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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

MARCH 11, 1960

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EVERY FRIDAY

Vol. 20 No. 11

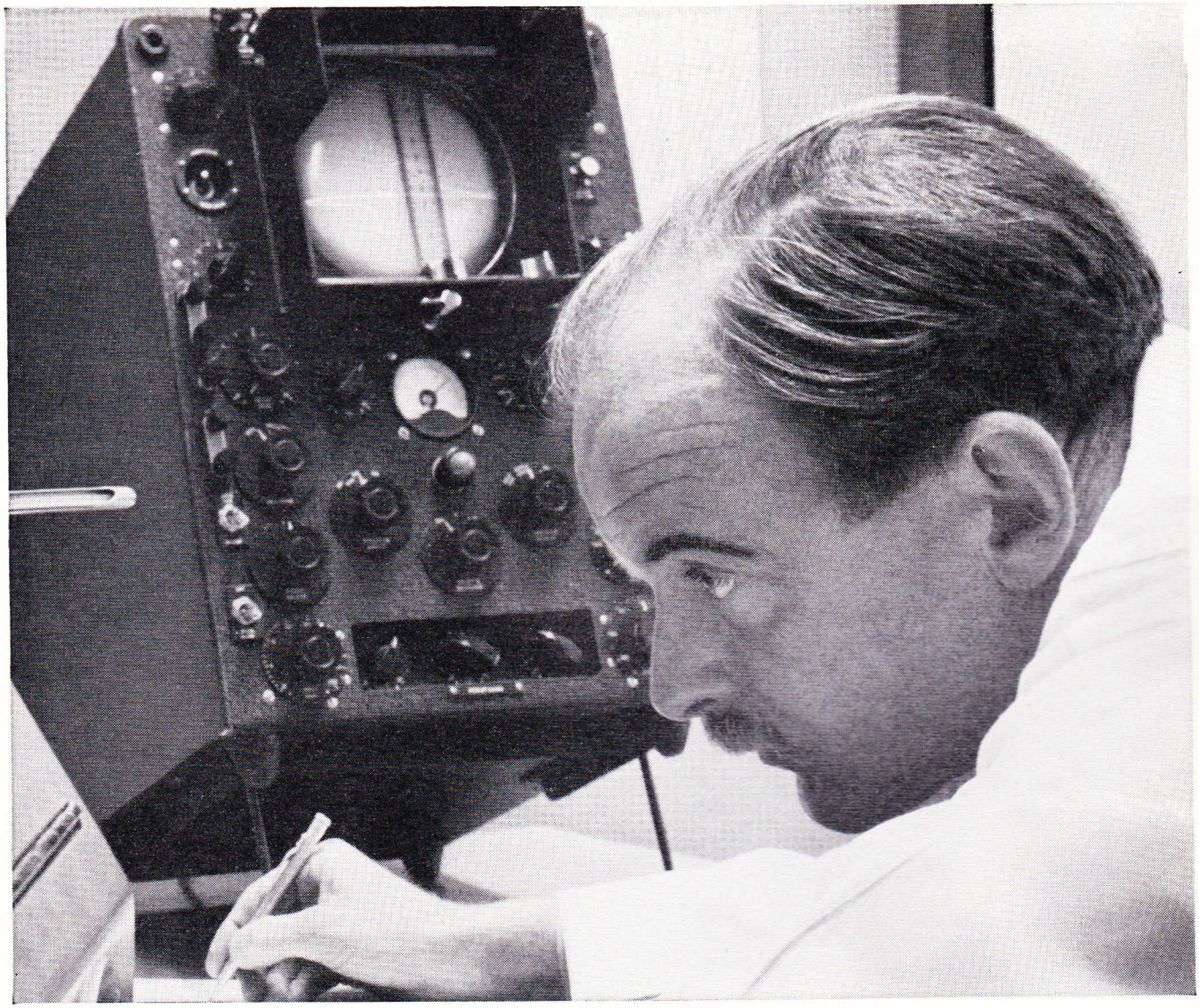
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IN THIS ISSUE

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SPECIAL KARTING FEATURE : THE LAYSTALL-CLIMAX F2 CAR



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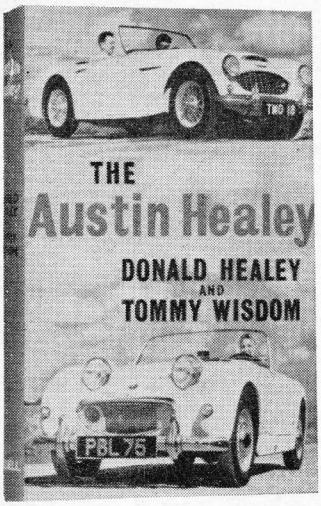
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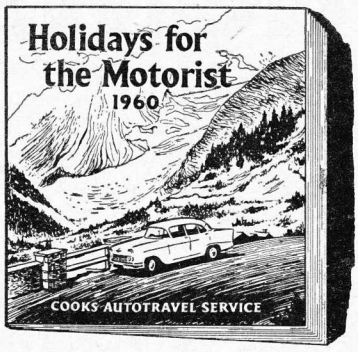
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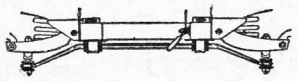
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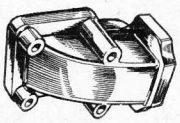
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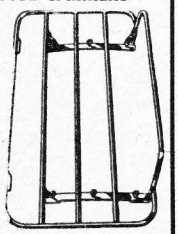
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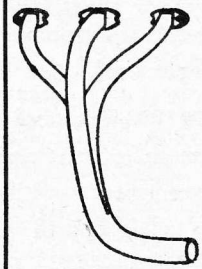
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De Luxe model M.G.A, Sprite, TR, Consul, Zephyr £9-15-0.

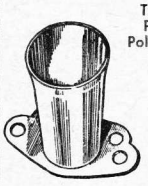
Jaguar XK 120, 140, 150, Metropolitan and most other makes. Bolt on and clamp on types.



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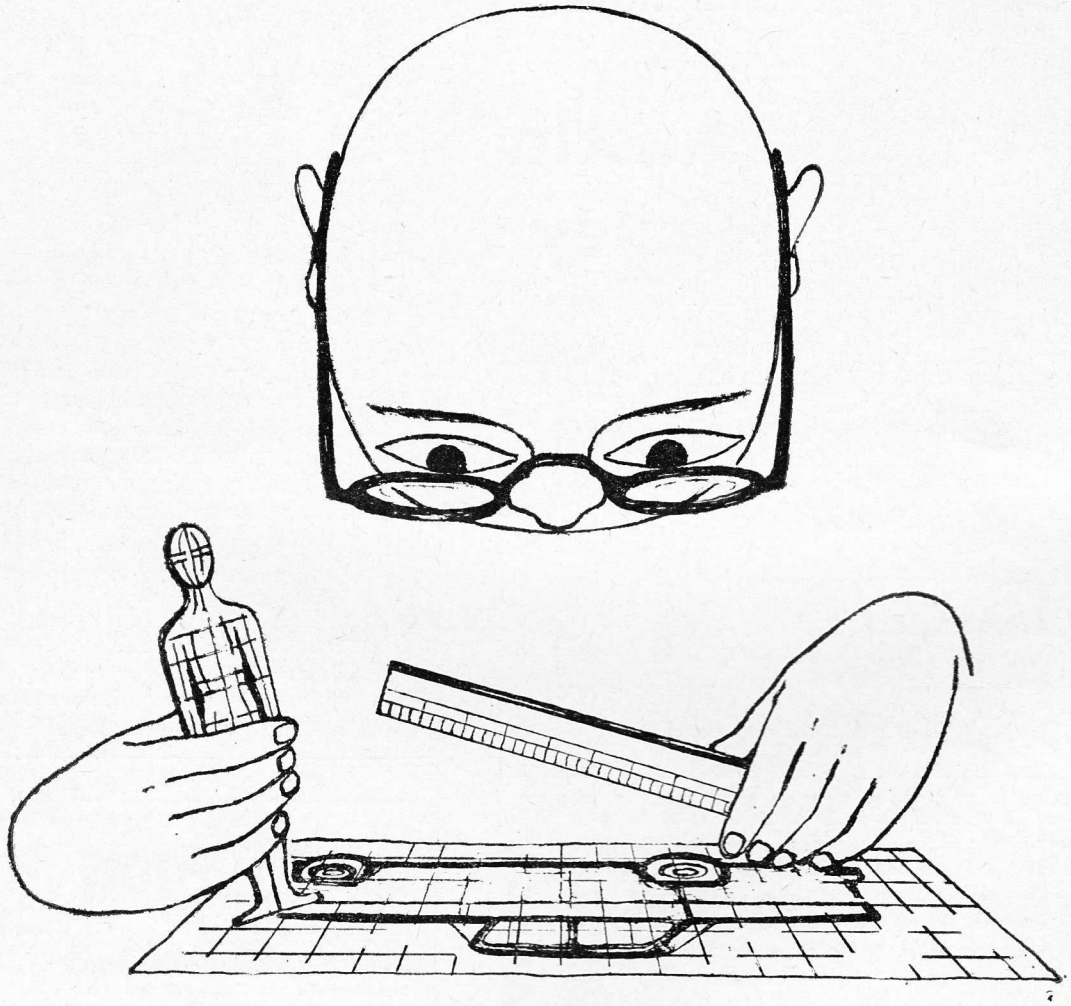
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ERGONOMICS*



***ERGONOMICS:** *the science of designing objects with particular reference to the needs and physical characteristics of their users:* 'human engineering'.

If we were crazy enough, we could design a vehicle for radio-activated Martians. (Remote control, lots of fascinating features, no buyers.) Or a commuters' special for bed-bound suburbanites. (One that starts itself, brews coffee and sounds off at 7.30 sharp would probably do the trick.)

Instead, we spend most of our waking hours trying to make cars which have more and more of the features sensible people want.

To us, that's ERGONOMICS. And ergonomics, in anybody's language, means a better deal for the customer. It means performance with safety, comfort with economy, quality with down-to-earth prices.

It means all-round vision for the driver, and easy parking. (So much better this–parkonomics?–than an extra set of wheels for moving sideways.) It means a top-gear engine and an all-synchro box. Big things like a low C. of G. and stop-at-a-touch brakes. Little things like two-speed wipers, map-reading light beam, key locks on both sides.

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A surprising amount of it goes into Vauxhall cars, which is why so much pleasure comes out of them. If you'd like to know more, you've only to ask. Your Vauxhall dealer will be delighted to provide the Q.E.D.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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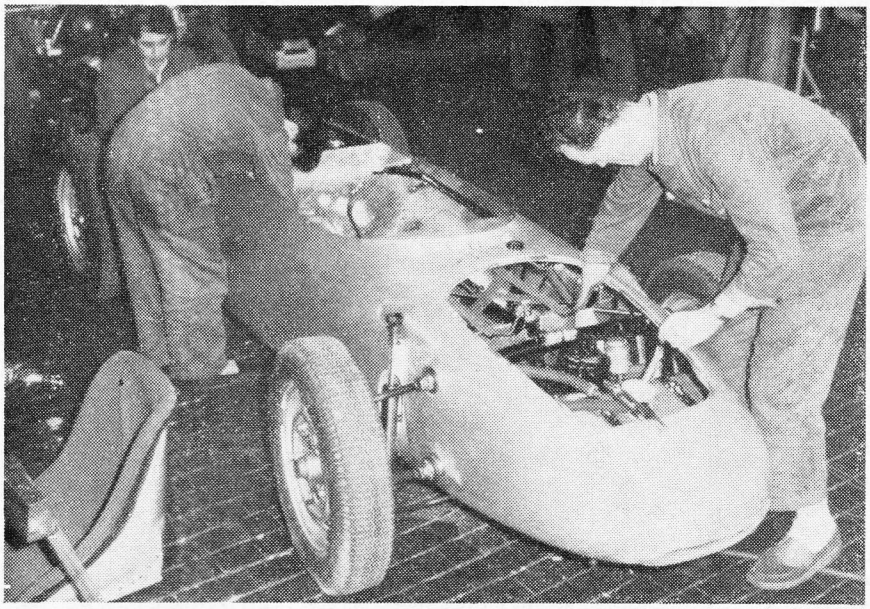
EDITORIAL

LE MANS, 1960

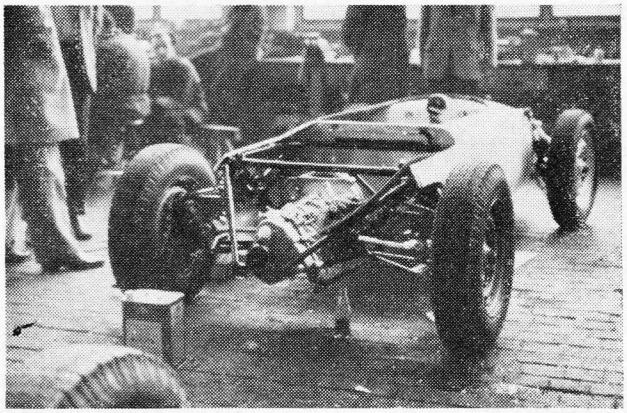
THE entry of four Corvettes for next June's 24 Hours race at Le Mans has certainly justified the inclusion of unlimited capacity Grand Touring cars. Although they are "private" entries, it will be difficult for General Motors to ignore them—particularly in view of the tremendous publicity which will accompany the first entry of a production U.S.A.-built machine since Briggs Cunningham ran the much-altered Cadillac "Le Monstre". · In the event of a Corvette victory, by reason of the so-called "Detroit Agreement", G.M. could not advertise any successes—nor could their dealers. As there is no prospect of a new G.T. Jaguar, the Grand Touring category becomes the concern of privately entered 250 Ferraris and DB4 Aston Martins. There will, of course, be much conjecture as to the types of sports Jaguars which will run, and already a Continental newspaper has reported that at least two E-types will appear, entered by Jaguar's American company: this awaits confirmation. British factory representations consists only of Team Lotus and Austin-Healey. Italian sources quoted a report of Fiat official participation with three Osca-powered 1½-litre cars, but a glance at the list of acceptances fails to discover any entry which could possibly come from the huge Turin concern. The marque Ferrari predominates, with no fewer that 11 cars having been accepted, the majority, of course, being privately owned G.T. vehicles. The 2.8 Maserati will appear, and should give the "Prancing Horse" some competition—at least in the early "Grand Prix" stages. Despite rumours, there is no application from Facel-Vega, and no entry of the eagerly awaited G.T. Facellia. France is again represented by DB Panhard, and a surprise entry is a Lotus-Climax of just over 700 c.c.—obviously built with the new "energy" formula in mind. Naturally Great Britain's hopes will be centred on the Jaguars, whatever models appear. Many people consider that a D-type can still win Le Mans, if the 3-litre engine can be made more reliable than were the altered 3½-litre units. Certainly, the marque achieved a degree of success which has alone equalled the performance of the racing Bentleys in the vintage era, but of recent years the smaller-engined cars have not impressed with their reliability. Although Feltham is not represented as a works team this year, following David Brown's decision to withdraw from sports car racing, at least two sports-racing Aston Martins will be present. Remembering the outstanding efforts of Graham and the late Peter Whitehead with their famous DB3S, many enthusiasts will hope that the privately-entered Astons of Border Reivers and Major Ian Baillie will produce something out of the bag with which to startle the works teams. Also surrounded by a great deal of interest and excitement will be the 1,100 c.c. Lola.

OUR COVER PICTURE

FINE PERFORMANCE in the "Lyon-Charbonnières" was put up by Robert Gentilini/Paul Justamond, whose Jaguar 3.4 won its class and was third in general classification. They are seen here on the Col de Rousset.
(Photography by Maurice Louis Rosenthal)



IN PROCESS OF CONSTRUCTION is the new Porsche Formula 2 car, which will be driven by Stirling Moss in the Syracuse G.P. this month.



★

REAR END of the new Formula 2 Porsche.

★

PIT and PADDOCK

LIÈGE-ROME-LIÈGE will not go through Yugoslavia this year and will terminate at the top of the Stelvio.

FERRARI will not participate in any sports car racing this year except Le Mans, it is rumoured.

MERCEDES are possibly experimenting with a racing car but informed opinion in Germany states that it is not anticipated that Mercedes will be racing again before 1963-64.

LIST OF ELIGIBLE CARS FOR THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR—AS ISSUED BY THE F.I.A.

Class "A" (Up to 1,000 c.c.)
Austin-Healey Sprite; Berkeley "328", 895 and B.105; Renault Alpine 747, 845 and 904; Brissoneau & Lotz "Louis Rosier"; DB Panhard "745" and "851"; Panhard Junior and Tigre; Fairthorpe Elektron Minor; Turner "950"; Abarth "Record Monza"; Fiat 500 Sport; SAAB G.T. and Turismo Super; N.S.U. Prinz (Sport); Bianchina Special G.T.

Class "B" (Over 1,000 c.c. and up to 1,600 c.c.)
Goliath Hansa CI; All Porsche models except RSK, Spyder and RS.60; Borgward Sport; Denzel 1,300 Super; Peugeot Convertible; Simca Aronde-Sport (various types with Flash, Super Flash or Flash-Special engines); Fairthorpe Elektron Mark II; Lotus Elite; all M.G. Models from TF onwards; Morgan 4/4 Series II; Alfa Romeo Giulietta, S.V., Spyder, Spyder Veloce and Speciale; Fiat 1,100 TV; G.T. Zagato, 1,200 and 1,500 (Osca engine); Sunbeam Alpine; Skoda Felicia; Siata 1,250.

Class "C" (Over 1,600 c.c.)
Alfa Romeo 1,900 C, 1,900 SS; 2,500 G.T. Ferrari and 250 G.T. Europa; Fiat V8; Lancia Aurelia G.T., Spyder, America and Flaminia Sport G.T.; Maserati 2,000 AGC; Jensen; Frazer-Nash (closed or convertible only); Jaguar—all XK models, 3.5 or XK 150, 150S, 3.5 or 3.8 litres; Lagonda 290/1, Morgan Plus Four; Triumph TR2, TR3 and TR3 (2,136 c.c.); Talbot Lago 2,500; Facel Vega; A.C. Ace, Aceca; Allard P.1. "Monte Carlo"; Austin-Healey 100, 100-6, 100M, 3,000, Bentley Continental and S; Bristol 400, 401, 403, 405; Salmson 2,300 S; Mercedes-Benz 190SL, 300SL, 220S, Cabriolet; BMW 507; Arnolt-Bristol; Chevrolet Corvette; Ford Thunderbird coupé; Delahaye 135; Aston Martin DB2, DB2/4, Mk. II and Mk. III, DB4; Hotchkiss 20/50; Alvis TC 21/100.

WEDDING bells will ring for Joakim Bonnier and Marianne Ankarouna on 2nd April, at Jakobs, Kyrka, Stallmästaregården, Stockholm.

WEEK-END SPORT

WE deeply regret that owing to extreme pressure on our space reports of much of last week-end's sport have had to be held over until next week's issue.

WINING AND DINING

A VERY large number of members and guests attended the Hagley and D.L.C.C.'s annual dinner and dance at the Raven Hotel, Droitwich, on Friday last week. Principal guests of the evening were Mr. and Mrs. John Cooper, Mrs Cooper presenting the prizes. Other speakers were R. B. Lowe, Councillor R. Joliffe, J.P., Mayor of Droitwich, C. E. Speare, the President of the club, and Martyn Watkins of AUTOSPORT.

SNETTERTON IMPROVEMENTS

IMPROVEMENTS in spectator accommodation at Snetterton circuit for this season include a new covered stand at the Esses and a new uncovered raised bank at the same part of the circuit.

HERR SCHMITTS, the secretary of the Automobile Club von Deutschland, is making good progress after the accident on the polished marble floors of l'Hermitage at Monte Carlo, in which he broke his leg. He puts in a full day's work in a private hospital ward, surrounded by secretaries.



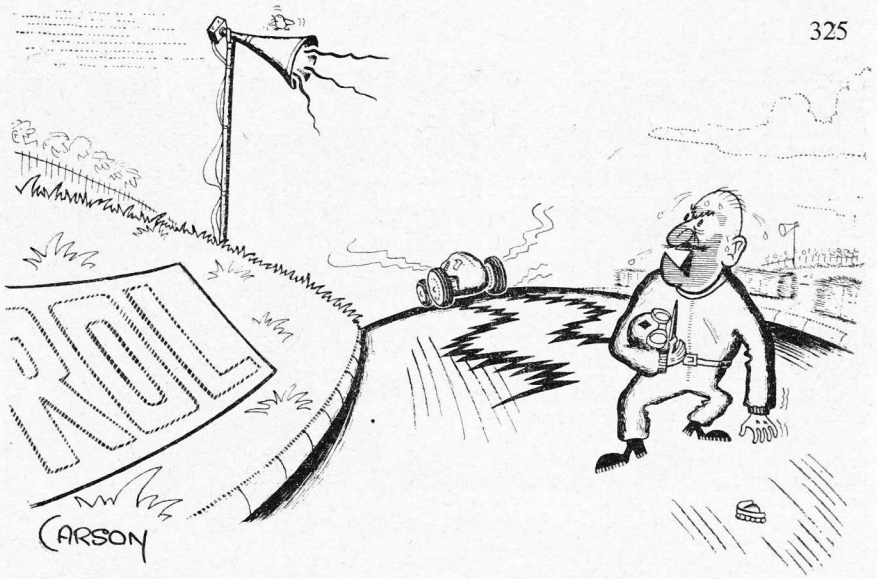
HOW LONG? THIS LONG! Graham Hill and Bertie Bradnack get together for a chat at the O.R.M.A. dance.

SPORTS NEWS

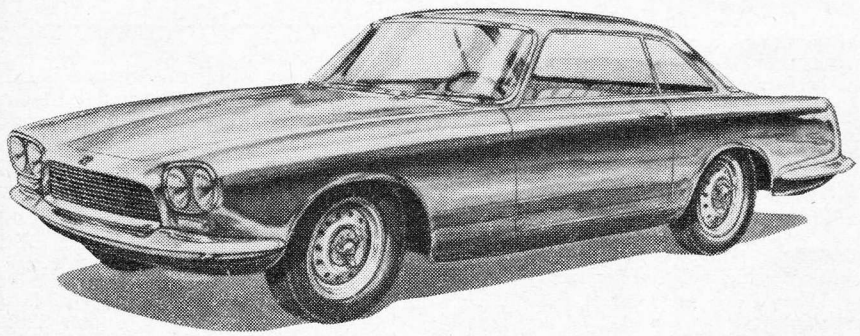
LE MANS, 1960

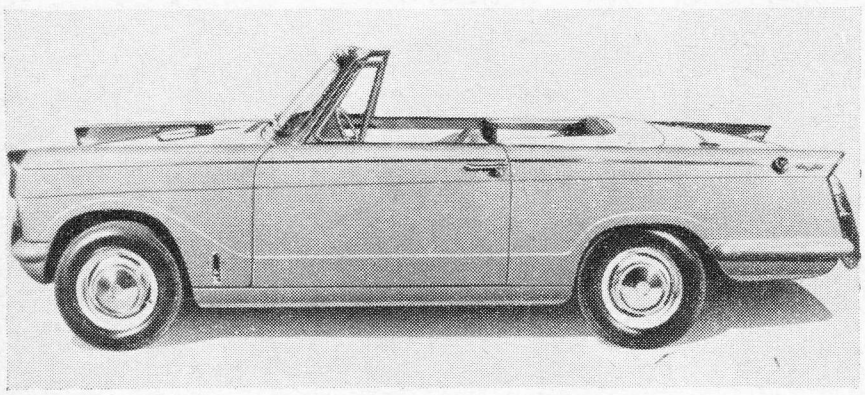
THIS list of entrants for the 1960 Le Mans 24 Hours race was published this week. Only 55 cars will be permitted to start. Abbreviations refer to sports (S.) and grand touring (G.T.) categories, while the cars are mentioned first, followed by their capacities, entrants and drivers.

Chevrolet-Corvette (G.T.), 4,637 c.c. (B. S. Cunningham), B. S. Cunningham/E. W. Crawford; Chevrolet-Corvette (G.T.), 4,637 c.c. (B. S. Cunningham), J. C. Fitch/R. K. Thompson; Chevrolet-Corvette (G.T.), 4,637 c.c. (B. S. Cunningham), F. N. Windridge/W. E. Hansgen; Chevrolet-Corvette (G.T.), 4,637 c.c. (Camoradi U.S.A.), B. Said/C. Constantine; **Jaguar** (G.T.), 3,781 c.c. **(Ecurie Ecosse),** X/X; **Aston Martin** (G.T.), 3,670 c.c. **(Rudd Racing, Ltd.),** Lino Fayen/X; **Jaguar** (S.), 2,997 c.c. (Jaguar, New York), W. Hansgen/X; **Jaguar** (S.), 2,997 c.c. (Jaguar, New York), J. Fitch/X; **Aston Martin** (S.), 2,992 c.c. **(Border Reivers), J. Clark/J. Whitmore; Aston Martin** (S.), 2,992 c.c. **(Major I. B. Baillie), Baillie/Fairman;** Ferrari (G.T.), 2,953 c.c. (F. Tavano), F. Tavano/X; Ferrari (G.T.), 2,953 c.c. (Scuderia Serenissima), C. M. Abate/G. Balzarini; Ferrari (S.), 2,953 c.c. (Scuderia Ferrari), Phil Hill/Geithner; Ferrari (S.), 2,953 c.c. (Scuderia Ferrari), von Trips/**Allison;** Ferrari (S.), 2,953 c.c. (Scuderia Ferrari), P. Frere/O. Gendebien; Ferrari (S.), 2,953 c.c. (Scuderia Ferrari), Scarlotti/Cabianca; Ferrari (G.T.), 2,953 c.c. (N.A.R.T.), X/X; Ferrari (G.T.), 2,953 c.c. (N.A.R.T.), X/X; Ferrari (G.T.), 2,953 c.c. (N.A.R.T.), X/X; Ferrari (G.T.), 2,953 c.c. (Equipe Nle Belge), Beurlys/Blary; Ferrari (G.T.), 2,953 c.c. (Ecurie Francorchamps), Beurlys/Dernier; **Austin-Healey** (G.T.), 2,912 c.c. **(J G. Sears), P. Riley/J. Sears;** Maserati (S.), 2,890 c.c. (Camoradi U.S.A.), Wart/Gregory; Maserati (S.), 2,890 c.c. (Camoradi U.S.A.), Gurney/Shelby; **Cooper** (S.), 2,496 c.c. **(Ecurie Ecosse),** X/X; **Lotus** (S.), 2,000 c.c. **(Lotus Eng.), I. Ireland/A. Stacey;** Maserati (S.), 1,994 c.c. (Camoradi U.S.A.), Kessler/X; **Triumph** (S.), 1,985 c.c. **(Standard Triumph), Sanderson**/Rothschild; **Triumph** (S.), 1,985 c.c. **(Standard Triumph), Bolton**/Bequart; **A.C. Bristol** (G.T.), 1,971 c.c. (Equipe Lausannoise), Gachnang/Wicky; **M.G.** (S.), 1,762 c.c. **(Ted Lund), Lund/Escott;** Porsche (S.), 1,606 c.c. (Aut. Porsche), Barth/Bonnier; Porsche (S.), 1,606 c.c. (Aut. Porsche), Hermann/X; Porsche (G.T.), 1,587 c.c. (Aut. Porsche), **G. Hill**/X; Porsche (S.), 1,588 c.c. (Kerguen), J. Kerguen/R. Lacaze; Osca (S.), 1,568 c.c. (Osca), X/X; Porsche (S.), 1,498 c.c. (J. E. Hugus), Hugus/X; Porsche (S.), 1,498 c.c. (C. de Beaufort), C. de Beaufort/H. Linge; Porsche (S.), 1,497 c.c. (Aut. Porsche), X/X; Alfa Romeo Conrero (S.), 1,290 c.c. (Virgilio Conrero), Munaron/X; **Lotus Elite** (G.T.), 1,220 c.c. **(Lotus Eng.), M. Taylor/J. Dalton; Lotus Elite** (G.T.), 1,220 c.c. **(Lotus Eng.), D. Buxton/J. Wagstaff; Lola Climax** (S.), 1,098 c.c. **(Lola Cars), Ashdown/** Vogele; D.B. (S.), 954 c.c. (Aut. D.B.), Bartholoni/ Laureau; D.B. (S.), 954 c.c. (Aut. D.B.), Armagnac/J C. Vidilles; **Austin-Healey** (S.), 948 c.c. **(Donald Healey),** X/X; D.B. (S.), 851 c.c. (R. Masson), R. Masson/C. Laurent; Fiat Abarth (S.), 847 c.c. (Abarth), Poltronieri/X; Fiat Abarth (S.), 847 c.c. (Abarth), Gattini/X; D.B. (S.), 750 c.c. (Aut. D.B.), Cotton/Vinatier; D.B. (S.), 750 c.c. (Aut. D.B.), de St. Auban/Van Den Bruwaen; D.B. (S.), 701 c.c. (Aut. D.B.), Justamont/X; **Lotus** (S.), 705 c.c. **(Lotus Eng.), Stacey/Taylor;** Stanguellini (S.), 741 c.c. (Stanguellini), de Lageneste/ Revillon; Osca (S.), 746 c.c. (Osca), Laroche/X.



HULLO—FLAG'S OUT! SOMEONE'S IN TROUBLE!





MAY MEETING—SILVERSTONE

THE date fixed for the 12th in the series of International Trophy Race meetings at Silverstone is 14th May. The traditional pattern of five races makes up the motor racing. Top of the bill is the 150-mile race for Grand Prix cars for the International Trophy presented by the *Daily Express,* who sponsored the first 10 of the International Trophy meetings, and over £1,600 in cash. Once again the touring car race will be run over 25 laps of the three-mile Silverstone circuit, near Towcester. This event is one of the most popular features of the day's racing, which begins at 10.15 a.m.

Two sports car races, one for cars up to 1,500 c.c., the other for cars over this size, will also be contested over 25 laps, a distance of 75 miles each.

Finally, the fifth event is a 75-mile race for the new Formula Junior cars. Bookings may now be made direct to the Trophy Office, B.R.D.C. Circuit, Silverstone, Northants, or can be obtained from the R.A.C. Travel Service, 66 Haymarket, S.W.1.

Regulations are now available from the B.R.D.C., 9 Down Street, W.1.

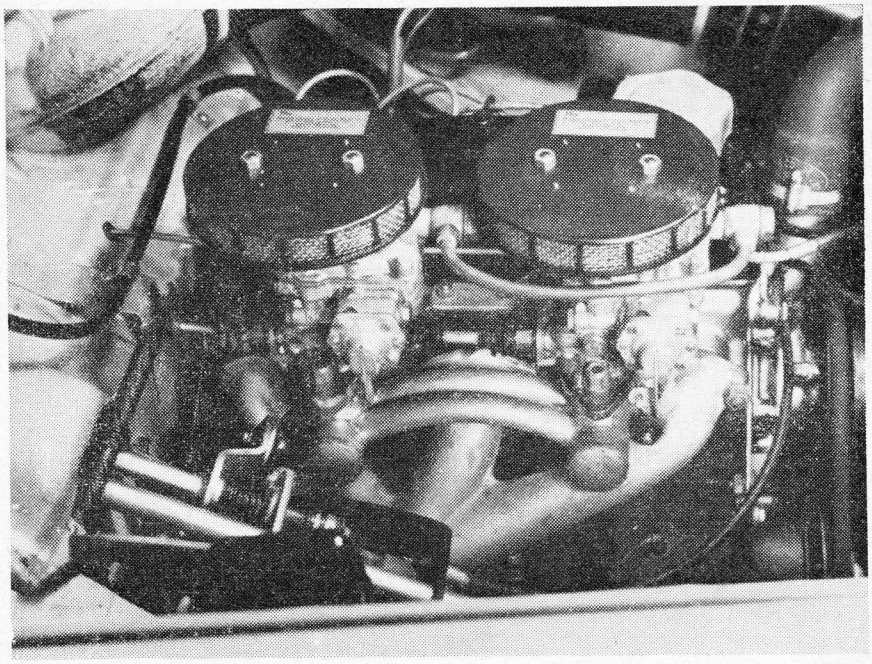
BRANDS HATCH CURTAIN RAISER

THE first race meeting to be held at Brands Hatch this year will be on 18th April (Easter Monday) when the British Racing and Sports Car Club will stage their Easter Trophy Race meeting. This event has National British Status.

The meeting will comprise six races, the main one being the Easter Trophy for Formula Junior cars. Total prize money for the meeting will be approximately £450.

Practice will be held from 10 a.m. until 5 p.m. on Saturday, 16th April. The meeting begins at 12 noon on the 18th.

NEW THIS WEEK are (below left) the Triumph Herald convertible, with new body mounted on the Herald chassis and powered by the two-carburetter 948 c.c. engine. ABOVE (left) is the new Gordon G.T. car announced by Peerless Motors, Ltd. Specification includes the 4.6-litre V-8 Chevrolet Corvette engine, developing 230 b.h.p., disc brakes all round and de Dion rear end. Production is planned for September and price will be between £2,500 and £2,750.



WILLING: The little 1,290 c.c. "Flash" engine seems to enjoy the extremely high revolutions which give the car a performance bearing little resemblance to that of the standard product.

JOHN BOLSTER TRIES

AN ALEXANDER-TUNED SIMCA

Of Almost Unbelievable Performance

THE Simca is well known as an attractive-looking French car of lively performance. Like all French engines, the 1,290 c.c. "Flash" unit is tough and hard-wearing, and it therefore has the necessary reserves to permit of some appreciable "hotting up". Nevertheless, a tuned Simca which I have recently been driving has astonished me by its almost unbelievable performance.

The work had been carried out by Alexander Engineering Co., Ltd., of Haddenham, Bucks. A moderate increase in compression ratio was achieved by work on the cylinder head, while the inlet ports were enlarged and polished and the valve guides shortened. Twin Solex downdraught carburetters were mounted on a special inlet manifold, which was matched by a modified exhaust system, while stronger valve springs were fitted.

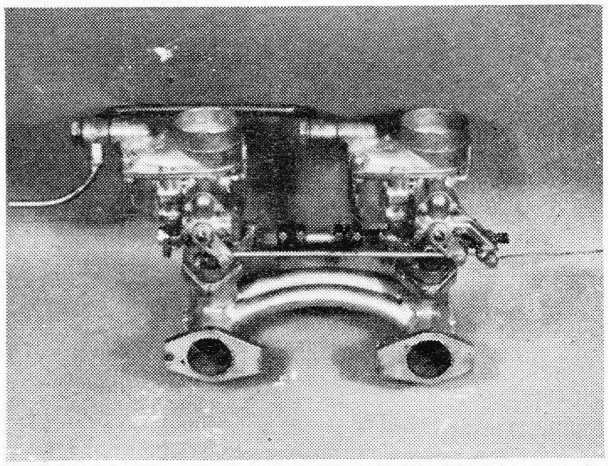
As is usual with twin-carburetter systems when separate pancake filters are used, the noise level is appreciably increased though not to an objectionable extent. The idling of the engine is perhaps a little "lumpy" and there is sometimes just the suspicion of a flat spot, but once one is on the move such trivialities are forgotten.

The increase in performance is so great that it bears no resemblance to that of the standard car. Let me merely record that this roomy four-door saloon of only 1,290 c.c. achieved a timed maximum speed of 95.74 m.p.h.! The engine did not feel unduly stressed by this immense speed, and one did not gain the impression that it was about to "put a leg out of bed". A speedometer-indicated 80 m.p.h. could be exceeded on third gear, equivalent to a true speed of approximately 70 m.p.h. I feel that this very fast car no longer needs its hilariously optimistic speedometer! A genuine 50 m.p.h. may be touched on second speed, though this represents some extremely high revolutions, which the willing little unit actually seems to enjoy.

The increased horsepower greatly improves the acceleration, and a standing quarter-mile may be covered in exactly 20 seconds. 0-30 m.p.h. takes 4.2 secs., 0-50 m.p.h. 10 secs., 0-60 m.p.h. 15 secs., and 0-70 m.p.h. 23.8 secs. The high third gear is ideal for fast hill-climbing. Naturally, one cannot have something for nothing, and more power means higher fuel consumption. If one exploits the performance fairly thoroughly, petrol is used at the rate of just over 20 m.p.g.

In the past it has been considered undesirable to tune the Simca extensively because the rigid rear axle on semi-elliptic springs tended to limit the high-speed roadholding. The car under test had been fitted with De Carbon oleo-pneumatic dampers, and these greatly improved the roadholding while eliminating any pitching tendency. As they will be the subject of a separate article, it suffices to say that they are entirely immune from the usual fading troubles and cost £4 each.

The roadholding of the modified Simca proved entirely adequate for its increased speed, and the brakes stood up splendidly to their task. The tuned engine never pinked on any medium grade of petrol. The complete kit of parts for engine modification costs £48 10*s*. and the fitting charge is £10 10*s*. Treated in this way, the Simca becomes a formidable performer which has an easy mastery over any of the popular 1½-litre cars.



TWIN Solex downdraught carburetters are mounted on a special manifold matched by a modified exhaust system. The great increase in power is complemented by an improvement in roadholding.

★

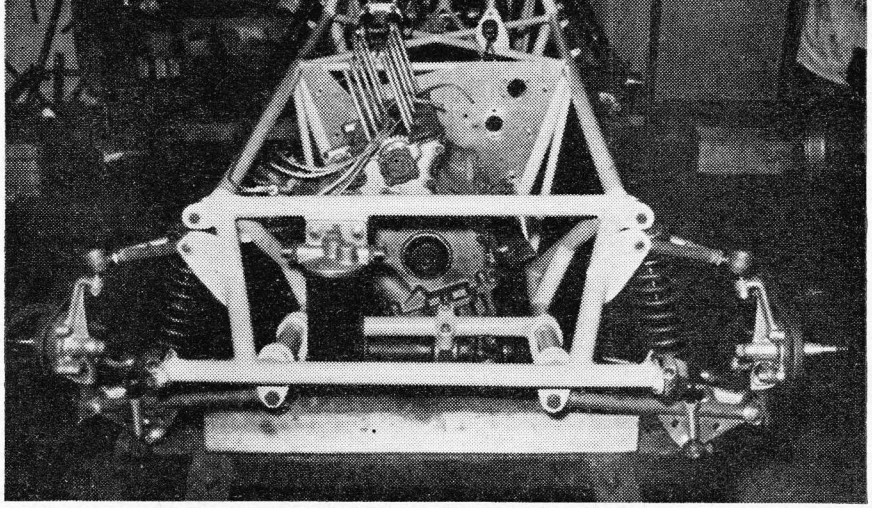
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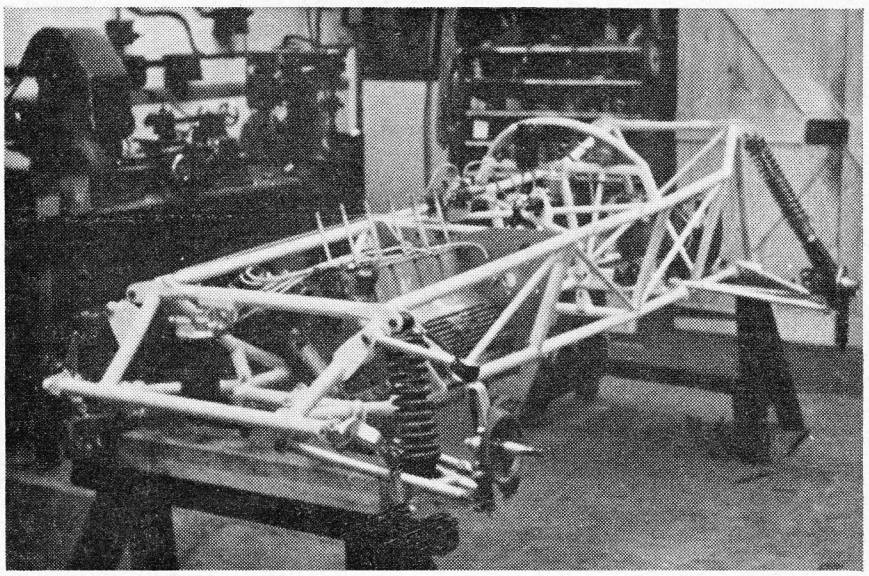
THE 500 c.c. Club of America is now known as the Formula Racing Association, having recently adopted the Formula Junior Class. HQ is 2,900 W. Magnolia Boulevard, Burbank, California.

A DB4 FOR 4s. 6d.!

PROVIDED by Playcraft Toys, Limited, manufacturers of the range of Corgi die-cast scale models, is a new Corgi model, available from 1st March. It is an Aston Martin DB4, which incorporates for the first time in a model of this type a hinged opening bonnet which lifts up to reveal a fully detailed model engine beneath. The model has all the long-established Corgi features, such as clear plastic windows all round, as well as more recent developments, such as seats, dashboard, steering wheel and spring wheel suspension. Everything about the Corgi Aston Martin recalls the full-scale car, even down to die-cast details of the 3.7-litre twin overhead camshaft engine. The wheels reproduce the wire spokes and knock-off hubs of the real thing. There is one vital difference: the full-size DB4 costs in Britain £3,755, including purchase tax, while the Corgi Aston Martin costs 4*s*. 6*d*.!

TUBULAR FRAME weighs 70 lb. and will carry the 1½-litre 2 o.h.c. Coventry Climax engine at the front, mounted at an angle of 18 degrees. A Lotus five-speed gearbox will be utilized which will engage the prop-shaft which passes beneath the driver's seat.





THE LAYSTALL-CLIMAX RACING CAR

Forerunner of a Full Grand Prix Team

THE Laystall Engineering Co., Ltd., of the United Dominions Trust, are building a Formula 2 racing car. Bob Gibson Jarvie is the moving spirit behind the project, and the actual work is in the hands of Ernie Allen, George Brown and Nobby Clark. For the present one car will be entered to be driven by Henry Taylor, and Ron Flockhart has been retained as technical adviser in charge of testing and development. It is intended that all this shall lead up to a full Grand Prix team for 1961.

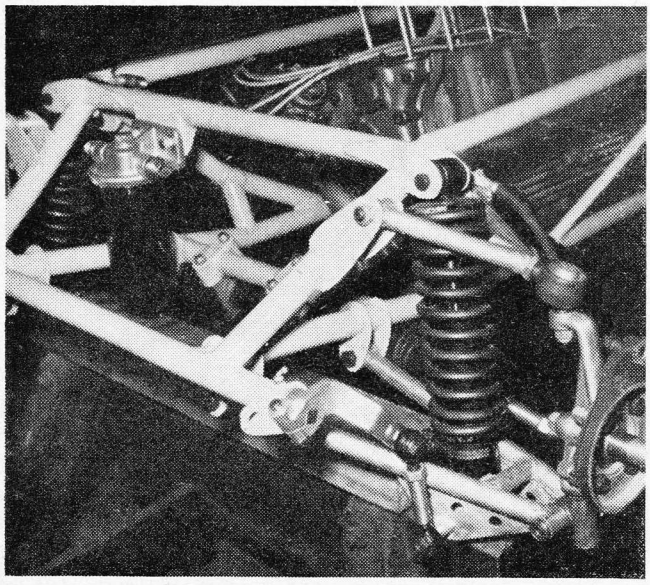
The car is a front-engined machine of 7 ft. 6 ins. wheelbase. The tubular space frame weighs 70 lb. and Cooper parts are used for the front suspension and steering. The independent rear suspension employs Lotus struts, and very wide lower wishbones take the driving stresses without the help of radius arms. The Hardy Spicer half-shafts have slip joints and take no cornering stresses.

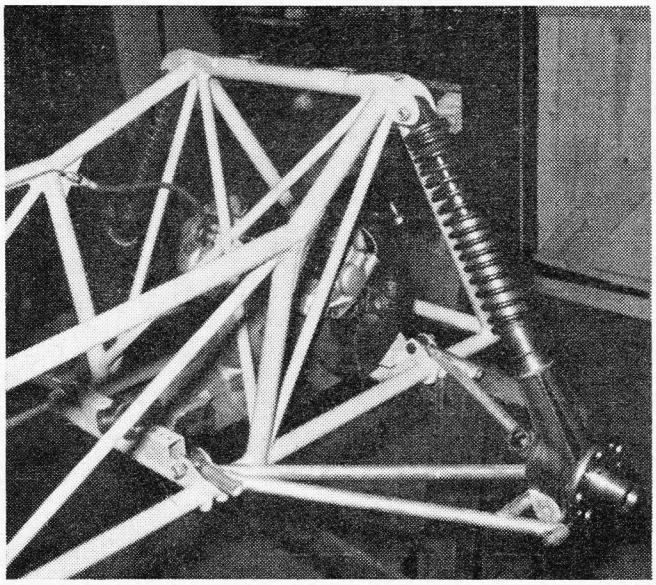
The Girling disc brakes are inboard at the rear. At present a Lotus five-speed gearbox is employed, with a left-hand lever. The light alloy radiator is by Delaney-Gallay, and the side tanks are of Wakefield manufacture. Dunlop disc wheels, similar to those of the B.R.M., have knock-on hub caps.

The engine is a 1½-litre twin-camshaft Coventry Climax, and a complete spare unit is also available. The engine leans at 18 deg. as in the Cooper, and the propeller shaft is able to pass beneath the driver's seat by virtue of the offset drive incorporated in the Lotus gearbox.

The construction is proceeding apace and the car should soon be ready for testing. It should add considerable interest to Formula 2 racing this season.

JOHN V. BOLSTER.





FRONT suspension (left) and steering use Cooper components and Girling disc brakes mounted behind B.R.M.-type Dunlop light alloy knock-on wheels. REAR suspension (right) employs Lotus struts and very wide lower wishbones which will take the driving stresses without recourse to radius arms. Girling disc brakes are inboard.



WEARING A HANDKERCHIEF over the lower part of his face, Bill Wyllie swings his Auto-Union 1000 R.S. through a left-hander on his way to winning the Johore Coronation Grand Prix.

The Johore Coronation Grand Prix

Bill Wyllie Wins First Event for Several Years

REPORT AND PICTURES BY G. YOUNG

THE 1960 Johore Coronation Grand Prix, held on 21st February after a lapse of some years, resulted in a win for Bill Wyllie, who built up a steady lead in his Auto-Union 1000RS to win the 140-mile event comfortably from A. J. Huggett (Lotus) with Chan Lye Choon (Aston Martin DB3S) third.

A full programme of racing for the two-day meeting started a little late with a race for post-vintage thoroughbred cars, although the qualifications under which some of the entries ran in this category were a trifle obscure. Then followed a series of motor-cycle races which occupied the remainder of the first day. On Sunday, 21st February, the day was devoted to motor-racing with the Coronation Grand Prix as a finale.

The starting grid for all races was decided by ballot, which made for some interesting first laps. Bill Wyllie opened the proceedings with a smart win in the first race of the day, a five-lapper for sports cars, with a win in his Wyllie Special, powered by a modified Triumph TR3 engine. Barnwell, in an XK 140 Jaguar, gained a flying start from Yong Nam Kee (Austin-Healey) and Wyllie, but when the field reached Zoo Corner Wyllie took the lead. Driving with excellent precision he continued in front to win by over a quarter of a mile from Barnwell's Jaguar.

Then came one of the crowd's first glimpses of an Austin Seven in competition, in a five-lapper for saloons and tourers from 750 c.c.-1,300 c.c., which ended in a win for Dick Arblaster in the front-wheel drive baby car. In the 1,301-3,000 c.c. event M. I. Rauf fought hard to finish second to R. A. Wilton (Ford Zephyr) in his Volvo P444. Rauf and F. G. S. MacDonald (Citroën Light Fifteen) set the pace for the early stages of this race, but Wilton passed them both to win by only 30 yards from the Volvo.

P. Heath (Lotus) ran out winner of the 1,100-1,500 c.c. sports car race, taking the lead at the first bend to win without difficulty, setting up fastest lap on the way. In the next event he set the first course record of the meeting with a 1 min. 57.9 secs. lap, although he could not catch Chan Lye Choon's Aston, which won the event from Heath and T. Huggett (Lotus).

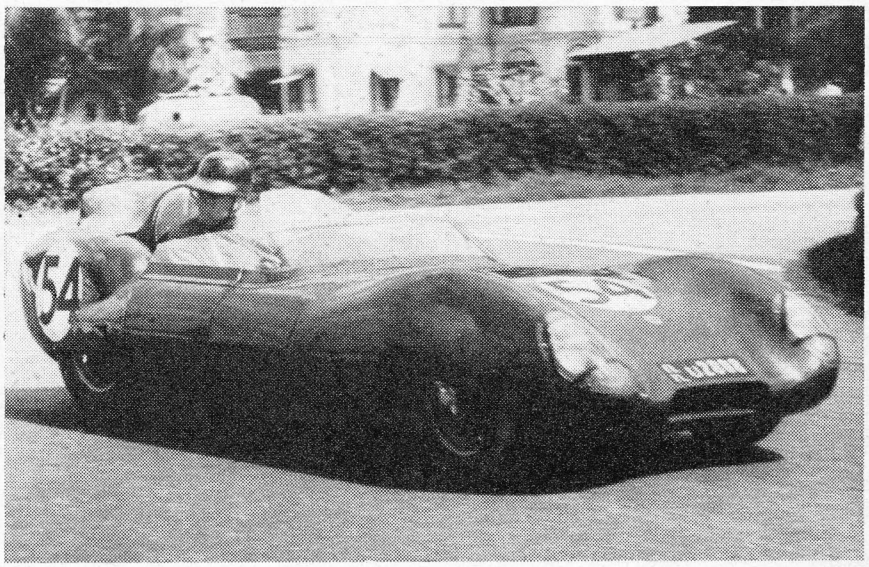
The remainder of the "curtain-raiser" races produced nothing in the way of fireworks, most of the drivers saving themselves and their cars for the Grand Prix itself, while going just sufficiently quickly to qualify.

At the start of the Grand Prix rain was falling, and Wyllie's Auto-Union went into the lead straight away, with Chan Lye Choon's Aston Martin DB3S in second place. Heath's Lotus seemed to lack good road-holding qualities in the wet—possibly due to worn tyres—and gradually dropped back to sixth place until the rain stopped, after 12 laps. On a drying track he moved up two places in short order, then crept through the field until lap 20, when he took second place. By this time, however, Wyllie's lead had extended to about three-quarters of a lap, but the Auto-Union was being driven very steadily and seemed to be a little lacking in brakes.

Heath took the hint and began to put his foot down hard. At one stage he was catching the leader at the rate of eight seconds a lap, and on the way



SPECTACULAR performance was provided by F. G. S. MacDonald's Citroën Light Fifteen, competing in a supporting race.



LOOKING ANXIOUSLY over his shoulder Peter Heath (Lotus) led the Grand Prix until repassed by Wyllie. Heath subsequently crashed and went out of the race.



SECOND PLACE in the Coronation Grand Prix went to A. J. Huggett (Lotus) despite this dramatic last-lap spin. His lead over third man was sufficient, however, and he stayed ahead.

recorded fastest lap at 66 m.p.h. Behind him, the rest of the field had formed up into a procession.

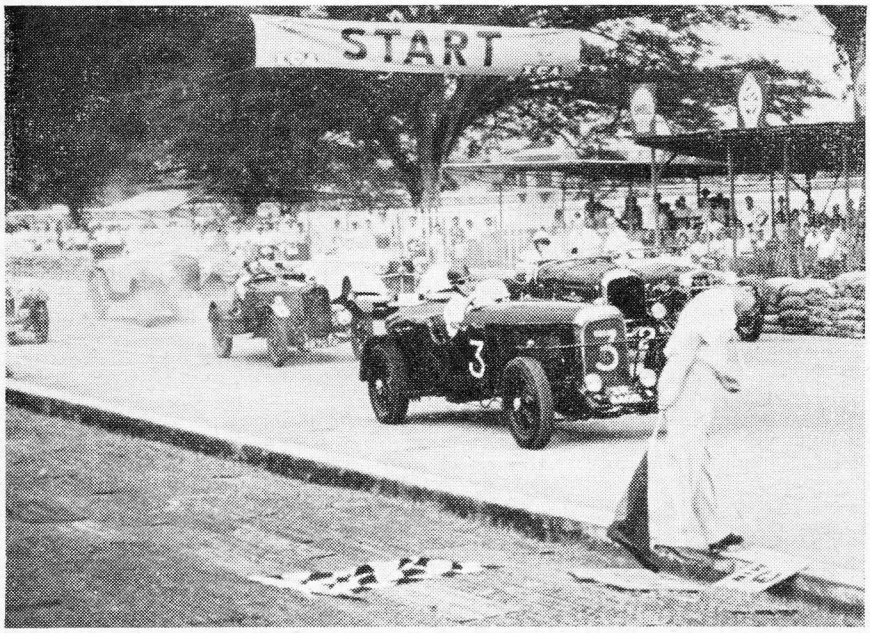
At 40 laps Heath caught Wyllie on Jalan Tai Heng and passed him. Then came drama. A little farther on Wyllie took advantage of an error in line by Heath and drew alongside. Heath accelerated and again went ahead, but arrived at Jail Corner too fast and took to the sandbags, damaging the front of the Lotus and allowing Wyllie to retake the lead. Heath drove back to the pits and the bonnet of the Lotus was removed, the car continuing. But two laps later, in a frantic attempt to catch the leader, he crashed at Zoo Corner and was out of the race.

A. J. Huggett's Lotus was now given the faster signal, although there was no hope of catching Wyllie and, further, it seemed the car was already going as fast as was practicable, since Huggett had three times taken the escape road at Jail Corner. With 300 yards to go to the finish he spun again, but was sufficiently far ahead of Chan Lye Choon that he drove back on to the road to finish in second place, Chan Lye Choon finishing third.

Heath's fastest lap was a record of 1 min. 52.2 seconds, a speed of 66 m.p.h. which on the 2 miles 110 yards lap circuit represents some extremely quick motoring.

Trophies for the meeting were presented by His Highness the Sultan of Johore, whose coronation took place on 15th February and in celebration of which the Grand Prix was held. The event was organized by the Singapore Motor Club.

FIRST RACE of the two-day car and motor-cycle meeting was for vintage and p.v.t. cars. Here the field leaves the grid as the starter drops his flag.





SEASON'S PROGRAMME FOR ALTERED RUFFORTH CIRCUIT

THREE race meetings are planned at Rufforth this year by the Northern Centre of the British Racing and Sports Car Club, who have some slight circuit alterations in hand.

The meetings are scheduled to take place on Easter Saturday, 16th April, Whit Saturday, 4th June, and Saturday, 10th September.

The modified Rufforth circuit will be 1.7 miles in length compared with 2.1 miles as before. The changes consist of adding a further double bend between Beckett's hairpin and Runway Curve and cutting out the hairpin at the Eastern end of the straight.

The paddock is to be moved to the opposite end of the straight—at Runway Curve.

There is a strong possibility that a karting meeting will be run in conjunction with one of the meetings, using a specially laid out short (440-yard) circuit near the paddock. Racing will be to the R.A.C. new regulations for karting and will have the full benefit of the services of timekeepers, pits and flag marshals laid on for the full-scale meeting.

The club will also hold a further meeting at the Linton-on-Ouse R.A.F. station, near York, on Sunday, 10th July—their first Sunday race meeting. Linton will be a completely new circuit and the meeting will be run in conjunction with and in aid of S.S.A.F.A. The circuit layout has not yet been decided.

P. C.

STYLIST: Chan Lye Choon, winner of last year's Macau Grand Prix, with his DB3S Aston Martin, watches his line as he swings his car through a fast curve.



PERHAPS the day's best section was this one, eighth on the route. Here the winner, T. A. Marshall, navigates the bog on his way to a successful climb.

A Gift to T. A. Marshall

The Yorkshire S.C.C. "White Rose" Trial

THE Yorkshire Sports Car Club's "White Rose" Trial, one of the few big mud-plugging events *not* counting for the B.T.R.D.A. Star or R.A.C. Championship, is always worth attending. Firstly the organizers, headed by one "Fur" Coates, gaily allow themselves a "certain licence" in the selection of their hills which verge perhaps on the exciting and would perhaps be frowned upon by those connected with the sport in high places!

Not that the hills are dangerous. They are simply what the conductors make of them and do they draw the crowds! This year the course was superb, on quite some of the best trials terrain yet encountered. The hills, all 16 of them, did not include one failure, as we shall see by the number of "cleans".

So to the accompaniment of a Salvation Army band and, for local colour, a gypsy encampment complete with a selection of very interested piebald horses, off we went to Hill No. 1, which as a curtain-raiser looked easy but wasn't. Starting from the main path in a wood, it was a straightforward climb up between trees. However, it failed all but E. Jackson (Cannon), T. A. Marshall (Cannon), A. D. Alldred (J.A.P.-Bassinet) and G. D. Hobson (Ford Spl.). Hill No. 2 started down in a valley, ran up a rutted, wet clay track, over two bumps, swung right to avoid an overhanging tree trunk, then left on to adverse camber, over a grass mound to the aforementioned path. Those reaching the top included J. S. Berry, Jun. (J.C.B.), J. D. Ackernley (Harriford), Jackson, L. Hurt (Ford Spl.), R. J. Wilson (R.J. Spl.) and Marshall.

Third hill was situated in the same valley. The climb ran straight up the side of the bank. It was very steep and the grass quickly cut down to mud, and only two made it—Jackson and Marshall. No. 4 had the same start but was on adverse camber, climbing between two large trees and crossing several ledges to a right-hand turn in a mud bath to a taped left-hander again to reach the path. Again only two were successful, this time Ackernley and Wilson scoring.

From the same start the fifth hill ran round a "guard" tree, up a one-in-one ten-yarder, right over tree roots, left round a further sentinel tree, up over an adverse-cambered straw-strewn bank to the path. Jackson, Marshall and Hobson made it!

Now in open country, the sixth climb started in a bog, reached a grass mound, then swung right and left to a shale climb up the side of a very tall bank. This time Berry, Jun., and Marshall took the honours. No. 7 was a "real rocky road to Dublin" which traversed some half-dozen bumps and mounds 'ere reaching the hillside. Cleans were made by Berry, Jun., Jackson, Hurt, Marshall and Alldred.

Results

White Rose Trophy: T. A. Marshall, 13 marks lost. **Special Award:** E. Jackson, 27. **First Class Awards:** J. S. Berry (Jun.), 58; R. J. Wilson, 62. **Team Award:** E. Jackson, F. W. Whyte and G. D. Hobson.

The eighth hill was perhaps the day's best. It ran down into a bog, left along a very wet and muddy track, then tried to emulate a "trout" by climbing a waterfall running down between two steep banks, continuing through further bog and marshland finally to reappear on the hillside. Those reaching the summit included Berry, Jun., who has "arrived", Jackson, Hurt, Wilson, Marshall, R. C. Needham (Needham Spl.) and Hobson. Hill No. 9 ran down a bank into the mudbath, sharp right round a tree, then up a long, taped climb to a grass bank. No one climbed to the top, all but Wilson failing in four while he made three!

For No. 10 it was back to the wood again, to a wiggle-woggle in and out of numerous tall trees to finish atop a bank. Not too bad, perhaps 50 per cent. of the entry making it! No. 11 was similar but taped and much harder, only Marshall, Jackson and Hobson climbing it. Then No. 12 ran nearly straight up the bank, again allowing cleans to about half the entry.

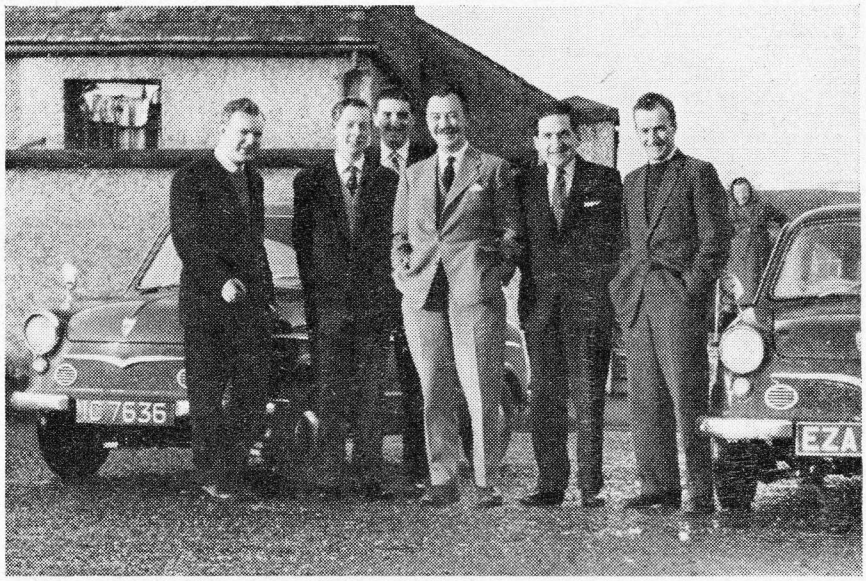
Next hill went up between trees to a rutted mud track, then on to a bracken taped climb, round a left-hand mount to a very steep finish. Jackson, Hurt, Wilson, Marshall, Alldred, Hobson and J. S. Jenkins (Stanford) reached the top. No. 14 went along a grass track to a narrow taped maze, which turned right and left at least half a dozen times to finish on the side of a steep mound. Surprisingly few failed here. No. 15 was a semi-circle, starting high up and dropping down to a bog and back again. The old gang, Jackson, Marshall, Wilson and Hobson, climbed this one.

No. 16 had to be taken flat out with a swing turn to avoid a tree, then over two bad bumps to a very steep finish. This last one just did not look "on", but Jackson and Marshall were just not to be denied success!

(*Continued on facing page*)



HEAVY GOING: Tony Alldred looks sternly at a patch of thick mud and bracken beneath the wheels of his J.A.P.-engined special.



RECENTLY the Editor did a tour of inspection of the four-mile Dunboyne road circuit in Co. Meath, which is the scene of the Leinster Motor Club's annual road race. This photo, taken in Dunboyne village, shows (l. to r.): Brian Foley (AUTOSPORT'S Eire Correspondent), Peter Jenkins (Hon. Secretary of the Motor Enthusiasts' Club), Terry Jones (Assistant Secretary of the Leinster M.C.), The Editor, Dr. Con Maguire of the Leinster M.C., and Bill Lacy, winner of the 1954 Leinster Trophy. The two cars are NSU Prinzes.

REPORT FROM EIRE

BY BRIAN FOLEY

FOR the past four years the Leinster Motor Club have organized their annual Leinster Trophy *Formule Libre* race as two separate handicap events, with the winner being the driver who exceeded his handicap by the greatest margin. Thus the winner of the Leinster Trophy race could come from Race "A" for the faster cars or Race "B" for the slower cars. This year the Leinster Club have scrapped that system and instead they will hold two separate races, as before, but with separate awards.

The first race will be the Holmpatrick Trophy race, a 60 miles (15 laps) *Formule Libre* handicap for cars which, in the opinion of the committee, have not a speed potential for a lap of the Dunboyne circuit in dry conditions of 75 m.p.h. or more.

The second race will be the Leinster Trophy race and this will be a 120 miles (30 laps) *Formule Libre* handicap for cars capable of lapping at at least 75 m.p.h.

The event will be sponsored again by Messrs. J. & F. Martell & Co. (Cognac), and the date is Saturday, 9th July. Entries close on Wednesday, 8th June, and entry forms may be obtained from Mr. T. A. Jones, 32/33 Lower Abbey Street, Dublin.

It is hoped to see more English drivers over this year to try out their cars and skill on the "fabulous" Dunboyne road circuit. Early entry is advisable as the maximum number of competitors will be limited to 32 for each race.

* * *

DUBLIN rally and racing exponents, the brothers Jim and Des. Cullen, have presented a new and novel trophy to the Waterford Motor Club. This is the Cullen Cup, and will be awarded to the driver setting up the best performance in the three hill-climbs which will be held in County Waterford this year. The three events are: Dungarvan Hill-Climb on 24th April, Rathmoylan Hill-Climb on 19th June and Ballylaneen Hill-Climb on 3rd July. The Rathmoylan event will count in this year's Sexton Trophy competition.

* * *

AS I predicted some time ago in AUTOSPORT, "Karting" has caught on in Ireland. Up north, in Brian Waddell's territory, they have started making the things, and several clubs are catering for them. First major step in Dublin is the formation of a new club, namely, the Irish Karting Club. Hon. Secretary is that well-known enthusiast Paddy Healey of 32 Green Road, Blackrock, Dublin. Annual subscription is 10*s*.

* * *

A NEW departure this year will be a special award for the best saloon car driver in the Sexton Trophy competition. Previously this was a free-for-all, but drivers of sports and racing cars always emerged on top due to collecting more scratch awards and also they had the advantage of collecting valuable points in the Leinster Trophy race, in which saloons could not compete. Following last year's successful saloon car handicap in the Phoenix Park, the Irish Motor Racing Club will hold this popular event again this year. With the increase of small highly tuned cars in trials, the I.M.R.C. may have to consider holding two separate saloon car races in their July meeting.

* * *

MOTORING sport was rather quiet throughout the month of February. First event of the month was the Limerick Motor Club's Winter Trial on Sunday, 7th February. This was another tests trial, and was also a Hewison event. Shay Griffen won the Premier Award, but undoubtedly the surprise of the day was Peter Kramm's second place overall, and first place in the small saloons class in his NSU Prinz. Another major surprise was the complete eclipse of one of the strongest Austin Seven challenges to date. The best placed Seven was as low down the field as 13th overall.

Results

Premier Award: S. Griffen (Griffen-Ford). **Up to 1,000 c.c. Saloons:** 1, P. Kramm (NSU Prinz); 2, D. Cullen (NSU Prinz); 3, T. Burke (NSU Prinz). **Over 1,000 c.c. Saloons:** 1, K. Sherry (VW); 2, T. V. Connolly (VW); 3, J. Mahoney (VW). **Specials:** 1, S. Griffen (Griffen-Ford); 2, A. Malcolm (Buckler-Ford); 3, R. Redmond (MM3).

* * *

CARRICK-ON-SUIR DUGGAN CUP TRIAL

AS a refreshing change from the tests only trials, and by way of much-needed practice for the coming Circuit of Ireland, the Carrick-on-Suir Motor Club staged a 130-mile navigation trial on Sunday, 14th February. This was a highly enjoyable event, made even more enjoyable by heavy snow which was particularly hazardous in the Knockmeal-down mountains around the Cappoquin area. Winner of the Duggan Cup was Liam O'Donnell and T. Cunny, in a Volkswagen, with 164.4 marks; second was Brian Kehoe and Ed Pearson, also in a VW, with 171.8 marks, and third was Terry Power and T. Sheridan, in a Renault Dauphine, with 242.8 marks. O'Donnell is a comparative newcomer to trials and his victory may be partly attributed to the fact that he is a veterinary surgeon and was operating in his own territory. His navigator, T. Cunny, got him through the entire 130 miles without loss of marks on the road, or should I say "on the snow".

Results

Premier Award: L. O'Donnell and T. Cunny (Volkswagen).

Saloons: 1, W. B. Kehoe and E. Pearson (Volkswagen); 2, T. Power and T. Sheridan (Renault Dauphine); 3, R. Barrett and J. de Moulin (NSU Prinz).

* * *

THE M.G. Club's Experts' Trial, a mud-plug, was cancelled on Saturday, 20th February, due to heavy snow in the South Dublin area where the trial was due to take place. As it so turned out, the snow was practically gone and the sun decided to shine all that day, which added further disappointment to the specials brigade as this was a Hewison trial.

White Rose—*continued*

At lunch there was no doubt about it; Marshall had only lost six marks, Jackson 13, and then a huge gap to Wilson with 36.

In the afternoon they did them all again, and even though some of the hills had been tightened up, nothing could stop Marshall, who only dropped a further seven points and this on hills which would have been turned down as too tough for a Championship. Some going!

FRANCIS PENN.



VICTORS: Pierre Boutin and Stanislas Motte with their Porsche Carrera, after being declared outright winners of the "Lyon-Charbonnières".

PORSCHE WINS "LYON-CHARBONNIERES"

Victory for Boutin/Motte (Carrera) : Fine Performance by Gentilini (3.4 Jaguar) : Triumph TR3 Success in G.T. Class

SUPERBLY driven throughout, the Porsche Carrera of the Frenchmen Pierre Boutin and Stanislas Motte topped the general classification in the Rallye Lyon-Charbonnières Stuttgart-Solitude last week-end. In second place came the Alfa Romeo GT1 of Roger de Lageneste and Henri Greder, followed by the 3.4 Jaguar of Robert Gentilini and Paul Justamond.

To Annie Soisbault/Louisette Texier (Alfa Romeo Speciale) went the Coupe des Dames, and Jean Lachaud/Robert Dupre (Triumph TR3) won the over 1,600 c.c. G.T. category from the Swiss pair Andre Wicky/Georges Decoppet (A.C. Bristol), with an American-entered Jaguar third (Parker/Walgreen). British driver Pat Vanson and co-driver Pierre Gele defeated all the works Auto Unions with their privately owned Auto Union "1000", and were 12th in general classification.

. Cliff Davis and I had a very short rally in our 2.2-litre Triumph TR3. After the loop-road on the return to St. Dizier, the distributor condenser packed up. By the time we had traced the trouble, we were out of the rally. Pat Moss abandoned on the Solitude circuit: her 3-litre Austin-Healey left the road during the speed event, and was completely wrecked. Luckily Pat was uninjured, and with the aid of Artur Keser of Mercedes-Benz and Ralph Martin of Shell, she and Ann Wisdom were transported to Lyon. On the whole, the rally was much easier than in former years, largely owing to the spring-like weather after leaving Stuttgart, and the absence of ice and snow.

After the start from Lyon, Heidelberg and Paris, competitors converged on the Solitude circuit at Stuttgart for a speed test. They were allowed two practice

BY GREGOR GRANT

Photography by Maurice Louis Rosenthal

laps of the course and were timed on the third. The weather was shocking, and the road surface very treacherous. Nevertheless Boutin (Porsche) did 16 mins. 58.5 secs. (121.944 k.p.h.), followed by de Lageneste (Alfa Romeo GT1) with 17 mins. 12.6 secs. (120.278 k.p.h.). Annie Soisbault put up a remarkable performance in Mlle. Texier's Alfa Romeo Speciale, and was third best with 17 mins. 20.5 secs. (119.388 k.p.h.). The French girls had driven most of the way from Paris with a broken windscreen, and had had a temporary "Perspex" one fitted at Nancy. A replacement was obtained at Stuttgart.

Revelation of Solitude was the extraordinary speed of Carlsson's 750 c.c. SAAB, which did 18 mins. 9.8 secs. (114.154 k.p.h.)—18 secs. faster than the Feret/Monraisse 998 c.c. Alpine. The unfortunate Georges Houel had to abandon his Alfa Romeo with transmission troubles. Massimo Leto di Priolo (Alfa Romeo GT1) was very rapid with 17 mins. 21.1 secs., and Gentilini's performance on the slippery roads with his white 3.4 Jaguar resulted in the excellent time of 17 mins. 24.1 secs.

All arrived safely at Breisach, but at St. Hippolyte, Rolf Lieb's Carrera was retired with gearbox trouble, and Anny Spiers (Fiat-Abarth) had to retire with no brakes. Just before the speed hill-climb of the Col de la Faucille, the Liger/Langlois Alfa Romeo and Claude Barbier's Volvo were withdrawn with mechanical bothers.

Visibility was none too good on the Faucille, but snow was to be found only at the top. Boutin (Carrera) was again fastest, his 7 mins. 39 secs. being an average of 81.568 k.p.h. for the 10.4 kiloms. climb. Next was Perrier (Carrera) with 8 mins. 4 secs., then de Lageneste (Alfa Romeo) with 8 mins. 7 secs.—$\frac{1}{5}$ sec. faster than Andre Wicky's A.C. Bristol. This time Carlsson had to play second fiddle to the bigger-engined Alpines, the SAAB doing 8 mins. 46 secs., as against Feret's 8 mins. 13.4 secs. Lachaud's TR3 was good with 8 mins. 37 secs., whilst Gentilini (3.4 Jaguar) returned 8 mins 17.1 secs.



BAD LUCK for Ferrier/Arbez, whose Renault Dauphine burst a tyre on the Col de Rousset. A remarkable wheel-change in under a minute, however, enabled them to do the climb without penalty.



BRITISH DRIVER Pat Vanson halts his Auto Union to ask his time after the climb of the Col de Rousset. He won his class and defeated three "works" Auto Unions.

Now began typical "Lyon-Charbonnières" country—twists and turns, cols and the lot. It was non-stop to Chambery for the special stage to Le Sappey, over the Cols du Granier and de Porte, with standard times according to classes. Best time of all was returned by de Lageneste (Alfa Romeo), with 41 mins. 48 secs. (s.t. 46 mins. 9 secs.), with Henri Oreiller next with 42 mins. 7 secs. in his similar car. Jean Rolland (Alfa Romeo Speciale) did 42 mins. 39 secs. (s.t. 44 mins. 7 secs.). Boutin retained his clean sheet by 21 secs. and Carlsson scraped home by 2 secs. Feret/Monraisse were right on the edge, with a mere 0.6 sec. in hand! Annie Soisbault dropped 2 mins. 8 secs. The tiny NSU Prinz of Eugen Schaeffer and Picart's diminutive Isard 700 both did the stage on time. In all, 17 crews managed to reach Le Sappey unpenalized. None of the over 1,600 c.c. G.T. cars made it in the time, the best effort being that of Lachaud (TR3), with 42 secs. of lateness. His Triumph had lost its rear dampers. Wicky (A.C. Bristol) had a broken n/s disc brake caliper, and was 2 mins. 25 secs. behind. Rene Trautmann (Citroën ID19) retired with broken transmission.

From Le Sappey the route went through Monestier, over La Croix Haute and Col de Orimone to Die for the Col de Rousset speed hill-climb. At Die, competitors had a one-hour neutralization. Michel Blanchon and his aides had transformed a local co-operative store into a running buffet, with barbers and masseurs from the Charbonnières Casino in attendance. Hot showers were also laid on, and he had even arranged a milk bar.

For the "Rousset", standard times were imposed, with no bonus marks for beating the set figures. These varied from 11 mins. 30 secs. for the G.T. and sports cars to 15 mins. for the smallest-capacity tourers. Boutin hurled his Porsche up the 14 kilometres in 10 mins. 58.4 secs.—an average of 76.549 k.p.h. Clemens (Carrera) was second best with 11 mins. 27.6 secs.

Carlsson was in trouble, and had no right-hand steering lock whatsoever. His co-driver, Walter Karlsson, had a most uncomfortable time, as Carlsson used power-slides to get round all the right-hand bends, pulling on the hand brake to get the SAAB on the right course. Despite his heroic efforts he was 23.6 secs. adrift (236 penalty points). Feret/Monraisse now led the class, with a fine 11 mins. 41.6 secs. (s.t. 12 mins. 20 secs.). In all, 22 crews were unpenalized, including Gentilini (3.4 Jaguar). Perrier (Carrera) turned round on the loose surface and nearly shot over the edge; he just failed to do the 11 mins. 30 secs. time by 0.4 sec.! Wicky, with front braking only on the n/s, did well to get his A.C. Bristol up just 15.6 secs. in retard.

It was becoming clear that the general classification lay between Boutin/Motte (Porsche) and de Lageneste/Greder (Alfa Romeo), with strong challenges from Gentilini/Justamond (3.4 Jaguar), Oreiller/Marbaque (Alfa Romeo GT1). the Leto di Priolo brothers (Alfa Romeo GT1) and the Feret/Monraisse Alpine. It would seem, therefore, that the very difficult St. Jean-en-Royans section would decide the issue.

Weather conditions were, on the whole, good, but the state of the roads in the higher altitudes caused the organizers to use a "short" course of 25 kilometres, standard times varying from the 21 mins. 25 secs. of the G.T. cars, to 25 mins. 52 secs. for the small-capacity tourers.

Claudine Vanson/Ginette Derolland (Simca) lost their chance of the Coupe des Dames when their accelerator control broke in the middle of the stage. They made a jury rig with the cable from their Mory Rad-blind, but were 21½ minutes late. Mlles. Pizot/Pointet (D.B.-Panhard) also had trouble, and were 6½ minutes behind time.

Best time was achieved by Boutin/Motte (Carrera) with 21 mins. 13 secs., but Feret/Monraisse (998 c.c. Alpine) were only 7 secs. behind. Only three other competitors did this very difficult section in the time: these were de Lageneste/Greder (Alfa Romeo), Oreiller/Marbaque (Alfa Romeo) and Richard/Chabert (Alfa Romeo). Levy/Kade (Auto-Union) were only 16 secs. adrift, and Gentilini (Jaguar) just failed



WINNING PORSCHE of Boutin/Motte speeds up the "Rousset". They broke Gacon's hill record of 11 mins. 7 secs. with a climb in 10 mins. 58 secs.



MOUNTAIN SECTION is tackled by the class-winning Triumph TR3 of Lachaud and Dupre.

by 17 secs. The Americans "Swede" Parker and Andy Walgreen (Jaguar XK 150) lost 3 mins. 12 secs., and lost their chance in the over 1,600 c.c. class, for Lachaud/Dupre (TR3) were just 1 min. 36 secs. out. Wicky/Decoppet did well to bring their A.C.-Bristol through only 67 secs. late. René Richard's performance was quite astonishing, for his Alfa Romeo GT1 had no brakes whatsoever!

Thus Solitude and the Col de la Faucille decided the issue, the Arras pair Boutin/Motte of Equipe Claude Storez carrying off the premier honours in their Porsche Carrera.

Cliff Davis had the satisfaction of putting up a very good time indeed in the speed-slalom on the Cote de Charbonnières which concluded the rally, and was open-to-all. His efforts were rewarded with a fine contemporary coffee set of ceramics.

Only Michel Blanchon could have thought up the idea of giving the prize-winners their "lolly" in gold coins (louis d'or). Levy picked up a complete camping outfit, and others received television sets, fridges and a variety of trophies.

As usual, there were no protests whatsoever. It did, however, transpire that the majority of the Paris starters did not do the St. Dizier-St. Dizier D-road loop on the way to Nancy. Apparently they knew that there would be no secret check on this section!

Class Results

Touring Cars

(Class 1)

1, Schaeffer/End (NSU), 19,367 points; 2, Picart/Mme. de Loisy (Isard 700), 21,293.

(Class 2)

1, **Vanson**/Gele (Auto-Union 1000), 17,063; 2, Levy/Kade (Auto-Union 1000), 17,116; 3, Eickelmann/Kuhne (Auto-Union 1000), 17,466; 4, Ferrier/Arbez (Renault R.1091), 17,918; 5, Meyer/Bechtel (Auto-Union 1000), 18,178; 6, Masoero/Maurin (Simca Etoile), 18,626; 7, Martin/Convert (Simca Etoile), 18,874; 8, Mmes. Blanchoud/"Maddy" (Auto-Union 1000), 20,029; 9, Petit/Barbot (Auto-Union 1000), 20,262; 10, Gorju/Rousseau (Panhard Tigre), 22,895; 11, Le Hello/Roux (Renault 1091), 23,251.

(Class 3)

1, De Lageneste/Greder (Alfa Romeo G.T.I.), 15,196; 2, Oreiller/Marbaque (Alfa Romeo G.T.I.), 15,644; 3, M. and D. Leto di Priolo (Alfa Romeo G.T.I.), 15,855; 4, Richard/Chabert (Alfa Romeo G.T.I.), 16,299; 5, Schlieger/Beroldy (Peugeot 403), 19,369; 6, Feugier/"Tiodet" (Peugeot 403), 22,601; 7, Hofmann/Carrot Dulac (Simca 90A), 23,761; 8, Mmes. Vanson/de Rolland (Simca 90A), 31,647.

(Class 4)

1, Gentilini/Justamond **(Jaguar 3.4),** 15,583; 2, Hoelder/Kuehner (Mercedes 220SE), 16,955; 3, Gery/Vende (Citroën ID 19), 17,903; 4, Folletete/Rietsch (Citroën ID 19), 25,303; 5, Bigex/Ducruet (Citroën ID 19), 25,350.

Grand Touring

(Class 1)

1, Feret/Monraisse (Alpine 998), 16,015; 2, Carlsson/Karlsson (SAAB 93 F), 17,006; 3, Michy/Estager (Alpine 904), 17,781; 4, Massenez/Gauvain (Alpine A108), 18,446; 5, Leoni/Melot (Alpine A108), 19,394; 6, Bernard/Charlois (Panhard ZI Special), 20,722; 7, Blinc/Imbert (Alpine A108), 32,143; 8, Mlles. Pizot/Pointet (D.B. HBR 5), 33.490.

(Class 2)

1, Mlles. Soisbault/Texier (Alfa Romeo G.T.I. Speciale), 18,569; 2, Samdja/Mme. Raselli (Alfa Romeo G. Veloce), 23,549; 3, Sans/Mounier (Peugeot 203A Special), 25,138; 4, Gentot/Ducarroz (Simca Aronde 90A), 34,748.

(Class 3)

1, Boutin/Motte (Porsche Carrera), 14,775; 2, Perrier/Rambaud (Porsche Carrera), 16,272; 3, Clemens/Remael (Porsche Carrera), 17,021.

(Class 4)

1, Lachaud/Dupre **(Triumph TR3),** 17,859; 2, Wicky/Decoppet **(A.C.-Bristol),** 18,050; 3, Parker/Walgreen **(Jaguar XK 150),** 22,762.

Sports Cars

(Class 1)

Michaux/"Tissam" (D.B. Special), 24,304.

(Class 2)

Baboulin/Pierre (Citroën ID 19 Sport), 22,004.

Coupe des Dames: Annie Soisbault/Louisette Texier (Alfa Romeo Speciale).

Best Foreign Crew: M. and D. Leto di Priolo (Alfa Romeo G.T.), (Italy).

General Classification

1, Boutin/Motte (Porsche Carrera), 14,775 points; 2, De Lageneste/Greder (Alfa Romeo G.T.I.), 15,196; 3, Gentilini/Justamond **(Jaguar 3.4),** 15,583; 4, Oreiller/Marbaque (Alfa Romeo G.T.I.), 15,644; 5, Massimo and Doré Leto di Priolo (Alfa Romeo G.T.I.), 15,855; 6, Feret/Monraisse (Alpine 904), 16,015; 7, Perrier/Rambaud (Porsche Carrera), 16,272; 8, Richard/Chabert (Alfa Romeo G.T.I.), 16,299; 9, Hoelder/Kuehner (Mercedes 220ST), 16,955; 10, Carlsson/Karlsson (SAAB 93F), 17,006; 11, Clemens/Remael (Porsche Carrera), 17,021; 12, **Vanson**/Gele (Auto-Union 1000), 17,063; 13, Levy/Kade (Auto-Union 1000), 17, 116; 14, Eickelmann/Kuhne (Auto-Union 1000), 17,466; 15, Michy/Estager (Alpine 904), 17,781; 16, Lachaud/Dupre **(Triumph TR3),** 17,859; 17, Gery/Vende (Citroën ID 19), 17,903; 18, Ferrier/Arbez (Renault R 1091), 17,918; 19, Wicky/Decoppet **(A.C.-Bristol),** 18,050; 20, Meyer/Bechtel (Auto-Union 1000), 18,178; 21, Massenez/Gauvain (Alpine A108), 18,466; 22, Mlles. Soisbault/Texier (Alfa Romeo G.T.I. Special), 18,569; 23, Masoero/Maurin (Simca Etoile), 18,626; 24, Martin/Convert (Simca Etoile), 18,874; 25, Schaeffer/End (NSU Prinz), 19,367.

FERRARI DOUBTFUL FOR SEBRING

THERE is a strong rumour abroad that Scuderia Ferrari has withdrawn from the Sebring 12 Hours race, owing to fuel difficulties. Apparently the AMOCO people have the monopoly for petrol used in the "12 Hours", but Ferrari insist on racing with Shell. At the time of going to press, there was complete stalemate. It seems certain that if Ferrari cannot use Shell, they will not run.



RUNNER-UP to Boutin/Motte was De Lageneste, seen here swinging his Alfa Romeo G.T.I. through a tight left-hander on a mountain climb.

CLASS-WINNING 998 c.c. Alpine was handled by the 1958 Monte Carlo Rally winners, Feret and Monraisse in the "Lyon-Charbonnières" reported on previous pages.



IRISH EXPERTS' TRIAL

W. Chesney Victorious

MAINLY due to the lack of suitable machinery, there are at present very few events on the Ulster motoring calendar which conform strictly to the R.A.C. specification of a trial. One of the exceptions, however, is the Irish Experts' event which, year after year, attracts top class drivers from both north and south of the Border to fight it out enthusiastically over a very tough course for the title.

The event is always organized by the Newry and District Motor Club, and has now been held since 1952, with the exception of one year when it had to be cancelled due to petrol restrictions, to cater for those competitors who have already proved themselves in other events and who therefore qualify to go after the "supreme award".

One of the most consistent drivers over the past few years in this trial has been Bill Chesney from Portglenone who has won two out of the past three events. To prove that he has still not lost the touch, Bill pulled off the hat-trick on Saturday, 13th February, to carry off the Irish Experts' title yet again in the face of the stiffest opposition that could be mustered on this side of the Irish Sea.

This young driver has won previous titles driving his Hayrake, a 1,172 c.c. Ford-engined special with an Austin A40 chassis, but this year he appeared in another Ford-engined special built by the local Dagenham exponent Tommy Graham, but retaining the agricultural flavour with the name of "Potato-Digger". For good measure, Bill brought the constructor along to act as "bouncer" for the afternoon, suitably armed with spanners to keep the "Potato-Digger" going in one piece, and together they jogged to victory over one of the toughest courses yet served up by the Newry Club.

Making one of his frequent visits from Dublin, Michael Archer collected second place with his G.T.S.—another of the popular Ford-powered trials cars—while the famous Toddler, driven by Gordon McNally from Belfast, was third.

To collect the only first class award in the trial, Wilbert Todd, who built the Toddler some years ago, produced yet another special from his stable for the 1960 event, this one built on the remains of a crashed Austin A35 van, and had the added distinction of returning the best results on the observed sections throughout the day.

After weeks of hard work, the officials of the club, led by the never-tiring husband-and-wife team of Cecil and Eileen Atkinson, provided a 10-mile course with 11 various tests, all of which had to be completed no fewer than five times. Time controls, observed sections, observed hills, timed sections, timed hills and manoeuvrability tests on both good and slippery surfaces, were included in an effort to reproduce each type of hazard normally encountered in reliability trials.

For some, however, the "Experts'" ended rather quickly, for at the end of the first lap three cars had disappeared from the scene. This was literally the case for Jeremy Dowling, whose special decided to leave the main road in a comparatively easy section and get lost in the landscape. George Savage retired with his car boiling itself quite dry, while a broken radius rod put paid to Desmond Sloane's efforts in the McCandless car.

In the early stages of the event it was Dr. Thompson Glass who set the pace in the Hayrake, which he acquired from Chesney some time ago, returning very fast times in the driving tests and having little difficulty in scaling the observed sections. On the very rough 1.8-mile perimeter track he maintained the required 24 m.p.h. average and put up one of the best times on the hill section.

Results

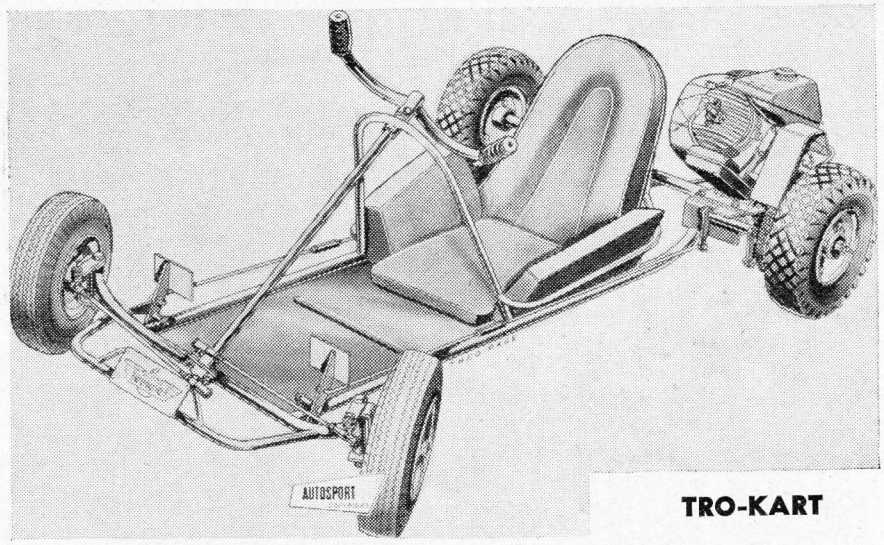
1, W. Chesney (Potato-Digger), 870.8; 2, M. Archer (G.T.S.), 891.6; 3, D. G. McNally (Toddler), 923.2; 4, W. T. Todd (Todd Special III), 948.4; 5, Louis Gorr (G.T.S.), 973.0; 6, I. P. O'Connell (O'Connell Special), 1,002.4.



★

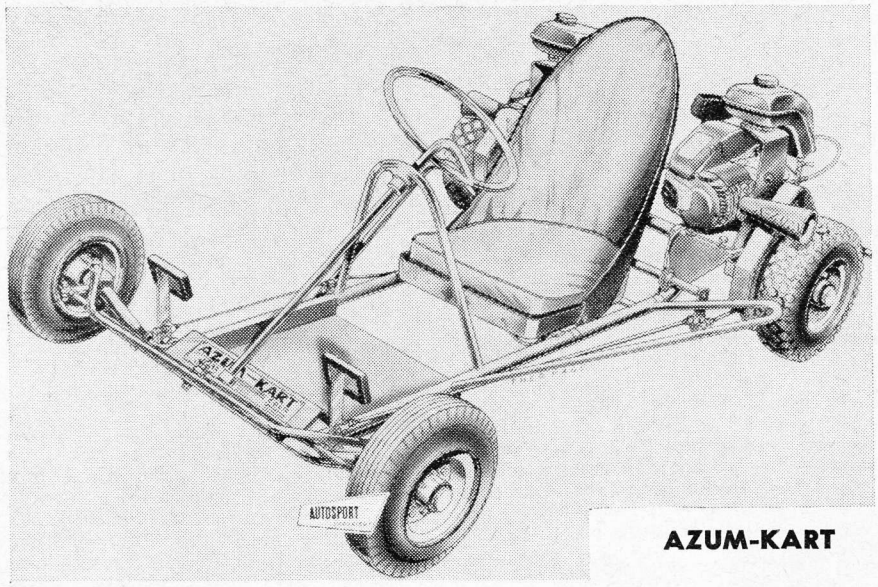
CARLSSON'S amazing SAAB on the "Rousset". Note the damaged front end, which caused the car to have no right-hand steering lock in the "Lyon-Charbonnières".

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TRO-KART

TRO-KART: Manufactured by Trojan, Ltd., Trojan Works, Purley Way, Croydon, Surrey, this is a light and low-built kart for which superior road-holding is claimed.



AZUM-KART

AZUM-KART: Designed by John Hume and marketed by Albert Zains, this machine can be supplied with one of five engines. RUSKAT: (below) Designed and manufactured by the racing division of Jim Russell, London Road, Downham Market, Norfolk.



RUSKAT

Dicing On

The Latest Invasio

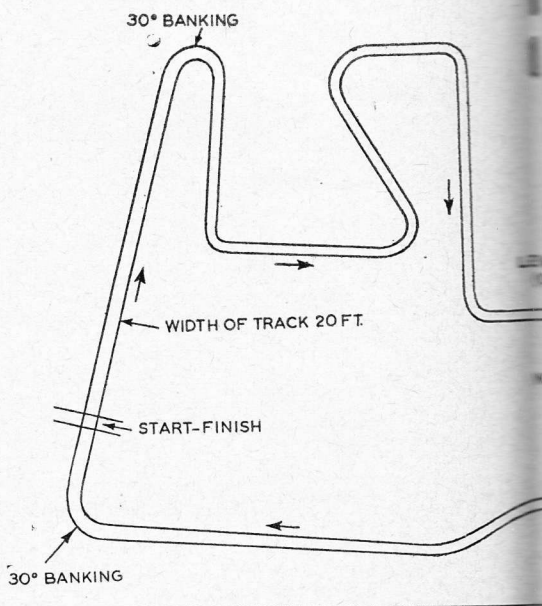
FROM the U.S.A. came the craze for Karting, a sport which makes an instant appeal to everyone who can drive a motor-car—and thousands who cannot! So popular has the pastime become, that proprietary machines are marketed by several concerns, both in kit and in complete forms. There are also drawings available for those who prefer to "roll their own".

The kart is a simple machine, devoid of bodywork, with direct steering and with a rear-located, air-cooled two-stroke engine, such as the well-known Clinton. No springing is fitted, nor is it deemed necessary. Most popular tyre size is 350 x 5 ins., and brakes are normally fitted only to the rear wheels.

As the sport immediately appealed to clubmen, the R.A.C. decided to lay down specifications for Karts, and safety limits were also devised by the British Kart Manufacturers' Association.

The R.A.C. regulations in brief give a maximum wheelbase of 50 ins., and a minimum of 40 ins. Maximum length is 72 ins., and no appendages are permitted to the front or sides of karts which might form a hazard to drivers or other vehicles. Track minimum is two-thirds of wheelbase, and maximum height (ground level) is 24 ins., excluding roll bars.

Maximum overall diameter of tyres is 12½ ins., and minimum 9 ins. Recognized retreads are permitted. Ball or roller bearings are obligatory for wheel hubs, including solid axles. No bodywork, except shields to fit front and rear competition numbers. Wheel or handle-



The Cheap

ion from America

bar steering (direct), and efficient braking on at least one wheel, with foot operation.

Exhaust pipes must lead to rear: only foot-operated accelerator pedals allowed, with positive closing. Fireproof bulkhead essential between engine and driver; seat-backs, if of metal or fireproof material, will be accepted. Chain-guards essential, and there must be a floor to prevent drivers' feet coming in contact with track surface. An ignition cut-out is essential; flexible fuel lines obligatory; pump fuel only. Standard two-stroke engines only; larger-size carburetters than standard prohibited.

The classes are:—

1. Industrial engines not exceeding 100 c.c.
2. Industrial engines not exceeding 200 c.c.
3. Motor-cycle engines not exceeding 100 c.c.
4. Motor-cycle engines not exceeding 200 c.c.

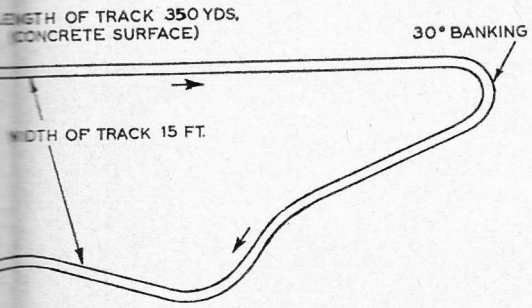
Industrial engines are those designed for use in chain saws, lawn mowers or agricultural machinery. "Hybrid" engines are permitted, but twin engines may be used in 200 c.c. categories.

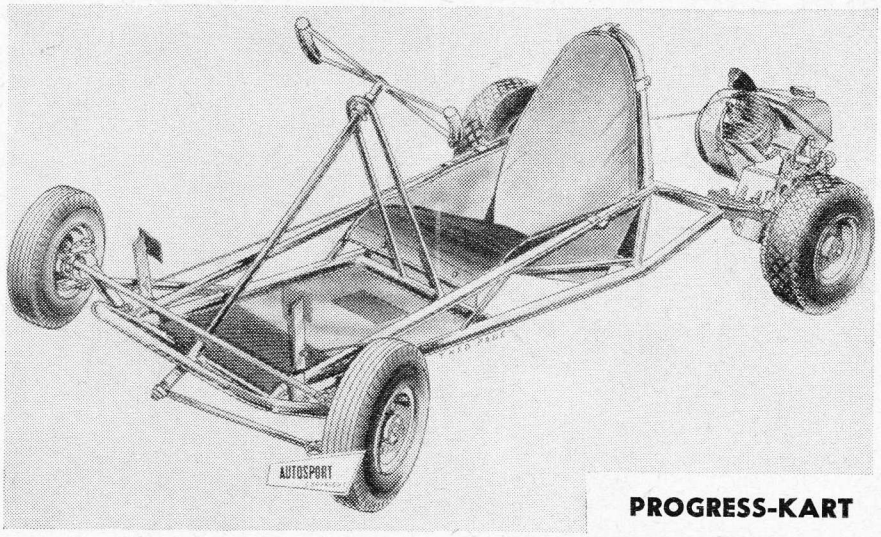
In classes 1 and 2, only single-speed transmission is permitted. Variable ratios are accepted in classes 3 and 4.

Regulations regarding running of events may be obtained from Kart Section, Competitions Dept., R.A.C., Pall Mall, London, S.W.1.

(*Continued overleaf*)

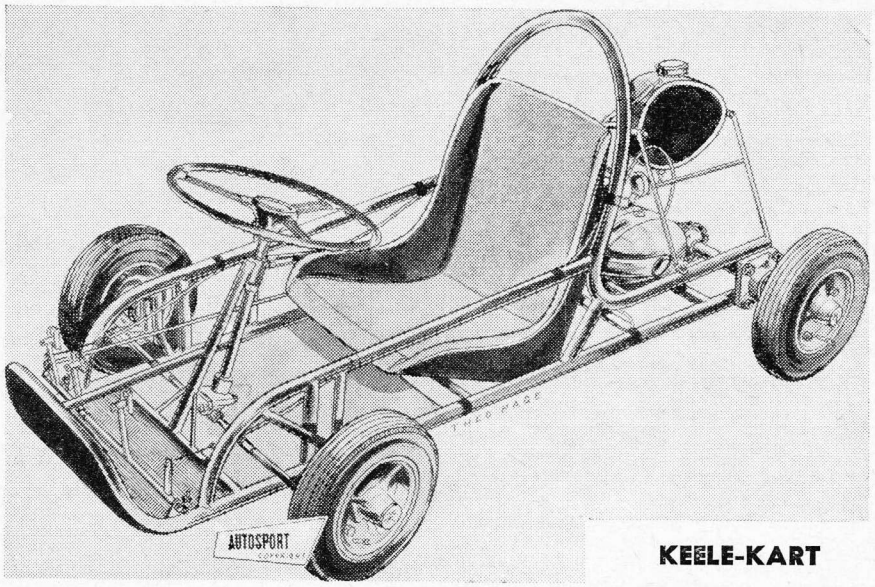
A KART RACE-WAY, specially constructed by Winsor Garage, West Malling, Kent—also a kart building concern.





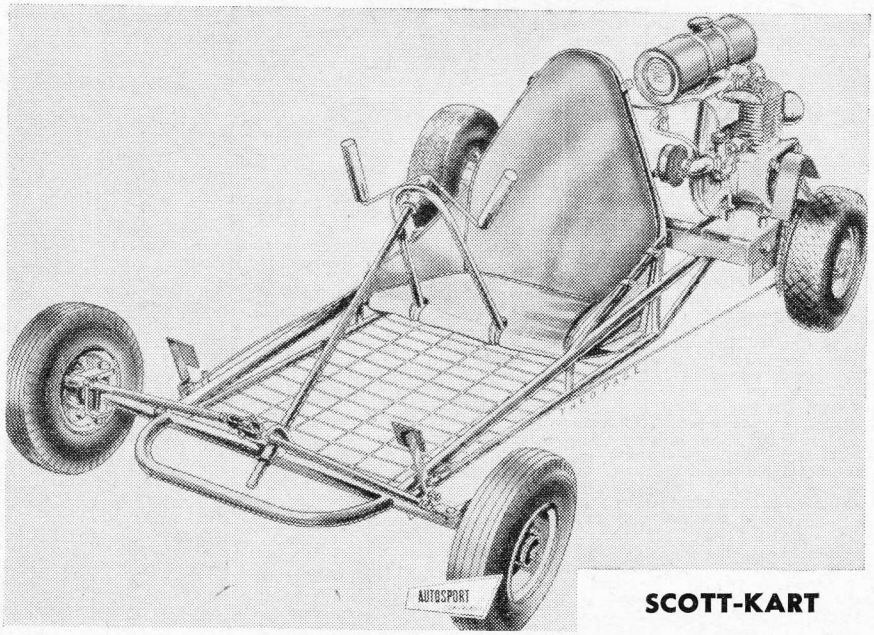
PROGRESS-KART

PROGRESS-KART: This chassis is manufactured by the Progress Chassis Co., First Avenue, Edmonton, N.18.



KEELE-KART

KEELE-KART: Conventional brake, accelerator and clutch pedals, together with a normal steering wheel, distinguish this machine. SCOTT-KART: (below) This is the product of Shepnards Forge, Ltd., Winsor Garage, West Malling Kent.



SCOTT-KART



DRIVING his Ruskat is Jim Russell. All will be glad to see that the well-known Cooper racing driver is now fully recovered from his serious accident at Le Mans last year.

Karts—*continued*

BELOW are the R.A.C. regulations for karts and karting competitions for the benefit of readers who are keen to organize kart events.

KARTS
R.A.C. INTERIM REGULATIONS

1. **General.**

(*a*) The Sport shall be known as Karting and the vehicles as Karts.

(*b*) Administration will be in the hands of the R.A.C.

(*c*) The rules will be compiled within the framework of the existing General Competition Rules of the R.A.C.

(*d*) Kart Clubs with a minimum number of 30 paid up members to be registered with the R.A.C. at an annual fee of five guineas.

(*e*) Existing registered clubs will be eligible to organize Kart Competitions. Kart Clubs will be entitled to organize Kart events only.

(*f*) Third party insurance for competitors, organizers and competitors' personal accident insurance is compulsory and has been agreed with the R.A.C. insurance brokers.

(*g*) Every competitor shall be in possession of a Competition Licence. Any F.I.A. or Restricted Competition Licence issued by the R.A.C., however endorsed, is valid for Kart Competitions. For competitors who do not hold such a licence the R.A.C. will issue a licence valid for Kart events only, for a fee of 5*s*. Persons who do not hold a Road Traffic Acts driving licence (not provisional) valid for Group A vehicles will be subject to special observation before being allowed to take part in Kart Competitions. Details of this and the issue of Competition Licences may be obtained from the R.A.C. Competition Department.

(*h*) An R.A.C. Steward will be appointed for every Kart Competition.

(*i*) Temporary tracks or courses such as might be laid out on Barrack Squares, Aerodromes, etc., will be approved by the R.A.C. Steward (referred to in para. (*h*) above), on the day of the event.

(*j*) The employment of R.A.C. Scrutineers and/or Timekeepers is not mandatory but the R.A.C. Steward of the Meeting shall satisfy himself that there are adequate arrangements for Scrutineering, Timekeeping and Lap Scoring.

(*k*) Events will be, for the time being, confined to:

(i) Closed
(ii) Restricted
(iii) British National.

NOTE: Organizers need not have run a "Closed" event before organizing a "Restricted" event.

2. **Courses or Tracks** shall conform to the following physical requirements:—

(*a*) A minimum width of 15 feet.

(*b*) Start and finish areas—a minimum width of 20 feet exclusive of any pit areas.

(*c*) Minimum radius of turns, measured to the inside of the track, to be 15 feet.

(*d*) All events will be run in a clockwise direction and passing shall normally be on the left.

3. **Safety Precautions.**

(*a*) Spectators will not be allowed closer to the course than 75 feet unless some form of protective barrier is provided in which case this distance may be reduced to 25 feet.

(*b*) Spectator enclosures must be fenced. A post and rope fence is the minimum. Unless this fencing is unclimbable, either over or under, a patrolling marshal shall be provided for every 75 yards of spectator frontage.

(*c*) At every meeting a doctor shall be in attendance, both for practice and actual race periods, who shall be responsible for giving first aid and the removal of injured persons to hospital.

(*d*) A minimum of six fire extinguishers, manned by personnel who know how to use them. They shall be so sited that fires on any part of the course proper, or the pit and/or paddock area, may be promptly and efficiently dealt with.

A certificate from the manufacturer or his agent to the effect that these fire extinguishers are in proper working order shall be available to the R.A.C. Steward of the Meeting.

(*e*) Tracks shall be properly maintained and adequate arrangements for treating spilt oil provided.

4. **Vehicles.**

(*a*) Shall satisfy the Scrutineer that they conform to the specification laid down and are of such construction as not to present a hazard either to competitors or anyone else concerned.

5. **Conduct of Competition—Preliminary.**

(*a*) Practice periods must precede the competition proper. Competitors must satisfy the Stewards of the Meeting that they themselves possess the necessary competence to take part in the event and that their vehicles are in all respects suitable. Minimum observed laps in practice to be three.

(*b*) The maximum number of starters shall be 12 per complete quarter mile of the course, irrespective of its width.

The overall maximum number permitted will be decided at a later date in the light of experience. In the meantime it is the responsibility of organizers to ensure against overcrowding in the interests of safety.

(*c*) Competitors must wear crash helmets of approved pattern and also goggles (or visors) and gloves which shall meet with the approval of the Scrutineer. Adequate clothing to minimize abrasions must be worn.

(*d*) Every competitor must have attained the age of 16 years. No entry may be accepted from a person under 21 years of age which does not include a signed authority from a parent or guardian.

6. **Conduct of Competition—Event Proper.**

(*a*) Each driver in a Kart Competition shall sign a starter's sheet on a form approved by the R.A.C.

(*b*) *Starting Positions*. These shall be determined as follows:

(i) Closed and Restricted Meetings (where timing in practice may not be feasible), the fastest cars, as selected by the organizers, in front.

(ii) British National Meetings. Fastest in practice in front.

(iii) In arranging starting positions a width of 5 feet should be allowed per Kart, *i.e.*, on a 15-foot course the starting order would be 3/2, 3/2, etc. Three abreast, no matter how wide the track, will be the maximum allowed.

(*c*) *Method of Starting*. If an event is organized specifically for Karts equipped with clutches, a starting grid start may be used, otherwise a rolling start will be employed.

In the case of a rolling start, competitors will be despatched from this grid and will proceed round the course in grid order, paying attention to signals from officials which may be given to adjust the competitors' positions. When the starter is satisfied that all competitors are approaching the start line in correct order the starting signal will be given.

(*d*) *Briefing*. If competitors are to be briefed this will be done whilst competitors are on the starting grid.

(*e*) *Flag Signals*. International flag signals, as specified in the General Competition Rules of the R.A.C., will be used.

(*f*) In each event a competitor who crosses the line defining the inside or outside edge of the course more than once will be excluded from that event. If a car leaves the course it will rejoin the course at the nearest point beyond that at which it left the course, always provided that it is safe to do so.

(*g*) Every competitor, on receiving the chequered flag denoting the end of an event, will complete another lap at reduced speed and return to the paddock at the end of that lap.

(*h*) No car, under any circumstances, will be pushed "against the traffic", *i.e.*, the wrong way of the course.

(*i*) In cases of breakdown a vehicle must be removed from the course at the earliest possible moment and the driver shall retire to a place of safety. No car, either broken down or one that has run off the course, may receive assistance except from an official.

(*j*) A competitor wishing to draw off the course must give early warning, by hand signal, of his intention to do so.

(*k*) Dangerous or wild driving will be severely discouraged and carry severe penalties even up to the suspension of the offender's Competition Licence.

These Regulations are only a brief extract from the complete Book of Rules, now in course of compilation, copies of which will be available in the near future.

★

TWO UP is the Comet Kart manufactured by Comet Karts (Lincolnshire), Ltd., Vine Street, Billingborough, Lincs. A 98 c.c. Clinton engine is normally provided.

★



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CORRESPONDENCE

Whither Trials?

Do not get this heading wrong; far from withering, trials of a sporting nature have never been so blooming, as is evidenced by the fact that during the spring part of this season the average number of competitors in R.A.C. qualifying events has been in the region of 50.

For this, of course, thanks are due to Michael Cannon who has at last made it possible for the pure amateur with no garage facilities to acquire a first-class frame and build it into a first-class trials car without too much outside assistance being required.

However, now that the trials sport is showing some health in having a large competitive following, perhaps it is the correct time to sit back and consider whether all is well with the sport, the question being whether the cars, and incidentally the drivers, are now too good a combination for the organizers. Frequently in the last 12 months complaints have been heard from competitors that this and that course has consisted of sections which have been too tightly taped so that the merest slide of a back wheel has entailed a penalty through hitting a marker. Only too frequently in the last 12 months have competitors failed a section through hitting markers, whereas if the course had been a little wider, the section could have been climbed by most without trouble or wheel spin.

In other words, some of the trials courses have become more like driving tests, wherein the test lies in the driver's ability to avoid markers rather than in his skill in climbing the section without stopping.

I would like to point out, however, that criticism of clubs which have courses which are too tightly taped is unjustified. The answer is that the cars and the drivers have become too good for the organizers. The organizer is hard put in many cases to find a suitable course which will stop the modern trials car. This problem is becoming greater every year as each season shows some slight improvement in the performance of a trials car over the previous year. One may well ask, therefore, what the result is going to be as time goes on and cars become even more efficient.

One of the many objections to the excessively tightly taped course is that the driver can no longer display initiative in selecting the course. He must follow the rest of the cars exactly in their wheel tracks and be a little more prudent or careful than others might have been with the tapes and markers.

I should like to hear what the organizing clubs have to say about this. Do they feel that the time has come when the trials car should be handicapped? If so, how?

It is obviously unnecessary, and indeed undesirable, to call for a revision of "the formula" which has stood the test of time and has proved to be sound in its conception. Perhaps the handicap could be effected by modern small wheels on both back and front, by tyre pressures or by choice of a standard tyre which affords less grip than some available at the present time.

I suggest that this is not the time for complacency in the sport merely because it is now attracting a fair number of competitors. One really ought to be critical as to its future, and no doubt the R.A.C., who are the self-appointed guardians of all motor sport in the U.K., also indulge in a critical review of the branches of motor sport which they supervise, and maybe they would be prepared to make public their views on the matter.

"DIL".

BIRMINGHAM, 17.

A Famous Driver on the Monte Carlo Rally

REPORTS in a number of motoring journals have criticized the unfairness of the marking in this year's Monte Carlo Rally.

Having had it both ways, that is, arrived clean and gone down, and arrived with time lost and gone up, I would like to make a point that may have escaped attention.

Assume that, next year, Joe Smith, for economy reasons, starts from Glasgow. Fighting his way through fog, snow, ice and the traffic congestion of this country, he is then thrown around the Channel, battles through the ice of Northern France, through the Massif Central and so to Monte Carlo, and in the process loses 20 mins. He has achieved a truly epic drive with nobody else from Glasgow anywhere near him. Whereas "X" driving for a large "works" team starts, say, from Athens, drives in glorious sunshine and after an extended Sunday afternoon drive arrives in Monte Carlo clean.

I say that if Joe Smith is a better driver with a better car and crew he should have a chance to prove this, and maybe win the Rally. This he can do with the regulations in their present form.

The changes I would suggest are:—

(i) That the classification test be kept secret. This I know is impossible. Therefore announce six routes that might be used, all say 200 miles long. Twelve hours before the "off", under the eyes of the various motoring organizations, draw one route to be used. If any driver can learn all the routes he is, in my opinion, welcome to the Rally.

(ii) That cars should compete in their own class as in the Tulip or R.A.C. I know the idea is that under extreme weather conditions the small car is sometimes better off than the large capacity car. On the classification test weather conditions are seldom so. On the Turin section this year, which was the deciding section, the first part was climbing and dry, the middle ice, and the end again dry. The higher-powered car must always return the better time.

It has been suggested that the common route from Chambery should take the place of the classification test, but again we come back to the luck of the draw of running order, as the weather conditions in the six hours from first to last car can change so drastically as happened in this year's Rally. There is no doubt the earlier numbers were much worse off than the later cars.

The organization fell down again this year, three lists of those eligible to participate in the classification test being published—and these were late. I would suggest that by repositioning the known controls, many of the secret checks could be abolished. By doing this the organizers would lighten their own load.

PETER HARPER
(*Sunbeam No.* 335).

STEVENAGE, HERTS.

Protests in Rallies

I WRITE concerning the views expressed in the 12th February issue in your editorial on the subject of protests and appeals. I am the last person to condone any inefficiency or dilatoriness on the part of the C.S.I., or to encourage frivolous or mischievous protests and appeals, but in this instance the C.S.I. is not involved.

The procedure, in fact, is as follows:—

(1) The aggrieved competitor protests to the Stewards of the Meeting, who are an impartial body of men having no connection with the organization. They are required to give the competitor full opportunity to present his case and to call witnesses if he so wishes. After consideration of all the evidence in the light of the regulations governing the competition, the Stewards make a decision. If the competitor is unwilling to accept this decision, he may—

(2) Appeal to the National Automobile Club of the country in which the event takes place and its Competitions Committee will re-hear the case. If this National Automobile Club is the one which issued the Competitions Licence, then the decision of the Competitions Committee of the Club is final, except in the case of events run under an R.A.C. permit, where the competitor may take his appeal a step further to a body known as the Stewards of the Royal Automobile Club. Where a competitor is still not satisfied with the decision of the National Automobile Club, he may, providing that it is not the National Club which issued his Competition Licence—

(3) Appeal to the International Court of Appeal set up by the F.I.A. This Appeal, however, must be taken forward by the competitor's own National Automobile Club. The International Court of Appeal is appointed annually by the F.I.A. and the only part the C.S.I. takes in this procedure is to convene the Court.

In practice the decision reached by the Stewards on the spot is, in the majority of cases, accepted by all parties, and only in very difficult cases should an aggrieved competitor find it necessary to lodge an appeal.

I am sure that these rights should be preserved and it seems to me contradictory that one portion of AUTOSPORT should be advocating the setting up of a more autocratic body than already allegedly exists, whilst the other end is supporting those who consider that motor sport should be governed more democratically.

In my view, any suggestion that competitors should be deprived of the right to appeal against decisions made upon protests in order to make life easier for advertisers or magazines accepting advertisements is contrary to the best traditions of motoring sport and to the elemental principles of justice.

It is common knowledge that if justice is to be done in any walk of life, it cannot be done in a hurry.

STANLEY SEDGWICK.

COBHAM, SURREY.

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

ALBERT ZAINS

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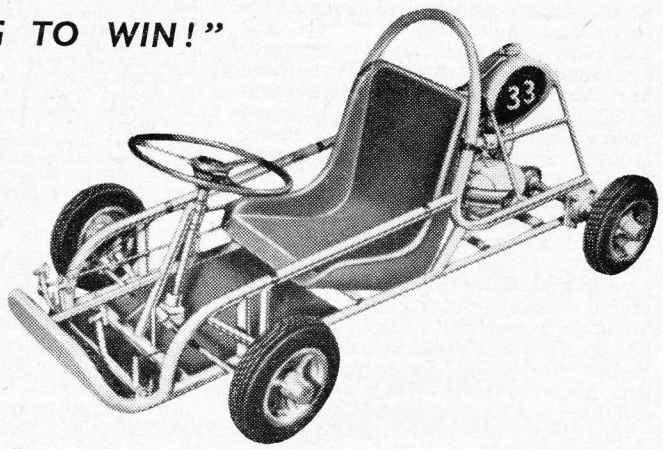
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Club News

By MICHAEL DURNIN

BACK in the calendar after an absence of several years is the **North London Enthusiasts' Car Club's** Jacobean Trophy trial, a restricted event which is being run with the intention of achieving Championship qualifier status for next year. Start will be from the Brazier's Yard, Watton Road, Ware, Herts, at 10.30 a.m. on 20th March, and the sections are all to be held in one confined area.

An additional championship qualifying trial in the South of England is something for which there is plenty of support and not a little need, and one is always pleased to see well-established events of the past reappearing in their former glory. Invited clubs include Kentish Border C.C., Maidstone and Mid-Kent M.C., Peterborough M.C., Sheffield and Hallamshire C.C., Sunbac, Leicestershire C.C., Seven-Fifty M.C., and Shenstone and D.C.C. Cars conforming to the 750 trials formula will compete for the Rob Davies trophy, and those who failed to qualify for last year's Championship will compete for the Norman Overton trophy in addition to the normal awards. Entries close on 16th March, and go to Miss Anne Simpson, c/o 34 Sandringham Gardens, North Finchley, N.12.

* * *

UNFORTUNATELY the **750 M.C.** have had to call off their 21st anniversary dance, which was to have been held at the Old Merchant Taylors' Club House, Durrants, Croxley Green, near Watford, on 11th March. . . . Closing date for entries for the **Midland A.C.** national *Birmingham Post* rally is 15th March. Regs are available from Gerard Flewitt, 4 Vicarage Road, Edgbaston, Birmingham 15. . . . **Woking Division Conservative Association** are having their annual rally on 30th April. Regs and entry forms from Mrs. B. H. Bowring, Barrens, White Rose Lane, Woking. . . . The racing season at **Mallory Park** gets under way on Easter Monday, 18th April, with a 25-lap race for Formula 2 cars, a similar event for Formula Junior machines (both carrying a first prize of £200), a qualifying race for the AUTOSPORT championship and events for sports and saloon cars. Practice will take place on Easter Sunday. Competitors should apply for details to Miss M. Murray, Secretary, **Nottingham S.C.C.,** Clumber Chambers, Thurland Street, Nottingham. . . . Also on Easter Monday the **B.R.S.C.C.** will be running a national race meeting at Brands Hatch, starting at noon. Competitors should contact Nicholas Syrett, B.R.S.C.C., 6 Buckingham Street, London, W.C.2, before 30th March. . . . **Sunbac** annual Llandudno Rally will be on 26th March. Regs for this closed event are available from Helen Jarrett, The Forge Garage, Forge Corner, Hagley, Stourbridge, Worcs, and closing date for entries is 19th March. . . . **London M.C.** will have a closed hill-climb at Harleyford Manor, near Marlow, Bucks, on 20th March. There will be classes for all cars. Regs may be had from Brian Punchard, 36 Southampton Street, Strand, London, W.C.2, who must have all entries by 14th March. . . . Another **London M.C.** event, the Little Rally, also closed to club, will be run on 9th April. The start and finish will be at the King's Arms, Stokenchurch, and the road section will be approximately 200 miles long. Secretary of the event is M. Baker, 4 Langdale Road, Thornton Heath, Surrey, who must have all entries by 23rd March. . . . The **Cemian M.C.** and **East Surrey M.C.** will jointly promote a closed sprint at Eelmoor Plain, near Aldershot on 27th March. Regs from K. D. Rubens, 94-98 Petty France, London, S.W.1., who must have all entries by 21st March. . . . The Midland Centre of the **Healey D.C.** announce they will have social evenings on 18th March and 8th April at the Roebuck Inn, Smith Street, Warwick. The club is open to drivers of all types of Healey and Austin-Healey cars. Details of the club may be had from J. L. Hicks, 14 Idbury Road, Erdington, Birmingham 22C. . . . **Herefordshire M.C.** will run their Welsh Marches Rally on 19th-20th March. The 200-mile event will start from Neesham's Garage, Etnam Street, Leominster, at 9 p.m. Regs from D. Whital, 24 Westcroft, Leominster, Herefordshire, who must have all entries by 16th March. The event is open to members of the Herefordshire M.C. and to the following: The Hagley and D.L.C.C., R.R.E.M.C., Coventry and Warwickshire M.C., Midlands M.E.C., Leicestershire C.C., Rugby M.C., Birmingham Y.C.M.C., Worcestershire M.C., Bugatti O.C., Godiva C.C., Jaguar Apprentices M.C., Morgan 4/4 C.C., M.C.C., Dowty M.C., 432 M.C., Forces M.C., Shenstone and D.C.C., Wolverhampton and South Staffs C.C., Stafford and D.C.C., Nuneaton M.C., M.G.C.C. (Midlands Centre), Northampton and D.C.C., Land-Rovers' O.C. and Singer O.C. . . . The Hunt Trophy Rally of the **Southsea M.C.** will take place on 2nd-3rd April over approximately 200 miles. The event, open to members of the Southern Centre Association, will start from Hayter's Garage, Portsbridge, Portsmouth at about 10 p.m. Regs are available from B. R. Sheppard, 9 Mulberry Avenue, Cosham, who must have all entries before 26th March. . . . The **West Essex C.C.** will hold a national speed trial at North Weald, near Epping, Essex, on 3rd April. There will be classes for all cars. Regs from J. M. Edmondson, 160 Hermon Hill, South Woodford, E.18; entries 22nd March. . . . **Liverpool M.C.** and **B.A.R.C.** (N.W.) are co-promoting a standard car trial on 10th April. Regs. and further information from R. H. Moore, Staveley, Park Road North, Birkenhead. . . . **Blackfriars M.C.** Crocus Rally, scheduled for 26th-27th March, is open to B.A.R.C., B.P.A.C., Civil Service M.A., East Surrey M.C., Hants and Berks M.C., Harrow C.C., Kodak C.C., London M.C., Sevenoaks and D.M.C. and Volkswagen O.C. Start of this 210-mile event will be at the S.P.D. Depot on the A23 at Salford at 9.30 p.m. Regs. may be had from E. Pennells, 21 Avondale Avenue, Loughton, Essex.

(*Continued on page* 344)



NOT A PROTOTYPE Austin-Healey Sprite dating from 1950 *but the car which N. P. Hatton (No.* 19*) and V. W. Hatton (No.* 50*) drove recently at the Surrey Sporting C.C. Brands Hatch sprint meeting.*

Coming Attractions

12th-13th March. *U.H.U.L.M.C. Rosette Rally. Starts from Perry's Garage, Edgware, at 7 p.m.*
Cirencester C.C. Cirencester Rally. Starts from Cricklade Road filling station, Cirencester, at 10 p.m.
13th March. *Falcon M.C. March Hare Trial. Start, Lisle Motor Works, Woolmer Green, near Knebworth, at noon.*
19th March. *R.A.F.A.M.C. (N. W.) Spring Navigation Rally. Start, Three Ways Garage, Clatterbridge, at 7.30 p.m.*
19th-20th March. *East Surrey M.C. Martini Rally. Start, T.A. H.Q., Marlpit Lane, Coulsdon, Surrey, at 8 p.m.*
Herefordshire M.C. Welsh Marches Rally. Start from Neesham's Garage, Etnam Street, Leominster, at 9 p.m.
20th March. *Farnborough D.M.C. Driving Test Meeting, Malta Barracks, Aldershot. Start, 1.30 p.m.*
B.A.R.C. (S.E.) March Hare Rally.
London M.C. Hill-Climb, Harleyford Manor, near Marlow, Bucks.
North London E.C.C. Jacobean Trophy Trial. Starts from Brazier's Yard, Watton Road, Ware, Herts, at 10.30 a.m.
27th March. *Cemian M.C. and East Surrey M.C. Sprint Meeting, Eelmoor Plain, near Aldershot.*

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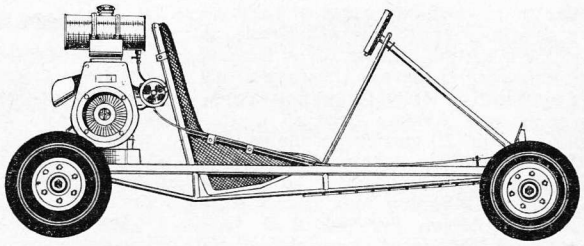
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Club News—*continued*

CRAVEN M.C.'s COMPTON CUP RALLY

FROM the start near Reading 26 cars set out by way of a simple map reference and problem section to the central control north-west of Woodstock, undaunted by the weather and reports of snow in the Cotswolds. It was soon discovered that the reports of the weather were only too true, but otherwise the section was comparatively easy although surprisingly there was only one clean sheet at the end.

From the central control the cars were despatched on a marked map section which was virtually the same route used on the "Cat's Eyes" the week previously, only in reverse and very much more difficult, wheel tracks in the snow indicating that a number of competitors had taken short and sharp deviations from the organizers' route. Some of the more inexperienced crews were further confused by code letters which the Thames Estuary A.C. had still left by the wayside, in addition to trying to call in at a control of the Rallye Dubonnet.

The only casualty of the night occurred on this section, Pooley baptizing his new M.G.A and retiring with a modified front end.

A straightforward map reference section led competitors back to the finish at Pangbourne but despite the weather conditions first and second positions had to be decided on the special test, both crews being clean on time but both by coincidence having incurred 100 penalty marks by giving the wrong answer at a check point.

Results

1, K. Coombs/R. Long (Ford New Anglia), 100 penalty marks; 2, J. Poulton/N. Church (Auto Union), 100; 3, D. H. Jewell/J. MacGrath (Austin A55), 100.

THE FALKIRK AND DISTRICT MOTOR CLUB TWO-DAY RALLY

THE annual week-end event of the Falkirk and District Motor Club was, as usual, held in fine weather over the last week-end of February. Organized this year by Scottish Rally Champion Sandy Morrison and Alistair Brown, it only attracted about 20 entries—probably due to the fact that it is not now a Scottish Rally Championship event.

Several well-known navigators took time off to drive and included Jack Muir, Sandy Morrison's navigator, and George Jeffrey, who came all the way from London to compete in his M.G. Several husband and wife crews were out including the club president Robin Traill in his Rapier, to compete in the male/female crew class.

The event was fairly easy as regards navigation but with a 30 m.p.h. average throughout on twisting roads no one had time to relax. Nevertheless only the premier award winner, Logan Morrison (M.G.A), managed to lose no marks on the road and being fastest in all the tests secured his win.

The route from Kincardine led via Dollarbeg to a test on the well-used hairpin at Logie, where many lost valuable seconds with wheelspin on the gravel surface. Then on to Blackford and northwards to the outskirts of Perth, which city several crews explored through misreading directions.

Perth to Pitlochry was the final stage for the Saturday and during the overnight stay at Fisher's Hotel the teams were drawn then the day's results produced.

Sunday morning started with two tests during which the Karmann Ghia Volkswagen of Ernest Blackadder impressed with its speed. After lunch the route led over Glen Ogle to Falls of Levy then on to Thornhill, from which control a series of map references had to be followed.

This was almost the downfall of leader Logan Morrison (M.G.A) but navigator George Youngson corrected him in time. Many other crews were seen traversing this area at high speed and at the end of this section at Torwood quite a few had missed code words or had penalties for lateness.

W.K.H.

Results

Premier Award: Logan Morrison (M.G.A), 62.8 marks lost. **Class Award (Male/Female Crew):** J. L. Muir (Magnette), 98.2; G. Stewart (Wolseley 1500), 117.8. **Team Award:** J. L. Muir (Magnette), D. Clark. **Novice Award:** G. Jeffrey (M.G. TD).

WEST HANTS AND DORSET C.C. MOONFLEET RALLY

TRADITIONALLY the annual Moonfleet Rally organized by the West Hants and Dorset Car Club is more social than strenuous. This year, however, the wintry conditions competitors encountered over the 120-mile route could excuse them for thinking that they were on the famous Monte Carlo Rally.

From the start, the 42 competing cars headed across country through Lytchett Matravers to Bere Regis. Paying due attention to the presence of Saturday afternoon traffic on the roads, the Clerk of the Course, Col. R. A. W. Binney, had carefully planned the route over byways rather than highways, with the accent on pinpoint navigation and accurate timekeeping. The average speed required varied between the controls, and crews were kept busy in their efforts to avoid being penalized. Secret checks were operated to trap those who deviated from the required average between the 25 time controls.

From the Bere Regis area the route led through Puddletown up towards Sturminster Newton and then across the Blackmoor Vale in the direction of Sherborne. On turning south towards the finish of the first half of the rally, the competitors began to run into bad weather, and the short two-mile section between the 16th and 17th controls proved disastrous for almost the entire entry. Several inches of snow had made Batcombe Hill extremely slippery and all but two of the crews lost time in reaching the top or taking an alternative route into the control.

Having arrived and regained their breath, drivers took part in a timed manoeuvrability test before collecting their route cards for the final leg down to the Moonfleet Hotel.

With most of the road section behind them, and conditions improving as they got nearer the coast, the crews were able to relax a little as they completed the final lap of their journey.

The traditional W.H.D.C.C. dinner party followed, and the provisional results were announced later in the evening.

The following morning a driving test took place on the forecourt of the hotel, and competitors were able to sample the joys of "Karting", thanks to the generosity of club chairman F. W. Scott, of Carbery Garage, Southbourne, who provided a "Trokart" for the event. For the majority of members this was their first experience of "karting" and their efforts provided some amusing moments for the large crowd of onlookers.

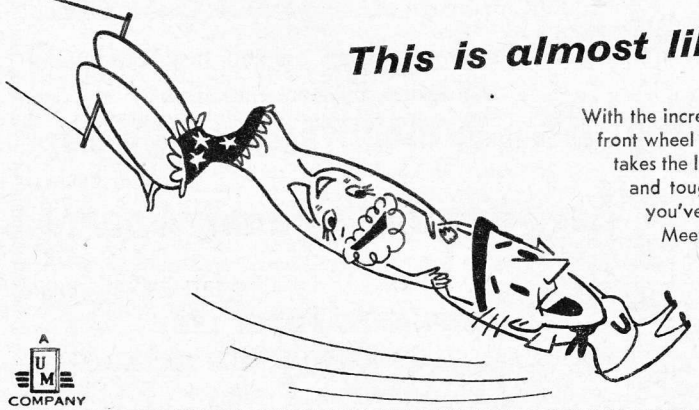
Provisional Results

Best Performance: H. Rose (Riley 1.5).

Novice Award: Miss Ann Rose (Mini-Minor).

Class 1A: Miss Ann Rose (Mini-Minor). **Class 1B:** J. Shiner (M.G. Magnette). **Class 1C:** B. J. Drake (Ford Zephyr). **Class 2D:** J. A. T. Hood (Austin-Healey Sprite). **Class 2E:** G. Farrell (M.G.A). **Class 2F:** B. Barnes (Triumph TR).

Team Award: "Mini-Minors"—Miss Ann Rose, P. H. Channon, D. de Souza.



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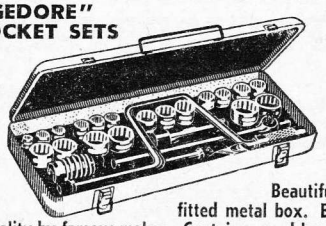
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M.G.—*continued*

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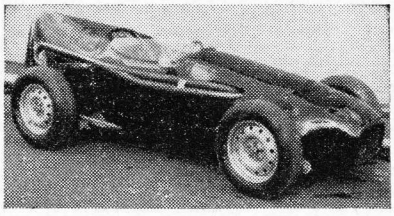
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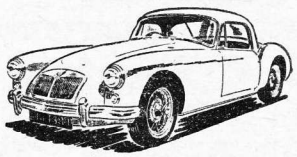
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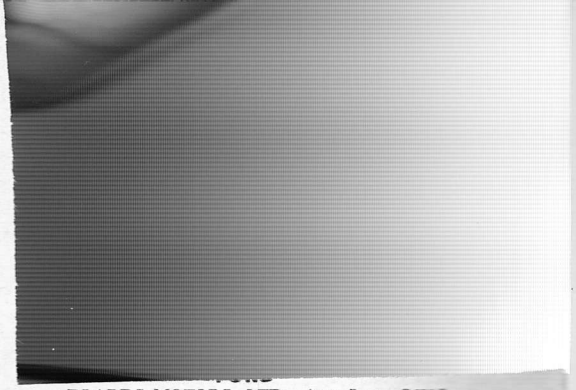
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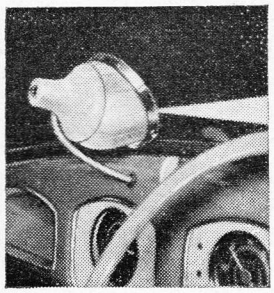
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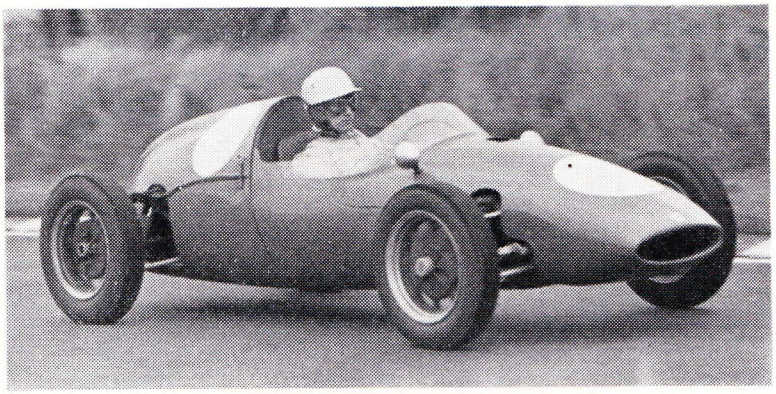
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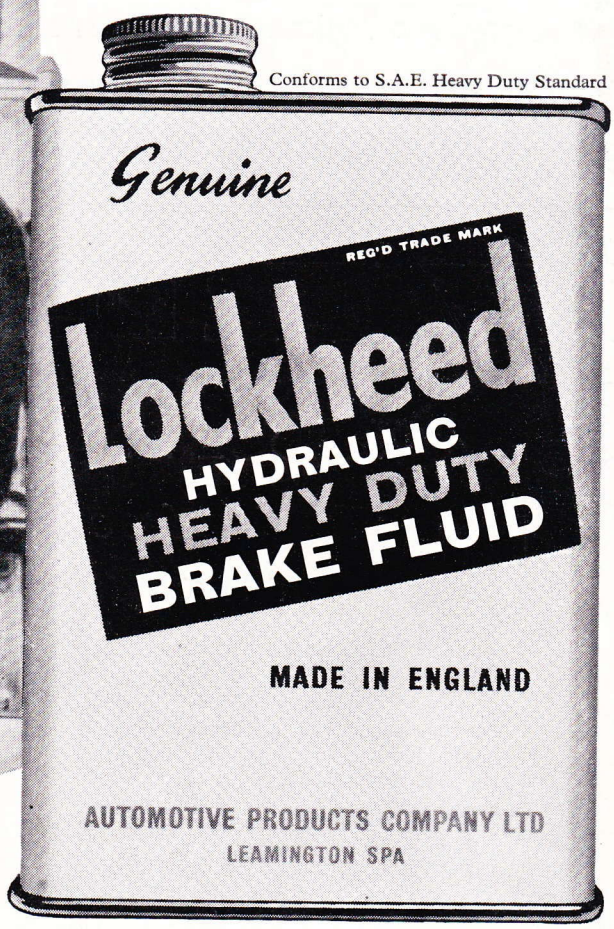
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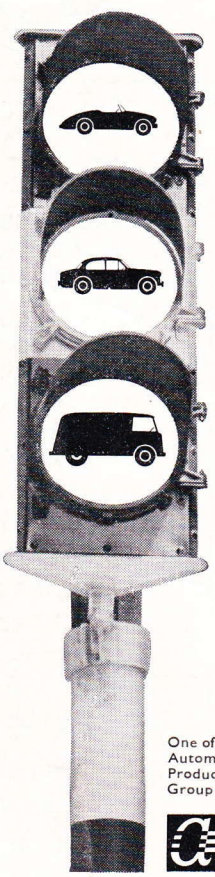
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