

SEBRING 12-HOURS RACE—FULL REPORT

AUTOSPORT

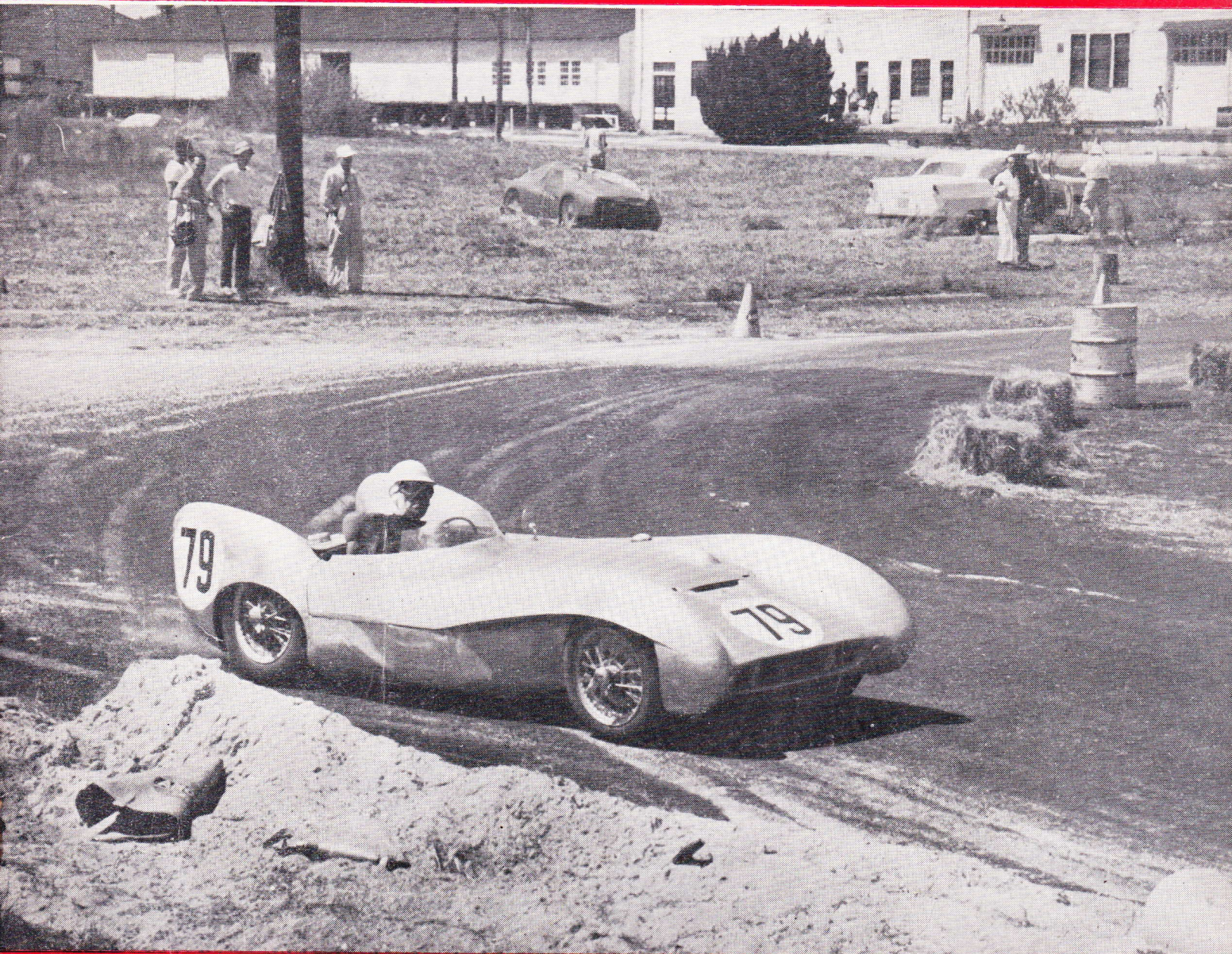
MARCH 25, 1955

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EVERY FRIDAY

Vol. 10 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY



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RUTH SANDS BENTLEY • A. N. FORD • W. A. McMASTER • WILSON ROGERS

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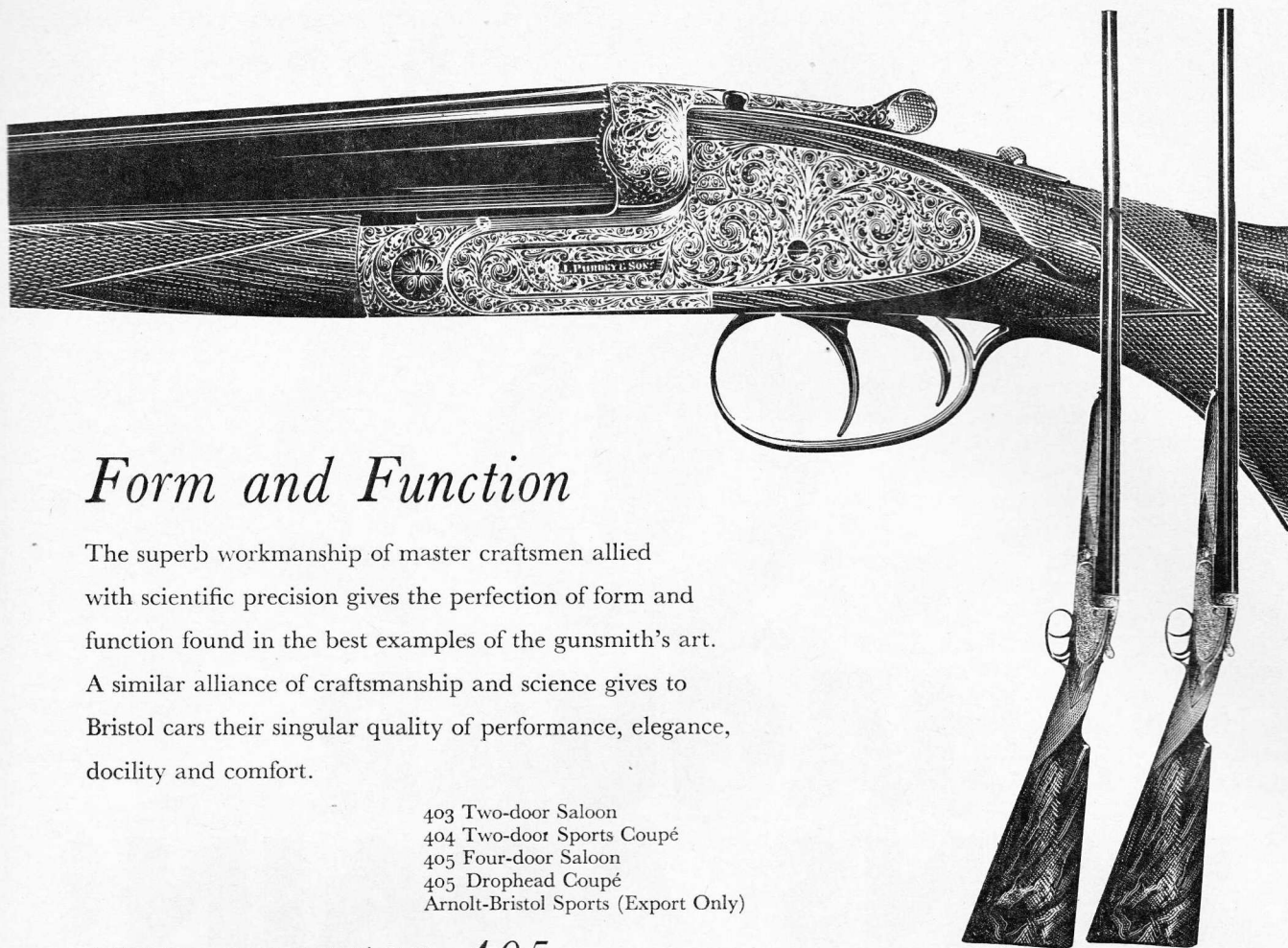
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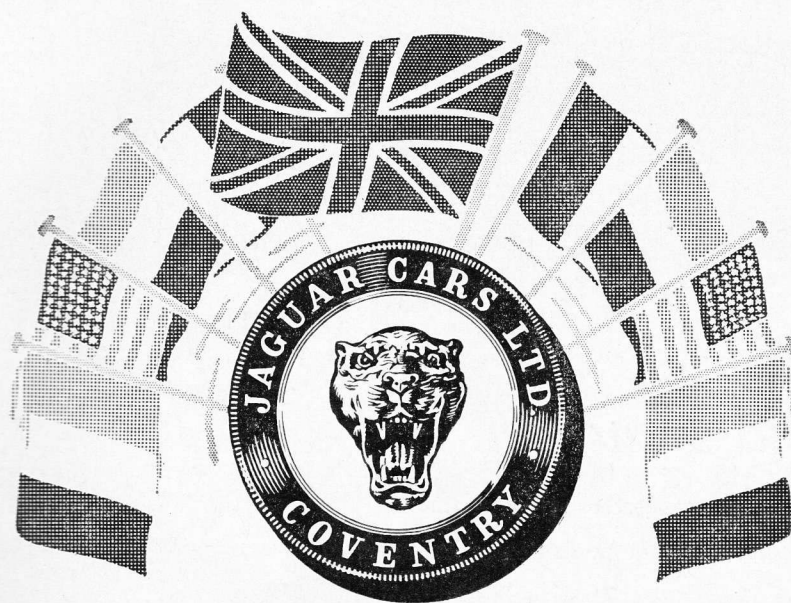
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JAGUAR WINS AGAIN!

SEBRING International 12 hr. Sports Car Race

1st Jaguar

M. HAWTHORN and P. WALTERS

(Subject to official confirmation)

Jaguars have started the season with an impressive list of successes in both sports and touring competitions. In January a team of three MK. VII saloons won the Charles Faroux Challenge Trophy in the Monte Carlo Rally.

Now Briggs Cunningham's D-type sports model scores its second major success in a week, following a record-breaking win at the Daytona Speed Trials, with first place at Sebring in the face of strong international competition.

**All these successful
Jaguars used**



AUTOSPORT

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Vol. 10 No. 12

March 25, 1955

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NOTICES

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EDITORIAL

TOUGH AS A TEST

THE eighth Lyon-Charbonnières Rally was a tremendous test of crews and cars, consisting as it did of 24 hours of flat-out motoring over mountain roads, with sports car classes having a 60 k.p.h. average. Organization was remarkably efficient, and it says a lot for the skill of the competing crews that no serious accident occurred. Snow and ice made many sections incredibly dangerous, but no less than 22 crews came through unpenalized. Of the British entry, only the Grant/Reece TR2 Triumph arrived at the finish within the time limit—to win fourth place in the over 1,600 c.c. International sports car category. With each succeeding "Lyon-Charbonnières", the names of Triumph and Jaguar become even more familiar to the French. This year an Austin-Healey was third in the class, the three marques being the only British-built finishers. British manufacturers should realize the importance of this event. It attracts the finest rally drivers on the Continent, and receives as much publicity as either the "Monte" or the "Alpine" in France. The Salmson revival can be traced directly to its success in last year's event. It is now becoming France's most popular sports car. Now Denzel has gone back to Austria with many orders for his fine little machines, and Alfa Romeo can look forward to selling many "1,900s" in France and Switzerland as a result of Georges Houel's success. In fact, a car which comes through the "Lyon-Charbonnières" must be a very fine machine indeed, and must be perfectly prepared.

THE SEBRING AFFAIR

SO Hawthorn, Walters and the D-type Jaguar have won the Sebring race after all. Something of the savour of this second victory by Britain's fastest sports car has been lost as a result of protests on behalf of, and against the Ferrari driven by Hill/Shelby, and now established as Index of Performance winner and second finisher overall. The lap scoring error which caused all the confusion occurred, it seems, during the seventh hour, but Mr. Allen Guiberson, entrant of the Ferrari, was misled by the P.A. announcement that his car was leading. Otherwise, he said, he would have further speeded the car up during the last hour in an effort to catch the Jaguar. An annoying situation for all concerned, but it is pleasant to record that the deciding A.A.A. meeting was entirely amicable, Mr. Guiberson accepting the verdict in true sporting manner. Our sole personal regret is that the news reached us too late to celebrate with a green cover for AUTOSPORT until next week.

OUR COVER PICTURE

AMBASSADOR: The Mark IX Lotus made its racing début in Florida, U.S.A., where the 1,100 c.c. car of Miller and Rabe stayed comfortably ahead of Koster's Porsche in the Sebring 12 Hours Race. It was later delayed by defective lights, and eventually disqualified on technical grounds.

NEW FRONT for 10 guineas, offered by Cosmic Car Accessories, Ltd., of Bescot Street, Walsall, which can be fitted to the Triumph TR2 nose without drilling of holes. The grille surround is die-cast, the "egg box" centre of light alloy.

LAST-MINUTE cabled entry for the British Empire Trophy (2nd April) was received by the B.R.D.C. from Lance Macklin, over in Florida. The car he will drive is a works Austin-Healey 100S fresh from its Sebring success.

MAURICE GATSONIDES has joined the Standard Motor Co., Ltd., as European Technical Sales Representative; he will, of course, continue to reside in Holland.

RENAULT of France are experimenting with a plastic-bodied Frégate for potential future production.

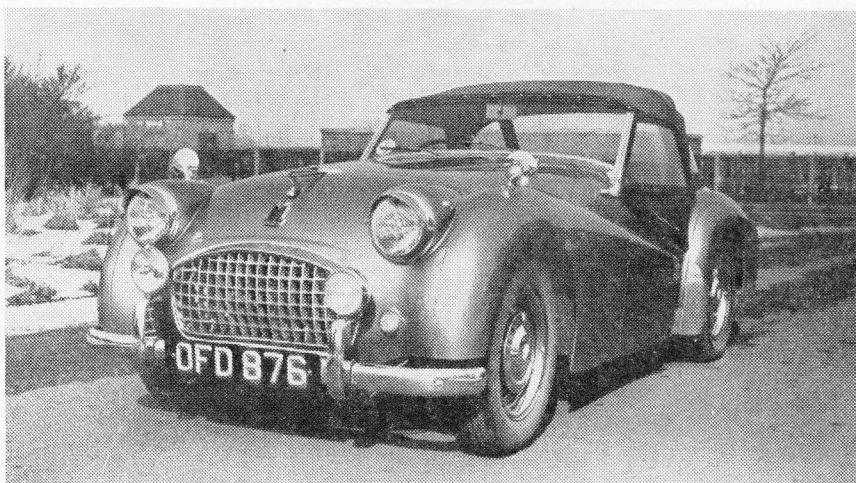
SYRACUSE G.P., due to be held last Sunday, 20th March, was postponed until later in the season. So were the S.C.C.A. Gainsville races in Florida.

OVER 180 m.p.h. is claimed for the latest version of the four-cylinder Ferrari "Squalo", which Farina has been testing recently. It should be *au point* for the Valentino F.I. race, due to take place at Turin this Sunday.

REGULAR column by Ruth Sands Bentley, entitled "American Angle", will shortly make its appearance in this magazine. Any American sports car clubs or other motoring bodies having items of interest for the column should send them to Mrs. Bentley at 52 West 54 Street, New York 19, New York.

WITH George Abecassis non-starting with the H.W.M.-Jaguar, the Swedish ice race meeting at Bollnas on 6th March became very much a home affair, won by local "specials" drivers.

ANYBODY take a dufflecoat, clearly marked SOS!!! on the back, in error from the cloakroom of the Queens Hotel, Hastings, during the British Rally prize-giving? Owner J. Harold Brooks of The Moorlands, Mossley, Manchester, attaches much sentimental value to this garment and is most anxious to find it.



PIT and PADDOCK

MRS. NANCY MITCHELL'S Daimler clocked 63 secs. in the Prescott test of the British Rally, not 68 secs. as given in last week's test statistics. She was stationary on Hardknott only because of cars stuck on the grade ahead of her.

LESLIE MARR will have his new aerodynamic G.P. Connaught in time for the *Daily Express* Silverstone on 7th May. At the same meeting he will also drive an ex-Ecurie Ecosse C-type Jaguar.

KEN RAWLINGS is out and about again. He took the chair in the final of a Sunbac Quiz on 16th March and though lighter physically, has lost none of the old verve.

THE death of S. H. (Sam) Roe, retired dental surgeon from Birmingham, living in Llandudno, robs the motoring movement of an ardent supporter of M.C.C.-type events. Right up to 1939, when well past middle age, Sam Roe and his wife regularly turned out for the Land's End, Exeter and Edinburgh trials, driving Riley cars.

THE 22nd MILLE MIGLIA

APRIL in Italy is Mille Miglia time, and this year's 1,000 Miles classic, the twenty-second of the series which began in 1927, takes place on Saturday and Sunday, 30th April/1st May. As before, the race starts and finishes at Brescia, passing down the Italian "leg" on the Adriatic side as far as Pescara, then turning inland to cross Central Italy's mountain backbone and head via Aquila and Rieti for Rome, the half-way mark.

From the Eternal City the route turns north via Viterbo and Siena to Florence, traverses the Futa Pass to Bologna, then veers north-westwards to Modena, Parma and Piacenza. Eastwards again on the final leg, the cars pass through Cremona and Mantua, hometown of the immortal Nuvolari, then north to Brescia and the finish. Total length of the course is 1,597 km., some 992 miles.

The Mille Miglia is a sports and touring car race, with entries in four main categories: International Sports, Special Series Touring, Gran Turismo and Production Touring, sub-divided into capacity classes. There is a special classification for open production cars costing below about £1,126 in Italy. The entry list is open until 10th April; applications should go to the Commissione Sportiva Automobilistica Italiana, Corso Venezia 43, Milan. Initial inquiries from prospective British competitors will be dealt with by the U.K. representative of the organizers, J. Eason Gibson, 3 Percy Street, London, W.1.

"AUTOSPORT" Readers' Copies

READERS who obtain their weekly copy of AUTOSPORT from local newsagents are advised to place a regular order with the newsagent concerned to ensure obtaining their copy. This will help newsagents, and avoid disappointments due to copies being sold out early on publication day during the racing season.



WELL ON THE WAY (left) to a class win and 4th place overall in the R.A.C.'s British Rally is the 3-litre Alvis of Ronnie Adams and Dennis Wilkins, seen at Blackpool. This rally-wise machine (it has already been through the "Monte") did very well in an event demanding nimble handling in test after test.

SPORTS NEWS

LEVEGH FOR MERCEDES-BENZ

MERCEDES-BENZ have invited the French driver Pierre Levegh to handle a 300SLR at Le Mans in June as member of the official team. M. Levegh has accepted the invitation; his co-driver will be the American John Fitch.

Levegh was the man who led the 1952 Le Mans race in a 4½-litre Talbot until the 23rd hour, driving alone without a co-driver. Fatigue caused him to over-stress the engine, brought about his retirement and enabled Mercedes-Benz to gain a 1-2 victory. The German invitation to Levegh to drive for them at Le Mans this year constitutes a sporting gesture by Herr Neubauer to a driver whom he respects for his skill and sympathized with for his ill luck three years ago. The team formation will be Fangio/Moss, Levegh/Fitch and Kling/Herrmann—five nationalities in three cars.

LADIES' RACE AT GOODWOOD

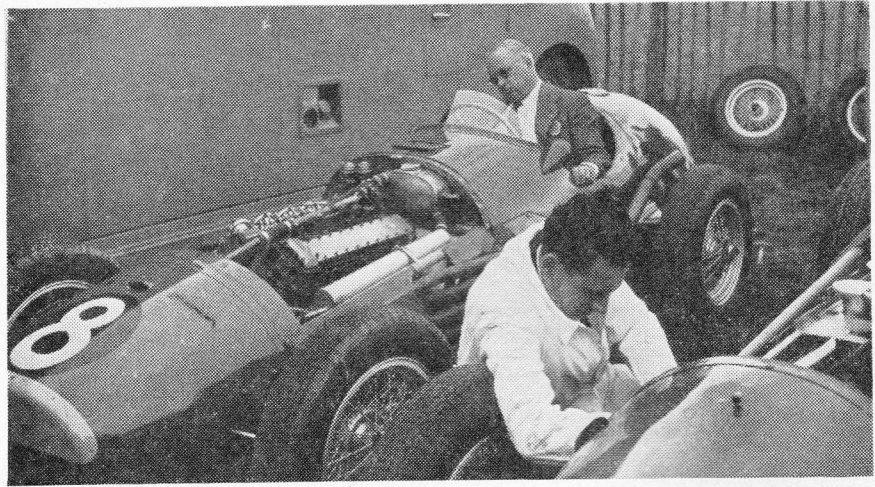
AMONG the attractions at the B.A.R.C.'s 18th members' race meeting at Goodwood on Saturday, will be the line-up of ladies competing in their own five-lap handicap race which will be run concurrently with the saloon car race. Among the entries are Pat Moss (M.G. TF 1,500), Angela Brown (DB2-4), Hazel Dunham (A.C. Ace), Nancy Mitchell (TR2), Pat Burt (DB2), Joyce Leavens (TR2) and Betty Haig, driving F. G. Nichols's interesting new Ford-engined Elva.

There is a record entry of 134 in the 10 races at this meeting and such is the enthusiasm of the newcomers to the sport that the novices' races have had to be duplicated. The first race of the day starts at 2 p.m.

OSCAS FOR OULTON

THE French rally and racing driver Jacques Péron has entered his 1½-litre Osca for the British Empire Trophy at Oulton Park on 2nd April. Another Osca has been entered by the erstwhile Cooper 500 driver Ian Burgess of Guildford, Surrey.

The organizers, the B.R.D.C., anticipate further entries from abroad.



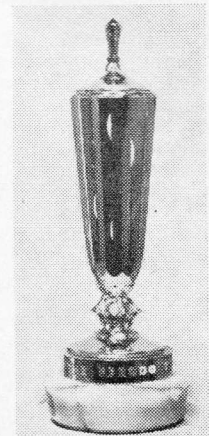
HONOUR FOR VANWALL

"To Mr. G. A. Vandervell—for his Company's successful contribution to engine design generally; and for his Formula 1 racing car which performed creditably, giving encouragement to the British racing public, so fostering the belief that a serious effort was being made to build a British Grand Prix car" . . . So began the citation which was read out at the Dorchester Hotel, London, on Thursday last, 24th March, when the Ferodo Trophy was presented to G. A. (Tony) Vandervell at a ceremony attended by the Minister of Transport and Civil Aviation (Mr. John A. Boyd-Carpenter, M.P.), Mr. A. B. Waring (President of the S.M.M. & T.), Mr. Wilfrid Andrews of the R.A.C., the Duke of Richmond and Gordon and many others prominent in the motor sporting world.

The award, which takes the form of a magnificent gold trophy, is presented annually for the outstanding British contribution to the sport of motor racing; last year's winners were Jaguar Cars, Ltd. In making the presentation, Lord Howe spoke of this country's hopes for the Vanwall Special. ". . . We don't expect the Vanwalls to perform miracles immediately, but we do regard the situation as promising. . . . This award is more particularly an individual one to Mr. Vandervell, who is taking so personal a part in the preparation of his cars, despite inclement health."

(Above) G. A. (Tony) Vandervell himself, seen in the cockpit of his Vanwall Spl. warming it up at Goodwood last September.

(Right) The solid gold Ferodo Trophy presented to Mr. Vandervell for his efforts on behalf of British motor racing in 1954.



AND A "VANWALL TROPHY"

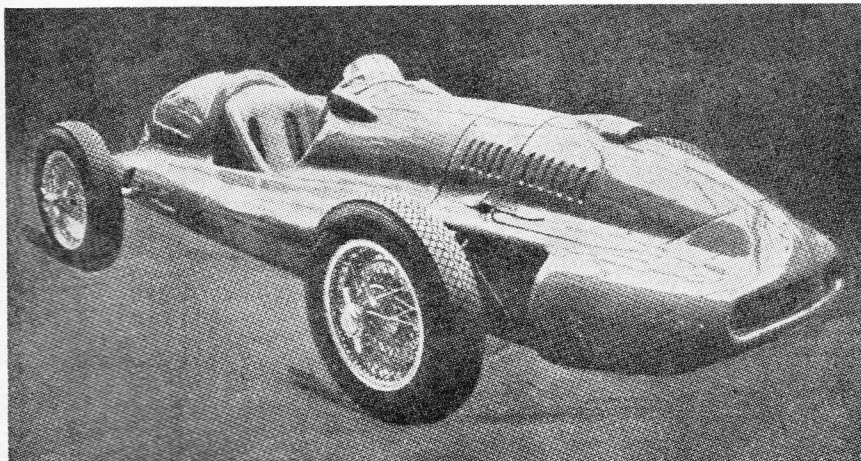
MR. G. A. VANDERVELL has presented a trophy, to be known as the Vanwall Trophy, for annual competition at Snetterton circuit, to be awarded to the car and driver making the fastest lap there during the season. Cars must conform with Formula 1 regulations (this will not exclude 2-litre cars). The first meeting counting towards this trophy will be that on 26th March; others are the W.E.C.C. fixtures on 28th May and 13th August.

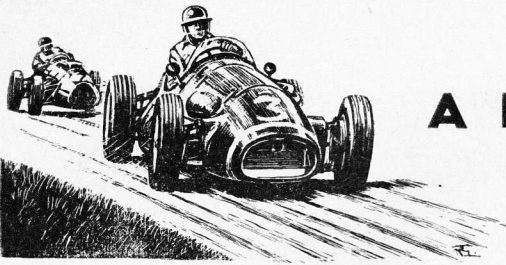
NON-PROFESSIONAL RALLY STARS

A SMALL amendment to the Rules governing the B.T.D.A.'s Silver and Gold Star Rally awards was moved and, after full discussion, adopted, at the December A.G.M. of the B.T.D.A. It is to the effect "that only drivers earning their living by motor sport should be excluded from competing in B.T.D.A. Gold and Silver Star Rally competitions and that there should be no restriction as to the ownership of the vehicle".

B.R.S.C.C. are to pay a bonus of 10s. per lap to the leader in every principal race organized by them this season; this in addition to normal prize money for first, second and third finishers. First "lolly" day will be Easter Monday, at their Brands Hatch meeting.

FOR PAU? This is the supercharged 750 c.c. Formula 1 D.B., which René Bonnet hopes to have ready in time for the G.P. de Pau on Easter Monday.





A NEW CIRCUIT FOR THE NORTH ?

THERE is a chance that a full-scale motor race meeting will be held on an entirely new circuit in Yorkshire before the end of this season.

Since the only local circuits at Gamston and Croft have been lost, there has been no circuit racing in Yorkshire, in spite of there being a large number of huge bomber airfields in the York area. Now the Air Ministry has relented. It is understood that when approached by a charitable organization with a request that a Yorkshire airfield should be used for a motor race meeting, the Ministry gave way.

The result is that a full-scale race meeting will be held at Marston Moor airfield, near Tockwith, towards the end of the season, possibly in September, if the necessary financial support is forthcoming.

The Northern and North-Western Centres of the British Racing and Sports Car Club are to combine to organize the event, and it is expected that it will cater for Formula 1, "old" Formula 2 and Formula 3 cars in addition to sports cars.

AUTOSPORT National Clubman's 500 c.c. Champion, Johnnie Higham, secretary of the Northern Centre of the B.R. and S.C.C., said "Our Club's headquarters in London tell me that it would cost in the region of £2,000 to put on a meeting such as we have in mind. That would cover the cost of erecting temporary buildings on the circuit, tentage and roping, and starting fees for the drivers. We are at present looking for someone to sponsor the meeting."

The airfield at Marston Moor is in very good condition and would need no money to be spent on the surface. There is a choice of several possible circuits, all of which would have a good lap length, with one of between four and five miles.

Access to the airfield is good, and the police should have little difficulty in adapting traffic arrangements used for Wetherby Races to suit the circuit, which is just off the Wetherby-York Road.

Any meeting on the circuit would be assured of a good attendance, as there are the large towns of Leeds, York and Harrogate close at hand, and the vast West Riding industrial area to draw upon.

PETER CRAVEN.

JOHN A. COOPER

WE very much regret to record the death, following a road accident on 19th March, of John A. Cooper, A.M.I.Mech.E., M.S.A.E., engineer, designer and motor journalist.

Joining the Alvis Co. in 1933 as an apprentice, John Cooper subsequently became a member of the drawing office design staff. With the advent of war, he worked with a Leicester concern on jig and tool design, and on development of radar equipment.

In 1946 came the beginnings of the Mays/Berthon project to build a British Grand Prix car, and John joined the newly formed Automobile Developments concern, forerunner of B.R.M. Subsequently he worked as chief designer at Sir Roy Fedden's establishment at Cheltenham, and with Pat Whittet and Co., before joining *The Autocar* under S. C. H. Davis. With the latter's retirement, John took over the sports section of that journal, conducting it with zeal and efficiency. His enthusiasm was matched by his versatility, for John Cooper, who could be found in the Press stand of most major European races, could also grapple with the toughest of technical problems (he collaborated with Ray Martin in the design of the highly successful Kieft 500 of 1951); he shared two Monte Carlo Rallies with Stirling Moss and Desmond Scannell (the trio scored second place with a Sunbeam-Talbot in 1952), and drove a vintage Alfa Romeo at Goodwood in club races, and at Prescott.

John Cooper was 38. Our deepest sympathies go to his young wife Shelagh, and to his parents and relatives, in their sad loss.

24 HOURS IN AN ANGLIA

STARTING at 6 p.m. on Wednesday, 16th March, two Ford Anglias began a 24 hours drive around Goodwood Motor Racing Circuit in Sussex.

This test was organized by the National Benzole Company, Ltd., in order to establish positive m.p.g. figures for a Ford Anglia in standard condition and also a similar car fitted with a Hand A overdrive. The drivers for the standard car, which was lent for the test by the Ford Motor Company, Ltd., were William Boddy, Peter Easton, Stanley Boshier and Gordon Andrews.

Driving the car fitted with overdrive were E. W. Cuff Miller (owner of the car), the Earl of Kimberley, Walter Waring and Alan Cutler. After a completely trouble-free run, during which drivers were changed every two hours, the car in standard condition returned the following figures:

Total distance covered: 1,000.8 miles. Miles per hour: 41.7. Miles per gallon: 39.88. Total fuel used: 25.125 gallons.

The car, fitted with overdrive on which the higher gear ratio was in use the whole time, suffered slight tyre trouble and the front wheels had to be changed twice. Again, on this car, the drivers were changed every two hours throughout the whole period of the test, and the following figures were achieved:

Total distance covered: 1,116 miles. Miles per hour: 46.5. Miles per gallon: 40.58. Total fuel used: 27.5 gallons.

The fuel used in this test was National Benzole Mixture, and the lubricants were also products of the same company, the sump being filled with their D.E.S.20, the gear box with E.P.80 and the back axle with Hypoid Oil 90.

DAKAR DUEL

FIRST accounts, from French sources, of the recent G.P. of Dakar, were naturally partisan, and primarily stressed the feats of French competitors in that strenuous event in Senegal. The struggle between Rosier and Duncan Hamilton for second place contributed the major excitement of the race. The D-type Jaguar was brought in for tyres, dropping down to fourth place in the process, but Hamilton succeeded in retrieving his place ahead of Rosier, a battle royal between the two ensuing. The pair passed and repassed no fewer than six times on one lap, and Hamilton was ahead when, on the last lap, he contacted a wall and slid off-course into some bushes, dropping 15 secs. and leaving Rosier's second place secure. In the heat of the duel both Rosier and Hamilton broke the lap record several times, the pair slip-streaming each other. Rosier's effort in 3 mins. 11 secs.—a speed of 122.42 m.p.h.—eventually stood as fastest of the day, but Hamilton was only .02 sec. slower. With lap speeds as high as these, Dakar ranks with Avus, Grenzlandring and Indianapolis amongst the fastest circuits in the world.

DRIVERS AT LE MANS

AS the great 24 Hours race at Le Mans draws nearer, so the plans of the competing teams become clarified, preparation of cars is advanced and the pairing of drivers decided. The appointment of Pierre Levegh and John Fitch to the Mercedes team is announced elsewhere, but many other équipes have now selected their drivers for the race.

The Americans Phil Walters and Bill Spear will share Briggs Cunningham's D-type Jaguar; in the works Jaguar team, Mike Hawthorn will team up with Jimmy Stewart, Rolt and Hamilton will again be together, and Titterton and Beauman partner the third car. In the opposite camps, Behra and Mieres will drive one of the works 3-litre Maseratis, Ferrarri will have the choice of Farina, Trintignant, Taruffi, Marzotto, Maglioli and, perhaps, Gonzalez; and Mike Sparken, winner at Agadir, will co-drive with François Picard in a 3-litre Ferrari.

The two 1½-litre M.G.s will be handled by Ken Miles/J. Lockett and Dick Jacobs/Joe Flynn; Alan Rippon's co-pilot in one of the Kieft entries will be Ray Merrick; Eric Thompson is down to share Ken McAlpine's 1,500 c.c. Connaught; the Arnott crew will be P. Taylor/R. D. Taylor and the 1,100 c.c. Lotus is to be raced by Colin Chapman and Ron Flockhart, with J. Eason Gibson as manager. The Bristol team will be Wisdom/Fairman, Keen/Blakely and Wilson/Mayers.

SIX RECORDS FOR PORSCHE

THE Stuttgart driver Richard von Frankenberg and the Swiss Walter Ringgenberg went out on to Monthéry track on 18th March to attack Class F (1,101-1,500 c.c.) international records, with a 1,488 c.c. Porsche Spyder. In a run of just over six hours, they were successful in setting new figures for 200 miles at 212.28 k.p.h., 500 km. at 207.53 k.p.h., three hours at 207.95 k.p.h., covering 623.142 km., 500 miles at 208.08 k.p.h., 1,000 km. at 206.7 k.p.h. and six hours at 206.75 k.p.h. The 200 mile and 500 km. records were previously the property of the German 1½-litre Borgward.

TECHNICAL & OTHERWISE

By JOHN BOLSTER

THE NEUTRAL STEER LINE

IN my two previous articles—"Slip Angles" and "Directional Instability"—I discussed the behaviour of the tyre tread against the road surface and explained why an understeering characteristic was essential for stability. I also digressed a little to describe some errors of design which promote oversteering. Let us now take the thing a stage further.

If a car is being driven along a straight road and a disturbing force is applied near the front of it but in a lateral direction, it will turn away from the pressure; alternatively, it will turn towards a lateral force applied near the rear. There must, therefore, be a position of equilibrium, somewhere along the chassis, where both effects exactly balance. This is known as the neutral steer line. That this line really exists has been proved in America by an ingenious experiment.

A railway and a road were chosen which ran exactly parallel for a considerable distance. A car and a train then set off side by side, a cable from the train being attached to the car and pulled tight. By moving the attachment point fore and aft, the neutral steer line could be determined empirically. The effect of raising and lowering the hook on the car was found to make a difference in some cases but not in others. The reason was traced to roll-steer effects, from which one can now state that a car which is innocent of roll-steer has a vertical neutral steer line; where this effect is present, the line slopes.

What is the significance of the neutral steer line? Simply, that its position in relation to the centre of gravity determines the handling characteristics of any car. If the neutral steer line is ahead of the centre of gravity, the vehicle will oversteer, and vice versa.

Obviously, it is necessary to move either the c.g. or the n.s.l. if a correct relationship has not been struck.

How does one move the neutral steer line? First of all, imagine a car of normal design which oversteers. The reason is found to be that the rear suspension is doing too much of the work. In other words there is too much roll resistance at that end of the car, and, therefore, the slip angle of the back tyres is greater than that of the front ones. To shift the neutral steer line back, we must make the front tyres do their share of the work.

The answer, in this case, is to fit an anti-roll torsion bar to the independent front suspension. This increases the roll resistance of the front end and evens out the work of all four tyres. Supposing it is insufficient, the next trick is to reduce the roll resistance of the rear end. This may be done by placing the springs nearer the centre of the axle, for instance. In extreme cases, the roll resistance of the rear end may be deliberately destroyed, and the front wheels be allowed to take the entire tipping load.

A transverse leaf spring, pivoted at its centre, is one way of doing this, or a single helical spring, connected by bell cranks to both sides of the axle, is another. In this way, a low-built sports or racing car may be made to understeer, but the method cannot be applied to normal saloons.

The neutral steer line can also be moved by altering the front suspension geometry. Obviously, if the wheels are allowed to "lean away from their work" during cornering, their slip angles will be increased. This, however, may entail a serious reduction of cornering power; stability achieved in this way is bought at too great a price.

If the relationship of the neutral steer line and the centre of gravity is completely decisive in determining the handling characteristics, why not move the latter instead of the former? In practice, the weight distribution is a matter of compromise. For instance, it is essential to keep the weight of a powerful sports or racing car fairly well back, otherwise its potential acceleration will be dissipated in a blur of wheelspin.

Furthermore, there is the question of polar moments of inertia. It is possible to design a car which is theoretically stable but which will tend to run wild in a slide. That is because, although the correct slip angles have been chosen, the vehicle has too little inertia after break-away has taken place. Take two cars, with the same placing of their neutral steer lines and centres of gravity; in one case, though, the weight is in a big "clump" in the middle, but in the other, it is spread out towards each end.

No recourse to higher mathematics is necessary in explaining that the latter machine constitutes a "dumb bell". It will tend to change direction relatively slowly, but with the weight concentrated near the centre, a car can spin very quickly about its c.g. Like understeer and oversteer, an excess of either of these characteristics would be intolerable. If the "dumb bell" motif is overdone, the device will be hopelessly sluggish in response. On the other hand, with central weight distribution, one may have a gloriously responsive car that may suddenly demand more rapid reactions than the driver possesses.

At this point, I think we might pause with the following summary:—

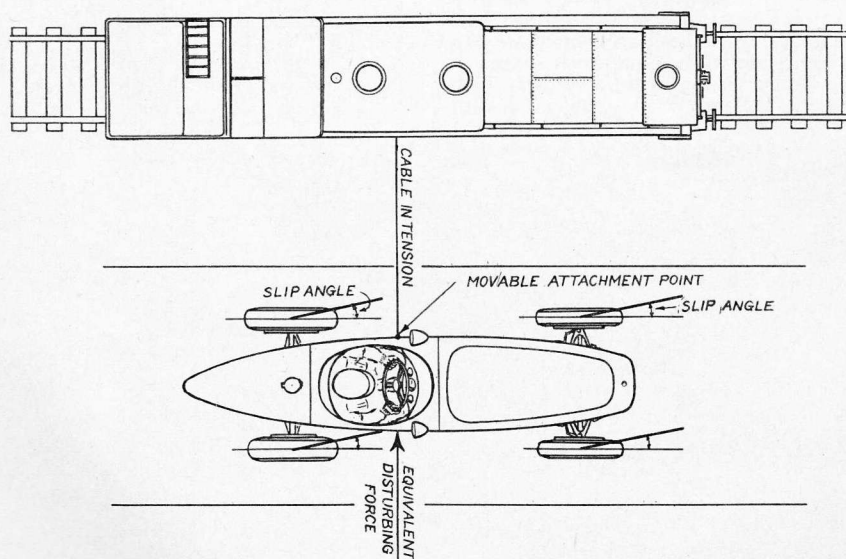
1. A small degree of understeer is essential for stability.
2. To achieve an understeering characteristic, the centre of gravity must be in front of the neutral steer line.
3. In fast sports and racing cars, the weight distribution is virtually decided by considerations of traction and polar movement of inertia.
4. Therefore, the neutral steer line must be suitably placed by correct choice of suspension geometry.

Of this, more anon.

MOTORING ABROAD?

A NEW touring service has been introduced by Esso Petroleum which will be appreciated by those motoring abroad. By filling in an enquiry card obtainable from any Esso station, and posting it to the Esso Touring Service in Paris, the traveller will receive, free of charge, a set of specially printed road maps marked with the required route, together with supplementary travel information. This service is designed to augment, not replace, the services generally available from the motoring organizations.

The Paris office is also available to assist personal callers.



By attaching the car under test to a cable, a disturbing force may be applied where desired. A train running on straight rails forms a suitable mobile anchorage.

ousting the Porsches in the under 1,600 c.c. sports class was the new Austrian marque, the VW-based Denzel. Here are the class winners, Michy and Estager, at the top of the Col du Rousset. Another Denzel was fourth.

invaluable information as to the state of the roads. Many sections were covered with ice, and were marked to be treated with great caution.

The 73 kilometres to St. Etienne was not particularly difficult, nor was the St. Etienne to Croisement sections. However, from there to St. Agrève was a monumental dice. This road seems to consist of hundreds of bridges joined together by hairpins, and a 60 k.p.h. average requires road racing technique. By the end of this stage 30 crews had dropped marks. Our TR2, that of Leslie Brooke and Barclay Inglis, and the Steed/Asbury Aston Martin came through unpenalized.

On to Brives Charensac and more bends. It was a few kilometres from Langogne that the wretched gendarme

A VERY DIFFICULT "LYON-CHARBONNIÈRES"

Houel/Pillet (Alfa Romeo) Outright Winners—Few Unpenalized in Sports Classes—
Triumph TR2 Again Prominent—Austin-Healey Does Well—Jaguar Best-placed British Car

By GREGOR GRANT

THE 8ème Rallye Lyon-Charbonnières was even more arduous than its predecessors. For this event the finest rally drivers on the Continent turned up in force, and seldom have so many super-tuned and near-racing machines been seen in this type of event.

Out of 128 starters only 78 finished the course, out of which 22 came through unpenalized. The up to 1,600 c.c. and over 1,600 c.c. sports cars had a grim time, for only two crews, Reip/Bovens (BMW Special) and Michy/Estager (Denzel) came through without loss of marks. In fact, there were just 10 finishers in both of these classes.

The Belgian pair, Reip/Bovens, deserve all credit. They prepared their famous Liège-Rome-Liège coupé with great care, spent several days on reconnaissance, and were rewarded with sixth place in the general classification.

British hopes received early blows. The Dickie Steed/Ston Asbury DB2 Aston Martin slid on ice near Salette and became thoroughly ditched. The Grant/Reece and Brooke/Inglis Triumphs were part of a group that was misdirected to the Langogne Control by a gendarme. All 10 crews were penalized between 8 and 12 mins. Despite this, our TR2 went on to finish fourth in the sports car category, and was second fastest in the class and 11th in general classification on the Col du Rousset.

Snow and ice made the course treacherous on the mountain roads, and there were many incidents. After leaving Charbonnières, there was no respite for 24 hours. Sections came thick and fast, and with a 60 k.p.h. average to maintain, our class seldom managed to snatch more than a few minutes at any control. Experienced rally drivers said that the Genolhac-Gravières section of 42 kilometres was probably the most difficult and dangerous *épreuve* that has ever

been staged in an International rally. The narrow road with its several hundred bends and gravel surface leaves no room for error and many unfenced parts have a drop of nearly 1,000 feet into a gorge. It was very satisfying to Peter Reece and me to learn that the TR2 came through that nightmare section unpenalized.

In the 1,200 kilometres stage there were no fewer than 35 time and passage controls, with sections varying in length from 16 to 72 kilometres. Organization was superb, and every competitor was responsible for recording his (or her) own times on the now familiar Longines Printogine instruments. During the course of the event an "electric brain" recording and printing machine was used to issue information. The passage of cars at each control was automatically relayed to this master machine at Charbonnières.

Now for the event itself. After a more or less gentle drive down to Charbonnières, from the Paris control, we had 1½ hours rest before starting the "race". The Ecurie Noire organization, of which we were both members, supplied us with

misdirected us. Believing that this was a deviation, we careered down N88 in entirely the opposite direction. By the time we about-turned and looked for the hairpin off the main road we were hopelessly late. It was most disheartening to lose 420 marks at this stage through the actions of a probably disgruntled policeman, wishing heartily he was tucked in bed instead of being posted on a mountain road with the temperature several degrees below freezing.

However we pressed on. Brooke and Inglis followed on—we were consecutive numbers. On the way to Mende we encountered the other misdirected crews going like mad in the opposite direction. There were a few phenomenal avoidances.

By now dawn was breaking. A glorious sunrise revealed the snow-capped mountains, but the roads were comparatively free from ice. Mende to Genolhac was tricky, but the next section to Gravières was the *pièce de résistance* of the rally. It was Peter's turn to have a go, and he thoroughly enjoyed himself, the TR2 handling like a dream. We hung on to Estager's Denzel for some time, but he gradually drew away on the frightfully tortuous downhill sections,

BELGIANS Reip and Bovens, seen during the Charbonnières hill-climb, won the over 1,600 c.c. sports category with this BMW 328 special with coupé top.



having practised the route assiduously for several weeks.

The Vadrie/Flechet TR2 wrote itself off against a wall, the occupants being badly cut and bruised. Denzel's Denzel crashed into a bridge, but continued. Several of the little 2CV Citroëns had to give up, 49 mins. to cover 42 kilometres being a bit much to ask of these tiny vehicles. However a very special cut-down one did come through unpenalized—a very remarkable achievement. Last year's winners, Laroche/Radix (Osca) broke their gearbox; Dr. and Mme. Goubert retired at Gravières with sheer fatigue, and the Matussières/Lemasson Salmson went out with a seized gearbox.

By St. Privat the list of penalized crews had risen to 55, including all contenders for the Coupe des Dames. Mmes. Terray and Gordine (Peugeot Special) lost a minute at Gravières, and Mmes. Pochon and Honore (Alfa Romeo Sprint) had dropped 4 mins. somewhere.

St. Privat-Privas was 33 dicey kilometres and more crews dropped marks. From there to Valence our passage was highly exciting. The throttle jammed wide open, and I drove down that winding mountain road with Peter operating the ignition switch. I hope never to experience a drive like this again. Anyway a liberal dose of penetrating oil soon cured the trouble at Valence. The oil was for the throttle—not me!

It was a glorious day, which was fortunate for the crews of the stripped near-racing cars such as the Type 550 Porsche Spyder of Gacon/Arcan. This car made easily the fastest climb of the 14 kilometres Col du Rousset, with 11 mins. 30.6 secs.—12 secs. faster than the next best, Georges Houel (Alfa Romeo Sprint).

Reece's effort with our TR2 was 12 mins. 39.8 secs.—11th fastest of the entire entry, and fair enough for a normal standard-production sports car. The unfortunate Leslie Brooke burst a tyre. He and Barclay Inglis changed a wheel and still managed 16 mins.

After the Col du Rousset came a rather frightening descent to Pont en Royans and then Villard de Lans. The roads were covered with sheet ice, and cars slithered in all directions, whilst ski-ers looked on amusedly from the *pistes*. The Belgians Reip and Bovens skated in all directions with their BMW, the front tyres being completely bald. They motored like fury to Grenoble, bought and fitted two new tyres, and clocked in on time. Brooke and Inglis also had to purchase tyres, as did several other crews.

The Grenoble-Col de Ponte section of 16 kilometres had to be covered in 16 mins. for our class. Fortunately the roads were comparatively free of ice, but from there over the Cols de Cucheron and Granier, they were highly dangerous. Many crews dropped marks for lateness at Venipier, at the start of the Mont Revard hill-climb.

This was a most diverting *épreuve*. Never before have we attempted a speed hill-climb on sheet ice. Faced with that early penalty, we took things quietly so as not to risk bending the motor car. One thing that was noticeable was the excellent grip achieved by our "pneugrippa-d" Dunlop R2 racing tyres.

Best time on the Revard was Denzel's remarkable Denzel. These little

PROVISIONAL RESULTS

General Classification

1, Houel/Pillet (Alfa Romeo); 2, Cotton/S. Alain (Salmson); 3, Galtier/Parizot (Renault 1,063); 4, Guiraud/Chevron (Peugeot Spl.); 5, Storez/Sabine (Porsche 356); 6, Reip/Bovens (BMW Spl.); 7, Michy/Estager (Denzel); 8, Trolliet/Chatillon (Salmson); 9, Brun/Wutmich (Porsche 356); 10, Brun/Bied (Porsche); 11, Martin/Binachon Ollier (D.B.-Panhard); 12, Thon/Marion (Renault 1,062); 13, de Cortanze/Mme. Cortanze (Peugeot); 14, Miguet/Bret (Peugeot); 15, Roche/Blehaud (Peugeot); 16, Penon/Girier (DKW); 17, Fontaine/Munger (DKW); 18, Souchon/Bayol (D.B.-Panhard); 19, Raynaud/de Hugo (Panhard X87); 20, Charton/Charton (Renault 1,062); 21, Clement/Filliat (Peugeot-Constantin); 22, Santoni/Redellet (Simca); 23, Lemerle/Guilioli (Panhard).
All above unpenalized. Highest placed British car, Jaguar, Babolat/Babolat, 34th.

Class Results

Sports Cars

Over 1,600 c.c.: 1, Reip/Bovens (BMW Spl.)*; 2, R. Babolat/P. Babolat (Jaguar); 3, de Gruyter/Ducourthial (Austin-Healey); 4, Gregor Grant/Peter Reece (Triumph TR2); 5, Monnoyeur/Peignaux (Jaguar); 6, Droniou/Lefort (Peugeot S).

1,000-1,600 c.c.: 1, Michy/Estager (Denzel)*; 2, Thomas/Gay (Thomas); 3, Gacon/Arcan (Porsche 550); 4, Denzel/Stoinigg (Denzel).

Up to 1,000 c.c.: 1, Galtier/Parizot (Renault 1,063)*; 2, Martin/Ollier (Simca Spl.)*; 3, Thon/Marion (Renault 1,062); 4, Souchon/Bayol (D.B.-Panhard); 5, Dussert/Dumaire (Panhard X87).

Modified Touring and Grande Tourisme

Over 2-litres: 1, Cotton/Alain (Salmson Spl.)*; 2, Trolliet/Chatillon (Salmson)*; 3, Laurent/Nicol (Salmson); 4, Lesage/Gery (Salmson); 5, Bertrand/Guyot (Citroën).

1,301-2,000 c.c.: 1, Houel/Pillet (Alfa Romeo)*; 2, Brun/Wutmich (Porsche 356)*; 3, Canonica/Brandt (Alfa Romeo); 4, Bouscary/Consten (Alfa Romeo); 5, Chanal/Veuillet (Porsche 356).

Up to 1,300 c.c.: 1, Guiraud/Chevron (Peugeot Spl.)*; 2, Storez/Sabine (Porsche 356)*; 3, Brun/Bied (Porsche 356)*; 4, de Cortanze/Mme. Cortanze (Peugeot)*; 5, Miguet/Bret (Peugeot)*; 6, Roche/Blehaud (Peugeot)*; 7, Clement/Filliat (Peugeot-Constantin)*; 8, Santoni/Reydellet (Simca)*.

Up to 1,000 c.c.: 1, Penon/Grier (DKW).

Up to 500 c.c.: 1, Pizot/Abattu (Citroën 2CV).

Coupe des Dames: Mmes Terray/Gordine (Simca Spl.).

Best Foreign Equipe: Reip/Bovens (BMW Spl.).
* Unpenalized.

128 started. 73 finished. 22 unpenalized.

Col du Rousset Hill-Climb. The Best 20

1, Gacon/Arcan (Porsche 550), 11 mins. 30½ secs.; 2, Houel/Findler (Alfa Romeo Spl.), 11 mins. 42½ secs.; 3, Monnoyeur (Jaguar), 11 mins. 48½ secs.; 4, Denzel/Stoinigg (Denzel), 12 mins. 10 secs.; 5, Cotton/S. Alain (Salmson), 12 mins. 23½ secs.; 6, Galtier/Parizot (Renault 1,063), 12 mins. 31½ secs.; 7, Thomas/Gay (Thomas), 12 mins. 31½ secs.; 8, R. Babolat/P. Babolat (Jaguar), 12 mins. 31½ secs.; 9, Guiraud/Chevron (Peugeot), 12 mins. 33½ secs.; 10, Laurent/de Caunes (Salmson), 12 mins. 36½ secs.; 11, Grant/Reece (Triumph TR2), 12 mins. 39½ secs.; 12, Raemackers/Guichet (Alfa Romeo), 12 mins. 39½ secs.; 13, Storez/Sabine (Porsche 356), 12 mins. 42½ secs.; 14, Dussert/Dumaire (Panhard X87), 12 mins. 43½ secs.; 15, Reip/Bovens (BMW Spl.), 12 mins. 52½ secs.; 16, de Gruyter/Ducourthial (Austin-Healey), 12 mins. 56½ secs.; 17, Trolliet/Chatillon (Salmson), 12 mins. 58½ secs.; 18, Emery/Jonneret (Alfa Romeo), 13 mins. 0½ sec.; 19, Reb/Eppendahl (Jaguar), 13 mins. 3½ secs.; 20, Brun/Bied (Porsche 356), 13 mins. 4½ secs.

machines handle superbly on ice—a fact that will be appreciated by all 1954 "Alpine" competitors. He was 27 secs. faster than anyone else! Our own climb was sufficient to give us fifth in the class. Brooke's hoodoo struck again. Halfway up his throttle broke, and he had to fix up a hand control.

It was touch and go to reach Sevrier on time. At the control we learned that only Babolat/Babolat (Jaguar XK 140) and Reip/Bovens (BMW Special) were so far unpenalized in our class. Gacon/Arcan (Porsche 550) were leading the general classification, closely followed by Georges Houel's Alfa Romeo, Cotton's Salmson, the Denzels of Denzel and Estager and the Guiraud/Chevron Peugeot Special. Incidentally, several of the Peugeots and D.B.-Panhards were running supercharged, Galtier's "1,063" Renault was a new type with a 904 c.c. engine.

From Gex to St. Claude over the ice-bound Col de la Faucille was terribly difficult. Denzel crashed his Denzel and lost many minutes straightening it out. The Babolat brothers were a couple of minutes late at St. Claude. However the most tragic incident was when Gacon and Arcan took the wrong fork at the top of the Faucille, and dropped two

minutes to lose them the rally. As both drivers come from Lyon this error was all the more remarkable.

Denzel's car bore evidence of its adventures, and Estager complained of brake troubles. Houel just clocked in on time, whilst Reip had to use his extra minute to keep a clean sheet.

From Bourg it was mostly main road motoring, and the cars clocked in one by one at Charbonnières, the majority being sadly battered. The unlucky Brooke took the wrong road from Villefranche after jury-rigging his throttle for the umpteenth time. He and Inglis, black as negroes, arrived at the control just two minutes outside their time allowance.

Thus Houel and Pillet won the 8th Lyon-Charbonnières rally in their very potent "Sprint" Alfa Romeo. Runners-up were Cotton and Alain in a very special Salmson, followed by Galtier/Parizot (Renault 1,063) and Guiraud's Peugeot. Gacon had the satisfaction of putting up the best time in the Charbonnières hill-climb. A remarkable run was made by the Swiss driver Rachel in his TR2. His 49.2 secs. was second fastest of the day, tying with Babolat's very special Jaguar.

And after all that, poor Leslie Brooke, wrestling with his hand throttle, dislocated his shoulder and had to go to hospital.

★

SNOW-BOUND
was the Col de la Faucille, here being scaled by the Triumph TR2 driven by the author and Peter Reece.

★



BUEB WINS IRISH 500 c.c. CHAMPIONSHIP

Spin Robs Parker of Title—
Five Share Record Fastest Lap

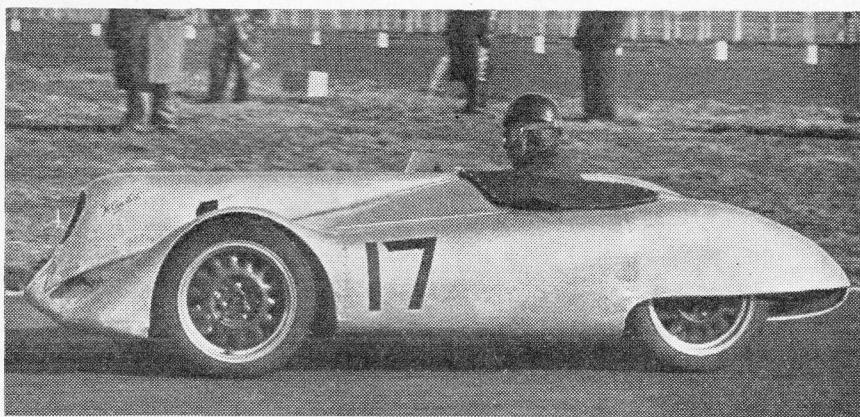
IVOR BUEB became the new Formula 3 Champion of Ireland and gave the Mark 9 Cooper a heartening send-off to the new season at the 500 Motor Racing Club of Ireland's meeting at Kirkistown airfield, County Down, on Saturday, 19th March. Bueb took over the title from Don Parker, who finished in second place with his Kieft.

The championship race was the major event on the programme, the only other race being an open handicap for all comers, decided in two heats and a final. The weather was bright, although tempered by a biting breeze. This being the opening meeting of the season, a large crowd travelled down from Belfast to enjoy the proceedings.

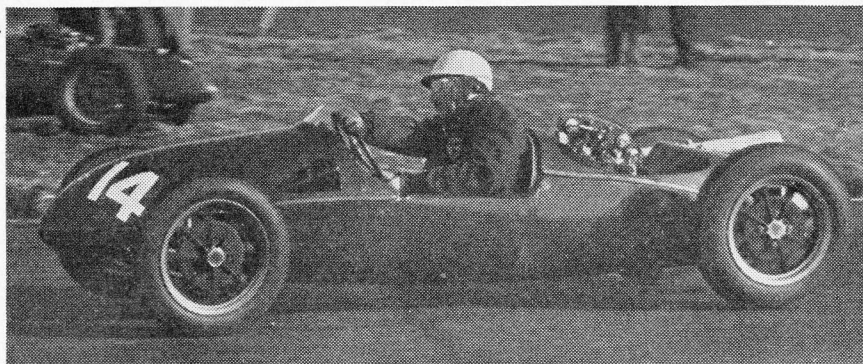
The field for the championship consisted of Don Parker's Kieft, two Mark 9 Coopers in the hands of Bueb and Jim Russell, other Coopers piloted by Stuart Lewis-Evans, J. F. Denley, R. Mackenzie-Low, D. Taylor, W. Howard and Cliff Allison, and two McCandless cars driven by Laurie McGladery and Rex McCandless. Denley, however, withdrew from the title race in favour of taking part in the handicap event.

During practice on Saturday morning, several good lap times were put in by Parker, Bueb, McCandless and McGladery. Lewis-Evans endured a severe bout of faulty carburation and eventually sought the aid of local enthusiast Jim Meikle, who sent to his home in Bangor for another carburetter, which Lewis-Evans fitted just before the line-up.

Bueb led the rush off the starting line with Parker and Allison in close attendance, but at the end of the first of 25 laps the order was Bueb, Taylor and Lewis-Evans. Already McGladery had disappeared, the cause being a broken steering connection, but Rex McCandless, in the second McCandless, was lying sixth and preparing to attack the leaders. On the second lap Lewis-Evans dropped back, following a slide at the hairpin, and never afterwards succeeded in catching the leaders.



The McCandless Special driven by Rex McCandless duelled with Parker's Kieft, and eventually took third place behind the Londoner.



(Above) In his fibreglass Mark 9 Cooper, Ivor Bueb led at Kirkistown for 20 laps, was taken by Parker, but re-passed to win the Irish 500 c.c. Championship.

★

(Right) Don Parker, the 1954 Champion, lines up with Ivor Bueb and Rex McCandless, who finished third, after the event. McCandless, well known as the designer of the "featherbed" Norton frame, entered two cars, but his was the only one to finish.



Two laps later Bueb held a slender advantage over Russell, who was obviously adopting "wait and see" tactics, a policy also adopted by Parker, who kept in Allison's slipstream. Then McCandless stole past Parker, to set in motion a dog-fight between the McCandless and the Kieft which lasted for several circuits, during which the lap record of 74 secs. (74.30 m.p.h.) was equalled by both.

Parker got ahead of McCandless on the seventh lap to close on Allison, with Bueb and Russell still comfortably ahead and the latest Coopers sounding extremely healthy. Once or twice, however, Bueb's enthusiasm on entering the

straight caused misgivings, but he was able to keep things under control. On the eleventh lap Allison's motor gave out and Parker stormed into third place, with McCandless behind him. At this stage Lewis-Evans also quit the scene, to join Mackenzie-Low as a spectator.

Now it was Russell's turn to concede ground after an excursion into the bales at the hairpin. McCandless took his place in the queue behind Bueb and Parker, with Russell extricating himself in time to hold fourth place from Taylor. Further slides by Bueb at the end of the runway, plus a growing effort by Parker, led to the gap between the two being closed. On the twentieth lap it was the Kieft which led, albeit by a slender margin.

With one lap to go, Parker spun at the bend before the straight and Bueb seized his opportunity to squeeze past the slithering Kieft. Parker got his car pointing in the right direction again with remarkable speed, but his only chance now lay in Bueb misjudging a bend, and this the Cooper driver wouldn't do. Instead, he drew slightly away and won the title with 7.6 secs. in hand. In the heat of battle Bueb had also equalled the lap record, and later the timekeepers revealed that it had been equalled by Russell and Allison as well.

500 c.c. Championship of Ireland: 1, I. Bueb (Cooper), 31 mins. 30 secs. (72.73 m.p.h.); 2, D. Parker (Kieft), 31 mins. 37.6 secs. (72.44); 3, R. McCandless (McCandless), 31 mins. 54 secs. (71.82). Fastest lap (equals record): 74 secs. (74.30) by Parker, Bueb, McCandless, Allison and Russell.

(Continued on opposite page)



The Handicap Event

THE 16 cars which lined up for the first heat of the handicap race, over 10 laps, included the TR2s of Henderson, McGown, Lambe and Nelson, all on the virtual scratch mark, Park's M.G.-engineed Buckler, the M.G.s of Pollock, Powell, Lacy, N. Henderson, MacGreggor and Carter and the Ford Specials of Turner and Drew. Pollock led for a time but eventually Malcolm MacGreggor's 1,466 c.c. M.G. stormed

through the earlier starters and, by the seventh lap, was settling in the lead with Lambe's Triumph just behind. Lacy kept his M.G. in third place until the last lap when he was overtaken by both Park's Buckler and McGown's Triumph.

Only nine cars took part in the second heat, these including Denley's Cooper on virtual scratch mark, TR2s driven by Johnstone and McCausland, Chris Lindsay's blown Consul-engine Special, Ted MaGuire's Austin-Healey, Pedlow's R-

(Left) In his first race meeting, G. Lambe did well with his Triumph TR2 to win the all-comers' handicap event from Denley's Cooper.

type M.G., the ex-Torrie Large Alta driven by Marshall Watson, and Syd Durbidge's 1½-litre Maserati (ex-Gryphon).

Denley, from the start, set a great pace and soon was wiping out arrears. After seven laps he lay fourth, with only John Johnstone, McCausland and MaGuire ahead. He passed MaGuire and for two laps lay behind McCausland, then, in a storming final round, passed the close-company Triumph pair to win by two seconds.

He was again the star attraction in the final, but this time just failed to catch young Lambe, who was driving in his first race. In this event Denley lapped in 75 secs. (73.31 m.p.h.), the fastest of the handicap event. The Durbidge Maserati was third and John Johnstone fourth.

W. A. McMASTER.

Open Handicap race (10 laps). First Heat: 1, R. M. D. MacGreggor (1,466 M.G.) (h'cap 1 lap plus 40 secs.), time 14 mins. 1 sec. (68.27); 2, G. Lambe (1,991 Triumph), (1 lap plus 10 secs.), 14 mins. 1.2 secs. (62.54); 3, W. Park (1,250 M.G.-Buckler), (1 lap plus 20 secs.), 14 mins. 23 secs. (60.13). **Second Heat:** 1, J. F. Denley (499 Cooper), (10 secs.), 14 mins. 0.2 sec. (70.31); 2, J. B. Johnstone (1,991 Triumph), (1 lap), 14 mins. 3 secs. (64.01); 3, W. J. McCausland (1,991 Triumph), (1 lap), 14 mins. 4 secs. (63.93). **Final:** 1, Lambe (Triumph), 13 mins. 52 secs. (64.10); 2, Denley (Cooper), 13 mins. 56 secs. (70.85); 3, S. Durbidge (1,496 Maserati S), 14 mins. 0 sec. (69.65).

CIRCUIT OF IRELAND ENTRIES TOTAL 180

ENTRIES for the Ulster A.C.'s annual Easter classic, the 1,000 miles Circuit of Ireland Trial, closed with a total of 180 cars, only four short of the record entry for this major Irish event. Almost half of this entry will contest the class for production touring cars between 1,001 c.c. and 1,600 c.c.

John Thornley is sending over a team of three 1,466 c.c. M.G.s, the drivers of which will be Ian and Pat Appleyard, Cecil Vard and Lance Young, Joe Flynn and Dublin journalist Athole Harrison. The major opposition should come from the galaxy of TR2s, some of which are being handled by such well-known folk as Ronnie Adams and Des. Titterton.

The Ladies' Trophy will be contested between three teams, these being Mrs. Evelyn Flynn and Mrs. Eileen Atkinson in an Austin A30, the "Andrews sisters", Edna and Iris, in an M.G. TD, and Mrs. S. N. Fitzgerald and Miss M. Leonard in a Ford Prefect. More than half the entry is eligible for the Castlereagh Trophy, for the best performance by a driver not resident in Northern Ireland.

The trial starts from Belfast and Dublin on the evening of Good Friday, 8th April, and will continue until Easter Tuesday, 12th April, the final eliminating tests being held at Bangor, Co. Down.

Closed Production Touring Cars up to 1,000 c.c.
800 c.c. Austin: D. Brady/E. Maher, W. G. Austin/Miss M. Hamilton, E. M. Burnett/S. Dale, R. J. Farmer/D. Bothwell, G. H. Hurst/J. C. Moffett, D. P. Jones/M. W. Bryan, Mrs. Evelyn Flynn/Mrs. Eileen Atkinson, G. A. Mangan/I. Webb, W. Fitzsimmons/B. Manning, J. C. Millard/D. Reynold, J. C. Little/C. R. Megaw, F. J. Miller/J. W. Atcheson, C. Molyneux/K. H. Allen, J. H. McFarlane/P. J. Allen, W. McMillan/A. T. Carroll, J. C. Oakman/H. Thompson, R. L. Pinkerton/W. Hamilton, V. Stanfield/M. Batley,

J. J. Taylor/W. Gilmore, 896 DKW: B. Cudmore/J. Carroll, J. M. Hennessy/L. O'Dwyer, P. S. Hughes/N. A. Kennedy, C. D. MacCarthy/E. S. Scotchbrook, R. E. Newell/Miss A. Newell, R. Noble/W. Bogue, J. W. Scott/R. C. Montgomery, R. H. Tilson/W. L. Hennessy, 748 c.c. Renault: D. W. Archibald/A. M. Miller, H. Polakoff/—, N. C. Stewart/D. Murphy, 948 c.c. Standard: E. T. McMillen/J. Haslett, D. A. Wilkins/B. H. Wilkins, B. Mason/R. Kenny, D. Prentice/J. Moore, 800 c.c. Morris: D. E. Graham/P. J. Johnston, A. H. McClatchey/P. D. Record.

Closed Production Touring Cars, 1,001 c.c. to 1,600 c.c.

1,172 c.c. Ford: D. A. Akerlind/M. Blair, S. V. Baker/W. Leonard, D. P. Barry/H. P. Davin, L. P. Beshoff/J. Pollard, M. Mealon/J. O'Loughlin, P. J. Casey/O. O'Kane, E. Connell/H. N. Killingley, J. L. Dowling/G. F. Alton, E. Dyer/—, J. B. Emerson/J. Latimer, D. H. Fair/P. G. Fair, Mrs. S. N. Fitzgerald/Miss M. Leonard, W. McK. Gawn/R. G. C. Bourke, R. T. Hill/Mrs. H. Hill, R. E. M. Humphreys/J. A. Chesnut, D. G. Johnston/G. A. Bryson, G. Kidney/A. J. Clarke, S. Murphy, K. O'Mahoney, K. P. Murray/P. Ferguson, R. J. Nash/W. Pilkington, R. H. Nesbitt/J. Nesbitt, R. B. Nixon/J. Cullen, J. Peile/R. Bell, A. A. Pithers/C. M. Pithers, C. E. Robb/D. J. B. Michael, J. B. Ross/D. Crowther, W. R. Shaw/Mrs. J. E. Shaw, J. H. Sheills/J. Richardson, J. Sinton/G. W. Callister, O. Lemass/P. L. Murphy, D. Mahony/J. P. Heraty, T. Statham/W. J. Hensey, F. R. Stinson/J. McDowell, W. T. Todd/J. Davidson, 1,508 c.c. Ford: C. Cowdy/F. C. Cowdy, A. F. Doran/T. P. Carroll, R. E. Fegan/J. Byrne, J. O'Connor/I. McCormack, 1,500 c.c. M.G.: J. Allen/D. J. Rollins, H. A. Andrews/C. M. D. Scott, D. A. Henderson/A. M. Gamble, 1,265 c.c. Hillman: C. W. S. Austin/M. A. Graham, W. Chesney/L. Chesney, J. D. Garry/A. G. Baker, D. N. McLean/J. Knowles, 1,390 c.c. Hillman: J. E. Dowling/C. E. J. Atkinson, C. W. Eyre-Maunsell/W. A. McMaster, W. J. Kinnear/V. H. Spry, G. Magill/O. Cooney, D. J. McCarthy/T. Reynolds, R. W. Robinson/Mrs. K. Robinson, 1,192 c.c. Volkswagen: D. Connolly/J. Perrot, T. V. Connolly/M. F. O'Brien, N. E. Gleeson/K. Bishop, H. F. Hanna/D. Gahan, P. B. Hopkirk/J. A. Garvey, W. D. Lacy/P. Delamer, W. J. Lennon/J. Tuke, D. C. Moore/D. R. Peart, R. G. McBurney/B. Campbell, F. X. McCartan/S. McCartan, H. G. MacMahon/H. Boyd, D. G. McNally/H. E. McNally, T. P. O'Connell/P. McGonnigle, J. D. O'Leary/A. M. Canty, M. J. O'Mahony/N. E. McCann, J. J. Rice/K. J. Thompson, F. A. Robinson/J. A. Ashcroft,

A. G. Ryan/P. A. Graham, K. Sherry/J. Quigley, 1,089 c.c. Fiat: B. Brindley/H. Lindsay, L. D. G. Collen/Mrs. E. Collen, W. S. Elliott/O. P. Culhane, H. Firth/G. Wood, E. P. Gill/A. R. Jolley, C. E. Hall/E. MacNeill, M. D. D. Heather/B. F. Geary, J. B. Jermyn/F. H. Jermyn, T. J. McGee/G. Sheane, Dr. B. MacMahon/Dr. K. Hickey, R. J. Wood-Martin/D. Kilgallon, 1,221 c.c. Simca: B. W. Johnston/W. McFadzean, C. Stewart/K. Brown, R. A. H. Walsh/T. Walsh, 1,486 c.c. Jowett Javelin: W. McF. Martin/W. A. Spence, A. S. Steele/R. Steele, 1,500 c.c. Austin: R. McGucken/J. A. Phillips, 1,200 c.c. Austin: L. A. H. Oulton/D. Martin, 1,250 c.c. Wolseley: K. Robertson/W. J. Crowther.

Closed Production Touring Cars over 1,600 c.c.
2,267 c.c. Sunbeam: M. Glover/T. Lynd, 2,267 c.c. Sunbeam-Talbot: W. Anderson/Mrs. E. Anderson, J. D. B. Hamilton/J. J. B. Dowling, Dr. W. N. Jones/—, P. W. Torney/H. Shaw, 2,262 c.c. Vauxhall: F. Charleston/W. R. Armstrong, R. G. Dickie/A. McCartney, 2,275 c.c. Vauxhall: J. P. Robinson/I. H. Goodwin, E. Uprichard/J. D. Uprichard, 1,911 c.c. Citroën: S. Pentland/Mrs. D. Pentland, P. D. Gill/H. W. Irwin, 2,443 c.c. Riley: A. G. Norgard/S. Hawken, E. J. Wilkinson/R. B. Hull, 2,262 c.c. Ford: J. H. Hillock/D. K. Martin, J. C. Taggart/J. A. Willis, 2,214 c.c. Wolseley: J. Thompson/—.

Production Sports Cars, any capacity.
1,250 c.c. M.G.: Miss E. Andrews/Miss I. Andrews, J. K. Armstrong/M. J. Armstrong, S. T. Armstrong/Dr. C. A. Armstrong, W. R. Chambers/D. H. McWhir, J. M. Cordner/Miss M. Dickson, M. J. Kennedy/—, A. Linton/N. McCulloch, H. B. Nickels/D. Erskine, D. R. O'Neill/D. R. Felton, J. S. Pollock/—, G. H. Reilly/W. F. Hart, W. F. Wilson/W. D. Thornton, 1,466 c.c. M.G.: C. Vard/L. Young, I. Appleyard/Mrs. P. Appleyard, J. J. Flynn/A. Harrison, 1,991 c.c. Triumph: F. E. A. Bigger/Mrs. D. Bigger, S. N. Fitzgerald/D. A. Swan, W. E. Fryman/A. R. Loud, L. V. Henderson/H. A. McVeigh, R. C. McKinney/Mrs. S. McKinney, J. B. Johnstone/Mrs. B. Johnstone, J. D. Titterton/Miss P. Davis, R. J. Adams/Mrs. R. Adams, J. Lee/J. C. Titterton, A. D. Malcolm/R. A. Robertson, D. L. Murtagh/J. J. Murtagh, B. McCaldin/N. Conway, A. J. McCusker/P. J. McGlade, M. R. McGown/A. Jamieson, B. R. Nelson/R. Nelson, J. W. Wilson/E. Dymnock, 1,971 c.c. Bristol: J. Toohy/S. Rutledge, A. T. Marshall/F. McCullagh, 1,991 c.c. Morgan: F. D. Dundas/J. M. Payne, 2,088 c.c. Morgan: J. F. F. Howe/H. F. Curry, 3,442 c.c. Jaguar: R. H. M. Kinnear/W. Spillane, 1,172 c.c. Dellow: R. A. Montgomery/Mrs. F. A. Montgomery, S. Moore/R. Moore, 1,265 c.c. Hillman: V. M. L. O'Reilly/Mrs. T. O'Reilly,

CORRESPONDENCE

Cheap Sports Cars

I SHOULD like to comment on the letters of Mr. Classey and "1,172 Enthusiast" in the issues of 4th and 11th March. Mr. Classey is right in saying that there is nothing really cheap, for, although we lead in 500 c.c. racing, the manufacturers have failed to develop these into road cars.

The vertical twin is not ideal, but I do not agree with "1,172 Enthusiast" that the Ford 10 is the best answer. The vertical twin is compact; it is much lighter; it has no radiator, water, pipes, etc., and neither boils nor freezes; it develops the same or even more power than a Ford 10 of twice the capacity. I would have said that 500 c.c. twins were reasonably cheap to obtain and spares as easy to get, and I would certainly rather overhaul a vertical twin than a car engine.

Once again disagreeing, I feel that a vertical twin-engined car, weighing no more than a combination and presenting a much more streamlined shape, would use less petrol. A motor-cycle type three-speed box would still keep the engine in a useful r.p.m. range, and the total cost of the car would be at least half that quoted by Mr. Classey.

I am myself constructing one of these cars, and would be glad to talk things over with Mr. Classey if he cares to contact me. Of one thing I can assure him—car building is indeed hard work!

R. H. BISHOP.

17 TOWNSHEND ROAD, RICHMOND, SURREY.

"1,172 ENTHUSIAST", in a recent issue, states that the modern 650 c.c. vertical twin engine is harsh and intractable and unsuitable for car use. Has he considered the difference that would be made if an S.U. or similar carburettor were fitted instead of the Amal? All motor-cycle engines are harsh, and only develop their power at the top end of the scale because in the motor-cycle that is where you want the power. A Ford 10 engine is just as bad if you lighten the flywheel and tune for maximum b.h.p. In order to adapt the 650 c.c. twin for car use another, more robust and heavier clutch unit would be needed, which would act as a heavier flywheel and make the unit smoother.

He also quotes 45 m.p.g. for a sidecar outfit. A modern sports car would weigh very little more than the chair lot and would have a vastly better aerodynamic form. The modern sidecar and bike has a frontal area far larger than a car. In any case, isn't 45 m.p.g. enough for him?

F. A. AYLING.

LONDON, S.E.22.

Space Frames versus Ladders

IF Mr. Shattock cares to read calmly my letter published in AUTOSPORT on 18th February he will, I think, have difficulty in reading his reply without blushing. My observations were most general in nature, and related to no particular make of car or chassis design—Ferrari and Alfa not excepted: a chassis is just another structure and is required to do a certain job. As a technician I have been trained to try to find the correct solution to any problem, and suggest that if the philosophy stated in paragraphs three and four "blinds with science", one can only assume in the reader a lack of basic knowledge.

In general, I examine strength/weight, stiffness/weight ratios, which means how much a thing weighs for a given strength or stiffness and not—I repeat, not, how strong or stiff it is. The little bit about the flat plate is correct, too, but to suggest a flat sheet as a chassis—not this Charlie!

I am afraid I did, however, do a little leg pulling in the last paragraph, but Mr. Shattock forces me now to state that the lateral component of the developed μ (engineering term for coefficient of friction, pronounced "mew") is one of the main factors governing cornering force. Therefore, a car on smooth ice with treadless tyres would need practically no transverse stabilization, due to the application of a very small possible side force. If, however, the developed μ is high, i.e., steel-spiked-solid-tyres, rubber-covered road, perfect damping, the cornering force will be high and the loads relatively large.

It is a fact that some vehicles have been known to generate such cornering force due to good suspension design, that they have caused a side force great enough to fracture parts

which were quite strong enough to cope with a car of almost twice the weight, but which developed, due to bad suspension design, a low cornering force.

In closing I would like to make clear that I have no "ideas" on chassis design to air, but—like your correspondent F/Lt. Smythe on 4th March—I have a great keenness for technical integrity. Moved, therefore, once more by a further such lack in Mr. Shattock's reply, I remain completely unrepentant.

F. A. COSTIN.

BROUGHTON, NR. CHESTER.

Rally Driving Manners

AS a marshal at a time control in the special section in Wales, during the R.A.C. Rally, I feel I must protest in the interests of rallies in general, against the very noisy driving of some of the competitors.

We were installed in a narrow street, in a small Welsh town, and the din made by a number of the cars in getting away from this control was appalling, so much so, that it woke the local magistrate who, accompanied by a posse of police, descended upon us, and demanded to know what was going on.

It was explained to him that this was the R.A.C. Rally, etc., and it appears this was the first he or the police knew about it. No one had told them the competitors would be passing through the place, or that there would be a control in it. This gentleman was much put out, and rightly so.

Later in the night three very large policemen approached and told us bluntly that hardly any competitors were stopping at the Halt sign at the local crossroads, and they proposed to "pinch" the very next one who did not do so.

To do this they fetched another large policeman out of bed and put him on duty at these crossroads. He had already done his spell of duty, and to say he was cross is to put it mildly. We, therefore, in addition to all our other duties, trying to keep warm, etc., had to warn each competitor what lay in store for him, or her.

All this trouble was started in the first place by noisy cars and/or driving, and without trying to tell the R.A.C. its business I would suggest that in future rallies, national or club:—

- All controls are at least half a mile from town or village.
- The clause in the regs. re noisy driving should be put into active use.

To an enthusiastic rally competitor and marshal such as myself, it was obvious that much bad feeling had been caused, and unless something is done to curb thoughtless and inconsiderate driving we are going the right way to get rallies banned from public roads.

To have towns and villages kept awake all night by dozens of noisy cars is, to say the least, pretty grim.

In all fairness may I say that a number of drivers were just the opposite to the noisy ones. They had similar cars, but got away quietly, smoothly, and just as quickly. More of these drivers and this type of driving, and the future of rallies would be safe.

S. A. COOKE.

PETERBOROUGH.

A RALLY driver passed me a short while ago, "driving" a white Triumph TR2 in a built up area. Whether he had recently bought the car, or was just full of contempt for the lesser motorists, I shall never know. But he went down the street at about 45 m.p.h., weaving in and out of unsuspecting buses and cars, like a snake through grass.

Now there has been quite a lot said of late about competition drivers' road manners, and until seeing that duffle coated madman, I dismissed the allegations of those who said that all rally drivers should go to ****! But now I'm not so sure. It seems a shame to earn the sport a bad name by these ill manners.

There may be protests that an average speed has to be maintained regardless of other traffic. If this is so, then the organizers of events should make it possible for non-competing drivers to get out of the way first, perhaps by having loud speaker cars preceding the herd!

Better still would be the lowering of the average speed. Don't let's have the police intervening with protests of indignant citizens.

Stop now, before it is too late.

FRANCIS A. C. BARNARD.

TONBRIDGE, KENT.

HASTINGS INVADED!

Fifty Automobiles Transport the Guards in the A.A.'s Golden Jubilee Celebration Run

THIS year the Automobile Association celebrates its Golden Jubilee, and to mark the occasion it was decided to re-enact a run which was made in 1909 and which helped to bring the motor car—and the A.A.—very much to the public notice. In that year the A.A. suggested to the War Office that if they would provide the troops and equipment, the Association would provide sufficient cars from amongst its members to transport a battalion of infantry from London to Hastings, in order to demonstrate the potentialities of the motor vehicle for moving troops and military supplies, independently of the hitherto indispensable railway. This revolutionary experiment was in fact carried out with complete success on 17th March, 1909, when over 200 cars carried the 1,000 or so troops with their equipment in a huge convoy down to the coast, in as many hours as it would have taken them days to march—for until that time marching was the way of moving infantry by land away from the rail head. Public and Press interest was enormous, and the run, dubbed at the time "the Invasion of Hastings", marked a turning point in the status of the motor vehicle.

So, on 19th March, 1955, a "reduced facsimile" was staged, and some 50 Veteran cars, owned by members of the V.C.C. (and, presumably, of the A.A.!) set out from Kidbrooke Park Airfield at 7 in the morning, with once more a detachment of the Brigade of Guards as their passengers (dressed in the uniform of the period) and they trundled down to the sea through the beflagged villages and towns on the Hastings road. In the original run the convoy astounded everyone by being able to keep to what was generally thought to be an impossible time-table, but in 1955, the 50-year-old cars had to wait at the half-way halt, as they were more than half an hour ahead of schedule. In fact, the few troubles they had were only little ones, the only car that did not arrive under its own "steam" being T. E. Johnson's 1904 Star, which we overtook just outside Hastings. Having broken its throttle pedal the Star was being sadly towed by an A.A. Land Rover, but was able to take part in the drive-past later. The only true steam car, Philip Fotheringham-Parker's

FLAGS are out in Sevenoaks as A. M. Garrett's 1907 40-50 Rolls-Royce rolls through, followed by R. L. Green's massive 7.7-litre 1907 Napier. The Rolls was bought for £35 in 1952, while the Napier, which was rebodied in 1914, had not been used between 1926 and 1954.

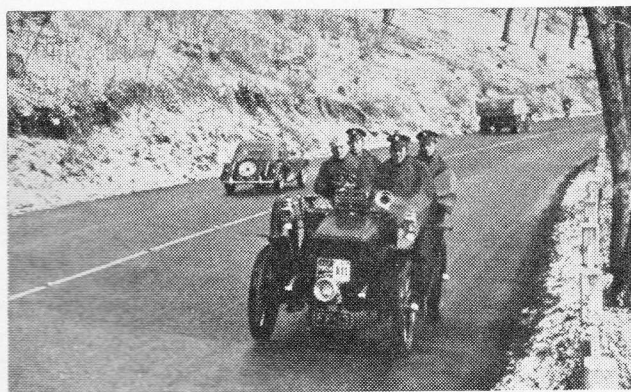
rare White Steamer, had a water cock come adrift the previous night, but was made ready in time, and in the hands of Ray Forster, completed the journey in fine style. None of the cars was built later than 1910, and their dates went back to 1903; Mr. F. S. Bennett, now President of the Veteran Car Club, led the procession in a Cadillac of that year, as he led the original 1909 run.

Again the Corporation of Hastings welcomed the cars and their crews with a civic reception, and a very large crowd for this time of the year was waiting on the sea-front at midday for the ceremonial drive-past that formed the climax of the occasion. The local old-time dancing club had dressed themselves up in suitable Early Edwardian costumes to give a little atmosphere and the veterans were eventually led past the saluting base not by the familiar be-gonged Wolseley, but by an immaculate



Model T Ford, crewed by two authentic Peelers complete with moustaches and sidewhiskers. The salute was taken by the Right Worshipful the Mayor of Hastings, Alderman F. T. Hussey, J.P., supported by an impressive array of neighbouring Mayors, representatives of the War Office and senior members of the A.A.

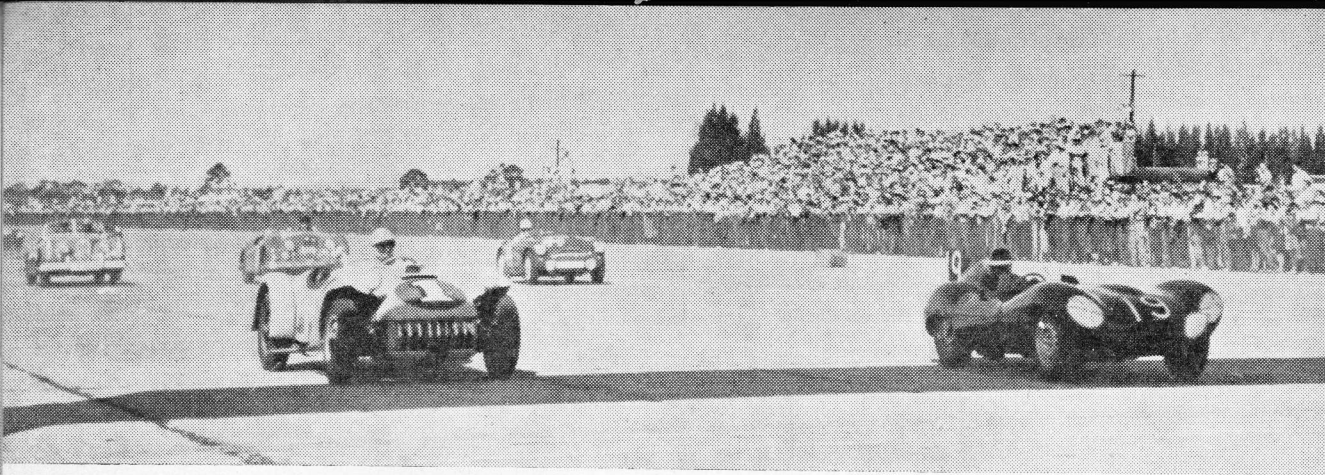
Following the Veterans came a particularly rare exhibit—a 1911 L.G.O.C. London bus of the type that carried troops to the front in Flanders during the 1914-18 war, and then, as a direct contrast, came a column of the latest military vehicles, of which some of the specialized types are a most impressive demonstration of the development of the motor vehicle in only 50 years—just 50 years since the A.A. was formed to protect pioneer motorists from the persecution of the 20 m.p.h. general speed limit. S. P. S.



THEN AND NOW: The scene (above) in 1909 as the original convoy neared Hastings. It was a unique enough occasion for the cars to have the road to themselves. Quite a change in road and traffic conditions when Saturday's picture (left) was taken of J. O. Wiginton's 1904 Wolseley.

WIPAC SPORTS PLUGS

THE Wico-Pacy concern, makers of Wipac sparking plugs, are introducing two new 14 mm. plugs for competition use. Intended to meet the requirements of the fast, high compression engine, the new model, designated the P90 (standard reach) or P90L (long reach— $\frac{1}{4}$ in.) is intended solely for high speed road work, trials or other competition activities of cars or motor-cycles. "Blue Aluminox" diamond hard insulators are used, with specially designed gas seals to withstand prolonged use under arduous conditions. A written guarantee for 10,000 miles covers each plug; the price is a highly competitive 4s.



FIRST under the bridge, Mike Hawthorn takes the D-type Jaguar away to complete his initial lap well in advance of the field.

PROTESTS MAR SEBRING

Jaguar Success in 12-Hours Race Clouded by Delay in A.A.A. Confirmation of Hawthorn/Walters Victory

by RUTH SANDS BENTLEY

AFTER the finish of the Sebring 12 Hours race on 13th March, Allen Guiberson, owner of the Ferrari that Hill and Shelby drove, lodged a protest against the win of the D-type Jaguar, owned by Briggs Cunningham and driven by Hawthorn and Walters. Briggs Cunningham, on the other hand, protested against the announced win of the Guiberson Ferrari, on Index of Performance over his Osca driven by Lloyd and Huntoon. The lap charts from the Guiberson and Cunningham pits were turned over to the race officials, and not until the A.A.A. meeting at the Commodore Hotel in New York City on 21st March were the official results announced, confirming the Jaguar's overall victory, and the Ferrari's retention of the Index classification.

TENSION mounted as the 12th hour dwindled. The Hill/Shelby Ferrari was on the same lap with the Hawthorn/Walters D-type Jaguar and gaining 5 secs. a lap. Jaguar pit stops worried its timers, while the crew of the Ferrari grew more excited each second. Could Shelby overtake Walters? Midway through the last hour the 3-litre Ferrari gained 10 secs. on a single lap. Spectators were *not* leaving the scene. Shelby turned 3 mins. 54 secs., a stupendous speed for the 5.2-mile course with its many turns; and third man Spear bettered that speed, taking his new 3-litre Maserati around in 3 mins. 46 secs., four laps behind the leaders. Nearer and nearer moved the Ferrari, time ran out, the maroon exploded, and Walters streaked across the line 25.4 secs. ahead of Shelby. Both cars covered 182 laps (946.4 miles) in the 12 hours. . . .

A Sunny Start

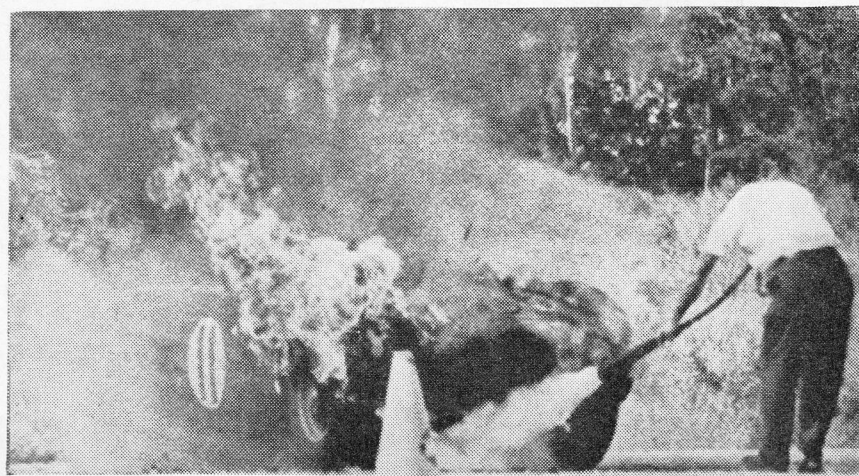
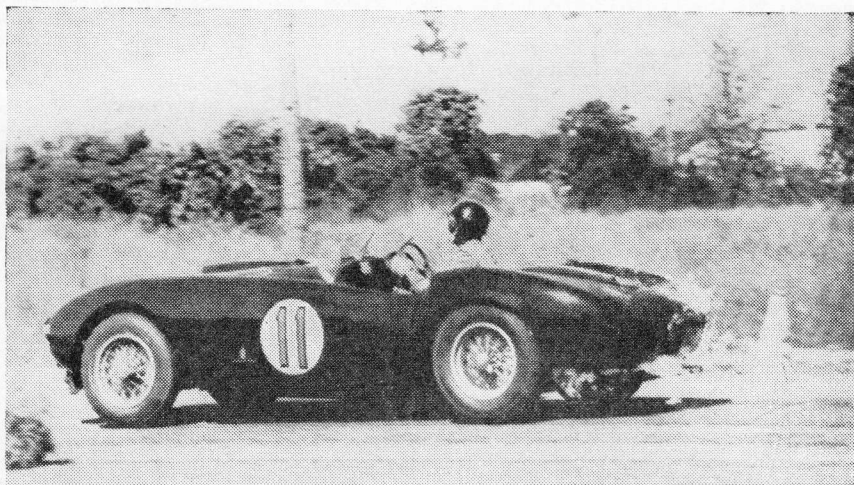
Unlike last year's frigid weather, Sebring has never been sunnier or hotter during a sports car event. Everyone's skin matched the colour of the Italian cars which, incidentally, were as sizzling as the sun. Great strides have been made at Sebring since last year's race, for which all concerned are to be complimented. Pits, although not fully enclosed, are now outlined in wood with the car manufacture painted above each pit counter, as at Le Mans. An enclosed timers' and scorers' box has been erected, as well as a V.I.P. stand, an elevated press tribune, an excellent new all-steel Amoco footbridge—which spans the course just beyond the starting line, and snow fencing on both sides of the finishing stretch. The whole town of Sebring was crowded with European

automobiles, and Sebring promises—in time—to become the Le Mans of America.

As the cars lined up for the Le Mans start, a lively band saluted drivers from Argentina, Canada, the Dominican Republic, France, West Germany, Guatemala, Italy, Mexico, Spain, the United Kingdom, Venezuela, the Bahamas, and the United States, while their flags fluttered above the pits.

Sprinting swiftly to his Austin-Healey

100S, Stirling Moss was first away from his well-back position, while Jack Ensley (Cadillac-Kurtis), in first starting position, was first across the starting line, but, before reaching the Amoco Bridge he saw Hawthorn (D-type Jaguar) fly by. The O'Shea/Koster 1,089 c.c. Porsche (the same car that won its class at Le Mans last year and was destined to do the same thing at Sebring) stalled several seconds and was last away; and Shakespeare's 4.5 Ferrari couldn't get



INCIDENTS GALORE made the 1955 Sebring 12 hours the most exciting of the series. Jack McAfee's Ferrari caught fire soon after the start, but continued unaware of the flames until flagged off the course for attention by the firemen.



HITTING THE HAY on one of the corners, Millikin kept hold of his Austin-Healey and regained control.

going and was rolled off the course, being the first of the 80 cars to retire.

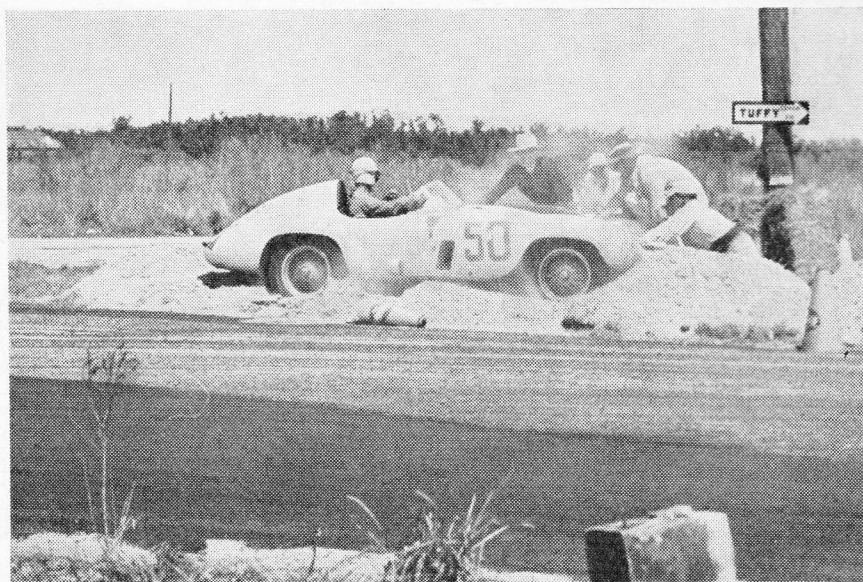
Hawthorn had a good lead over Said (Ferrari), De Portago (Ferrari), Ensley (Kurtis), Moss (Austin-Healey), McAfee (Ferrari), Taruffi (Ferrari), Hill (Ferrari), Kimberly (Ferrari), Rubirosa (Ferrari), Cooper (Austin - Healey), Wallace (Jaguar), Lippman (Ferrari), and Von Hanstein (Porsche) when he completed his first lap, but by the end of the second lap Said had cut Hawthorn's lead to 11 secs., McAfee, Taruffi, Hill and Kimberly had all overtaken Moss, Ensley had pulled into his pits, and Valenzano (Maserati) had moved swiftly into ninth position with Spear (Maserati) close behind. Rubirosa had dropped back to 13th spot.

Said's spree was short-lived. Redélé (Renault) had just hit an oil patch and gone end over end. Said, barrelling into the first turn, came upon an overturned Renault, an ambulance, a doctor, a stretcher bearer, and Redélé. Avoiding people, Said crashed into the ambulance, writing finis to the Ferrari after two fast rounds. Redélé, sans one shirt sleeve and with a bruised arm and black eye, was driven back to the official stand in the ambulance but waived medical attention for his minor injuries. De Portago now moved into second place, with Taruffi, Hill and Kimberly next. Hawthorn had already lapped four cars. Said walked back to his pits looking very sad indeed, but uninjured. The white Mercedes-Benz 300SL from Venezuela, co-driven by Polo and Croquer, was in its pits and stayed there for many laps.

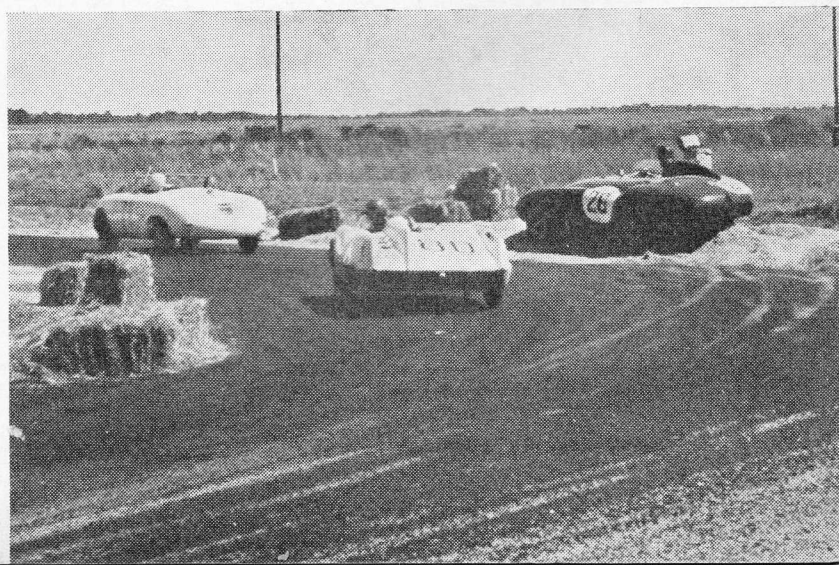
Two 1,098 c.c. Lotus cars with Coventry-Climax engines, making their debut in this country and owned by Frank Miller and Norman Scott, were moving extremely quickly and overtaking cars in Class C. Miller completed lap 4 in 4 mins. 8 secs. The Abarth, Porsche, Kieft and Siatas in Class G were slow by comparison. Also on lap 4, Braniff (Osca) blew a tyre on the first turn, changed the wheel, and returned quickly to the race.

Taruffi moved behind De Portago on lap 3 and a tremendous tussle ensued until lap 7 when he went by to gain second place, 40.2 secs. behind the

D-type Jaguar. Hawthorn, driving beautifully, completed his ninth lap in 3 mins. 51 secs. (83.8 m.p.h.), his strongest competition coming from 3-litre Ferraris driven by Taruffi, De Portago, and Hill, in that order. Fifth was the 4.9 Ferrari of Kimberly, and McAfee's 3-litre Ferrari was sixth.



★
SANDMEN: Gleb Derujinsky (above) needed help to get free from the sand. He succeeded and the car was later driven by Masten Gregory. The Marquis de Portago (right) was less lucky and his Ferrari remained firmly embedded.
★



JAGUAR VICTORY CONFIRMED

FINAL and official confirmation of Mike Hawthorn's and Phil Walters' victory at Sebring with Briggs Cunningham's D-type Jaguar reached us on Tuesday—too late, alas for "Autosport" to wear a green cover this week, since machining operations by the printers had reached a too advanced stage.

To celebrate this fine achievement by a British car and its Anglo-American crew, and the class successes by Austin-Healey and Arnolt-Bristol in the second round of the 1955 World Sports Car Championship, "Autosport" will don Britain's racing green for its cover NEXT WEEK.

England's incredible Moss, driving his usual brilliant race, completed lap 12 in 3 mins. 56.9 secs. (81.2 m.p.h.), with the Austin-Healey in ninth position overall! Moss proved that if you haven't got a lot of money for buying a racing car, you can get just as much speed out of an Austin-Healey if you know how to drive it. He does!

Kimberly (Ferrari) completed lap 12 in 3 mins. 50 secs., overtaking De Portago for fourth place and pressing Hill (Ferrari) for third, but he didn't quite make it. Kimberly's pits called him in for spilling oil and he lost several places before rejoining the contest. De Portago overtook Hill on lap 16 and began moving in on Taruffi who was closing



CO-PILOT: Phil Walters shared with Hawthorn the driving in the winning Jaguar.

the gap on Hawthorn; Moss completed lap 17 in 4 mins. 2.5 secs.; Flynn (Mercedes-Benz 300SL) did the same lap in 4 mins. 27 secs.; Sam Hanks took over the Buick-Kurtis from Murphy; Hawthorn lapped Cunningham (Cunningham C-6R) under the Amoco Bridge; and Jack McAfee's 4.5 Ferrari caught fire on the back stretch. Fortunately McAfee was not scorched, but the car was abandoned in bad shape.

Shortly after this, Rubirosa (1,990 Ferrari) hit the sand on the S-turn, spinning into another car on the way and puncturing his fuel tank. Last year's second-place winner brought his Ferrari back slowly to the pits and retired it. Trouble came to Kimberly too. The 4.9 Ferrari lost oil from the transmission, the drive seized, and the rear wheels locked. Kimberly abandoned the car on a back stretch. And Miller (Lotus) lapped Bentley (Abarth) going into the first turn and was far ahead when they came around next time.

As the second hour drew to an end, Taruffi was within 2.5 secs. of Hawthorn; Valenzano overtook McAfee; De Portago made his first pit stop to hand over to Maglioli; and at noon the only drivers left on the same top lap were Hawthorn, Taruffi, Hill, Spear, Valenzano, McAfee and Maglioli. Moss, running eighth, was lapped by Hawthorn. The three Arnolt-Bristols, dubbed "the quiet ones", were running sweetly under the guidance of team captain René Dreyfus.

Under a blazing noonday sun, Taruffi overtook Hawthorn just before reaching the starting line, but next time around the D Jaguar was ahead again, widening the distance on his next lap, completing it in 3 mins. 45.2 secs. Bill Spear (Maserati) pulled into the pits with a nail in his tyre, the wheel was quickly changed, and Johnston took over. Later on Johnston ran into unusual difficulties in the Maserati, when on trying to stop for fuel, he found a jam-up in the Cunningham pits and no room for him, necessitating another tour. His tank ran empty about where Taruffi's Lancia came to a halt last year, and he had to push at least $1\frac{1}{2}$ miles to the pits. He not only made it, but eventually finished third over-all, after driving an outstanding race.

At 12.40 p.m. Miller (Lotus) was crowded by a Mercedes-Benz on a turn

and forced into a hay bale, losing 7 minutes on straightening-out operations. He returned to his pits and turned the car over to Rabe. Scott (Lotus) went into the Class G lead. Pons (Renault) was lapping in 5 mins. 7 secs., and both of the little Renaults sounded crisp. Robert Manzon, who was supposed to have driven one of them, was ill with fever on race day and obliged to stand down. The pretty, light blue Ford Thunderbird, owned by Fred Scherer, looked good, sounded sweet, but leaned a little too much on the turns. Although the Thunderbird is not intended for racing, it withstood the 12 hours and sounded healthy when the flag dropped.

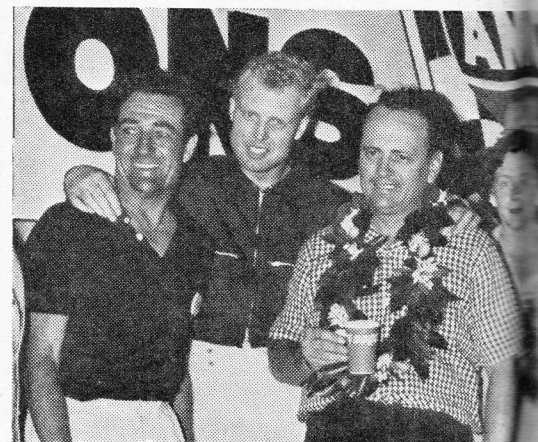
Around 1 p.m. Bentley (Abarth) ran out of fuel on the course. He walked to his pits to fetch enough petrol to drive to the pits, but when his mission was accomplished the officials said he should have pushed the car back. He obtained permission to continue driving, but later disqualified the car himself.

At 1 p.m. the class leaders were: B—Crawford (Lincoln-Kurtis); C—Hawthorn/Walters (D Jaguar); D—Taruffi/Schell (Ferrari); E—Friedman/Brocken (Maserati); F—Braniff/Velazquez (Osca); G—Miller/Rabe (Lotus); H—Pons (Renault). Pons drove for 11 hours at which time the Renault suffered filter troubles. He led his class until 9 p.m.

At 1.25 p.m. an Osca ran into the back of Sir Sydney Oakes' Austin-Healey, damaging the bodywork and putting Sir Sydney and his co-driver, Lady Oakes, out of the race. Lady Oakes and Isabelle Haskell were the only women drivers at Sebring. Miss Haskell and Dick Irish drove a 950 c.c. Siata and went well until tappet trouble put them out well after dark.

Walters Takes Over

Shortly after 1 p.m. Hawthorn stopped at his pits for Walters to take over, and Taruffi went into the lead. Then Taruffi passed the Ferrari to Schell, his pit stop reversing the order again. Morewood's Mondial Ferrari of the Ecurie Yankee caught fire on the back part of the course. Although he's just recovering from a broken leg, Morewood ripped off his shirt and tried to smother the fire. That didn't work, so he filled his crash helmet with sand and found it to be a good extinguisher. Not long after-



WINNERS: Briggs Cunningham, Mike Hawthorn, Phil Walters with his wife, pose behind the Jaguar the 12th hour.



STIRLING STYLE—takes the Austin-Healey

wards the car caught fire again, and he not only put it out but also extinguished a grass fire started by the car. Both times he returned to the race in record time. By 1.55 p.m. eight cars had retired from the race and many were in their pits, overheating bothers and brake trouble seeming to be the prevalent reasons. Maglioli pushed his car to the pits with gearbox trouble, then effected a repair of sorts, but eventually the Ferrari was retired.

At 2.10 p.m. Benett, now driving the Cunningham C-6R, had his engine pack up in the esses when the flywheel, which was of duralumin instead of steel, disintegrated. He coasted through the esses and off the course. The new car was not as fast as the 3-litre leaders in the race, but it seemed to run extremely well. Neither Cunningham nor Benett were driving the C-6R hard as it had just been completed before leaving West Palm Beach and the drivers were making a test run.

Around 2.30 p.m. Ray Crawford, this year's stock car winner of the Pan-American Road Race and driving a Lincoln-Kurtis at Sebring, ran out of fuel three-quarters of a mile from his



INDEX WINNERS: Phil Hill and Carrol Shelby (with wreath), second overall and winners on Index of Performance.



CLASS WINNERS: Lloyd and Huntoon, winners of the 1,100-1,500 c.c. class in the same Osca that won outright last year.



outstretched—as he
its way to sixth place.

pits when lying eighth. His was the slowest push of the day, for the Kurtis is a heavy car, and although Crawford is stocky he was able to move it only a foot or two at a time. The sun blazed, he perspired, he winded himself, but he made it—giving his crew a big grin as he reached for a cool glass of water. He took on almost as much water as the car did petrol, and went on to drive the whole 12 hours by himself, winning Class B.

The Taruffi/Schell car moved back into second position before 3 p.m. and the McAfee/Wheeler Ferrari retired. Sixteen cars were out of the race, but more than started last year were still running. And battles were being waged for all classes but C, where the D Jaguar was too fast for the XK 140s of Wallace/Thompson and Boss/Kaplan.

At half-way mark Phil Walters and Mike Hawthorn were also leading on handicap with the Lloyd/Huntoon Osca in second place. At 4.20 the Hangsen/Eager 1,342 c.c. Osca, laying third in its class, went out with a broken axle; and at 5 p.m. Taruffi/Schell relinquished second position when they had a very long pit stop for adjusting practically

non-existent brakes. The Davis/Poole Porsche—the identical car driven by Hans Herrmann in the Pan-American race—was also running with weak brakes. During practice the day before, the two drivers found the brake drums had cracked, so accordingly took the drums off their standard Porsche and installed them on the competition car. The C-type Jaguar of Katskee/Wing was another brakeless car after too much cornering. The D Jaguar in which Walters had achieved the fastest lap of the day at 3 mins. 34 secs., was now being held down a little by pit signals, but the Maseratis were moving very fast.

At 6 p.m. team manager Dan Ghelfi gave Cesare Perdita (Maserati) the signal to "attack", and he obeyed instructions, lapping at between 3 mins. 42 secs. and 3 mins. 44 secs. After a few fast laps, Perdita signalled that he had lost third gear. Ghelfi signalled back, "Use the other three".

Jackie Cooper's Austin-Healey went off the course shortly after 6.06 p.m. and he dug with bare hands for many minutes before dislodging the car from the sand. Hawthorn now got the signal to speed up. The positions were Hawthorn/Walters (Jaguar), Hill/Shelby (Ferrari), Valenzano/Perdita (Maserati), Taruffi/Schell (Ferrari), Spear/Johnston (Maserati), Moss/Macklin (Austin-Healey), Lloyd/Huntoon (Osca), Davis/Poole (Porsche), Fergusson/Keith (Austin-Healey), and Cook/Rand (Austin-Healey). The last-

named, who had moved up to 10th in the seventh hour, were pleasing Donald Healey, who waved them on from the pits.

III Luck for Lotus

The Scott/Samuelson Lotus, which had been trading first place with the Miller/Rabe Lotus for Class G leadership and Index of Performance, had tough luck. The sun was right on the horizon, just before lighting time, and it blinded Samuelson as he was making a turn. The Lotus left the road, hitting a rock and breaking the sump—and that finished its race.

At 7.15, the Lloyd/Huntoon Osca made another of a series of pit stops, which had haunted last year's winning car all day. Early in the day they began running out of brakes and kept taking them up. Later Huntoon took over and on right-hand turns heard noises like a kid running a stick along a picket fence. He listened and couldn't figure it out. The gauges were all right, so he kept going. Then the handling became decidedly erratic, so he stopped at the pits. When he applied his brakes the front end went down on the ground, and they discovered that three wheels had collapsed, two in front and one in back. The back wheel had only three spokes left and looked like a bale of hay. (The wheels were American-made.) Four new wheels were installed and Huntoon went back to the race.

The Osca then started overheating.



"Usual international signals, but you gotta remember we've done away with the red flag around here. . . ."



ACQUISITION: Norman Scott brings his new Mark IX Lotus in after practice. He ran well in the race until a stone holed the sump.



DREAMING OF DRIVING: During practice, Frank Miller, who had been working on his Lotus all the night before, turns over the car to George Rabe and takes a nap.

All of the big Cunningham-owned cars were in the pits, and there was no room for the Osca, so Huntoon was forced to keep going. Finally they made room for him and the pit crew found the Sunday supplement of the *Miami Herald* slapped across the Osca's radiator intake. When Lloyd took over, they changed the fifth wheel as it had broken a spoke. Now, at 7.15 p.m., Huntoon was taking over again and would get to ride only three-quarters of an hour before installing wheels Nos. 7 and 8. And at 8 p.m., Huntoon heard noises like a bunch of walnuts dropping into a meat grinder. He made the corner, tried second, and there was nothing there, so he put it back into high. When he reached the U-turn leading into the main straight he tried first and found none. Reverse was gone too. As he passed the pits he signalled to Momo that he had only high gear left. When he came round again the board read, "Keep going!" So the Lloyd/Huntoon Osca, which finished second on Index, went through its last two hours with only one gear and no brakes. It was one tired automobile! But the engine was still superb.

Around 8 p.m. the D Jaguar was lapping the dark course in 4 minutes and the Hill/Shelby Ferrari was doing it in 3 mins. 55 secs. The Ferrari brakes were fading and the D's were juddering. The Cooper/Moore Austin-Healey stopped on the back stretch with master switch trouble, but Roy Jackson-Moore repaired it and got back in the race. And shortly before 9 the D Jaguar went by laying a smoke screen. Next lap it seemed to have cured itself. By this time the two leaders had completed 167 laps, Valenzano/Perdisa were two laps behind, Taruffi/Schell had done 163, and Spear/Johnston and Moss/Macklin had completed 161 each. The Dreyfus/Grier Arnolt-Bristol developed lighting and brake trouble, slowing the car considerably and letting the Rothschild/Kunz Morgan go by to separate the three Arnolt-Bristols which

had been running first, second and third in their class.

The last hour was dramatic. Shelby, his arm still in a cast from his Pan-American road race accident, was pushing hard trying to catch Walters, who kept the D Jaguar out of reach. Walters made several fast pit stops because of fouled plugs and Shelby moved closer and closer. Crawford, after driving all the way, was called in because something was dragging. His crew made a quick repair, the driver climbed back into his cockpit, but the Kurtis stalled momentarily, then he was off.

Miller (Lotus) got "Go, Go, Go" on his pit signal board and thought the O'Shea/Koster Porsche, which was running second in Class G, was catching him. Actually it was a lap or two behind, but his pit crew had kept no charts. In his haste Miller overdid a corner and swiped a hay bale. Returning to his pits to check damage and finding it was minor, he handed the car over to Rabe. The latter was promptly black-flagged back to his pits for a faulty light. His crew made repairs, Miller got in, and this time the engine wouldn't start!

Time was running out. It was 9.50 and 51 cars were still in the race. Gregory was driving the Morewood/Derujinsky Ferrari Mondial at lightning speed; Shelby (Ferrari) was turning 3 mins. 54 secs.; Spear (Maserati) was fastest of all with 3 mins. 45 secs. to 3 mins. 46 secs.—and the bonnet of his car had not been opened during the 12 hours; Ceresole (Allard) stopped at his pits waiting to cross the line; Miller was pushing the Lotus up near the finish line to cross on his starter motor, which later disqualified him; more cars were lining up to cross; 10 p.m. arrived, the rocket went off and for the second successive year an Anglo-American team had won the United States' greatest sports car race. Of the 80 starters, 49

finished and two were disqualified. The winner's average speed was 79.3 m.p.h.

GENERAL CLASSIFICATION

1, Hawthorn/Walters (3,442 c.c. Jaguar), laps completed 183, 79.3 m.p.h.; 2, Hill/Shelby (2,999 c.c. Ferrari), 183; 3, Spear/Johnston (2,989 c.c. Maserati), 179; 4, Valenzano/Perdisa (2,989 c.c. Maserati), 179; 5, Taruffi/Schell (2,999 c.c. Ferrari), 178; 6, Moss/Macklin (2,660 c.c. Austin-Healey), 177; 7, Lloyd/Huntoon (1,492 c.c. Osca), 169; 8, Von Hanstein/Linge (1,498 c.c. Porsche), 166; 9, Braniff/Velazquez (1,492 c.c. Osca), 166; 10, Wallace/Thompson (3,442 c.c. Jaguar), 165; 11, Davis/Poole (1,488 c.c. Porsche), 163; 12, Boss/Kaplan (3,442 c.c. Jaguar), 162; 13, Crawford (5,196 c.c. Lincoln-Kurtis), 161; 14, E. Crawford/Urbas (1,488 c.c. Porsche), 161; 15, Brewster/Rutan (2,660 c.c. Austin-Healey), 160; 16, Cook/Wind (2,660 c.c. Austin-Healey), 156; 17, Katskee/Wing (3,442 c.c. Jaguar), 155; 18, Panks/Erickson (1,971 c.c. Arnolt-Bristol), 154; 19, Murphy/Hanks (5,420 c.c. Buick-Kurtis), 153; 20, Wyllie/Cracraft (3,442 c.c. Jaguar), 152; 21, Woodnorth/Hively (2,996 c.c. Mercedes-Benz), 152; 22, Guibardi/Wolf (2,719 c.c. Austin-Healey), 152; 23, O'Shea/Koster (1,089 c.c. Porsche), 152; 24, Wonder/Wellenberger (2,719 c.c. Austin-Healey), 151; 25, Arnolt/Goldrich (1,971 c.c. Arnolt-Bristol), 151; 26, Viltardi/Grossman (3,442 c.c. Jaguar), 149; 27, Rothschild/Kunz (1,988 c.c. Morgan), 149; 28, Feld/Ballinger (2,638 c.c. Excalibur), 148; 29, Dreyfus/Grier (1,971 c.c. Arnolt-Bristol), 148; 30, Weitz/Mackenzie (1,991 c.c. Morgan), 145; 31, Penn/Weldon (1,089 c.c. Siata), 145; 32, Fergusson/Keith (2,660 c.c. Austin-Healey), 143; 33, Norwood/Vitali (1,971 c.c. Arnolt-Bristol), 141; 34, Atkins/McKenna (1,488 c.c. Porsche), 141; 35, Flynn/Gonzalez (2,996 c.c. Mercedes-Benz), 139; 36, Brundage/Fowler (1,290 c.c. Porsche), 139; 37, Scherer/Davis (4,786 c.c. Ford-T), 138; 38, Ash/Black (1,250 c.c. M.G.), 137; 39, Ryan/Kinne (1,250 c.c. M.G.), 135; 40, Van Beuren/Towle (4,842 c.c. Van Beuren), 131; 41, Cooper/Moore (2,660 c.c. Austin-Healey), 131; 42, Hunt/Hanna (1,498 c.c. Porsche), 130; 43, Morewood/Derujinsky/Gregory (1,985 c.c. Ferrari), 124; 44, Miller/Atterway (748 c.c. Renault), 124; 45, Redélé/Pons (748 c.c. Renault), 120; 46, Gray/Ceresole (5,600 c.c. Allard), 101; 47, Dagavar/Garz (3,442 c.c. Jaguar), 73.

No. 79 (Lotus) Disqualified, not crossing under own power.

No. 80 (Abarth) Disqualified himself, infraction of gasoline rule.

80 cars started. 49 finished. 2 disqualified.

Fastest lap: Walters (Jaguar), 3 mins. 34 secs.
Index of Performance: 1, Hill/Shelby (Ferrari); 2, Lloyd/Huntoon (Osca); 3, Hawthorn/Walters (Jaguar); 4, Moss/Macklin (Austin-Healey); 5, Von Hanstein/Linge (Porsche); 6, Braniff/Velazquez (Osca); 7, Spear/Johnston (Maserati); 8, Valenzano/Perdisa (Maserati); 9, Taruffi/Schell (Ferrari).

Class Winners: B, Crawford (Lincoln-Kurtis); C, Hawthorn/Walters (Jaguar); D, Hill/Shelby (Ferrari); E, Panks/Erickson (Arnolt-Bristol); F, Lloyd/Huntoon (Osca); G, O'Shea/Koster (Porsche); H, Miller/Atterway (Renault).

SEBRING

Florida International 12 hour Grand Prix

AUSTIN-HEALEY 100S

1st 2nd 3rd

**in Series Production Class
6th in General Classification**

(Subject to official confirmation)

Drivers of 1st car—*Stirling Moss and Lance Macklin*

AUSTIN-HEALEY 100

—leads the world in sports car value

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★
SUCCESS came to Stan Jenkins (left), who in his Austin Special won the 4/44 Trophy Trial. He is seen on "High Terrain", watched by none other than Bob Gerard (fifth from left).

★

THE FOUR-FORTY-FOUR

FOR the 1955 version of their 4/44 Trophy Trial the Yorkshire Sports Car Club succeeded in putting on an event which combined a minimum of road work with a maximum amount of enjoyment. Two sites were used, both within easy reach of the Ilkley start, and some ideal terrain was found on open land in the morning and on some difficult tree-covered slopes in the afternoon.

Stan Jenkins, who is never far down when the awards list is announced, was on this occasion at the top after some very fine driving. Comparative newcomer Frank Harrison brought his recently completed F.H.S. into second place, a spot narrowly gained by virtue of an excellent test time.

It was in almost spring-like weather that Maurice Wilde led off the first group to the hills (for the 31 starters had been sub-divided into three). On the sections activity was everywhere—except, perhaps, near the upper reaches of some of the climbs.

In spite of its apparent severity this was hardly true of one climb, which went over two very pronounced humps into a bowl big enough to accommodate even Mike Wilson and his V8 F.M.B., for it was here that the good-humoured Yorkshireman stopped. Fellow-countryman Reg Phillips went out on the second hump, but Ken Hepplewhite (Ford) judged the whole 20 yards beautifully, as did Geoff Chandler, who showed fine throttle control over the corrugations in his Chandler. A different but equally successful method was shown by Stan Jenkins, whose Austin did a most sprightly dash all the way.

Following this came a short, sharp rise, where Cyril Corbishley was able to demonstrate the easy method of gaining top bonus marks and Reg Phillips did the same, without using anything like all the urge. Mike Wilson surged over, but Don Rayner, unusually propelled by 10 h.p. with Don Ackernley's car, stalled low down.

Tucked away in the middle of the many observed pieces was a timed climb which was to prove of some value later. It was about 100 yards in length travelling through an acute "S" bend where Bernard Noble (B.N.) almost lost his way when he overlooked the markers. It was here that Frank Harrison, Johnny Broadhead and Tony Marsh recorded respectively 17.4 secs., 18 secs. and 21 secs., and these figures later decided the destination of one of the two trophies.

Had the next hill been timed, Johnny Broadhead would have probably won it with seconds to spare, so quickly did he cover the long grass-covered rise. But

Jack would not have been much in front of Reg Phillips, whose Le Tout became airborne over the top. Cyril Corbishley was more sedate in the C.C.S.4, but just as effective. These three climbs came after a spate of failures, for to get to the straight run a somewhat boggy 10 yards through a right-hand bend had to be overcome. This was the downfall of several, including Doctor Jim Lilley (R.M.S.I.) and L. Newey, driving a rather modified version of the Bold Special in which Cyril Bold notched so many notable successes (Cyril himself was a slightly sad spectator). It was more than surprising to see Stan Jenkins fail low down. He made a quiet start, treating the doubtful surface with caution, but unfortunately it proved just *too* cautious.

After lunch the field had lost three of the morning starters, for Frank Lewis had some back axle trouble with his Squamigerous and Norman Carr's Trafford had broken the welding on its torque tube. The third man who failed to continue was Don Rayner (Dellow).

Chew's Hough was a long climb on moist earth, the gradient being steeper halfway up and at the finish. It did not cause a lot of trouble and Mike Wilson, although slowing a little towards the end, nevertheless emulated many others in dashing out of sight. Peter Clay (Phoenix) stopped by some interested spectators only a brief five yards from the top, and this fate also befell Gordon Gartside (Gartside), W. Howarth (Ausford) and D. H. Winstanley (Ford). "Doc" Lilley used a very correct line, but his son, John Lilley, met trouble and perforce retired with a broken front end.

Of the climbs grouped together,

★
FAILURE was the lot of "Doc" Lilley's son, John. His new special, which is fitted with an overhead-valve J.A.P. engine, broke its front end on Chew's Hough.

★



Howden Bank and Tin Pan Alley were the gems and formed the centre of attraction. Geoff Chandler came to the first and went so high that this was thought to be the limit. Cyril Corbishley proved the fallacy of this, for, coming along later, he shot over the loam-covered rise like a rocket to land smiling on the path above. Soon Johnny Broadhead appeared and, seeing the "clog heavy" as the key to success, used just that. Unfortunately his very light car went sideways, and only by skilful handling did Johnny gain the finish. Stan Jenkins was determined to get his morning effort right out of his system, so his climb never looked like being anything but successful, but Dr. Lilley had the hardest possible luck in failing just short of the finish.

Tin Pan Alley wound its way up the steep hillside over loam and bracken, and was notable for a prominent marker at its foot, where many good climbs were foiled. It seemed harsh that to touch this meant loss of the hill, but there it was, and Bernard Noble (B.N.), Reg Phillips (Le Tout) and Norman Coates (N.H.C.) were all caught out by it. Jack Broadhead and Stan Jenkins were on Tin Pan Alley early, and made good climbs. But it was failure for many who followed until that remarkable Midlander, Tony Marsh, brought his blown Dellow along.

A third climb lay by the side of a stone wall, where an optimistic marshal warned competitors about a risky bit near the top. Ralph Needham was one of the few who needed those words of caution, for a brilliant effort brought him within a whisker of the finish. A bump much nearer the start stopped Bernard Noble, while Cyril Corbishley and Denis Flather (Keystone II) halted just above.

The first two hills in the quarry (the scene of most of the afternoon efforts) had met with mixed success, for while the first was climbed four times, the second, a long twisting loam-covered run, had proved impossible. It was Stan Jenkins who climbed highest on the second, but his performance was then equalled by Geoff Chandler and Gordon Gartside.

WILSON ROGERS.

PROVISIONAL RESULTS

4/44 Trophy: J. S. Jenkins (Austin), 91 marks.

Gambles Trophy: F. Harrison (F.H.S.), 86.

First Class Awards: J. C. Broadhead (J.C.B.), 86; A. E. Marsh (Dellow), 86; R. C. Needham (Needham), 80; C. Corbishley (C.C.S.4), 77. Team Award: J. S. Jenkins, C. Corbishley and R. W. Phillips, 230 marks.

5TH R.A.C.
INTERNATIONAL BRITISH RALLY



3-LITRE
(R. Adams and D. Wilkins)

FIRST
FOR THE SECOND YEAR
IN SUCCESSION
IN CLASS 4

*

FOURTH
in General Classification

ALVIS LIMITED • COVENTRY

Subject to official confirmation

NEWS FROM THE CLUBS

By Wilson McComb

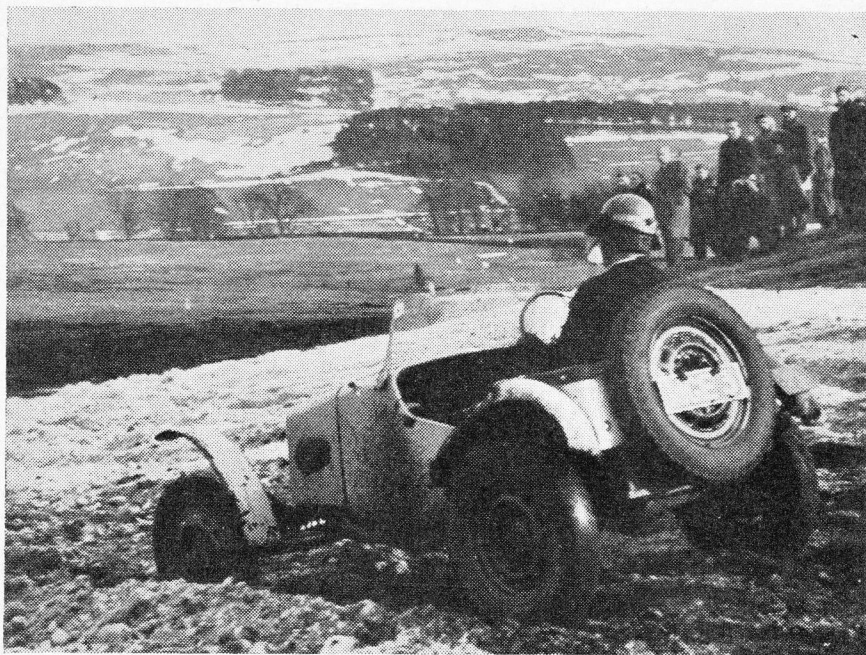
WHAT a weekend this is going to be!

Tonight at some time after nine o'clock, members of the Eight Clubs will start on their third Eastbourne Rally, organized this year by Holland Birkett and, by all accounts, promising to be somewhat unusual in form. Tomorrow at 2 p.m. the Snetterton Motor Racing Club will commence their first closed invitation race meeting, while at the same time in far-off Sussex the B.A.R.C. boys will be lining up on the grid at Goodwood, ready to start on their first Members' Meeting of the season. The Vintage S.C.C. will be in the middle of their Pomeroy Memorial Trophy Competition at Silverstone, and in North Wales, the Wirral "100" M.C. will be enjoying a sprint meeting at the unpronounceable Rhydymwyn; this, too, is a closed invitation event, like Saturday morning's Spring Sporting Trial at Broxton, run by the Mid-Cheshire M.C.

With the approach of Saturday evening, the rally enthusiasts come into their own in events run by the Herefordshire M.C., Burnham-on-Sea M.C., Aberdeen and District M.C. (jointly with the Riley M.C.'s Highland Centre) and B.A.R.C. Yorkshire Centre. Sunday, too, brings its share of activity, with rallies, trials and autocross meetings in England, Ireland, Scotland and Wales.

Many folk, one foot planted firmly on the brass rail, have stated gloomily that 1954 was a "peak" year which could only be followed by a recession in motor sporting activity. This, the first weekend of spring, thus takes on the nature of a test period. If all these events receive their fair quota of entries and starters, then it looks as if the barometer is set fair for a quite outstanding season in 1955. It doesn't seem possible that there are enough competitors to go round, but it may be so—and here's hoping that it is!

To be held under a National permit on 22nd/23rd April, the *Birmingham Post Rally*, organized by the **Midland A.C.**, will be run over a course of some 400 miles in the Midlands and Wales. Any holder of a full competition licence may compete in cars of four categories—production touring, "Grand Touring", modified touring, and sports, with four capacity classes in the first category and two in the other three; there is a full range of awards. The start is from the Civic Centre, Birmingham, from 10 p.m. on the Friday and the finish will be in the Droitwich area. Full details and entry forms (closing date, 4th April) are obtainable from the Midland A.C., Temple House, 184 Bath Road, Birmingham 15. . . . Starting tomorrow night, however, is the **Herefordshire M.C.'s** fifth Welsh Rally, on which the first cars set out at 7.30 p.m. from the four starting points of Ledbury, Hagley, Shrews-



SNOWY SPRINGTIME: Against a white background, Peter Hughes (Harfeach) sets out to win his class in the Scottish M.G.C.C.'s Spring Autocross on 13th March.

bury and Brecon, on a 375-mile route finishing at Leominster. . . . Another one on the list of new clubs is the **Melton Mowbray C.C.**, the secretary being J. R. Fishwick, "Dun Roamin", Knossington, Oakham, Rutland. . . . The **Isle of Wight C.C.'s** fourth rally and *concours d'élégance* starts from Esso House, Abingdon, on the afternoon of 29th April, whence competitors set off for wild and woolly Wales, returning to the Isle of Wight after some 400 miles, for driving tests, followed by a *concours* on the Sunday. Entries are welcomed from the Herefordshire, South Wales, B.A.R.C., M.C.C., London Motor Club, West Hants and Dorset and Southsea clubs—before 16th April. . . . As a preliminary to the Circuit of Ireland at Easter, the **Armagh and D.M.C.** will be holding a trial on 2nd April, with the start at Moira, Co. Down, and with driving tests at Maghaberry airfield. . . . The **South Wales A.C.** have a new course for their hill-climb at Castel Farm Hill, near Bridgend, on Easter Monday, 11th April. The new course leads off the old one, and should prove to be more interesting than before, with a number of twists and corners. . . . Big event on the **Lancashire and Cheshire C.C.** calendar is the 14th Derbyshire Trial, which will be held on 24th April, starting and finishing at the New Inns Hotel, Alsop-en-le-Dale, near Ashbourne. This is an R.A.C. championship and B.T.D.A. event, and full details may be obtained from Ken Bailey, Tresco, Claremont Drive, Timperly, Ches. Before then, however, they are running a driving test meeting at Barton Airport on 17th April, and later on 21st May, there is the club's Oulton Park race meeting. . . . A week earlier, on 14th May, the **Maidstone and Mid-Kent M.C.** will hold their usual race meeting at Silverstone. For regs. and other details, write to L. G. Riley, Rilco Glass Co., Ltd., P.O. Box No. 27, Maidstone, Kent. . . . Incidentally, the **West Essex C.C.** forgot to mention in their recent advertisement that the

National Speed Trial on 3rd April will include a class for racing cars as well as those for standard saloons and sports cars; regs. from A. J. Beagle, 2 The Leas, Avon Road, Upminster, Essex. . . . **Association of Northern Car Clubs** will hold their 29th meeting in the Grand Hotel, Manchester, at 7.30 p.m. on 13th April. . . . Although the list does not close until 2nd April, entries for the **London M.C.'s** Little Rally (16th April) have reached 50 at the time of writing, with applications from as far afield as Lincoln, Llandrindod Wells, Garstang, Ilfracombe, Swindon and Norwich. Satisfaction is being evinced at Robin Hill, Coombe Hill Road, Kingston-on-Thames. . . . A pleasant surprise for the **Gosport A.C.** is the fact that their usual sprint course, to which they bade farewell last September, will still be available for their meeting on 24th April. Classes for saloons, sports and racing cars, quantities of trophies (up to 42 class awards if entries warrant them), and an invitation to the B.A.R.C., Bugatti O.C., Chiltern C.C., West Hants and Dorset C.C., Vintage S.C.C., B.R.S.C.C. and 750 M.C.—what more could you want? P. E. Heke, 44 Burney Road, Gosport, will close the entry list on 16th April. Contrariwise, entries will be accepted at the start for the club's next treasure hunt, which will leave Quay Street Car Park, Fareham, between 6.30 and 7.15 p.m. tomorrow. . . . "Journey into Space" is the title of the **Falcon M.C.'s** navigation rally on 2nd/3rd April, a novel event calling for precise navigation over a distance of 90 miles. Members of the Chiltern C.C., Cambridge '50 C.C., Herts County A. and A.C., Hants and Berks M.C., N.L.E.C.C. and Peterborough M.C. are invited to enter, and regs. may be had from H. R. Smart, 110 Horseferry Road, Westminster, S.W.1. Rather too late comes news of the same club's "Wintercross", an informal affair of driving tests and the like starting at 2.30 p.m. tomorrow from the Chalet Café, Mardley Hill, Welwyn.

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EVENING IN CLYDESDALE

EACH year the Lanarkshire Car Club's Clydesdale Rally grows more difficult, and on 11th March a first-class entry saw such a variety of tactics used within the short space of one evening that they were completely foxed. A remarkable item on the results sheet was the fact that the competitors coming nearest to beating the official wisecracks were two teams of brothers—the Dymocks in a Standard Vanguard and the Sturrocks in a Morgan. Craig Dymock lost one mark and Howard Sturrock five in a well-planned event which included a road section to be covered with a marked map, similar to those used in the London Rally, another to be covered by adhering to ball-and-arrow signs on a detailed sheet, and a final section dealt with as in the R.A.C. Rally.

This made good fun and provided the competitors with much to think about. Jim McWilliam (Ford Zephyr) got cross-eyed working out the ball-and-arrow directions, while even J. McN. Brown, in a very healthy Triumph TR2, got utterly befogged in the first section and was forced to retire. But retirements and tall tales were the order of the night at the final control; we liked particularly the one about Peter Hughes reporting at practically every check point in the rally, and having great difficulty in convincing the marshals that he was out on a recce for a Scottish S.C.C. event.

There were two good driving tests—a forward-and-reverse among garages and a manoeuvring test with much stopping astride. Best time in the garaging test was clocked by J. Wilson (Triumph TR2), while that promising young driver Ronnie Abbott—also TR2-ing—made the best time in the manoeuvring test. In addition to losing the least marks on the road, Craig Dymock made the best time in his class for both tests with his Standard Vanguard. Bob Macpherson (Ford) clipped his first pylon in two years of consistent rallying and, as though such departures were fashionable, David Jack's Riley suffered its first mechanical derangement by breaking a half-shaft after almost three years of gaining a goodly share of the awards.

The only other mishap happened to A. Coke's Lea-Francis, which was having brake bothers and finished up by trying conclusions with a stone wall. Fortunately the outcome was merely a bent wing, and he was among the throng which gathered in Langbank's Eastbank Hotel to await the results.

Results

Premier Award: C. Dymock (Standard Vanguard).
Open Cars, unlimited: H. F. Sturrock (Morgan).
Closed Cars, up to 1,500 c.c.: W. Clelland (Riley).
Closed Cars, over 1,500 c.c.: T. J. Wishart (Humber).
Novices' Award: D. Baird (Ford).
Team Award: C. Dymock and W. Clelland.

NOCTURNAL INTERLUDE

THE Scottish Sporting Car Club's Night Navigation Trial, on 12th March, was a well supported and interesting event. Organized by Peter Hughes, John Churchill and Nigel Kennedy, it utilized the minimum of marshals and the

maximum of ingenuity, so that navigators were kept on their toes all the time.

In a short stretch of the first section, covering 18 miles, the competitors found themselves changing direction no less than twice within each mile. They were also confronted with the same landmarks looming up thrice in succession, because the organizers had inserted three sections which formed rough circles and had one stretch of road which was common to them all. This is the kind of tactic which undermines the morale of any navigator, and when his driver sees cars go off in entirely different directions from those which the navigator is advising, there is a tendency to bandy the occasional accusation.

To add to the general merriment there were passage controls in the form of marked boards inscribed with cumulative reference figures which, when assembled and read carelessly, might give the impression that the next section of the route was to be taken in reverse. This kind of thing leads to even such astute gentlemen as Pat Melville being seen some miles up muddy tracks where they have no right to be.

The first section consisted of but 27 road miles to be covered in 58 minutes. Some indication of the difficulties involved are shown by the fact that only one competitor arrived at the first time control early. And as he had opened the sealed envelope giving the map reference, he just doesn't count. Best of the entry in the first section were McAslan (TR2), Archer (Velox) and Trotter (Zephyr)—who lost 3, 4 and 5 mins. respectively in reaching the control.

In the second half of the route, competitors had to visit three map references where they collected the clues leading to other two points and also to the final control. To cover the route within the specified time the various references had to be visited in specific order. If you did not fathom out the correct order then a deal of extra motoring was involved. It was all too obvious that most of the entry did not figure out the most efficient method and, although the final control was correctly located, it was remarkable how many competitors landed on a road directly above it and had to do quite a bit of twisting and turning to get at a sunken road.

A very good performance was that of Mrs. Meikle, who, navigating her husband's Jaguar, was only 8 mins. late. There were good navigators in J. C. Downes's M.G. TC and A. K. Forrest's Magnette, while J. G. Clarke is fortunate in having Douglas Baird to navigate his Minx. But we must lift our hats to Iain Bennie for a consistency which seldom fails, and we can imagine that, in the near future, Bob Macpherson will be offered bags of gold for the use of his navigator.

The event was difficult but enjoyable and it was rather a pity that the late arrival and early departure of two S.S.C.C. officials resulted in some delay over special tests which, however, were not actually needed to decide the results. It also seems odd that the organizers of

the event should have provisional results ready within half an hour of the finish of the event, yet not have these results approved by the club committee until the following Thursday.

Results

Premier Award: R. D. Macpherson/I. Bennie (Ford), 28 marks lost.
Class A1. First Class Award: C. C. MacFarlane/J. Donaldson (Morris), 60.
Class A2. First Class Award: J. G. Clarke/D. Baird (Hillman Minx), 29; A. D. Horne/R. H. McCallum (Ford), 40.
Second Class Award: A. K. Forrest/N. D. McCandlish (M.G.), 47.
Class A3. First Class Award: H. A. G. Meikle/Mrs. Meikle (Jaguar), 30.
Second Class Award: H. R. Trotter/J. MacDonnell (Ford), 31.
Class B. First Class Award: A. D. R. McAslan/C. Ross (Triumph TR2), 41.
Second Class Award: J. L. Murray/D. Worton (M.G. TD), 49; J. McN. Brown/J. Baird (Triumph TR2), 50.

SCOTS AUTOCROSS

ALTHOUGH the entry was poor, competitors had a good day's sport at the Spring Autocross run by the M.G. Car Club's Scottish Centre on 13th March. The course was a ¼-mile circuit of a field near Romano Bridge, and competitors were sent off two at a time to make two laps of the circuit. This resulted in some good tussles, excitement being added by the fact that the surface of the course was slippery and on two sections there were remnants of recent snowdrifts.

The event was run on the "knockout" principle, and in the class for saloon cars an auspicious beginning by Bob Macpherson (Ford) was rapidly set at naught when Peter Hughes' much-modified Zephyr really got steam up. Brig Morris in his big 4,375 c.c. Allard was much too much for Ronnie Alexander's tuned Ford Prefect. He was also in prime form against Hughes' Zephyr and the Allard won the final heat by almost 100 yards.

In the open car class, Norman Lithgow (H.R.G.) gave a demonstration of controlled rough riding that made little of the opposition. He beat George Gibson (M.G. TF), sprayed Charlie Robertson's Morgan with so much mud that Charlie had to retire, and then trounced Mainland's M.G. TC.

Specials, saloons and open cars all had a go in Class D, and in the opening heat Jimmy Murray's faithful old Murre was no match for Peter Hughes' Harfeach. Charles Robertson had his revenge on the Lithgow H.R.G. in the third heat only to fall a victim to Brig Morris, who was driving his Allard with remarkable verve. W. Brearley, in his Ford-engined F.M.C. Special, beat Macpherson's Ford but did not have enough grip on the mud and snow to head off the Harfeach, despite a very gallant try. Ronnie Alexander spun his Prefect in an exciting scrap with Gibson's TF, but in the first semi-final George fell to the nippy little Harfeach. In the second semi-final Morris was, perhaps, just a little too ambitious, for a wild slide on the last bend let Nigel Kennedy through in his yellow Burdmonk. The Burdmonk blew a gasket in winning this semi-final, so it was sportingly suggested that both he and Hughes should make a timed run in the Harfeach to decide the class. Having been driving the Harfeach more often than its other part-owner, Hughes clocked 2 mins. 49 secs. against Kennedy's 3 mins. 7 secs. and won the day.

Results

Closed Cars, any capacity: W. Morris (Allard).
Production Cars, open, unlimited: N. T. Lithgow (H.R.G.).
All Cars, including specials: 1. P. S. Hughes (Harfeach); 2. N. A. Kennedy (Burdmonk).

Eire Echoes

By Jack O'Donoghue

THE announcement that Abingdon is to re-enter the hurly-burly of competition, and that a team of M.G.s has been entered for Le Mans, aroused much interest here in Ireland, where the marque has enjoyed a wonderful popularity for a very long time. The fact that Joe Flynn has been offered a place on the works team is a matter of great satisfaction to the very many Irish enthusiasts who have watched Joe's evolution into a top-class sports car driver with his well-known red TC.

Not since 1937, when George Mangan co-drove with Kay Petre in a 750 c.c. Austin, have we had a Southerner in a works entry at Le Mans. The very good wishes of all Irish enthusiasts will go with Joe to Le Mans.

The weather has certainly been the bogey-man of the sport here during the last month. The Dublin University M.C.'s night rally, over a 50-mile course in the Dublin Mountains on 11th February, was really the first event to suffer. Possibly because of the weather, the entry was small, but the combination of darkness, rain, wind and snow on the test sites gave drivers something to think about. Noel Gleeson (Volkswagen) was a star performer in the tests but lost his way, leaving Alex Malcolm to have a field day (night?) with his Buckler and romp home an easy winner.

The Munster Motor Club held their Winter Trial, for the trophy which bears the rather odd name of the Motor Relic Cup, on 20th February. The organizers were rewarded with one of the largest entries seen for years at a Sunday event in Cork. This must be a source of great satisfaction to them, because the new committee are putting a whale of a lot of work into events. The route for the event consisted of two laps of a course in the Bishopstown-Waterfall area, not far from the city. This involved about 35 miles of driving with 12 tests, all putting a premium on skill rather than furious driving, and that old fox Declan O'Leary eventually ran out winner.

The Trials Drivers' Club held another mud-plug on 5th March in that favourite stamping ground for this type of event, across Sugar Loaf to Calary Bog and Ballyremon Commons. Everyone had three "goes" at 10 observed sections and three driving tests. However, the tests were only included to sort out possible ties and this was not necessary as the event was notable for the return of Jack Toohey to the sport. Jack showed he had lost none of his pre-war form and, driving a shiny new English-assembled and blown Dellow (the only one of its kind in captivity over here; the others are not so pure bred), he won by a clear 15½ marks from Dick Nash of Limerick, also in a Dellow. Jack Gibney was third, four marks behind Dick.

On the previous evening, the Leinster Motor Club laid on the second of their annual mystery rallies. This time Hor-

ner Beckett posed the problems and the course, about 50 miles in length, led competitors from St. Stephen's Green through Newlands to the Rocky Valley and Bray. Dr. T. J. MacDougald wrested the palm from Sheila O'Leary, who won last year. Seems that the M.G. club types are very good mystery ralliers. It is a constant source of amazement to many how Dr. MacDougald's old 1½-litre M.G. saloon keeps on figuring in awards lists after a very hard life, indeed with dozens of trials to its credit as well as 93,000 miles of general practice.

The Leinster Motor Club had the misfortune to choose 26th February for their Lincoln and Nolan Cup trial. That week-end, roads were either impassable or impossible over most of Ireland. So a new date has been granted and the trial has been transferred to 23rd April, the day before the Tipperary Club's Dungarvan Hill-Climb.

Lack of space prevents the publication in this week's issue of a report on the final Hewison event of the season, the Irish M.R.C.'s St. Patrick's Day Trial on 17th March, but here, for the record, are the results of the event. Hopkirk's victory gives him undisputed possession of the Hewison Trophy.

Results

Spring Cup: P. B. Hopkirk (Volkswagen), 171.2 marks.

First Class Awards: H. Beckett (Ford Special), 171.2; A. L. Young (Dellow), 172.0; N. R. Young (Ford Special), 172.4; S. H. Logan (M.G.), 172.8; E. Connell (MM 4), 174.0.

Second Class Awards: J. M. Wolfe (Dellow), 175.0; J. D. O'Leary (Volkswagen), 177.8; R. A. Laird (Triumph), 181.2; A. D. Malcolm (Buckler), 183.8; K. P. Murray (Ford), 188.2.

Special Award: D. Akerlind (Ford) 228.8.

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(Left) Ian Scott-Watson (DKW) passes through the final check, at the end of the first day's run in the Falkirk Two-Day Rally.

FALKIRK FROLICS

A. J. J. Ross (Sunbeam-Talbot) Wins Difficult Two-Day Rally

THE first "closed invitation" event of the Scottish season was the Falkirk and District Motor Club's Two-Day Rally, staged on 5th/6th March. The weather was fine for the occasion, but on many Border roads there was still snow and ice, while on those that had been cleared by the snow plough, there were seven-foot drifts at each side. All of this added to the week-end's sport and had one hill road not been completely impassable, the event, besides being arduous, would have been very hotly contested.

The rally was won on the road and although the route directions on the Saturday were simple and concise, only six of the entry had clean sheets at the day's end. Lulled into security by the detailing of the turnings to be made from the starting point to the first check, competitors suddenly came alive to the fact that the final distance to Check 2 was not on the route sheet, and they were covering a regularity stretch that could, of course, be of any length. The same procedure was adopted in the third section and, in the fourth, entrants were called upon to plot the map reference of the third check from sheets which, despite giving accurate changes of direction, did not mention a single place name.

So it was that on Saturday night only Jack Hally (Jaguar), A. Munro Brown (Ford Zephyr), J. McN. Brown (Triumph TR2), W. Murray (Sunbeam-Talbot), W. A. Morris (Allard) and R. D. Macpherson (Ford) were free from penalty. Things were still very open, nevertheless, as a good number of the entry had lost very few marks indeed.

Sunday, however, put the cat among the pigeons. From the night stopping place at Peebles the entry set off by Innerleithen and Traquair, and Bob Macpherson's navigator got off to a bad start by losing 60 marks in the first section. In the second, more of the entry collected penalties, but it was the third section which really sorted out the rally. To reach the given map reference and stay on the map specified for the event, the field had to take a hill road near Longformacus. It could be reached by two other loops of road, but these were off the official map, so two-thirds of the entry made blithely for B.6355. The hill was stormed by two of their number—who had to be dug out of the snow and brought back again! Wilf Young's little Young Special could be lifted bodily out of the snow, but David Jack's Riley had to be towed out, and what with Triumphs and M.G.s trying out a side road ending in a farm, and

then retracing their tyre treads to get in among the entry once more, there wasn't a single competitor who got through the third of Sunday's sections without losing the maximum number of penalties.

Those who swung out of the section and went round by Dunbar were fortunate and clocked in at all the controls, but at least 15 of the entry opted to go by the main Edinburgh road, A68, where to add to their joys a huge six-wheeler had skidded into the banked-up snow and jammed traffic for about half an hour. To get things sorted out the Falkirk president, Jim Morrison, gave those competitors the location of the fourth control. In making their way there without having been to control three, they piled up the maximum penalty points for both of the sections.

This was unfortunate, as, in the three very tight sections which concluded the rally, some of these heavily penalized competitors did remarkably well—notably R. F. Monteith (Singer), Jimmy Murray (M.G.) and David Jack (Riley). But there were no long faces at the finish. Although conditions had been arduous, it was obvious that the competitors had enjoyed themselves, the award winners were acclaimed as having earned their reward, and this two-day rally finished in pleasant sociability over a meal at the Inch Yra Grange Hotel, Polmont.

A. N. FORD.

Results

Premier Award: A. J. J. Ross (Sunbeam-Talbot), 32 marks lost.

Under 1,500 c.c., open: W. Young (Young Special), 64. **Over 1,500 c.c., open:** W. A. Morris (Allard), 36. **Under 1,500 c.c., closed:** D. Hunter (Volkswagen), 40. **Over 1,500 c.c., closed:** A. J. J. Ross.

Team Award: J. Worton (Standard Vanguard) and J. Murray (M.G.).

Novice Award: J. R. MacDonald (Ford).

PUBLIC SCHOOLS' M.C. A.G.M.

AT the recent Annual General Meeting of the Public Schools' Motoring Club, Philip Fotheringham-Parker was elected the club's new President. D. Wilkinson has unfortunately had to resign from the post of Chairman, and his place has been taken over by M. F. Ellis, who has for some years acted as Secretary. The latter position has been filled by E. D. Stannard, 33, Carnaby Street, London, W.1.

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Small's D.H.S. Beats Oliver's Cannon Special in 750 M.C. Trial

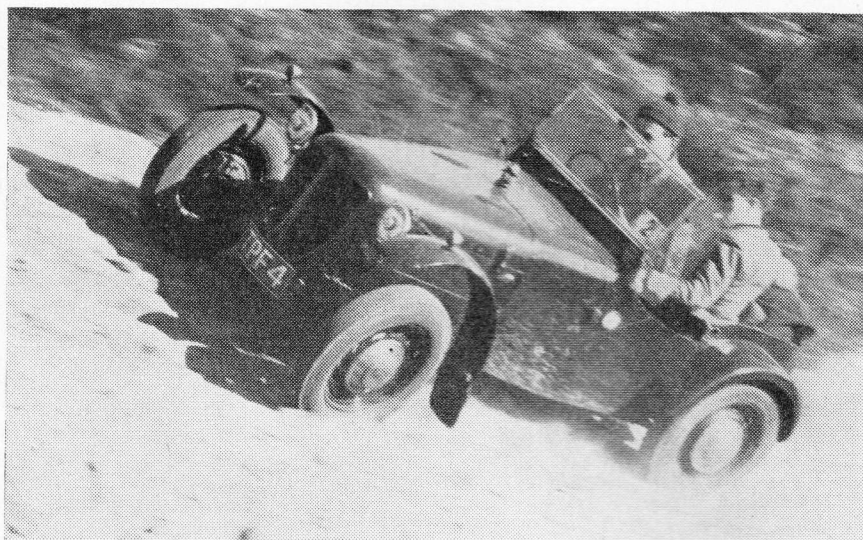
THE 750 Motor Club were fortunate in their venue for the annual All Comers' Trial, having the wide expanse of St. Catherine's Plain, near Hurn Airport, on which to plan their course. This year 18 sections were used, covering the area fairly closely. The start was at 11 a.m., and some 30 competitors from the 750 and West Hants and Dorset clubs came to the first group of hills. Of these, No. 3 was long, straight and bumpy, with a sharp right-hand twist at the top. It gave the specials and sports cars no trouble, although a number of cars were airborne over the final hump. Hamilton-Fletcher (Dellow) was confident, as were R. A. Collingwood, D. J. C. Bowles and D. H. Small. Oliver's Cannon Special made light of it, but E. M. Roger's Morgan came up at tremendous speed, sliding wildly, and took off abruptly over the hump. After landing with a shattering crash it bounced among the gorse bushes and proceeded on its way at a reduced rate.

Section 4 was straight and very steep, with a loose surface. Hacker's Buckler failed, Roger's Morgan dug itself in. D. R. Norris made a desperate effort, but Oliver shot straight up with the Cannon, turning sharply at the top, while the marshal in charge took cover behind a concrete pylon.

Another hill had a tricky turn between a very solid tree and a stump, with just enough room to get through, followed by a hump and an S-bend. All this called for careful placing, and the right amount of throttle. S. G. Lockyer's Ford failed on the sharp hump, a fate which was shared by C. D. Peel's venerable Austin 7 saloon, which stopped permanently amid huge clouds of burning Ferodo. Dr. Marie Kelleher's attractive Minx coupé hit the stump and stopped, a large dog baling out at the critical moment! N. C. Payton's Vanguard was a bit too big for the gap and took things easily, while M. F. J. Edwards's Ford 8 seemed overgeared, and was coaxed away from the line only with difficulty. R. C. Warne's Austin 7 saloon was very good indeed, but K. P. Stanton's similar model required manual assistance.

At a further group of sections, all of which were extremely steep, with a dry, sandy surface, Small's D.H.S. and Oliver's Cannon fairly romped up. R. H. R. Hacker's Buckler got into the second sub-section before it failed. Walters's A40 Sports and Norris's Ford made valiant efforts, and P. G. Cooper's Ford Popular reversed down so quickly that it became completely airborne at one place. The one-time "tough man" of trials, Leslie Onslow Bartlett, was having an afternoon's fun with a rather battered Ford saloon (passengered by three children) and performed remarkably well, beating many of the sports cars and driving with his usual abandon.

Among the unfortunates, F. Bruce White's 1931 M.G. Midget retired with transmission trouble, Peel's Austin



UNDER WAY: D. H. Small's D.H.S. gets up speed on one of the earlier section's of the 750 M.C.'s All Comers' Trial, which he won.

burned out its clutch, several people hit tree stumps with varying degrees of damage, and quite a number of cars stopped around the course to cool off. One or two provided light relief by diving into the rhododendron bushes, and one driver wore a large crash helmet and a very determined expression, to the great joy of a very cheerful crowd of spectators.

A. HOLLISTER.

PROVISIONAL RESULTS

Class 1: 1, D. H. Small (D.H.S.), 65½ marks; 2, A. Oliver (Cannon), 65; 3, R. A. Collingwood (Vauxford), 62. Class 2: 1, T. Tokeley (Austin Special), 57; 2, D. R. Norris (Ford 8), 54; 3, B. Cooper (M.G. PB), 40. Class 3: 1, H. G. W. Kendrick (Ford Popular), 33; 2, D. K. Rogerson (Austin), 32; 3, A. E. Reville (Morgan), 28. Class 4: 1, R. C. Warne (1928 Austin 7), 22; 2, K. P. Stanton (1928 Austin 7), 11.

SOME RECENT RESULTS

NORTH LONDON M.C. "OLD LONDON SHADES"

6th March

First: R. H. Bennington (1½-litre Riley), 77 points. Second: F. H. Arthur (Ford Anglia), 7. Third: B. Brock (Austin A.70), 56½.

MID-CHESHIRE M.C. SPRING RALLY

12th-13th March

Rally Winner. "The Birt Trophy" and Replica: H. C. Rogers (Triumph TR2), 10 marks lost.

Lady Winner. "The Peggy Marsh Trophy": Miss L. B. Blunsum (Ford Prefect).

Highest Placed Mid-Cheshire M.C. Member: A. Moores (Austin).

Class 1. Cars up to 1,100 c.c., closed: 1, J. R. Laird (Standard 10); 2, A. Large (Morris). Class 2. Cars 1,100-1,650 c.c., closed: 1, W. J. E. McIntosh (Volkswagen); 2, R. M. Craig (Volkswagen). Class 4. Cars up to 1,900 c.c., open: 1, C. L. Kinns (H.R.G.); 2, S. G. Dyke (Morris Minor). Class 5A. Cars over 1,900 c.c., closed: 1, A. H. Shinn (Sunbeam-Talbot); 2, J. E. Briers (Jaguar). Class 5B. Cars over 1,900 c.c., open: 1, J. W. Waddington (Triumph TR2); 2, G. B. Ward (Triumph TR2).

WARRINGTON & DISTRICT MOTOR CLUB DAFFODIL RALLY

20th March

Best Performance: F. Snaylem (Triumph TR2), 38 marks lost.

Navigator's Award: T. H. Warburton.

Class A. Open and closed, up to 1,000 c.c.: M. Rutt (Austin A30), 63. Class B. Closed, 1,000-1,500 c.c.: R. M. Craig (Volkswagen), 53. Class C. Open, 1,000-1,500 c.c.: D. Lunt (Jowett Jupiter), 96. Class D. Closed, over 1,500 c.c.: A. H. Shinn (Sunbeam-Talbot), 60.

Team Award: Wirral 100 Motor Club, R. M. Craig (Volkswagen), A. H. Shinn (Sunbeam-Talbot), D. Horswill (Sunbeam-Talbot), aggregate 201.

NEW "YOO-HOO" SECRETARY

FOLLOWING on the A.G.M. of the United Hospitals and University of London M.C., held on 25th February, the hon. secretary is now Mrs. B. H. Nelms, 10 Stamford Brook Road, London, W.6. Other officers are: Chairman, J. D. Nelms; Hon. Treasurer, R. D. Gotts; Comp. Secretary, B. Hardcastle; Hon. Medical Officer, Alexander Law; Committee, J. Anthony, I. Ridd, T. Holt, D. F. Bicknell, N. Freedman and D. Findlay.

CANNON WINS THE TAYLOR CUP

AN orchard in a valley at Old Soar, near Wrotham, Kent, was chosen by the Kentish Border Car Club for their J. B. Taylor Cup Trial on Sunday, 13th March. The 12 test hills ran up the steep sides of the valley among trees and brambles. On one side snow still lay thickly on the ground, and, when mixed with churned-up mud, presented a difficult surface even for well flattened tyres. But on the opposite side of the valley there was no snow, the surface being bone dry.

The first hill, with a sudden sharp incline half-way up, was in the "arctic" region. After the first eight drivers, including Rex Chappell, had failed to clear all the sections, it was generally assumed that the hill was insurmountable. Then Mike Cannon delighted the spectators by going over the top, followed soon afterwards by Percy Barden. Hill number two, with a good approach, looked easier but in practice proved even more difficult. Barden's seven being the highest mark. A third glacier-like climb beat all but Cannon and Barden.

Then came a move to the sunny side, where the last hill of the morning was mastered by 10 of the field of 17. There were eight more hills after lunch, the third of these losing Barden his lead by stopping him at the first section. The most spectacular hill was an up-and-down figure eight affair, winding among the tree trunks. Every driver failed to explore the final two sections, although Chappell and Cannon did better than most.

RESULTS

J. B. Taylor Cup: 1, M. R. B. Cannon (1,172 c.c. Cannon V); 2, R. F. Chappell (1,172 Cannonton).

Non-experts: 1, J. H. Appleton (1,172 Cannon VIII); 2, R. E. Rushbrook (1,172 Rushbrook).

Coming Attractions

March 25th/26th. Eight Clubs' Third Eastbourne Rally. Start, Warwick, Luton and Virginia Water, after 9 p.m.

March 26th. Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

B.A.R.C. 18th Members' Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

Wirral "100" M.C. Sprint Meeting, Rhydymwyn, near Mold, North Wales.

Mid-Cheshire M.C. Spring Sporting Trial. Start, Egerton Arms, Broxton, near Chester, 11 a.m.

S.O.D.C. Twilight Trial. Start, Downs Garage, Tring Road, Dunstable, 6.30 p.m.

Omagh and D.M.C. Trial. Start, Omagh and Cookstown, N. Ireland, 2 p.m.

Larne M.C. Trial, N. Ireland.

March 26th/27th. Palm Springs Race Meeting (S), California, U.S.A.

Vintage S.C.C. Pomeroy Memorial Trophy Competition. Start, Silverstone, near Towcester, Northants, 12 noon.

Herefordshire M.C. Fifth Welsh Rally. Start, Brecon, Hagley, Ledbury and Shrewsbury, 7.30 p.m.

Burnham-on-Sea M.C. Wessex Rally. Start, Burnham-on-Sea, Bristol and Exeter, 9 p.m.

Aberdeen and D.M.C./Riley M.C. (Highland Centre) "Operation Pathfinder", Scotland.

B.A.R.C. (Yorks) Fifth All Fools'

Rally. Start, Victoria Hotel, Bradford, 10 p.m.

Hoffmann M.C. Night Trial.

March 27th. Valentino G.P. (F.I.), Turin, Italy.

Horsham and D.M.C. and L.C.C. Annual Spring Rally. Start, Horsham, 11 a.m.

Northampton and D.C.C. Spring Road Trial. Start, Queen Eleanor Hotel, Northampton, 1.45 p.m.

Mid-Surrey A.C. Grand Cup Trial. Start, Fisher's Garage, Portsmouth Road, Ripley, 2.30 p.m.

Nottingham S.C.C. Autocross Meeting, Cuckney. Start, 2 p.m.

Lothian C.C. Autocross Meeting, Callands, West Linton, Scotland.

Falcon M.C. "Wintercross". Start, Chalet Café, Mardley Hill, Welwyn, Herts, 2.30 p.m.

Durham A.C./Newcastle and D.M.C. Rally. Start, Cock of the North Hotel, Durham, 11 a.m.

Public Schools M.C. 2nd Annual Chiltern Rally.

North London M.C. Navigation Trial. Start, Odeon Garage, Barnet, 10 a.m.

Thames Estuary A.C. Anniversary Rally. Telegraphic start.

Chester M.C. Barley Trophy Trial. Start, Padeswood, 12 noon.

West Hants and Dorset C.C. Hartwell Cup Trial.

R.A.F.A. M.C. Rally, North Wales.

North Midland M.C. Hopkinson Trophy Trial.

Kilkenny M.C. Smithwick Cup Trial, Eire.

BMW OCCASION

SMART staff work by the committee discovered a "Miss BMW" for the occasion, among the 90 guests at the BMW C.C.'s second annual dinner/dance at the Dorchester, Park Lane, on 5th March. This was the charming blonde Fraulein Katrina Trimble, from Kassel, Germany, who was forthwith called upon to make the draw for the raffle. There was a thoroughly matey club atmosphere, and Mrs. Guy Machell, wife of the chairman, presented the rally awards—the Isleworth Trophy to the outright winner, T. C. Tate (34 saloon), the road

navigation prize to E. Stokes-Hardy (40 two-seater), the driving test award to W. S. Frost (Bristol 401), and the Munich Trophy to G. G. Boyes-Korkis, winner of the *concours d'élégance* in a 45 tourer.

ARMAGH CLUB OFFICERS

ERIC BEAUMONT has been elected chairman of the Armagh and District M.C. and C.C., with Jim Hyde as vice-chairman. Bob Nesbitt has been appointed hon. treasurer and George Sloane hon. secretary. The newly elected Council is: J. Clendinning, W. McDonagh, J. Nichol, J. Patton, J. Peile, W. J. Robb, J. Sinton and J. D. Walker.

Club Fixtures

Bolton-le-Moors C.C.—Film show and Hotpot, 25th March, Turton Conservative Club.

Chester M.C.—Film show, 25th March, Grosvenor Hotel, Chester, 7.30 p.m.

Bristol M.C. & L.C.C.—Visit to Austin Motor Co., Birmingham, 25th March.

Cambridge '50 C.C.—Meeting, 25th March, Ancient Shepherds, Fen Ditton.

W.O. Club.—Meeting, 26th March, Manor Hotel, Yeovil, Somerset, 7 p.m.

Bentley D.C.—Meetings: 26th March, Rising Sun, Salisbury, Wilts; Stage Coach, Newport, Glos.; Halfway House, Aylesbeare, Devon.

Alvis Register.—Meeting, 26th March, Horse and Groom, St. George's Road, Bristol.

Gosport A.C.—Treasure hunt, 26th March. Start, Quay Street, Fareham, 7.15 p.m.

Berwick & D.M.C.—Social run, 27th March.

Southern Jowett C.C.—Social run, 27th March. Start, 10.30 a.m. from Chertsey Bridge Hotel.

Alvis O.C.—Luncheon and treasure hunt, 27th March, Crown Hotel, Helmsley, Yorks, 12 noon; *Concours d'élégance*, 27th March, King's Arms, Sterling Corner, Watford By-pass, 2 p.m.

Guildford M.C.—Photographic treasure hunt, 27th March. Start, 2 p.m. from Wooden Bridge Hotel, Guildford.

750 M.C.—Meeting, 28th March, Sheer House Hotel, Blythe, Surrey.

Sevenoaks & D.M.C.—Film show, 28th March, Blighs Hotel, Sevenoaks, 8 p.m.

North Midland A.C.—A.G.M., 28th March, Devonshire Arms, Baslow, 7.30 p.m.

Thames Estuary A.C.—Film show, 28th March, Queen's Hotel, Westcliff-on-Sea, 8 p.m.

B.A.R.C. Yorkshire Centre.—A.G.M., 28th March, Great Northern Hotel, Wellington Street, Leeds 1, 8 p.m.

Lagonda Club (Northern).—Meeting, 29th March, Red Lion, Holme-on-Spalding-Moor.

Aston Martin O.C.—Film show, 29th March, Shell-Mex House, Strand, London, 6.30 p.m.

Eastern Counties M.C.—Meeting, 29th March, Red Lion, Martlesham, near Woodbridge.

Liverpool M.C.—Meeting, 30th March, Royal Hotel, Hoylake.

North London M.C.—Meeting, 30th March, Rising Sun, Chase Side, Southgate.

Chiltern C.C.—Meeting, 30th March, George Hotel, Beaconsfield, 7.30 p.m.

A.C.O.C.—"Table Top Rally", 30th March, Marlborough Head, North Audley Street, London, W.1.

B.A.R.C.—Film shows: 30th March, Little Testwood Country Club, near Totton, Southampton.

Surrey Sporting M.C.—Meeting, 31st March, Warwick Hotel, Redhill.

Herefordshire M.C.—Film show, 31st March.

B.A.R.C. (Yorkshire Centre).—Film show, 31st March, Liberal Club, Hough Lane, Bramley, Leeds 13, 7.30 p.m.

Sunbac.—Film show, 31st March, George Hotel, Solihull; Meeting, 31st March, Royal Oak, Lozells Road, Birmingham 6.

Vintage S.C.C.—Meetings: 31st March, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Ches.

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ULSTER ASTON MARTIN fitted with Mark 2 2/4-seat body and 2-litre speed model engine. Converted hydraulic brakes, engine just fitted with new pistons. Mechanically perfect. Body and upholstery in first class condition. Five very good tyres. £375.—Andrew, Leen Valley Dyeworks, Bulwell, Nottingham.

1932 ASTON MARTIN, International, ex-Dudley Coram. Fitted Le Mans camshaft and special Aston Martin outside exhaust system, mechanically sound, body good, tyres good, weather equipment. £190.—Underwood-Rusling (Sports Cars), Ltd., Queensberry Road, Kettering. Phone: 3351.

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AUSTIN 7, 2-seater sports, alloy head, four-speed, SU carb, excellent mechanically, taxed, insured, £55.—6 Madrid Road, S.W.13.

AUSTIN 7 1928, mag. ign., modern carb, very good runner, body rough. Enthusiast's car. £25.—McConnell, 41 Denbigh Road, Hounslow.

1934 AUSTIN Nippy, good condition all round hood and screens. £125.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351.

1922 AUSTIN 12/4 tourer, excellent original condition, four-wheel brakes, fine runner, poor tyres and battery. Interesting Vintage piece with years of pleasant motoring left. £27 10s.—C.N.K. Motors, 353 Finchley Road, N.W.3. HAMpstead 5712.

AUSTIN-HEALEY

1954 (June) AUSTIN-HEALEY, red, various extras, one owner, 10,000 miles, virtually unmarked, specimen example. £825.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. SLONE 5424.

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1938 MODEL 44-litre Bentley Sportsman Saloon. Good condition throughout. £725.—Ashall, 211 Tarbock Road, Huyton, near Liverpool. Huyton 3732.

1936 BENTLEY 44-litre saloon. Mechanically very good. Bodywork exceptionally clean. Finished in black with blue interior.—Newton of Huddersfield, Ltd., Viaduct Street, Huddersfield. Telephone: Huddersfield 3311 (3 lines).

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BRISTOL 403, first registered July, 1953, firm's demonstration car and maintained as such. 17,100 miles. £2,000.—St. Mark's Garage & Engineering Ltd., Gloucester Road, Cheltenham, Tel. 3134.

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(Continued overleaf)

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"Q" TYPE.—See under Racing Cars.

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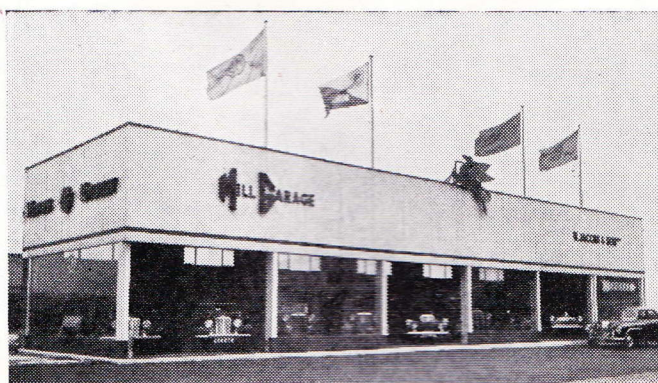


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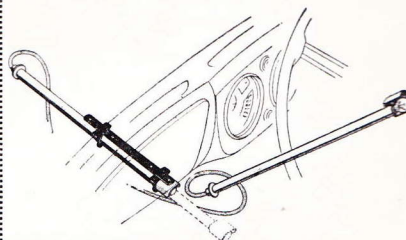
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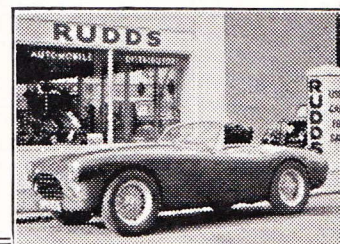
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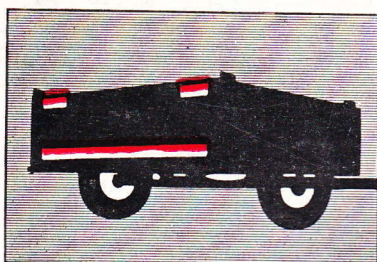
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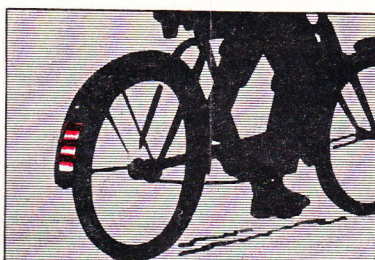
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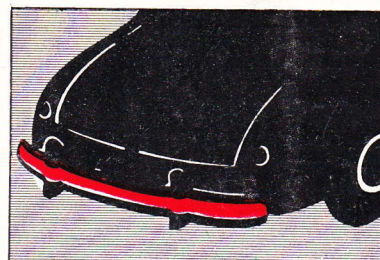
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