

SPANISH "SILVERSTONE": Two sports Pegasos in action during the 1st National Sports Car G.P. of Spain, held on a 2.5 km. airfield course at Barajas, near Madrid. Outright winner was G. Romero Requejo (Pegaso). Other examples of this Spanish marque finished 2nd, 3rd, 5th and 7th.



DUTCH "SHELSLEY": Hill-climbs are rare in the flat country of Holland, but the K.N.A.C.'s recent event at Vaalserberg, South Limberg, proved very successful. Here H. J. Coumans (Beels 500) makes B.T.D. on the loose-surfaced gradient in 1 min. 12.1 secs.

THE NEW DORETTI SPORTS CAR

ON 1st July a party was held to introduce the new Doretti sports car. After cocktails, an excellent lunch was provided at the White Hart Hotel, Buckingham, and then the guests moved off to Silverstone.

In the paddock, a marquee had been erected. This contained a stripped chassis, two complete cars, and a well-stocked bar. There were also four Doretis on the track for the guests to sample.

The power unit of the Doretti is the well-known TR2 Triumph. The 4-speed gearbox with central remote control, open propeller shaft, and hypoid rear axle are likewise identical to those of the latter car. An overdrive is also featured. The chassis frame is entirely new, being based on two large diameter tubes. It is 7 ins. longer than that of the Triumph, which allows the engine to be carried further back in the frame. The independent front suspension is by wishbones and helical springs, and the front track is 3 ins. wider than that of the rear wheels.

The back axle is suspended on flat, underslung semi-elliptic springs, inclined downwards at their forward ends. Above these springs, radius arms are arranged to position the axle. These are so proportioned that the travel of the axle is the same as it would be if the springs were free, but they avoid any "wrapping up" during violent acceleration or braking.

The two-seater body is panelled in aluminium and trimmed in best quality hide. It is, indeed, of *de luxe* specification and finish. There is a padded crash rail round the top of the dashboard, and a large baggage compartment behind the seats. The actual boot in the tail is somewhat small, however, and is largely occupied by the spare wheel. There is an excellent and easily erected hood and rigid sidescreens. Although the car is larger than the TR2 Triumph, the light alloy body construction saves weight, and the Doretti is, in fact, fractionally the lighter of the two vehicles.

I put in quite a few laps on two of the test cars, and was very impressed. In particular the rear suspension works exceptionally well, and it is impossible to make the rear wheels judder or bounce, however violent the getaway. I also

failed to make the brakes fade while attacking the club circuit at racing speed.

During the afternoon, an amusing relay race was staged. I disgraced myself by being in neutral when the flag fell, but managed to work my car up to second spot. Unfortunately, my co-driver, Frank Rainbow, the designer of the Doretti, entered a corner at an impossible speed, so we finished last! The race was won by Don Truman and Bill Boddy, after which everybody adjourned to the marquee.

Priced at a few shillings over £1,100, including P.T., the 2-litre Doretti is for the man who wants a fast sports car, but is willing to pay a little extra for superior finish, workmanship, and appearance. It should find a ready sale, both here and in America.

JOHN V. BOLSTER.

MARCHAL DISTRIBUTORS LTD. regret that their advertisement, which appeared in the 25th June issue of AUTOSPORT, contained incorrect prices. The correct figures are shown in their advertisement on page 59 of this issue.

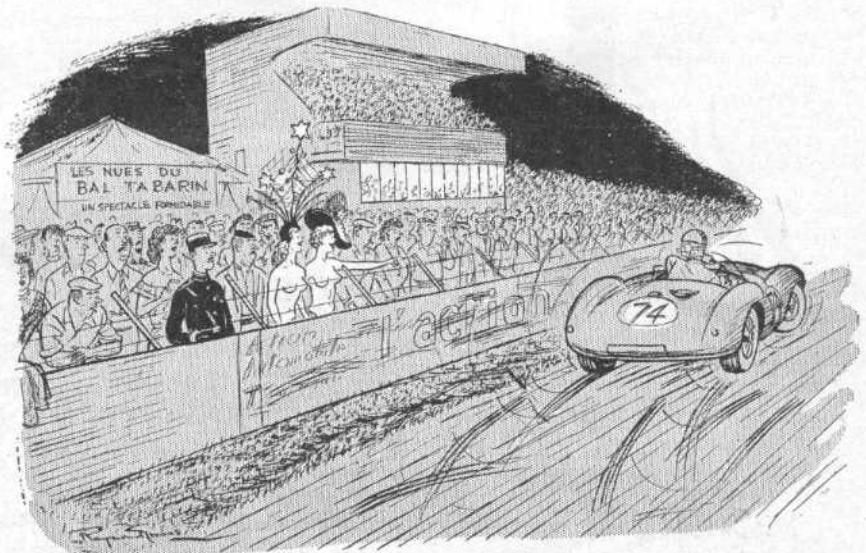
OULTON PARK

A TOTAL of 106 cars has been entered for tomorrow's race meeting at Oulton Park. Fifty-four of them are Formula 3, which is not surprising since the Half-Litre Club are the organizers. The programme comprises two sports car races, the Chester Trophy *Formule Libre* event, wherein competitors race in two equal-length heats, results being based on aggregate, and the Formula 3 events.

Alan Brown (Cooper-Alta), Tony Crook (Cooper-Bristol), Les Leston (Cooper) and Geoffrey Richardson are amongst the 21 *Formule Libre* entrants. Parker, Taylor, Caddey, Truman, Russell, Leston, Lewis-Evans, Headland, Moor, Berrow-Johnson and Tyrrell are notables in the F.3 lists.

BO'NESS CORRECTIONS

THE Scottish S.C.C. have corrected their Bo'ness hill-climb results, making Michael Christie (E.R.A.) third fastest of the day in place of A. E. Marsh. Marsh thereby becomes 501-1,100 c.c. racing class winner, while J. D. Sleeman displaces Christie as class winner, 1,101-1,500 c.c., Michael getting a major award.



"You'd think women would have more decency than to wear hats like that at a motor race. . . ."