 1500 (10:1 C.R.) engine protruding here and there. M. J. Crabtree (Lotus) also drove very quickly to finish third, while E. H. Savill (Lotus) had to retire with gearbox trouble.

A widely assorted set of saloons presented themselves for the 1,500 c.c. closed class, and the category was topped by Patsy Burt in an Alfa Romeo Giulietta which she shared with Mrs. B. Neate. Patsy recorded 3 mins. 51.6 secs. and second place was taken by Denis Jenkinson in his much-travelled Porsche 1600 (some 90,000 on the clock) which took 3 mins. 54.6 secs. His beard seems bigger than ever. Third place went to one of those highly improbable Elva-headed Ford Thames vans, driven by



FINE SIGHT at Paddock Bend during practice, as D. Sim tries a few quick laps with his 1½-litre Alfa, entered in the special class for pre-war cars.



T. Hart, which bounded round in 4 mins. 3.4 secs.

The open and closed classes for cars from 1,501 to 2,000 c.c. were amalgamated in one and consisted of six Triumphs and three Frazer-Nashes. The latter were all of the stark Le Mans type and they took the first three places, driven by W. E. Wilks, J. Dashwood and D. J. Waller respectively, in a blare of Bristol engines.

In the 3-litre open class, two Silverstone Healeys tussled with four Austin-Healeys, including a potent 100S entered by Graham ("Chequered Flag") Warner, driving in his first speed event. He finished a close second to E. Braine, also in an Austin-Healey, who recorded 3 mins. 43.4 secs. R. M. Powell's Silverstone coasted in with a dead engine, having lost his big-ends. This, we understand, after one of those "midnight oil" sessions to put the engine together in time for the meeting.

The closed 3-litre class saw Warner's Healey with hard-top attached, driven to win its class by John Webb in 3 mins. 41 secs., second place going to R. T. Krum, in a Healey 100-Six.

The Rickmans returned for the unlimited open class, collecting first and second places, the winner, Don, making b.t.d. in 3 mins. 16.6 secs., his fastest lap being in 1 min. 4.8 secs.

Four "unlimited racing cars" contested Class 13: they had capacities of 497, 1,100, 1,971 and 3,442 c.c. respectively and in fact it was the smallest that won —A. T. Skelton's F3 Martin-Norton. J. W. Anstice-Brown's Cooperish 1100 twin special was next and J. R. W. Onslow's Jaguar C a close third.

The day's final presentation was a class for pre-war sports cars, and showed in the programme a remarkable turnout of Railtons, mostly being entered by members of the Railton Owners' Club. However, four of them were non-starters and the first two places were taken by Invictas, E. Bamford driving his particularly well to win the class, followed home by A. R. Ainsworth. Third place was well taken by J. Hayles in a very smooth Hotchkiss saloon and next quickest was the Railton of B. Duval.

STUART SEAGER.

★

LIGHTWEIGHT: Lotus Mk. 6s are deservedly popular and E. L. Hine finished third in his class with this M.G.-engined example (above).
HEAVYWEIGHT: Three strong men (right) help one of the Railton entrants to jack up the front of his car.

★



Results

750 Formula: 1, J. Wilks (Austin), 4 m. 5.6 s.; 2, J. Sutton (Austin), 4 m. 14.6 s.

1172 Formula: 1, J. A. Turvey (Lotus Eleven), 3 m. 34.6 s.; 2, J. Derisley (Lotus Mk. VI), 3 m. 39.4 s.; 3, P. D. Rolfe (Lotus Mk. VI), 3 m. 44.4 s.

Up to 1,100 c.c., open: 1, Donald Rickman (Cooper-Climax), 3 m. 18.4 s.; 2, Derek Rickman (Cooper-Climax), 3 m. 21.2 s.; 3, E. Lewis (Lotus Seven), 3 m. 28.8 s.

Up to 1,100 c.c., closed: 1, J. E. Wheeler (Austin A35), 4 m. 2.8 s.; 2, H. R. Braithwaite (Standard 8), 4 m. 17.4 s.; 3, M. P. Conrad (Renault Dauphine), 4 m. 23.0 s.

1,101-1,500 c.c., open: 1, B. R. Millbank (Lotus), 3 m. 20.6 s.; 2 (equal), K. P. Tomei (M.G.), and M. J. Crabtree (Lotus), 3 m. 36.4 s.; 3, E. L. Hine (Lotus), 3 m. 37.4 s.

1,101-1,500 c.c., closed: 1, Miss P. Burt (Alfa Romeo Giulietta SV), 3 m. 51.6 s.; 2, D. S. Jenkinson (Porsche 1600), 3 m. 54.6 s.; 3, T. Hart (Ford Thames), 4 m. 3.4 s.

1,501-2,000 c.c.: 1, W. E. Wilks (Frazer-Nash), 3 m. 28.0 s.; 2, J. Dashwood (Frazer-Nash), 3 m. 28.6 s.; 3, D. J. Waller (Frazer-Nash), 3 m. 47.0 s.

2,001-3,000 c.c., open: 1, E. Braine (Austin-Healey), 3 m. 43.4 s.; 2, G. Warner (Austin-Healey), 3 m. 47.2 s.

2,001-3,000 c.c., closed: 1, J. Webb (Austin-Healey), 3 m. 41.0 s.; 2, R. T. Krum (Austin-Healey), 4 m. 6.8 s.

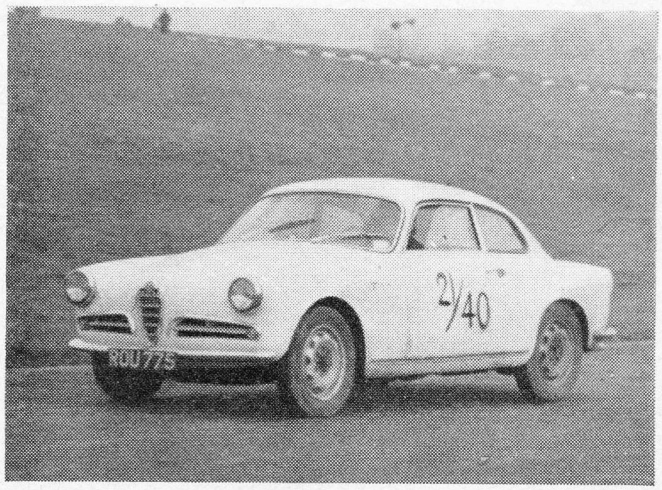
Unlimited, open: 1, Donald Rickman (Cooper-Climax), 3 m. 16.6 s.; 2, Derek Rickman (Cooper-Climax), 3 m. 20.0 s.; 3, E. Lewis (Lotus Seven), 3 m. 25.6 s.

Unlimited Racing Cars: 1, A. T. Skelton (Martin-Norton), 3 m. 21.6 s.; 2, J. W. Anstice-Brown (1,100 Spl.), 3 m. 41.4 s.

Sports Cars, pre-1940: 1, E. Bamford (Invicta), 3 m. 55.2 s.; 2, A. R. Ainsworth (Invicta), 3 m. 57.6 s.; 3, J. Hayles (Hotchkiss), 4 m. 13.4 s.

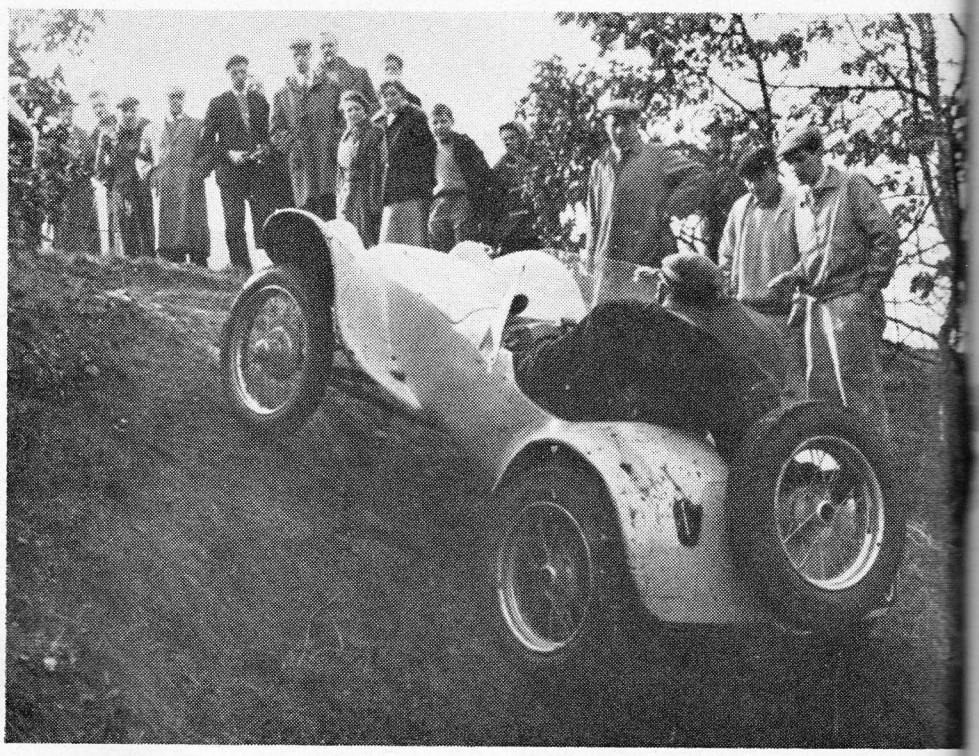
B.T.D.: Donald Rickman (Cooper-Climax), 3 m. 16.6 s.

Team Award: E. L. Hine (Lotus), M. J. Crabtree (Lotus), R. C. Rye (Lotus), aggregate, 10 m. 46.6 s.





VARIETY was the keynote at this lively club meeting. Patsy Burt (above, left) drove a 1,300 c.c. Alfa Giulietta to win her class, but F. J. Tiedeman (above, right) was less than two seconds slower over the three laps, in his ingenious Ford-engined special, "Mille-cent".



NEARLY THERE: Gordon Gartside in his fibreglass special approaches the top of one of the hills during the trial.

"White Rose Trophy" Trial

Trial Monopolized by the Harrison Family on Harfords

"DADANLADS" was the name on the team entry form, and it was certainly "Dad and the lads" who took all the honours in the Yorkshire Sports Car Club's "White Rose Trophy" sporting car trial on 2nd March, for Cuth Harrison and his sons, Edward and John, between them collected the first three places and the team award, together with the fastest test time.

The three won the team award by a margin of 100 marks and the lowest scorer of the trio was a clear 16 marks ahead of the fourth man, Ralph Needham, in the results.

The trial was organized by the experienced driver Norman Coates, who broke new ground in organizing the event very near to Leeds. He used eight sections near the well-known motor-cycle test hill —Post Hill—followed by a special test in the morning and a further 12 sections giving a little more scope for the gooey mud specialists in the afternoon.

Although a closed to club event, this year's White Rose attracted an entry of 25, 23 of whom started. Prominent were the South Yorkshire element who took the first six awards.

Cuth Harrison showed his form early in the day on the first section—"First Post"—a grassy climb after a tricky start on a greasy hump—where he was the first one to score top marking. The other two Harrisons were also clean here, each one lifting the front of their Harfords high in the air on the savage bump, together with Eric Jackson and Tony Alldred.

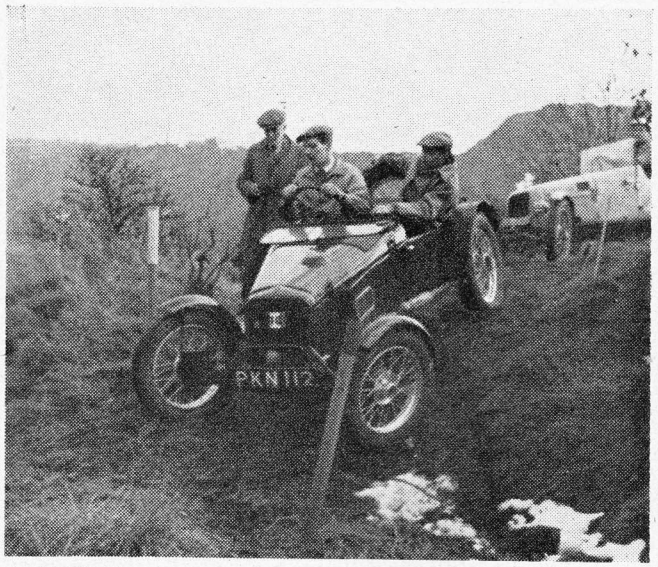
The second section—"Post Early" was another with a tricky start. From the line there was a right-angled turn on to another greasy hump, followed by a winding grassy slope between bushes. Only Cuth Harrison and Jackson (Cannon) managed to get over the hump and right up this. The last Post Hill section—appropriately named "Last Post"—was a rather steep climb on soft leafy loam through a wood which was cleaned only by "Pop" Harrison. "Post Crypt" was perhaps the most interesting of the morning sections. It consisted of a very steep drop into a long gulley, an easy climb out followed by a very steep, short up-and-down negotiation of the gulley once again. Early numbers could find not enough grip to climb to the "section ends" sign, but Ralph Needham managed to get out under his own power and the later numbers found a lot more grip. J. Foster (Mackeson) was unlucky here, sliding into a bush and then stopping with fuel trouble.

The afternoon sections were harder, with four of the dozen unclimbed by anyone. Only Edward Harrison, showing his championship form, climbed "Mungo", the first section after lunch—possibly because he was running the last of the family and the section dried out slightly later on.

Wraggs, the last section of the day,



NOSE IN THE AIR: John Harrison's Harford rushes up a steep slope with its front wheels in the air.



BROTHER EDWARD bumps over a gulch. He beat John into second place by only two marks.



WINNING COMBINATION: Cuth Harrison storming one of the hills on his way to winning the trial in his Harford.

caused a lot of amusement—particularly when Mike Wilson, in his giant Ford V8-powered F.M.B., got badly stuck in the deep mud and had to be manhandled out on the end of a rope.

The section did dry out later, and those who stayed on had the treat of seeing Alan Stross, in his first drive in a trials car, negotiating it clean while driving in his stockinged feet!

The special test—a long timed climb on grass—was not needed in deciding the results, but the best performance went once again to a Harrison, this time John, the younger brother.

PETER CRAVEN.

Provisional Results

Best Performance (White Rose Trophy): 1, T. C. Harrison (Harford), 170 marks gained; 2, E. Harrison (Harford), 149; 3, J. F. Harrison (Harford), 147; 4, R. C. Needham (Needham Spl.), 131. **Team Award:** "Dadanlads" (T. C. Harrison, E. Harrison, J. F. Harrison), 466 marks gained.

STANDARD CARS IN SHENSTONE TRIAL

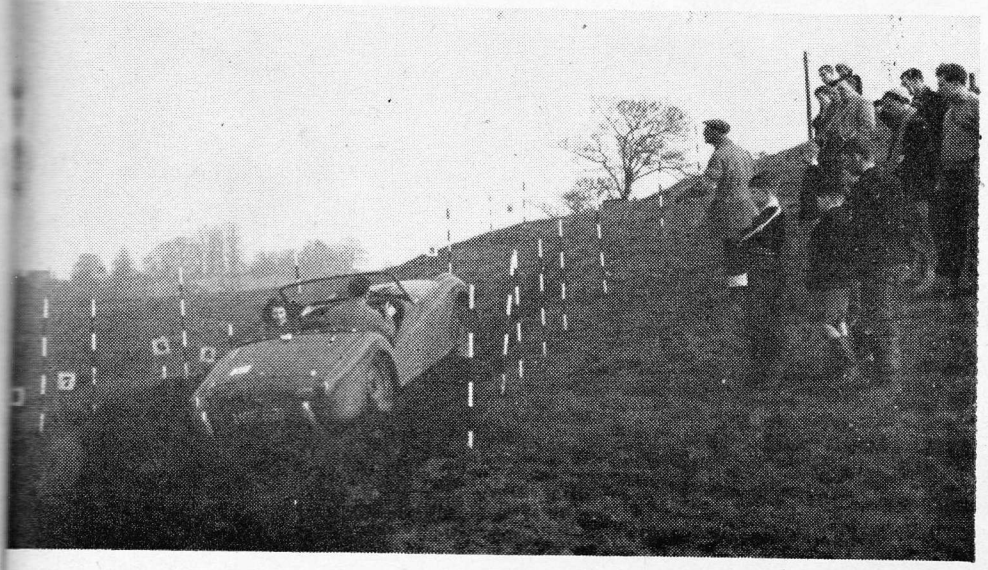
V. T. Fellows Memorial Trial Won by K. M. Law (TR2)

THE popularity of trials events for standard production cars was emphasized yet again at the V. T. Fellows Memorial Trophy Trial of the Shenstone and District Car Club last Sunday. An entry list restricted to 50 was oversubscribed. Somewhat ironically (but stressing the attitude of the club to the importance of entries being in at the right time) among those turned down was that of the club president, Mr. L. Murray Austin.

Entries were open to members of the Birmingham University Club, Hagley and District, M.G. Car Club (Midland Centre), M.A.C., Sunbac, Wolverhampton and South Staffs, Volkswagen Owners, Coventry and Warwickshire, Leicestershire, Midlands Motor Enthusiasts, Shenstone and District, Walsall and District and the Worcestershire.

Five classes were arranged, with the standard saloon cars with standard tyres taking the lead, followed by sports cars with standard tyres, and rear-engined vehicles similarly shod; then came saloon vehicles with heavy duty tyres, and finally sports cars with similar equipment.

Results, however, were decided on an index of performance based on class performance, and classes ran in sequence to avoid any advantage through a difference in the condition through wear on the sections. A route of 38 miles took competitors round the Lichfield area, and while there were no hazards likely to cause damage to vehicles (at the worst, sumps were scraped clean on gravel) heavy mud on steep hills ensured that although this was a trial for standard production cars, it was by no means the type of terrain over which any man could take any vehicle.



A GOOD TRY was made by R. L. Timings (TR3), shown here deep in the mud at Park Farm 1.

Overall—as was to be expected—the rear-engined machines held the advantage, but it was surprising to see them beaten several times by those with heavy duty tyres, and less frequently, but more impressively, by vehicles with normal tyres. That happened at the first section where the best the rear-engined drivers could manage was to clear the first seven sections and stop in the eighth; but saloon cars with non-standard tyres, headed by P. Keartland (Ford Anglia), proceeded to go higher, Keartland reaching the last but one marker, J. G. Taylor (Standard) and Frank Grounds (A35) one lower, and Miss P. A. Thompson (Hillman Minx) and F. J. Massey (M.G. Magnette) one below that, but still one higher than the rear-engined entries.

The biggest surprise came at Hopwas 1, however, a nasty stretch in a wood starting off with a sharp right-hand turn which defied many. There R. H. Shrimpton in an Austin Chummy proceeded up to the fourth penalty marker, considerably better than anyone else, even though his was essentially a standard vehicle. N. B. Jarrett, in the same class, but with a more fearsome looking mount—a red Allard with three assistant "bouncers"—lost only 6 marks here, whereas the average loss was between 8 and 12.

A timed test followed where M. J. Webb (TR2) with heavy duty tyres was the fastest of the day with 6.5 secs., and then came Hopwas 3 and 4, a pleasant area in the morning sunshine, but with the ruts deep and the mud sticky on the path through the bracken. Here on Section 3 there was a sharp left-hand turn, which foiled many, but again Shrimpton and Jarrett were ahead of



ALTHOUGH the rear-engined cars competing in the trial did better on the whole than the front-engined ones, there were times when they had their troubles. This is one of them. J. H. Parkin (Dauphine) found the axle-deep mud too much for him at Hints Hill 1.

some more modern machines, reaching the top without loss. Delingpole came close to the top, but not close enough and lost 2 marks in his Triumph TR3 (standard tyres), while the rear-engined men had a more easy task, with four clean. Delingpole was clean on Hopwas 4, as was Fidler in an M.G., Geddess in a Morgan, and all the rear-engined cars with the exception of R. Harber (Fiat).

It was by now obvious that it would be a very skilled driver with the right car who could climb everything without penalty; consistency was the secret, and there was none more consistent than K. M. Law (Triumph TR2) who, equipped with heavy tyres, was climbing as well as anyone and better than most on the sections where progress was possible.

Hobstone Hill was a short sharp climb between narrow markers, and then, because delays had mounted, the stewards wisely decided to cancel Green Lane to allow time for lunch. At the lunch stop there was the pleasant incident of Delingpole approaching the officials and pointing out that he had not seen a marshal when he stopped on Hopwas 2, and thought he might have been marked clean whereas he had lost two marks. The marshall had, in fact, marked him

(*Continued on page* 314)



TWO of the four members of the Grounds family taking part are seen here. They are Mrs. Lola Grounds and her daughter Lolita in their Minor.



DEREK PHILLIPS, marshal, checks tyres at the start to ensure that they are not below the minimum pressure allowed by the regulations.



DESPITE enthusiastic work by his passengers Neville Jarrett (Allard) found Park Farm 4 too much for him.



FIGHTING to control her Hillman Minx on a hill is Miss P. A. Thompson.

The First Move

Committee Formed to Consider Single-seater Racing Formula

AS the result of a meeting called by the Special Builders' C.C. at the "Mason's Arms", Maddox Street, W.1, on Monday evening, a committee has been formed to consider the formation of a single-seater racing formula.

Object of the formula, the proposals for which come largely as the outcome of the recent discussions in AUTOSPORT, is to provide a new form of racing which is not at the moment intended to supplant any existing formula. The committee has been formed quite independently of any existing motor-club and its deliberations will, for the time being at least, be concerned only with the devising of a suitable formula as a basis for a new racing class.

Secretary of the committee is Mr. K. I. Rees (author of some of the recent correspondence) whose address is 62 Gloucester Gardens, Cockfosters, Herts. He will be pleased to hear from any intending supporter of a single-seater racing class. Other members of the committee are Dr. A. M. Goldthorpe, Mr. E. H. Broadley, Mr. J. Barclay, and Martyn Watkins. Frank Tiedeman, whose original proposals, published in AUTOSPORT, set the ball rolling, Mr. Jack French, well known to competitors in 750 Formula events as the constructor of "Simplicity", and John Bolster have agreed to assist the committee from time to time in some of the matters on which they have specialized knowledge.

The basis on which the committee will decide the proposed formula will be that suggested at Monday's well-attended meeting by John Bolster. As a guide, he proposed that any engine of any age should be permitted, provided that it had been used in a production saloon car. Capacity limits suggested were up to 1,000 c.c. o.h.v. or up to 1,500 c.c. side-valve. Air or water cooling systems should be allowed, but supercharging and overhead camshafts would be prohibited. Two-stroke engines would be permitted up to 1,000 c.c.

Other matters concerning chassis and suspension will be discussed by the committee at its first meeting, which will take place on 28th March, when John Bolster's power unit proposals will be fully examined and considered.

Lively discussion on many aspects of the suggested new formula abounded throughout the meeting on Monday, at which there was a full attendance of club officials and many intending competitors. All credit must be given to the Special Builders' C.C. for calling the meeting, for it rapidly became obvious that interest in the scheme was widespread.

Jack French made plain the many difficulties which might well be experienced in introducing a new class of racing. Major Arthur Mallock, also well known as a redoubtable contestant in 1172 Formula fields, said that for a long time he had been looking for a cheaper way of motor-racing and if a single-seater formula would give him that he would welcome it. He would, however, like to see such a class restricted to the use of the Ford 10 engine as power unit.

Mr. K. I. Rees, later appointed secretary of the committee, stated that in his view the original idea behind the formula was to take over where the 1172 Formula finished. What he would like to see would be a free hand given to the amateur designer to give a chance to people who found that they were not catered for by the Seven-Fifty M.C.

Roy Lee, another well-known exponent of the 750 Formula, stated that any new formula should aim higher than club racing. He felt that an attempt should be made as soon as it became possible to have single-seater formula events included on programmes for national meetings.

Many other aspects of the scheme were widely discussed, and towards the close of the meeting a show of hands was taken to give a guide as to the number of intending competitors there might be. Roughly 50 per cent of the crowded room indicated that they would consider building and racing a car to a single-seater formula. It was interesting to note that only a handful of these were in favour of restricting it to Ford engines.

MARTYN WATKINS.

Clubs Conference—*continued*

seemed to be that if you could get a broadcasting unit to sit in the rain in the Welsh mountains all night, then jolly good luck.

Although this was the end of the discussion, it was not the end of the meeting. For the first time, it is believed, the Department published a sort of budget abstract: aside from pointing out that the number of recognized clubs went up in 1957 from 333 to 353 the figures are interesting and we publish them from that standpoint: Income was £13,834; expenses came to £16,755 which was made up of £7,211 salaries; £3,297 printing, etc.; travelling £2,405; rent, rates, insurance, lighting heating, office, etc., £3,842.

MARTYN WATKINS.

SPORTS NEWS

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

FIRST dates for qualifying events for the AUTOSPORT 1958 Series-Production Sports Car Championship are confirmed by the promoters as follow:—7th April: Notts S.C.C., Mallory Park; 26th May: Notts S.C.C., Mallory Park; 1st June: Snetterton M.R.C., Snetterton; 27th July: Snetterton M.R.C., Snetterton; 4th August: Notts S.C.C., Mallory Park.

In each case there will be two races for cars of classes (*a*) and (*b*), and (*c*) and (*d*).

EASTER MONDAY BRANDS

THE B.R.S.C.C. racing programme at Brands Hatch on Easter Monday will consist of nine races. The *Sporting Record* Trophy Race is for F3 cars and is in two parts—a 15-lapper for "seniors" and a 10-lap race for "juniors". There will be a £2 bonus for the leader of each lap.

The "Chequered Flag" Trophy is for 1,100 c.c. sports cars and will take the form of two 10-lap heats and a 15-lap final.

The J. Davy Trophy will be contested by saloon cars, up to and over 1,600 c.c., in two 15-lap races and will be a qualifier for the B.R.S.C.C. saloon car championship. Amongst those already entered are three Magnettes, to be driven by Alan Foster, John Waller and John Webb, and two Sunbeam Rapiers, driven by Patsy Burt and Peter Harper.

There will be a series-production sports car race of 15 laps, to AUTOSPORT Championship regulations, and the Easter Trophy race—a 15-lapper for unlimited racing and sports cars. Practice will be on Saturday, 5th April.

BRITISH EMPIRE TROPHY

THE Twentieth British Empire Trophy Race will be held on 12th April this year. The event will consist of three heats and a final. Heat 1 will be for cars up to 1,100 c.c. Heat 2, over 1,100 c.c. and up to 2,000 c.c. Heat 3, over 2,000 c.c. The heats will be of 20 laps. The final will be composed of the first three cars from each heat plus the nine next fastest finishers from the heats. This will be of 25 laps duration.

LIÈGE-BRESCIA-LIÈGE

APPARENTLY the Liège-Brescia-Liège Rally (17th-20th July) is confined to cars of up to 500 c.c. Classes are 250, 350 and 500 c.c. Route is 3,000 kilometres, and, since the crossing of French territory is banned, sports-cars are admitted.

As regulations need not now be confined to Appendix J, the following cars are eligible:—

(1) Cars not homologated in touring category.
(2) Prototypes.
(3) Cars normally over 500 c.c., with capacity reduced.
(4) Doors not required.
(5) Sports cars.

Full details of this interesting "Marathon des Minicars" can be obtained from Royal Motor Union, Secretariat, 38 Boulevard de la Sauvenière, 38.

E.R.A. RACING TEAM

AN E.R.A. team has been formed with the object of racing in as many events as possible throughout the season. Club secretaries are asked to send regulations to the Team Manager, Barrington R. Eastick, Esq., c/o Ragus Products, Ltd., Bedford Avenue, Trading Estate, Slough.

One E.R.A. will be running at W.E.C.C. Snetterton on 23rd March; driver will be Bill Moss. A team will be running at Snetterton on 30th March in the *Formule Libre* race, a team of four or six cars. A team of four cars will be running at Brands Hatch on Easter Monday in the *Formule Libre* race. Drivers: Bill Moss, Douglas Hull, Martin Brewer and Peter Waller. A team of six cars is hoped to be entered for Silverstone on 12th April.



ANGLO - AMERICAN. The 1½-litre Metropolitan combines American styling on a European-sized car. There is considerable demand for these cars both here and in the U.S.

JOHN BOLSTER TESTS THE

Metropolitan 1500

THE Metropolitan was originally built purely as an export model for the United States. In consequence, it is somewhat American in appearance and conception, in spite of being a small car even by European standards. Nevertheless, a considerable demand for the machine grew up in England, and it has now been made available on the home market.

The reason for this demand is not difficult to understand. There are many people who want a compact and lively two-seater but who do not like sports cars. The contortions inseparable from entering and leaving a modern low-built sports car do not appeal to them, and nor does the restricted and expensive insurance policy that goes with it. There is a world shortage of non-sporting two-seaters, and the Metropolitan, in convertible or hardtop form, fills a long-felt want.

The basis of the car is a small and compact steel body shell. There are large doors and suitably luxurious seats with high backs. The occasional rear seat will normally be used for parcels, and access is gained to the boot by lowering its squab. The external spare wheel—a curious American fashion—does give extra luggage space. It has an ingenious lock to avoid pilfering.

This little body-cum-chassis is carried on small 13-in. wheels, which are independently sprung in front. The helical springs are unconventionally placed above the front wishbones, no doubt because this is a well-known Nash feature, and it is Nash who have handled the project in the States. Another legacy from the same source is the almost fully enclosed front wheels. The hypoid rear axle is on semi-elliptic springs.

We meet an old friend in the engine, which is the ubiquitous 1½-litre B.M.C. unit. In this case, it has a single Zenith carburetter, and the three-speed gearbox has a steering column control. This is, of course, a smaller and lighter car than is normally propelled by a 1½-litre engine, being roughly equivalent to what we used to call an "eight".

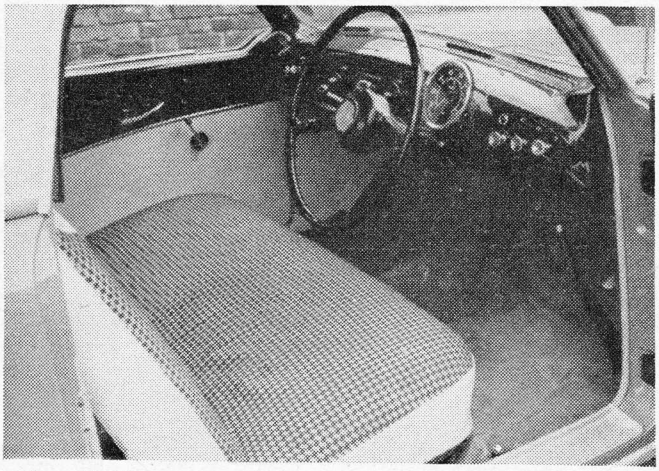
On the road, one immediately finds that the Metropolitan is an almost perfect town car. In the first place, the big doors are ideal for getting in and out easily, even for a lady in evening dress. The seats are comfortable and the controls well arranged, except that the leg-room is inadequate for a very tall driver. The all-round visibility is excellent, and there is lots of room for odds and ends. The extra seat is adequate for children. Naturally, the small size is advantageous for parking.

It is curious that the performance in traffic actually gains because there are three instead of four speeds. Thus, second covers that awkward range between second and third in a four-speed gearbox, and the light weight, coupled with the fairly "low" axle ratio, makes the car unusually nippy and flexible on top gear. On the level, quite brisk starts may be made on second speed, and this gear is good for a full 50 m.p.h. before the acceleration begins to fall off.

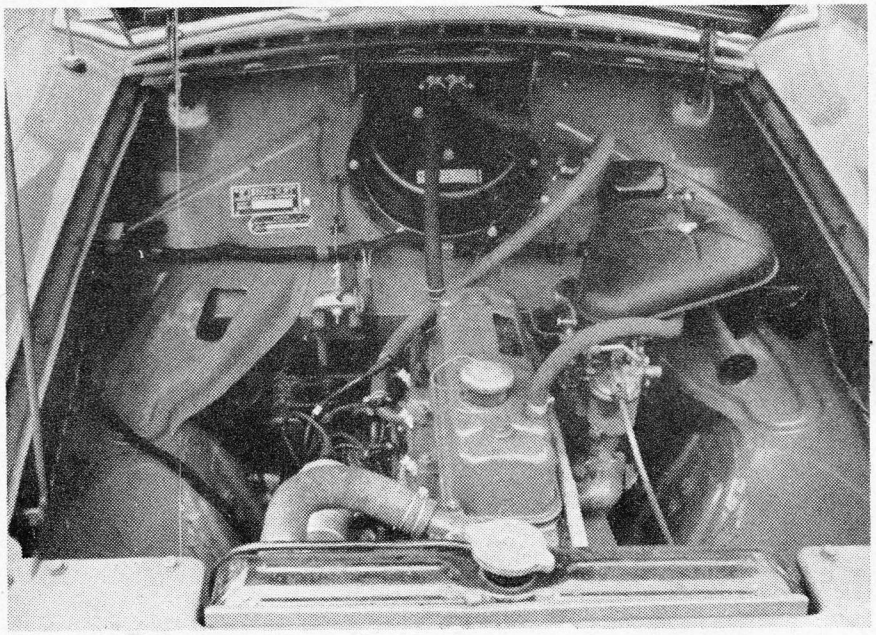
On the open road, one hardly ever has to touch the gear lever. Sharp corners and islands can be negotiated on top speed, and the acceleration on that ratio is quite brisk from 10 m.p.h. upwards. The gear lever is more rigid than is usual with column arrangements, but first speed is not always ready to engage at rest. Second is an easy gear to find, but top suffices for quite steep hills. A genuine 60 m.p.h. makes a good cruising speed, and there is still plenty of acceleration left for overtaking. I would say that this is an exceptionally simple car to drive, and that the gear ratios are particularly well chosen for our crowded roads.

The handling of the car is interesting. The steering is accurate, and there is a modicum of understeer. Owing to the narrow track, a fairly firm suspension is employed to avoid excessive roll. The ride is definitely hard at low speeds on bad roads, but there is an acceptable degree of comfort at normal speeds on better surfaces. A point of criticism

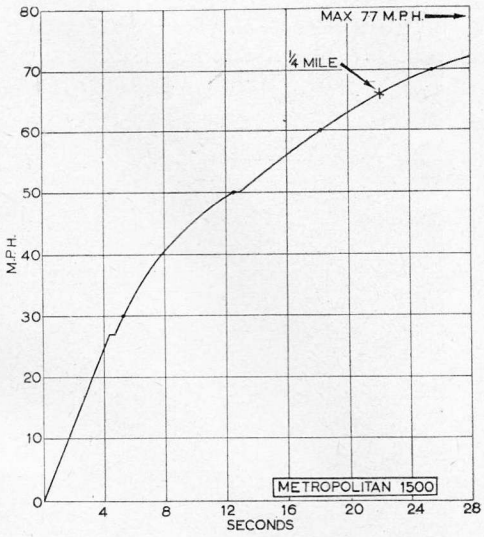




INSIDE STUFF. The large doors open to reveal very comfortable front seats and an occasional rear seat, the squab of which folds down to reveal a fairly roomy boot. There is an ingenious lock on the squab.



ENGINE ROOM. The Metropolitan is powered by the 1,500 c.c. "B" series B.M.C. engine. The layout is good and the power unit is easily accessible, as can be seen from this photo.



Acceleration Graph

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on the test car was the tendency of the back brakes to lock in emergencies, and another small matter was the very "fast" speedometer. This is not, of course, a competition car, but by normal standards the roadholding and handling are well up to average.

The engine is pleasantly smooth and by no means noisy. It is fairly "busy" as the maximum speed is approached, but at all other times it is exceptionally unobtrusive for a "four". In its relatively "soft" state of tune, it is much quieter than are the faster versions of the same unit. The gearbox is also commendably quiet.

In fast traffic this is a lively little machine which can hold its own in any company. The heater is very powerful, and is included in the price, as is the radio. This is a fairly simple receiver, without pre-set tuning, but it has good range and a praiseworthy freedom from interference. The dashboard instruments are reduced to the practical minimum, and the wipers are not self-cancelling.

A very remarkable feature of the car is its low price, and at £749 2*s.* it represents outstanding value. It must be remembered that the radio and heater are worth at least £45, and this makes the figure quoted seem even more moderate. The fuel consumption is moderate, too, and my 31 m.p.g. included much London work and the speed tests. In average use, 35 m.p.g. would be quite a normal result.

For the man who wants an exceptionally lively two-seater with none of the inconveniences of a sports car, the Metropolitan 1,500 is quite a proposition. It is just the car for a lady, but he-men buy them too, and racing driver Stuart Lewis-Evans took delivery of one recently, as did Alan Rogers, among others. It is most interesting that a car designed for the American market should be particularly suitable for our own traffic conditions.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Metropolitan 1500 hardtop, price £498 10*s.* (£749 2*s.* with P.T.) including heater and radio.

Engine: Four cylinders, 73.025 mm. x 90.89 mm. (1,489 c.c.). Pushrod operated overhead valves. Compression ratio 8.3 to 1. Zenith downdraught carburetters, Lucas coil and distributor. 51 b.h.p. at 4,250 r.p.m.

Transmission: Single dry plate 8 ins. clutch, hydraulically operated. Three-speed gearbox with column control, ratios 4.22, 6.29 and 11.98 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Pressed steel combined body and chassis. Independent front suspension with helical springs and cam and lever steering. Rear axle on semi-elliptic springs. Telescopic dampers all round. Girling hydraulic brakes, 2L.S. in front, in 8 ins. x 1¼ drums. Bolt-on steel disc wheels, fitted 5.20-13 ins. tubeless tyres.

Equipment: 12-volt lighting and starting. Speedometer. Fuel gauge. Flashing indicators. Radio. Heater.

Dimensions: Wheelbase, 7 ft. 1 in.; track (front), 3 ft. 9 $\frac{5}{16}$ ins., (rear) 3 ft. 8 $\frac{13}{16}$ ins.; overall length, 12 ft. 5½ ins.; width, 5 ft. 1½ ins. Weight, 16¾ cwt.

Performance: Maximum speed 77 m.p.h. Speeds in gears, 2nd 50 m.p.h., 1st 27 m.p.h., standing quarter-mile 22.1 secs. Acceleration, 0-30 m.p.h. 5.2 secs., 0-50 m.p.h. 12.6 secs., 0-60 m.p.h. 18.2 secs., 0-70 m.p.h. 25.4 secs.

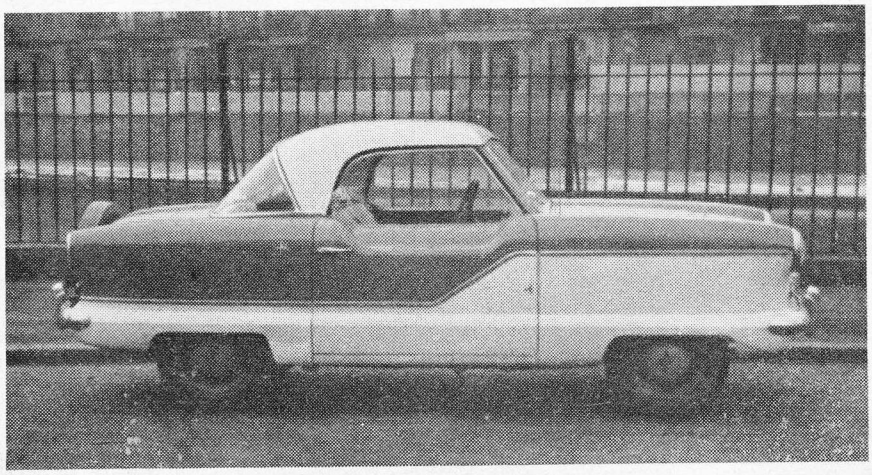
Fuel Consumption: Driven hard, 31 m.p.g.

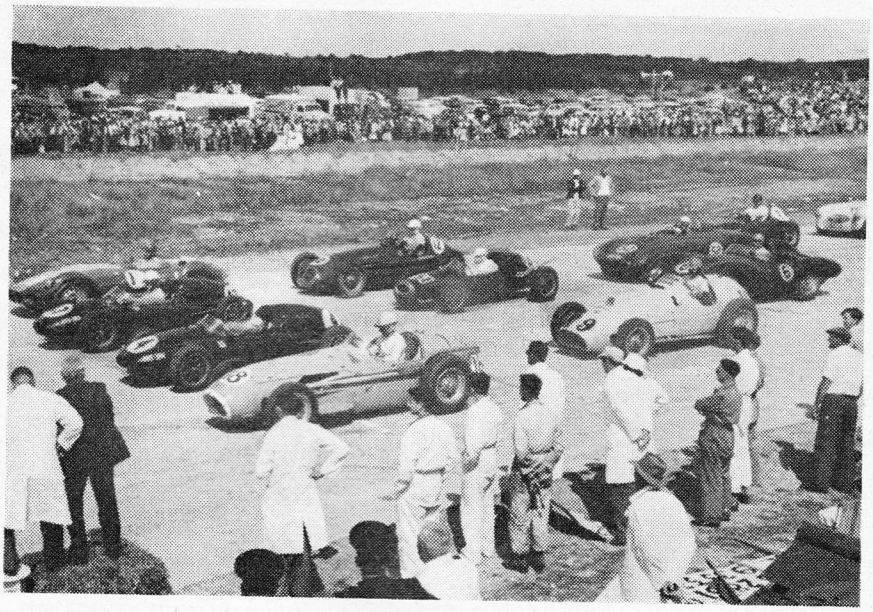
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REAR VIEW (right). This picture shows the American fashion of putting the spare outside the boot. (Below) The compact, roomy two-seater body is well shown in this illustration.

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THE FIELD moves away at the start of the 60-mile international race. (Left to right, front row) Jensen, Brabham, McLaren and Scott-Brown. (Second row) Roycroft, Frost, Sprague, and Cantwell, Harris and Hoare in the background.

NEW ZEALAND NEWSLETTER

FROM PETER GREENSLADE

NEW ZEALAND'S series of international races came to a resounding end at Teretonga Park, Invercargill, on Saturday, 8th February, with another win for the Aucklander, Ross Jensen with the ex-Moss 250F Maserati in the 60-mile main race. Archie Scott-Brown with the Lister-Jaguar also had a clear-cut victory in the 18-mile sports car event, but he ran out of road in the main race and could do no better than finish sixth just ahead of the other Englishman, Dick Gibson (1,750 c.c. Cooper-Climax).

In the main race Jensen grabbed the lead from the start and held it to the end without a great deal of trouble, after Jack Brabham with the 2.2-litre Cooper had an excursion into the "rough" when he jammed his shoe between the accelerator and brake pedals. The young Aucklander Bruce McLaren (1,750 c.c. Cooper) finished second and Brabham got home next.

Scott-Brown led all the way in the sports car race and was followed in by Merv Neil (1,500 c.c. Cooper-Climax) and Frank Cantwell (Tojeiro-Jaguar).

The meeting proved one thing: Despite what the wiseacres said after the opening meeting late last year, Teretonga Park is definitely a Formula 1 circuit and not just a playground for Formula 3 and possibly F2 cars. Jensen cut out the 60 miles—40 laps—in 53 mins. 11.6 secs. and made fastest lap in 1 min. 14.4 secs.

Teretonga Park is the most testing circuit in the country and there were incidents aplenty. By the time the meeting was over there were many cars that showed signs of shunts and excursions into the wilderness. Unluckiest of all was Christchurch's Cantwell. Early in the first lap of the main race he lost control of the Tojeiro-Jaguar when weaving through a bunch of slower cars. The car dived off the circuit and Cantwell was pitched out before it completed two somersaults. He escaped with a shaking but the car was fairly extensively damaged. It caught fire, but fortunately that was put out quickly.

The main event in the morning was the sports car race. Scott-Brown, who had put in a lap in 1 min. 17 secs.—70.2 miles an hour—was in front of the queue in the Le Mans-style start. Just before the drivers lined up, Archie with a cheerful grin said: "I'm not too bad at this sort of thing really!" By "this sort of thing", he meant that sprint across the track, and when the flag dropped he conclusively proved it by having the Lister-Jag rolling before anyone else. Scott-Brown poured on everything taking the car away in a terrific power slide and leaving two expensive-looking streaks of rubber on the concrete apron in mute testimony of the Lister-Jag's phenomenal accelerative powers.

From that moment the race was as good as over. Scott-Brown just romped away from the field and was reaching 120 miles an hour through the 220-yard speed trap in the centre of the main half-mile straight. At the conclusion of the first lap Scott-Brown had motored to such effect that he had opened up a half-mile gap on the field. In second place was G. W. Lawton in a fast Austin-Healey 100S. Then came Neil, and Ian McKellar, going great guns in his little 1,097 c.c. Cooper-Climax, and just behind him was a bunch of Austin-Healeys and a couple of XK 120 Jaguars as well as young Merv Mayo in his very fast Buckler.

Neil moved up to second place in the next lap and as Scott-Brown completed his fourth lap he was catching up with the tail end of the field. Neil was second and Cantwell had moved up to third place. Ken Harris in the ex-Wharton Monza Ferrari was next and then came Lawton, McKellar and Mayo. Scott-Brown now started to ease up a bit. He averaged about 67 miles an hour from now on. But Cantwell was trying all he knew to get by Neil, but the latter hung on in unflurried fashion and in the next lap put up a time of 1 min. 19.4 secs.—which was the fastest of the race.

From then on the major placings did not change. Scott-Brown came home an easy winner having treated the crowd of 20,000 to a breath-taking demonstration of four-wheel drifts for the first time at Teretonga Park. His time was 16 mins. 29.5 secs. Neil made it in 16 mins. 40.6 secs. Cantwell finished 3.2 secs. behind him. Then there was a 5.6 secs. interval to Harris. Mayo had got by McKellar to finish fifth, 13 secs behind Harris, and there was an 8.6 secs. gap to McKellar.

After a 30-mile motor-cycle race and some short car handicaps the 24 starters in the 60-mile main race were jockeyed into position on the grid.

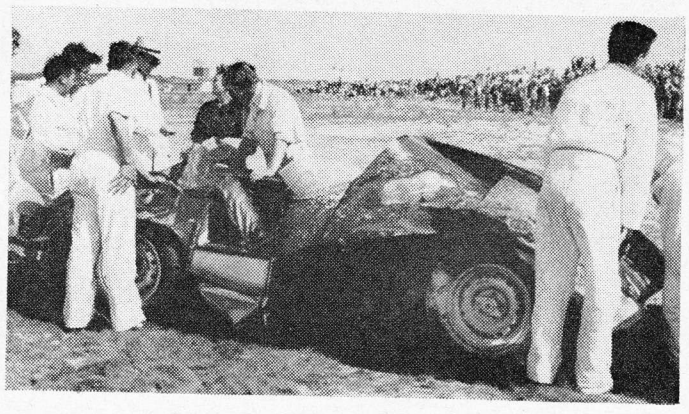
A lap in practice in 1 min. 14.2 secs.—about 73 miles an hour—earned Jensen the pole position. Outside him was Brabham in the 2.2-litre Cooper, McLaren in the 1,750 c.c. car and Scott-Brown. The second row was made up of Ron Roycroft (4½-litre Ferrari), Ron Frost (1,500 c.c. Cooper-Climax) and Ernie Sprague (4CLT Maserati). In the third row were Gibson (1,750 c.c. Cooper-Climax), Cantwell (Tojeiro-Jaguar), Ken Harris (Monza Ferrari) and Merv Neil (Cooper-Climax 1500). Pat Hoare had the next row to himself with the 3-litre Ferrari and the rest of them filled another couple of rows.

It seemed an hour before the flag fell and some of the drivers started to creep forward a little, but when it finally did drop Jensen and the rest of the front row went off on level terms with Roy-

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DOUBLE SOMERSAULT resulted in these body modifications to Frank Cantwell's Tojeiro-Jaguar. Cantwell was thrown out and walked away uninjured.

★



CASTROL WINS

SESTRIERE RALLY

OUTRIGHT WINNER

CUSSINI/ARGENTI—FIAT-ABARTH

also

3 out of 4 class wins in the Gran Turismo category

2 out of 3 class wins in the Touring category

Follow the experts

ALWAYS ASK FOR

CASTROL

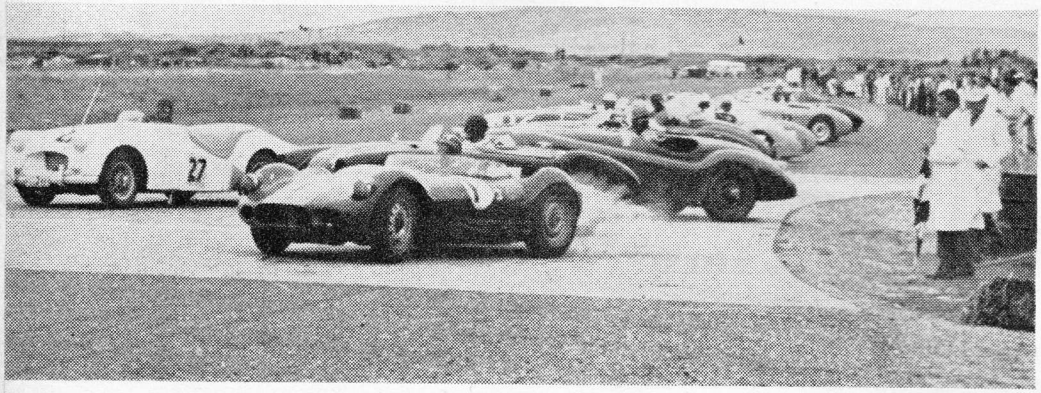
by name





GOING (above). The flag drops at the start of the 18-mile sports car race. The gentleman leaning forward at 45 deg. is Archie Scott-Brown beginning his sprint to the Lister-Jag.

GONE (below). Archie puts his trotter down and the Lister screams off the line to lead the race from start to finish. He led the second man home by 11 secs.

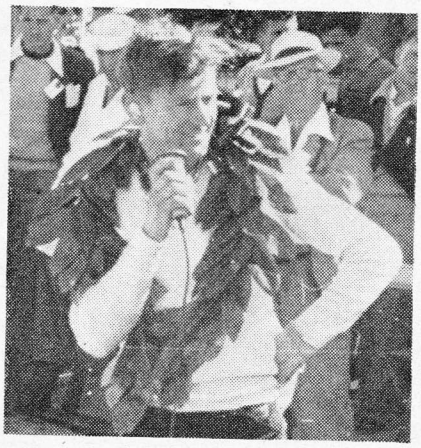


croft heading the rest. Jensen gave the Maserati all it had, determined to get to the left-hander at the end of the straight first of all. And, of course, the pole position gave him the advantage, for as the quartet braked for the corner they were still all almost on equal terms and it was Jensen's corner. The rest of the field was well bunched as the leaders, who had dropped into line ahead formation to take the left-hander and swing into the esses, went on their way. It was in the approach to the esses that Cantwell struck trouble.

He had lost a little ground at the start and was making it up quickly. He made for a gap and what happened then only Cantwell knows. In any case the Tojeiro-Jaguar took things into its own hands and dived nose first off the track pitching its driver out as the tail came up for the first of two somersaults. The fact that no one else was involved was nothing short of miraculous.

Anyway, Jensen came round slightly ahead of Scott-Brown, who was followed by Brabham, Roycroft, McLaren, Frost, Sprague, Gibson, Neil, Hoare, Harris and McCutcheon, in the very neatly bodied Normac Special which is powered by a Chevrolet motor. With two laps completed, Jensen had about 100 yards on the second man who was now Brabham. He had slipped by Scott-Brown in the bends on the back leg and had about a car length lead on him. Then there was about 220 yards to McLaren who had taken Roycroft. The latter was followed by Frost, Sprague and Neil, who had passed Gibson and the Englishman was followed by Hoare and Harris.

Brabham set out after Jensen now and looked as though he was going to make a real race of it. He tore down the straight and seemed to gain some ground through the left-hander and in the esses. On the back leg he appeared to gain appreciably and then fate took a turn. Before the race, in his hurry, Brabham had neglected to change out of his walking shoes and the welt caught between the brake pedal and accelerator as he prepared to go into the left-hander that goes through almost 180 degrees to bring the cars back into the main straight. Instead of making the bend Brabham went straight ahead and for a moment it looked as though the Cooper would end up amidst the crowd which was well back from the circuit, but somehow he averted what showed promise of being a catastrophe and eventually regained the circuit. But when Jensen came round, having completed his third lap, he was 200 yards ahead of Scott-Brown who was followed by McLaren, Roycroft, Frost, Sprague, Neil, Gibson, Hoare and Harris.



JUBILANT Ross Jensen says a few words over the Tannoy after winning the 60-mile international race at Teretonga Park.

Brabham was well and truly out of the picture, but was determined to get back in it. The main order had not changed next time round, but Brabham had wended his way back to ninth place ahead of Hoare and Harris, and just behind Gibson. Jensen lapped an Austin-Healey that was at the back of the field just as he completed his fifth lap. Behind him the others held station with the exception of Sprague who had dropped a place to Neil, who had moved up to be sixth.

The next major change came in the seventh lap when McLaren took Scott-Brown. The rest of the order was still the same except that Brabham had got by Gibson to come up to eighth position.

With a quarter of the distance gone Jensen led McLaren by the length of the straight. Scott-Brown, Roycroft and Frost were next and then came Brabham, Neil, Sprague, Gibson, Hoare and Harris. On the 13th lap Brabham took Frost to be fifth and Roycroft started to threaten Scott-Brown. It may have been that Scott-Brown did not like having the big Ferrari in close company, for two laps later he slightly overdid things coming into the main straight. Each time round he had used up every inch of the road coming out of this bend. But this time the tail of the Lister-Jaguar went just too far and away it shot backwards into the rough and across a small ditch to end up against a sandbank.

The little man was unconcerned and motored back over the ditch to rejoin the race with renewed vigour. But Jensen completed his 18th lap and the pattern had changed once more. McLaren was still second, but Brabham had taken Roycroft and these two were a lap back. The big blue Ferrari was followed by Frost in the Formula 2 Cooper, Neil in the 1,500 c.c. sports model, and Sprague, who was pushing the old 4CLT along as hard as it would go and it was going well. Then came Scott-Brown and he was not wasting any time. Although he had no show of being in at the kill he was determined to make amends and two laps later he gathered in Sprague.

By the time Jensen and McLaren had completed 26 laps they had a lap on the entire field with the exception of Brabham, Roycroft, Frost and Neil, and if anything they were clearing away from this bunch too. Brabham had the best part of a lap on Scott-Brown. Then, at the three-quarter distance mark, Frost took Roycroft. The Ferrari was running well and improved brake linings were giving the driver an easier time than he has had in the past, but he was evidently tiring a little.

Now it looked as though the race was over. Jensen was comfortably in front and driving within his limits and those of the Maserati. McLaren was not close enough to him to be a menace and was contenting himself with holding his station knowing that he had only to keep going to finish second because Brabham had no chance of making up the leeway in a matter of 15 miles or so.

(*Continued on page* 311)



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Club News

By MARTYN WATKINS

BORROWING the name of the equally famous sands the Goodwins Motor Club came into being on the 19th December, 1957.

This, apparently, is believed to the first such club Deal has ever had. However, it seems to be off to an extremely healthy start with a membership of just on 40. The monthly club night is at the club headquarters, The Queen's Hotel, Deal, on each second Thursday of the month. These are proving a great success and are helped along with interesting film shows. The club activities have already made a start with a successful and much enjoyed "run", and it is hoped to get many more going in due course and to include a few sprints and night rallies.

Quite apart from work from the committee, a great deal of club success is owed to member David Richard, proprietor of the Queen's Hotel, who has put the lounge at the disposal of the club on club nights.

Latest event on the agenda of the new club is a dinner and dance planned for late September/early October, and it is hoped to invite members of neighbouring clubs and also hand out all hard-earned "pottery" to worthy winners, some already won.

If anyone is interested in membership a card to the secretary, A. K. Harrison, "Thirdholm", Glen Road, Kingsdown, Deal, Kent, will produce a speedily-returned application form.

* * *

NEXT event scheduled for members of the **Forces M.C.** is a night navigation rally starting at 6.30 p.m. on 8th March from the Royal Military College of Science, Shrivenham, near Swindon, with a course of 80 miles. It is a closed event. . . . First annual dinner and dance of the **Seven-Fifty M.C.** takes place on 28th March at the Old Merchant Taylors' Society club house, "Durrants", Croxley Green, near Watford, Herts, starting at 8 p.m. Tickets are obtainable from either Colin Peck or from G. Connelly, 98 St. Martin's Lane, London, W.C.2. . . . **Hagley and D.L.C.C.** holds a closed rally on 30th March, starting at the Stewponey Hotel, Kinver, at 10 a.m. Entries close on 25th March and go to G. I. Tucker, 115 Bewdley Hill, Kidderminster—maps, by the way, will not be required. . . . Because of the cancellation of the 1957 dinner and dance, the **London M.C.'s** major trophies were presented by Mrs. Eleanor Allard at a party at the Paviour's Arms on 19th February. . . . Supplementary regulations are available for the **"Glasgow Herald" Highland Rally,** which takes place from 4th-7th April under a *national* permit. Secretary of the meeting is W. L. B. Callander, B.L., 100 West Regent Street, Glasgow, C.2. Length of the route is about 1,000 miles starting from Glasgow and Carlisle and entries close on 18th March. . . . **Leicestershire C.C.** holds a closed sporting trial, the Wentworth Trophy Trial, on 16th March. Entries close on 12th March and go to O. F. Williams, 73 Ashleigh Road, Leicester. . . . **Brighton and Hove M.C.** Spring Cup navigational rally will be held on 9th March under a closed permit. . . . **East Anglian M.C.** holds a restricted autocross on 6th April at Wolves Hall, Tendring, near Colchester. Regs are available from E.A.M.C., Ltd., 25 Bramley Close, Colchester, Essex, and invited clubs are B.R.S.C.C., B.A.R.C., Cambridge '50 C.C., Combined Universities M.C., Eastern Counties M.C., London M.C., Harrow C.C., Romford E.C.C., Sporting C.C. of Norfolk, Sporting O.D.C., Thames Estuary A.C. and West Essex C.C. . . . **Sunbac** holds its annual quiz against the Midland M.E.C. at the Boot Hotel, Lapworth, on 13th March at 8 p.m. . . . Annual general meeting of the **B.A.R.C.** (south-eastern centre) will take place on 21st March; films have been arranged beforehand. . . . Regulations are available for the **Sporting O.D.C.** "Rallye Dubonnet" on 22nd-23rd March. Secretary of the meeting is J. S. D. Ayers, Bruce Cottage, Totternhoe, Dunstable, Beds, and eligible clubs are Allard O.C., Alvis O.C., B.A.R.C., Chiltern C.C., Herts County A. and Ae. C., London M.C., Northampton and D.M.C., N.L.E.C.C., Oxford M.C., Peterborough M.C., Singer O.C., and members of any other club where the secretary has accepted the invitation in writing. Entries close on 17th March. . . . **250 M.R.C.** holds a sprint meeting at Stapleford on 6th April. Invited clubs are West Essex C.C., Seven-Fifty M.C., Romford E.C.C., Thames Estuary A.C., Snetterton M.R.C., Bugatti O.C. and N.L.E.C.C.. Entries close on 22nd March and regs are available from the competitions secretary, 250 M.R.C., Hollywood Arms, 45 Hollywood Road, London, S.W.10. . . . **Tunbridge Wells M.C.** holds a sprint at Brands Hatch on 23rd March, invited clubs being A.C.O.C., Aston Martin O.C., Brighton and Hove M.C., B.A.R.C., Club Lotus, Hants and Berks M.C., Seven-Fifty M.C., Sevenoaks and D.M.C., Maidstone and Mid-Kent M.C. and Surrey Sporting M.C. Entries close on 17th March and secretary of the meeting is G. W. Law, 8 Culverden Park, Tunbridge Wells, Kent. . . . **Lea-Francis O.C.** holds a rally to start and finish at Staffhurst Wood, Oxted, Surrey, on 9th March, a closed event. It is a daylight event starting at 2.30 p.m. and covering about 80 miles. . . . **Vintage Sports-Car Club** holds its first Silverstone meeting of the season on 12th April, a closed race meeting open to members and associate members driving Edwardian, vintage, thoroughbred and historic racing cars as defined by the club. First event is at 12.15 and entries close on 29th March and go to T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berks. . . . **West Essex C.C.** holds a speed trial under a national permit at Snetterton on 23rd March, the meeting commencing at 10.30 a.m. There will be classes for saloon, sports and racing cars. Entries close on 15th March and regs are available from J. M. A. Edmondson, 160 Hermon Hill,

(*More* **Club News** *on page* 312)



FACES we know: Ensuring each other's good health at the Mid-Thames C.C. dinner are Duncan Hamilton, John Bolster and President Harry Turner.

Coming Attractions

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

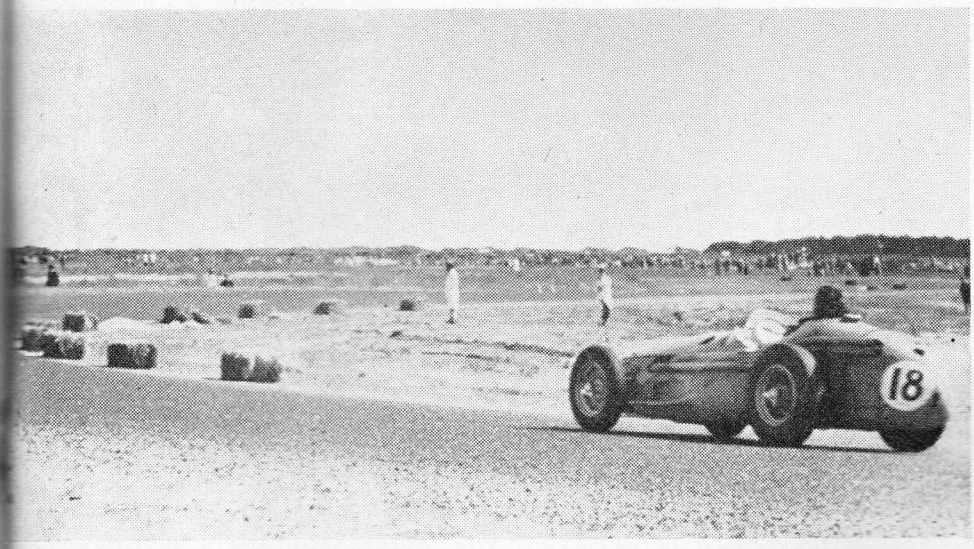
March 9th. *Jaguar D.C. Driving Tests, Middle Walk, Blackpool. Start, 10 a.m.*
Combined Universities M.C. Speed Trial, Snetterton. Start, 12.30 p.m.
Harrow C.C. Driving Tests, Heston. Start, 10.30 a.m.

March 15th. *R.A.C. International Rally Driving Tests, Hastings Promenade. Start, 10 a.m.*

March 16th. *Yorkshire S.C.C. 4/44 Trial, Municipal Car Park, Ilkley, Yorks. Start, 10.30 a.m.*
Morgan 4/4 Club Driving Tests, Defford Aerodrome, near Pershore, Worcs.

March 22nd. *Florida International 12-Hours Sports Car Race, Sebring.*
Sunbac Colmore Trophy Trial, Broadway, Worcs. Start, 9.30 a.m.

March 23rd. *Tunbridge Wells M.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.*
West Essex C.C. National Speed Trial, Snetterton. Start, 10.30 a.m.



REAR VIEW of the man in front. Ross Jensen is seen here cornering the ex-Stirling Moss 250F Maserati. Jensen has had an excellent season with wins at Dunedin and Invercargill and seconds at Auckland and Christchurch.

New Zealand Newsletter—*continued*

Frost seemed assured of his position too. Then, about two laps later he spun in the left-hander at the end of the main straight and he slowly drove the Cooper-Climax back to the paddock down one of the access roads inside the circuit. At the same time Sprague did something similar somewhere else out on the circuit and lost a lot of time. He came round with the nose of the old 4CLT well bashed in.

Neil now took Roycroft also to move into fourth place and for a couple of laps it looked as though Scott-Brown might get by the Ferrari too, but it was not to be.

Jensen led the way home and was followed in by McLaren, Brabham, Neil, Roycroft, Scott-Brown, Gibson and Hoare. Jensen and McLaren were the only ones to complete the 40 laps, and by their efforts they showed that they were really the two outstanding New Zealanders this season.

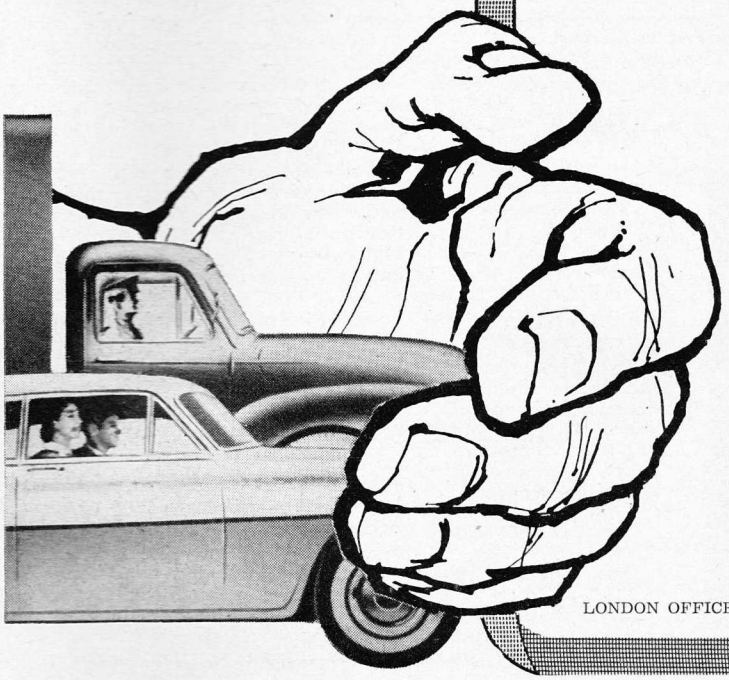
Results

1, R. Jensen (250F Maserati), 53 m. 11.6 s.; 2, B. McLaren (1,750 c.c. Cooper-Climax), 53 m. 28.8 s.; 3, J. Brabham (2,200 c.c. Cooper-Climax), 39 laps, 53 m. 37 s.; 4, M. Neil (1,500 c.c. Cooper-Climax), 39 laps, 54 m. 13 s.; 5, R. Roycroft (4,500 c.c. Ferrari), 39 laps, 54 m. 12 s.; 6, A. Scott-Brown (Lister-Jaguar), 39 laps, 54 m. 38 s.; 7, R. Gibson (1,750 c.c. Cooper-Climax), 38 laps, 54 m. 3 s.; 8, P. Hoare (3,000 c.c. Ferrari), 37 laps, 53 m. 32.8 s.

INVERCARGILL SIDELIGHTS

IT was something of a surprise to see Brabham back in New Zealand again as it was announced after the Lady Wigram Trophy that he had disposed of the 2.2-litre Cooper to Merv Neil. In point of fact Neil did use it at Dunedin the following week. However a condition of sale was that in Neil's hands it had to be brought back to 1,750 c.c. specification. The crankshaft was changed for him to race it in Dunedin. Then it was found that the pistons should have been changed also! The car was restored to 2,200 c.c. form for Brabham to drive at Teretonga Park and Neil will take it out in 1,750 c.c. form with the correct pistons in future.

Brabham fitted a ZF differential, air freighted direct from Germany the night before the race, while Neil and his mechanics had an all-night session putting to rights the gearbox of his 1,500 c.c. sports car. After practising with Dunlops all round and, in fact, using them in a short handicap race, Brabham switched the rear ones for a pair of Michelin X's just before the main race. A Dunlop representative looking on took it philosophically saying: "Well if you win we can at least say Dunlops crossed the line first!"



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NEWCASTLE-ON-TYNE 2 *27142 and 27942*
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Club News—*continued*

South Woodford, E.18. . . . **Sunbac** holds its Colmore Trial on 22nd March for trials and production cars who compete for separate trophies. Eligible are members of Bristol M.C. and L.C.C., Leicestershire C.C., London M.C., Midlands M.E.C., Falcon M.C., Morgan 4/4 Club, Hagley and D.L.C.C., Lancs and Cheshire C.C., Sheffield and Hallamshire M.C., Midlands A.C., M.G.C.C. (Midland), Shenstone and D.C.C., and entrants in the trials championship. Regs are available from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, and entries close on 17th March. . . . **North Staffs M.C.** holds a closed evening rally on 25th March over about 45 miles. Entries close on 22nd March, secretary of the meeting being S. Turner, South View, Tittensor Road, Barlaston, Staffs. . . . **Bentley O.C.** Eastbourne Rally is fixed for 28th-29th March and eligible to compete are members of the Aston Martin O.C., Lagonda Club, Jaguar D.C., V.S.C.C., 20 Ghost Club, Metropolitan Police Motor Driving School, and Essex County Constabulary Driving School, provided they drive Astons, Lags., Jags., vintage, p.v.t. or Rolls-Royce cars as appropriate. Entries go to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks, and close on 15th March. . . . **Singer O.C.** runs its "March Meander", a closed event, on 23rd March. Entries close on 19th March and go to E. P. Ellis, 23 Elmers Drive, Teddington, Middx. . . . **B.A.R.C.** holds a closed race meeting at Mallory Park on 29th March at which there will be five scratch races, including a "marque" race and a 500 c.c. event, and two handicaps. Entries close on 18th March and should be sent to H. J. Morgan, General Secretary, B.A.R.C., 55 Park Lane, W.1.

LONDON M.C.

SOME 120 members braved the worst night of the winter to listen to Mrs. Nancy Mitchell, Ian Mackenzie and John Sunley, at the London M.C. club night at the Paviours Arms on 25th February. The talk, entitled "Some reasons why we did not win the 1958 'Monte'" and covering three different continental starting points, kept members entertained for nearly two hours.

During the interval, Mrs. Mitchell kindly presented some of the club's 1957 trophies.



★

PRESENTATION 2 . . . Mr. Fred Wharton (centre) presents the Ken Wharton Memorial Trophy of the Hagley and D.L.C.C. to Harold Foster. On the right is Ken Rawlings, club president.

★

★

PRESENTATION 1 . . . Tony Brooks presents the prize—an A35—to Bolton Rally winners Ron Gouldbourn (centre) and Stuart Turner.



★

KENTISH BORDER C.C.

THE "J. B. Taylor Cup" Trial, organized by the Kentish Border Car Club, was held on 2nd March. Twenty-one competitors assembled at the Spring Tavern, Wrotham, for the start at 11 a.m. and proceeded to Old Soar to tackle 11 new sections on land made available to the club by permission of Mr. David Cannon. Five sections were tackled during the morning and a further six sections after luncheon, all up steep hillsides from which trees had recently been felled: marshals had a strenuous day lifting and pushing vehicles entangled with the stumps of trees!

Snow was still lying in parts of the area and the ground proved extremely slippery, although it dried out to the advantage of those competitors making the last climb. As far as possible this advantage was cancelled out by the system of rotating the running order from hill to hill.

Results

J. B. Taylor Cup: G. J. Newman. **1st Class Award:** M. R. B. Cannon. **2nd Class Award:** R. F. Chappell.

Opposite Class Awards: Best Performance: D. Price. **1st Class Award:** G. K. B. Clarke. **2nd Class Awards:** S. R. Seeley and C. Norlander. **Team Awards:** P. Highwood and R. F. Chappell; M. R. B. Cannon and E. Chandler.

Recent Results

LINDSEY A.C.

Night Navigation Rally, 15th February

Best Performance: Ed. Harris (Consul); 2, R. D. Fenwick (Jaguar); 3, A. H. Philippe (Standard); 4, J. A. Black (Anglia).

CORNWALL RALLY

THE Newquay M.C. held its "Cornwall Rally" on 23rd February, the event this time being closed and observed by the R.A.C. The hill and coastal mist, thick in places and present all day, made the time schedule of the 160-mile course rather tight at 25 m.p.h. in the morning section and varying from 22 to 30 m.p.h. in the afternoon section. Actual arrival times at controls were given to competitors in both sections.

The start was at Newquay, 37 competitors out of 41 entrants signing on and leaving in an easterly direction towards the hills of the china clay district, where the first of the mist was seen. The route then entered the River Fowey valleys, then climbed on to Bodmin Moor (once more back in the mist) and down the other side into the valleys of the River Tamar. After skirting the northern side of the moor the competitors reached the lunch stop. Five time controls and 11 passage controls with directional approaches were encountered and during the lunch stop it was found that only nine competitors had clean sheets.

In the afternoon the route went northwards towards Bude and then south taking a general direction towards Newquay. There were eight time controls to be visited in order and from a certain direction, and nine passage controls which could be visited at any time during the section. Several competitors became temporarily stuck in fords and 30 out of the 37 reached Newquay for a simple forward-reverse driving test. No competitor had a clean sheet in this section and when the results were worked out it transpired that E. C. Holman/D. G. Hilliard, in a Singer Roadster, were the outright winners (now confirmed).

Results

Sports Car Class: H. Davy/J. M. Bazin (A.C. Ace-Bristol). **Closed Car Class:** R. B. Hill/K. R. Knee (Volkswagen). **First Class Awards:** R. P. M. Whittington/T. R. H. Lyons (Triumph TR2); F. J. Hicks/J. Blanchard (Sunbeam-Talbot); A. W. Harding/R. Mills (Morris 1000); A. J. Hill/E. J. Taylor (Morris 1000); A. E. Bailey/C. E. Symons (Triumph Renown).

MID-THAMES C.C.

MORE than 150 members gathered at the Wimbledon Hill Hotel on 21st February for the annual dinner-dance of the Mid-Thames C.C. Guests of honour were Duncan Hamilton and John Bolster, and prizes were presented by the wife of the President, Mrs. P. Turner.

(*More* **Club News** *on page* 314)

CORRESPONDENCE

The Bolton Rally

THE Bolton-le-Moors Car Club in particular, and Northern Motor Sport in general, greatly appreciate the coverage in last week's AUTOSPORT given to the Bolton Rally. The report by Francis Penn was excellent and has been adjudged by competitors and organizers alike as the best report of a Northern event on record.

There has been a feeling in this area for a long time that local sport has enjoyed only restricted publicity in the National Motoring Press. This apparent tendency has been deplored, for Motor Sport in the North has been growing in strength and interest. It is pleasing to see a changing trend in your policy exemplified by the two-page report of the Bolton Rally. We believe that you will find this decision to give more space to Northern events of great value. Sounding the general opinion at today's formal presentation of the A35 by Tony Brooks to the winner Ron Gouldbourn, it became plain that sales of your publication should increase enormously in the North as soon as the interested public (and they are many and varied and not essentially club-men) is convinced that the North is henceforth to receive its fair crack of your Editorial whip.

We are hopeful that our reassurances to those cynics who feel that the North is neglected will be justified. The Bolton Rally, we are assured, was a great event and we thank you and Francis Penn for generous coverage. We intend to maintain, and even improve, the standard of our events and are pleased to think that our future efforts will receive as much credit and space in AUTOSPORT as the Bolton Rally 1958 has enjoyed.

J. RUSSELL BROWN,
PRESIDENT, BOLTON-LE-MOORS CAR CLUB.

BOLTON, LANCS.

Alcohol Fuels

MAY I comment on the recent correspondence between J. V. Bolster and Joseph Bayley on the dictated use of petrol as fuel in Formula 1 racing.

(1) On *any* C.R. (even as low as 5 to 1) alcohol fuel provides *at the same time* higher output and lower running temperature than petrol on the same C.R. (refs., Ricardo, Pye, Judge). I have amply confirmed this during over 35 years' experience. The obvious resultant benefits include vastly increased reliability and much lower maintenance cost.

(2) J.V.B.'s claim (24th January) that the relatively large bore/short stroke engines are immune from this benefit does not bear examination, as the high surface/volume ratio of this type needs, to a greater extent than the more normal type, the cooling properties conveniently provided by a fuel of high latent heat (and not evident in petrol) and no matter how high the power output on petrol, alcohol containing fuel will improve it, at a reduced temperature, at the *same C.R.*

(3) J.V.B. states (21st February) that the I.C. is a "hot air engine" and develops its power by, and in proportion to, the amount of air combusted, and that the more air and the less fuel in the combustion chamber the better. Following this to its logical conclusion, an excessively weak mixture would prove to be the secret of great power production! Why then use any fuel at all in the mixture if air alone is so potent?

Reference to any authority will quickly show, with other considerations equal, the power output obtainable from any I.C. engine is proportional (though not necessarily directly) to the *weight* of fuel which is efficiently burnt in unit time. Air is merely a provider of the oxygen necessary to combust the mixture, though itself cannot be combusted by any known commercial method at present.

(4) Reverting to the general theme of the correspondence, and bearing in mind the facts which I have mentioned, no reason for compulsory fuel restriction has so far been advanced which is not connected with financial interests, distortion of the facts, or the "grinding of an axe".

In J.V.B.'s original article (24th January) he confirms what I have long suspected, *i.e.*, that irrespective of the true value of alcohol as a fuel constituent, the petrol companies are behind its elimination by regulation, simply because they do not control its sale and therefore lose publicity when it is used.

Finally, why not let everyone choose his own type of fuel, then something might be learnt about the subject by those sufficiently interested.

L. W. E. HARTLEY.

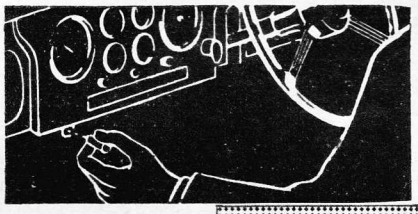
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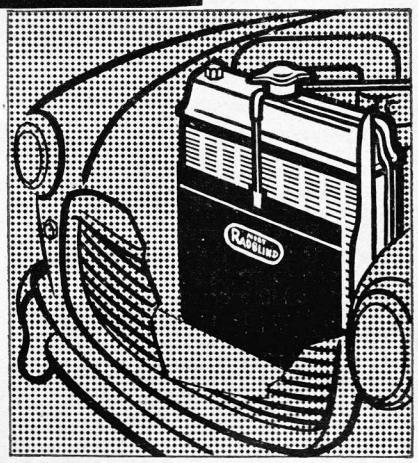
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Club News—*continued*

KEN WHARTON TROPHY PRESENTATION

MANY of the 150 trophies won by the late Ken Wharton are being presented to clubs by his family, and the Hagley and D.L.C.C., the first to which he belonged, has been given the handsome cup which he won at Albi in 1953 by putting up the fastest lap in the 16-cylinder B.R.M.

The club has had a profile of Ken in silver mounted on the cup, and has decided that it should be awarded annually to the member with the best aggregate performance in club events during the preceding two years. The first winner is Harold Foster, who received it from Mr. Fred Wharton, Ken's father, at the club's annual dinner at the Raven Hotel, Droitwich, last Friday.

Raymond Mays, proposing the toast of "The Club", said the Albi race was one which no one who saw it would ever forget. "Never have I seen a better performance than Ken put up that day", he said.

Mr. K. C. H. Rawlings, the club president, in reply said the club took particular pride in the fact that so many outstanding drivers had been associated with it—Ken Wharton, Tony Marsh and Peter Collins, for instance.

WEST HANTS AND DORSET C.C. MOONFLEET RALLY

DUE to petrol rationing there was no Moonfleet Rally last year and this year the organizers, Major Chris Gray and John Hawkes made up for it by making it tougher than usual. Unfortunately, due to foot and mouth disease, no sooner had the course been planned than it had to be altered to cut out infected areas and the final course was only planned 10 days or so before the rally, and after the third attempt!

The rally started on 22nd February with a very cunningly placed first control and several of the 50 competitors found themselves in difficulties only two miles or so from the start, several losing quite a few marks through going off course and getting bogged down in the mud.

The route of 120 miles or so was packed with some very close controls and even the experts had great difficulty in keeping anywhere near their times but with the constant drizzle most of the time it was a splendid effort on the part of the marshals to have all but one control out of 30 or so manned. Due to the heavy rain in the few days before the rally very thick mud was encountered in the last section, but all roads were passable with few cars getting into trouble.

Next morning after breakfast a series of driving tests were held on a disused army camp south of Yeovil which attracted 30 or so competitors. These tests were well laid out and some of them, being slightly longer than usual, gave an advantage to some of the faster cars, which was promptly cancelled out by some of the tight corners in which they had to turn round, the smaller cars coming off much better.

Results

Maitland Cup: H. Tilzey (Minx). **Class Awards:** Dr. E. S. Bolton (Peugeot); J. A. T. Hood (A50); T. W. J. Bryant (Zodiac); S. B. Jones (M.G. TD); G. N. Dear (M.G.A); R. P. Hancock (TR2); F. W. Ortewell (A90). **Ladies' Award:** Miss H. M. Aitken (A30). **Novice Award:** J. Shiner (Minor 1000). **Team Award:** Col. R. Binny (Hillman), L. G. Hall (Minor 1000), L. J. O. Bartlett (Renault).

Driving Tests

Class Awards: Dr. R. E. Snow; J. Noble; H. G. Kendrick; P. G. Cooper; G. N. Dear; J. A. Lanz.

Shenstone Trial—*continued*

properly, but that did not detract in any way from Delingpole's gesture.

During the afternoon the major activities were concentrated on four sections at Park Farm, and three at Clewley's Climb, with Gentleshaw Hill in between. Here the mixture was as before, though possibly not so muddy or sticky as in the morning. The arrangement at Clewley's enabled the large crowd to watch all sections which added to the fun, with loud and prolonged applause for D. C. S. Caswell, who urged his Renault up on the last section until he had only two points to lose. Woodhall was two penalties below him, but the rest, alas, could do no better than 7.

Law's consistency continued right to the end, while Woodhall was only three marks, but nearly 7 per cent. behind on index, and Keartland 33 marks and 6.3 per cent. down.

A particularly nice performance was that of Miss P. A. Thompson who, driving a Hillman Minx, finished with a third class award. Her performance on Hopwas 3, where she was among the few not losing marks, was competent and neat.

Results

V. T. Fellows Trophy for the best performance: K. M. Law (TR2), 44 marks lost, index, 80.7 per cent. **Shenstone Cup, best performance in opposite tyre group:** F. D. Woodhall (Renault Dauphine), 47 marks, index 87.5 per cent. **Shenstone Trophy for the best performance by Shenstone member:** P. Keartland (Ford Anglia), 77 marks, index 87.0 per cent. **First Class Awards:** J. V. Sandbach (Austin Ruby), G. C. Fidler (M.G.), J. H. Taylor Standard). **Second Class Awards:** A. E. Thompson (Renault), W. B. Hercock (Triumph TR3). **Third Class Awards:** A. Jeavons (Ford Prefect), F. Hook (Standard), A. Payne (Ford Prefect), Miss P. A. Thompson (Hillman Minx), B. S. March (Morris). **Team Award:** Woodhall, Thompson, D. C. S. Caswell (Renault).

LIVERPOOL M.C.

THE annual dinner and dance of the Liverpool M.C. was held at the Carlton Rooms, Liverpool, on Friday, 28th February. Apologies for absence were received in telegrams from the Patron, The Earl of Derby, and from the President, Col. J. Finegan.

Running on the Club's normal lines, no speeches was the order of the evening, the only presentation being that of the Howard Bateson Trophy to a husband-and-wife team of treasurers, Pam and Norman Jones.

Among the 170 members and guests present were racing drivers Jack Reece, Mervyn Kearon, Gillie Tyrer, Jock Sinclair and Johnnie Broadhead. Rally drivers included Harry Jacoby, Ted Lambert, Norman Millegan, Brian Harrock, Jeff Dixon, Ian Hall, Les Windsor and Ken James.

HAGLEY AND D.L.C.C.

THIRTY-FIVE members of the Hagley and D.L.C.C. turned up despite the weather for an evening rally which took them from Clent on a route of about 40 miles in Shropshire. Tony Marsh was clerk of the course for the rally, which was organized by the trials section of the club.

Results

Narkover Cup (best saloon): R. H. Stretton (Fiat). **Dunster Cup (best sports car):** N. B. Cresswell (TR2). **First Class Awards (saloon cars):** M. J. Hawley (Porsche); P. J. Anton (Anglia); D. J. Sidebotham (Anglia). **Second Class:** A. J. Brown (Wolseley); H. Foster (Anglia).

First Class Awards (sports cars): G. Fowell (TR2). **Second Class:** H. Livingston (TR2). **Novice Award (Saloons):** M. T. Joseland (Anglia); **(sports cars)** D. R. Blankstone (TR2).

Recent Results

WATERLOO AND D.M.C./SOUTHPORT M.C.

Combined Rally, 23rd February

Best Performance: M. G. Stuttard/P. K. B. Elder (Ford); **Next best:** P. R. J. Harding/R. V. Collins (Ford); **Third:** J. C. Finucane/R. Phillips (Ford); **Fourth:** R. H. Shaw/W. Durman (TR2).



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ACECA-A.C., 1955, Gran Turismo coupé, £1,185. 1956 A.C.-Bristol 2-seater sports, £1,485. Terms, Exchanges.—Rudds, 41 High Street, Worthing 7773.

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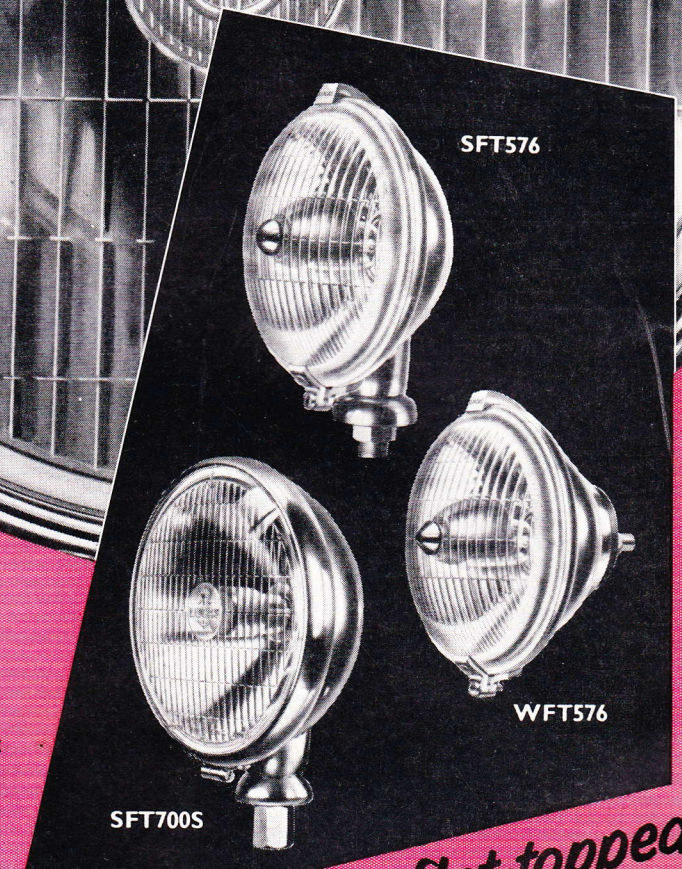
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