

R.A.C. BRITISH RALLY: FIRST REPORTS

AUTOSPORT

MARCH 11, 1955

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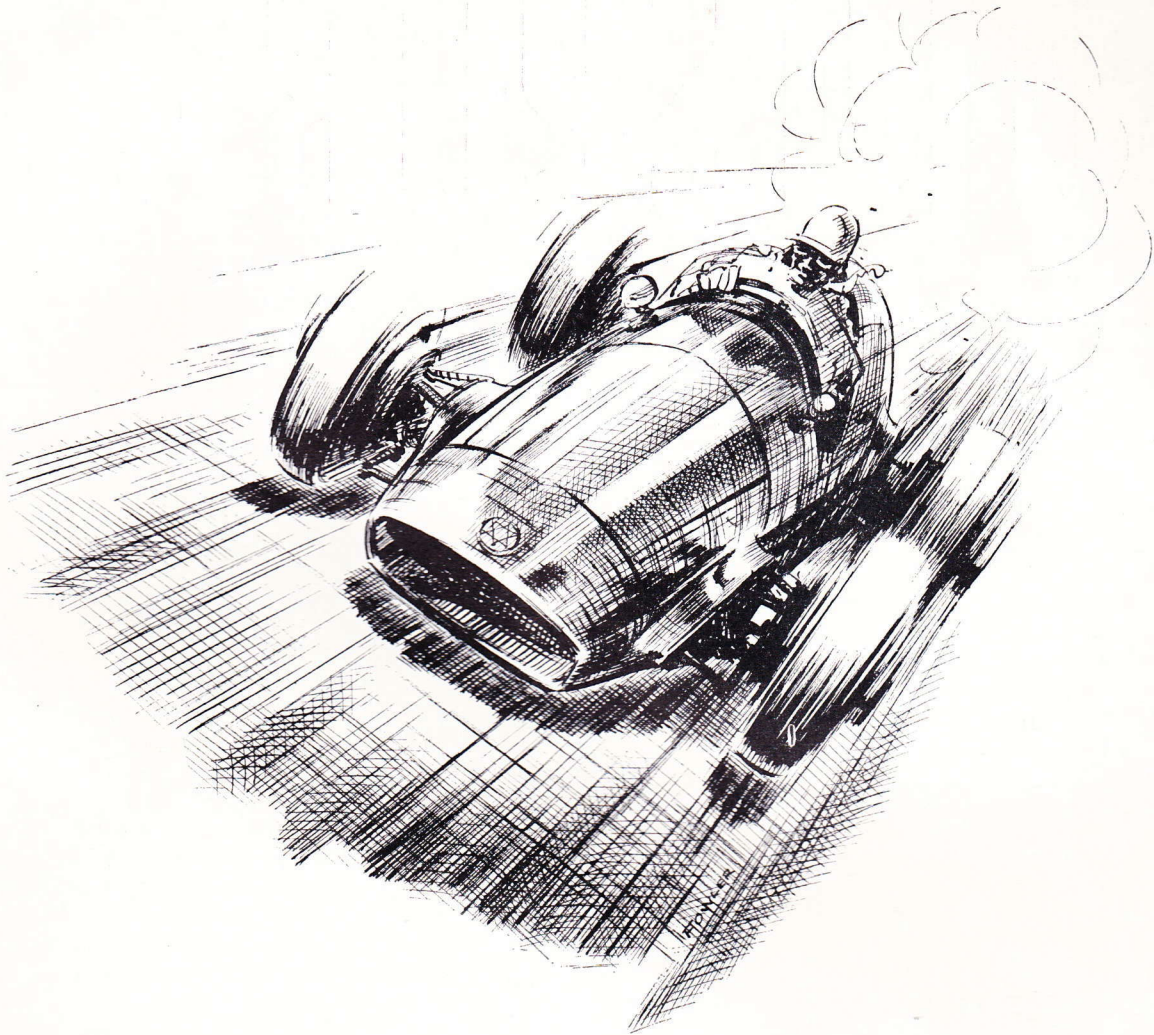
EVERY FRIDAY
Vol. 10 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

INTER-VARSITY SPEED TRIAL : THE STORY OF RENÉ DREYFUS : THE 1955 LISTER-BRISTOL
RALLYE SESTRIERE : 1954 SCOTTISH SEASON : JOHN BOLSTER ON DIRECTIONAL INSTABILITY
RUTH SANDS BENTLEY • DENIS EDKINS • J. RICHARD ALEY • C. P. TOOLEY



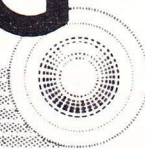
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 10

March 11, 1955

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CONTENTS

	Page
Pit and Paddock	290
Sports News	291
The Agadir Meeting	292
Portrait Gallery, No. 14—John Coombs	293
The British Rally Begins	294
The 1954 Scottish Season	296
Directional Instability, by John Bolster	299
Racing Driver to Restaurateur—the Story of René Dreyfus	300
N.E. Notes	303
The 1955 Lister-Bristol	304
The Sestriere Rally	306
Book Reviews	307
News from the Clubs	308
Inter-Varsity Speed Trial	310
Moss Trophy Rally	312
Correspondence	314
A.C.O.C. Night Trial	315

NOTICES

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EDITORIAL

RALLIES AND SPECIAL EQUIPMENT

THIS week-end sees the finish of the most ambitious rally yet to be staged in Great Britain, the 5th R.A.C. British International event. This constitutes the third round in Europe's 1955 Touring Championship, but in character Britain's No. 1 Rally differs widely from the preceding Monte Carlo and Sestriere events. The very nature of roads in this country prevents the introduction of high speed special sections such as are common in Continental rallies, but the inclusion of three night navigation tests over tricky and less frequently used by-roads, plus no fewer than 12 special tests, more than compensate for the lack of true "Alpine" sections. Also, by depending to a great extent on test results to sort out winners, emphasis is not only placed on suitable machines, but on driving skill.

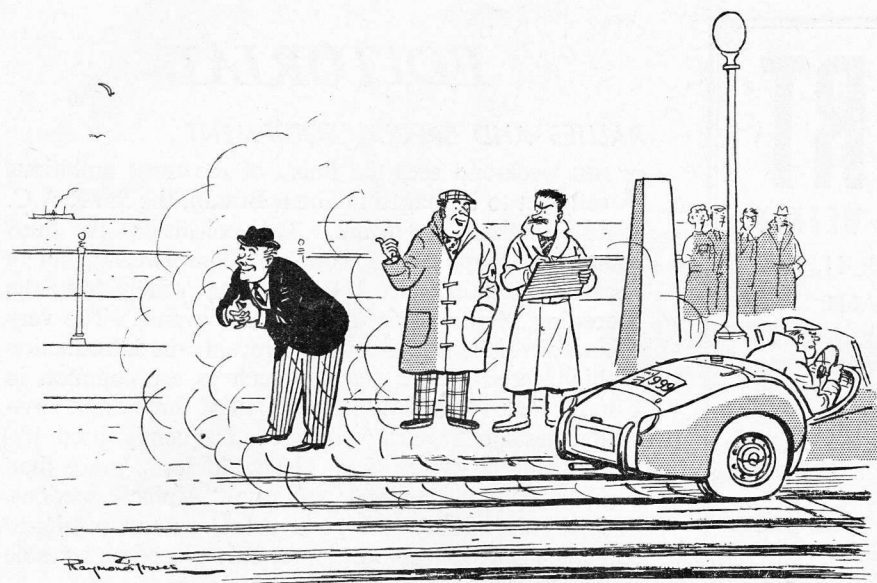
More and more interest is being taken in the rally-equipped vehicle by the general public, and it is a fact that many articles and components specially devised for long-distance rally work are being fitted by car owners who have not the slightest intention of taking part in competitions, but do realize the extra comfort and so on of this equipment, particularly for long-distance touring. One can mention folding-down passengers' seats, headrests, outside temperature gauges, interior-operated radiator blinds, snow deflectors, snow tyres, various interior heating devices, average speed calculators, windscreen washers, special lamps, CO₂ tyre inflators, as only a selection of the many aids to all-weather touring which, only a few years ago, were to be found exclusively on machines prepared for rally work. Just as motor racing contributes to the design and development of ordinary road vehicles, International rallies have given car owners an entirely new outlook on car equipment.

BRITISH RED TAPE

THE curious case of Maurice Gatsonides will interest all racing and rally drivers. Because the Dutchman was invited by Aston Martin, Ltd. to drive in the R.A.C. Rally, he had to obtain a permit from the Ministry of Labour—despite the fact that Gatsonides is not paid for his services, but receives merely out-of-pocket expenses. Does this mean that all foreign drivers who come to Great Britain and receive a starting fee, no matter how small, will require to register with the Ministry of Labour? In retaliation, will British drivers have to obtain work permits from the governments of other countries? It does seem a rather ridiculous state of affairs that non-professional drivers may receive the same treatment as accorded full-time professionals!

OUR COVER PICTURE

SUN-SEEKER: Amid waving Moroccan palms, Graham Whitehead comes in after practising in the 2.9-litre DB35 Aston Martin for the Circuit of Agadir, which took place on 27th February.



"Holidays here every year at this time—chairman of a rubber company, I believe..."

B.R.D.C. will admit children of under 10 into Oulton Park free of charge on Empire Trophy day, Saturday, 2nd April.

MILLE MIGLIA will see official Austin Healey entries, drivers to include Donald Healey, Lance Macklin, Ron Flockhart and George Abecassis.

SCHIZOPHRENIC Scotsman? One French journal, referring to Flockhart's nomination in the team, describe him as *deux jeunes Anglais: Ron et Slocart*.

VISITING the Leipzig Trade Fair last Monday, East German Prime Minister Herr Grotewohl ordered a Triumph TR2—a bright red one.

NEW showrooms for sale of new and used cars were opened recently by Johnson and Brown at 268-270 High Street, Bromley, Kent. Their workshops are still at Ringer's Road.

FIRST French hill-climb of the season, the Planfoy event at Monthéry, saw the record broken by Georges Grignard in a G.P. Talbot. A 300SL Mercedes beat a 2.9 Aston Martin in the Grand Touring class, with other 300SLs third and fourth, and Houel's Super Sprint Alfa fifth. Straws in the wind . . . ?

★
LOCAL COLOUR :
The local Arab populace take an interest in the three British cars entered for the Circuit of Agadir. Left to right are Margulies's C-type Jaguar, Duncan Hamilton's D-type and Graham Whitehead's DB3S Aston Martin.



RENÉ BONNET'S Formula 1 750 c.c. blown D.B.s are being fitted with Messier disc brakes. Five cars are being prepared, and their début may be at Monthéry on 27th March, prior to the Pau G.P.

MARCEL BECQUART, who presented an International Rally Trophy to the B.T.D.A., has made participation in the Evian-Mont Blanc event a condition of entering for the competition. Details are available to B.T.D.A. members from B. K. Thompson, 38 Torkington Road, Gatley.

FOLLOWING on their Sestriere Rally class win, the Germans Schock and Moll (Mercedes-Benz) are leading the European Touring Championship by one point from "Monte" winners Malling/Fadum (Sunbeam) and Gatta/Mazzonis (Sestriere victors).

NEW 2½-litre sports Talbot, costing about £2,000 in France, has a four-cylinder engine peaking at 5,000 r.p.m. and an estimated maximum speed—not very impressive—of 125 m.p.h.

PIT AND PADDOCK

LOCATION of the potential circuit, undisclosed in the recent Lords debate on Lord Brabazon's proposal to empower the M.O.T. to close public roads for racing, is revealed as being near Buxton, in Derbyshire, within the Peak District National Park. Negotiations continue.

BRITISH RAILWAYS (London Midland Region) are to run a special day excursion from Euston and Watford Junction for the International *Daily Express* Trophy Meeting at Silverstone on 7th May. Day excursion tickets are also to be issued for ordinary trains from Birmingham, Wolverhampton and Coventry.

MARCEL BECQUART'S Aston Martin entry for the Lyon-Charbonnières rally has been taken over by Dickie Steed/Stam Asbury. Barclay Inglis is co-driving with Leslie Brooke (TR2). Len Potter has entered a modified Peugeot.

PORFIRIO RUBIOSA is to drive a Mondial Ferrari at Sebring on Sunday. He shared second place in a Lancia last year with Valenzano, although the latter did most of the driving.

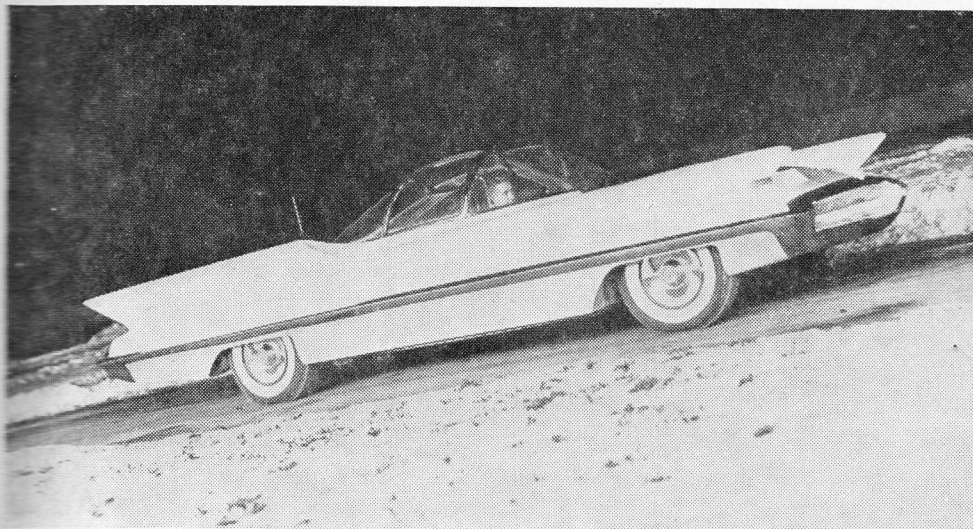
ROY SALVADORI, subject of last week's Portrait Gallery, was fifth at Chimay with his Alfa Romeo in 1947, not fourth; he did most of the race on top gear, too.

NEW FORM OF R.A.C. MEMBERSHIP

OPEN only to past and present holders of competition licences, a new form of membership has been introduced by the R.A.C. All the usual advantages of R.A.C. membership are available, together with a new badge incorporating the words "R.A.C. Motor Sport Member". The first member of the new branch is Stirling Moss; there should be plenty more, as the number of past and present competition licence holders totals 13,000.



(Left) The new badge to be issued to "R.A.C. Motor Sport Members". All comp. licence holders are eligible.



FUTURA: This is the latest dream car of the Lincoln-Mercury division of the Ford Motor Company of America. Length is almost 19 ft., width 7 ft., height 52.8 inches; the roof comprises twin plexiglass canopies which pivot when the doors are opened.

Porsche: H. von Hanstein/—, R. Davis/C. Poole, E. T. Hunt/H. Hanna, G. Derujinsky/—, T. McKenna/G. Atkins, A. Bunker/—, H. L. Brundage/—, N. Christianson/D. McKnought. **Denzel:** R. Toland/H. Hanna. **M.G. (TF):** D. Ash/D. Black.

Class G (751-1,100 c.c.)

Lotus (Mk. 8F): F. Miller/G. Rabe, (Mk. 8): N. J. Scott/R. W. Samuelson. **Porsche:** P. O'Shea/H. Linge. **Bandini:** I. Haskelle/D. Irish. **Abarth:** J. Bentley/—, **Siata:** A. Conley/—.

Class H (501-750 c.c.)

Renault: R. Manzon/Hébert, Pons/Rédélé. **Bandini:** S. McArthur/—.

Amongst reserve entries are a 4.9 Ferrari, an Allard, seven private Jaguars, a 300SL Mercedes-Benz, five Austin-Healeys, an Arnolt-Bristol, a Swallow Doretti, a TR2, a Veritas, three Porsches, an Osca, an 1,100 c.c. Kieft, an M.G., a Siata and a 750 c.c. Crosley.

G.P. OF DAKAR

TAKING place this Sunday, 13th March—same day as Sebring in the U.S.A.—the Grand Prix of Dakar, in Senegal, W. Africa, has none the less attracted a goodly assortment of European entries, many going south from Morocco after competing at Agadir. The British drivers Duncan Hamilton, Dan Margulies and Graham Whitehead are down to drive D and C-type Jaguars and DB3S Aston Martins respectively. Mike Sparken, winner of the Agadir race, will compete with a Ferrari, as will Lucas, Carini, Piotti, Picard and Della Favera; the Portuguese d'Oliveira has also entered a Ferrari, while Mantovani may drive a new 2½-litre model. A formidable entry is that of Jean Behra with a new 3-litre Maserati. André Guelfi and two other drivers may handle Gordinis, while Rosier (Maserati or Ferrari) and Chiron (Osca) are also "possibles".

The sports car race will be over 35 laps of the 10.46 km. circuit, a total distance of 366.17 km. Shorter races for touring cars and Monomills will also be staged. Amongst entries in the latter event are Armagnac and Laureau, co-winners with a D.B.-Panhard of last year's T.T. race at Dundrod.

SPORTS NEWS

SEBRING ON SUNDAY

THE Florida International 12 Hours Grand Prix of Endurance is the full title of Sunday's race at Sebring, being staged for the fifth successive year, and counting for the 1955 World Sports Car Championship. Scene of the race is Hendricks Field air base, a few miles outside the Florida town of Sebring. Widening and resurfacing at many points has improved the circuit, and with a full entry list of 80 cars (plus over 40 reserves), its 5.2-mile lap distance promises to be fully occupied.

Although there are few European entries, European cars are plentiful, and Ferrari are very strongly represented by over a dozen cars ranging from 4.9-litre Le Mans types to 2-litre "Mondials", with Umberto Maglioli, Piero Taruffi, Harry Schell, Jim Kimberly, Carroll Shelby and Phil Hill amongst their drivers while Mantovani and Musso are down to handle a works-entered 3-litre Maserati.

For "the green" there are Mike Hawthorn, sharing Briggs Cunningham's D-type Jaguar with Phil Walters; and Stirling Moss and Lance Macklin, co-driving an Austin-Healey 100 S. There are several more of these to be handled by American drivers, also five Jaguars. In Class E are three Arnolt-Bristols, two Morgans and a TR2 Triumph, while two Lotus Mk. 8s are due to contest Class G with a Porsche, a Bandini, a new Abarth and a Siata. In the smallest category are two works 750 c.c. Renaults. The German von Hanstein figures in the 1,500 c.c. entries with a Spyder Porsche, while five privately owned 300SLs represent the Mercedes-Benz marque.

The entry list, subject to final changes, is as follows:—

Class B (5-8 litres)

Kurtis: R. Crawford/W. Stroppe, J. Ensley/—, B. Murphy/S. Hanks. **Allard:** W. Gray/P. Ceresole. **Nash-Healey:** A. Rosenberger/C. Cowdin.

Class C (3-5 litres)

Jaguar (D-type): P. Walters/J. M. Hawthorn; (C-type): J. Kaplan/R. Boss, C. Wallace/D. Thompson, D. Vilardi/R. Grossman. (XK 140): M. R. J. Wyllie/L. Cracraft. (XK 120): F. Dagavar/B. Lamoreau. **Ferrari (4.9):** J. Kimberly/E. Lunken. (4.5): J. McAfee/B. Drake,

J. Shakespeare/P. Vallée. (4.1): C. Flynn/E. Munoz. **Ford (Thunderbird):** F. Scherer/D. Davis, Jr. **Van Beuren Special:** F. Van Beuren/E. Towle.

Class D (2-3 litres)

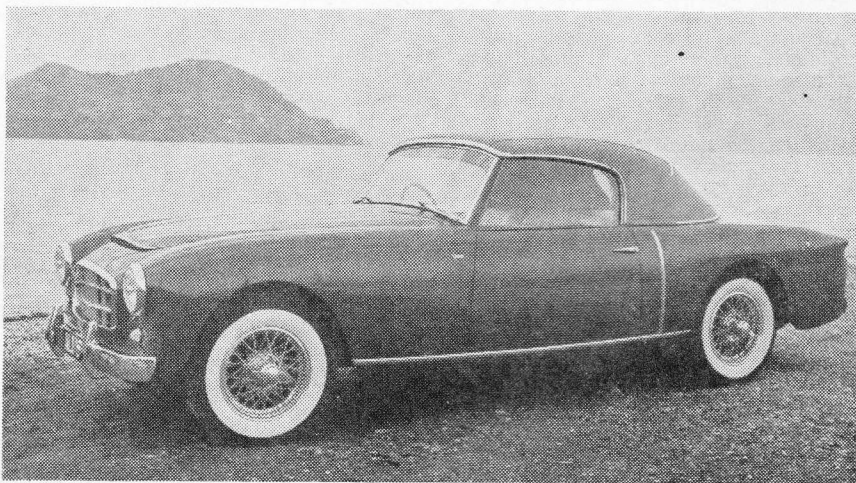
Cunningham (C6R): B. S. Cunningham/—, **Maserati:** S. Mantovani/L. Musso, W. Spear/S. Johnston, Valenzano/Perdisa; J. Fitch/—, **Ferrari (2.9):** A. de Portago/U. Maglioli, M. Lippmann/—, J. Von Neuman/—, E. McAfee/H. Wheeler, P. Hill/C. Shelby, B. Said/L. Chinetti, P. Taruffi/H. Schell. **Mercedes-Benz (300SL):** C. Flynn/L. Gonzales, P. Croquer/J. Polo, H. S. Scheffer/W. Lilley, R. T. Makins/H. Woodworth. **Austin-Healey (100S):** S. Moss/L. Macklin, J. Cooper/R. Jackson-Moore, F. Allen/G. Ehrman, R. Fergus/H. B. Watts, W. Brewster/C. T. Rutan, W. Cook/G. Rand, J. Fergusson/R. Keith. (100): W. Wender/W. Wellenberg, Jr., J. Guibardo/—, **Excalibur:** J. H. Ullrich/—, R. Gary/E. Crawford.

Class E (1,501-2,000 c.c.)

Ferrari: P. Rubirosa/C. Niday, T. Tappaw/R. W. Magenheimer. **Maserati:** T. Friedman/K. Brocken. **Alfa Romeo:** A. Pompeo/R. Blackwood. **Arnolt-Bristol:** S. H. Arnolt/J. Parks, R. Dreyfus/R. Grier, J. Norwood/R. Cuomo. **Triumph TR2:** J. Schmidt/J. German. **Morgan:** J. Weitz/G. Mackenzie, M. Rothschild/Dr. H. Kunz.

Class F (1,101-1,500 c.c.)

Osca: W. Lloyd/—, W. Hansen/W. Eager, H. Chapman/W. G. Bell, C. Braniff/J. Velasquez, P. B. Stewart/C. Boynton, I. O. Linton/H. Stetson.



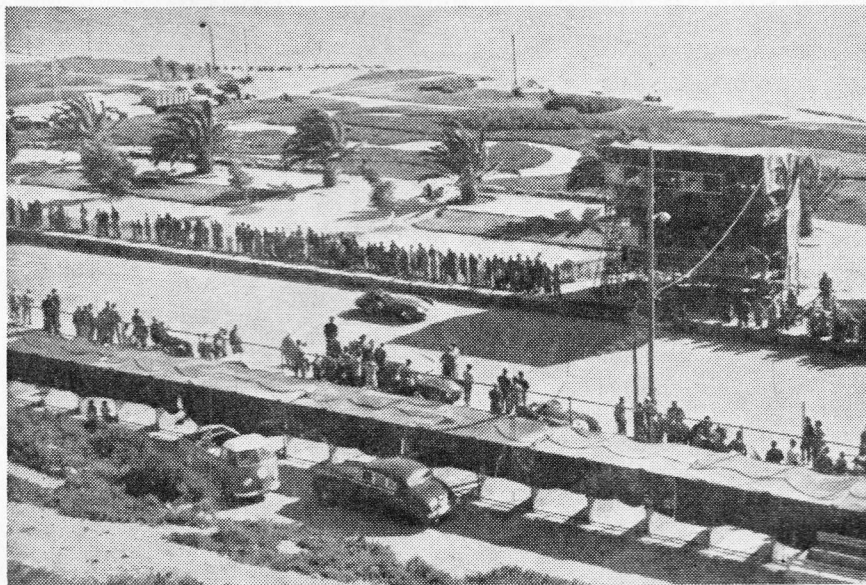
BODY BY GRABER of Switzerland; chassis a TC.21/100 by Alvis of Coventry; this attractive special coupé appears at the Geneva Show, 10th/20th March.

THE AGADIR MEETING

As a contrast to Britain's sombre skies and piercing winds, few places could be finer than Agadir, seaside resort in sunny Morocco, on the North African coast. On Sunday, 27th February, when the International Circuit of Agadir meeting was held, the weather was superb, with blue skies and benevolent sunshine; palm trees around the bay swayed gently in the soft breeze and everyone walked around in summer headgear, and open shirts with sleeves rolled up. British, Italian and French cars were competing, and that real



(Above) The start of the over 2-litre race, with the 3-litre Gordinis of André Guelfi and Franco Bordoni a row ahead of the C-type Jaguar of Dan Margulies and Graham Whitehead's Aston Martin. (Left) Grandstand view of the finishing straight, showing the pleasant sea-side setting of the Agadir circuit. The car passing is Sparken's winning Ferrari.



"Continental" atmosphere had clearly crossed the Mediterranean for the day, French-Moroccans and Arabs swarming around the strange alien machines in appreciative wonderment.

Four events made up the programme, the big attraction being the over 2-litre race in which Duncan Hamilton (D-type Jaguar), Graham Whitehead (DB3S Aston Martin) and Dan Margulies (C-type Jaguar) represented Britain, faced by a strong force of Ferraris and two fleet Gordinis. The course was a short and difficult one, only 1½ miles long, and containing many twisty sections and two hairpins, both approached downhill and thus taxing brakes to the utmost.

Following the usual gala processions, the first race began at 1 p.m. For cars of up to 1,000 c.c., it proved the inevitable Renault-Panhard clash, although in this case local Renault man Lacaze outstripped all opposition, consolidating his triumph with a new class record.

Races 2 and 3, for 1½-litre and 2-litre cars, were run concurrently. Storez's Porsche 555 leading the bigger cars momentarily, soon to be overwhelmed by Guelfi and Bourrely in Gordinis. This pair duelled spiritedly, until Della

Favera swept by in an obviously faster Ferrari "Mondial" to gain an unassailable victory. François Picard spun his blue Ferrari twice and eventually retired, while Mantovani (Ferrari) fought against plug troubles to finish fourth. Storez's Porsche won the 1,500 c.c. race with ease.

The race for the "grosses cylindres" proved disappointing in British eyes, for Duncan Hamilton's Le Mans D-type Jaguar—a star attraction—went out shortly after quarter-distance, gearbox trouble being the reason given for retirement. Graham Whitehead's Aston Martin was also forced out, suffering a stripped crown wheel and pinion, but Dan Margulies in the ex-Hamilton disc-

braked C-type Jaguar drove a fast, steady race to take seventh place.

Sparken's victory in a new 3-litre Ferrari 750S was a well-fought and popular one. He seized the lead from flag-fall, and only the Italian Franco Bordoni and the Moroccan champion André Guelfi in works 3-litre Gordinis came anywhere within range. Behind this trio ran Picard and Louis Rosier in Ferraris. While duelling with Bordoni for second place, Guelfi came near to Farina's 1954 lap record, the Gordinis both closing on the leader in the heat of the struggle. Sparken's lead remained unshaken, however, and he sped on to win, before the approving gaze of Ferrari team chief Ugolini, while Amedée Gordini, also present, cannot have been dissatisfied at his cars' showings in the various classes that day.

GRAHAM HILL.

RESULTS

Over 2-litre sports cars (60 laps, 146.16 km.):
1, M. Sparken (Ferrari), 1 hr. 29 mins. 19.6 secs.;
2, F. Bordoni (Gordini), 1 hr. 29 mins. 38 secs.;
3, A. Guelfi (Gordini), 1 hr. 30 mins. 40 secs.

1,501-2,000 c.c. (50 laps, 121.8 km.): 1, Della Favera (Ferrari), 1 hr. 18 mins. 11 secs.; 2, Bourrely (Gordini); 3, A. Guelfi (Gordini).

1,001-1,500 c.c. (50 laps, 121.8 km.): 1, Storez (Porsche), 1 hr. 19 mins. 5.8 secs.; 2, Portaz (Portaz); 3, de Lomos (SAP).

Up to 1,000 c.c. (35 laps, 82.25 km.): 1, Lacaze (Renault), 1 hr. 1 min. 59 secs.; 2, Stempert (Panhard); 3, Dufour (Renault).



TOUREN-SPORTWAGEN: The sleek and attractive production version of the 112 m.p.h. 190SL Mercedes-Benz, as exhibited at the Geneva show which opened yesterday.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 14—JOHN COOMBS

GENERALLY bracketed with the many post-war drivers who have graduated to bigger things via "five hundreds", John Coombs actually began his motor racing career with a Rover-engined Cooper sports car. With his family's business (Coombs and Sons, Ltd., automobile engineers) based on the busy Portsmouth Road, outside Guildford, where Goodwood-bound traffic speeds by, it is small wonder that his initial race should have been run at that pleasant Sussex circuit. He gained a praiseworthy third place, moreover, and followed up with other successes that year.

A season later, and he'd joined the "500" throng in a J.B.S. with 499 c.c.s of lusty double-knocker Norton engine. With it he won at Gamston and took "seconds" at Brands Hatch and in the Spanish race at Retiro Park, Madrid. Switching to Coopers for 1952, his greatest success was winning the Half-Litre Club's Silverstone 100 Miles race from Bob Gerard. He was second to Lewis-Evans at Chimay, while in the end-of-season Charterhall he led Moss, Brandon and everyone else until three laps from the end, when a wheel shed itself.

1953 saw this determined driver ensconced in the F3 cockpit of a Staride, and the F2 cockpit of a works Connaught. With the former he won at Thruxton and elsewhere; with the latter he raced at home and abroad, notably at Monza and Modena. Last year he started off with a Connaught 1½-litre sports, but around mid-season the engine was switched into a Lotus chassis. Thereafter, like Girardot of 50 years before, John Coombs was pretty much an "eternal second", chasing Colin Chapman home in the *Daily Express* Silverstone, and being runner-up at Snetterton, Brands Hatch, etc.; on aggregate he gained second in the Performance Cars 1500 Trophy and second in the Brooklands Memorial Trophy.

With an eye to closing the ratio of seconds to firsts this coming season, John Coombs, now 33 years old, is improving the Lotus suspension, fitting a preselector gearbox, etc.; the Connaught engine now delivers 113 b.h.p., which should do things in a frame of the Lotus's noted lightness. And there is a D-type Jaguar in the offing, for racing in the higher capacity classes.

C. P.

TURIN F1 G.P.

ON 27th March the A.C. di Torino are staging the G.P. del Valentino in the winding park circuit at Turin. This event is for Formula 1 racing cars, and Ferrari, Maserati, Lancia and Gordini entries are anticipated. It is possible that the Lancias, still undergoing repair and revision after their Buenos Aires débâcle, may forgo the Syracuse G.P. of a week earlier, and make Turin's G.P. their first European race of 1955.

The event was originally listed in the Calendar for 2nd June, in close proximity to the Supercortemaggiore race at Monza and the Belgian G.P., so the organizers have taken the opportunity to change to an earlier, open date.

R.A.C. CONTINENTAL HANDBOOK

THE 1955 edition of the R.A.C. *Continental Handbook* has now been published, and as usual contains a wealth of useful knowledge for motorists travelling abroad. Included in its 550 pages is a comprehensive guide to recommended hotels in 16 European countries, including Yugoslavia this year, plus a very complete section for each country, containing all the relevant information likely to concern the motorist. There is also a glossary of motoring terms in French, German, Dutch, Italian, Spanish, Portuguese, Norwegian and Swedish.

The 1955 R.A.C. *Continental Handbook* is now available, price 6s. (4s. to R.A.C. associate members).

MAKING YOUR OWN DISTILLED WATER

RECENTLY placed on the market is the Steralic "Purawata" Deionizer, which produces distilled water from the ordinary tap variety by the simple means of passing it through a double resin filter.

The Deionizer consists of a pint-sized "Poly-tainer" flexible plastic bottle, on the top of which is screwed the conical, renewable filter element. Tap water is placed in the bottle, hand pressure on which forces it through the filter, producing a stream of chemically pure, distilled water, suitable for use in car batteries, etc. After considerable use, the resin becomes yellow in colour, which denotes the end of its effective life.

Physically, the Steralic Deionizer is virtually indestructible. It is priced at 15s. complete; extra filter elements are 12s. each.

PARIS-ST. RAPHAËL RALLY

DESPITE wintry conditions of rain and snow, 37 of the 41 lady entrants completed the 16th Paris-St. Raphaël Rally on 2nd/6th March. Results are:—

Production Sports and Special Series: 1, Marie-Antoinette Chauvin/Maguy Richelme (Renault 1063); 2, J. Bagarry (Renault 1063); 3, Hertslet/Schleheck (Porsche 356); 4, Carey de Boni/Hazard (DB 850), all without penalty; 5, Stempert (Dyna-Panhard), 2 marks lost; 6, Chaslerie (Renault); 8, 7, Convert/Borgia (Simca); 10, 8, Le Guyen (Citroën); 9, Bernis/Jumeaux Lafont (Renault); 12, 10, Nioncel (Renault), 38.

Production Touring: 1, Lola Stuffel (Simca Aronde); 2, Georgette Bal (Dyna Junior); 3, Mme. Roux (Peugeot 203).

National Category: 1, Renée Rimbaud (Simca Aronde); 2, Elisabeth Pavy (Dyna-Panhard); 3, Mansi/Senès (Renault); 4, Klein (Citroën); 5, Guyomarc (Peugeot); 6, Clément (Renault); 7, Glirson (Peugeot); 8, Meunier (Ford); 9, Cherret (Renault); 10, Aurenche/Brugiroux (Citroën), all without penalty.



No. 1 AWAY from Hastings, J. Sprinzel (Austin A30) is flagged off by the Mayor of Hastings.

Cadwell test may be cancelled. Even so, the road section in this area will be very trying indeed.

The opening test, consisting of "accelerate towards a pylon, reverse, accelerate on the other side of the pylon and stop before a foul line", was held on the promenades at both Blackpool and Hastings. At Blackpool it was observed that the competitors were, in general, avoiding all attempts at "fireworks" so early in the rally—with the exception of J. A. Sewart, who managed to get his Jaguar XK 120 into reverse gear at some 20 m.p.h. forwards, and thus becomes the

THE BRITISH RALLY BEGINS

Wintry Conditions Cause Changes in Rally Route for Early Stages

As these words are being written, the 240 cars in the 5th R.A.C. British International Rally have left Blackpool and Hastings on the first stage of their 2,000 miles journey. The wintry weather may make this event as hazardous as any Monte Carlo Rally, and there is prospect of icy roads and heavy snow falls. Never before have so many machines set off on a British rally with such comprehensive winter equipment. A large percentage carried two spare wheels, shod with the inevitable Parsons chains, believing in making certain of being able to tackle deep snow, rather than sacrifice weight for special tests.

Quite one of the most remarkable features of the event is the fact that, despite the weather conditions, there are only two non-starters. One is A. B. Fraser (Sunbeam) from Hastings, and the other G. E. Middleton (M.G.) from Blackpool.

A rather ridiculous affair concerns Maurice Gatsonides. Before starting the rally with the works 2.9-litre DB2/4 Aston Martin, "Gatso" had to have a Ministry of Labour permit to work in Great Britain. This was obtained and duly stamped in his passport. The Dutch driver does not get paid for competing, but merely receives a certain amount to cover out-of-pocket expenses!

In actual fact, the severe weather has caused the R.A.C. to modify the secret route in the Welsh mountains, several of the roads being either impassable or dangerous. Over 300 marshals are being used for this rally, and one has nothing but admiration for those stalwart souls who stand for hours in the middle of



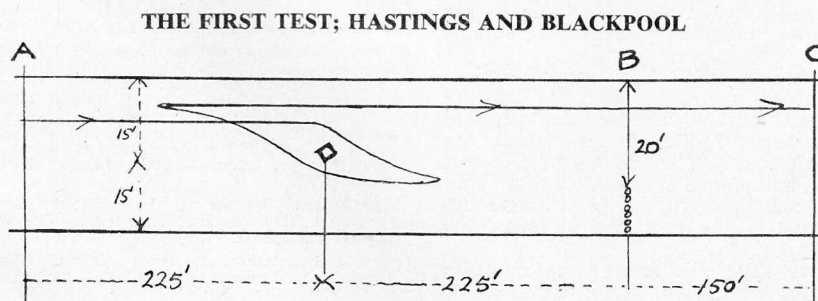
LINING UP for the start at Hastings, E. R. Shillabeer (Vauxhall) heads a TR2 Triumph, E. T. Pritchard's Morris and a Vauxhall Cresta in the long queue of cars on Tuesday last.

nowhere, with temperatures around zero. It was very cold at both starting points, despite brilliant sunshine, and reports of route conditions were generally bad. Indeed, all the night sections are subject to alteration as a result. It has been reported that Oulton Park is clear, but Cadwell Park, on the other hand, has deep drifts of snow on both the approaches and the track itself. Attempts were made to clear Cadwell with a bulldozer, but the driver eventually pronounced his task an impossible one. A further effort with a 10-ton Army lorry merely resulted in a broken back axle for the lorry, so it seems at present as if the

first retirement. The M.G. Magnette trio, Reg Holt, Geoff Holt and Len Shaw, took things very carefully, while Philip Fotheringham-Parker of the Austin Westminster team drove surprisingly gently to record 28.1 secs. Someone crossed the timing ray after Ken Richardson had started with his "works" Standard 10, so he had to be given a re-run. The best time appeared to be that of Francis Dundas, who recorded 19.7 secs. in his Morgan, followed by three Triumph TR2s. Driven by A. B. Napper, Viscount Cross and N. J. Jukes, they produced times of 20.5, 21.3 and 21.7 secs. respectively. "Chippy" Stross motored his Jaguar XK 120 to good purpose, returning 21.9 secs.

On the distaff side, Miss J. E. Quormby (Sunbeam) performed the manoeuvre neatly to record 27.3 secs., but this did not compare with Miss Sheila Van Damm's excellent 23.9 secs. Miss Yvonne Jackson (Morgan) managed 22.6 secs., and Miss Pat Moss returned the remarkably good time, for a virtual novice, of 23.2 secs. in an M.G.

The Ford Anglias did well, as usual, in the saloon class, with Dennis Scott's car recording an outstanding 22.7 secs. Another good time was that of Joe Hill (Renault), in 23.7 secs., but G. M. R. Pearson found his Mercedes rather too



THE FIRST TEST; HASTINGS AND BLACKPOOL

A—Start B—Finish C—Foul Line
Pylon may be passed on either side

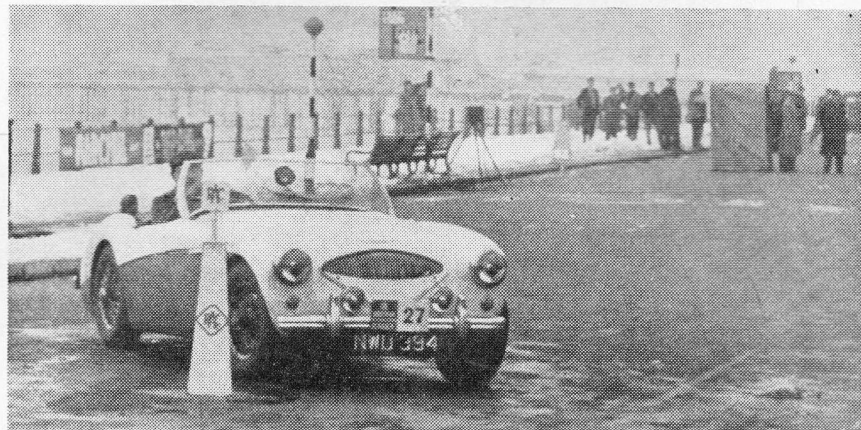
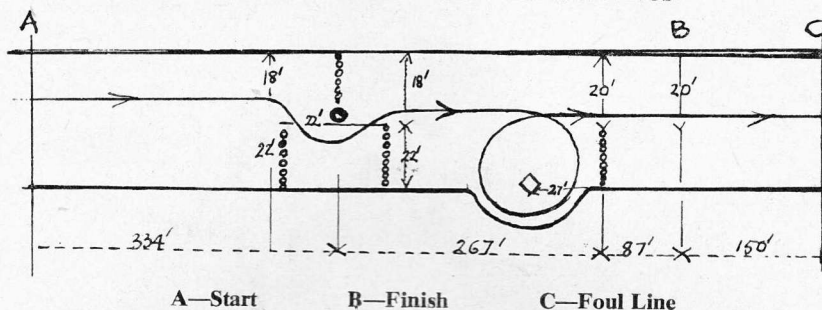
large a vehicle for speedy manoeuvring. Also slow was Edgar Wadsworth (Fiat 1500), but then he was still running in— in fact, he had a notice on the back to say so!

However, the best Blackpool times were improved on by the Hastings contingent, of which the "names" produced three better performances than that of Francis Dundas. P. G. Cooper, TR2-mounted, and "Goff" Imhof (Allard) both recorded 19.5 secs. for the test, while Dr. J. T. Spare (Morgan) clipped one-tenth of a second off the Morgan time of Dundas to establish 19.6 secs. Close behind was another Morgan, driven by the well-known A. L. Yarranton, with 19.8 secs.

The R.A.C. have tightened up regulations, and secret checks will operate on main routes to prevent excessive speed. On Saturday, at Hastings, all cars are liable to be impounded and subject to a stringent technical examination. No official results will be issued until the organizers are satisfied that vehicles comply with F.A.A. regulations. Owing to the "Tulip" system of marking adopted, it is obvious that an ineligible machine may affect the markings of all competitors in that particular class. In other words, any disqualification might cause considerable alteration in the results table.

Full, illustrated story of the R.A.C. Rally will be published in next week's issue.

TOMORROW'S FINAL TEST AT HASTINGS



CUTTING IT FINE: (Above) J. F. Walker leaves but little room between his Austin-Healey 100S and the pylon during the opening test at Hastings.

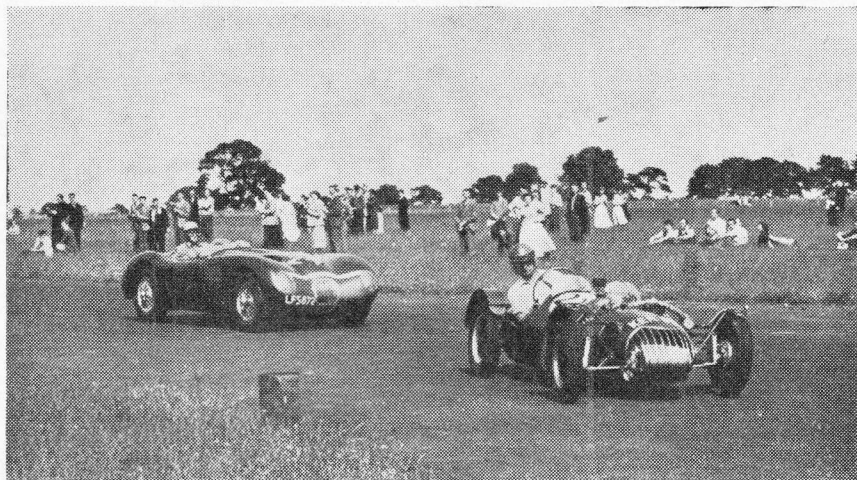
BROADSIDE (Left) by Lew Tracey in his Jaguar XK 120 during the same test.

TRIALS GOLD STAR PLACINGS

AFTER two trials counting towards the B.T.D.A. Gold Star competition (the Clee Hill and the Kitching Trophy), J. C. Broadhead leads the 24 entrants with a total of 39 points. Second is Mike Lawson with 24 points, both these entrants having gained their score by competing in both events. Pat Atkinson, John Jenkins and Rex Chappell have taken part in only one event, and lie third, fourth and fifth with scores of 16, 15 and 14 points respectively.



FROM GERMANY: (Left) The 1954 European Touring Champion Walter Schluter manoeuvres tightly in his DKW saloon during the Hastings accelerating/braking tests which opened the Rally. (Right) His compatriot Prince von Preussen takes a Porsche saloon through the same contortions.



The Scottish Season

LIKE most places, Scotland had more than its share of rain last year and our backward glances at the sporting events which took place are tinged with remembrances of wringing raincoats, notebooks turning to pulp between our fingers and of occasions when another liquid was sorely needed to bolster up our morale against the onslaughts of Jupiter Pluvius.

For most Scottish enthusiasts the year really begins with the President's Trophy Rally—a two-day event organized by the Falkirk and District M.C. Remarkably enough, although it took place in February—with snow still on the ground—the days chosen for the rally were fine and the road sections provided some very pleasant motoring. The interesting thing about the event, however, was our introduction to the possibilities of the new Ford Anglia as a competition car and, in the driving tests, we watched Morris Smellie practically spin the vehicle on a sixpence at the beginning of a season in which the car brought him many awards. Interesting also was the confident motoring of young Sandy Morrison, who won the event in his Singer, in the teeth of some keen competition which included such stalwarts as Howard Sturrock, whose Morgan served him faithfully and well throughout the season, and Tom Leggat who—alternating between his self-built Crocus Special and a temperamental Aston Martin—tied for the *Top Gear* rally trophy with that very capable H.R.G. exponent Norman Lithgow.

This Falkirk occasion was followed by one of the Scottish Sporting Car Club's very popular evening rallies. Staged on a night of incessant rain during early March, planned largely by Peter Hughes and titled a Night Navigation Trial, it was that in very truth. Out of a total of 48 competitors only 10 finished the course. Winners were Bill Shepherd and J. R. Williamson (Standard Vanguard), a pair of very experienced types. Runners-up

"Aeneas" Reviews Motor Sporting Activity in Scotland during 1954

were Agnes Balfour and Gray Mickel, in the Balfour M.G., who take turn about as navigator and driver in Scottish events and make a competent team in which the tidy test driving of Agnes Balfour has earned sincere commendation. Among the competitors with clean sheets were that popular pair Anne and Chris Neil who, throughout the Scottish season, have performed very consistently indeed in either a Morgan or a Standard Vanguard and besides amassing a collection of Ladies' Awards have, on occasion, taken class prizes under the noses of fairly sound male competitors.

In March the R.A.C. Rally came to Scotland and in pitch darkness we watched the entry go through the garaging test at Charterhall. For us the most exciting thing about this was the lovely throaty noise of the Triumph TR2s sounding in the still night air. Before we even saw a results sheet we would have taken a bet that these cars would be among the lolly, and as the season went on we became more enamoured than ever of these smart little vehicles.

Older enthusiasts will remember Aprils when trials competitors always reserved a week-end for the Scottish Sporting Car Club's "Highland Three Days". The event has lost its aura of mud-plugging and become a rally event which combines sociability with fairly arduous competition. There are those who will

EARNING HIS PLACE: (Left) Peter Hughes (Tojeiro-J.A.P.) leads Ninian Sanderson's "Ecurie Ecosse" Jaguar during the July meeting at Charterhall. He later drove one of the Scots team's Jaguars himself.

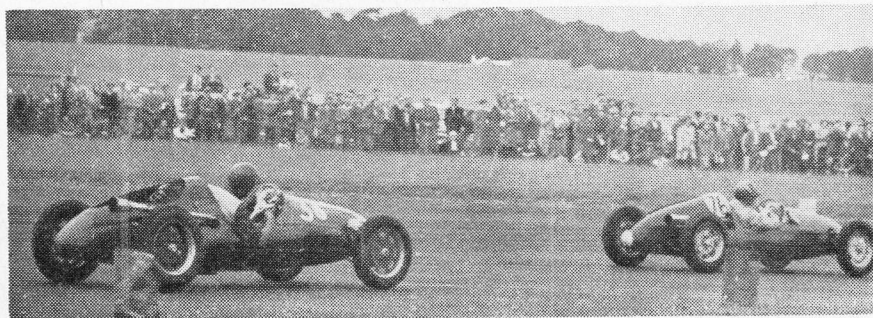
argue that the road from Kilchrennan to Kilmelfort and the stretch from Gourdie Hill to Ardgaithe were more suitable for trials cars than production models, but the only one who appeared to have a real grievance was Tom Leggat, who burned midnight oil and welding rods on the exhaust system of his Aston Martin. Despite this Tom was among the awards, while young Nairn Marshall in one of his few appearances last year handled his H.R.G. with all the dexterity of more experienced competitors and richly deserved the Premier Award. And it was good to see a Southern competitor, J. W. Waddington, confirming my opinion of the TR2 and getting a share of the silverware.

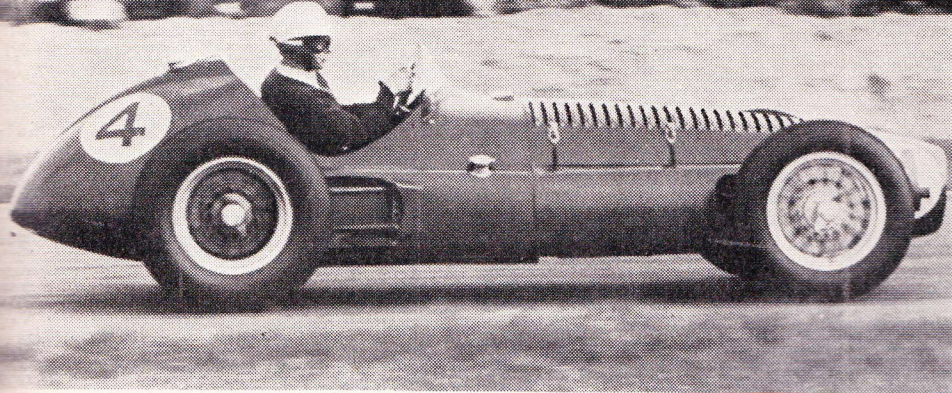
April's expeditions also took us to Kirkcaldy where, on the narrow and testing little Beveridge Park circuit, the Scottish Motor Racing Club organized one of the few race meetings of our season. Confined to half-litre cars, the day was notable for some keen duelling between the effervescent Charles Headland (Martin-Headland) and our dashing native driver Ninian Sanderson (Staride) while highlighting the heats was the steady competence of Ivor Bueb (Cooper) and two coming Scots from Jock McBain's Border Reiver team, Keith Hall and Charles Mauritzen, in Coopers.

Snow drifts and flooding took the place of "sweet May flowers" and upset Bob Welsh's plans for a testing Lothian Car Club rally. In the Bowdlerized version which did take place we have vivid memories of a competitor actually having to wring out his shirt, and of mechanical derangements to a Jowett Javelin which had us storm-stayed very cosily in a Haddington pub while that consistent pair Margaret and Norman Lithgow (H.R.G.) sailed through the rain to the Premier Award. The H.R.G. was hotly pursued by Charles Robertson's Morgan and Sandy Morrison (Singer) joined Morris Smellie (Ford) in adding to their growing share of prizes.

That May could be fine was shown at the cheery rally and gymkhana week-end organized by the M.G. Car Club's Scottish Centre where, after sorting out photographic clues on Saturday, we basked in Sunday's sunshine and got sore sides laughing at some comical motoring antics devised by the Herrald, Mickel, Kay trio of M.G. officials. In due course we sorted out information

BEST RACE OF THE DAY at the September Charterhall meeting was the 500 c.c. event, in which "foreign" Cooper drivers Leston, Gerard and Allison fought a lively battle. Here Cliff Allison is seen pressing Bob Gerard.





SCOTS IN SCOTLAND: (Left) Edinburgh-born Ron Flockhart had little joy of his only B.R.M. appearance at Charterhall, in the September meeting, for his Mark II car gave trouble after a record-breaking practice run and stalled within 200 yards of the start.

(Below) A Scottish-built car, the 1901 two-cylinder Arrol-Johnston, is driven through Airdrie by A. McEwan during the Royal Scottish A.C.'s very popular Veteran Car Rally in August. It, too, had to retire.

from the results sheet and reported that Jimmy Murray had added to the reputation of the club marque by leading the open cars while Tom Leggat's Aston Martin pipped the Peter Hughes "hurricane" of a Zephyr for the closed car class.

In June the Royal Scottish Automobile Club's annual Scottish Rally claimed our attention. Under R.S.A.C. secretary A. K. Stevenson this event was organized with the competence and friendliness which have made it such a popular one. Competition was keen but throughout the best part of the week Jimmy Ray's stylish ability in his Morgan made him too tough a nut even for the Triumph TR2s of old hand Willum Stewart and of Lord Bruce, who drove exceedingly well. Rex Neate was always a pleasure to watch in his little Renault and proof that each class was well contested lies in the fact that in one of them D. J. Morley (Ford Consul) and W. B. Caldwell (Riley) tied for first place. The all-night section, which was included in the event, came in for some discussion and opinion was fairly divided as to its advisability, but we hear that, this year, it is being dispensed with and that, just as last year, some fresh territory will be covered for tests and special sections in what is always a highly enjoyable event.

Last event in June was the Scottish Sporting Car Club's International speed hill-climb at Bo'ness. The day was fine, Ken Wharton was at the top of his form and in two very fine climbs in his Cooper and in the ex-Mays E.R.A., the British Hill-Climb Champion made the best and second best times of the day, beating his nearest opponent by more than half a second. Nearest opponent was, of course, his challenger throughout the season, Michael Christie, who made third



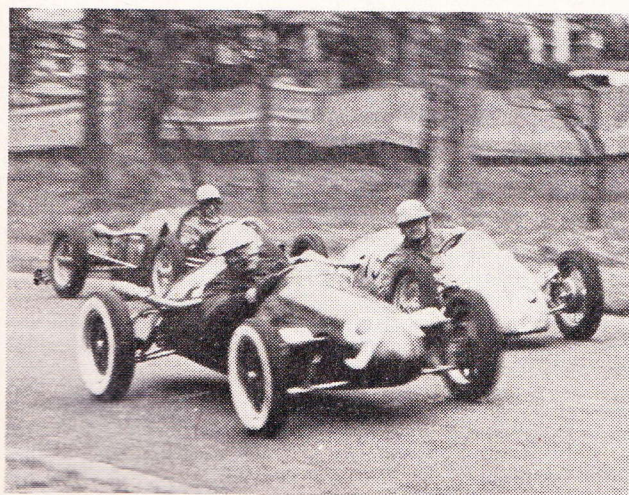
best time in his Cooper and tried very hard and gallantly in the Peter Bell E.R.A. to match Wharton's time. No less than five class records went by the board in a most interesting day's sport with Les Leston (Cooper) out-matching the ebullience of Ninian Sanderson (Staride) and Jack Walton, in his immaculate Cooper-Bristol, retaining his hold on the sports car record.

A fine Saturday for Bo'ness was followed by the wettest ever for the R.S.A.C. speed hill-climb on Rest-and-be-Thankful. What a day! If ever we were sorry for anyone it was for the competitors who drove in such horrible conditions and for the officials who manned exposed posts on the hillside of Glen Coe. Michael Christie was magnificent. Not only did he make the best time of the day in the Peter Bell Cooper, but in his own 1,107 c.c. Cooper he made second best and in Bell's E.R.A. clocked third best—a fine show

under any conditions but a truly amazing one amidst the continuous and steady downpour which prevailed. Ninian Sanderson (Staride) had his revenge on Les Leston (Cooper) by winning the half-litre class. Gordon Lockhart in his grand old Bentley had the better of the recurring vintage duel with Pat Melville's 30/98 Vauxhall and it was most exciting to watch these two great cars come up the Rest, particularly in the case of Pat Melville whose control of a skid on the final hairpin was an essay which we will long remember.

The lack of the Crimond and Turnberry circuits made the Winfield Joint Committee's club meeting at Charterhall on a lovely July Sunday a most welcome addition to the calendar. Under blue skies David Murray's merry men of *Ecurie Ecosse* had a proper day out. The blue Jaguars of John Lawrence and Ninian Sanderson led Peter Kenneth's Cooper-Bristol in the race for sports cars of unlimited capacity. Driving the team's Cooper-Bristol, Lawrence won the event for racing cars of unlimited capacity and was only separated from his team-mate Sanderson (Jaguar) by a very fine drive from James Somervail, in the Border Reiver's Cooper-Bristol. To add to the triumphs of the *équipe* Ninian Sanderson won the half-litre race while Peter Hughes, driving his own Tojeiro but later in the season to drive under David Murray's banner, romped home with the five lapper for small capacity sports cars. And if that isn't a good day, what is?

August and back to the rally scene with Sandy Morrison (Singer) winning the Falkirk and District M.C. Bairns Trophy event and then heigh! for the Royal Scottish Automobile Club's annual Veteran Car Rally. Not competitive in the real sense but interesting



★
BEVERIDGE PARK: (Left) The first Scottish race meeting of 1954 was a 500 c.c. affair at the tricky little Kirkcaldy circuit, where local man Ninian Sanderson (Staride, behind) proved no mean opposition to Ivor Bueb (Cooper, left) and Charles Headland (Martin-Headland, right).
★

in every sense, this year's peregrination from Glasgow to Edinburgh aroused more enthusiasm than ever. A larger entry, bigger crowds at every stopping place and a tremendous amount of genuine feeling for the veterans makes this a truly worth-while occasion. Long may it appear on the Scottish calendar and many thanks to John C. Sword, of Ayr, who permits many of the veteran cars from his collection to be entered for the event.

September and the B.R.M. to be seen at Charterhall! We made this journey with some anticipation for we wanted to see Scot Ron Flockhart at the wheel of this variable vehicle but, alas! this Winfield Joint Committee meeting of National standard was to prove a most unsatisfactory one. The B.R.M. broke down, this time with a carburetter mishap that could only happen to that fantastic vehicle. Roy Salvadori's Maserati retired with a fractured oil pipe in the first few laps and Bob Gerard's fine drive in his well-prepared Cooper-Bristol lost its savour for the lack of foemen worthy of his steel in the main event of the day. Only thing that saved our day was a good half-litre race in which visiting drivers Les Leston, Cliff Allison and Bob Gerard, all in Coopers, never let up until they took the chequered flag in the order stated.

September and the moors purple, so what more natural than the Scottish Sporting Car Club's Heather Rally. Weather was kind, competition continually interesting over the three days and both Norman Lithgow (H.R.G.) and

Jack Hally (Jaguar) deserving of their first class awards, while worthy of special mention was a remarkably good performance by Dr. J. Watson, in an old-style Ford Anglia, which also earned for him a first class award. Fresh names—those of J. W. Wilson (Austin-Healey) and J. N. Armour (Peugeot)—appeared in the list of second class awards but no new ladies' team could come up to the consistency of the Neil Sisters who again collected the Ladies' Award in their Morgan.

In October the South of Scotland Car Club staged a first-class week-end event that took competitors from Ayrshire down into the Mull of Galloway. Driving tests were cleverly devised, navigation was far from easy and good use was made of unclassified roads. It was, therefore, with a measure of real appreciation that we watched A. B. Carlaw and Tom Robertson, in an M.G., collect the Premier Award. They are young, they are comparative newcomers and were making their first appearance in a South of Scotland event, so it augurs well for the future that we have lads who can beat such able competitors as Tom Leggat (Crocus), Francis Dundas (Morgan), Morris Smellie (Ford) and Craig Dymock (Vanguard) who all figured on the awards list.

Among some excellent events staged by the Lanarkshire M.C. and C.C. was the November "Tumshies Turnoot", a difficult and well-organized rally with the emphasis on navigation. Howard Sturrock (Morgan) took the Premier Award here and has had a remarkably

successful season. This was followed by the hardy annual of the M.G. Car Club's Scottish Centre—The Moorfoot—a rally with good tests and a short trials hill to give bonus marks. Tom Leggat's Crocus proved particularly adept in this event and it was interesting to see a Ford Anglia, driven by Morris Smellie, winning the opposite class while such redoubtable campaigners as Bob Macpherson (Ford), Charles Robertson (Morgan), Herbert Meikle (Morris) and Norman Lithgow (H.R.G.) again appeared among the guerdon gainers.

More recent events need no reminder but, as we look back, it is obvious that the year had been a most enjoyable one for the rally enthusiast although not for the participant in speed events. This, however, looks like being remedied. The Aberdeen and District M.C. will be back at Crimond, the Scottish Motor Racing Club promise some additional race meetings and the Winfield Joint Committee are still hopeful of staging a full programme. So, for this year, both rally and speed enthusiasts look like being well catered for.

And now, as we look back at what we have just written, we do realize all the things we have missed. The competently organized events of the Riley Centres, some occasions of the newly recognized Coltness Club and various club events that were just as enjoyable as invitation ones. These, however, are random recollections and it is quite impossible to mention all the events and all the names that we would like to, in what was a jolly good year of Scottish motor sport.

TOJEIROS FOR 1955

DEEP in the Hertfordshire countryside, in the little village of Barkway, there is a small garage, the drab outside appearance of which belies its real purpose—for here is the home of Tojeiro Automotive Developments, Ltd.

It was two years ago that John Tojeiro first came to the centre of the motor racing picture, when cars built upon his lightweight, all-independent chassis achieved many successes in sports car racing during the season that ended with the Earls Court debut of the much admired A.C. Ace, based upon the same chassis. Even then this designer realized that his original conception was far from the ultimate in chassis design, and during the intervening time, when others have emulated his example, he has produced a new model that stands a fine chance of re-establishing this marque in the lead next season of that highly competitive circus that is modern sports car racing.

Inside the little garage, work is progressing in three directions. First the original and well-proven chassis is being manufactured and sold to "would be" special builders, either as a complete unit or in component form to fit in with individual ideas. In this way the enthusiast who is after a one-off design with better than average roadholding can achieve this aim without its usual expensive and time wasting accompaniment.

When John Tojeiro designed this first chassis he had little experience and few

hard facts on which to base his calculations, and so the result, wisely, was simple and conservative, yet effective. Although the new chassis is more complicated and incorporates a de Dion rear end, by clever design and the use of helical instead of leaf springs the weight has actually been reduced. This is partly a result of employing only 20-gauge, 1½-inch diameter tubing in the new space frame design. Suspension at the front is by means of unequal length wishbones and combined helical spring and telescopic shock absorber units mounted on a sheet steel box. At the rear end the same suspension medium is employed, and the de Dion tube which runs behind the final drive shafts is located longitudinally by twin parallel radius arms, and laterally by a sliding block assembly, which by experiment has been proved to give a safer feel on the straight than the A-bracket first tried. On this chassis will be fitted a functional envelope body that achieves a very low and clean front without the complications of tilting the engine, and which, although lacking the now fashionable tail fins, has been proved correct by wind tunnel tests. The driver's headrest and windscreen are reminiscent of a D-type Jaguar.

The car will be produced in two forms. A limited number will be produced by Tojeiro himself to individual order for use as sports-racing machines, while a second model will be produced by the Buckland Body Works as a fully

equipped road-going sports car, for the owner who is prepared to pay a little more for the privilege of owning, not only a car that is "different", but one with better than average roadholding combined with that indefinable air of hand-built craftsmanship that has ever been associated with the better products of this country.

The prototype car has now covered something like 5,000 miles on the road fitted with a Lea-Francis engine and gearbox, but production versions will probably be based on a tuned version of the Ford Zephyr power unit.

At the Barkway workshop three "racing" cars are at present being constructed. The first is for Percy Crabbe and should be ready for the Empire Trophy race in April. This is Bristol-powered and Dunlop disc-braked, but should present negotiations succeed it may appear with a Gordini engine and gearbox before the end of the season. The other two will be 1½-litre Turner-propelled, and handled by West Countryman Jim Fiander and Chris Threlfall, two promising young drivers, both of whom started their racing on one of the earlier Tojeiro cars. It is doubtful whether these will appear before the Silverstone production car race.

What of the man behind this? No "big business" man, but a quiet and unassuming craftsman who really does the work himself, John Tojeiro builds cars because he enjoys doing so and likes to regard his customers as friends. Good luck, then, to this and other similar examples of individualism in this day of mass production.

J. RICHARD ALEY

TECHNICAL & OTHERWISE

By JOHN BOLSTER

DIRECTIONAL INSTABILITY

As I explained in my recent article on Slip Angles, the behaviour of a car is determined by what goes on at those four small areas where rubber meets road. Having assimilated this basic fact, let us climb as far as the chassis and take the thing a stage further.

Imagine a car with no springs, and with four tyres of equal size and inflation pressure. Apply a lateral disturbing force—caused in practice by cornering, camber, etc.—and the slip angles at both ends will be equal, assuming 50/50 weight distribution. Now, interpose some springs between the axles and the frame. If all four springs “give” to the same extent, the picture will not be altered (Fig. 1).

Next, take a typical “vintage” chassis (Fig. 2), in which the back springs are as wide apart as possible to prevent rolling. The front springs are relatively close together to allow the wheels to steer, and so the back springs have more “leverage”. In other words, they are in a better position to resist the tendency of the car to roll. This, however, means more work for the back tyres.

Going back to my previous article, it should be clear that this extra loading will cause the rear slip angle to be greater than the front. Therefore, this car will definitely oversteer. When such vehicles were built, it was, in fact, necessary to have much “harder” springs on

the front axle than the back one to counteract this effect at least in part. It was thought, erroneously, that only the engine rode on the hard front springs, while the lucky passengers sat in luxury over the soft, comfortable rear springs. We now know that you cannot consider the two ends of a car separately; the desirable level ride is best secured by allowing the front springs more deflection than those at the rear. That is why elderly limousines gave the dowager a rougher ride than the chauffeur, in spite of their long cantilever springs at the back.

Let us take this oversteering business a stage further. In Fig. 3, the rear end of a car is shown with a relatively short torque tube. Cantilever springs are illustrated because they are weak laterally, but all forms of leaf springs have some undesirable flexibility in this direction. The point is that, due to centrifugal force, if the car takes a left-handed corner the chassis will move to the right relative to the axle. As the torque tube is anchored to the frame by its ball joint, the axle will turn slightly, causing rear-end steering. This steering will be in the same sense as the corner already being negotiated, which means that the driver must reduce his lock to compensate for what is going on behind. It's all rather nasty, isn't it?

Since we're talking about gross lapses on the part of the designer, permit me to refer briefly to another kind of beastliness that was frequently met some years ago. That was the front axle with a laterally located drag link instead of a fore-and-aft one. If, as was usually the case, the drag link was behind the axle, the sideways displacement of the springs under cornering stresses caused more lock to be put on. If you care to sketch it on the back of an old envelope, you will see that this is another built-in oversteer, which will rise to heroic proportions when the shackles develop a bit of side play.

Then, there is roll oversteer, which may be encountered through many errors of geometry. Perhaps the best known version is found in the car which has quarter-elliptic rear springs with an excessive camber (Fig. 4). On our hypothetical left-hand bend, the rolling of the car will have the effect of lengthening the offside spring and shortening that on the nearside. Once again the back axle does a bit of steering on its own account, and the driver must hastily straighten his wheel. Regrettably, many cars have been built in the past with several such forms of oversteer incorporated in the design. Except in the hands of a man with almost supersonic

(Continued on page 307)

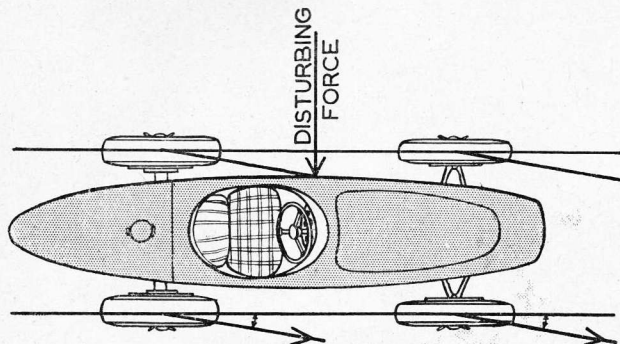


Fig. 1: A car with equal slip angles, fore and aft, neither understeers nor oversteers.

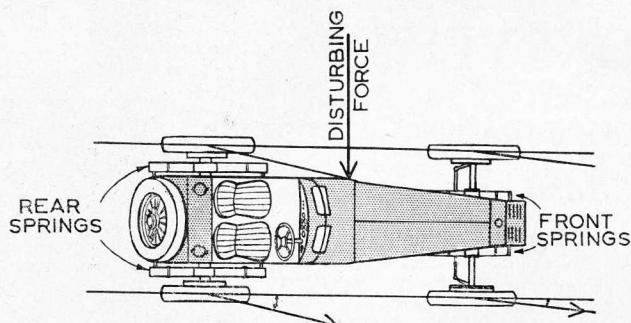


Fig. 2: Rear springs more widely separated than in front will cause oversteer, which can only be mitigated by making the front springs objectionably hard.

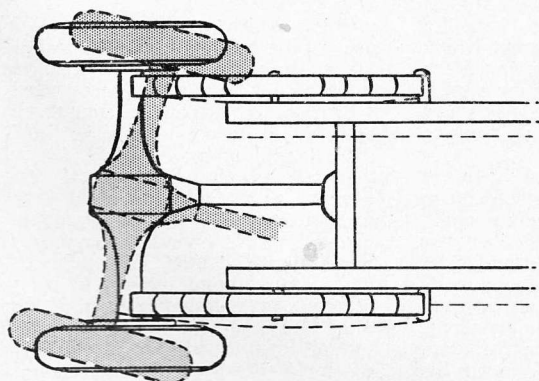


Fig. 3: Rear end steering with torque tube.

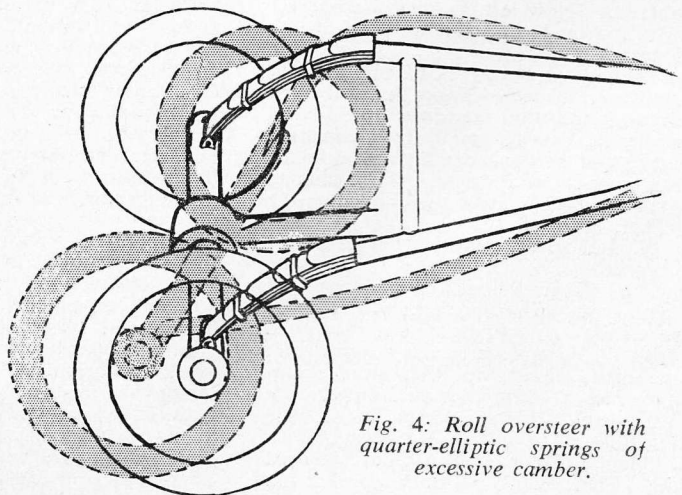


Fig. 4: Roll oversteer with quarter-elliptic springs of excessive camber.



1929: René Dreyfus in his 1½-litre Bugatti after finishing fifth in the first Monaco G.P. Brother Maurice, in sweater, looks confident, while Ernest Friderich, who encouraged Dreyfus to race, looks even more so.

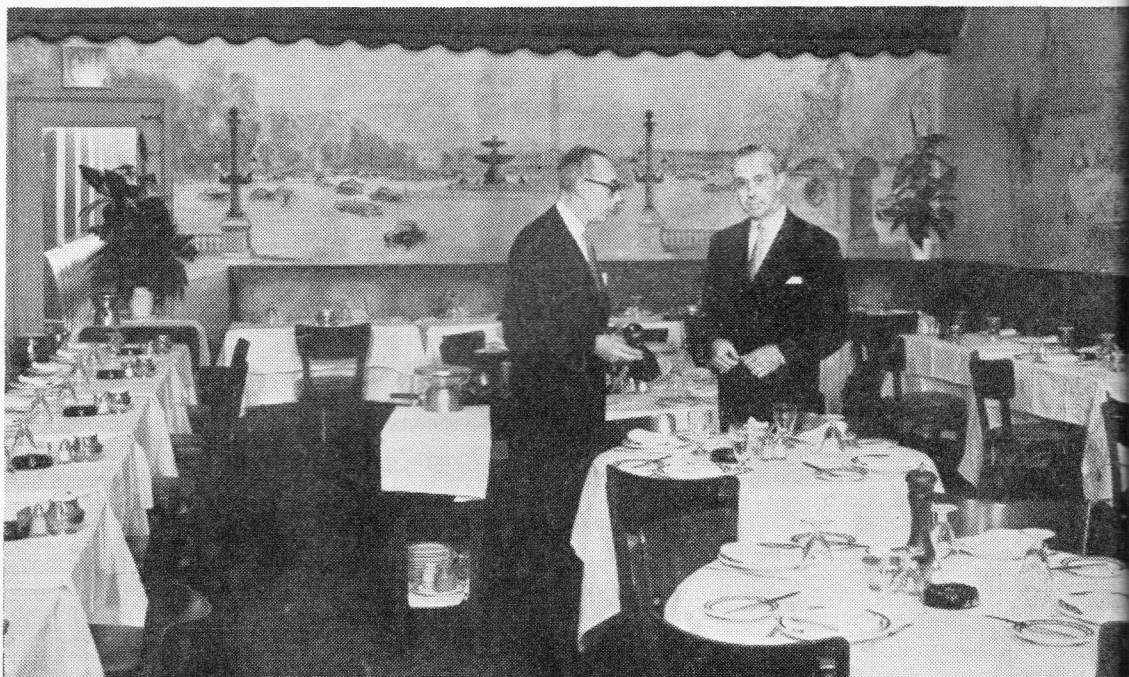
Dreyfus is that rarity—a man whose appearance gives no clue to his profession or hobby. Always a gentleman, soft spoken, *soigné*, very good looking, and possessing a delightful sense of humour, Dreyfus completely lacks the leathery appearance—so prevalent among racing drivers—that comes from too much sun, dust, and petrol fumes. Because he has participated in 150 races, people expect Dreyfus to be an old man; but he will

and the family moved back to Nice. Maurice managed to extract necessary funds from the family's bank account for purchasing a racing car for René, a 6 h.p. Mathis. Much preparation went into getting the car ready for its first race, and in 1925 the two brothers entered the Circuit de Gattières. René drove, with Maurice riding along as passenger-mechanic. Installation of an immense exhaust pipe and removal of the windscreen gave the two boys a great sense of speed while tootling around the course at between 32 and 36 miles per hour. And they won their class in the race, which only made them want a bigger and faster car. But several years were to pass before their dream could be realized.

The year before their victory at Gattières, Ernest Friderich had established, in Nice, a Bugatti agency for the Côte d'Azur. He now offered René a

FROM RACING DRIVER TO RESTAURATEUR

RUTH
SANDS
BENTLEY
INTERVIEWS
RENÉ
DREYFUS
ONCE RACING
CHAMPION
OF FRANCE



"TURN right at the next corner," instructed the officer. The driver obeyed. "Now left." Again he obeyed. "At the end of this block make a U-turn."

The occasion was a driving test for obtaining a New York State driver's licence, and the year was 1945. The applicant listened carefully to instructions, and throughout the ordeal made no errors. The driver, a Frenchman, parked his car neatly and looked at the officer.

"Did I pass? Will I receive my licence?"

The officer thought a moment. "I think you will. In fact, with a little practice you might become a very good driver." The officer never knew that the man behind the wheel was a former racing champion of France. He knew only that his name was René Dreyfus.

But the officer could not have guessed the Frenchman's former profession.

not reach 50 until May of this year. And before arriving at the half-century mark he will have raced again, this time at Sebring in an Arnolt-Bristol. His keen zest for motor sporting activity is matched only by his desire to keep Le Chanteclair, his French restaurant which has become New York's gathering place for race drivers from all over the world, the excellent restaurant that it is. But let's look now at the owner, and return to the restaurant later.

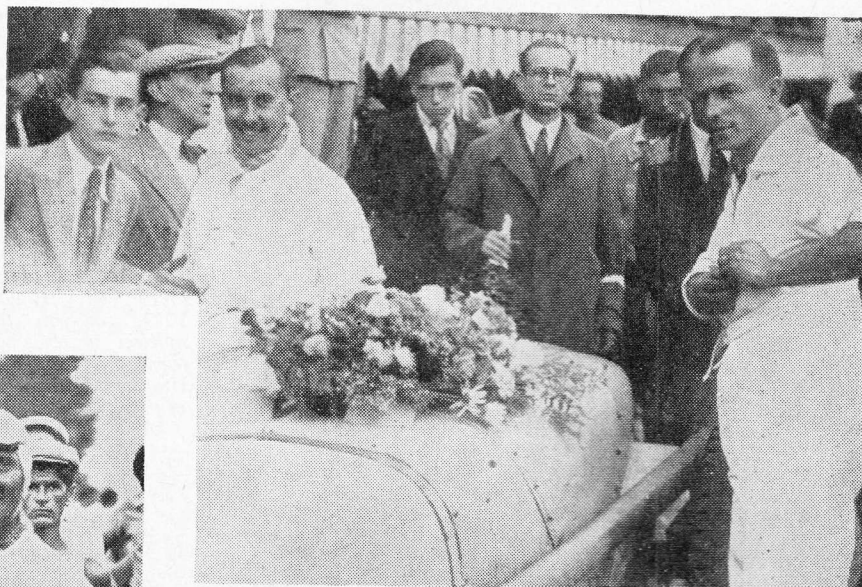
Dreyfus was born in Nice, France, on May 6, 1905. Shortly after his birth, the family moved to Paris. As a child, René was very much interested in toy automobiles, but he liked the real ones better and was driving his father's Clément-Bayard by the time he was nine. His brother, Maurice, one year his senior, and his younger sister, Suzanne, both of whom encouraged him in his many ventures, have always been with him and are still with him today at Le Chanteclair. In 1923 his father retired

1955: René Dreyfus in his New York restaurant, Le Chanteclair, with brother Maurice (in glasses).

position which was accepted. Working around the beautiful Bugattis made René more than ever want a *real* racing machine. He was encouraged by Friderich, a former racing driver, to enter local events in a little 1,500 c.c. two-seater Bugatti; and in 1929 he participated in the first Grand Prix of Monaco as an independent, driving well and finishing fifth over-all against factory professionals on their larger cars. This performance caused Friderich to take more than a mild interest in his young assistant. He suggested sharing expenses on a 2.3 single camshaft straight eight Grand Prix Bugatti, and offered to act as racing manager. Through his influence with the company, Friderich was able to get a factory-prepared car, which Dreyfus entered in the 1930 Grand Prix

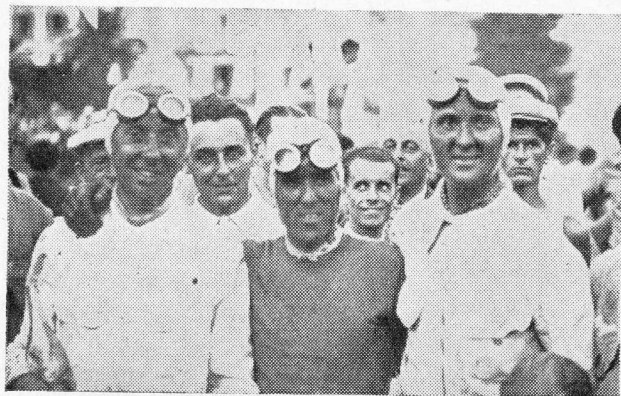
of Monaco. Because he had become champion of the French Riviera by this time, his application was accepted. He was the only independent so honoured. Dreyfus and Friderich had the foresight to install an additional fuel tank in the Bugatti, enabling it to go the distance without a pit stop. Theirs was the only car so equipped, and Dreyfus emerged the winner of the Grand Prix, defeating even the star of the Bugatti works team, Louis Chiron.

Elated with winning his very first Grand Prix and overwhelmed by the



GRAND PRIX WIN: (Above) A happy Dreyfus after winning the 1934 Belgian G.P. in a works 3.3-litre Bugatti.

GRAND PRIX COMPANY: (Left) Driving for the Scuderia Ferrari in 1935, Dreyfus won at Dieppe and Rheims, and was third to Nuvolari and Chiron, with him in this picture, in the Nice G.P.



attendant newspaper publicity, Dreyfus rushed off to Molsheim to meet the great Ettore Bugatti and ask for a place in the official Bugatti team. But Le Patron was not happy to greet the lad who had just defeated his works team. A dejected Dreyfus returned to Nice where he found a letter which had arrived during his absence. It was an invitation from Maserati to join their official team.

The happy sparkle returned to his brown eyes, and Dreyfus left for Italy. But the two years that followed were plagued by tough luck. Usually when he moved into a leading position, something would go wrong with the car. First it was ignition trouble; in his next race he had to change the pressure pump midway through the race; then he lost a wheel; etc. After the Avus Grand Prix in 1932, where he drove a 16-cylinder Maserati, finishing last because of numerous pit stops for tyres but

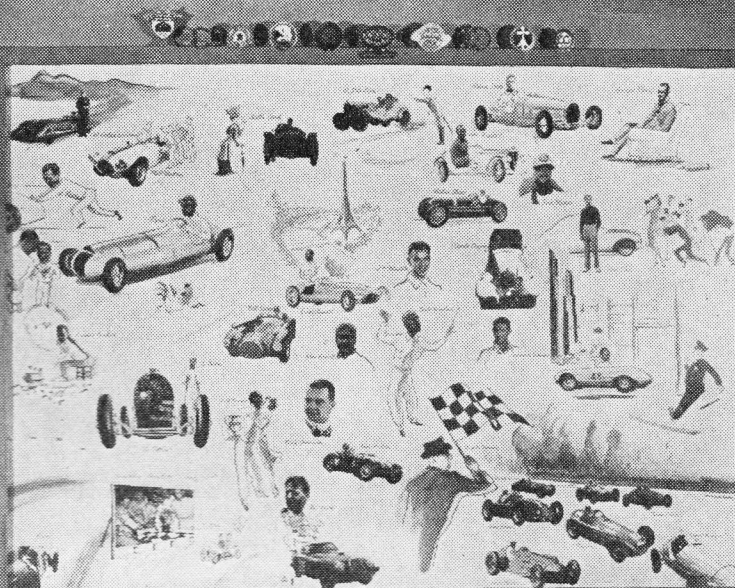
achieving the fastest lap speed, he begged Maserati to let him go.

Fate takes strange twists. While Dreyfus was in the official Maserati team everything seemed to go wrong for him. When later, in 1937, he had signed up to drive Delahaye sports cars for Laurie Schell, Dreyfus obtained permission to drive a 1,500 c.c. six-cylinder Maserati in voiturette events which did not conflict with his Delahaye commitments. His success with the Maserati, now that he was not a member of the team, was phenomenal. He won the 1,500 c.c. class in the Grand Prix of Tripoli, won the Grand Prix of Florence, and took second place at both Peronne, France, and Turin, Italy. Dreyfus compares that 1937 race at Florence with the recent Argentina Grand Prix. The heat was overpowering, causing drivers to drop out. He went the whole distance, and won. But we're getting ahead of our story.

The French proverb, *Nul n'est prophète en son pays*, could well apply to Dreyfus. It was not until he drove on foreign soil that Ettore Bugatti noticed him. And, in 1932 at the Paris Salon, Dreyfus signed to drive for Bugatti. The next two years were the happiest of his life. He lived in Molsheim at the Bugatti factory and literally lived, worked, and raced Bugatti. His team-mates included Tazio Nuvolari, Jean-Pierre Wimille, Antonio Brivio, Robert Benoist, and "W. Williams", later identified as the British Army captain, William Grover.

The racing history of Dreyfus is legend. His successes are too numerous to mention, but some of the outstanding ones include the 1934 Belgian Grand Prix, which he won on a 3.3-litre Bugatti; the Dieppe and Marne Grands Prix of 1935, which he won on an Alfa Romeo driving for the Scuderia Ferrari; and the Pau and Cork Grands Prix victories of 1938 when he was racing for Delahaye. And it was in 1938 that he became Racing Champion of France.

When the war broke out, Dreyfus joined the French Army. In May of 1940 he and René Le Begue had a 45-day furlough and thought it might be fun to enter the Indianapolis 500-mile race. Racing in France, naturally, had come to a stop. Two of the Ecurie Lucy O'Reilly Schell 3-litre, 8-cylinder Maseratis, which belonged to the mother and father of Harry Schell, were transported to Indianapolis. Unfortunately, Dreyfus broke a connecting rod the day before the race and was not able to start. Le Begue qualified for 33rd place, the end of the line. By mid-race Le Begue had moved the Maserati into 10th position and came into the pits, in teeming rain, for Dreyfus to take over. Dreyfus, who couldn't speak or under-



TOPICAL TABLEAUX: Very "motor racing" are the wall decorations at Le Chanteclair, featuring famous drivers past and present.

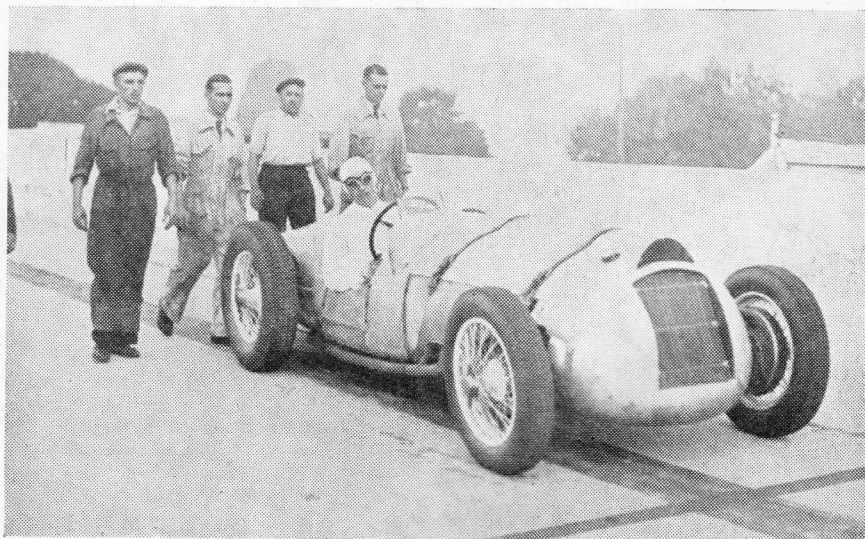


(Left) This picture of oil-splashed René Dreyfus, after winning the 1938 Cork G.P. in a Delahaye, suggests he has three hands! The cigarette hand is not his.

(Below) Dreyfus in the unattractive 4½-litre Delahaye goes out on to Montlhéry in August, 1937, to win the million francs prize for lapping the full circuit at over 91 m.p.h. for 16 laps.

stand a word of English at that time, immediately began passing cars. He was black flagged. It took a lot of explaining to make the Frenchman realize he could not overtake other cars as long as the rain fell. Dreyfus rejoined the race, held his position, and when the rain stopped he again started passing his opposition; again the black flag fell. This time he was told that the signal lights had not yet changed to green, and as long as the amber light showed, he must hold his position. He had not seen the signal lights at all! It was a difficult day for Dreyfus, but he and Le Begue wound up in 10th place.

Before the 45-day furlough was over, the French Armistice was signed and Dreyfus decided to stay in the U.S.A. He and a friend opened a restaurant in New Jersey. In 1941, when Pearl Harbour was attacked, Dreyfus tried to join the American Army but was told they were not taking aliens. In 1942, however, the army accepted "friendly" aliens, and Dreyfus enlisted. He was sent to Camp Croft in South Carolina. His eyes twinkle when he admits, "I'm really a southerner, honey chile." Dreyfus became an American citizen while stationed in South Carolina! After leaving Camp Croft he was sent to intelligence school. Because of his linguistic ability, he next found himself in the landing at Salerno during the Italian campaign. On reaching Naples, he was put in charge of a civilian garage for the American Army and had the pleasure of meeting several British sports-

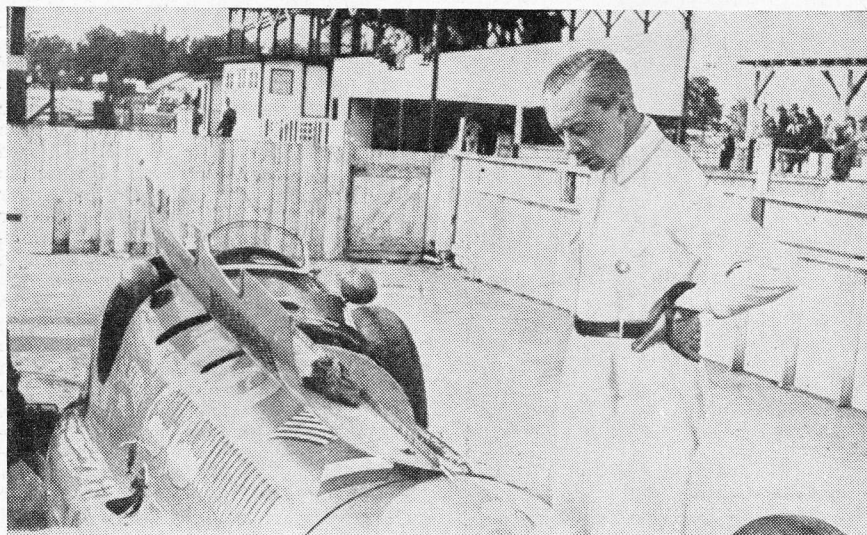


men who were also stationed in Italy. These included Air Vice-Marshal Bowen Buscarlet and Air Commodore Whitney Straight. (A picture of the latter is on the wall of Le Chanteclair Restaurant, as are pictures of Britishers S. C. H. Davis, Brian Lewis—now Lord Essendon—John Cobb, Col. Goldie Gardner, Donald Healey, Stirling Moss and Dick Seaman.)

Master-Sergeant Dreyfus was released from the U.S.A. Army in 1945 and settled in New York City, opening Le

Gourmet, an excellent restaurant which became a gathering place for the sports car fraternity. He sold Le Gourmet early in 1952, after the death of his wife, and returned to France. That same year he drove in the 24-hour race at Le Mans in a 4.1-litre Ferrari with co-driver Heldé. Clutch trouble retired the car after four hours.

In January 1953 the brothers René and Maurice had their formal opening of Le Chanteclair, their new restaurant at 18 East 49 Street, New York City. On the wall opposite the bar, guests were greeted by a five- by eight-foot montage featuring international drivers. The artist cleverly drew the Eiffel Tower and Seine River in the centre, and surrounded the French scene with drivers and their cars.



Directly below the Eiffel Tower are Luigi Chinetti and J.-P. Wimille, and below them Tazio Nuvolari waves a baton in conducteur fashion. Many racing cars are included in the montage, and on the rest of the wall are 40 individual photographs of other enthusiasts. Above the large montage is a row of badges.

Beyond the bar is the charming dining room with pastel-coloured French murals on each wall. The south wall is completely covered by the Place de la Concorde, and a sidewalk café awning tops the scene.

René and Maurice personally greet the guests as they arrive for luncheon or dinner; and their sister, Suzanne, quite often tends the cash register or takes reservations over the telephone. Before such events as the Pan-American Road Race or Sebring, international drivers crowd the café because they know Le Chanteclair is the one restaurant in all New York City where they can find other enthusiasts as well as delicious food.

His racing friends love to reminisce with René, while newcomers to the sport are apt to ask questions. René is courteous, no matter how many times he may have to answer the same question. The other evening, for example, the following questions were put to the

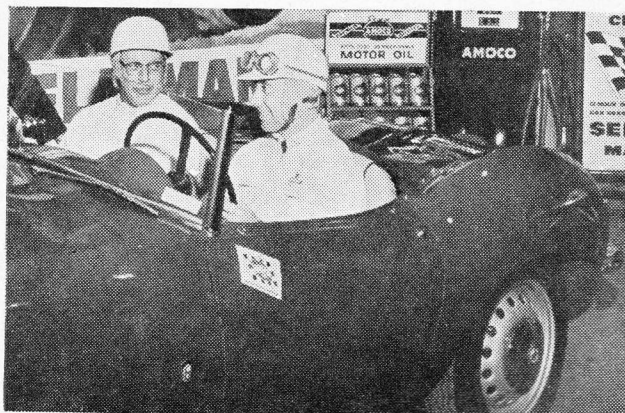
DREYFUS DISCONSOLATE (left), after a broken con-rod in practice put paid to his chances of racing the 3-litre Maserati at Indianapolis in 1940.

gourmet and got the following answers: "Who was, in your opinion, the finest driver of all?"

"I would say there were four," he answered. "Nuvolari, Caracciola, Chiron and Varzi. The last three drove as drivers should drive. When Nuvolari was driving in an unorthodox way, some people would say he was driving in a bad way; but due to the fact that he was driving faster than anyone else, he must have been driving in the right way." Nuvolari was, in Dreyfus's opinion, the

★

WE'RE IN THE ARMY NOW!
René Dreyfus, U.S. Army, seen in Tunisia shortly before the Allied offensive on Italy.

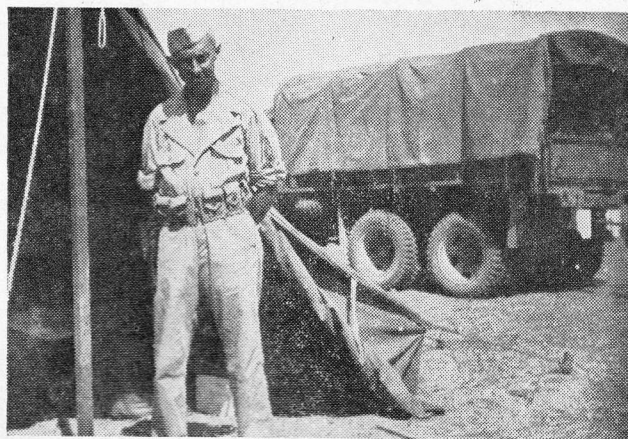


greatest driver in the world, followed very closely by the other three.

Asked "Who do you think is the best American road racing driver today?" Dreyfus hesitated. He said he has not seen all of the American sports car drivers, but he would certainly place at the top Phil Walters and Bill Spear. "Phil Hill and Jim Kimberly also must be very good," he said, "but I have not seen them drive."

When asked, "What was your most

frightening moment?" he answered immediately. "Did you see the film *The Racers*?" When we said yes, he continued, "You remember the dog at Monte Carlo that caused Kirk Douglas to crash into the villa? That could have been me. My bad moment occurred during practice for the Grand Prix of Monte Carlo in 1931. I was nearing the Place Devote, where the road turns to go up to the Casino. The late André Boillot on a Peugeot was right ahead of me



READY FOR SUNDAY: (Left) Restaurateur René Dreyfus goes back to the wheel, to drive an Arnolt-Bristol in the Sebring 12 hours race on 13th March. His co-driver is Bob Grier.

and getting ready to negotiate the turn. I waited to the last possible moment to apply my brakes before changing down for the curve, and found I had none. My car spun around several times, leaving the road and crashing into a small grandstand which a lady who owned the villa there had had erected. It was a small stand with five or six seats. My car struck the pillars and the stand collapsed on my head. That was my most frightening moment."

"And what was your finest race?" He replied it was probably the Monte Carlo Grand Prix of 1930 where, to the surprise of everyone, he won as an independent. He gives much credit to the little trick he played three days before the race, when he added the spare fuel tank and did not have to stop to fill up during the entire race. Everyone else did.

There's delicious food, fine wines, and plenty of car talk at Le Chanteclair, but the main attraction is René Dreyfus.

N.E. NOTES

By Denis Edkins

ORGANIZERS of rallies in the North-East have had more than their fair share of bad weather to upset plans since the New Year. Cancelled or postponed have been the Allendale Rally of the King's College Motor Club (now to be run on 2nd/3rd April) and the Middlesbrough Winter Rally.

The latest event to run into weather conditions which made proper planning well-nigh impossible was the Durham Automobile Club's Hedley Hope Rally on Sunday, 27th February. Originally planned to cover a route in Durham, Swaledale and Westmorland, over a 160-mile course, the organizers, T. A. Boothroyd and the writer, found that even the main road over the Pennines was blocked on the Friday morning. Some hurried telephone calls and rerouting became necessary, but there were still 42 competitors at the Cock of the North Hotel, Durham, to take part. As last year's event had almost been abandoned in a snowstorm, the turn-out was a favourable sign of the club's strength.

Competitors left at one-minute intervals on a course of by-ways interspersed with villages, leading to the first check point at Bishop Auckland. It was just before here that J. J. Harrison slid off the road, had the car righted, and carried on to arrive not more than 30 mins. late.

From Bishop Auckland, competitors went from Weardale into Teesdale, and it soon became apparent that, as usual, a battle between the Fords was being waged. Out in front was P. G. Walton in his Anglia, with W. Elliott in another Anglia and J. Bliss in a Zodiac following close behind. From Teesdale, competitors followed country lanes back to the Eden Arms Hotel at Rushyford for lunch. It became obvious, as car after car arrived, late and travel stained, that the policy of short sections—some of no more than three miles in length—was one that was paying dividends.

From the lunch halt, at which Miss V. Carpenter retired her Rover, competitors again passed through Bishop Auckland to a cross-roads test at North Bitchburn. Another loop into Teesdale followed, competitors finally making their way through lanes piled high with snow, via Hedley Hope, back to the Cock of the North. Provisional results show P. G. Walton as first with only one mark lost on the road, for which he receives the Hedley Hope Trophy. Perhaps the hardest luck is that of W. Elliott, who lost no marks at any point on the road, but who was four mins. late arriving at the start, thereby losing four marks and falling into second position. Bliss was third and the first three novice awards

go to the club secretary, Steve Taylor (Morris), R. Mallorie (Riley) and Dr. H. Shuttleworth (Alvis).

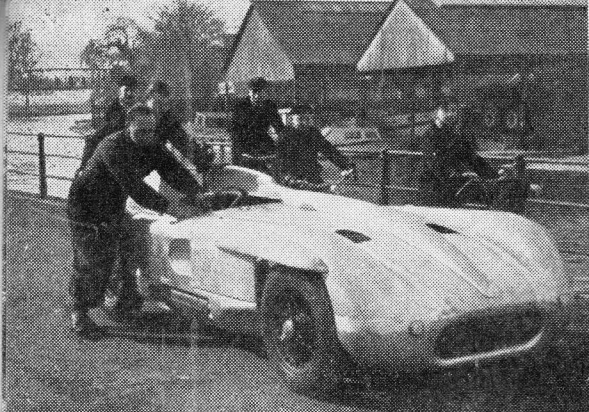
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On the night before the Newcastle club's Tommy Cup event, already reported, the Association of North-Eastern and Cumberland Car Clubs held a pleasant evening of eating and prize-giving at the Eden Arms, Rushyford, at which prizes were awarded for the Inter-Club Driving Tests and the Catterick Hill-Climb. Arrangements have been made for further use of the hill this coming year, and a National date has been obtained for 3rd July. The first meeting this year will be on 24th April. At a recent meeting of the Association, the West Cumberland Motor Club was admitted to membership, subject to recognition being granted.

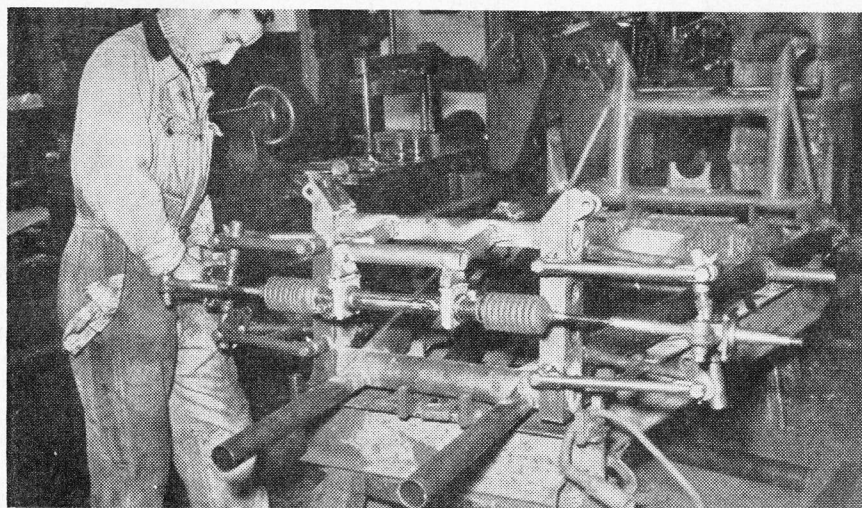
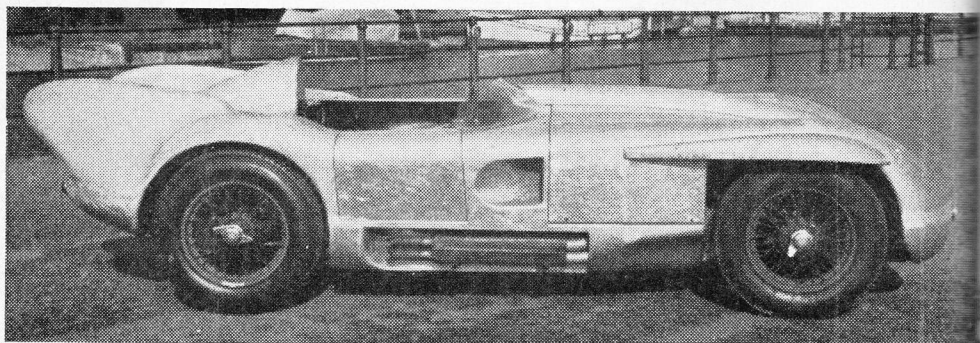
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The next event of note in the area is the Darlington club's "Grinton Picnic". This is described by the organizers as a semi-sporting trial, and will cover a course of very tough going in Teesdale and Weardale. Invitations have gone out to the Middlesbrough, Hartlepool, Durham and Newcastle clubs, and to the Yorkshire S.C.C. and B.A.R.C. Held on 20th March, it is one of the hardest events in the Darlington calendar and is awaited eagerly or with despair, depending on one's point of view.

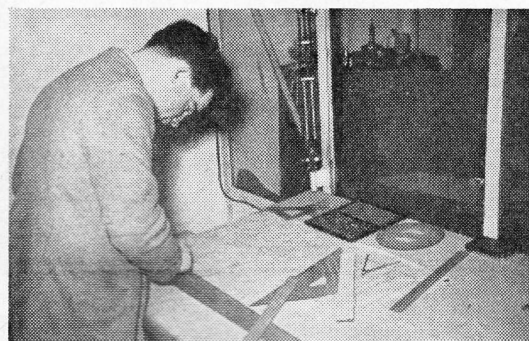
The 1955 Lister Sports



EXCITING for these Cambridge school-boys (above) is the first appearance of a newer, sleeker, Lister-Bristol with an advanced aerodynamic body. In these photographs its low build is well seen, and the tail fins and horizontal fences above the front wheel arches are interesting features to note.

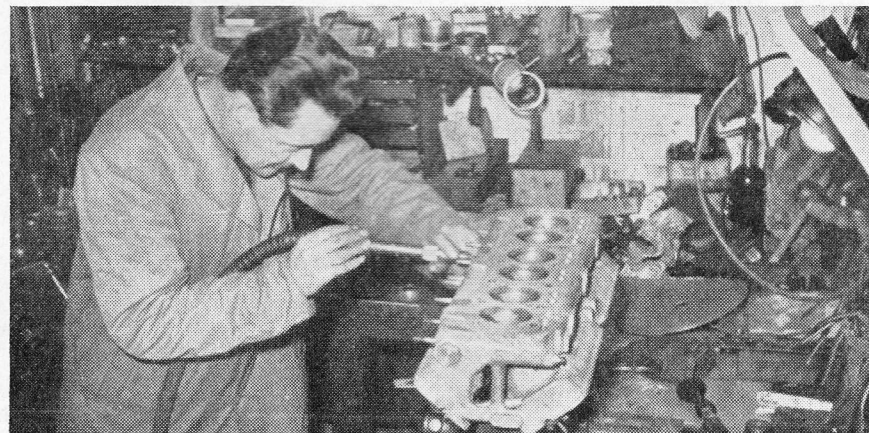


CONSTRUCTION: George Tyrrell is seen (above) assembling the front suspension of the new car. A forward steering layout is used.



CONCEPTION: Brian Lawrence (left) at work in the Lister drawing office on a brake pedal assembly design.

MODIFICATION: Don Moore (below) is responsible for power unit development and is seen here giving attention to a Bristol cylinder head.



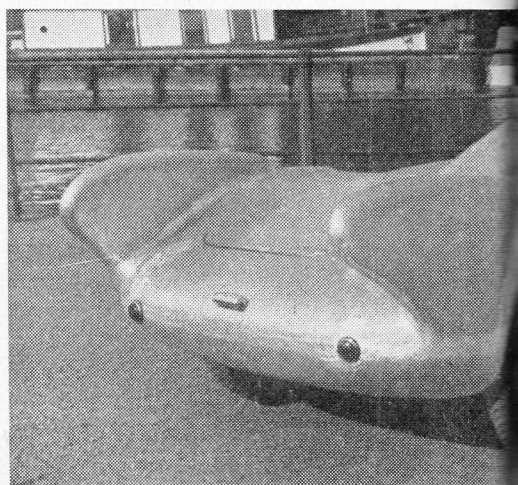
LAST season the Lister sports-racing machine came into prominence by virtue of many successes on British circuits in the hands of Archie Scott-Brown. A 2-litre, Bristol-powered machine was developed from the earlier Lister-M.G. prototype, and it is this car which has provided the basis for the new series-production Listers.

Thom Lucas, an aerodynamicist from the Bristol area, was called in to design a completely new body. After careful wind-tunnel tests, the new shape emerged as a very workman-like open two-seater, having the rear stabilizing fins as developed on pre-war Auto Union and Mercedes-Benz record attempt machines, and brought to a finer stage of perfection by Porsche and the Bristol Aeroplane Co., Ltd., in post-war years, for their sports-racing cars.

The Lister differs from any other British-built aerodynamic design in that it employs horizontal fences at the top of each front wheel arch; there is a complete absence of vertical fences at the front. The stabilizing fins at the rear are unique in that they have very marked converging angles. The wind-tunnel tests proved conclusively that this type of fin promotes a much smoother air flow at high speeds than certain other contemporary designs, as well as having a very definite effect on stability.

The very ticklish problem of extracting the air from under the bonnet has been solved by Thom Lucas. He has evolved some very clever ducting, which permits a practically 100 per cent. non-restricted entry and egress of the cooling air stream. Driver comfort has been

PHOTOGRAPHY BY



Racing Car



New Aerodynamic Body and Revised Suspension for Successful Bristol-engined 2-litre Machine



carefully considered, fresh air being directed into the cockpit via a separate duct. One of the 1954 cars is at present being modified to the latest standards.

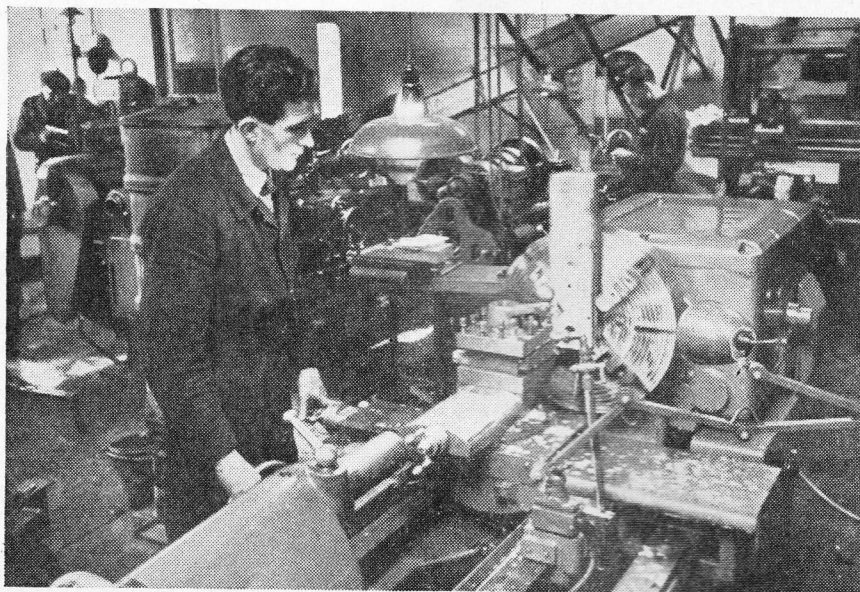
In view of the admirable performance of the Lister-Bristol last season, it was thought unnecessary to make any major alterations to the rear end. However, detail modifications resulted in considerable weight saving and still further improvement in the already excellent road holding. A glance at the accompanying illustrations will show that the rear springs are now mounted at an angle, instead of vertically, and that a welded tubular structure replaces the more massive assembly used originally.

Braking has been much improved and the 1955 cars have 12 ins. x 2½ ins. drums, as opposed to the 11 ins. x 1½ ins. units of last season. The drums are manufactured by Jack Turner, with axial-type cooling fins; they are constructed of "Elektron". Brian Lister, Ltd., are also experimenting with disc units, but, so far, have found the drum brakes to be more than capable of stopping the machine from speeds well in excess of 130 m.p.h.

All Bristol engines fitted in Lister chassis receive the personal attention of Don Moore, who is responsible for tuning and development of power units for the concern.

There is little doubt that the new Lister-Bristol will be a strong challenger for sports-car honours both at home and abroad. It is designed not only for circuit racing, but to take part in the long-distance events of 1,000 kilometres and over, which qualify for the World Sports Car Championship. G.

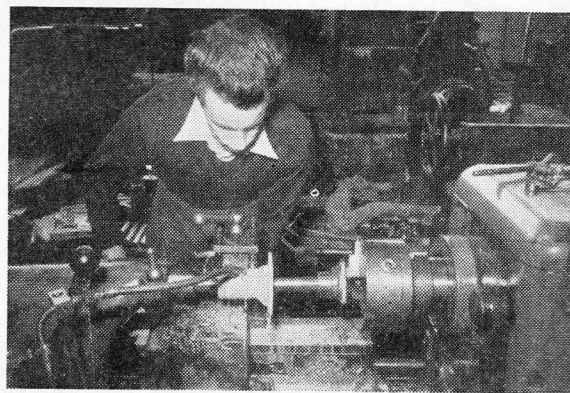
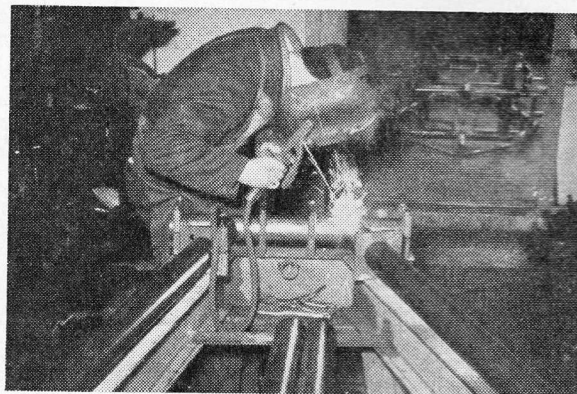
GEORGE PHILLIPS



MACHINE SHOP scene (above) of George Palmer pictured boring the front suspension boxes that carry the double wishbones.



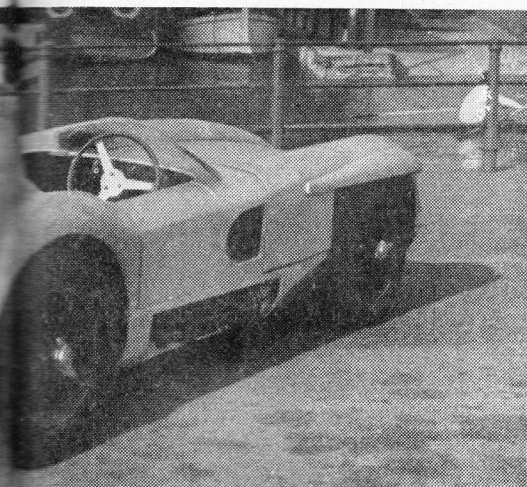
ARC - WELDING the tubular chassis members (right) is Bob Gawthrop.



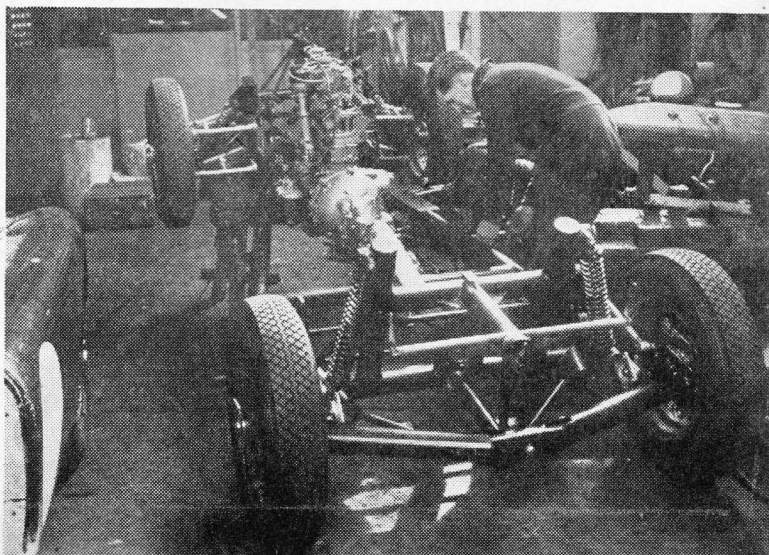
REAR HUBS are being turned (left) by John Heward.



CHASSIS design has not been greatly altered this year, but tubular uprights (below) replace the box structures used previously. The helical springs are now canted inwards.



REAR VIEW (left) of the Lister emphasizes the wind-cheating body design. The tail fins are set to converge rearwards, aiding directional stability, and extensive wind-tunnel tests were made before the design was made final.



LANCIA'S FIFTH "SESTRIERE"

Gatta/Mazzonis Win Italy's Championship Rally — Mrs. Joy Cooke (Ford) Wins Coupe des Dames — Wharton/Shanley (Daimler) Second in Class



ANGLIA ANGLED: (Left) Mrs. Joy Cooke, winner of the Ladies' Award, heels her Ford Anglia over when cornering fast in a mountainous section. **GOAL IN SIGHT:** (Right) 2-litre Grand Touring class winner G. Valenzano (Alfa Romeo 1900) during the speed/regularity test, staged at Sestriere itself.



A COMBINATION of ice, snow, rain and fog made the sixth Sestriere Rally on 25th February/1st March, a particularly gruelling event. There were many retirements, and many marks lost on the road section. Three of the 68 starters were penalized on the preliminary stage from the eight starting points to Sestriere, 26 lost marks on the first stage of the 2,400-kilometre circular route, and 13 failed to arrive at Florence, the intermediate control. A total of 51 commenced the longer second stage, where conditions were particularly bad, and Mme. Ordioni received fatal injuries when her Simca Aronde left the road in the mountains during the Perugia section. Ten more had retired by the time Turin was reached, while the penalties mounted steadily.

The ordeal included a speed/regularity test on the Monza autodrome, speed hill-climbs at Tresende, Pontassieve,

Vermicino and Pontedecimo, a braking/acceleration test at Turin, a hill-climb at Pragelato and a speed/regularity test at Sestriere. In the latter, Ken Wharton and Gordon Shanley (Daimler) beat the Monte Carlo "works" Mercedes 220, driven by Schock/Moll, but an air lock during the Pontassieve hill-climb delayed Wharton for some time. Provisional results place the British crew seventh, just behind the new European Rally Champions with their Mercedes, but Mrs. Joy Cooke (Ford Anglia) had the satisfaction of winning the Coupe des Dames for the third time. Her previous successes were achieved in 1950 and 1954.

The success of Ferdinando Gatta and Vittorio Mazzonis makes this the fifth Lancia victory in six Sestriere rallies, for they won in 1950 (Christillin), 1951 (Villoresi/Ascari), 1952 (Valenzano/Paltrinieri) and 1954 (Valenzano/Sposetti).

Provisional Results

General Classification: 1. Gatta/Mazzonis (Lancia), 23 pts.; 2. Ciolli/Monaco (Fiat), 32.4; 3. P. Valenzano/Sposetti (Lancia), 35; 4. Taramazzo/Gerino (Alfa Romeo), 41; 5. Musso/Penza (Alfa Romeo), 43; 6. Schock/Moll (Mercedes-Benz), 51.4; 7. Wharton/Shanley (Daimler), 52; 8. Guiraud/Chevron (Peugeot), 56.6; 9. Westerholt/Theden (Porsche), 61.1; 10. Cestelli/Guidi (Alfa Romeo), 74.3 (38 cars finished).

Grand Touring and Modified Production Touring Cars: Over 2,000 c.c.: 1. Gatta/Mazzonis (Lancia Aurelia), 23 marks lost; 2. P. Valenzano/Sposetti (Lancia Aurelia), 35; 3. Buffa/Carabelli (Lancia Aurelia), 74.8.

1,300-2,000 c.c.: 1. G. Valenzano/Mollino (Alfa Romeo), 272.4; 2. R. Canaparo/F. Canaparo (Fiat 8V), 489.1; 3. Houel/Pilliet (Alfa Romeo), 693.6.

Up to 1,300 c.c.: 1. Guiraud/Chevron (Peugeot 203), 56.6; 2. Westerholt/Theden (Porsche 356), 61.1; 3. Blendl/Körner (Porsche 1300 S), 113.0.

Standard Production Touring Cars:—

Over 2,000 c.c.: 1. Schock/Moll (Mercedes-Benz 220), 51.4; 2. K. Wharton (Daimler Century), 52.0; 3. Lucas/Mayeras (Citroën 15), 3.615.9.

1,300-2,000 c.c.: 1. Taramazzo/Gerino (Alfa Romeo T.I.), 41.0; 2. Musso/Penza (Alfa Romeo T.I.), 43.0; 3. G. Castelli/M. Castelli (Alfa Romeo T.I.), 74.3.

750-1,300 c.c.: 1. Ciolli/Monaco (Fiat 1100 TV), 32.4; 2. Ceronne/Vanucci (Fiat 1100 TV), 93.7; 3. Cosulich/Punta (Fiat 1100 103), 131.0.

Up to 750 c.c.: 1. Blanchard/Laurent (Dyna-Panhard), 104.1; 2. Cazon/Brichetti (Dyna-Panhard), 645.9; 3. Demilano/Mussa (Fiat 600c), 3.668.

Coupe des Dames: Mrs. Joy Cooke (Ford Anglia).



(Above) Winners of the over 2-litre standard class were Schock and Moll with this Mercedes-Benz 220 saloon.



(Right) Second to the Germans came Ken Wharton in a works-entered Daimler Century, co-driven by Gordon Shanley.

BOOK REVIEWS

Title: Beyond Expectations.

Author: K. B. Hopfinger.

Size: 5½ ins. x 8½ ins. 177 pp. 41 illustrations.

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

Price: 15s.

THE story of Germany's famous "People's Car" makes engrossing reading. Dr. Ferdinand Porsche was a genius, but his idea of a cheap, mass produced car of somewhat unconventional design, was not taken seriously by the pre-war German motor industry. However, Adolf Hitler stepped in and commanded Porsche to produce his car. Finance was found by means of the now notorious Volkswagen savings plan, and although a huge factory was constructed and completed in 1939, the unfortunate VW investors never received a single vehicle. Thousands of Volkswagens were built for military purposes, but the plant was bombed to the ground by Allied air forces. Dr. Nordhoff took over, and the factory was rebuilt in five years after the end of the war. Porsche himself was a P.O.W. in France.

Eventually production of Volkswagens soared to undreamed of heights, over 20,000 people being employed in the production of a single model. The story behind the Porsche sports car is also told. Project 356 was conceived as a Volkswagen high-performance machine in 1938, but it was not until 10 years later that Porsche built another prototype in Austria, which led to his becoming a manufacturer in his own right for the first time.

The brief life story of Dr. Porsche is most interesting, and the author tells of his association with such concerns as Lohner, Austro-Daimler, Mercedes, Wanderer, Steyr, etc. However, this reviewer does not agree that Porsche originated the design for the BMW "flat-twin" motor-cycle in 1923. This was surely inspired by Granville Bradshaw's British-built A.B.C.

Porsche contributed a great deal to automobile engineering. His designs for electric-hub drive, trailing link torsion-bar suspension, several types of aero and motor vehicle engines, diesel power-units and so on became universally used.

G.

Title: "The 'True' Automobile Yearbook".

Size: 8½ ins. x 11½ ins.; 128 pp. Numerous illustrations.

Publishers: Fawcett Publications Inc., 67, W. 44th St., New York 36, N.Y., U.S.A.

Price: 75 cents.

THIS is the fourth annual issue of *The True Automobile Yearbook*, selling at 75 cents per copy, for 128 large and beautifully illustrated pages of erudition on automobile matters past and present. There are 20 chapters, contributors including Sammy Davis, Dennis May, George Monkhouse, Griff Borgeson, P. S. de Beaumont, Russ Catlin and Tom McCahill.

Their subjects are varied and full of interest—British trials, American cars, turbine power, chain drive, Pegaso, Mercedes, Chrysler, Ralph de Palma, Harry Miller, the Bonneville salt flats, Le Mans, etc.

Tom McCahill's review of 1955 U.S. models, couched in that most controversial of critics' blunt and peppery style, reads most entertainingly. He enthuses over the Ford Thunderbird but resents an obligation, apparently applying to early models only, to buy much extra equipment—"Ford-omatic transmission, electric windows, power seats, power steering, power brakes, pedal pants (*sic*), white-wall tires, wheel disks, windshield squirters, power wipers . . . more gewgaws

than Jim Brady had sparkling diamonds. . . ." He says the Mercury Montclair is the year's best looking American car, the Lincoln the finest; the Cadillac a 115 m.p.h. motorized mink coat. Of the "impelling rams" adorning the Pontiac, Cadillac and Buick front ends, he says, "just peachy for pinning mother-in-law to the garage wall . . ."; and of Dodge's "tumble home" or inboard slant of the body sides, "creating, according to the Dodge word boys, the appearance of low, road-hugging massiveness", his comment is "Why the hell don't they just call it pear-shaped?" True's Yearbook number four is good value indeed. But please, somebody, what *are* pedal pants?

C. P.

Title: Grand Prix Murder.

Author: Douglas Rutherford.

Size: 5½ ins. x 7½ ins. 190 pp.

Publishers: Collins, St. James's Place, London. For the Crime Club.

Price: 10s. 6d.

AT last, a whodunit with an authentic motor racing background! Douglas Rutherford's fast-moving story is concerned with rookie driver Martin Templar, who is thrown into the hurly-burly of Grand Prix racing, and into a British team whose two star drivers meet their ends at the hands of a murderer. Not once does the author relax his G.P. atmosphere. The Mondano Grand Prix, which the reader will readily recognize as the Italian G.P. at Monza, is a true picture of a race on the famous autodrome.

Notwithstanding the technicalities, scenes, incidents, people, machines and so on of modern Grand Prix racing, the book is a first-rate mystery yarn. The identity of the murderer is kept well hidden until the last chapter, during the exciting race for the Allure G.P.

G.

Title: Annual Automobile Review.

Size: 9½ ins. x 12½ ins. 195 pp. Numerous illustrations in line, half-tone and colour.

Editor: Ami Guichard.

Publishers: Editra, S.A., Lausanne.

British agents: G. T. Foulis, Ltd.

Price: 35s.

THIS is a beautifully produced book, with superb illustrations on full art paper. However, Theo Page's drawing of the 1954 Maserati is reproduced, with the signature and AUTOSPORT copyright tag carefully erased—and no acknowledgment whatsoever. One cannot, therefore, devote space to reviewing a volume, the publishers of which hope to get away with such petty plagiarism.

G.

Title: Auto 1955.

Editor: Carlo Biscaretti di Ruffia.

Size: 7½ ins. x 10 ins. 220 pp. Numerous illustrations in colour, half-tone and line.

Publishers: Alfieri, Venice.

THIS "International Annual of Auto Design and Production" is printed in four languages, Italian, English, French and German, and contains specifications and illustrations of the world's motor cars. It is, in fact, a most comprehensive international catalogue, printed throughout on high-grade art paper. An historical section makes interesting reading, and the line drawings are extremely well done. It would appear to have been inspired by Fiat of Turin, although all makes are given prominence.

G.

Directional Instability—cont.

reactions, such vehicles may be regarded as mobile accidents waiting to happen.

Before dealing with understeering and the various methods of obtaining it, I must explain why an oversteering car is fundamentally unstable; conversely, a small degree of understeer is essential for stability.

Imagine a car which has a lateral disturbing force applied to it. In the case of the oversteering car—and it does not matter whether this is due to exces-

sive rear slip angle or geometrical oversteer—it always turns towards the disturbing force. Thus, unless the driver does something about it quickly, there will be a chain reaction. In practice, the machine would take a sharper and sharper corner until it spun off.

In the case of the understeering car, the vehicle will tend to turn away from the disturbing force, which will release the tension instead of increasing it. Of course, the driver must put on more lock if he does not wish to enter the *décor* on the outside of the bend, but this is a self-cancelling instead of self-

multiplying effect. That is why the understeering car runs straight and true, whereas the oversteer must always be kept on the road by the driver's constant corrections.

An excessive amount of understeer produces a horribly unresponsive car, and there should only be just enough to ensure stability. How to secure this will have to wait till another issue, as my space is running short. I am afraid I have rather left the damsel at the villain's mercy, but read our next exciting instalment—that is if you're not asleep already!

NEWS FROM THE CLUBS

By Wilson McComb

MOTOR sport seems to cause the most unlikely people to break out into French, so that we have all grown quite accustomed to hearing such terms as *concours d'élégance* or *parc fermé* bandied about. Some are bandier than others, however, so that we have also had such non-standard models as "Petit Rally", "Rallye Petite" and even (from across the Atlantic) "Ralleye". The latest addition to the Ranks of the Regrettable is the "Rally des l'Etages", a 300-mile event which (failing a strong protest from the French Embassy) will be run on 16th/17th April.

THERE is more news of racing this week—a sure sign that spring is on its way—and Oulton Park is the venue, with **Bentley D.C.** in occupation on 16th April. This meeting is also open to members of the **Aston Martin O.C.**, **B.A.R.C.**, **Bugatti Owners**, **Lagonda Club**, **M.C.C.**, **North Staffs**, **Scottish Sporting**, and **Sunbac**, and has a programme of 11 events for sports cars and "Bentleys only". Secretary of the meeting is Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks. . . . The **B.D.C.** are also invited, together with the **Lagonda Club**, to join with members of the **Northern Section** of the **Alvis O.C.** in a luncheon at the **Crown Hotel**, **Helmsley**, **Yorks**, on 27th March, followed by a short "treasure hunt" run. Details from A. Ellison, **Rylstone**, **Earnsdale Avenue**, **Darwen**, **Lancs.** . . . Much sterner stuff is promised for the **Midland A.C.'s Birmingham Post National Rally** on 22nd/23rd April. This is a 400-mile event, complete with driving tests *en route*, and finishing at **Droitwich** on the Saturday. It is a National rally and regulations are now available from the Secretary, **Midland A.C.**, 184 Bath Row, **Birmingham**, 15; closing date for entries is 4th April. . . . Driving tests form the bill of fare this week-end for members of the **Guildford M.C.**, who will be cavorting around the **Cattle Market** in that town from 2.15 p.m. . . . Recently granted recognition by the **R.A.C.** is the **Royal Air Forces Association M.C.**, formed by the **Birkenhead** branch of the **R.A.F.A.** Serving and ex-members of the **R.A.F.** are welcomed to join and enjoy the existing excellent social facilities of the branch and participate in its first rally, on 27th March, over a 100-mile course in **North Wales**. Details from the **Hon. Sec.**, **R.A.F.A.**, **Alton House**, **Shrewsbury Road**, **Birkenhead**. . . . The **Burnham-on-Sea M.C.** are running their **Wessex Rally** on 26th/27th March, with three starting points—**Bristol**, **Burnham** and **Exeter**. It will be approximately 250 miles in length and is also open to the **Bristol**, **Exmoor**, **M.G.**, **North Devon**, **Taunton**, **Torbay** and **Yeovil** clubs. Entries should be sent in smartly before



WHITE ON WHITE: Percy Barden, winner of the Maidstone and Mid-Kent M.C.'s Brian Lewis Trophy Trial, takes his P.A.B. Special up one of the snow-covered sections in the Boxley Hills.

next Tuesday (15th) to **John Buncombe**, 2 Grove Road, **Burnham-on-Sea**. . . . Tomorrow (12th), the **Newry & D.M.C.** will be running the fourth annual **Irish Experts' Trial** in **South Armagh** and it looks like being a stiff contest. The best performances will qualify the drivers for the **R.A.C. Trials Championship**. . . . The **Eastern Counties M.C.'s** **Miniature Rally** takes place on 20th March, starting near **Stowmarket**, and members are reminded that entries close on Wednesday (16th). . . . The **B.R.S.C.C.** won by 40 points the driving test meeting held on 2nd March with the **West Essex C.C.** . . . Recent bad weather has caused the postponement of the **West Hants and Dorset C.C.'s** **Hartwell Cup Trial** from 27th February until 27th March, when it is hoped that the course will be in a suitable condition. . . . In addition to their film show at the **Deanwater Hotel** and **County Club**, **Woodford**, on 16th March, the **N.W. Centre** of the **B.R.S.C.C.** will use the same venue as the starting point for a social rally on 20th March, and for an informal dance on 23rd March. Further details may be had from A. E. Grimes, **The Manor House Cottage**, **Prestbury**, **Cheshire**. . . . **Liverpool M.C.** hope shortly to announce a new date, probably in May, for the postponed **Jeans Gold Cup Rally**. The club's next meeting will be at the **Hare and Hounds Hotel**, **Tarbock**, on 16th March, for a film show and rally forum starting at 7.30 p.m. . . . The **Wirral "100" M.C.'s** fourth **Wallasey Corporation Rally**, to be held on 16th/17th April, will consist of a 300-mile road section with several special stages timed to the nearest second. No tricky navigation, for a detailed route card will be issued, and **New Brighton** will be used for both the start and finish. Invited clubs are the **B.A.R.C.**, **Chester M.C.**, **Liverpool M.C.**, **Mid-Cheshire M.C.**, **North Staffs M.C.**, **Oswestry** and **D.M.C.** and **Rhyl** and **D.M.C.**, and entries close on 2nd April. The Secretary of the Meeting is **Mrs. M. H. Cranshaw**, 2 Nigel Road, **Heswall Hills**, **Barnston**, **Wirral**. . . . Jointly run by the **Per Ardua M.C.** and **Forces M.C.**, the rally on 19th March which was to have started in the **Cambridge** area will now start from **Odiham**. . . . Entries close on Monday, 28th March, for the **Maid-**

stone and Mid-Kent M.C.'s third annual **Hopper Rally**, a 150-mile navigation event on 2nd/3rd April. Regs. may be had from **M. J. L. Sykes**, **High Pine**, 155 **Ashford Road**, **Beardsted**, and the invited clubs are the **Tunbridge Wells M.C.**, **Hants and Berks M.C.**, **Margate** and **D.M.C.**, **London M.C.**, **U.H.U.L.M.C.**, **Sevenoaks M.C.** and **Thames Estuary A.C.** . . . The **Midlands M.E.C.'s** next **Navigation Exercise** will start from **Lowsonford** at 3 p.m. on Sunday, 20th March. . . . Sunday, 3rd April, is the date for the **Hagley and D.L.C.C.'s** annual **Hagley-Ludlow Handicap Rally**, a closed-to-club event covering an 80-mile course. **J. W. Cox**, "Timberdine", **Hyperion Road**, **Wollaston**, **Stourbridge**, will close the entry list on 28th March. . . . The same date, 3rd April, is set aside for the popular **Brunton Hill-Climb**, run by the **B.A.R.C. (S.W. Centre)**. There are five capacity classes for saloons and six for open cars, and the **West Hants and Dorset C.C.**, 750 **M.C.**, **Gosport A.C.**, **Southsea M.C.** and **B.R.S.C.C.** are invited to take part in this, the ninth event of the series. Entries close on 23rd March, and should be sent to **W. R. Short**, 5 **Brownhill Road**, **Chandler's Ford**, **Eastleigh**, **Hants**. He also has preliminary details of the **North Devon Rally** on 21st/22nd May, to which are invited the **London M.C.**, **Taunton M.C.**, **West Hants and Dorset C.C.**, **Hants and Berks M.C.** **Combined Universities M.C.**, **Gosport A.C.** and **Southsea M.C.**

RACING AT IBSLEY

THE **West Hants and Dorset C.C.'s** annual race meeting at **Ibsley** has this year been granted a **National permit**, and takes place on Saturday, 30th April. There are to be events for sports cars of all capacity classes including one for vintage machines, a closed car race run concurrently with one for lady competitors, 750 and 1172 formula races, two heats and a final for **Formula 3** cars and a scratch race for racing cars over 500 c.c. There will be prize money for every race, plus a number of trophies, and regulations and entry forms for this meeting in pleasant surroundings near **Bournemouth** may be obtained from **R. R. Mountford**, 60B **West Cliff Road**, **Bournemouth**, **Hants**.

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IMPORTANT: Shell X-100 10W/30 gives best results in four-stroke petrol engines in good mechanical condition. Like all the Shell X-100 range of oils it is detergent, and if you have not been using a detergent oil you are recommended to drain the sump after the first 500 miles on the new grade and refill with fresh oil.

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for longer engine life

it fights acid action—main cause of engine wear

Snow or no Snow—the Speed Season Starts!

First 1955 Speed Event Held at Tempsford
—Leslie Marr Fastest with Connaught

THE first meeting of the 1955 speed season, the Combined Universities M.C.'s Inter-Varsity Speed Trial, very nearly didn't happen at all. Luckily, by some freak of the weather Tempsford Aerodrome was not affected to any extent by the heavy fall of snow and competitors were amazed to find the event taking place after they had mentally written it off.

The three-quarter-mile course used last Sunday took in part of the perimeter track at Tempsford, near St. Neots, and was shaped like the letter "P", with a common start and finish line. Speeds of about 80 m.p.h. could be attained along the straights, but five difficult bends ensured that the awards did not necessarily go merely to the fastest car. Dry practice on Saturday afternoon saw Leslie Marr's Connaught fastest with a run in 1 min. 0.01 sec., Sir Thomas Beevor's Healey Silverstone being the fastest sports car, but the track remained wet all Sunday and brought speeds down considerably.

Proceedings proper opened with the 1,200 c.c. open car class, supported by a motley collection of specials whose appearance gave no promise of impressive performance. After Ken Richardson had taken the 1,200 c.c. closed

category in one of the Monte Carlo Standard 10s—with a time about 12 secs. better than anyone else's!—there came a battle for second place which proved one of the fiercest of the day, with Anglias, Minors, Volkswagens, an A.40 and a Renault all being driven most enterprisingly.

The ex-Hill, ex-Nurse Empire Special then appeared in the hands of its new owner, David Piper, but could not approach Chris Threlfall's battered Turner-Lea-Francis in the 1,500 c.c. open car class. Another car in new hands was the ex-Hacking Cooper-M.G., driven by R. O. Jennings, while the only R.4 Jupiter in captivity arrived with an attractive hard-top, and allowed owner Alf Thomas to take the next class easily from Archie Scott-Brown, driving Peter Riley's Peugeot.

Ken Richardson came out again in the 2½-litre open car class, this time with a "works" left-hand drive TR2, and a needle match ensued with Derek Scott's TR2 and Sir Thomas Beevor's Healey. The Healey took first run honours but was slower on Beevor's next attempt, while Richardson tried too hard and spun off into the infield. Scott, on the other hand, made a beautifully-judged run—and so there is yet another

C.U.A.C. trophy for his wife to polish! The rest of the TR2s were slower, as was the ex-Rudd A.C. Ace, driven by Charles Kemp.

Tony Crook's "retirement" has, it seems, ended already. With a new Bristol 405 bearing the familiar "MPH 100" registration, and the well-known Cooper-Bristol in supercharged form, he made no bones about collecting the next two classes. Martin Noble's Austin-Healey was cornered with spirit, and J. Erskine-Hill showed that vintage suspension is no handicap to fast cornering—not when it is attached to an Alfa Romeo, at any rate.

As the racing class was poorly supported, Leslie Marr had an easy victory although his Connaught did not sound particularly *au point*. The final class, the Championship, gave most of the faster boys another run, and good times were made by Threlfall, Scott, Beevor and Crook (although the latter did his engine no good on his final run). But once again the Connaught was fastest, and on this occasion also made the best time of the day.

Results

Class 1A: J. Anstice-Brown (Lotus Mk. VD), 1 min. 11.38 secs. Class 1B: K. Richardson (Standard 10), 1 min. 13.24 secs. Class 2A: C. H. Threlfall (Tojeiro-Lea-Francis), 1 min. 5.38 secs. Class 2B: A. Thomas (R.4 Jowitt Jupiter), 1 min. 9.12 secs. Class 3A: J. D. Scott (Triumph TR2), 1 min. 5.7 secs. Class 3B: T. A. D. Crook (Bristol 405), 1 min. 10.02 secs. Class 4A: T. A. D. Crook (Cooper-Bristol S), 1 min. 2.00 secs. Class 4B: Dr. Sheppard (Aston Martin DB2-4), 1 min. 9.50 secs. Class 5: L. Marr (Connaught), 1 min. 1.38 secs. Class 6: L. Marr (Connaught), 1 min. 0.80 secs. (B.T.D.).

FARMYARD FROLIC

Renault 750 Wins in Wales

IN North Wales motor sport circles, the unorthodox has now come to be expected of the Caernarynshire and Anglesey Motor Club's Springtime Night Car Trial, the so-called "Farmyard Frolic". Organizer D. I. Lloyd, who each year manages to provide a completely new course within the framework of the same controls, surprised the 30 or so navigators at the start on the waterfront at Portdinorwic on Saturday, by herding them into a small boat and dispatching them across a choppy Menai Strait to a remote and almost disused jetty at Moel-y-don. To this, as best they could, the disconcerted drivers had to find their way as best they could on land—about eight miles round. Then came the traditional run through Anglesey lanes, farmyards, cart tracks, sand dunes, anything that would bear the weight of a vehicle—and some that wouldn't, as some who ventured off course ("Keep marker flags on port hand") at Llanfwrog beach found. There was, as usual, a distinctly nautical flavour about it, including the road that ran into the Irish Sea at Llanfachraeth ("The depth at High Water Mark is eight feet", said the route-card. "High Water tonight is at 20.22 hours"). There was a foot-bridge, but it was hard to find. Earlier, there had been a speed test in the grounds of Plas Llanddyfnan, and near Mynachdy the local populace carried gallons of water to make a really muddy re-start test, and were heard to remark dolefully that they hadn't been able to make half enough fail this year. The course ended with another five-mile "driver only" section.

There was very little to choose between the leaders, who put up most meritorious performances, particularly Blackstone in a Renault and Vernon in a Ford, who were both strangers to the area. The Misses Hilary Boswell and Fay Wynne-Griffith, in a Morris Minor, did well to gain seventh in the general classification with 134 marks lost. "Booby" prize went to F. Whowell (Riley 1½) who lost 365 marks. Best times in the speed test were made by W. N. Owen (Volkswagen) and S. Williams (Austin 12), while best in the "Wiggle-woggle" driving test was G. Jones (Hillman). Eight failed on the re-start test.

Provisional Results

Regent Trophy: J. Blackstone/J. S. Williams (Renault 750), 107 marks lost.

First Class Awards: E. A. Vernon/F. W. Gray (Ford Popular), 108 marks lost; W. N. Owen/J. A. Hughes (Volkswagen), 110. Second Class Awards: D. C. Mills/W. Matthews (Volkswagen), 124; W. H. Blunt/G. Blunt (Austin 7), 126.

Team Prize: Mills, Owen and Blackstone.

"TARGA RUSTICANA" PLACINGS

OFFICIAL results of the Oxford U.M.D.C.'s "Targa Rusticana", received from the organizers, differ somewhat from those published with our report of the event. They should read as follows:—

Results

Targa Rusticana: B. Gosling (Morris Minor Traveller), 115 marks lost.

University Award: A. Nesbitt (Volkswagen), 142.

Class A: J. M. Burn (DKW), 139. Class B: 1, Sir J. Wyndham-Harrison (Hillman Minx), 119; 2, J. R. Charlesworth (M.G. TF), 134; 3, C. J. Toomer (Triumph TR2), 156. Class C: T. A. Wright (Austin-Healey), 152. Navigators' Awards: A. Edwards, J. Nelms, H. Hughes, P. A. Gundry-Whyte. Team Award: Nesbitt, Wyndham-Harrison and A. Polack (Morgan).

CLOVER LEAF RALLY

Inspector Priestly is Best Navigator

COMPETITORS in the West Essex Car Club's Clover Leaf Rally discovered that they had to overcome an unexpected and unplanned hazard—lack of petrol! Fuel was to have been available at "The Oak", Blake End, near Braintree, as each car completed one of the petal-shaped sections of the 200-mile course on 26th/27th February. The unexpected difficulty arose when one of the petrol pumps burst into flames after a car had been refuelled.

Many competitors who were called upon to tackle the longest navigational section first, and who were running short of fuel, were lucky to find an all-night garage which could satisfy their needs, near one of the check points.

Anagrams and mathematical problems helped to provide a chain of clues in another section, so that once a competitor had failed to find one of the check-points it was even more difficult for him to find the next. So real were the difficulties of this section, plus the hazardously icy conditions in many of the narrow country lanes through which the event was run, that an automatic disqualification for crews over 45 mins. late at the control had to be abandoned.

L. H. R. A.

Results

Premier Award: A. H. J. Whitehead (Austin). Navigator's Award: Inspector R. J. Priestly. Members' Award: R. McTurk (Ford Prefect). Class A: 1, H. J. Ludlow (Hillman); 2, A. G. Davis (Ford). Class B: 1, J. R. Templeton (Dellow); 2, J. C. Beharrell (Morris). Class C: 1, A. E. Hudson (Jowett); 2, E. S. Campbell (M.G.). Class D: 1, J. F. Bradley (—); 2, D. J. Whittle (M.G.). Class E: 1, G. B. Player (Austin); 2, A. Freeman (Austin). Class F: S. Richards (Austin). Team Award: Team No. 7.

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A Day of Dicing

F. E. Still (TR2) Wins Harrow C.C.'s Moss Trophy Rally

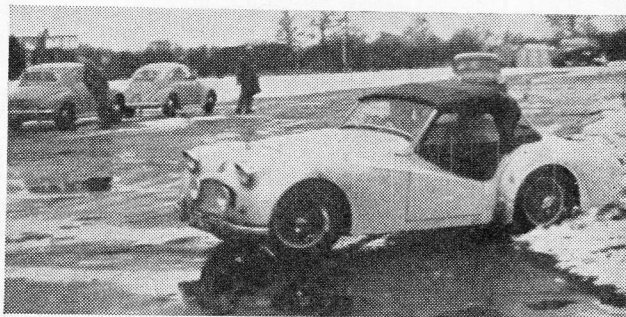
THE Harrow C.C.'s Moss Trophy has hitherto been an annual award for trials drivers, but due to lack of support of late for the mud-plug type of event, it was decided to award it this year at the end of an all-day rally. Accordingly, 26 cars and crews presented themselves on Sunday morning at the Busy Bee Café on the Watford by-pass, and at 10.01 David Drew, first away in his monstrous vintage Delage of hearse-like aspect, trundled out of the car park for the initial plunge into the snow-covered wilds of Hertfordshire.

The said snow had arrived suddenly the previous night and transformed what had been expected to be just a run round the countryside into a day's full-scale Monte Carlo dicing in very slippery conditions. The 150-mile route, with topographical checks located by six-figure references and cunningly contrived by Les Rawlings and Jill Adams to keep the competitors on the most tortuous of narrow lanes, sent everyone off at first on a tour of the area bounded by St. Albans, Welwyn, Luton and Hemel Hempstead, finishing on the edge of Bovingdon aerodrome where there awaited a series of driving tests. This morning road section proved to be as tight as it could be, with snow all the way, and some folk checked in over an hour late. Lovett's A90, however, arrived only three minutes behind schedule, just to prove that it could be done.

There were four driving tests of the forward-and-reverse over lines type, plus a wiggle-wobble up and down a line of sticks, and Farquharson whipped his Volkswagen around in easily the best times, although eventual winner Freddie Still was no time-waster and Michael Allott found his Dellow at an advantage here, albeit chilly.

On leaving the lunch stop at Bourne End, navigators were handed seven route checks in scrambled order, which on plotting resolved themselves into a wide sweep north to Ivinghoe, west into Bucks, and south-west to a time control on the A40 near Stokenchurch. The snow had been melting all this time and competitors were thinking things were not too bad after all; in fact, 10 of them negotiated this section without loss of marks, but it was not to last. The final route card, with 1 hr. 14 mins. time allowance, revealed route checks in an almost straight line east across the Chilterns—but certainly no straight roads on the map! Hectic was the ride back towards the finish at Radlett, particularly when everyone encountered an ice-bound—and wood-bound—narrow hill near Huntonbridge. The only two cars which managed the ascent were Farquharson's VW (rear engine!) and Don Farrell's J2 Allard. The others had to back down and turn round somehow, and the obstruction, confusion and gestication that resulted was nobody's business. Freddie Still, having lost 20 minutes there (only about 10 miles from the final control), proceeded to make up 16 of them and he and ace navigator Les Needham arrived at the Aldenham Lodge Hotel in a state of nervous collapse—

CLIPPING the grass in the driving tests at Bovingdon is Pat Moss, who gained a first class award with her TR2.



just four minutes late and comfortably the winners.

Under the conditions, incidents were surprisingly few and there were only five retirements. David Drew had driven the big Delage with great verve to win a second class award and Pat Moss pleased her cup-donating father, Alfred, by gaining a first class. The Volkswagens proved excellent for this kind of thing; Farquharson's finished second in the closed car class and Porter had been doing well until his windscreen was shattered by a stone; however, he finished the course. Others had been less lucky: Frank Allott had to retire early on after a minor prang, and unluckiest of all, Llyn-Rees virtually wrote off his TR2 after a slide into a stone gatepost on his way to the

start, fortunately sustaining only bruises. Butcher's elderly Singer Le Mans found itself with no brakes at all at one stage and with one carburettor inoperative at another, and finished without third or top gears—but finished. Then, just as everyone was going home, non-arrival Butt arrived—1½ hours late—and most indignantly denied his retirement!

S. P. S.

Provisional Results

Moss Trophy (best performance): F. E. Still (TR2); navigator, L. N. Needham.

Cullen Trophy (best in opposite class): D. E. Lovett (Austin A90).

1st Class Awards: D. J. Farquharson (Volkswagen); D. Parkin (Standard 10); P. Moss (TR2).

2nd Class Awards: D. Drew (Delage); F. Tricklebank (Hillman); M. F. Allott (Dellow).

"NOCTURNAL NOGGIN"

SNOW and ice were perhaps greater hazards for competitors in the Peterborough Motor Club's "Nocturnal Noggin" than the tortuous routes, tricky navigational problems and tight time schedules of Peter Brand, the organizer. In spite of harsh treatment from Mother Nature and the worst efforts of Mr. Brand, an entry of 41 cars was received, only one failing to turn out on Saturday, 26th February, and all but two finished the course.

Starting at two-minute intervals from the "Blue Boar" at Eye, the rally was divided into three distinct sections. The first and third were slightly easier, and the event was decided mainly on the regularity section in between. Section one took drivers from the start over a series of bridges between two map references. Each bridge had to be crossed once, and as the main control was in the middle and could only be approached from one direction, there was much speculation as to which bridges should be crossed first and in which direction.

The regularity section was again subdivided into three. The average speed maintained on the first sub-section had to be maintained again over the second and third, which were by no means as straightforward. The winning crew set a wonderful example on this regularity test, most of which was on ice-bound roads, sometimes half-blocked by snow drifts, and they were amazingly consistent from beginning to end.

Spot heights, a series of 40 of them, guided competitors from the end of the regularity section to the final control, where a mobile canteen served hot dogs and coffee. Marshals took greater advantage of these refreshments than competitors, and well they deserved them, having been out in the cold for as long as seven or eight hours.

Nocturnal Noggin: F. A. York, 102 mks. lost. **Barrett Trophy (best navigator):** D. L. Jones. **First Class Awards:** S. E. Nicholas, 115; A. L.

Wiles, 160.5. **Second Class Awards:** S. A. Cooke, 188.5; C. Armstrong, 195.5. **Novice Award:** B. G. Graham-Cameron, 212.

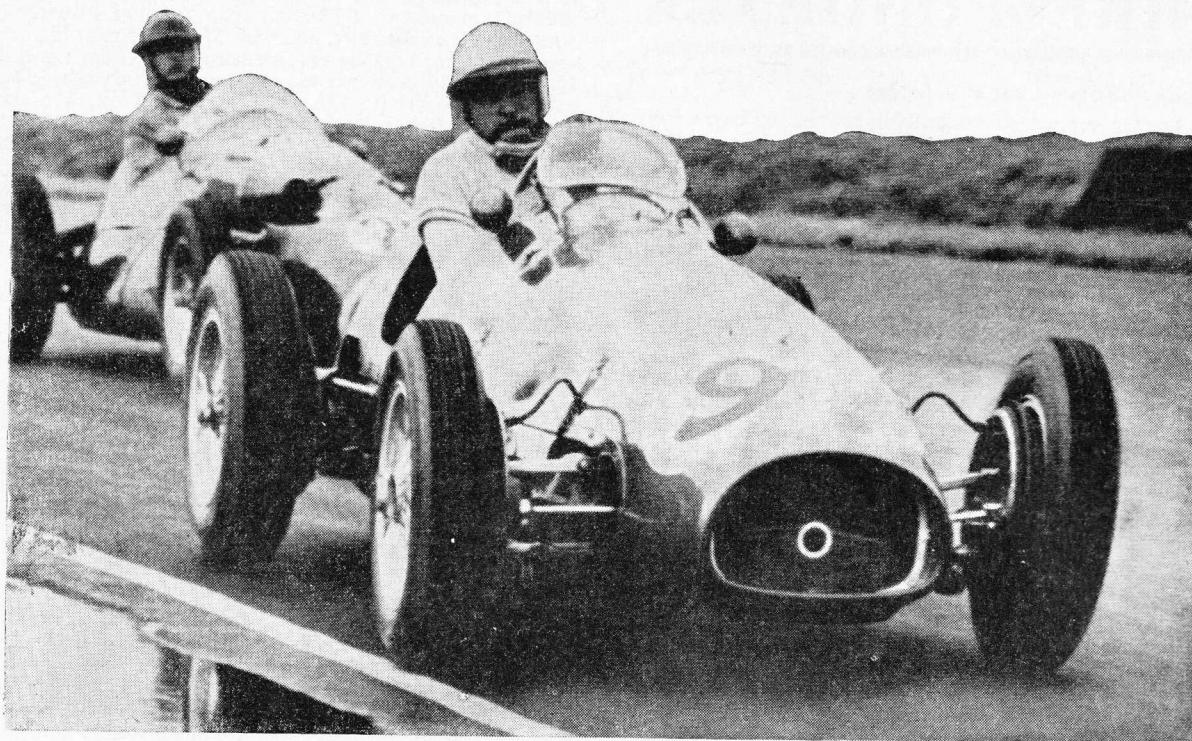
SOUTH-WEST B.A.R.C. A.G.M.

THE annual general meeting of the South-Western Centre of the British Automobile Racing Club was held at the Little Testwood House Hotel, Totton, Southampton, on Tuesday, 1st March.

The chairman, Dr. R. V. Havard, referred to the steady increase in the membership of the Centre, which now was approaching the 600 mark, and stressed the amicable relations which existed between the Centre and the Club's Headquarters in London, who were ever ready to assist and co-operate in any way possible.

Mrs. Phyllis Havard, the Centre's hard-working secretary, in her report, gave details of the events which had been held during the past season. In addition to the social evenings, which included the annual dinner/dance, Christmas party, and monthly film shows during the winter months, there had been two hill-climbs at Brunton (with the kind co-operation of Mr. H. A. Hosier), the North Devon Rally, the Goodwood speed trials, a night navigation rally, a point-to-point Sunday afternoon event, and two treasure hunts ably organized by Mrs. E. Teare, T. H. Fisk and P. B. Pyle. The main competitive events were organized by a competitions committee headed by the Competition Secretary, Bill Short.

The following officers and committee members were elected to serve during the coming year:—**Chairman,** Dr. R. V. Havard; **Hon. Secretary,** Mrs. E. M. P. Havard; **Hon. Treasurer,** H. C. Pitt; **Hon. Competition Secretary,** W. R. Short; **Committee members,** Mrs. E. Teare, Dr. K. F. Morrice, Messrs. W. H. Bartley, A. L. Bliault, J. Holland, T. H. Fisk, M. R. C. Parr, P. B. Pyle, G. H. Emmence and R. Wakeling; **Co-opted member,** K. H. Stonham.



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CORRESPONDENCE

A Plea for Fair Saloon Class Regulations

MIGHT I crave the use of an inch or two in the correspondence columns of your excellent journal to appeal to organizers of speed events on behalf of saloon car entrants? So many of us in saloon events have remarked forcibly on the looseness of the definition of a saloon in the regulations, and the unfairness associated with the term.

I should like to quote, and at the same time appreciate, the statement by the Gosport A.C. in their speed trial regulations, where they state (and rightly so) that a saloon will have a properly constructed or coachbuilt body, with four—I repeat, *four*—seats, fully upholstered. I am not a Gosport A.C. member, and probably other clubs insist on correct definition in their "regs." but this is not by any means the general case. On occasions, it seems there is nothing to stop one buttoning on a fibreglass "hard-top" to a potent two-seater sports-racing car and sweeping the board, which is not fair, and certainly not sporting.

A.C. Aceca—DB2 Aston Martin—Bristol 450—XK 120 coupé—these are not saloons, let alone hard-top Austin-Healeys or TR2s. They should be entered in the appropriate "open" class, where they should hold their own at least with brethren of similar calibre, owing to the advantage of more aerodynamic shape. The title "closed cars" does not, therefore, come into the category. I suppose one could qualify the Aston Martin DB2/4 or Jaguar XK 140, but only just, for when talking of saloons one thinks of the Rileys of Grace, Sims or Rogers, or of Shuter's Invicta.

I think all of us will agree that the Production Touring Car Race at Silverstone is one of the highlights of the day, to say the least, yet I am sure that if regulations were not rigidly adhered to, this event would be quickly spoiled. Please, club organizers, can we ask that this example will be followed in what promises to be a wonderful season of sprints, hill-climbs and race meetings?

PETER CAVANAGH.

LONDON, W.1.

Ford Engines Best for Cheap Sports Cars

THE answer to Mr. Classey's problem (4th February issue)—and the only answer—is a Ford 10-based car.

I am a fitter in the motor-cycle trade, and can say from experience that the modern 650 c.c. vertical twin is not the most suitable unit to install in a road-going sports car; it is harsh and intractable, and devoid of the "beefy" pulling power required at the lower r.p.m. range. In a motor-cycle it is a different story, the machine being much lighter than any car and the four-speed close-ratio gearbox, with positive-stop quick-action change, keeping the engine in a useful r.p.m. range under virtually any conditions.

Secondly, modern 650 c.c. engines are neither cheap to buy nor particularly easy to obtain, while the same remarks often apply to their spares. Thirdly, their petrol consumption is quite high; 60-70 m.p.g. may be expected from a solo machine or 45 m.p.g. with the average sidecar, and in a car the m.p.g. figure would be considerably less.

The Ford 10 engine, on the other hand, is a very desirable unit, with its excellent pulling power at low r.p.m. and good turn of speed at the top. With moderate and inexpensive tuning, a maximum of 80 m.p.h. can be obtained without fuss, with complete reliability, and with 35-40 m.p.g. at high cruising speeds. Spares may be obtained from any Ford main dealers at ridiculously low prices, e.g., new crankshaft, £4 retail; exchange con. rods, 15s. each; new clutches, £2; complete renewal of gearbox internals, about £8. It is actually cheaper to overhaul a Ford 10 engine completely than to recondition a 650 c.c. vertical twin, and most certainly easier.

Second-hand Dellows, Bucklers, Lotuses and the like are advertised regularly in AUTOSPORT and other motoring journals at perhaps half the price which Mr. Classey is prepared to pay. Any of these, in good condition, will out-perform and out-manceuvre most of the pre-war small sports cars. They are certainly more comfortable, and require less maintenance than those so-called potent pre-war "heaps" that one is for ever tinkering with.

"1172 ENTHUSIAST."

READING, BERKS.

D Types at Dundrod

REGARDING your paragraph headed "D-type British Début" (page 261, vol. 10, No. 9), the D-type Jaguar (car No. 5, drivers Rolt/Hamilton), supported by two "wee (2,482 c.c.) brothers" (cars Nos. 6 and 20, drivers P. Whitehead/Wharton and Moss/Walker, respectively) appeared in the 21st R.A.C. International Tourist Trophy Race at Dundrod, Ulster, on 11th September, 1954.

"B. R. GREEN."

BELFAST, N. IRELAND.

[Our regrets. We should have said *English* début.—Ed.]

Dazzle from the Rear

THE dazzle problem is one which worries all drivers, sporting and everyday. This year we face the problem from the rear as well as the front, and I should like to protest at the unnecessarily large and bright stop lights used on some 1955 models. They make me see red!

P. G. MAYBURY.

LONG DITTON, SURREY.

Formula 2. A Suggestion from Belgium

IHAVE been very interested in the correspondence about the nature of a possible new Formula 2. As a Formula 3 driver, I am, of course, in agreement with Mr. Dallaway (4th February issue), who suggests that the best way to impose the new formula is to build the cars, promote the races, and thus show the way to the F.I.A.

As Formula 1 is for cars of 2,500 c.c. unsupercharged or 750 c.c. supercharged, I suggest for Formula 2 capacities of 1,500 c.c. unsupercharged or 500 c.c. supercharged. I think competition between the supercharged and unsupercharged cars would be fair, and in this way we should cater for cars already in existence—the many five hundreds needing only a supercharger, and other cars fitted with one of the 1,500 c.c. engines already available. For myself, I should buy a supercharger for my own Mark IV Cooper (with 1,100 c.c. chassis) to compete in this class, if I thought there were sufficient support for it.

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TRIAL BY NIGHT

Snow Hides Code Words in A.C. Owners' Club Event

OVER the past five years the Night Navigation Trials put on by the A.C. Owners' Club have steadily built up a reputation for ingenuity and good organization. The sixth of the series held on the night of 5th/6th March was no exception and heavy snow driven by a piercingly cold north-east wind made the event one which the 43 crews will not forget in a hurry. At various points, weaving wheel marks which ran out of road and back again told the story of a hectic moment, while trampled snow at the end of other marks showed the scene of heroic efforts at unditching.

The trial started from the Five Bells Restaurant at South Mimms in Hertfordshire and from there the course, defined by marshalled map-reference points, ran in a northward loop through the vicinities of Hemel Hempstead, Luton, Biggleswade, Baldock and Hertford.

The first car left at 9 p.m. and one or two nice bits of strategy were seen as cars deployed themselves so as to miss the adjacent Bignells Corner traffic lights. Soon after 9 o'clock the snow came down thicker than ever and the view through windcreens became more and more restricted.

Between the marshalled points, at which there were time checks, were scattered a number of optional points located by map references and the more obscure methods such as cross bearings, longitude and latitude, and others which put

up the temperature in the navigational department. At these points were code words or letters or some permanent feature of the landscape which provided the answer to a question on the route card.

The trouble was that the code words also became part of the landscape as the driving snow made the boards on which they were written look like any other piece of board. Many, many folk that night arrived at the right spot, looked in the right place and came away muttering about incapable navigators, clubs which hid their code words under bushes and so on.

The longitude and latitude point near Luton Aerodrome was suspected to be a wee bit out in accuracy as the point as plotted came in the middle of a featureless and very large field. Near Shefford was a code point and here the road was covered with smooth sheet ice so deceptive that several eager people fell flat on their backs as they baled out to hunt the code word. There were a couple of decoy words here and many fell for them in spite of the lack of the A.C.O.C. badge on the boards.

The marshals were, in general, easy to find as they were in their cars in fairly obvious positions. The point near Watton-at-Stone did, however, cause trouble to a lot of people owing to the fact that the New Popular Edition of the map was somewhat out of date on the quality of the approach roads. One of

the competitors became bogged down in a track which petered out to nothing except snow and shrubs. Those folk using the latest Seventh Edition maps had no reason to go astray here as the road grading was really up to date. In fact, the latest edition paid dividends all the way since at several other points their approach was made easier by tracks marked on the Seventh Edition which were not on the earlier version.

As the snow-covered cars began to return to the Five Bells, many were the tales of things that had gone bump in the night. Secretary of the Meeting Tom Hands had received reports of bogged down crews, while George Grigs, acting as travelling marshal, had rescued the occupants of two non-competing cars which were inverted in a ditch quite close to each other.

The winners of the trial, Ken Holloway and Ted Buxton, nearly had their hopes dashed on the last leg of the course when their Renault 750 slid and dropped its front paws into a ditch. The car, see-sawing gently on its midriff, was levered back on the road after a 20 minute session with two handy pieces of timber.

C. P. TOOLEY.

Provisional Results

Best Performance: K. Holloway (Herts County A. and Ae.C.), 214 marks lost. **Navigators' Award:** T. Buxton.

First Class Awards: "The Badgers" (Hants & Berks M.C.), 246; M. D. Tooley (Herts County A. and Ae.C.), 259; M. J. Munton (Singer O.C.), 259; I. S. Harris (Hants & Berks M.C.), 274.

Second Class Awards: J. B. Sunley (Hants & Berks M.C.), 276; D. A. M. Jackson (Herts County A. and Ae.C.), 281; J. E. Marchington (Hants & Berks M.C.), 296; S. Moore (Hants & Berks M.C.), 317.

Special Award for best performance by a member of the A.C.O.C.: S. C. W. Wilkinson, 330 marks lost.

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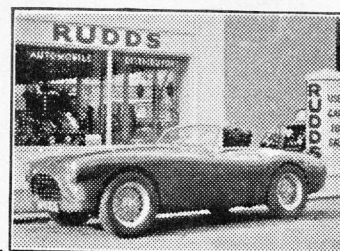
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THREE CAME HOME

Cambridge '50 Car Club Winter Rally

IN past years, members of the Cambridge '50 Car Club have been a warm-blooded crowd, doing their motor-ing during the summer months, but on 20th February they broke new ground by holding a Winter Rally. Winter was undoubtedly the operative word, for the roads were liberally covered with ice and snow, so that the large entry found themselves battling with the elements as well as each other.

The first competitor left the start at 3 p.m. on a route that led first south, into the difficult by-ways of Essex, to the half-way halt for tea at Spellbrook, near Sawbridgeworth. By the time competitors reached here, a considerable part of the entry had disappeared, including two gentlemen who had different ideas about the direction in which they should have been proceeding along one narrow lane, and Bruce Graham-Cameron, whose driving technique was too much for his navigator's stomach. Although this was the easier half of the course, only two entries, Tom Threlfall's Dellow and the writer's H.R.G., had not lost marks for lateness.

The evening section that started with a timed run via six elusive route checks located by compass bearings, was the type of thing best tackled in the warmth of a saloon car with half a dozen navigators in the back. This rapidly put an end to the aforesaid two clean sheets and the hopes of most other sports car drivers. Before he had gone many miles on the second half, the back axle of Mike Akehurst's M.G. TA ceased to work, leaving the luckless crew to continue the journey by public transport.

So through the snowy lanes competitors battled to the finish at the "Woodman", near Ripton. While most crews were losing themselves in the snow and then finding it impossible to make up the lost time, Harry Norman had been driving his Sunbeam-Talbot steadily and accurately to a well earned victory. In all, so bad were conditions that only three competitors managed to reach the finish within the one hour allowed, and so this event constitutes a new '50 Club record for retirements.

J. RICHARD ALEY.

Results

1. H. Norman/B. Pike (S.-Talbot), 61 marks lost;
2. R. H. Moore/H. A. F. Jackson (Standard), 114;
3. R. Rand/R. Sandford (Morris), 163.

COMING ATTRACTIONS

March 12th. Newry and D.M.C. 4th Annual Irish Experts' Trial. Start, Meadowbrook Hatcheries, Armagh Road, Newry, Co. Down, 1 p.m.

March 12th/13th. Mid-Cheshire M.C. Spring Rally. Start, White Barn, Cuddington, 10 p.m.

Faiey Aviation M.C. and C.C. Night Navigation Trial. Start, White Lodge Garage, Staines Road East, Sunbury-on-Thames, 10.30 p.m.

March 13th. Sebring 12 Hours Race (S), Florida, U.S.A.

Grand Prix of Dakar (S), Senegal, West Africa.

S.C.C.A. Race Meeting, Palm Springs, California, U.S.A.

Yorkshire S.C.C. 4/44 Trophy Trial. Start, Ilkley, 10.30 a.m.

Kentish Border C.C. J. B. Taylor Cup Trial. Start, Hilltop Restaurant, Wrotham Hill, Kent, 10 a.m.

M.G.C.C. (Scottish) Spring Autocross, Borelands Farm, Romano Bridge, near Edinburgh.

Chiltern C.C. Autocross Meeting, Amersham.

M.G.C.C. (N.W.) Navigation Rally. Guildford M.C. Driving Tests, Cattle Market, Guildford. Start, 2.15 p.m.

March 17th/20th. Lyon-Charbonnières Rally, France.

BRONTË RALLY

YORKSHIRE has lived up to its reputation, as far as the weather was concerned, for the M.G.C.C. (N.E. Centre) Brontë Rally held on Sunday, 20th February. Twenty-nine hardy competitors faced the starter in thick snow. The route took them over the moors and through the Brontë country to the lunch stop at the Stone Trough Inn, Kelbrook. Only one competitor arrived at the lunch control without loss of marks, this being D. Butterwick, driving a Morgan. The next competitor to arrive was K. N. Lee, driving a 1½-litre M.G., who had lost three minutes only. In all, 21 arrived at the lunch control, although some of them were very late indeed.

In the afternoon they had another 90 miles to do over moors and some of the

Yorkshire dales, finishing up at the Crescent Hotel, Ilkley. The entry was now well sorted out and only 12 clocked in at the finish. Again some of the competitors were nearly two hours late.

Results

Winner: D. Butterwick (Morgan), loss of 110 marks.

Runner-up and First in Class 2: K. N. Lee (M.G. 1½), 130; **3rd** was L. S. Stross, driving a Bristol, and **1st in Class 4**, with a loss of 1,130 marks.

Winner of the Novice Award: J. L. Frodlington (Vanguard), 1,300. This is a particularly meritorious performance as it is the first rally attempted by this competitor.

CLUB FIXTURES

Old Merchant Taylors' M.C.—Film show, 11th March, "Durrants", Croxley Green, near Watford, 8 p.m.

Cambridge '50 C.C.—Meeting, 11th March, Ancient Shepherds, Fenditton.

Bentley D.C.—Meetings, 12th March, St. Peter's Finger, Lytchett Matravers, Dorset; 14th March, The Bell, Outwood, near Redhill, Surrey; 17th March, King's Head, Roehampton, London.

Cheltenham M.C.—Party, 12th March, Priory Lawn, High Street, 8 p.m.

750 M.C.—Meetings, 14th March, Sadler's Arms, New Yatt, near Witney, Oxon; Royal Thorn Hotel, Wythenshawe, Manchester; 15th March, Dog and Gun, Banbury; "43" Club, 43 Leigham Court Road, Streatham, London; 16th March, Technical College, St. Mary Street, Southampton.

Peterborough M.C.—Film show, 14th March, Campbell Hotel, 7.15 p.m.

Newry and D.M.C.—A.G.M., 15th March, Snack Bar, Hill Street, Newry, 8 p.m. Film show follows.

Northampton and D.C.C.—A.G.M., 15th March, Queen Eleanor, Wootton, 8 p.m.

North London M.C.—Meeting, 16th March, Rising Sun, Chase Side, Southgate, 8 p.m.

Liverpool M.C.—Film show and quiz, 16th March, Hare and Hounds, Tarbock, 7.30 p.m.

Sunbac.—Quiz, 16th March, Bredon Cross Hotel; Meeting, 17th March, Royal Oak, Lozells Road, Birmingham, 6.

West Essex C.C.—A.G.M. and film show, 16th March, Three Jolly Wheelers, Woodford Bridge, Essex, 8 p.m.

B.R.S.C.C. (North-Western Centre).—Film show, 16th March, Deanwater Hotel and Country Club, Woodford, Cheshire.

Singer O.C.—A.G.M., 16th March, Ashton's Hotel, Praed Street, London, W.2; Meeting, 17th March, Prince of Wales, Eccleshall Road South, Sheffield.

Dunlop (Coventry) M.C.—Film show, 16th March, Dunlop Sports Club House, Lythalls Lane.

Surrey Sporting M.C.—Film show, 17th March, Warwick Hotel, Redhill, Surrey.

Vintage S.C.C.—Meetings, 17th March, White Lion, Cobham, Surrey; Mill Inn, Withington, near Cheltenham; Cavisham Arms, Brindle, near Preston.

B.A.R.C. (Yorkshire Centre).—Film show, 17th March, Liberal Club, Hough Lane, Bramley, Leeds, 13, 7.30 p.m.

Cumberland S.C.C.—Film show, 17th March, Eden-hall Hotel, near Penrith, 7.30 p.m.

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