

THE GORDINI STORY, PART I

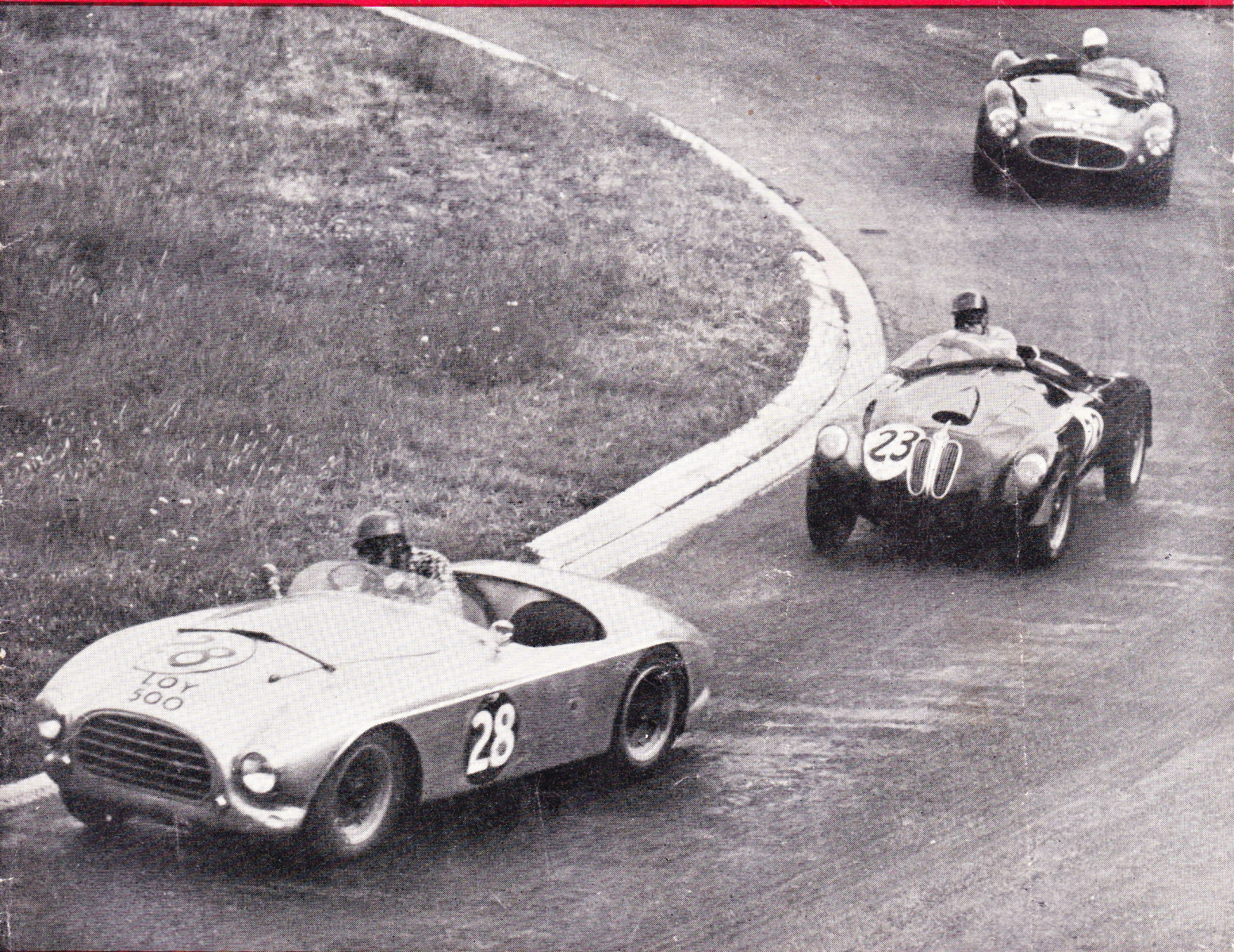
AUTOSPORT

FEBRUARY 18, 1955

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EVERY FRIDAY
Vol. 10 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

ROAD TEST OF THE RILEY PATHFINDER : YORKSHIRE AND RIVERSIDE RALLIES
SEASONAL SURVEY, PART V—CLUB RACING : BOOK REVIEWS : PRIX D'EQUIPE WINNERS
JOHN BOLSTER • GERARD CROMBAC AND JEAN BERNARDET • WILSON ROGERS

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COUPE DES DAMES

Sheila Van Damm & Anne Hall—SUNBEAM

GRAND TURISMO

M. Gatsonides & M. Becquart—ASTON MARTIN

TEAM PRIZE

(nominated cars)

R. J. Adams
I. Appleyard — JAGUAR
Cecil Vard

TEAM PRIZE

(any 3 cars)

P. Malling
P. Harper — SUNBEAM
Sheila Van Damm

Congratulations to the makers of the
cars and to the drivers!

* Subject to official confirmation.



When high performance counts

you can rely on **MINTEX**

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 7

February 18, 1955

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NOTICES

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

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

General Manager PETER BAYLEY

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Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

SPECIAL BODYWORK IN RALLIES

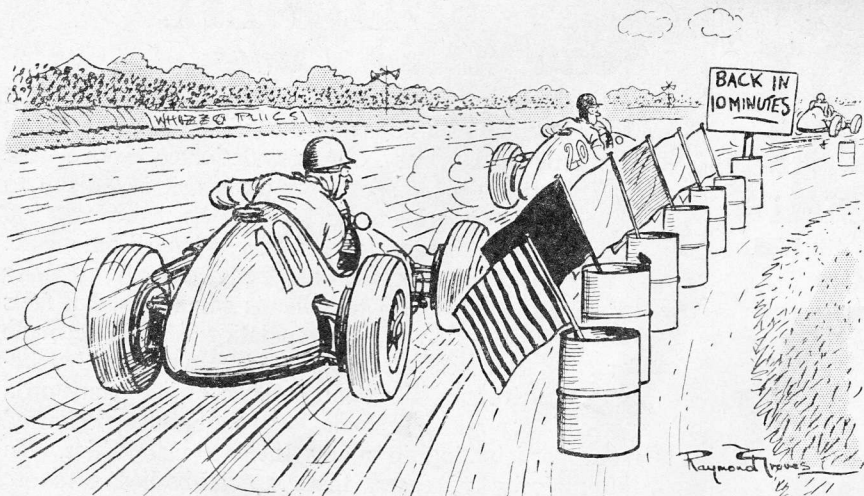
It is the contention of many rally drivers that specialist coachbuilders do not receive a fair crack of the whip in events held under F.I.A. regulations. Even in the "gran turismo" and sports car classes, it is difficult to obtain an entry with a machine of which at least 100 and 25 identical models respectively have been made. This applies to both chassis and bodywork. AUTOSPORT completely agrees with the chassis conditions, but feels that some relaxation of the regulations should be made for special bodies. It seems a trifle ludicrous that because a driver prefers a certain style of bodywork on a perfectly standard chassis, he should be debarred from participating in many International rallies. In the majority of cases, these special-bodied cars are probably heavier than the normal touring edition produced by the manufacturer, and have therefore little or no advantage from a power-weight point of view. Specialized bodywork is a craft that ought to be encouraged in International motoring sport, and it would be quite simple to insert clauses of eligibility to the effect that the car must not weigh less than the standard touring or sports version, and/or must have a body constructed by a reputable coachbuilding concern with the full approval of the manufacturers. This would also permit manufacturers to study the reception accorded to specialized versions of their own products. The suggestion is not to encourage the entry of "one-off" specials, designed purely and simply for the winning of rallies, but to give proper recognition to individual bodywork such as is produced in Italy for many standard touring and high-performance machines.

NAVIGATION EVENTS

THE number of rallies requiring a great deal of navigation is on the increase, and, to avoid public prejudice, organizers should ensure that road risks, annoyance to residents and so on are scrupulously eliminated. Sections entailing navigation ought to be confined to little-used roads, and should always be staged at night when headlamps supply an extra degree of safety. The crew which proudly arrives at the control with only one sidelight in action are not only a danger to themselves, but to every other competitor and possible road-user. AUTOSPORT is of the opinion that no vehicle should be permitted to leave a control without the full road-lighting equipment as laid down in the rally regulations. Already several complaints have been received in official circles of cars being driven at more or less dangerous speeds on narrow roads. It is significant that, on the Continent, the police are definitely hostile to navigational events, and organizing clubs can usually rely on police co-operation to see that competitors do not get off the recognized routes, and thus interfere with normal traffic.

OUR COVER PICTURE

SIXES: The 2-litre six-cylinder engine is popular in modern sports car races. Here are the Bristol-engined Tojeiro of Cliff Davis, and Cooper of Bert Rogers, being pursued by Roy Salvadori's Maserati at a Crystal Palace meeting.



STIRLING MOSS left London last week for Italy to train for the Mille Miglia in a Mercedes-Benz. He drives a 300SLR in the race, alongside Fangio and Kling.

KEN MILES, highly successful M.G. racing exponent from California, is coming to Europe to drive M.G.s.

ROOTES GROUP will exhibit a 1904 12 h.p. Sunbeam and a 1903 5 h.p. Humber alongside their 1955 products at the Geneva Motor Show (10th-20th March).

L.C.C. of Tasmania are promoting some car and motorcycle races over a splendid 4.2-mile circuit at Longford; stock cars, sports cars, racing cars—all will be having a go. Should be fun for anyone out that way on 5th and 7th March.

GINO VALENZANO has left the Lancia team, and will join Maserati this season. He will drive principally in sports car races.

FORD'S works team for the R.A.C. Rally now comprises modified Zephyrs, standard Zodiacs and Anglias, plus one "modded" Anglia.

WALTER SCHLUTER, 1954 Grand Touring Champion, is bringing over from Germany two "works" DKWs. Peter Easton and Ron Willis are driving a fully modified Volkswagen.

PETER WALKER will be seen in sports car races this season with works Lagondas and Aston Martins.

KEN WHARTON and Gordon Shanley have entered a Daimler Conquest Century for the Sestriere Rally.

THE Sports Fan Club of America are to sponsor an American Car Rally to Europe from 10th May to 24th June. Participants will fly to Stuttgart and then proceed by road to Italy, France, Switzerland, Monaco, Luxembourg, Holland and Belgium, taking in several major car races including Le Mans.

DAYTONA'S Museum of Speed is becoming nicely established, with Russ Catlin as Historian, wading through masses of records, photos, etc., and Jim McNally newly-appointed as P.R.O. Amongst speed devices being preserved are Sir Malcolm Campbell's Bluebird and Gar Wood's "Miss America VIII".

PIT and PADDOCK

THE Star System!—amongst committee heads in the American Mustang S.C.C. we note J. Gonzalez (Rallies) and B. Braden (Publicity).

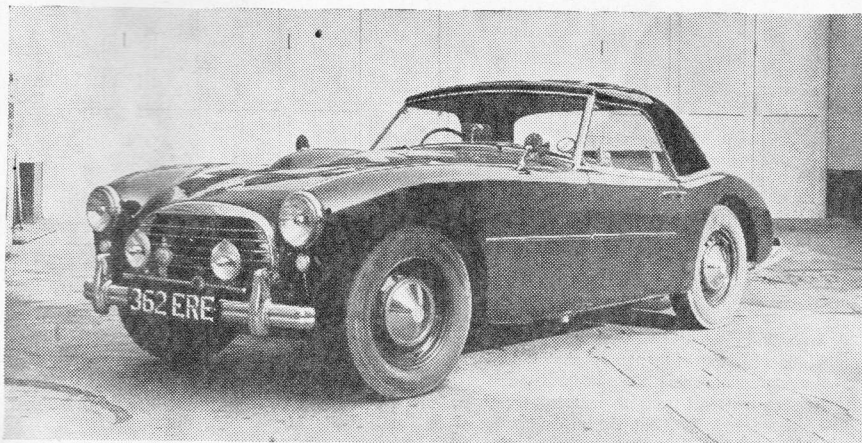
A.M.O.C. races this year will be held at Ibsley (21st May), Silverstone (23rd July) and Oulton Park (24th September), subject to R.A.C. approval.

THIS year's Berlin G.P. at Avus, to be run on 25th September, will be a sports car event. Mercedes-Benz have promised a full team of 300SLRs.

OUR recent note in these columns re the first three finishers in the Argentine G.P. using Lodge plugs was incorrect. Fangio's winning Mercedes-Benz was fitted with Bosch plugs.



B.R.S.C.C. BADGE: This new badge, for British Racing and Sports Car Club members, will be available to suit cars and lapels in the near future.



ROOF OVER YOUR HEAD for Doretti owners is offered in this graceful form of hardtop, which can be fitted by the Walsall factory. Car is seen outside the service station of the London distributors, J. Davy, Ltd.

DUNCAN HAMILTON (D-type Jaguar) and **Graham Whitehead** (Aston Martin DB3S) are competing in the sports car races at Agadir, Morocco (27th February) and at Dakar, Senegal, W. Africa (13th March). So is Farina with a Ferrari.

THE Colombo-designed Grand Prix Bugatti is nearing completion, and should be ready for its initial tests late this month or early in March. If all goes well, it may be entered for the French G.P. at Rheims in July. But if not, says Pierre Marco, "it won't".

ROY SALVADORI will again be driving the 2½-litre G.P. Maserati this season, entered by Syd Greene.

THE ex-Peter Reece Cooper-M.G. has been purchased by Guildford M.C. member Bob Jennings, who will make his racing début with the car.

THREE A.C. "Aces" have been entered for the R.A.C. Rally, drivers including Ken Rudd (with William Scott as navigator) and Derek Hurlock of the A.C. Company.

A D-TYPE Jaguar and a 3-litre Ferrari are being acquired by the newly formed Ecurie Belge (members Claes, Frère, Laurent, Pilette, Swaters). They will race in North Africa (possibly at Casablanca), Rheims 12 Hours, Le Mans, G.P. of Portugal and elsewhere.

JOHN EASON-GIBSON will act as Lotus team manager for Le Mans.

ALAN BROWN collected another trophy recently. But this one was different; it was in the Guildford Club's New Year Rally, and he won the Novices' award.

PIERO TARUFFI is reported to have signed with Ferrari to drive in World Sports Car Championship events this season, together with Maglioli and Paolo Marzotto.

RENÉ BONNET may race a "Formula 1" supercharged 750 c.c. D.B. in the Pau G.P. at Easter.

THE National sports car meeting due to be held by the S.C.C.A. at Miami on 13th February was cancelled; a substitute event will be staged at Fort Pierce, Florida, on 27th February.

SPORTS-NEWS

MORE SEBRING NOMINATIONS

TRANSATLANTIC entries for the Sebring 12 Hours race on 13th March now include Carlos Braniff of Mexico (Osca), Jake Caplan/Russ Boss (C-type Jaguar), Jim Kimberly/E. Lunken (4.9 Ferrari), Phil Walters in Cunningham's newly-acquired D-type Jaguar, Bill Spear/Sherwood Johnston (Maserati), Jacky Cooper/Roy Jackson-Moore (Austin-Healey 100S), Erwin Goldschmidt (4.9 Ferrari), Carroll Shelby (Ferrari) and Ernie McAfee (Ferrari).

A handout from the organizers states that Harry Schell will drive the Excalibur Spl. built by Brooks Stevens. A new category for Series Production sports cars has been introduced for this year's race, the fifth of the series. The course on Hendricks Field air base, six miles south of Sebring, Florida, measures 5.2 miles round.

FORT WORTH "FROST BITE" RACES

THE Fort Worth S.C.C. staged a winter race meeting at Eagle Mountain Guard Base on 22nd January. Some good entries were attracted, including F. Segura, successful Pan-American driver, in his Porsche, Sherwood Johnston (4.5 Ferrari), Dale Duncan (4.5 Ferrari), N. J. Scott (Maserati) and many others, who contested a series of five races in cold and frosty conditions.

Johnston won the 25-lap "feature" race, during which he was timed at 130 m.p.h. through a straight section; Segura and Scott also won events.

CANADIAN G.P.?

As mentioned in Pit and Paddock recently, an interesting project is afoot to introduce road racing in Canada on a professional scale. The instigator has experience of European motor-cycle and car racing between the wars and is now ready to put into operation a most ambitious plan for the construction of a three-mile road-racing circuit lying between Toronto and Hamilton, Ontario. A limited liability company has been floated, under the name of the Canadian Auto Racing Club, and one of its objects is to build up Canadian teams to enter European International races, both car and motor-cycle, in 1956. It is hoped that Formula 1 racing will become a regular feature of meetings at this new venue.



THE CALM before the storm. The line-up before the pits at Auckland for the recent New Zealand Grand Prix. Nearest the camera is the 3-litre Ferrari driven by Tony Gaze (on extreme right). The winning car, Bird's G.P. Maserati, is fifth along the line.

NÜRBURGRING RALLY

PRELIMINARY regulations in English have been issued by the A.D.A.C. for their International Nürburgring Rally, which takes place from 19th to 22nd May. Starting points for this event are Dijon, France, and Hamburg, Munich or Nürburgring in Germany. A "converging" section of some 550-600 km. is followed by special tests at the Ring, a further road section takes competitors from the Ring to

Westerwald, through the Taunus to the Schwarzwald, the Vosges, then returning to Nürburg via Luxembourg. Special tests and six laps at Nürburgring follow, and the Rally concludes with a final classification test leading to Bad Neuenahr. Final regulations will be out later this month. Potential competitors from Britain are invited to write for copies to the Allgemeinen Deutschen Automobil-Club e.V., Hauptspartabteilung, Königinstrasse 11a, München 22, Germany.

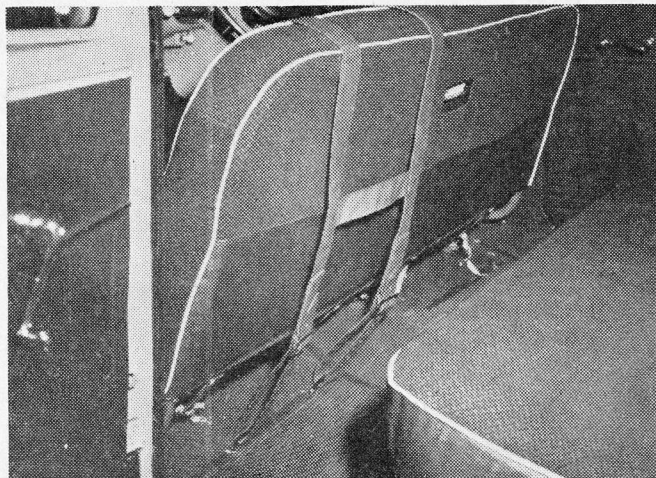
THE 17th BRITISH EMPIRE TROPHY

BRITAIN'S 1955 racing season opens on 2nd April with the Empire Trophy race for sports cars, at Oulton Park circuit, near Tarporley, Cheshire. This year's event is accorded International status once again, and will comprise three scratch 16-lap, 45-mile heats and a Final on handicap over 25 laps (about 70 miles).

The entry will be divided into three classes: up to 1,500 c.c., up to 2,700 c.c., and over 2,700 c.c. There are cash awards for first three finishers in the heats, for the fastest finisher, and for the handicap winner.



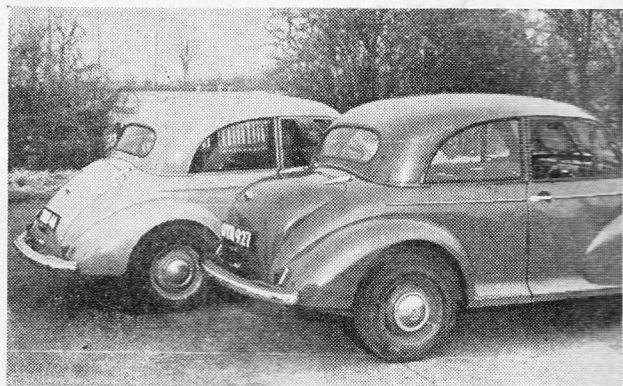
FLEET "1500": Jaroslav Juhan's Type 550 Porsche at speed during the Argentine 1,000 km. race, in which it won the 1½-litre class and finished fourth in general order, beating many larger capacity cars.



SWISS TRAINING CAMP FOR RACING DRIVERS

THE Swiss A.C. and the Swiss Automobile Racing Driver Club are organizing their seventh "training camp" at Campione between 31st March and 3rd April. For the first time drivers from abroad will be admitted and special training with racing cars has been added to the programme.

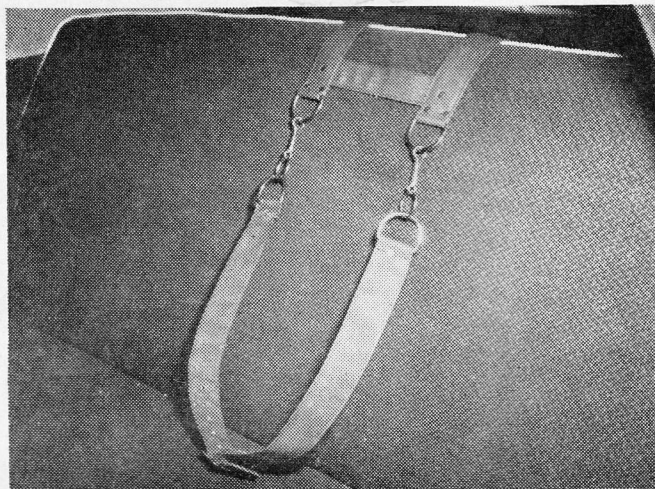
As in previous years one part will take place on the famous Monza track, where demonstration runs with two of the latest Maserati sports cars and Porsche Spydres will take place, and the Maserati factory will be visited. The Mercedes-Benz film will be shown and Mr. Keser of Mercedes-Benz will talk on the Argentine races. Instruction will be given by well-known personalities of the racing world. Ascari, Villoresi and Taruffi are amongst those who have given demonstrations in the past.



SUCCESSFUL CONNAUGHT TESTS AT SILVERSTONE

ALAN BROWN, Jack Fairman, Ken McAlpine and Mike Hawthorn all took a turn at driving the 1955 Formula 1 Connaught at Silverstone last week. Best lap time recorded during the day (driver not named), when the car ran on new tyres and was carrying 54 gals. of fuel, 100 lb. of test equipment, and a heavier body than will eventually be used, was 1 min. 52 secs. (94.08 m.p.h.). This compares very well with the present F1 lap record of 1 min. 50 secs. (95.79 m.p.h.) set up by seven drivers during the 1954 British Grand Prix.

The prototype F1 Connaught should be racing early this coming season.



The EnFo car safety belt, showing mode of fixing to back of the passenger seat (left), and (right) how the belt falls to hand for donning.

FORDS PIONEER USE OF SAFETY BELTS IN BRITAIN

THE first British manufacturer to market passenger safety belts—regarded by many experts as vital in the saving of lives during accidents—is Ford of Dagenham. Their new EnFo product, fitted with quick release buckles, and looped freely round the body, gives no feeling of restriction, but in the event of an emergency stop the belt slides up, gripping under the arms and effectively preventing that sudden shooting forward which all too often ends in violent contact with the screen, screen pillars or dashboard. Such belts are popular amongst rally competitors.

EnFo belts cost 31s. each for front seats; 26s. for rear seats, plus a small fitting charge. Special types for children will also be available.

JAGUAR'S SPORTS CAR TEAM

THE official Jaguar team for 1955 sports car events will consist of Mike Hawthorn, Tony Rolt, Duncan Hamilton, Jimmy Stewart, Desmond Titterton and Donald Beaman. The events these drivers will compete in will be Silverstone, Le Mans, Rheims 12 Hours, Aintree sports car race, the T.T. and probably the Nürburgring 1,000 kms. race in Germany.

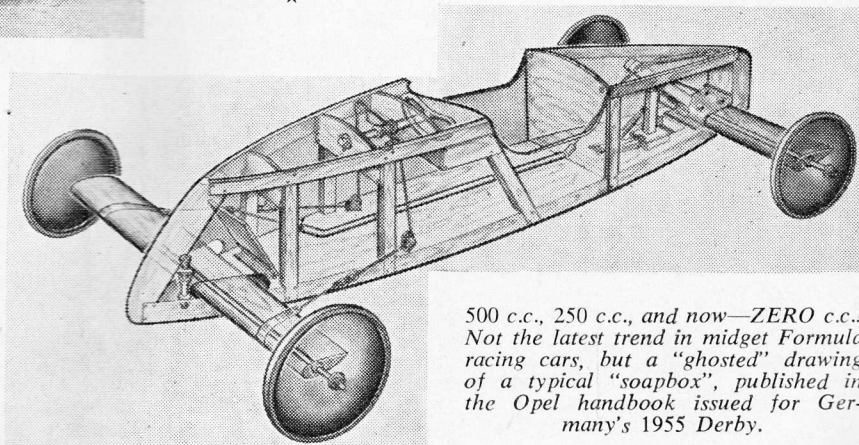
GERMANY'S SOAPBOX DERBY

A DELIGHTFUL little booklet has been issued by the Opel Organization on behalf of the 1955 German "Soapbox Derby", giving full regulations and instructions on the construction of suitable cars. It is customary in Germany that each year the Derby is sponsored by one of Germany's car manufacturers. The winner receives all sorts of prizes, most coveted of which is a free trip to the United States, together with his car, to take part in the big annual race over there.

A "soapbox", of course, is a miniature car devoid of any propulsive mechanism, relying entirely on a downhill grade, the weight of its driver and the free-running of its wheel bearings to achieve rapid motion. A "formula" restricts costs of building and imposes certain conditions on dimensions and safety measures. Construction is basically of wood and fairing of axles and other streamlining measures are encouraged.

ALAN BRUCE.

BIGGER BOOT and greater luggage space for the popular Morris Minor saloon is offered in fibreglass by the Alexander Engineering Co., Ltd., of Haddenham, Bucks, at the price of £12 10s.



500 c.c., 250 c.c., and now—ZERO c.c.! Not the latest trend in midget Formula racing cars, but a "ghosted" drawing of a typical "soapbox", published in the Opel handbook issued for Germany's 1955 Derby.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 11—REG BICKNELL

TAKE practically any Formula 3 race of 1954, and up in front, fighting with the Moss, Parker, Leston, Russell, Lewis-Evans, Bueb brigade, will be found Reginald George Bicknell, motor trader of Southampton and designer/constructor/driver of the fleet little Revis, a car readily distinguishable last season by its bright blue finish and streamlined front apron.

Reg was 36 when he began his 500 c.c. racing career in late '51 with the Revis, and with the aid of a potent J.A.P. motor soon propelled himself up amongst the leaders. In 1952 he scored two "firsts" and five "seconds", shared fastest lap with Leston at the September Goodwood, and chased Don Parker home at the final Brands Hatch meeting. His performances that season gained him the AUTOSPORT Trophy for non-series built cars.

The following season he was driving a pugnacious looking yellow Staride—product of neighbour Mike Erskine—in typically bold, pugnacious style. More successes came his way, at Goodwood, Brands Hatch, Silverstone, Crystal Palace and elsewhere, but in 1954 he took the dustsheets off the Revis again and embarked upon his most successful season to date. He won at Castle Combe, Brands Hatch, Goodwood and Crystal Palace, with fastest laps at each to drive the moral home; he took second places at Goodwood, Silverstone, Fairwood, Snetterton and Crystal Palace; he took "thirds" and heat wins elsewhere, and all the Revis seemed to suffer was a constant battering of that front wheel apron—500 c.c. races *are* keen affairs!

Bicknell's 1954 performances effectively sabotage the tenet that youth is essential to win in the hurly-burly of Formula 3. Like Don Parker, the older he gets, the more he wins. He is now working on a very interesting Borgward-engined 1,500 c.c. sports car, embodying design features developed in his very successful Revis, but will find time to race the latter again this coming season, minus a few surplus lbs.—and without that apron.

C. P.

AND NOW—THE COOPER-TURBOMECA!

THE Turbomeca turbine-powered racing machine which Coopers are constructing for Tommy Sopwith should be ready for tests by September. Externally, the car will appear fairly conventional; the chassis is similar to that of the Cooper-Jaguar. Brakes will be Dunlop disc-type. The power unit is of French design, built under licence in Britain by the Blackburn Aircraft Co. of Brough, Yorks.

FRENCH SUCCESS FOR JAGUAR

LAST week's Rallye des Routes du Nord, run under extremely difficult conditions of ice, snow and fog, was won by the brothers M. and J. Parsy, driving a Jaguar. Second was an Alfa Romeo (Castelain/Ros) and third a D.B.-Panhard (Cornet/Lécuyer), each winning their respective classes. The Coupe des Dames went to Mesdames Terray and Demolliens in a Porsche.

U.S. ROYAL 8 FOR G.B.

AT a luncheon party last week it was announced that the famous U.S. Royal tyres and tubes will be produced in Great Britain under licence by the North British Rubber Co., Ltd. The complete range will be marketed, including the very efficient U.S. Royal 8, which is now original equipment on most of the U.S.A.'s fastest cars, including Packard, Cadillac, Oldsmobile, Buick, Pontiac and Chevrolet Corvette. They will be available in both normal and tubeless form, with whitewalls as standard. The 8 is of special interest to sports and high-performance car owners, being designed for very high maximum speeds with a large safety margin. These tyres were subjected to the most rigid testing possible covering hundreds of thousands of miles, and were found to possess exceptional anti-skid properties in both wet and icy conditions.

* * *

CHRYSLER claim a maximum speed of 140 m.p.h. for their new "300" model, which has a V8 Firepower engine with twin four-choke carburettors and diverse other "souplings-up".

SECOND Macao G.P. will probably take place in the weekend of 12th/13th November.

TAKING delivery of a new A.C. "Ace" shortly is Miss Betty Haig.

JOHNS DORSETT and Joy Cooke, who did well in last year's event, have again entered a Ford for the Rally Sestriere.

AMBITION realized by Louis Rosier—the first G.P. of Clermont-Ferrand, his home town, will take place on 10th July, over a 3.9-mile circuit.

MASERATI, Ferrari and Lancia will contest the 273-mile Formula 1 race for the Syracuse G.P. on 20th March.

A GRAND Film show will be given by the Torbay Speed Shop on 5th March at the Haywood Tower Hotel, Torquay. Programme will include the Tulip Rally, European Motor Racing, Le Mans, G.P. Nürburgring, three B.R.M. films, the Redex Australian Rally, etc. In addition, George Williams of Castrol will give a talk on his experiences with Mercedes-Benz. Should prove a full and very interesting evening.

WHOSE SIGNALS FOR WHOM?
Drivers in the 750 M.C.'s popular six-hours relay race at Silverstone can take their pick of the signs waved by enthusiastic pit helpers.

hensive programme. Roy Salvadori was there with the Rob Walker DB3S-engined DB2 to win the saloon car event, although G. Tyrer was a close second. M. G. H. MacDowel (Lotus) won the 1,300 c.c. sports car race and the 1,172 formula event, while Peter Gammon gained yet another 1,500 c.c. victory. Salvadori, this time in the sports Maser., and J. Stewart (Jaguar) collected the two larger sports car class awards.

The usual club stand-by of numbers of handicap races was scorned by the Maidstone & Mid-Kent crew for their Silverstone outing. Seven out of the eight events were scratch races, with Tony Crook winning two of the sports car races and Peter Gammon and R.

SEASONAL SURVEY — PART V

Club Racing

THE backbone of the motor sporting movement in this country is the membership of the motoring clubs, and the cradle of future Grand Prix drivers is the club race meeting. Clichés perhaps, but nevertheless true. It is sometimes not realized that the racing circuits that see a fully publicized national meeting three or four times in a year are, in fact, being pounded nearly every week-end during "the season" by the tyres of countless specials, sports cars and even family saloons, driven skilfully and with frantic enthusiasm by amateur drivers. These meetings, free from the crowds and congestion of a public occasion, enlivened by incidents ("skill" being a relative term) and brought down to earth by the everyday vehicles to be seen in rapid action—these meetings can often be more exciting than a Grand Prix, and 1954 brought plenty of them, with a fine selection of cars and drivers too. It marked the Age of the Lotus, both the new aerodynamic Mk. VIII and the familiar but less beautiful Mk. VI, and its star driver was one Peter Gammon who, in spite of virtually retiring in mid-season, following an accident at Brands Hatch, had amassed sufficient victories to win the Performance Cars 1,500 c.c. Trophy.

Apart from a couple of lively races held at Kirkistown as supporting features for the Irish 500 c.c. Championship, run by the 500 M.R.C. of Ireland, the club racing season proper opened on 27th March in fine spring weather, with one of the familiar B.A.R.C. members' meetings at their home circuit of Goodwood. It was at this meeting that Tommy Sopwith's Sapphire-engined Sphinx first appeared and gave a very good initial account of itself, although not quite good enough at that time to beat Michael Head's well-known C-type Jaguar. Peter Gammon showed that his Lotus-M.G. was still a match for anything in its class, and John Coombs gave his new Connaught a very rapid airing.

A week later, at Castle Combe, the Bristol M.C. & L.C.C. staged their race

meeting, with events for both sports and racing cars. Peter Gammon cleaned up the 1½-litre class and would have given the same treatment to the 2½-litre but for the presence of Roy Salvadori's 2-litre sports Maserati. On the same day, the Eastern Counties M.C. took over Snetterton and Archie Scott-Brown brought along the new Lister-M.G. to win the 1,500 c.c. scratch and handicap races, though Don Moore's potent P-type M.G. was never far behind. The Aston Martin O.C. moved into Snetterton the following Saturday, and on May Day the B.A.R.C. were at Goodwood and the Vintage S.C.C. at Silverstone. New cars at the former meeting included R. D. Biss's sleek Warrior-Bristol, while noteworthy cars of more venerable age at the Vintage occasion were Jack Williamson's 4½-litre Bentley, Austen Nurse's Brooklands Riley and R. C. R. March's Alvis.

There was just one club meeting at Ibsley, near Ringwood, Hants, last year: that run by the Dorset C.C., and it was a particularly pleasant one with more than 150 cars entered in the compre-

Watling-Greenwood the other two. The following week-end there were Eight Clubs at Silverstone and 16 races on the agenda, most of them handicapped this time, but with a fine display of driving all day. Austen Nurse in the Brooklands Riley was again in good form and gave Gammon a run for his money in the later stages of the meeting when the track was wet. G. H. Williamson's very fast Riley-engined Morris Minor and Sir Thomas Beevor's Laystall TC were also impressive.

At the same venue on the 5th June, the Midland M.E.C. meeting proved to be another Gammon Benefit, for the same young man took five firsts and a second against some stiff opposition. Perhaps his strongest opponent was Clairmonte's 2-litre Connaught-engined car in the up to 3-litre scratch race, although Gammon was pipped by Austen Nurse's Riley in the final of the sports car handicap. D. H. Small's interesting Ford Special won the 1,172 formula event.

Meanwhile at Snetterton, it was Roy Salvadori who was scooping the honours

HIGH AND LOW OF IT: Strangely assorted vehicles come to the line at club meetings. Here Hamish Orr-Ewing looks down from his 4½-litre Bentley at J. O. Blakeley's XK 120 at Goodwood.



at the West Essex C.C.'s Spring race meeting, winning four out of the nine races, plus a second and a third place. He was featured in both the sports Maserati and an Ecurie Ecosse Jaguar, and was only bothered by Tony Crook in the Cooper-Bristol. J. B. Naylor's Cooper-M.G. tussled with Jack Sears's Lister-M.G. and generally came off best, although David Blakely in the original Leonard-M.G. was always following closely.

The Whitsun Davidstow meeting was once again stricken with bad weather, and rain fell heavily throughout the day, added to which a van struck the foot-bridge over the straight, causing it to collapse, and the final of the unlimited sports car race to be cancelled. However, in spite of these misfortunes the large crowd saw some excellent racing. Naylor turned up again in the 1,500 c.c. event, finishing third in the final, with John Coombs (Connaught) first and J. Riseley - Prichard (Cooper - Connaught) second. In the unlimited sports car race, Tom Sopwith (Sphinx) and Gerry Scali in the ex-Oscar Moore H.W.M.-Jaguar provided most of the thrills.

The Mid-Cheshire M.C.'s Oulton Park meeting on 12th June saw a certain P. Gammon winning the 1,500 c.c. event followed by Archie Scott-Brown some 36 secs. behind. After the Le Mans start of the unlimited sports car race, in which Ninian Sanderson established a considerable lead, there was a hectic scrap between him, Desmond Titterton and Tony Crook, in which the order of progression changed time and again, finishing as Titterton, Sanderson and Crook, the latter also winning the 1½-2¼-litre class from J. H. Walton and A. Macmillan. On the same day, the 500 M.R.C. of Ireland were holding their second Kirkistown meeting of the season, when A. R. Scott won the 1,172 event and W. Leeper (M.G.) the final of the open handicap.

The Vintage brigade moved into Silverstone the following week-end for the V.S.C.C. summer meeting and much impressive machinery was seen, particularly so being Schellenberg's monstrous 8-litre Bentley. The 100 km. Seaman Trophies Race is the chief attraction at this event and the winner of the scratch

category was Jack Williamson, driving Wilkinson's ex-Walker/Whitehead blown E.R.A., Schellenberg finishing second, with J. C. Tozer's 1,100 blown Amilcar winning the trophies for the Vintage and handicap classes. Over at Snetterton that same Saturday, the A.M.O.C. were in residence with the two sports car scratch races being won by Peter Gammon (Lotus) and Tom Sopwith (Sphinx), with Archie Scott-Brown and Jack Walton in respective well-earned second places.

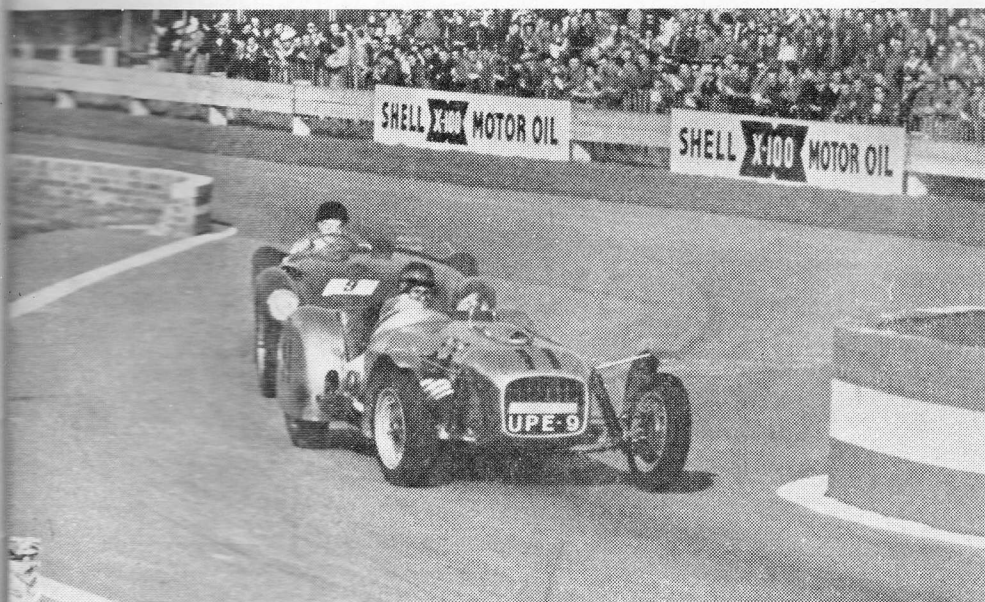
Peter Gammon continued his incredible run of wins on 4th July at Brands Hatch

at the Half-litre Club's meeting where he won all three sports car races—two scratch, one handicap. The two 1½-litre scratch races were a fierce duel between Lotus manufacturer Colin Chapman and customer Gammon, the former in one of the then very new aerodynamic Mark VIIIs. However, although Gammon won in each case, Chapman was driving very rapidly indeed in the potent new machine and twice broke the sports car lap record, raising it to 70.86 m.p.h. However, second place winner in the handicap event was S. F. Pile in his immaculate



CHICANE: (Above) An XK 120 enters the Goodwood chicane enthusiastically, behind Tom Sopwith's Sphinx, with Goodhue's Darracq, Shattock's Atalanta and J. Stewart's Ecurie Ecosse Jaguar coming up behind.

(Left) Peter Gammon, club racing "king", in his Lotus-M.G., is chased through the chicane by Coombs's Connaught at the March B.A.R.C. meeting.



pre-war Aston Martin Ulster, giving one of many fine performances during the season.

The same club moved north on 10th July to Oulton Park for the Chester Trophy meeting. The Chester Trophy itself was a win for Don Beauman (Connaught), although only after the retirement of Les Leston, who had led firmly for the first seven laps of this *formule libre* event in his big-twin Cooper. In the sports car race, British Empire Trophy Race winner Alan Brown (Cooper-Bristol) topped the over-1,500 c.c. class, chased by Tony Crook, while Colin Chapman used the new Lotus to

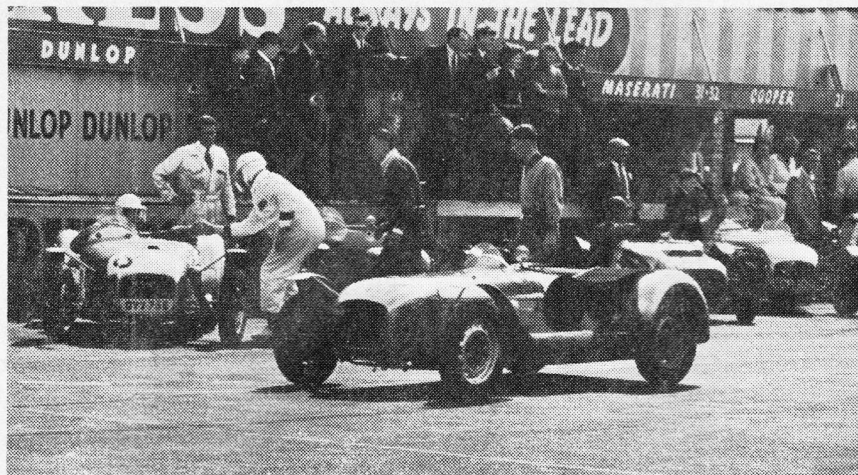
LOTUSES IN PLENTY at Silverstone during the David Brown Challenge Cup relay race. M. G. H. McDowel hands over to E. Lewis of the 750 M.C.'s No.1 team.

good effect among the 1½-litre brigade, to beat Archie Scott-Brown's similarly M.G.-engined Lister.

Next day provided an enjoyable Sunday's sport at Charterhall under the auspices of the Winfield Joint Committee. In the familiar 1½-litre class it was Peter Hughes's J.A.P.-engined Tojeiro that had a runaway win over Peter Jackson's Cooper-M.G., and Hughes also had a determined try for the unlimited category, lying second to Jock Lawrence's Ecurie Ecosse Jaguar until the half distance, when Ninian Sanderson passed him. Then on the last lap Peter Kenneth (Cooper-Bristol) worked his way through to pip Hughes for third place.

The Welsh M.R.C. held their national 500 c.c. Championship at Fairwood Aerodrome on 24th July, and they, too, held sports car races as an extra attraction. In the 1½-litre event Colin Davies took the Ecurie Galloise M.G. off to a very good lead, but Colin Chapman soon altered that, and Archie Scott-Brown, too, passed him before long and they finished in the order Chapman, Scott-Brown, Davies. In the up to 2½-litre race the TR2 brigade got away rapidly, but not rapidly enough to beat the flying Scott-Brown and Chapman, who took first and second places, with J. Bosisto, the fastest TR2 pilot, third. In the unlimited sports car race it was Michael Head's Jaguar that led a procession consisting of Scott-Brown, Jack Walton (Cooper-Bristol) and Peter Collins (Aston Martin saloon). Colin Chapman had to try too hard against this opposition and was forced to retire.

The Aston Martin O.C. were back at Silverstone on the same day for the



St. John Horsfall Trophy meeting, always a lively event. The 10-lap handicap race for the Trophy went, after some delay for the official decision, to Reg. Parnell (DB3S), with Angela Brown (DB2) second. Angela was also in the team winning her father's own David Brown Challenge Cup, in company with Reg. Parnell and Tony Everard. Austen Nurse drove his fleet little Lotus to victory in both the 1,250 and 1,500 c.c. scratch races, while the two over-1,500 c.c. scratch events went to Tom Sopwith's Sphinx and G. K. Stratton's Austin-Healey without much difficulty.

The burble of battling Bentleys filled the Silverstone air on 31st July when the B.D.C. were in occupation, and some vast machinery thundered impressively round the Club Circuit. In the 3-litre scratch race D. McKenzie won easily, while the 4½-litre event was a tussle between McDonald and Williamson, closely rivalled by G. H. G. Burton; Williamson turned in fastest lap of the day at 72.5 m.p.h.

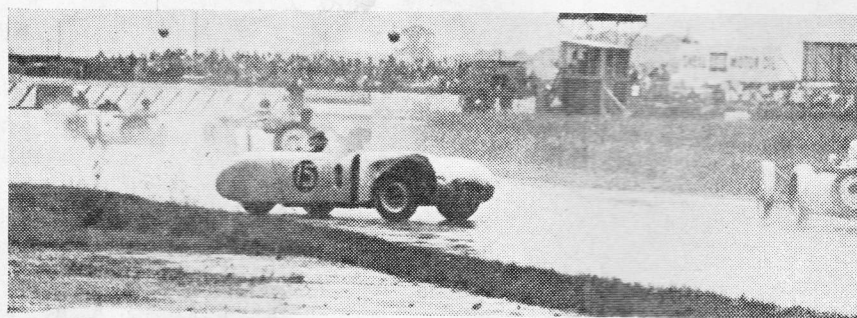
Once more the Davidstow boys were out of luck with the weather on August Bank Holiday; they had rain and mist, but nevertheless some first-class racing was seen. George Abecassis brought along the sports H.W.M. and won the unlimited sports car race from Tom Sopwith, with Gerry Scali (H.W.M.-Jaguar) taking third place. In the race for sports cars up to 1,300 c.c., Ashley Cleave's Morris Special was overtaken after three laps by Austen Nurse's Lotus, which led until the blower packed up on the 18th lap, allowing Cleave to win and S. J. Broad to take second place, and in the 2½-litre scratch race it was an easy win for Jack Walton, with Tom Kyffin and John Coombs (now driving a Mk. VIII Lotus) scrapping it out some way behind, to finish second and third respectively.

It was also on August Bank Holiday, during the *Daily Telegraph* International Trophy Meeting at Brands Hatch, that Peter Gammon was involved in the unfortunate spill that caused him to discontinue racing for the rest of the season.

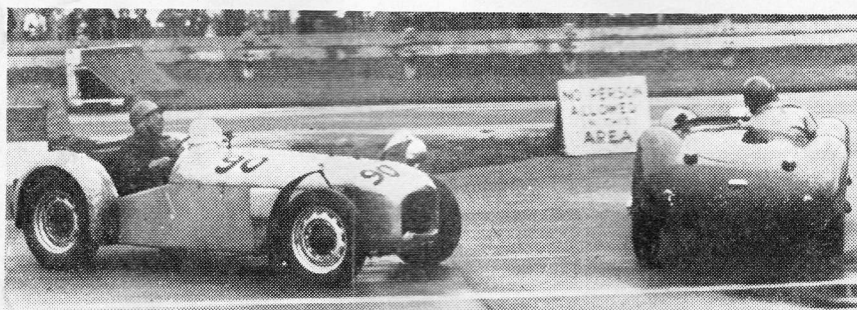
Over at Kirkistown on 7th August the 500 M.R.C. of Ireland staged another meeting with sports car events for the enthusiasts. The race for Ford-based specials attracted only four starters, but a lively scrap was seen between Robin Scott and W. J. B. Christie, the latter eventually winning, while the handicap race for saloons was taken by Mrs. Joan Carvill (DB2) and the Baird Memorial Trophy handicap was a triumph for Desmond Titterton's Triumph TR2.

An impressive programme of sports car events in the West Essex C.C.'s Snetterton meeting on 14th August brought out the "names" again. The 1,500 and 2,000 c.c. races were run concurrently, the smaller category featuring a scrap between John Coombs, Ken McAlpine (Connaught) and Jack Sears (Lister-M.G.), the first leading easily until he somehow ran out of fuel, pulled into the paddock, filled up and rejoined the race in time to finish second! Archie Scott-Brown got the measure of Roy Salvadori in the 2-litre class, the Lister passing the Maserati on the seventh lap and retaining the lead to the finish. In the big-car race Peter Whitehead walked away with first place in his Cooper-Jaguar, with Michael Head (Jaguar) second, and Tony Everard (Aston

(Continued on page 204)



INCIDENT at the Goodwood chicane. W. A. Liddell askew in the wet, while a Lotus passes sliding sideways.



EMERGING from the chicane at non-standard angles are H. B. Digby (Lotus) and T. W. Dargue (M.G. Spl.).

PRINCIPAL CLUB RACES OF 1954

TABLE OF RESULTS (excluding F3 and major Formule Libre Events)

Date	Organizers	Circuit	Principal Award Winners
27th March	B.A.R.C.	Goodwood	R. Watling-Greenwood (R.W.G.), M. W. Head (Jaguar), John Coombs (Connaught), C. A. S. Brooks (Frazer-Nash), K. W. Moore (Renault), P. D. Gammon (Lotus-M.G.), B. de Mattos (Morgan), R. G. Shattock (R.G.S. Atalanta), P. Scott-Russell (Frazer-Nash)
3rd April	Bristol M.C. and L.C.C.	Castle Combe	Les Leston (Cooper), G. Tapp (Buckler), Roy Salvadori (Maserati), Peter Gammon (Lotus-M.G.)
3rd April	Eastern Counties M.C.	Snetterton	W. A. Scott-Brown (Lister), M. Connell (Jaguar), M. J. Warner (Morgan), R. G. Playford (Jaguar)
24th April	Aston Martin O.C.	Snetterton	D. R. Moore (M.G.), T. A. D. Crook (Cooper-Bristol), C. H. Sutcliffe (A.M. Le Mans), P. A. Everard (DB2), J. D. Lewis (B-type E.R.A.), M. G. Connell (Jaguar)
1st May	B.A.R.C.	Goodwood	I. A. Forbes (Jupiter), J. R. Stewart (Jaguar), J. Coombs (Connaught), A. D. Stevens (Lea-Francis), J. Deeley (Austin-Healey)
1st May	Vintage S.C.C.	Silverstone	H. J. Chalcraft (Frazer-Nash), M. J. Harris (Austin), A. F. Eminson (Bugatti), A. J. Nurse (Riley), J. A. Williamson (Bentley), Sir Francis Samuelson (Sunbeam), R. C. R. March (Alvis), W. L. T. Winder (Humber)
8th May	West Hants and Dorset C.C.	Ibsley	R. F. Salvadori (Aston Martin), C. A. Leavens (Javelin), G. A. Adamson, M. G. H. MacDowel (Lotus), L. E. Gibbs (Riley), P. D. Gammon (Lotus), R. F. Salvadori (Maserati), J. Stewart (Jaguar)
22nd May	Maidstone and Mid-Kent C.C.	Silverstone	R. Watling-Greenwood (R.W.G.), P. D. Gammon (Lotus), T. A. D. Crook (Bristol), E. B. Wadsworth (Healey)
29th May	Eight Clubs	Silverstone	J. W. Whitehouse (Austin), Sir Thomas Beevor (M.G.), G. H. Williamson (Morris-Riley), D. H. Small (D.H.S.), B. G. P. de Mattos (A.C. Ace), J. A. Keeling (Jaguar), A. J. Nurse (Riley), R. Carnegie (Allard), H. Cocker (Austin), P. J. Simpson (Healey)
5th June	Midland M.E.C.	Silverstone	R. Watling-Greenwood (R.W.G.), P. D. Gammon (Lotus), D. H. Small (D.H.S.), R. Walshaw (Lotus), P. A. Everard (Aston Martin), A. J. Nurse (Riley)
5th June	West Essex C.C.	Snetterton	J. G. S. Sears (Lister), R. E. Berry (Jaguar), T. A. D. Crook (Cooper-Bristol), R. Salvadori (Jaguar, Maserati), J. B. Naylor (Cooper-M.G.), A. W. Birrell (E.R.A.)
7th June	Cornwall M.R., Ltd.	Davidstow	J. Riseley-Prichard (Cooper-Connaught), G. S. Scali (H.W.M.-Jaguar), J. Coombs (Connaught)
12th June	Mid-Cheshire C.C.	Oulton Park	P. D. Gammon (Lotus), J. D. Titterington (Jaguar), T. A. D. Crook (Cooper-Bristol)
12th June	500 M.R.C. of Ireland	Kirkistown	J. B. Emerson (Ford), A. R. Scott (Ford Spl.), W. Leeper (M.G.)
19th June	Vintage S.C.C.	Silverstone	J. A. Walker (Bentley), M. Vaughan (Frazer-Nash), R. F. Hill (Alvis), G. G. MacDonald (Bentley), P. J. E. Binns (Riley), J. A. Williamson (E.R.A.), J. C. Tozer (Amilcar), P. J. Nunn (Frazer-Nash), A. R. Miller (Vauxhall), J. G. Vessey (Lancia), A. McCusker (A.C.)
19th June	Aston Martin O.C.	Snetterton	P. A. Everard (DB3), P. D. Gammon (Lotus), T. O. M. Sopwith (Sphinx), J. Deeley (Austin-Healey), J. A. Keeling (Jaguar), J. H. Walton (Cooper-Bristol)
3rd July	M.C.C.	Silverstone	M. W. Head (Jaguar), A. Baker (Land Rover), J. Kenyon (Ford), Sir Thomas Beevor (M.G.), J. Venn (Healey)
4th July	Half-Litre Club	Brands Hatch	P. D. Gammon (Lotus)
10th July	Half-Litre Club	Oulton Park	A. E. Brown (Cooper-Bristol), C. Chapman (Lotus-M.G.), D. Beauman (Connaught)
11th July	Winfield Joint Committee	Charterhall	P. S. Hughes (Tojeiro), J. Lawrence (Jaguar)
24th July	Welsh M.R.C.	Fairwood Aerodrome	C. Chapman (Lotus-M.G.), W. A. Scott-Brown (Lister-Bristol), M. W. Head (Jaguar)
24th July	Aston Martin O.C.	Silverstone	L. L. West (Austin), I. Robertson (A.M. Ulster), J. H. Williamson (Bentley), A. J. Nurse (Lotus M.G.), T. O. M. Sopwith (Sphinx), G. K. Stratton (Austin-Healey), R. Parnell (DB3S), M. P. Challis (Austin Spl.), E. B. Wadsworth (Healey), G. H. G. Burton (Bentley)
31st July	Bentley D.C.	Silverstone	J. A. Williamson, D. McKenzie, G. G. MacDonald, S. C. Becker, D. G. McClure, R. H. B. Mason (all Bentleys), A. G. Oldsworth (Aston Martin), L. S. Michael (Lagonda), R. A. Newman (Lagonda), F. Smith (Lagonda)
2nd August	Cornwall M.R., Ltd.	Davidstow	G. Abecassis (H.W.M.), W. A. Cleeve (Morris Spl.), J. H. Walton (Cooper-Bristol)
7th August	500 M.R.C. of Ireland	Kirkistown	Mrs. Joan Carvill (DB2), W. J. Christie (Zack), D. Titterington (TR2)
14th August	Nottingham S.C.C.	Silverstone	J. W. Whitehouse (Austin), J. J. Richards (Lotus), E. D. Woolley (Porsche), G. Tyrer (Jaguar), D. R. Moore (M.G.), J. H. Walton (Cooper-Bristol), J. P. Hacking (Cooper-M.G.), W. P. S. Melville (30/98 Vauxhall)
21st August	B.A.R.C.	Goodwood	J. Corps (Citroën), R. Watling-Greenwood (R.W.G.), M. W. Head (Jaguar), J. Coombs (Lotus), R. B. Watson (M.G.), C. H. Threlfall (Turner), R. W. Fitzwilliam (Lago-Talbot), W. P. U. Constable (M.G.)
28th August	750 M.C.	Silverstone	Six-hour Relay. Winning team—Singer: K. McDowell, R. C. Green, A. R. Linton, P. Bailey, J. J. Whitmarsh
4th Sept.	Newry and District M.C.	Cranfield Aerodrome	A. Hutchinson (Morris-M.G.), S. Porter (Invicta), R. Scott (Ford Spl.), J. Kelly (Jaguar)
11th Sept.	Peterborough M.C.	Silverstone	J. H. Pratt (Bugatti), J. W. Whitehouse (Austin), Lord Ebury (Invicta), R. H. B. Mason (Bentley), A. Nurse (Lotus), A. Scott-Brown (Lister-M.G.), T. A. D. Crook (Cooper-Bristol), B. Baxter (Jaguar), J. Venn (Healey).
18th Sept.	Sunbac	Silverstone	J. W. Whitehouse (Arden-Austin), J. P. Hacking (Cooper-M.G.), B. Baxter (Jaguar), W. N. Green (Frazer-Nash), R. Randall (M.G.), F. V. Lambert (Lotus).
18th Sept.	Leinster M.C.	Curragh	R. E. Odium (Frazer-Nash).
2nd Oct.	Half-Litre Club	Brands Hatch	F. G. Nicholls (C.S.M.), D. J. Hayles (Lotus).
9th Oct.	North Staffs M.C.	Silverstone	J. W. Whitehouse (Austin), E. Lewis (Lotus), A. J. Nurse (Lotus), J. P. Hacking (Cooper-M.G.), J. B. Naylor (Cooper-M.G.), R. E. Berry (Jaguar), J. Venn (Healey), W. P. S. Melville (Vauxhall), A. E. Marsh (Cooper).
9th Oct.	500 M.R.C. of Ireland	Kirkistown	S. Pentland (Citroën), A. R. Scott (Ford), E. D. Maguire (Austin-Healey)
27th Dec.	B.R.S.C.C.	Brands Hatch	J. Coombs (Lotus-Connaught), T. A. D. Crook (Cooper-Bristol)

To the experienced tester there comes, once in a while, a car that surprises him by being better than he expected. I have driven every Riley model that has been produced in the last quarter of a century, and I was present at the cocktail party when Lord Nuffield unveiled the Pathfinder. Since then, I have heard from time to time of improvements made as the result of experience, but I was still unprepared for the all-round excellence of the latest product.

The Riley Pathfinder is a 2½-litre, four-door saloon. It is exceptionally roomy, seating three adults on the back seat with plenty of room to spare, and it is certainly not lightly constructed.

JOHN BOLSTER TESTS



THE RILEY PATHFINDER

It is unusually well equipped and the upholstery and interior trim are most attractive. All of which may sound uninteresting to the sporting driver until I remark that this machine is a full 10 m.p.h. faster than any of its competitors and is, in fact, a genuine 100 m.p.h. car.

The design of the Pathfinder is interesting. The engine is built in the Riley tradition, with inclined valves in hemispherical heads, operated by short pushrods and rockers from two camshafts. It is a big four-cylinder of extremely rigid construction, and it is unusual these days in having a long stroke. The unit is of pleasing appearance, and is dominated by the large air silencer through which the twin horizontal S.U. carburettors breathe. The gearbox has synchromesh on the upper three ratios, and is remarkable for having the remote control gear lever at the driver's right hand.

The chassis frame is really massive and is of box section throughout. Torsion bars are used for the front suspension, while helical springs are employed at the rear. The torque tube one always associated with Rileys has gone, and the hypoid axle is located by a pair of radius arms that approach each other and pivot on a central cross member. A Panhard rod provides lateral location.

Appearance is a matter of opinion,

but I find the side view of this car pleasing. The frontal aspect includes the well-known Riley radiator shape, which was incorporated at the express wish of Lord Nuffield. In spite of the unusually wide seats, the car does not look too broad from outside. A bench-type front seat may be had if desired, but I greatly prefer the two separate ones as fitted to my test vehicle.

On taking the wheel, the good all-round visibility is at once apparent. I immediately fell in love with the right-hand gear lever, which works beautifully. It is short and rigid and it does not get in the way of the offside door. The clutch is light and smooth except for an occasional judder, which was just perceptible and due, one would guess, to the flexible engine mountings.

Naturally, I was most interested to compare the long-stroke engine with the fashionable over-square units. It is certainly not noisy at any speed, and at the timed maximum of 101 m.p.h. it was turning over at more than 5,000 r.p.m. That represents a considerable piston speed, but as this is a power unit with a fine reputation for long-wearing qualities, it would appear to be of no

moment. At low and medium speeds, one can probably "feel" this efficient engine rather more than one would a "six" of similar capacity. At the higher velocities, however, it does not become "fussy", and it is then both smoother and quieter than the average. In this respect, the Pathfinder considerably excels the preceding 2½-litre Riley models.

The engine warms up very quickly from cold and is flexible; in fact top gear may be used nearly all the time by a lazy driver. Handled thus, though, the considerable weight is apparent, and the acceleration is somewhat gradual. Personally, I would regard such behaviour as sheer waste of a good gearbox, and I used all four gears when opportunity offered, to the very great benefit of the performance. Third gear is particularly useful for the steeper hills, which it storms at a rousing 60 m.p.h.

The suspension is very good indeed. It is far from being soft, yet the ride is exceptionally comfortable both in front and behind. The steering seems rather low geared, requiring a good deal of winding during low-speed manoeuvres. This effect entirely disappears at high speeds, and as the rear end never breaks

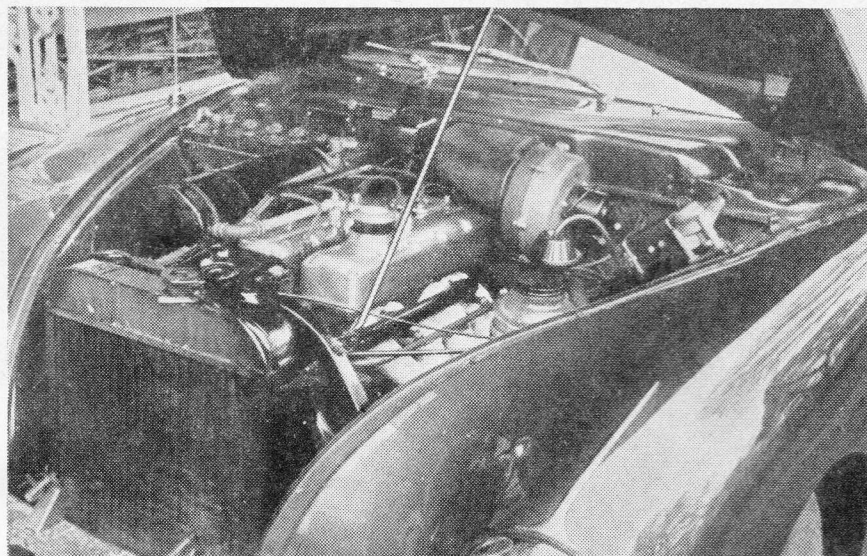


COMBINING the traditional Riley radiator shape with modern styling, the Pathfinder's front is distinctive.



ACCOMMODATING: The boot of the Riley is capacious; the spare wheel enjoys its own separate housing.

This view of the well-packed bonnet gives a glimpse of the 2½-litre long-stroke four-cylinder engine with the famous Riley o.h.v. head, the large air-cleaner, and the heater behind the engine.



away unexpectedly, no sudden correction is called for; these remarks still apply on wet and slippery surfaces and this is essentially a safe car.

Of very large size, the Girling hydraulic brakes are unusual in having two trailing shoes. This makes them very smooth and progressive, but no self-servo effect is obtained. Accordingly, a vacuum servo has been added to reduce the pedal pressure to normal. The brakes do not feel so "dead" as most boosted systems do and they still remain powerful with the engine switched off. It is assumed, therefore, that the degree of servo assistance is not particularly large. Extremely violent

braking at maximum speed may produce a suspicion of vibration, but normally the application is smooth and always free from fading.

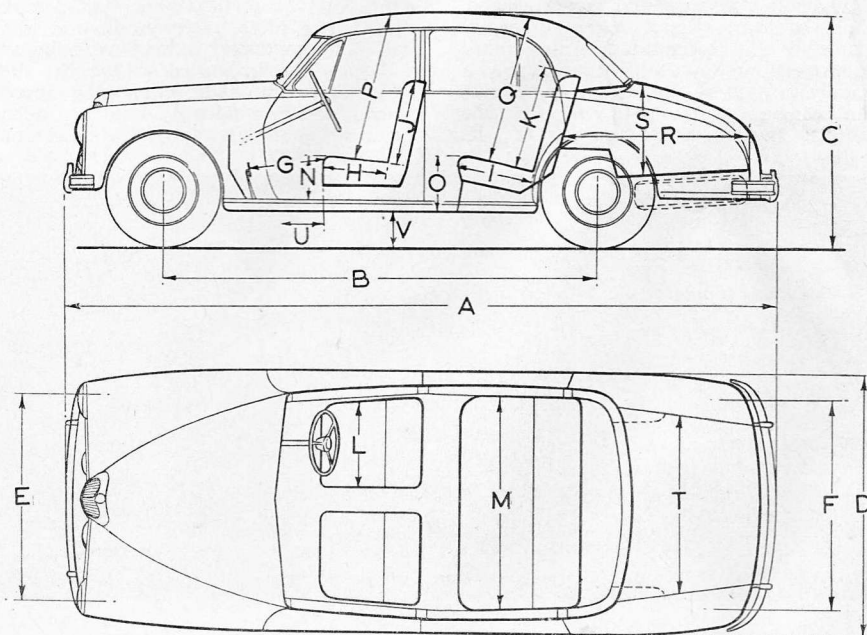
The Riley is a very pleasant car for long journeys. It is particularly happy at around 80 m.p.h., but I often covered appreciable distances at 100 m.p.h. while my passengers chatted or listened to the radio. An unusual freedom from wind noise adds to the ease of high-speed travel. The speedometer is commendably accurate.

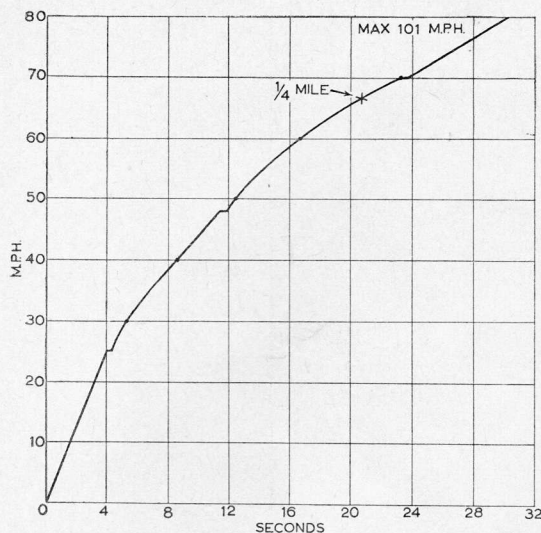
The minor controls and equipment are very well thought out. The horn ring may be twisted with the finger tips to operate the self-cancelling direction indicators. Just beneath the steering wheel is another finger tip switch for dipping the lights, which I greatly prefer to the usual foot switch. There is a hand

INVITING is the driving seat, with the short, rigid and ready-to-hand gear lever on the right. The large door pulls also serve as arm rests.

DIMENSIONS OF THE PATHFINDER

- A Overall length, 15 ft. 3 ins.
- B Wheelbase, 9 ft. 5½ ins.
- C Overall height, 5 ft. 0 in.
- D Overall width, 5 ft. 7 ins.
- E Front track, 4 ft. 6½ ins.
- F Rear track, 4 ft. 6 ins.
- G Clutch pedal to seat cushion, 1 ft. 4 ins.—1 ft. 9 ins.
- H Length of front seat cushion, 1 ft. 6½ ins.
- I Length of rear seat cushion, 1 ft. 7 ins.
- J Height of front seat back, 1 ft. 10 ins.
- K Height of rear seat back, 2 ft. 1 in.
- L Width of front seat cushions, 1 ft. 10 ins.
- M Width of rear seat cushion, 4 ft. 7½ ins.
- N Height from floor to front seat cushion, 1 ft. 1 in.
- O Height from floor to rear seat cushion, 1 ft. 2 ins.
- P Front seat to roof, 3 ft. 1 in.
- Q Rear seat to roof, 3 ft. 0 in.
- R Length of boot, 2 ft. 8 ins.
- S Height of boot, 1 ft. 7 ins.
- T Width of boot opening, 3 ft. 5 ins.
- U Front seat adjustment, 5 ins.
- V Ground clearance, 7 ins.





ACCELERATION GRAPH OF THE PATHFINDER

throttle and dazzle-free "black lighting" of the instruments, an extra movement of the switch illuminating the speedometer mileage recorder. The open door

of the dashboard locker may form a useful table beneath the map-reading light. This lamp also goes on when the front doors are open, and the interior light indicates when the rear doors are not shut. The built-in fog lamps may be used separately or as a pair. The spare wheel is carried in its own compartment and does not encroach on the roomy luggage boot.

This is, in fact, an exceptionally well equipped car and one in which the comfort of the occupants has obviously been greatly studied. It is large and luxurious, with no attempt to cut weight, and I expect the makers would be horrified if anybody called it a sports car! Yet, I shall remember it most for that easy 100 m.p.h., that dear little gear lever, and the sure way it held the treacherous roads of winter. This is certainly the best car ever to bear the name of Riley.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Riley Pathfinder saloon, price £875 (£1,240 14s. 2d. with P.T.).

Engine: Four cylinders, 80.5 mm. x 120 mm.

AUTOSPORT, FEBRUARY 18, 1955

(2,443 c.c.). Pushrod-operated, inclined overhead valves. 110 b.h.p. at 4,500 r.p.m. Compression ratio, 7.25 to 1. Twin SU carburettors. Lucas coil and distributor.

Transmission: Borg and Beck 10 ins. single dry-plate clutch. Four-speed gearbox with synchromesh on upper three gears and right-hand floor mounted lever, ratios 4.1, 5.9, 8.5, and 13.6 to 1. Hardy Spicer open propeller shaft, hypoid rear axle.

Chassis: Box section frame. Independent front suspension by wishbones and torsion bars with telescopic dampers. Cam and roller steering box. Helical rear springs embracing telescopic dampers. Rear axle location by twin radius arms and Panhard rod. Bolt-on disc wheels, fitted 6.70-16 ins. tyres. Girling hydraulic, 2 trailing shoe brakes in 12 ins. drums with vacuum servo. Total lining area 202.5 sq. ins.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil pressure, and fuel gauges. Heater and demister, cigarette lighter, two-speed wiper and washer. Radio (extra). Clock. Twin fog lamps.

Dimensions: Wheelbase, 9 ft. 5½ ins.; track, 4 ft. 6½ ins.; overall length, 15 ft. 3 ins.; overall width, 5 ft. 7 ins.; ground clearance, 7 ins.; turning circle, 35 ft. Weight, 30 cwt.

Performance: Maximum speed, 101 m.p.h. Speeds in gears: 3rd, 70 m.p.h.; 2nd, 48 m.p.h.; 1st, 25 m.p.h. Standing ¼ mile, 20.9 secs. Acceleration: 0-30 m.p.h., 5.2 secs.; 0-40 m.p.h., 8.6 secs.; 0-50 m.p.h., 12.4 secs.; 0-60 m.p.h., 16.5 secs.; 0-70 m.p.h., 23 secs.; 0-80 m.p.h., 30.4 secs.

Fuel Consumption: Driven hard, 19.5 m.p.g.

Seasonal Survey Part V—

continued from page 200

Martin) won the 3-litre class from D. S. Shale (Austin-Healey).

Meanwhile, at Silverstone, Jack Walton was running away with three first prizes at the Northampton S.C.C.'s race meeting. He won the *Formule Libre* race from K. Flint's E.R.A., and both the 2,700 c.c. and unlimited classes from A. McMillan's similar Cooper-Bristol.

At the B.A.R.C. Goodwood meeting on 21st August some mixed track conditions resulted in some mixed-up motorcars and there were spins a-plenty all around the course. Michael Head's C-type Jaguar won both the 3½-litre and unlimited sports car classes with strong competition from Tom Sopwith's Sphinx. R. Watling-Greenwood led the 1,250 c.c. race from start to finish, hotly pursued by G. B. Hewitt (M.G.), and John Coombs won the 1½-litre category from an assortment of other M.G.-engined cars.

The 750 M.C.'s popular annual classic, the Six-Hours Relay Race, drew 39 teams to the extended 2½-mile circuit at Silverstone on 28th August, plus a goodly turnout of supporters, and it was the Singer team that collected the laurels: a team composed of K.

McDowell (1,496 c.c. Special), R. C. Green (H.R.G.), A. R. Linton, P. Bailey and J. J. Whitmarsh (all Le Mans nines).

A new Irish club circuit came into operation on 4th September, when the Newry & D.M.C. held a meeting at Cranfield Aerodrome near Kilkeel. Robin Scott, hotly challenged by Christie, won the Ford Special event and Joe Kelly won the racing car scratch race over 20 laps of this promising new 2½-mile circuit. On the 11th, the Peterborough M.C. went to Silverstone, where Austen Nurse easily won the 1,250 c.c. scratch race and Archie Scott-Brown in the Lister-M.G. won the 1½-litre class. Changing to a Bristol-engined Lister he also led Tony Crook at first in the 2-litre race, but spun off on the wet track, allowing Crook to win. The latter also carried off the unlimited sports car class award.

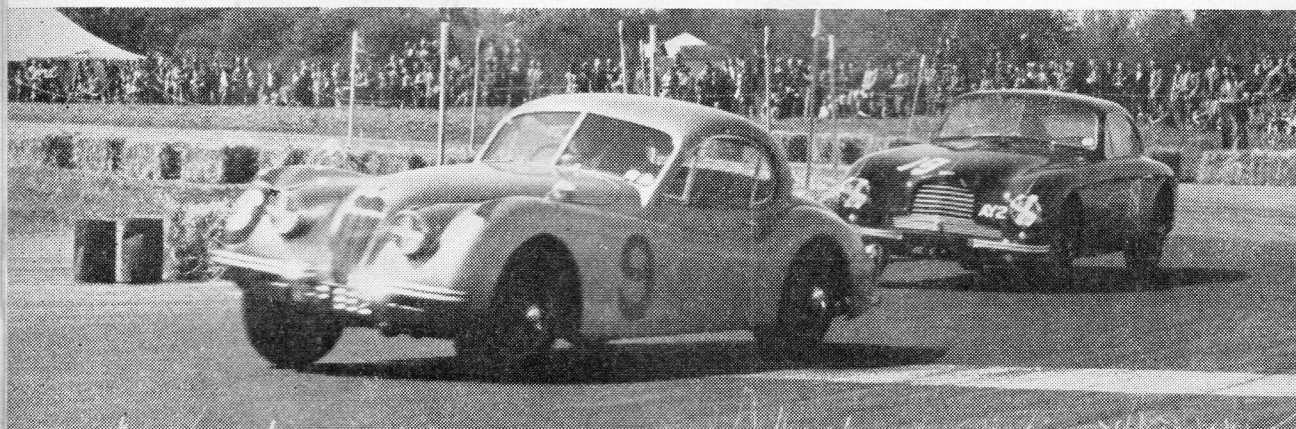
J. Whitehouse in his rapid Arden-Austin continued a successful season by winning the 750 race at the Sunbac Silverstone the following week-end, while J. P. Hacking (Cooper-M.G.) took the 1½-litre prize. Berwyn Baxter, too, had had a good year in his C-type Jaguar and won the unlimited class. On the same day, 18th September, the speed season in Eire closed with an open handicap at the Curragh, which was won

by Dick Odum (Frazer-Nash), though Joe Kelly in his new 3-litre Ferrari carved over 8 m.p.h. from the lap record.

We called the Brands Hatch meeting on 2nd October "End of Season Brands", but that was before the Boxing Day meeting was announced. In the autumn sunshine we saw some very fine driving by John Coombs, D. J. Hayles (Lotus) and F. G. Nicholls (C.S.M.), but it still did not quite bring the season to a true finish, for the North Staffs M.C. brought the Silverstone year to an end on 9th October, and on the same day the 500 M.R.C. of Ireland concluded their season at Kirkistown. At the former event the stars included Austen Nurse, J. P. Hacking, Bob Berry (Jaguar) and J. Venn (Healey Silverstone), while the two McCandless cars and Robin Scott punctuated the Ulster meeting.

Finally, to bring an eventful season to its ultimate conclusion, was the remarkably successful B.R.S.C.C. (late Half-Litre Club) Brands Hatch meeting on Boxing Day, when the hotly contested sports car events went to Coombs and Tony Crook; a record crowd, fine weather and good racing—a flying finish to the year.

S. P. S.



★
BREAD - AND - BUTTER motor cars are the staple diet of the club race meetings; they bring their owners to the course and generally take them home, too.
★



PRIX D'EQUIPE WINNERS

The Aston Martin DB2/4s which Prompted the Award of a New Team Prize in the Monte Carlo Rally

At the Concours d'Élégance which followed the Monte Carlo Rally, the three "works" Aston Martin DB 2/4s, which had been driven by Reg Parnell, Maurice Gatsonides and Peter Collins, were lined up for inspection by the judges. It did not take long for these erudite gentlemen to choose the Gatsonides/Becquart car for the award of the R.A.C. Trophy for comfort and road safety. But they were so impressed by the impeccable identical display of equipment on all three cars, that, there and then, they instituted a new prize for a new category and promptly awarded it to the Aston Martins—one for the best equipped team in the Rally.

To produce such enthusiasm among the judges, the cars must have been more than usually out of the ordinary, so when they returned to London, I took the opportunity of examining one of them more closely. The car in question was 56 DMF, driven by that long-standing team of past Mille Miglias, Reg Parnell and Louis Klemantaski.

At first sight, on climbing into the passenger seat, there seemed to be very little difference between this DB 2/4 and one straight off the production line, so well had the extra equipment been placed. There was certainly no impression of climbing into a mobile accessory shop, as is so often the case with cars prepared for long-distance rallying.

Right across the bonnet, from one side to the other, stretched the most obvious feature, the plastic snow and rain deflector. This was removed later because, not only did the air current it produced over 50 m.p.h. cause the windscreen wiper blades to lift from the screen, but all snow and rain was carried over the bonnet and roofline by the body airflow itself. An extra, vacuum-driven screen wiper was mounted in the roof above the driver, as was the usual practice with the factory DB2s in long-distance races.

Inside the windscreen were a couple of Lucas demisters together with warm air vents from the heater, the stream from which was prevented from straying by means of a three-inch high plastic screen.

Mounted to the top of the facia, mid-

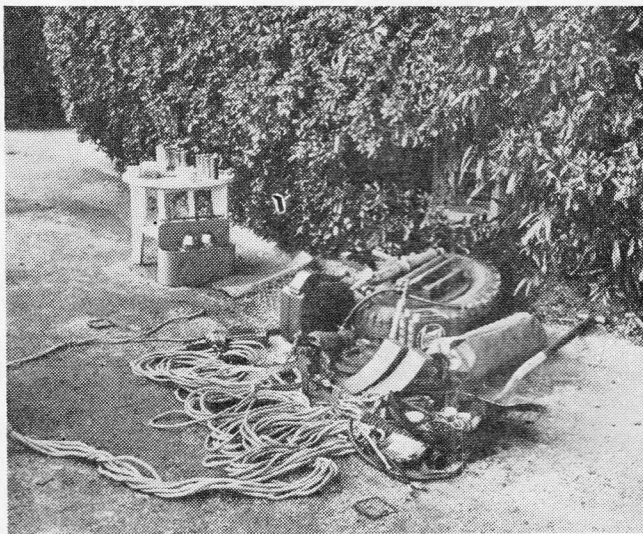
way between driver and passenger, were two Smiths chronometers, the chromium-plated parts of which had been painted with matt-black to eliminate reflections and glare by night. Similar treatment had also been given to all chromium on the facia; even the flat spokes of the steering wheel were not forgotten.

The navigator had charge of the chain and pulley operating the radiator blind, which, it must be admitted, looked for all the world like a mundane and very familiar piece of household equipment! He also had a map-table which could be slid out of sight beneath the facia, a torch clipped into spring brackets by his left leg, and a horn button fitted to the side of the pocket which operated a completely separate circuit, so that if the main circuit broke down there would still be an "audible warning device" to satisfy the scrutineers at the end of the Rally. On the driver's side were the plug for the inspection lamp and a neat row of switches fitted below the pocket to operate the extra electrical equipment. Lined up and carefully labelled were a spare dip-switch, panel-light rheostat, and demister and foglamp switches.

A map-box, built on the gearbox cover, lay close to the navigator's hand; the Trico windscreen-washer proved invaluable; the navigator's seat had a head-rest attached and reclined fully to facilitate sleeping, while the sleeper's balance was saved from the effects of centrifugal force when the car cornered, by means of an Aerolex aircraft-type safety-belt, which proved eminently successful in its new rôle. It would doubtless have been equally useful for anchoring the navigator in the event of a crash, but fortunately its value in this capacity was never tested.

Working towards the back of the car, a container hung from the rear of the driver's seat, containing two Thermos flasks, tins of self-heating soup, and, bearing in mind the navigator's other function during the Rally, a Rolleiflex camera. Clipped to the front of the rear platform (the occasional seats were folded out of sight) was a very substantial crowbar, which might have been

FOR ALL CONTINGENCIES: Equipment carried on the Monte Carlo team Aston Martins included a special tow-rope attached to the front cross-member through the radiator grille (left), and (below) snow shovel, wheel chocks, special fuel can, Parsons chains, block and tackle, etc. etc. etc. . . .



very useful in the event of a collision—or for opening the tins of self-heating soup, perhaps!

In the boot, if it can be called such in a DB 2/4, was an impressive array of equipment to cope with virtually any contingency. Snow-mats which tied to the back bumper, so they could not be forgotten after a panic de-ditching operation; a block and tackle; a tow-rope with an ingenious bracket which screwed into the front cross-member of the chassis, through an aperture in the radiator-shell, thus ensuring a low, central, positive pull; a snow shovel; a supply of Parsons chains; two wooden chocks for the rear wheels, an Allboy two-gallon can of petrol, which combines a pourer with the cap, and two one-litre tins of oil, clipped into their own space by means of elastic cord. One spare wheel was in its usual place, beneath the rear platform, but a second was kept in the "boot" for emergencies.

Beneath the bonnet were further examples of the meticulous preparation of the DB 2/4 for long hours of continuous winter motoring. Two spare sets of plugs (one hard, one soft) were screwed into their own little rack on the bulkhead and covered with damp-proof plastic; a duplicate tachometer drive had been provided; a spare coil was fitted next to the one in service, and there was even an extra starter solenoid.

An oval silencer had been substituted for the normal round one, giving greater ground clearance, while the flexible tail-pipe was raised to bumper height in case of flooded roads. Between the exhaust pipe and the bottom edge of the front of the silencer had been welded a small metal plate, to prevent an obstruction in the road from striking the front of the silencer and tearing it off. And that was only one of the Aston Martins. One can imagine the judges' surprise on seeing three such beautifully prepared and equipped cars. One can also understand why they saw fit to invent a new award on the spot, simply so they could present it to the team from Feltham.

MAXWELL BOYD.

BOOK REVIEWS

Title: "The Grand Prix Car. Part 2".

Author: Laurence Pomeroy, Jr.

Size: 8½ ins. x 11½ ins. 344 pp. Numerous plates, drawings and half-tones.

Publishers: Motor Racing Publications, Ltd., Fitzroy Square, London, W.1.

Distributors: Temple Press Ltd., Bowling Green Lane, London, E.C.1.

Price: 75s. net.

MOST important publication among this year's motoring books is Pomeroy's *The Grand Prix Car, Part 2*, superbly produced by Motor Racing Publications, Ltd., for Temple Press, Ltd. Profusely illustrated, and with technical drawings by Cresswell and others, it brings the study of Grand Prix machines up to the end of 1953. One feature is a fine sectioned drawing of the B.R.M. by AUTOSPORT's Theo Page.

Pomeroy has taken a great deal of trouble to produce facts and figures, and his tables of comparative performances demonstrate the immense progress that has been made in the design and development of modern racing engines. For example, basing his results on lap speeds on recognized circuits, the author shows that only the Type 159 Alfa Romeo, and the 4.5-litre Ferrari, were faster than the 1953 Formula 2 Ferrari and Maserati in respect of post-war machinery. In its final form, the Type 159 developed 385 b.h.p. at 9,500 r.p.m., as compared to 190 b.h.p. at 6,500 r.p.m. obtained on the original single-stage supercharged model circa 1938. Incidentally the construction of a 1½-litre car was suggested in 1937 by Enzo Ferrari, who wished to compete in 1938 events with Scuderia Ferrari cars eligible for this category.

Aurelio Lampredi's 4.5-litre Ferrari had a power output of 380 b.h.p. at 7,500 r.p.m., but engines modified for Indianapolis produced as much as 430 b.h.p. However, these outputs were far surpassed by B.R.M. which produced 525 b.h.p. at 10,500 r.p.m. in 1953, but had the same maximum speed (195 m.p.h.) as the 1951 Type 159, and the 1937 5.6-litre Mercedes-Benz, which produced the prodigious power output of 646 b.h.p. at 5,800 r.p.m. Although claims of over 200 m.p.h. have often been made, Pomeroy does not list any G.P. machine as being able to exceed 195 m.p.h.

Many interesting details are given of the Porsche-designed Cisitalia Grand Prix car (now Autoar). Never properly developed, the Porsche Type 360 had four-wheel drive (optional engagement), and a rear-located "flat-12" engine, of which the theoretical power output was 550 b.h.p. at 12,000 r.p.m. The ill-fated C.T.A.-Arsenal is fully described, and this reviewer is in complete agreement with Pomeroy regarding the pathetic design of chassis, suspension and transmission, which made a mockery of Monsieur Lory's beautifully constructed V-8, twin-o.h.c. engine. The designer of the fabulous Delage G.P. machines had little or nothing to do with eventual chassis development, and this undoubtedly was the main factor in the complete failure of the project by Centre d'Etude Technique de l'Automobile et du Cycle, the body responsible for France's national G.P. machine.

The author quite rightly attributes the comparative failure of the E-type E.R.A. to the shortcomings of detail design which could not be successfully overcome. Nevertheless, but for the intervention of war, it might have been possible to develop this interesting machine as a result of week-by-week circuit racing. Apart from Arthur Dobson's 1939 incursion on the Continent, the constructors had little data regarding its potential performance in long-distance G.P.-style racing. As 260 b.h.p. at 7,000 r.p.m. was attained in 1938, it can be argued that the lay-out of suspension and transmission were contributory causes to the failure of the car when it was raced in post-war days by Leslie Johnson, Reg Parnell, Peter Walker, Peter Whitehead and Leslie Brooke, all of whom tried unsuccessfully to modify the machines to compete with Alfa Romeo and Ferrari.

The Grand Prix Car is a fascinating book, and, as in his earlier volume, Pomeroy not only provides a feast for students of motor racing, but considerable grounds for fierce debate. This is all to the good. To accept the printed word as gospel is not the proper approach to a subject which is gaining more and more adherents every year. However, the

author has had access to records which are indisputable, and although it is not always possible to agree with his conclusions, one must confess that his arguments are put forward in a perfectly straightforward form—backed by considerable knowledge of his subject.

G.

NEW CLYMER COLLECTION

THE series of Historical Motor Scrapbooks issued by Floyd Clymer are deservedly popular. Priced at \$2 each, they are the epitome of automobile nostalgia. When one considers that over 2,200 makes of car were produced in U.S.A. alone, prior to the Hitler War, it is obvious that Clymer has plenty of material for still more scrapbooks.

Number 7 contains many interesting machines, including a rare photograph of the 1873 Marcus, reputed to be the first petrol-driven car ever made, and which is now in a Vienna museum. Details are also given of the early hand-built Cunninghams, which had nothing to do with the present-day products of Briggs Cunningham. Number 8 is similarly comprehensive, but the accent is more on the cars of the 1920s such as Pierce-Arrow, Hupmobile, Paige, Jewett, Duesenberg, Peerless, Franklin Chalmers, Wills Saint Claire, Elgin, Roamer and so on. Steam vehicles are also described.

Tin Lizzie addicts will gloat over the "Model T Scrapbook", particularly the multitude of weird and wonderful gadgets that were offered by accessories manufacturers. One could even convert a Lizzie into an o.h.v. racer, or have four-wheel drive. Valve-in-head conversions were numerous, as were 4-speed replacement gearboxes. Ingenious carburation systems, every possible variety of ignition equipment, economizers, complicated lighting sets, starters—all are described and illustrated. That no car will ever replace the Model T in the affections of American motorists is certain. That simple-looking vehicle, with its virtually unbreakable 4-cylinder engine, transverse leaf springing and two-speed planetary transmission was the means of founding the vast Ford empire of today. To drive a Lizzie is an experience which, unfortunately, may never come the way of the large majority of present-day drivers.

To complete the series, *Cars of the Stars* is published at \$2.50. This is a pot-pourri of movie stars of the past (and present), with the accent on the fabulous machines they owned. We see Lilian Harvey's huge Mercedes-Benz which shook the Cadillac, Duesenberg and Packard brigade to the core. Emil Jannings also had one. The trick Keystone cars are depicted, including the famous hinged Model T. Rolls-Royce was popular, and at one time the "coupé de ville" was considered to be essential as part of the equipment of the glamour girls of the 1920s. A Part 2 is on the way, and this will no doubt show the Jaguars, Aston Martins, Porsches, Alfa Romeos, Lancias, M.G.s, Austin-Healeys, Triumph TR2s, Bentleys and so on which appear to be the wear in modern Hollywood among the film colony.

G.

Title: "Tuning and Maintenance of M.G.s".

Author: Philip H. Smith, A.M.I.Mech.E.

Size: 5½ ins. 8½ ins. 180 pages. Illustrated by photographs, line drawings and graphs. Index, wiring diagrams, lubrication charts, etc.

Publishers: G. T. Foulis and Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

Price: 15s.

ENTHUSIASTIC M.G. owners need no introduction to this book by Philip Smith, the revised edition of which covers the whole Midget range from 750 c.c. M-type to 1,250 c.c. TF. Part I examines in great detail the work involved in overhauling a typical o.h.c. engine, Part II applies the same treatment to the pushrod o.h.v. units from TA to TF, Part III is concerned with more specialised work such as stage-by-stage tuning and supercharging, and Part IV presents the reader with a helpful collection of charts, drawings and diagrams.

This is undoubtedly a very valuable work for the less experienced motorist, who will learn much about M.G. engines from its pages, although the purist may wince at the use of such expressions as "synchronism" of carburettors. It is obviously not intended for the competition driver, as the tuning notes are brief and no reference is made to the subject of roadholding, but will serve a useful purpose as a sort of *de luxe* handbook-cum-workshop manual.

F. W. McC.

CORRESPONDENCE

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

How Many Tubes Make a Chassis?

REGARDING the article entitled "What's Cooking at Winkfield" in your issue of 21st January, 1955. Ignoring your correspondent's incursion into the "odious" field, I feel that we should examine, once and for all, the relationship between the "Take two b... great tubes" approach to chassis design, and the space frame idea. Paragraph 5 is the bone of contention. As I know very little about motor-cars I approach the subject thus:—

The requirements are, I believe: (1) strength in normal bending; (2) stiffness in torsion; (3) some stiffness in the asymmetric braking sense (one out); (4) high overall strength/weight ratio; and (5) very high overall stiffness/weight ratio.

If these assumptions are correct then the following philosophy must apply.—The tube, in bending, is the worst set-up imaginable from a strength/weight or stiffness/weight ratio point of view, as a tube has the misfortune to have its maximum material at minimum "Y" and its minimum material at maximum "Y". A little musing on this line of thought will cast some light, I think, on the fatigue life of tubes in bending. I further seem to remember that the "I"/weight ratio of a tube must always be less than that of a flat plate about its major axis.

Regarding (2), the stiffness in torsion for any given weight is eventually governed by the cross-section enclosed by the framework. The ideal case for a motor-car is, therefore, a square tube with the minimum number of cut-outs, which leads immediately to the thought of the replacement of the four, virtual, Wagner beam sides by Warren girders, and we have our space frame.

I would suggest that the progress of the motor-car chassis is milestones by: (1) the "two-channel" type—no stiffness; (2) the Mercedes tubular chassis, circa 1936-37 ("two b... great tubes"); (3) Lotus Mark IV; (4) Mercedes, 1954; (5) Lotus Mark IX, 1955.

Regarding the lack of transverse rear stabilization, could this be due to the fact that the lateral component of the developed "u" is rather low, and hence only small loads are applied in this direction?

F. A. COSTIN.

BROUGHTON, CHESTER.

We passed the above letter to Mr. R. G. Shattock, whose reply is the following:—

AFTER reading Mr. Costin's letter I'm left with some bewilderment as to the cause of his ire. Could it be that some excuse was needed to air his ideas on chassis design? Examine as you will the article in question, nowhere will you find it claimed that the "two b... great tubes" approach to chassis design is the one and only answer. What was pointed out was that it had some advantages and fewer disadvantages than is sometimes supposed. Withal Mr. Costin's efforts to blind with science he will not deceive those who take the trouble to examine the facts.

Let us examine more carefully some of those he gives. Firstly, he condemns the tube as being weak in beam, nay he states categorically that it is the worst set-up imaginable. Imagine a flat sheet of plate as a chassis! Perhaps readers will imagine other intriguing ideas worse still! Should Mr. Costin reach for his text-book again he might find that the tube is recommended as the *ideal* set-up where bending is to be resisted in all planes, as in a chassis. In any case, of what does he advocate constructing his space frame? Not tubes, I trust! The reader will, in any case, have noted his own contradictions; are we not told that a large square tube is the ideal?

Pure beam loading in the vertical plane is the least important factor which has to be taken into account and, on a good chassis design, weight is concentrated at the poles, which further helps to reduce the importance of beam strength in the vertical

plane. Fatigue is mentioned, but in chassis design fatigue has to be catered for, as have all the other factors. One can surely allow the reader to assume that the strength will be adequate, including a suitable safety factor to taste.

The ideal in space frame design, so rightly specified by Mr. Costin, falls far short, however, of ideal in a practical car chassis. So much so that under *actual* torsional test their weakness amazes the uninitiated, viewing this as he so often does through a maze of tubes often inserted, it would seem, more for their pictorial value than anything else.

Mr. Costin is again right in assuming that lateral stability is achieved without use of rear stabilizer by virtue of the fact that the cornering force is comparatively low in all cars, particularly, of course, in the lighter makes. Surprising, then, that even this minor force has in the past been under-estimated by some, in the shape of wheels and so forth that fall off when not intended.

Whilst on the "odious" subject, one can only bear with such famous firms as Ferrari, Alfa Romeo and Aston Martin who are struggling along on the "two b... great tubes" idea.

Would it not also be a good idea to insert more truth into the historical milestone list? Readers more *au fait* with their history will no doubt oblige here!

To conclude in a lighter vein, let us hope that Mr. Costin will drive to the local one day in his *ideal* space frame. Someone will surely be at hand to let him out with a tin-opener.

R. G. SHATTOCK.

WINKFIELD, BERKS.

Record-Breaking—A Use for the B.R.M.?

IN its 4th February Editorial, AUTOSPORT calls on the F.I.A. to revise the tables for International Class Records. AUTOSPORT finishes its Editorial by expressing the view that their proposed revision would revive interest, value and activity in this neglected form of motoring sport.

Also, in the same issue, in an article dealing with *formule libre* racing, Mr. Posthumus says that future activities in this class with the 1½-litre supercharged B.R.M.s could do nothing to retrieve their reputation as a major British failure.

I think that the B.R.M.s could retrieve this reputation by modifying a Mark II B.R.M. to take an all-enveloping streamlined body and having a bash at 1½-litre class records.

Such a project would revive interest in International Class Records, and I personally think that a streamlined version of the B.R.M. would shatter the standing and flying mile and kilometre records.

BRIAN FOLEY.

CARLOW, IRELAND.

Cover Pictures: the Plot Thickens. . .

I AM alarmed to observe that, your nefarious plot to discredit Italian roads having been foiled by the vigilant staff of *Auto Italiana*, a new and even more dastardly attack has been launched, to wit, an attempt to prove that in England there are no roads at all. What else are the public of foreign countries, where AUTOSPORT is displayed to the common gaze, to think of your cover of 11th February? I fear I have drawn the only correct inference and am quite amazed at your temerity. I have communicated with my friends Mr. Father of Four and Mr. Disgusted (of Tunbridge Wells) and they heartily agree. This form of Horror Comic must go or we will have Italian children believing that we are a nation of savages.

In this country we have an excellent system of highways. Indeed, on the main highway between my home and the south there are many stretches where one can drive for miles on end at speeds as high as 25 or even 30 m.p.h. and I know of many other, similar, roads. Yet the Government are preparing to squander untold millions of the taxpayers' money in order to pander to the vested interests of the speed maniacs.

Your evil machinations having been exposed, I can only suggest that failing a suitable apology to the hotel industry, I can see no other course open to me than to horsewhip the Editor when next I am in town. Such sensation mongering as this perfidious member of the Gutter Press indulges in must cease.

Yours faithfully,

TWENTY YEARS WITHOUT SKIDDING.
(Otherwise PETER HUTCHINSON, M.B., B.S.)

NEWCASTLE-ON-TYNE.

* * *

SEEKING the opportunity to navigate in rallies, preferably during the summer, is E. Le Besque, of 20 Park Avenue, Bromley, Kent, who has gained considerable experience of map reading in the services.

GORDINI "THE SORCERER"

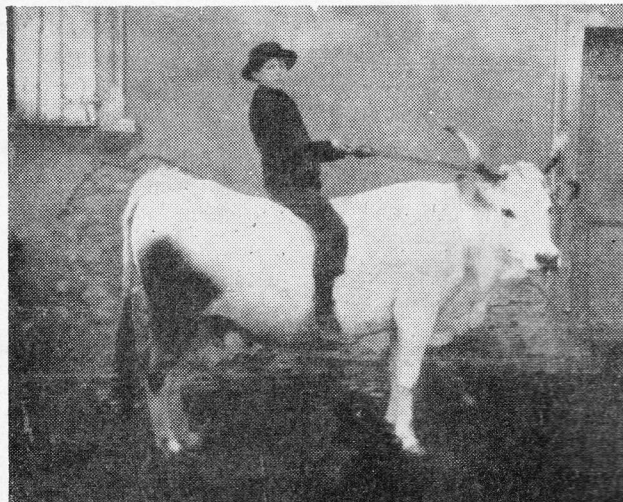
The Story of a Talented Italian Engineer/Driver, of how he came to France, and how his Cars have upheld the French Colours these Past Twenty Years

Part I—The Pre-War Years

By Gerard Crombac and Jean Bernardet

This is the first of a series of articles which will cover the life and achievements of Amedee Gordini. We are indebted to the French monthly review, L'Automobile, for supplying technical information, drawings and photographs, and to M. Gordini himself for his co-operation in the search for accuracy in the history of his early achievements.—G. Crombac.

AMÉDÉE GORDINI was born on 23rd June, 1899, in Bazzano, near Bologna, Italy. He was one of a family of five children, whose father made a living by the sale of horses, but who died when Amedée was only three years of age. The passing through his home town of competitors in the *Giro d'Emilia* car event set the young Gordini's imagination afire, and when the time came for him to choose his future profession, he decided to become a mechanic. At the age of 10, therefore, he entered an apprenticeship at an engineering shop in Bologna, where he learnt the rudiments of the trade.



FOUR LEGS: The youthful Amedée Gordini seen on an early mount near his home at Bazzano, Italy.

FOUR WHEELS: (Below) The 514 Fiat which Gordini drove in the 1929 Paris-Nice Rally—one of his first motoring competitions.

A year later young Amedée entered a Fiat agency, thereby starting an association lasting nearly 40 years with that famous Italian marque. But we are far from the stage of "the wizard" yet, and he spent his days cleaning car parts and sweeping the workshop floor. However, his foreman marked his latent talents and taught him all he could. The name of that foreman, too, was one day to become famous—he was Eduardo Weber, whose carburettors today help many a famous competition car to victory.

In 1913, when Gordini was 14, he left Fiat to go to Isotta-Fraschini, another renowned Italian make, and there he encountered another friendly foreman, one again destined himself to become famous; his name was Alfieri Maserati. A year later and war had descended upon Europe, and when he was 17, Gordini was mobilized into the infantry. A year or so of service, and then, with hostilities over, he was demobilized and

returned to his former work with Isottas.

He decided to build his own car. Acquiring an old chassis of unknown origin, he fitted an early Bianchi engine which he had extensively rebuilt. The resultant vehicle performed well; so well, in fact, that Gordini was able to sell it soon after completion, thereafter going to Mantua and becoming the private mechanic to a wealthy enthusiast, Count Moschini, who owned a fabulous collection of cars. The Count decided to make full use of the enthusiasm and ability of his young mechanic, and embarked on the construction of a car to attack speed records. The basis of this was a 180 b.h.p. Hispano-Suiza aero engine, mounted in a chain-driven S.C.A.T. chassis. When the car was finished, they asked a young motorcyclist who lived in the neighbourhood to try it out. The motorcyclist's name was Tazio Nuvolari.

Thus it was that, on the long straight roads where nowadays Mille Miglia cars

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speed through, Nuvolari and Gordini were to be seen tearing up and down in their S.C.A.T.-Hispano, busily tuning and adjusting the engine to give maximum power. But the roads then were inadequate; they had just been metal'd, yet were still too narrow, so to see just how well the car would go, Nuvolari announced his intention of taking the car to the famous Brooklands banked track in England. The story of this project ends there, unfortunately, for Gordini never heard the result, while no record exists of Nuvolari ever reaching the famous Weybridge concrete at that time.

How Gordini Came to France

Having saved a little money, Amedée Gordini decided to spend a holiday in France, enjoying "Gay Paris" to the full. Unfortunately, on the eve of his departure, when giving a farewell party to friends, the champagne flowed freely and Amedée found himself obliged to use part of his return fare money to meet the bill. Unable to make the journey back to Italy, his only solution was to remain in Paris and settle there! He did so, and has stayed to this day, later becoming a naturalized Frenchman.

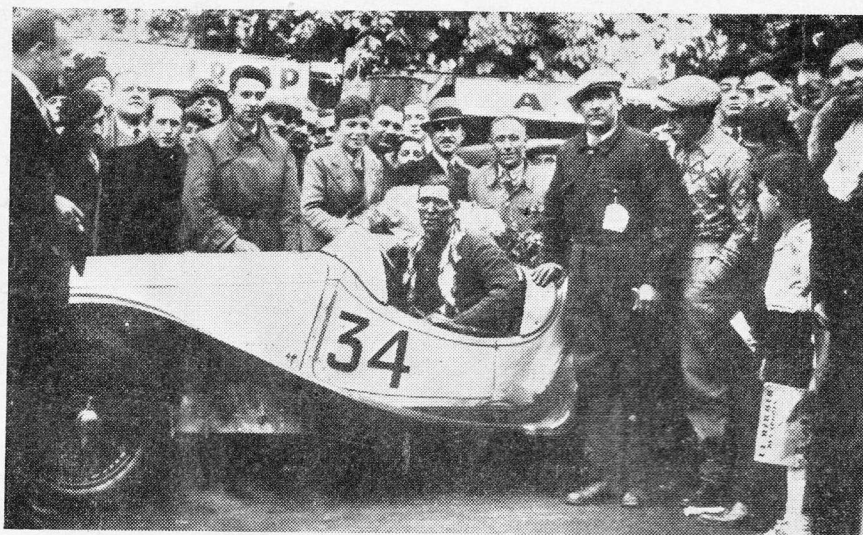
The first job the newly domiciled Gordini took on was with Cattaneo, the well-known Hispano-Suiza specialist who was, and still is, a very popular figure in the motor sporting world. Gordini got on well with Cattaneo, and later was able to bring his younger half-brother, Athos Querzola, to Paris to join him and learn the trade. Amedée's next venture was to marry a French girl, and by 1926 he was able to start his own business, purchasing an old barn in Suresnes, not far from the famous Talbot-Darracq factory. This barn was



duly converted to a workshop, where he and Athos went to work, specializing in Fiats. To make his name known, Gordini took part in the "slow race" up Mont Valérien, winning the event three years in succession, driving a Fiat, of course. Further to prove his ability, he prepared a Type 514 Fiat and entered it in the Paris-Nice Rally, only to fail on timekeeping.

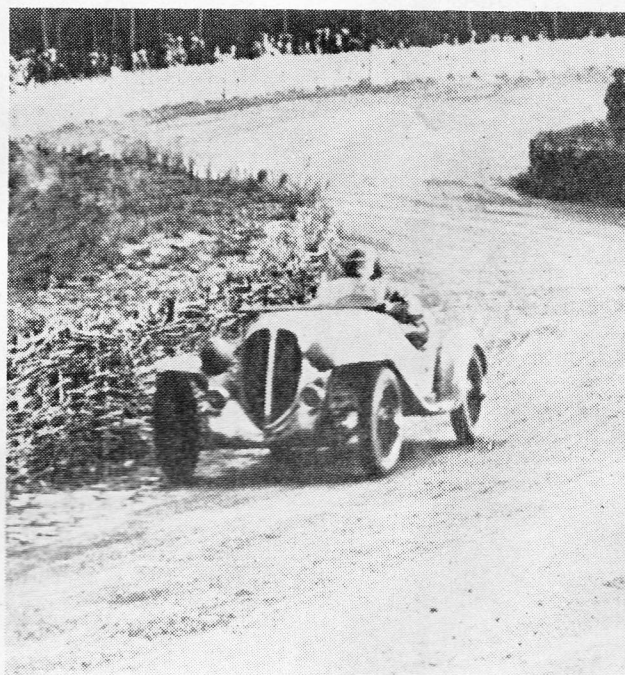
So Amedée Gordini became established. A son, Aldo, was born, and his business thrived. In the year 1935 he made his debut in speed competition with the 9 h.p. sports Fiat, type Mille Miglia, developed from the Balilla. Gordini's example had been assembled in France by a French concern whose name was destined to shine more and more—Simca. The "Mille Miglia" was stripped completely and the chassis considerably reinforced to cope with the projected increase in performance.

A special cylinder block was cast in alloy, with the help of the original Fiat



FIRST VICTORY: Gordini looks understandably tired after driving alone for 24 hours in the 1935 Bol d'Or, in which he won the sports car class with his modified "Mille Miglia" Balilla Fiat.

IN THE ESSES on the famous Le Mans circuit (right) where, in 1935, Amedée Gordini and Amedeo Nazzaro, nephew of the great Fiat G.P. driver, were forced out with cooling trouble.



IN THE SNOW on a mountain road (below) during the Paris-Pyrénées-Paris Rally in 1936 with the still further modified 995 c.c. Simca-Fiat.

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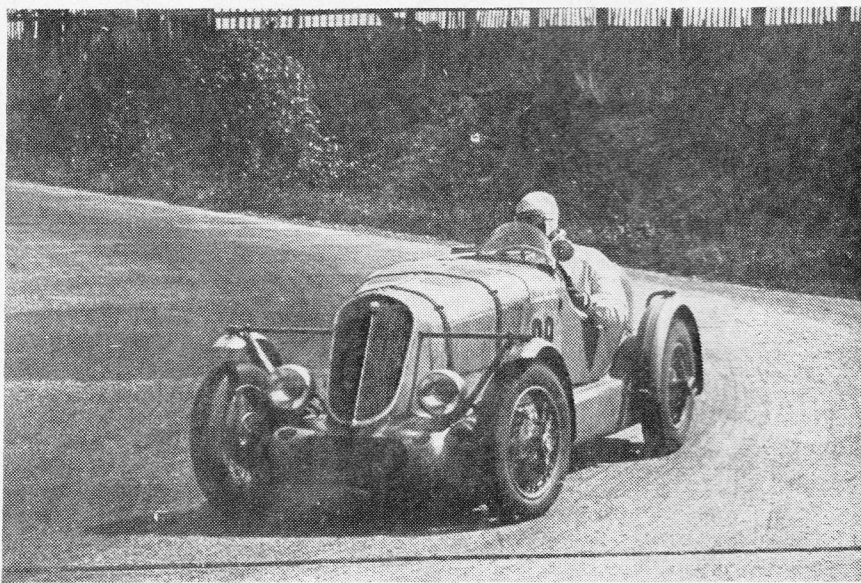
casting moulds, but as it turned out, the new blocks gave trouble with porosity, and Gordini at first reverted to the use of cast iron ones. Practically every moving component in the engine was changed or modified, probably the only Fiat item left being the bore and stroke, 65 mm. x 75 mm., which gave 995 c.c. The standard unit gave 36 b.h.p. at 4,000 r.p.m., whereas Gordini extracted 48 b.h.p. at 5,500 r.p.m. from his first engine. The car weighed slightly over 500 kg., and maximum speed was a little over 90 m.p.h.

Victory in his First Race

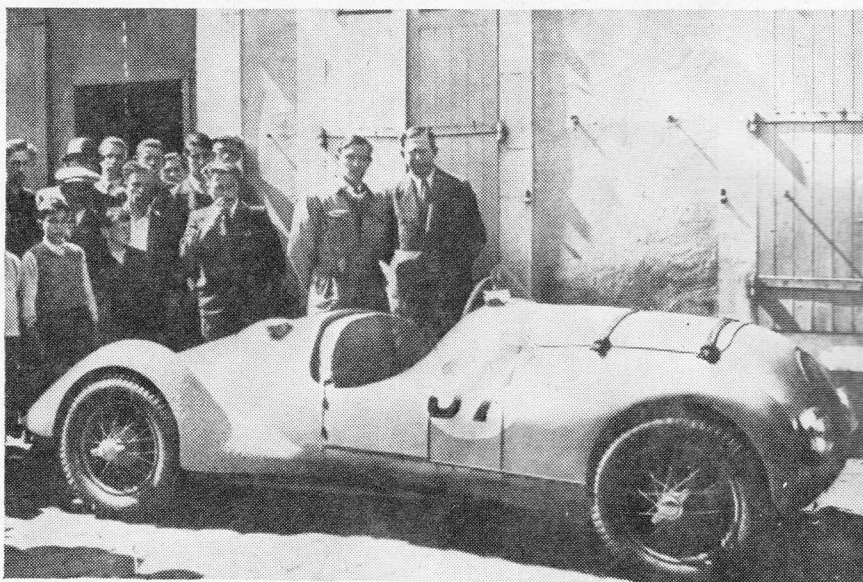
So to his first race, the Bol d'Or 24 Hours Race on the St. Germain road circuit, at Whitsun, 1935. After driving a standard Balilla without a hitch for eight hours to qualify at Montlhéry track, he unveiled the "special" for the actual race. His first race proved his first victory, for he took the sports car class in fine style. That season he was to reap further successes; he came first in the 1,100 c.c. class in the Belgian 24 Hours Race at Spa; won the Coupe des Voiturettes (sports) at Rheims, won his class in the Coupe de Provence at the desolate Miramas track near Marseilles, and gained another class success in the Circuit of Orleans. Crossing to North Africa, he scored another class victory in the Targa Bouzarea in Algeria. He also took part in the Le Mans 24 Hours Race, in partnership with Amedeo Nazzaro, nephew of the great Fiat driver Felice Nazzaro, they retired with cooling trouble after 130 laps.

For 1936 Gordini planned to build two cars, still based on the Balilla but with body built in his workshops. Cycle-type wings were rubber-mounted to reduce vibration, and the engine was further tuned to yield 55 b.h.p.—the first time over 50 b.h.p. per litre was reached on ordinary fuel in long-distance sports car racing. That year he won the Bol d'Or on general classification, again won his class at Spa, co-driving with Blot, and repeated his Rheims success. First place in Class G in the Lorraine sports car G.P. also fell to him.

His victories at the wheel of Fiat-based cars did not pass unnoticed by the Simca concern, and soon an agreement was signed between that company and Gordini for the latter to use Simca products exclusively. In return, he received financial aid, the concern desiring to advertise his victories and benefit from his technical experiments. That year they were launching the Simca Cinq, the French equivalent of the Italian Fiat Type 500 "Topolino", and thus desired to demonstrate its powers in the handicap class of the Le Mans 24 Hours. Two cars were therefore built up in Gordini's workshop, which was now well-equipped, with a machine shop and a staff of expert mechanics. The Cinq chassis was strengthened and fitted with special open bodywork, and a much-tuned version of the 568 c.c. side valve engine prepared, giving 18 instead of 12 b.h.p. As things turned out, strikes in France prevented the running of Le Mans in 1936, so the cars raced the following year instead, driven by Adrien Alin/Querzola and Viale/Albert Alin, while two further Simca-Gordini entries



VICTORY GAINED: In 1936, Amedée Gordini drove his 995 c.c. car to first place in general order of the Bol d'Or 24 hours race at Montlhéry.



VICTORY LOST: The 1938 "1,100", which was termed the "Paris-Nice" car, seen at Le Mans with Gordini and Scaron. It was withdrawn when leading on Index of Performance.

ATONEMENT (right) came in that same race, when the "baby" Simca Cinq, here driven by Plantivaux, went through the 24 Hours to win the Index category for Gordini after all.

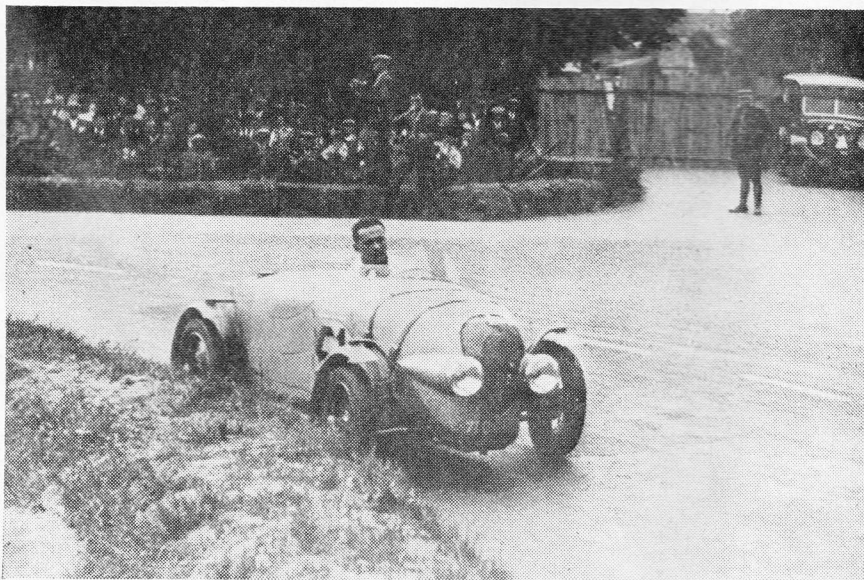
were made, these being the 1936 "1000s", to be driven by Gordini with Maillard-Brune, and Blot/Ferrand. The drivers of the Simca Cinqs were all members of Gordini's staff.

Of those four cars which ran at Le Mans in June, 1937, only one, the Viale/Alin "baby" finished the course, averaging 51 m.p.h. and taking sixth position on Index of Performance. The two bigger cars blew up after 55 and 137 laps, while the other "Cinq" went out after 77 rounds. But success came in other 1937 events to Gordini and his fleet 995 c.c. car. He won the Rheims Coupe des Voiturettes for the third year

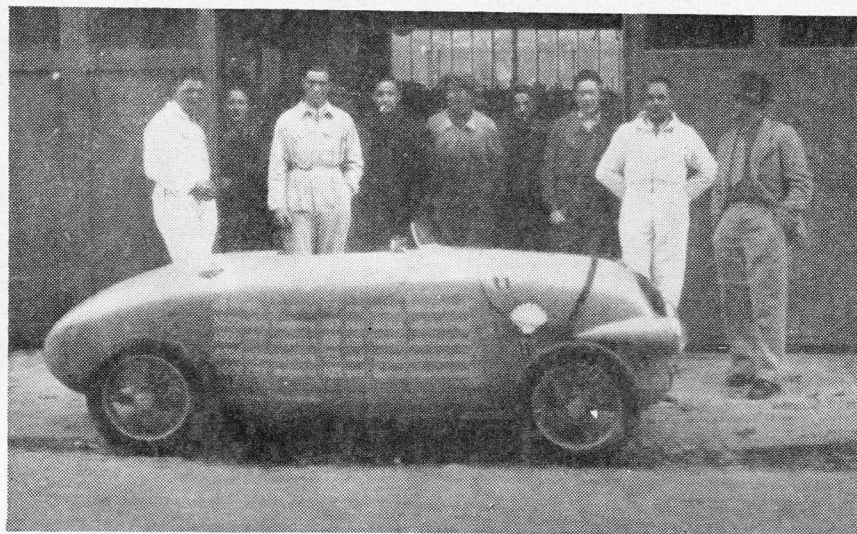
in succession, class wins in the G.P. de France, the G.P. de l'A.C.F. and the Paris 12 Hours Race, and won the general classification in the Coupe d'Argent meeting at Montlhéry.

Around this time, the Simca Huit was introduced to the public. This was an 1,100 c.c. car based on the Balilla but with various differences. Gordini immediately built a new competition car on the Huit i.f.s. chassis, racing it for the first time in the 1938 Bol d'Or—and winning the event outright. It was promptly christened the Type "Bol d'Or", and gained many further successes for Gordini. With a 68 mm. x 75 mm., 1,088 c.c. engine, 60 b.h.p. was realized, and the car proved good for the magic 100 m.p.h. The body was now entirely Gordini-built, with fully enveloping wings fitted.

An even more streamlined model was produced in time for Le Mans, 1938, when no fewer than six Simcas were

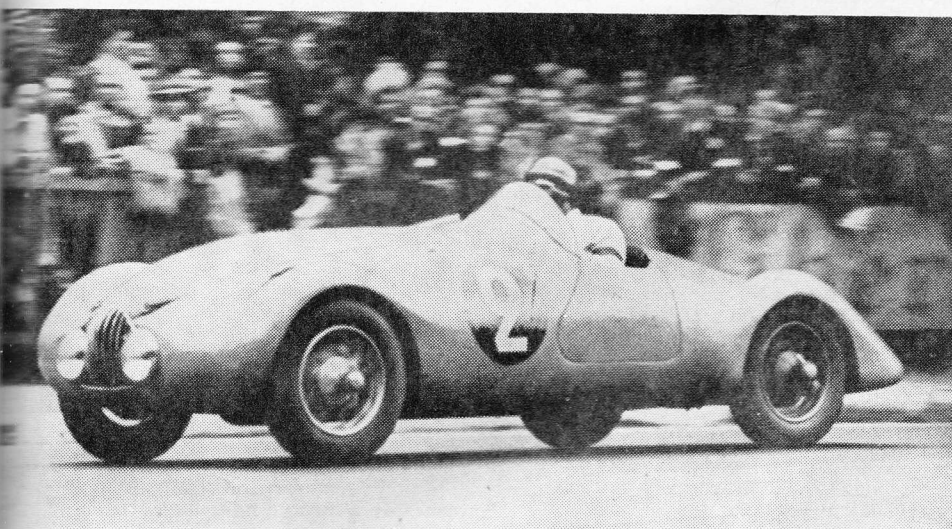


entered by Gordini. Amedée himself and José Scaron handled the new car, Viale and Breillet had the "Bol d'Or" machine, the two older 995 c.c. cars were driven by Molinari/Sarret and Levy/Alin, while Aimé/Plantivaux and Leduc/Querzola had the two Cinqs, now giving a healthy 26 b.h.p. Alas, Gordini was leading on Index with his new car, but disappeared after 140 laps. Amedée averred that he was disqualified for refuelling a lap too early, owing to a mistake by his pit manager, but from other quarters it was said that a broken oil pipe ended his efforts. The fate of the two older cars was hardly brighter. They did 40 and 124 laps before retiring, but to erase bitterness at this result, the Aimé/Plantivaux "baby" won the Index of Performance, averaging 53 m.p.h. against 49 m.p.h. for the best placed Austin 7 of 1935. Moreover, to everyone's astonishment, Plantivaux had covered several laps in his tiny car at an average of over 60 m.p.h.!



RECORD MAKER: (Above) Seven Class H International records fell to this Gordini-modified Simca Cinq, French equivalent of the Fiat "500", at Montlhéry in 1938.

WIZARD'S "WIZARD": (Left) The 1939 sports two-seater which brought more successes to the Paris stable than any other of their models. Amedée Gordini is seen winning the Le Mans Index category.



use. However, his contract with Simca bound him to use of the production-based car. Two cars were fitted with the o.h.v. head, Gordini using one, and retaining it to this day, whilst the other was sold to Angelo Molinari.

In 1939, Gordini produced a new car, one which brought him even more outstanding successes. Its nickname was "The Wizard", and its beautifully streamlined shape remains modern to this day. The 1,100 c.c. engine gave 65 b.h.p. at 5,500 r.p.m. (the latter figure, incidentally, was Gordini's set maximum revs. in all his engines). Thanks to "The Wizard's" efficient shape, 108 m.p.h. was reached on the banking at Montlhéry—which means 110 m.p.h. down the straight of any fast circuit.

In the last pre-war Le Mans, Amedée again teamed with the veteran Scaron, (Continued overleaf)

That season was rich in other successes for Gordini's cars. At Rheims he scored his fourth successive win in the voiturette sports class, driving his latest car, equipped that day with a 1,220 c.c. engine of 72 mm. x 75 mm. bore and stroke (the size adopted by Simca for their standard Aronde model after the war, incidentally). At Spa, partnered by Scaron, he scored another class win. In the Paris-Nice Rally—that event which had seen his début in 1929—he won with the streamlined model, which henceforth was dubbed the "Paris-Nice". Second in the Rally was Guy Lapchin with a Gordini-built car comprising a Simca Huit chassis, Simca Cinq bodywork and a tuned 1,100 c.c. engine; this car still exists and was seen in Paris quite recently.

GORDINI COMES TO DONINGTON

Then Amedée Gordini crossed the English Channel and journeyed to Donington Park, Leicestershire, for the R.A.C. Tourist Trophy. With the "Paris-Nice" he lay well up until an oil line fractured, ending his race, but Breillet in the older "Bol d'Or" model won the 1,500 c.c. class. Back in France, at Montlhéry, the little Simca Cinq was prepared for an onslaught on Class H International records. After an unsuccessful first attempt, during which

they lapped for several hours at 73 m.p.h. before halting, Gordini, Alin, Viale and Maillard-Brune succeeded in breaking seven records, up to 48 hours at 64 m.p.h. The side-valve engine was used for this foray, although Amedée Gordini was experimenting with an o.h.v. conversion head for competition

GORDINI PRE-WAR SPECIFICATIONS

1935

Based on 9 h.p. Fiat Balilla "Mille Miglia". **Suspension:** Semi-elliptic all round, friction shock absorbers. **Chassis:** Boxed and reinforced. **Bodywork:** Standard type, modified. **Engine:** 4 cys., pushrod o.h.v., 65 mm. x 75 mm. bore and stroke; 995 c.c.; 8:1 c.r.; 48 b.h.p. at 5,500 r.p.m. Single d/d carburettor. **Transmission:** Single plate clutch; 4-speed gearbox. **Brakes:** Hydraulic. **Wheelbase:** 225 cm.; **Track:** 120 cm. **Weight:** Slightly over 500 kg. **Max. speed:** Over 90 m.p.h. **One car built.**

1936

As above, but with special bodywork with rubber-mounted, cycle-type wings. **Engine** giving 55 b.h.p. at 5,500 r.p.m. **Speed:** 96 m.p.h. **Two cars built.**

1937

Based on Simca Cinq touring car (derived from Type 500 Fiat "Topolino"). **Suspension:** Independent front (transverse leaf), quarter elliptic leaf rear; hydraulic shock absorbers plus friction type. **Chassis:** Boxed and reinforced; special bodywork, cycle-type wings. **Engine:** 4 cys., side valve; 52 mm. x 67 mm.; 568 c.c.; 7.5:1 c.r.; 18 b.h.p. at 5,500 r.p.m. Single d/d carburettor. **Transmission:** Single plate clutch, 4-speed gearbox. **Wheelbase:** 200 cm.; **track:** front 111 cm.; rear 108 cm.

Weight: 400 kg. in Le Mans trim. **Brakes:** Hydraulic. **Max. speed:** 75 m.p.h. **Two cars built.**

1937-38

"Bol d'Or" type. Based on Simca Huit (derived from Fiat Balilla). **Suspension:** Independent front by helical springs; semi-elliptic leaf rear; telescopic shock absorbers plus friction type. **Chassis:** Boxed and reinforced. **Engine:** 4 cys., pushrod o.h.v.; 68 mm. x 75 mm.; 1,088 c.c.; 8:1 c.r.; 60 b.h.p. at 5,500 r.p.m. Single d/d carburettor. **Transmission:** Single plate clutch, 4-speed gearbox. **Wheelbase:** 242 cm.; **Track:** front 123 cm.; rear 122 cm. **Weight:** Approx. 500 kg. **Brakes:** Hydraulic. **Max. speed:** 100 m.p.h. **One car built.**

1938

"Paris-Nice" type; as above but with more streamlined bodywork, bonnet hinged front to back. **Max. speed:** 105 m.p.h. **One car built.**

1939

As Paris-Nice type, but with full-width streamlined bodywork; power output, 65 b.h.p. at 5,500 r.p.m. on Ternaire fuel. **Max. speed:** 110 m.p.h. **One car built.**

Owing to the destruction during the war of Gordini's workshop and records, complete technical details of the pre-war cars are not available.

THE 6th "YORKSHIRE"

Another Success for John Waddington (Anglia)

REGULAR competitors in the Y.S.C.C. Yorkshire Rally, are holding strongly to the theory that, immediately the date of this event is announced, a particular bit of nastiness is reserved by the Clerk of the Weather for use that week-end. Certainly the facts help to bear out this theory, for this year, after days of quite unseasonable sunshine, snow fell and ice formed a few hours before the 10 p.m. start at the Town Hall, Harrogate, on 11th February.

As usual the event was well supported, the nine non-starters bringing the total down to about 130 hardy annuals. Between the start and the breakfast control at Croft were 17 controls, not all of which, however, were timed.

But much was to happen between these controls. First of all, competitors headed to the north-west corner of Yorkshire, then turned south through a difficult section to Ripponden. In the main, road conditions here were just good, smooth ice, so it was understandable that Tommy Wise and Mike Wilson were getting frequent reports of people being in trouble. But at least they had had a run and were thus luckier than Derek Scott, who crashed his Triumph TR2 before he arrived at the start.

As they journeyed over the ice near Ripponden, competitors were faced with a special stage of some two miles where 30 m.p.h. had to be maintained. It proved an object all sublime which no one achieved at all, although Bill Bleakley did his utmost in recording 4 mins. 40 secs. in the TR2. Cyril Corbishley took his Daimler Conquest around a bend somewhere in the wilds to see four wheels and a chassis staring him straight in the face. It proved to be D. J. Carter's Austin A40.

The route lay north and east almost to the coast, where the ice was left behind but quantities of snow were found. In the Goathland area a marshal phoned H.Q. to say that nobody had arrived—and he didn't think they would!

Each control carried a varying number of debit marks based on a maximum time allowance plus a variable for the distance from the last control. This, of course, led some of the thoughtful types to ignore some of the cheaper ones and gather in the expensive stuff, which might have paid dividends had not such people as John Waddington whistled

★

THIRD in the Yorkshire S.C.C.'s very tough Yorkshire Rally was Ernest Sneath, here seen preparing to leave the Harrogate starting-point in his 1½-litre M.G.

★



around the lot, confounding all their politics.

Of those who had retired, Peter Reece had lost his Morgan's brakes somewhere; W. B. Hercock holed the sump of his M.G. TF; Dr. J. E. Porte had an argument with a wall, and his Austin A90 lost its lights.

When the breakfast halt was called at Croft, only 86 motor cars appeared. While the early time control at Lane House (near the Lancashire border) had caught many napping, the bulk of the points had been lost at Ripponden, Old Byland and the last before Croft, Goathland. John Waddington was proving his undoubted worth as a rally driver, with D. J. B. Brown (Ford Zephyr) in second place. Only three marks separated them, with Bill Bleakley some distance away in third place and George Wood (Ford Zephyr) even farther away at fourth.

From Croft the route lay through the Yorkshire Dales, going back to Harrogate by way of Kilnsey and Swaledale. John Waddington dropped 30 marks at Nateby, but D. J. B. Brown also blotted his copybook at Lea Yeat and Stainforth.

Provisional Results

1. J. W. Waddington (Ford Anglia), Scarborough Trophy, 140 marks lost; 2. D. J. B. Brown (Ford Zephyr), E. S. Myers Trophy, 378; 3. E. S. Sneath (M.G. YB), Runner-up Class 1, 428; 4. G. Wood (Ford Zephyr), Runner-up Class 2, 447; 5. K. N. Lee (M.G. YB), 461; 6. P. R. Bolton (Lancia Aurelia), 563; 7. W. D. Bleakley (Triumph TR2), 567; 8. C. Corbishley (Daimler Conquest), 644; 9. K. G. M. Pointing (Fiat 1100), 747; 10. D. Butterwick (Morgan Plus 4), 747.

Novice Award: B. F. Wade (Vauxhall), 1,137. **Ladies' Award:** Mrs. A. Hall (Peugeot). **Team Award:** "The Nor-Easters" (P. R. Bolton, D. Butterwick and K. N. Lee). **Vintage Award:** H. Spence (Lea-Francis).

GORDINI "THE SORCERER"—contd. from previous page

in this new car: Breillet/Deville had the "Bol d'Or"; Lapchin and Plantivaux the "Paris-Nice". Moreover, the little Cinqs were there again, their engines now giving 28 b.h.p.; drivers, the Alin brothers and Aimé/Leduc. The race was a triumph for the new car, Gordini and Scaron winning the Index of Performance category and the Rudge-Whitworth Biennial Cup, and finishing 10th in general order behind Bugattis, V12 Lagondas, Delahayes and other large cars. Second in both classes were Breillet/Deville, while both the Simca-Cinqs finished. Lapchin's car did not finish, owing to an accident. Gordini also drove his new car in the La

Turbie hill-climb of 1939, breaking the 1,100 c.c. class record, and gained another victory in the 2½-litre class of the Comminges sports car G.P. in August, beating a works Salmson entry.

Then came war, and Amedée Gordini's Paris workshop, opened in 1926, was destroyed by bombs, with the loss of most of his pre-war drawings and records, and the three old Balilla-based cars of 1935-36 which were stored there. The successful 1939 car and the "Bol d'Or" were elsewhere, whilst the Paris-Nice car had been purchased by Brault; all three survived the war.

(Part 2 of "Gordini The Sorcerer" will appear in next week's issue.)

Bill Bleakley also lost a lot of ground, whereas Ernest Sneath (M.G. YB) recovered after a rather bad patch in the Goathland/Croft area. This changed the picture a little but did not alter the destination of the Scarborough Trophy.

So Waddington and Brown fought out another battle similar to that in the Leeds University event a week before, with honours again going to Waddington.

WILSON ROGERS.

NIGHT OUT WITH THE S.O.D.s

LAST Friday the Swan Hotel, Newport Pagnell, was invaded by the Sporting Owner Drivers' Club for the annual dinner/dance. Guests were visibly shaken by the buffet display, which included a whole pig, dozens of lobsters, hams, jellies and every possible variety of pastry. In pride of place were a boar's head and a model of a veteran car. The buffet was soon cleared by the guests, and the standard refreshment appeared to be magnums of champagne. Speeches were cut to a minimum. John Bolster spoke on behalf of the "Club", and the Editor of AUTOSPORT replied for the "Guests". Prizes were presented by Mrs. Gregor Grant. Amongst well-known personalities present were Lou "Shell" Ellis, Harold "Riley" Grace and Tony "Autocross" Ruffitt.

Dancing followed, and included several novelty affairs with half-bottles of champagne as prizes. We were rather sorry for the gentleman whose shoes "inadvertently" slipped under the band's platform, and had to remain there until the end.

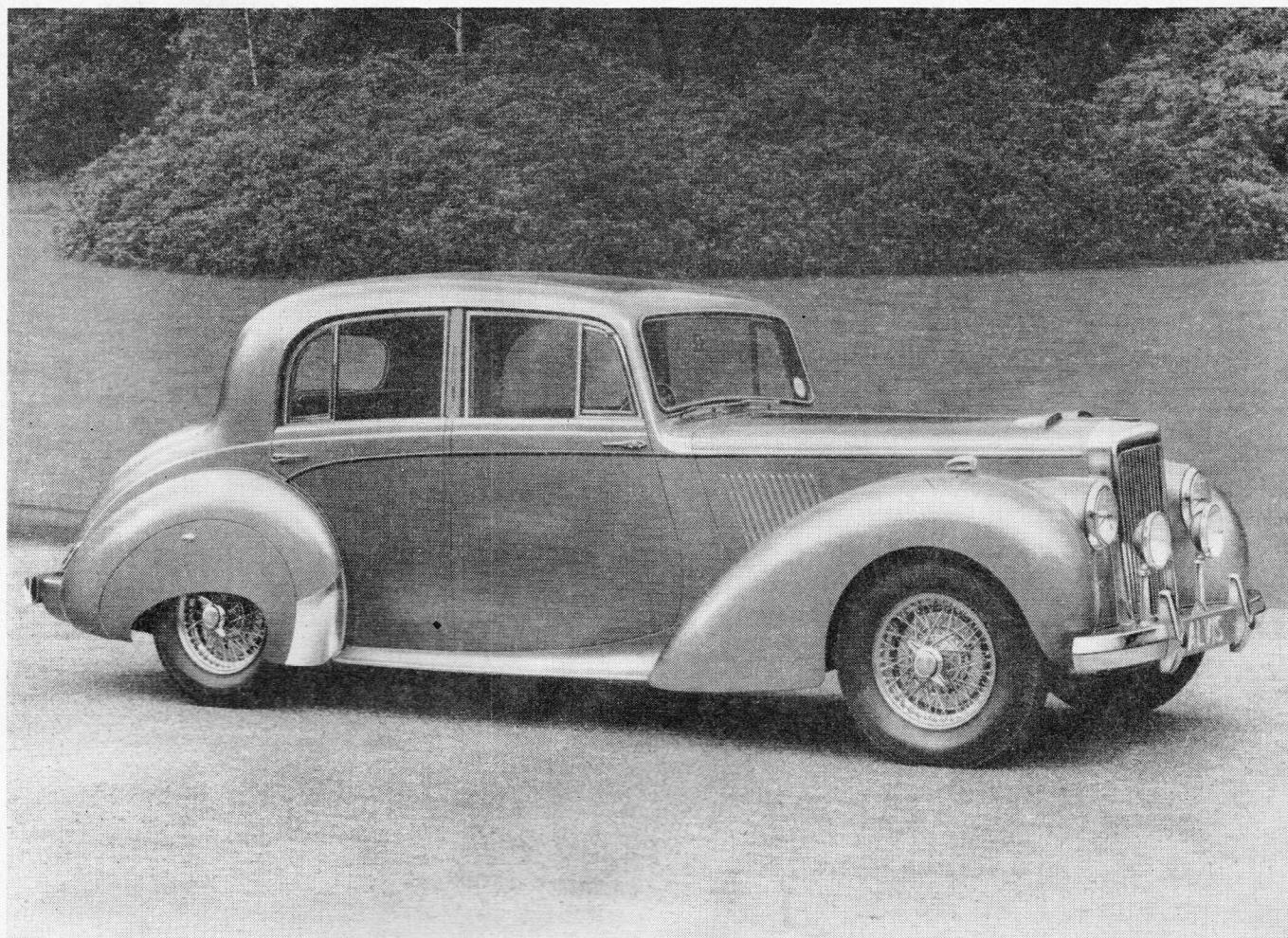
As always, the annual get-together of the "Sods" was a riotous and highly enjoyable affair, and Messrs. Lockhart, Issard-Davies, Moore and Co. must be proud of the increasing importance of their club, and its valuable contributions to the comparatively new sport of autocross.

G.

CAMBRIDGE '50 DINNER/DANCE

ONE hundred and fifty people attended the Cambridge '50 C.C.'s annual dinner/dance, held in the Dorothy Café, Cambridge, on 3rd February. They included the Mayor of Cambridge and Mike Hawthorn, who presented the season's awards. Ken Wharton also turned up later in the evening, in time to judge the spot dances, and a good time was had by all.

J. R. A.



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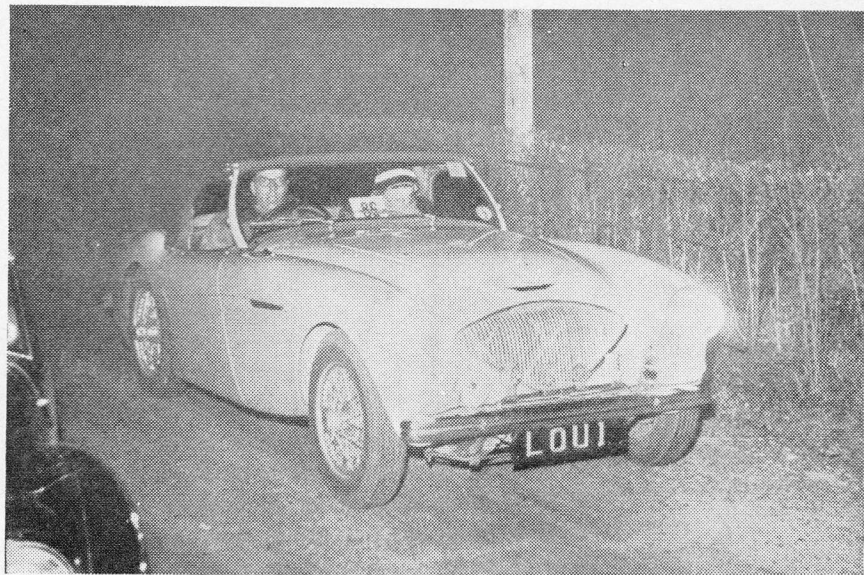
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Ice AT THE RIVERSIDE

Freezing Conditions Toughen Hants and Berks M.C.'s Second Thameside Rally—
All Competitors Penalized in 24-hour Event

EVERY necessary ingredient for a first-class rally appeared to be present in the Hants and Berks M.C.'s second "Riverside" event, held on 12th/13th February, and the recipe seemed to please the competitors, of whom there were nearly twice as many as in the first, held last April. A sharp fall in temperature over the week-end brought snow and ice to add to their problems, and everyone lost marks on the road section, the tests having little effect on the results. By consistently good driving and navigating, particularly on the difficult "Eight Clubs" section, John Sunley and Tom Pigott gained the premier award by a comfortable margin. They used the same car, a Sunbeam Alpine, with which they had won their class in 1954.

The event was of the "rosette" type, in which there is a central time control where are sited the key officials, and several loop sections whose main marshals keep in touch with base by telephone. This year there was no telegraphic start, and the rally commenced at 7 p.m. on the Saturday from the Phyllis Court Club, Henley-on-Thames. Odd numbers set off on Section "A", a 90-mile loop south and west of Henley with 12 six-figure map references to locate. The time allowance of three hours was quite tight, for a code word (each one the name of a water-bird) had to be found and noted at each reference; they were written on small boards, and exact plotting of the references was essential if they were to be found at all. Indeed, all the odd numbers lost marks on this section, R. T. Mason/D. J. Hall (Citroën) coming out best with a penalty of only four marks. J. R. Waller/P. Haffenden (M.G. Magnette) lost only seven, but retired at the beginning of the next section. The even numbers, who started on Section "A" at 1.30 a.m., fared much better. John Sunley/Tom Pigott, the winners, lost no marks, as did the runners-up, J. F. Bassett/D. J. H. Donovan. Angus Greig/David Mann

(Triumph TR2), two of last year's winning crew, were also unpenalized, and Peter Elbra/A. C. O. Havers (Ford New Anglia), who eventually finished third in the event, lost only one mark.

Section "B", the Eight Clubs loop, was very much more difficult and totalled 161½ miles, divided into five sub-sections, with an overall set average of 30 m.p.h. The even numbers started on it at 7 p.m., the odds at 10.30 p.m., so that the entire field was engaged in solving its complexities when snow began to fall in thick, blinding clouds at about midnight, cutting visibility down to a few yards at times. The cold intensified, until by three o'clock on Sunday morning it was freezing hard, and the road in places became a sheet of black ice. A large area was covered by the section, which ran first north for 35½ miles to a time control at Redland End, between Princes Risborough and Great Hampden; then it swung west for 49 miles to another time control at Cathill, near the M.G. works at Abingdon; south for 29 miles to Wickham, on the Roman road from Newbury to Swindon; a tortuous 22-mile route to Beenham, just north of Woolhampton on A.4; and, finally, 26 miles back to the central time control at Henley.

Four-thirty on Sunday morning saw the early starters returning to Phyllis Court for a two-hour break and breakfast. It was bitterly cold—about six degrees of frost—and spirits were at a low ebb as results began to filter in to the central control. Many had lost a thousand marks on "B" because they were more than two hours late, and a penalty of less than 100 marks was considered an excellent performance. Sunley and Pigott had lost a mere 25, the result of plotting one point in the wrong square of the map. The second best performance was made by D. A. Atherton/J. Alderton (Standard), who lost 59, but they also dropped 41 marks on Section "A". Before the morning sections com-

INTO THE NIGHT: (Left) H. G. W. Kendrick and Miss J. Deacon (Austin-Healey) leave the Phyllis Court Club, Henley-on-Thames, to commence the second Riverside Rally. A good performance on the "Eight Clubs" section helped them to take 11th place and win the award for the best mixed crew.

menced, it was seen that of the 104 entrants, 21 had retired on either "A" or "B" and others had disappeared into the night, their fate unknown, bringing the total of runners down to less than 80.

At 6.30 a.m. the survivors began to leave Phyllis Court once more, at one-minute intervals, to sample Section "C". This, 37 miles in length, consisted of five driving tests with titles reminiscent of angling, to maintain the "Riverside" motif. Their sites were defined by six-figure map references and the route lay west of Henley, two hours being the time allowance. The first, "Reel", was a figure-of-eight at Mortimer West End, where J. W. Brain (Triumph TR2) made the best time of 16.2 secs. Another TR2, driven by Capt. Wilkinson, was best in a see-saw on the Great Auclum hill-climb course, his time being 11.6 secs. G. A. Folley's Jaguar XK 120 scored with 34.0 secs. in the third test, held in a wood at Sheffield Bottom, near Theale, and D. J. Butterfield's XK made the best time of 16.8 secs. in "Angler", a triangle test held near Midgham. The last test, a complicated wiggle-woggle on Bucklebury Common, also saw Butterfield make the best performance, his time being 39.4 secs. Butterfield actually proved best of Class C in four out of the five tests, but aggregate times gave the tests trophy to Capt. Wilkinson and his TR2 in Class B. Best of the Class A entrants was T. J. Tyler (Morris Minor).

Unfortunately, the early morning sunshine disappeared as competitors checked out of the Bucklebury time control and made their way northwards to Goring, the first of eight route checks on Section "D". This was a pity, for more than 2½ hours were allowed for this 62-mile "scenic section", intended as a gentle conclusion to the rally; the route checks consisted of locks on the River Thames, entrants having to find the names of the lock-keepers at Goring, Caversham, Ship-lake, Marsh, Hambleden, Marlow, Boulton and Bray. But the roads were still covered with snow or ice, no one lost marks by exceeding 34 m.p.h. between Bucklebury and the Streatley secret check, and only 20 of the 68 finishers completed the section without penalty.

Needless to say, the lucky score included Sunley and Pigott, who thus won a difficult rally by concentrating on their task to the end. We know they were concentrating, for in the winning Sunbeam Alpine we found Tom Pigott's copy of last week's AUTOSPORT, still unopened in its postal wrapper.

F.W.McC.

Results

Best Performance: J. B. Sunley/T. A. M. Pigott (Sunbeam Alpine), 66.8 marks lost.

Up to 1,500 c.c.: J. F. Bassett/D. J. H. Donovan (Standard), 94.3. **1,500-3,000 c.c. and specials up to 1,500 c.c.:** R. T. Mason/D. J. Hall (Citroën), 152.9. **Over 3,000 c.c. and specials over 1,500 c.c.:** E. J. Chandler/M. Ness (Ford Zephyr), 130.1.

Team Award: L. Platt/J. Higginson (Morris Oxford), E. J. Chandler/M. Ness (Ford Zephyr), and J. H. H. Fisher/J. Reynolds (M.G. TD). **Mixed Crew Award:** H. G. W. Kendrick/Miss J. Deacon (Austin-Healey), 170.4. **Best Performance in Tests:** A. Wilkinson (Triumph TR2).



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NEWS FROM THE CLUBS

By Wilson McComb

THE scene: a private residential club, not 100 miles from London, temporarily invaded by rally competitors. A member of the staff speaks to the clerk of the course: "Would you be so kind as to come upstairs with me for a moment, sir? One of your rally drivers is asleep on the floor, just outside the bedrooms, and I don't think Sir Geoffrey would like it. . . ."

Odd things happen in rallies. This week-end one is being sponsored by people who make soup. On 30th April, another is to be organized by people who make sweets. One hopes for a few more, run by fishmongers and butchers, just to fill up the hole in the middle of the menu.

INTENDING competitors in the **Liverpool M.C.'s** Jeans Gold Cup Rally, scheduled for 26th/27th February, are reminded that entries close at midnight tomorrow, 19th February. They should be sent to J. C. Rankin, 7 Churston Road, Childwall, Liverpool. . . . **Guildford M.C.** plan a specials-barred driving test event for Sunday, 13th March, with a handicap to equate cars of different capacity. . . . Latest to join the ranks of R.A.C.-recognized clubs is the **Romford Enthusiasts' C.C.**, which held its first observed rally on 6th February. It was won by G. Hill (Sunbeam-Talbot). . . . Future activities of the **Circle C.C.** include a meeting at the Century Hotel, Wembley Park, on 28th February, and a closed-to-club touring trial on 19th March. . . . No rough sections will be included in the Spring Rally of the **Mid-Cheshire M.C.**, which will cover a 200-mile route on 12th/13th March; entries to the honorary secretary at 215 Chester Road, Hartford, Northwich. . . . Next Friday, 25th February, the **Chester M.C.** will stage a night navigation run which is also suitable for any type of car. Entries will be accepted at the starting point, which is the Lansdowne Garage, Stamford Bridge. . . . If you want to attend the **Hagley and D.L.C.C.'s** annual dinner and dance in the Raven Hotel, Droitwich, on 4th March, now is the time to book your tickets with J. W. Cox, "Timberdine", Hyperion Road, Stourton, near Stourbridge, Worcs. . . . **Surrey S.M.C.'s** first competitive event of 1955 will be a point-to-point trial covering some 100 miles in Surrey and Sussex on 6th March, for which the regulations may be had from C. W. Dart, 39 Southmead Road, Redhill. There will be film shows at the Warwick Hotel, Redhill, on 3rd March and 17th March. . . . Members of the Brighton and Hove M.C., Civil Service M.A., Cranleigh and D.M.C., Haslemere M.C., Kentish Border C.C., London M.C. and Surrey S.M.C. are invited to take part in the **Horsham and D.M.C. and L.C.C.'s** annual Spring Rally on 27th March. Entries should reach E. G. Smith, "Merlewood", 20 Guildford Road, Horsham, by 20th

★
CAUSE AND EFFECT: On the right, we see R. G. Playford's special receiving manual assistance during the Eastern Counties M.C.'s recent "Wintercross". The reason for its lack of an effective ignition system is seen below!
★



March. . . . On 27th February, the **Plymouth M.C.** are running their "200 Trophy" Trial, the first time it will have been held as a standard production car event. Whilst ineligible for the Trophy, specials may compete for a separate award. The course covers about 165 miles, plus hills, and the invited clubs are the M.G.C.C., Bristol, North Cornwall, North Devon, Taunton, West Hants and Dorset and M.C.C. Entries please to R. Walsh, Hollies, Wrangaton, South Brent, Devon, by this Sunday, 20th February. . . . Enthusiasts in the Gosport area may like to go along to the Swiss Café, High Street, Gosport, at 7.30 p.m. next Wednesday, 23rd, when the **Gosport A.C.** will be hearing a talk by Mr. Boyle on the tuning and maintenance of SU carburettors. A film show is to follow it. . . . The dinner-dance of the **North Staffs M.C.** is also next Wednesday at the North Stafford Hotel, Stoke-on-Trent, and they also give us advance notice of their first race at Oulton Park on 30th April, with events for racing, sports, production sports and production touring cars on the full circuit. Invitations have gone out to the Bugatti O.C., B.A.R.C., Mid-Cheshire,

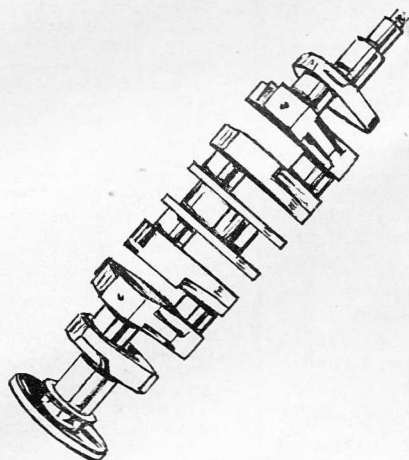
Nottingham, Liverpool, Vintage and B.R.S.C.C. . . . The **Combined Universities M.C.** are holding an "Inter-Varsity Speed Trial" on Sunday, 6th March, at Tempsford Aerodrome, open to resident and "veteran" members of the C.U.M.C. Entries should be in by 1st March to M. V. Kenyon, Magdalene College, Cambridge. . . . The **West Essex C.C.'s** Cloverleaf Night Navigation Rally is planned for the night of 26th/27th February, and will start from the Oak Inn, Rayne, near Braintree, Essex. Members of the Thames Estuary A.C., South Essex M.C., Marconi A.C., S.C.C. of Norfolk, Eastern Counties M.C., East Anglian M.C. and Chase Side M.C. are invited to take part. Entry closing date is 21st February, and the regs. are now available from A. J. Beagle, 2 The Leas, Avon Road, Upminster, Essex.

SUSSEX A.G.M.

THE Sussex Car and Motor-Cycle Club held their annual general meeting on 25th January. It was well attended, and the following officers were elected for 1955: *Chairman*, L. V. Cruttenden; *Hon. Secretary*, W. Edwards; *Hon. Treasurer*, B. Ford; *Comp. Secretary*, E. Everard; *Social Secretary*, M. Cager.

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LEEDS UNIVERSITY UNION M.C.

Night Navigation Rally

FOR the fourth year the Leeds University Union Motor Club have staged their Night Navigation Rally, and for the fourth time it has proved difficult. Of the 50 entrants only 17 qualified as finishers, with J. W. Waddington (Ford Anglia) and M. M. Roberts (Jaguar XK 120) losing only one mark apiece. By virtue of his better test times, John Waddington took the premier award.

The route was a good one, starting from the University Union on 5th February and leading through North Lincolnshire to Serlby Hall, the location of the first test. The next leg of the route was not held in any fear, but when the dinner halt at the New Bath Hotel, Matlock, was reached, already many marks had been dropped. Then came two tricky map references, followed by the night navigation section. For this, a list of controls was given and bonus marks could be gained for each consecutive control visited. Many competitors decided on compromise, but not A. G. M. Kellett (Austin-Healey), for by the time he reached the compulsory halt at Lomas's Garage, Chapel-en-le-Frith, he had visited every intervening control. A stout effort!

The final leg started well with a downhill—dead engine—braking test at Winnats Pass. The surface here was more than somewhat icy, there was a penalty for overshooting the final line, and one enthusiastic type produced a final slide that was conservatively estimated as being 100 feet too much.

By way of Goole, Howden and York a further 150 miles was covered to reach Leeds, where a most co-operative police force had offered the use of their skid pan for the final test. This consisted of two laps of a figure-of-eight, and on the surface provided was by no means easy. An average time was 42 secs., but it was left to the last arrival, A. Staniforth (Buckler), to record the B.T.D. of only 29 secs.

WILSON ROGERS.

Provisional Results

Best Performance, Roberts Trophy and Replica: J. W. Waddington (Ford Anglia), 1 mark lost.

Navigator's Award: J. N. Wood.

Runner-up: M. M. Roberts (Jaguar XK 120), 1 mark lost.

Third Place: A. G. M. Kellett (Austin-Healey 100), 7.

Up to 1,200 c.c.: 1, J. W. Waddington (Ford Anglia), 1; 2, K. G. M. Pointing (Fiat 1100), 27; 3, D. E. Clarke (Ford Anglia), 80. **1,200-2,000**

COMING ATTRACTIONS

February 19th. Riley M.C. 15th Winter Rally. Start, Bickley Road, Bromley, Kent, 1.45 p.m.

Bristol M.C. and L.C.C. "Maggi Carlo" Rally.

Scottish S.C.C. Moonbeam Rally.

M.G.C.C. (Irish Centre) Experts' Trial, Eire.

Newry and D.M.C. Trial, N. Ireland. Start, Bridge Street, Newry, 2.30 p.m.

February 19th/20th. U.H.U.L.M.C. Rosette Rally. Telegraphic start.

February 20th. Ice Races (F.3, S, T), Vasteras, Sweden.

Shenstone and D.C.C. Kitching Trophy Trial. Start, Rising Sun, Bamford, 10.30 a.m.

N.L.E.C.C. Jacobean Trophy Trial. Start, Hatfield.

Northampton and D.C.C. Deragate Trophy Trial. Start, Market Square, Northampton, 10.30 a.m.

Warrington and D.M.C. 2nd Daffodil Rally. Start, Bank Street Car Park, Warrington, 9.30 a.m.

Eastern Counties M.C. "Experts and Novices" Touring Trial. Start, London Road, Ipswich, 1.45 p.m.

Cambridge '50 C.C. Little Rally. Start, Four Went Ways Roundabout, near Cambridge, 2.30 p.m.

Birmingham University M.C. Welsh Rally. Start, Stewponey Inn, near Stourbridge, 10 a.m.

Leicestershire C.C. Bacon Trophy Trial. Start, Lee Street, Leicester, 2 p.m.

S.C.C. of Norfolk Pancake Rally. Windsor C.C. Winter Touring Trial.

Sussex C. and M.C.C. Valentine Trial.

Munster M.C. Spring Trial, Eire.

c.c.: 1, S. C. Jowett (Triumph TR2), 45; 2, R. A. Hudson (M.G.), 108; 3, R. Jameson (M.G.), 109. **Over 2,000 c.c.:** 1, M. M. Roberts (Jaguar XK 120), 1; 2, A. G. M. Kellett (Austin-Healey 100), 7; 3, G. Goddard (Morgan Plus 4), 21.

Team Award: "The Nightbirds"—G. Goddard (Morgan), B. Clements (Jaguar), and M. Wayne (Healey).

EASTERN COUNTIES EVENT

WHAT was confusingly described as a "Winter-Cross" was held by the Eastern Counties M.C. in the Waveney Valley on Sunday, 30th January. It proved to be a short, semi-sporting trial with five timed tests in "natural surroundings", which were, in fact, farm tracks, metalled uphill road, a gravel quarry, a flooded minor road and an "impassable" ford. Everyone enjoyed the fun, and the event was won by D. B. Bush (Austin A.40), with M. Baker-Munton (Morris Minor) and A. C. Westwood (Fiat) second and third. Other classes were won by L. J. Coe (Triumph TR2) J. Risk (Ford Pilot) and R. Griffiths (Land Rover).

At the club's recent annual general meeting, W. T. Harris took over the duties of competitions secretary, and P. Berner, of 117 Thoro'fare, Woodbridge, Suffolk, those of honorary general secretary.

CLUB FIXTURES

Rhyl and D.M.C.—Awards dinner and dance, 18th February, Marine Hydro, Rhyl, 7.30 p.m.

North London M.C.—Meeting, 18th February, Cat Inn, Cat Hill, East Barnet.

Aston Martin O.C.—A.G.M., 18th February, R.A.C., Pall Mall, London, 6.45 for 7 p.m.

Mid-Surrey A.C.—Annual dinner dance, 18th February, Richmond Hill Hotel, Surrey.

Cambridge '50 C.C.—Meeting, 18th February, Ancient Shepherds, Fenditton, near Cambridge.

B.A.R.C.—Dinner dance, 19th February, Hyde Park Hotel, Knightsbridge, London. S.W. Centre meeting and film show, 23rd February, Little Testwood Country Club, Totton, Southampton.

M.G.C.C. (S.W. Centre).—Talk and film show, 19th February, Ship Hotel, Alveston, near Bristol, 6 p.m.

A.C.O.C.—Annual dinner dance, 19th February, Cumberland Hotel, Marble Arch, London. Talk, 23rd February, Marlborough Head, North Audley Street, W.1, 8.15 p.m.

Thames Estuary A.C.—"Cats' Eyes" Supper, 19th February, Rayleigh Weir Hotel, Rayleigh, 6.45 p.m.

Alvis O.C.—Social evening, 20th February, Punch Bowl, The Butts, Warwick, from 7 p.m.

Welsh Counties C.C.—Film show, 21st February, St. Mellons Golf Club.

London M.C.—Meeting, 22nd February, Pavioir's Arms, Page Street, Westminster.

Lagonda Club (Northern).—Meeting, 22nd February, Red Lion, Holme-on-Spalding-Moor.

Eastern Counties M.C.—Meeting, 22nd February, Red Lion Hotel, Martlesham, near Woodbridge.

King's College M.C.—Film show, 22nd February, Armstrong Building, Newcastle upon Tyne, 6.45 p.m.

Northampton and D.C.C.—Film show, 22nd February, Queen Eleanor Hotel, Northampton, 8 p.m.

Bentley D.C.—Meetings: 22nd February, Hautboy Hotel, Ockham, Surrey; 24th February, Elcot Park Hotel, Newbury, Berks (with Vintage S.C.C.).

South Wales A.C.—Film show, 22nd February, Wenvoe Golf Club, near Cardiff (with Riley M.C.).

North Staffs M.C.—Annual dinner dance, 23rd February, North Stafford Hotel, Stoke-on-Trent.

Gosport A.C.—Talk and film show, 23rd February, Swiss Café, High Street, Gosport, 7.30 p.m.

Dunlop (Coventry) M.C.—Film show, 23rd February, Lythalls Lane, Coventry.

Alvis Register.—Meeting, 23rd February, The Abercorn, Stanmore Hill, Middx.

Liverpool M.C.—Meeting, 23rd February, Royal Hotel, Hoylake.

Chiltern C.C.—Meeting, 23rd February, George Hotel, Beaconsfield.

Worcestershire M.C.—A.G.M., 24th February, Diglis Hotel, Worcester, 7.30 p.m.

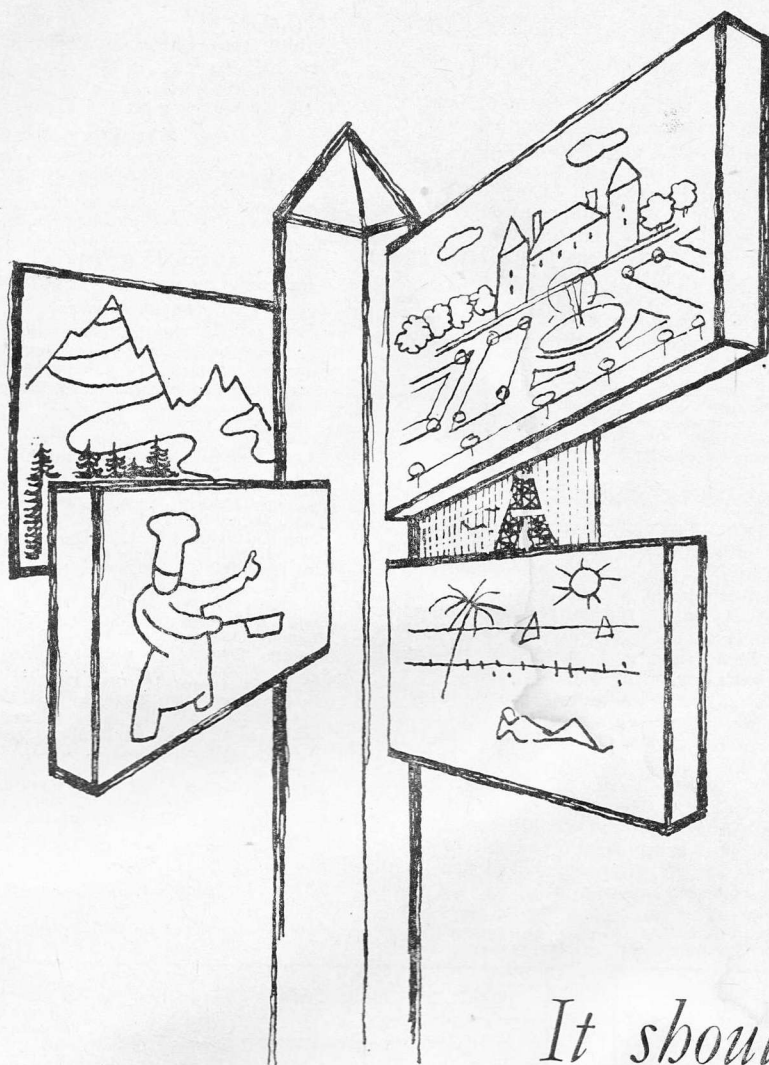
Surrey Sporting M.C.—Meeting, 24th February, Warwick Hotel, Redhill.

Sunbac.—Meeting, 24th February, George Hotel, Solihull.

Vintage S.C.C.—Meetings, 24th February: Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Cheshire.



★
FIRST AWAY in the Leeds University Union M.C.'s night navigation rally was D. J. B. Brown (Ford Zephyr). He is being given the "off" signal by James P. MacFarlane, President of the Union.
★



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EAST ANGLIAN WINTER RALLY

USUALLY regarded as one of the toughest events in the East Anglian M.C. calendar, the 1955 Winter Rally on 30th January was no exception, and for the first time it was won outright on the road. In fact the winners, D. J. Morley (Ford Consul) and his two brothers, gained no bonus marks in the only driving test.

Twenty starters out of 23 entrants arrived at Wormingford Airfield in bright sunshine and were immediately sent to do the driving test, included in the running time of the first section. Outstanding at the embellished figure "8" test were C. W. Vigar (M.G. TA) in 18½ secs. and R. P. Lumsden (Riley 1½-litre), 19½ secs. Unfortunately Vigar's effort was too much for his back axle, and that was the end of his rally.

The road section was divided into four entirely separate sections, three being a question of map reading and the fourth on route card. A refinement which caught everyone except the Morleys was that in the 33-mile Section 3 it was stated "all or any of the locations to be visited may be time controls". The first of these locations was only 1.7 miles from the start, and some experienced competitors took as long as 12 minutes to reach it.

Results

1, D. J. Morley (Ford Consul); 2, H. E. Kingsman (Mercedes-Benz); 3, H. J. Bone (Ford Zephyr); 4, E. S. Ridley (Triumph TR2).

Open Car Class: 1, E. S. Ridley (Triumph TR2); 2, C. Wicks (M.G. TA); 3, I. W. Vigar (M.G. TA). **Closed Car Class:** 1, H. E. Kingsman; 2, H. J. Bone; 3, J. E. Steggall (Jowett Jupiter).

A.C.O.C. NOVICES' POINT-TO-POINT

WHAT was believed to be the largest-ever gathering of A.C.s, other than at the works, was present at the start of the A.C. Owners' Club's annual Novices' Point-to-point on 6th February. From the "Black Prince" at Bexley, 26 novices and eight "experts", in a separate class, set off on a 70-mile route through Kentish byways. There were 20 points to locate, and the event had been planned so that mileage was of far greater importance than time. The organizer was the club's hon. secretary, H. F. Day, of 19 Russell Street, London, W.C.2.

Results

Novices: 1, B. K. Brock; 2, M. Webb; 3, D. V. J. Galbraith. **Experts:** N. W. Howlett. **Class Awards:** D. G. Hogg, T. H. Barkell, H. L. Pewtress and D. H. Thornton.

GOSPORT NAVIGATION EVENT

GOSPORT A.C. officials were surprised on 29th January, when 28 crews turned up at Fareham to take part in what was intended to be a mild navigation event. There was no time for relaxation on a course of only 38 miles, with 17 points to locate and code letters to be found at each one.

The first three points proved easy to locate, although some hunting was needed for the code letters, but the fourth, at Vernon Hill, was more difficult. Bridge-chasing followed, with code letters to be found on no less than 13 bridges, some approachable only on foot and one completely flooded. Not surprisingly, no one succeeded in finding all the required information.

Last of all came a special test at Stubbington, where drivers and navigators had to roll a wheel in and out among flowerpots. Jack Hayden and Fred Weston proved the fastest pair.

Results

1, E. H. Smith (Alvis 3-litre), 56 marks, test time 21 secs.; 2, J. A. F. Fisher (Morris 8), 56, 26; 3, J. D. Hayden (Riley 9), 54, 20; 4, I. Reeves (Morris Minor), 54, 29; 5, R. Saunders (Riley), 52, 40; 6, A. G. Cooper (Riley), 50, 24.

THAMES ESTUARY A.C.

NATIONAL "CAT'S EYES" NIGHT RALLY

5th/6th February

Official Results

Best Performance: R. Randall (A40 Sports), nil marks lost, Navigator, F. A. Freeman.

Next Best Performance: B. M. Bowring (A40), nil marks lost, Navigator, F. R. A. Turnbull. (N.B.—These positions decided on driving test times.)

Class Awards: **Category 1, Class A:** 1, J. Moncrieff (Ford Popular), 80 marks lost; 2, F. M. Arthur (Ford Anglia), 100; 3, S. G. Cobban (M.G. YB), 125; **Class B:** 1, R. V. Fox (Consul), 100; 2, J. Maltby (Lancia), 195; 3, R. A. Wilton (Consul), 210; **Class C:** 1, J. Trigg (Sunbeam), 165; 2, J. Pocock (Velo), 170; 3, R. Sawdon (Zephyr), 210; **Class D:** 1, J. Cutbush (Jaguar Mk. 7), 310; 2, D. R. L. Wallace (Jaguar Mk. 5), 330.

Category 4, Class A: 1, S. Moore (M.G. TF), 25; 2, J. Reynolds (M.G. TD), 125; 3, S. P. A. Freeman (M.G. TA), 130; **Class B:** No award (no finishers); **Class C:** 1, B. Day (TR2), 15; 2, B. Clarke (Morgan Plus 4), 35; 3, C. D. Boulton (Healey Silverstone), 35; **Class D:** 1, M. D. McKay (Austin-Healey), 200; 2, Miss P. M. Burt (Aston Martin DB2-4), 335.

Category 5: 1, G. K. Farmer (Consul), 60; 2, J. M. M. Fisher (M.G. TD), 60; 3, M. C. Terry (Zephyr), 85.

Team Awards: 1, M.G.C.C. South-East Centre: L. N. Needham (M.G. TD), C. Cobban (M.G. YB), J. Shove (M.G. TF), Total marks lost, 435; 2, Lloyds: B. H. Bowring (A40), J. I. Bremner (Zodiac), J. B. Sunley (Sunbeam). Total marks lost, 440.

No Ladies' Award (no finishers).

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Published by AUTOSPORT, 159 Praed Street, London, W.2, and printed in England by Keliher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1, England.