

THE H.W.M.-JAGUAR: Full Road Test and Exclusive Theo Page Drawing

AUTOSPORT

APRIL 1, 1955

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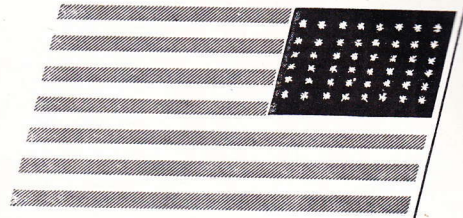
EVERY FRIDAY
Vol. 10 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY

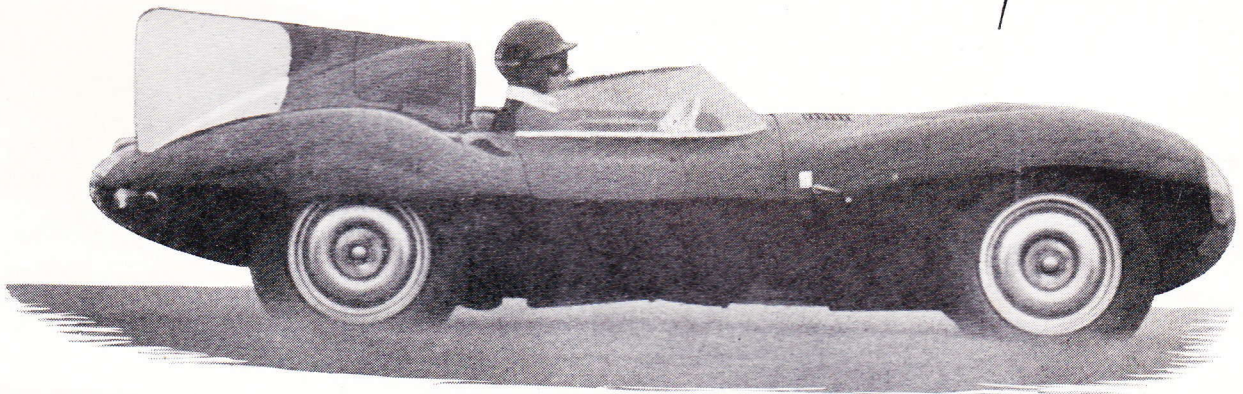


IN THIS ISSUE

NEW CONNAUGHT AND COOPER SPORTS CARS : LESSONS OF THE LYON-CHARBONNIERES RALLY
TOMORROW'S BRITISH EMPIRE TROPHY MEETING : RACING AT SNETTERTON AND GOODWOOD
AMERICAN ANGLE : THE G.P. LANCIA WINS AT TURIN : THE FIAT TYPE "600"



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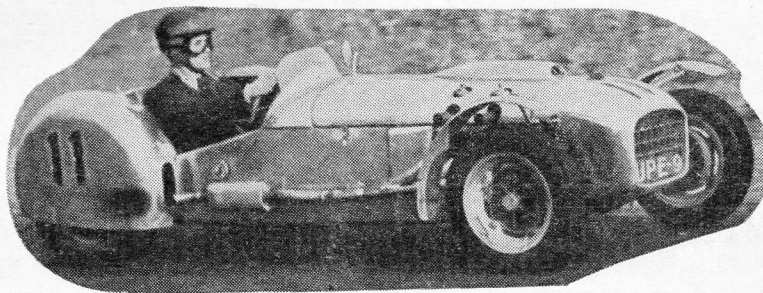
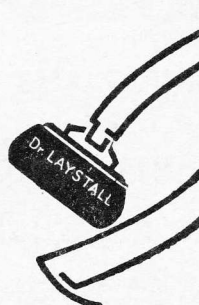


Photo by courtesy of "The Autocar"

P. D. Gammon and his Laystall equipped Lotus-M.G.



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America's greatest sports car race



JAGUAR wins

FLORIDA INTERNATIONAL 12-HOUR GRAND PRIX OF ENDURANCE

SEBRING — 13 MARCH 1955

Driven by J. M. Hawthorn and P. Walters and entered by Mr. Briggs Cunningham a Jaguar 'D' Type won this important event outright against the strongest international competition, dominating the race throughout its 12 hours duration and establishing a new record for the course with an average speed of 79.3 m.p.h.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 13

April 1, 1955

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CONTENTS

	Page
Pit and Paddock	388
Sports News	389
The G.P. Lancia Wins	390
Portrait Gallery, No. 16—Jack Fairman	391
American Angle, by Ruth Sands Bentley	391
Lessons of the Lyon-Charbonnières	392
Snetterton Spring Song	394
Goodwood—The Mixture as Before	396
The Cooper 1100	398
John Bolster Tests the H.W.M.-Jaguar	399
Fiat's New "Baby"	402
Connaught's New 1½ litre Sports Car	404
News from the Clubs	406

NOTICES

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EDITORIAL

RACING TO PRICE LIMITS

THERE is little doubt that the inclusion of price-limit events for sports cars would be popular in this country. In the forthcoming Mille Miglia there is a category for production sports machines selling in Italy under two million lire (about £1,200), and there is no reason why this innovation could not be repeated in other International races. At present, the man who buys a standard production sports car has not a dog's chance of even gaining a place in the majority of races organized in Great Britain. Naturally race promoters go all out for the fastest, and therefore spectator-attracting cars, but sometimes far more exciting events can be witnessed in which evenly matched cars and drivers are taking part. By imposing a price limit of (say) a basic cost of under £1,000, the owners of several popular types of sports cars would have the opportunity to race without being hopelessly outpaced by near-racing machines. This kind of racing is extremely popular in U.S.A., and it is somewhat surprising to realize that it is ignored in this country. One could go further by introducing other price-limit categories, thus creating interest in production sports car racing, and giving encouragement to a much-neglected class of enthusiast. Naturally there would have to be hard and fast rules as to special equipment and degree of tune, but this does not present an insurmountable problem. Also, by insistence on F.I.A. "numbers produced" regulations, organizers could ensure the entry of genuine production cars as available to the general public.

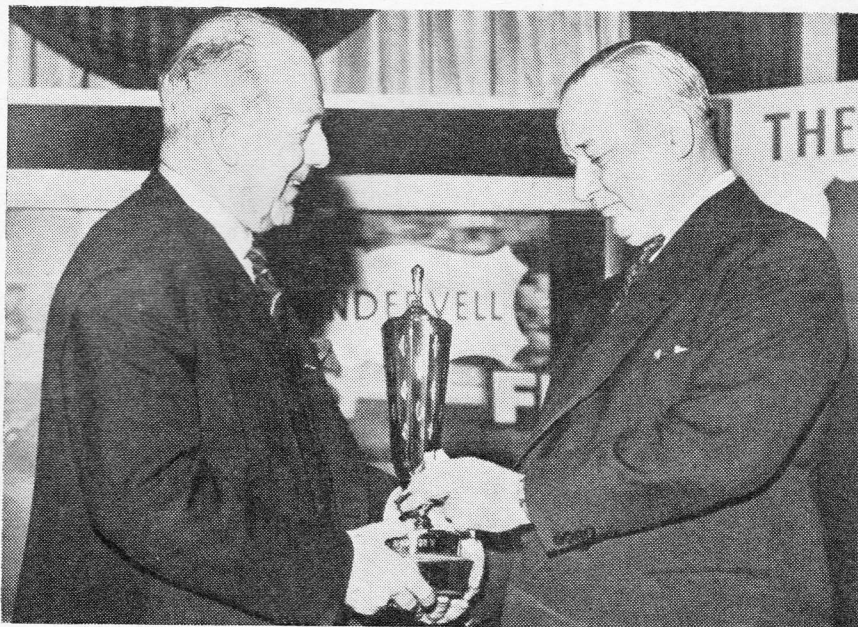
A DESIGN VINDICATED

LANCIA's success in the race around Turin's Valentino Park last Sunday should end remaining doubts of the efficacy of their novel Grand Prix design. Extensive testing of the prototype during 1954 eventuated in a single end-of-season appearance, the fastest lap, and retirement of both cars, in the Spanish G.P. Further experimenting and modifying preceded January's Argentine G.P., when the three-car team retired in its entirety, and were brought back post-haste to Italy.

A year had then passed without success, and Lancia came in for considerable criticism. Now, on their third race appearance the cars have scored a 1-3-4 triumph. The Turin event is not of major importance, but Lancia's showing there can be taken as a portent of their future showing. With Mercedes-Benz of Germany opposing Ferrari, Maserati and Lancia of Italy, Gordini and perhaps Bugatti of France, and Vanwall of England, this year's Grands Prix should be exciting indeed.

OUR COVER PICTURE

FIRST APPEARANCE in a Rally of the race-bred Porsche type 550 Spyder was in the recent Lyon-Charbonnières event in France. Here the Lyonnais drivers Gacon and Arcan, who lost first place through taking a wrong fork, are seen amidst the snows on the Col de la Faucille.



RED FACE DEPT. Who was the well-known personality who wanted to have the wheels of his new Continental super-sports coupé chrome-plated, and discovered to his horror that when placed in the plating-bath, the wheels completely and utterly vanished?

DANNY CARTER'S excellent film for Christine Bruce Productions, Ltd., "Monte-Carlo Story" (commentary by Eamonn Andrews) had its première at Councillor John Howlett's Pier Hotel in Eastbourne, last Saturday, before a large and enthusiastic audience. After the show, a rally panel comprising Jack Kemsley, the Editor of AUTOSPORT, Dick Richardson (Ford's) and Ralph Martin (Shell), answered queries relating to rallies in general.

MIKE CHRISTIE had a Jensen 541 at Goodwood last weekend. H.R.H. the Duke of Kent displayed keen interest in this striking coupé, and had a short run in it.

OUT and about again is the Duke of Richmond and Gordon after his long illness. His many friends were glad to see him in the paddock at the Goodwood Members' Meeting.

RUMOUR now offers a sports version of the 2½-litre twin-cylinder Ferrari as well as a G.P. car.

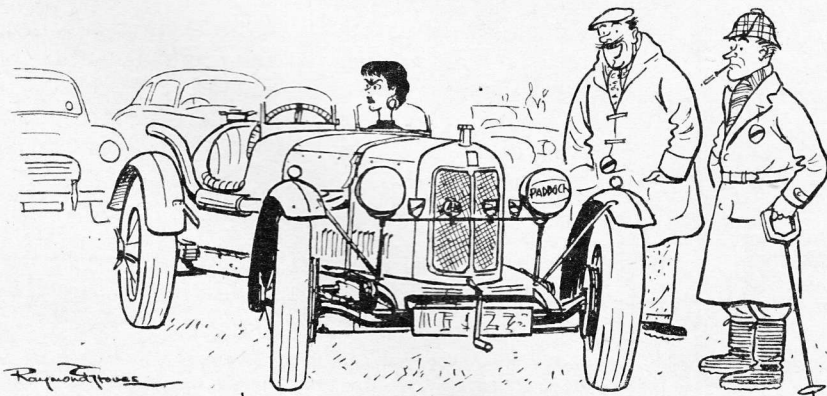
PRESENTATION (above) by Earl Howe of the Ferodo Trophy for 1954 was made to Mr. G. A. Vandervell at the Dorchester on 24th March, for his contribution to engine design in general and for his Formula 1 efforts with the Vanwall Spl.

OFFICINE MASERATI are entering both 3-litre and 1½-litre sports cars for the International Eifelrennen on 29th May. Two new Oscars will also run, while the organizers, the A.D.A.C., speak of Mercedes-Benz, Porsche and Borgward entries to defend the home front.

A FLEXIBLE plastic material, Duvina, should eliminate that familiar sideways lurch when motoring across Zebra crossings in the wet. Made by Dunlop, it has a pyramid surface which will prevent skidding and reflect headlights.

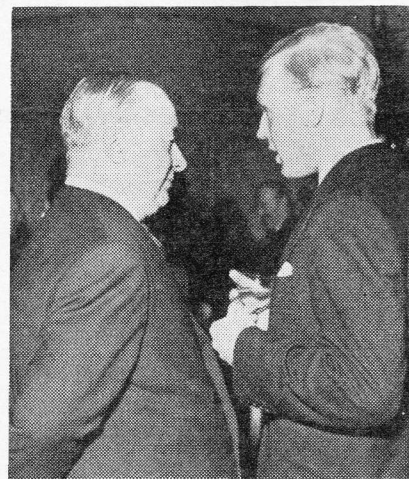
DON'T forget, you parents visiting Oulton tomorrow—under 10-year-olds will be admitted free for the British Empire Trophy.

APPEARANCE of Gordini's newest G.P. car, with 2½-litre eight-cylinder engine developed from the sports type 3-litre unit, may be hampered by financial difficulties which are still plaguing "The Wizard" despite sundry announcements of their alleviation.



"Now I wonder who dug this little number out of moth balls . . . !"

PIT and PADDOCK



CONVERSATION (above) between "the boss" G. A. Vandervell and his new driver for 1955, Mike Hawthorn, at the presentation party.

CHANGE of address—the B.R.D.C. have moved from Park Lane to No. 9 Down Street, London, W.1. Telephone numbers remain as before: GROsvenor 8737-8.

RETURNING to racing in the Empire Trophy at Oulton Park tomorrow with a Turner-engined Lotus is George Nixon. He won the Manx Cup, supporting event to the British Empire Trophy at Douglas, in 1948, driving a Riley, and subsequently raced an E.R.A. in various meetings.

ASCARI, Villorelli and Castellotti have been entered to race G.P. Lancias at Pau on Easter Monday.

WE hear that this year's Bristols for Le Mans will be open ones.

TONY GAZE, handicapped out of the Van Riebeeck event in South Africa, had better luck with his Ferrari in the more recent race at Johannesburg. He won both scratch and handicap classes and made fastest time. Peter Whitehead's Ferrari broke a camshaft drive.

ERIC THOMPSON and Tony Rolt are not the only two British drivers to have competed in every post-war race at Le Mans (18th March issue). Tommy Wisdom not only shares this honour, but has, in fact, competed at Sarthe every year since 1934, except when French labour troubles caused the cancellation of the race in 1936, and, of course, during the war years.

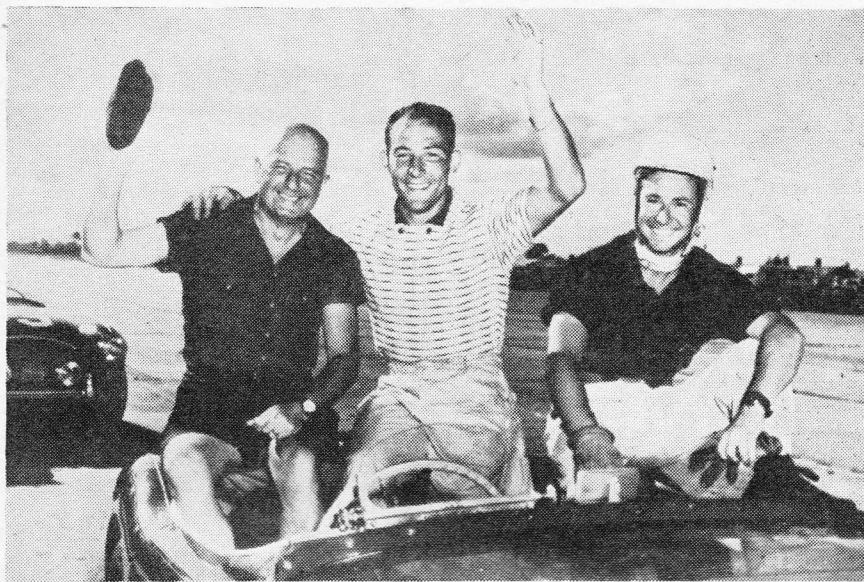
TED LUND's co-driver at Le Mans in one of the works-entered 1,500 c.c. M.G.s will be the Swiss Hans Waeffler.

THIRTY years in the racing game is the proud record of Frenchman Yves Giraud-Cabantous, who has now given up Grand Prix racing, but will continue in sports car events such as Le Mans, where he is to handle a 2.6-litre Ferrari. His first racing event was in a Salmson at Arpajon hill-climb in 1925.

SPORTS NEWS

SOUTH AFRICAN HANDICAP

THE appearance of Tony Gaze and Peter Whitehead in two 3-litre Ferraris heightened the enormous public interest in South Africa in the Van Riebeeck Trophy handicap race—the first International event to be held in the Union since the war—for the Ferraris were the first real post-war racing cars to be seen there. However, the two English drivers found the circuit not really suited to Grand Prix-type machines, for it had slow corners and only short straights—and they were heavily handicapped into the bargain, resulting in their finishing 11th and 13th.



Gaze's fastest lap was two seconds slower than his handicap time of 1 min. 26 secs., whereas the eventual winner, Chris Andrews, driving a 2,875 c.c. Studebaker Special, was able to clip two seconds off his set time. This Cape Town driver drove a very fine race and led the field from the half-distance to win at an average of 62.35 m.p.h.

Also on the programme with this event, which was run over 75 miles on the 1.75-mile Eerste Rivier airfield circuit, was a 35-mile production car handicap race, won, after an impressive drive, by Bob van Niekerk in a twin-carburettor Peugeot 203 saloon.

Results

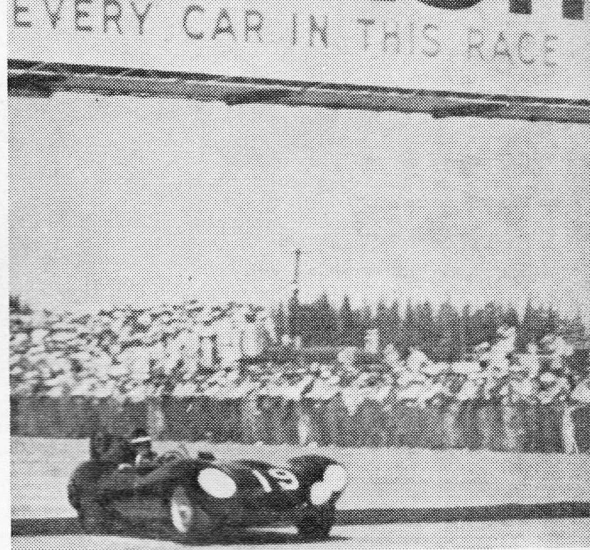
Van Riebeeck Trophy Handicap: 1, C. Andrews (2,875 c.c. Studebaker); 2, D. Philp (1,250 c.c. M.G.); 3, S. Reed (1,911 c.c. Citroën); 4, W. C. C. Miller (1,250 c.c. M.G.); 5, D. Jennings (1,496 c.c. Riley); 6, J. Hanning (3,800 c.c. Aston-Nash); 7, P. Stander (1,200 c.c. Austin); 8, W. Frewen (4,160 c.c. Frewen); 9, J. Radcliff (3,812 c.c. Studebaker); 10, G. Phillips (1,466 c.c. M.G.); 11, P. Whitehead (3,000 c.c. Ferrari); 12, A. Schlimper (1,250 c.c. M.G.); 13, F. A. O. Gaze (3,000 c.c. Ferrari); 14, N. Littleford (1,496 c.c. Riley).

Fastest lap: F. A. O. Gaze (Ferrari), 1 min. 28 secs. (71.52 m.p.h.).

Production Car Handicap: 1, J. van Niekerk (1,290 c.c. Peugeot); 2, P. Harwood (904 c.c. Morris Minor); 3, A. van der Bijl (1,250 c.c. M.G.); 4, L. Johnston (1,250 c.c. M.G.); 5, F. Blewett (2,262 c.c. Ford Zephyr); 6, C. Steyl (1,172 c.c. Ford Anglia).

GREEN FOR SEBRING

"Autosport" wears its cover in British racing green this week in belated celebration of the British successes scored in the Sebring International 12 Hours race on 13th March. Outright winner was the D-type Jaguar driven by Mike Hawthorn and Phil Walters, and entered by Briggs Cunningham, but confirmation of their victory was delayed owing to protests. Austin-Healeys gained 1st, 2nd and 3rd places in the series production class, and Bristol-engined Arnolt machines took first four places in the 2-litre class. The Sebring race was the second of the 1955 World Sports Car Championship events; it was fully reported in last week's issue.



SEBRING SUCCESS: Mike Hawthorn in Briggs Cunningham's D-type Jaguar (above) photographed at an appropriate point as he completes his last lap of the 12 Hours race. Confirmation of the British car's victory, following investigation into protests, came eight days later.

SMILING—and well they might (left): Donald Healey with Stirling Moss and Lance Macklin, who led two other Austin-Healeys at Sebring to a 1-2-3 success in the series production class.

cours d'élégance at Royal Leamington Spa. Civic receptions and other hospitality have been arranged there, as at Cheltenham and Stratford-on-Avon, while the Regent Oil Company have arranged a luncheon at Stourport.

ROUND AUSTRALIA AGAIN

THOSE who have seen the film of the 1954 Redex Around Australia Trial will appreciate what a fantastic trip it is, over road conditions that are quite outside the experience of the European motorist. For this year's tour, the distance is to be increased from 9,600 miles to the enormous figure of 11,200. Entries will be accepted from 1st April until 12th July, and any inquiries should be made to the Publicity Manager, Wayne V. Myers Co., Ltd., 365 Chiswick High Road, London, W.4.

An interesting analysis of last year's trial has been published in which British cars acquitted themselves well. Austins, Fords, Standards and Humbers all returned a high percentage of finishers, top of the list being Austin A70s, with seven out of seven entrants completing the course. Apart from the general inadequacy of shock absorbers, one observation is that cars with non-independent front suspension found the rough terrain easier to manage, many i.f.s. systems lacking sufficient ground clearance when fully deflected, a more or less perpetual state over much of the route!

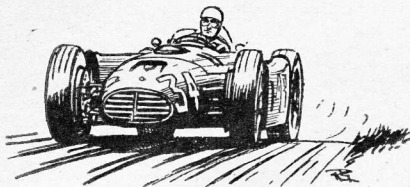
BRITISH BOL D'OR ENTRIES

AMONGST entries so far received by the organizers for the Bol d'Or 24 Hours G.P. de Paris are a Cooper-Bristol from the Equipe Devone, Maurice Tew (Frazer-Nash), J. Horridge (Lister-Riley), A. P. Hitchings/G. Crombac (Lotus), John Bolster (Triumph TR2), a Jowett and a Tojeiro from the Ecurie Chequers, and Hayles (Morgan).

WORLD-WIDE INTEREST IN VETERAN RALLY

THE Veteran Car Club's Silver Jubilee Rally on 6th/10th July, sponsored by the Regent Oil Company, promises to be a most successful event. A record number of veterans is expected from abroad, as invitations to attend have already been accepted by members of the Antique Automobile Club of America, the Horseless Carriage Club of America, the Veteran Motor Car Club of America, Les Teuf-Teuf of France, the Royal Motor-Union of Belgium, the Regionale Automobielsport Club of Holland, the Dansk Veteranbil Klub of Denmark, the Norsk Veteranovgnklubb of Norway, the Bilhistoriska Klubben of Sweden, the Allgemeiner Schnauferclub of Germany, the Ustradni Automotoklub CSR of Czechoslovakia and the Leinster Motor Club of Eire.

Divided into four classes, for cars manufactured up to 1901, 1901-1904, 1905-1910 and 1911-1916, the entry will start from London, Cambridge, York, Chester and Bristol on a 145-mile route to Stratford-on-Avon. Part 2 of the rally takes them through Cheltenham to Longbridge, where Part 3 will consist of driving tests at the Austin works. Part 4 concludes the rally with a con-



THE G.P. LANCIA WINS

Ascari First in Valentino G.P. at Turin—Team Mates Villoresi and Castellotti Third and Fourth

AFTER 12 months of experiment and development with the ultra-light-weight V8 Formula 1 car designed by Signor Jano, Lancia of Turin have won their first Grand Prix—at Turin! Their home-town win was an impressive one, moreover, for the three team cars driven by Ascari, Villoresi and Castellotti took first, third and fourth places in the F1 race which was run last Sunday over 90 laps of the winding 2.6-mile circuit in Valentino Park.

The opposition they faced was all-Italian, comprising three works Ferraris, driven by Farina, Trintignant and Schell, four Maseratis in the hands of Behra, Musso, Mieres and Mantovani, several independents, including Bira, Rosier and de Portago with Ferraris or Maseratis, and a new Italian Formula 1 car, built by the Milanese constructors of the well-known Gilera-engined 500 c.c. Volpini. Their new machine has a four cylinder 2½-litre engine giving 220 b.h.p., a tubular frame and gearbox on the rear axle. It was to be driven by Alberghetti, but the makers decided to scratch from the Turin race and concentrate on preparing for the Pau G.P.

During practice Sergio Mantovani was unlucky to crash with one of the works Maseratis, suffering serious injuries to his legs. Farina is reported to have been driving the new "Super Squalo" Ferrari, but the Ferrari team had a bad day, only Schell's car lasting the race distance. Maseratis made a promising start by lead-

ing the Ferraris and Lancias away but "the Trident" was soon to receive a rude shock. On the 13th lap the race leader, Behra, was forced to retire, and on the same round the young Cesare Perdisa, driving a 2.5 G.P. Maserati in a race for the first time, also withdrew.

Musso thereupon assumed first place with Farina drawing nearer in his Ferrari; eight more laps and Musso struck an oil patch, spun off-course into the straw bales and was out. Only one works Maserati now remained—that of the Argentinian Roberto Mieres, who took up the chase of Farina with great spirit. Farina's race lasted only one more lap, however, before mechanical trouble forced the Italian veteran out, whereupon the order became Mieres, Ascari, Trintignant, Castellotti and Schell.

Signals now went out from the Lancia pits, and Ascari made his attack, passing the Maserati on lap 30. Schell dropped back and Bira (Maserati) retired. Mieres fought back hard, but the masterly Ascari inexorably drew away, while Villoresi came up through the field to lead his team mate Castellotti and take third place, too far behind Mieres, however, for any hope of catching him. Before the end a second blow befell Ferrari, when Trintignant dropped out while in fourth place.

Provisional Results

1, Alberto Ascari (Lancia), 2 hrs. 40 mins. 21.2 secs., 87.86 m.p.h.; 2, Roberto Mieres (Maserati), 2 hrs. 40 mins. 48.6 secs.; 3, Luigi Villoresi (Lancia), 2 hrs. 42 mins. 5.8 secs.; 4, Eugenio Castellotti (Lancia), 2 hrs. 42 mins. 6 secs.

ALL SET FOR OULTON

Fine Entry of British and Continental Sports Cars for 17th British Empire Trophy Race Tomorrow

SEVENTEENTH of a series begun in 1932 and now staged at its fourth venue, the 1955 British Empire Trophy race takes place tomorrow on the fine 2.4-mile Oulton Park road circuit, near Tarporley, Cheshire. Again a race for sports cars, as it has been since 1951, the event will comprise three scratch 16-lap, 45-mile Heats for 1½-litre, up to 2.7-litre, and over 2.7-litre cars, and a 25-lap, 70-mile Final run on a capacity handicap basis.

A very fine entry of over 50 cars has been received by the organizers, the B.R.D.C., with practically every well-known British driver, and a wide variety in modern sports-racing cars, taking part. The latest in Lotuses, Listers, Connaughts and Coopers will be there, as will official Aston Martin and Austin-Healey entries, two H.W.M.-Jaguars, several Jaguars, including Duncan Hamilton's D-type, and a sprinkling of foreign competition to add appropriate savour to this International event.

Particularly formidable amongst the entries from abroad are the Ferraris of Mike Sparken, winner of the Agadir race in February, and G. Piotti. The two Porsches from Germany are non-works entries from 500 c.c. exponent Kurt Ahrens and Wolfgang Seidel; two Oscars, one J. Péron's fast machine, are

also down to run. Amongst new British cars due to make their initial racing appearance are P. Scott-Russell's Bristol-engined Lotus, Eric Brandon's 1,100 c.c. Halseylec with Coventry Climax unit, K. McAlpine's Connaught as illustrated on page 404, and Nigel Mann's "1900" Sprint Alfa Romeo. Reg Parnell's Aston Martin has an entirely new engine, of 83 mm. x 76.8 mm., giving 2,493 c.c. The car is fitted with disc brakes.

The first Heat begins at 1 p.m. The meeting should finish by around 5.30 p.m.

The Entry List

Heat 1

Lotus: A. C. B. Chapman, P. D. Gemmon, A. J. Nurse, J. B. Naylor, J. C. Coombs, G. Nixon; Porsche: K. Ahrens, W. Seidel; Connaught: K. McAlpine, L. Leston; Oscar: J. Péron, I. Burgess; Revis: R. Bicknell/J. Habin; Emperor-H.R.G.: D. Blakely; Leonard-M.G.: D. Beauman; Halseylec: E. Brandon.

Reserve: P. Jackson (Cooper-M.G.), E. J. Newton (Killeen).

Heat 2

Cooper-Bristol: T. A. D. Crook, A. P. O. Rogers, J. H. Walton, M. J. C. Keen; Lotus-Bristol: P. Scott-Russell, M. Anthony; Lister-Bristol: W. A. Scott-Brown, J. G. Sears/W. B. Black, A. Moore; Frazer-Nash: C. A. S. Brooks, C. Murray; Aston Martin: R. Parnell; Maserati: F. C. Davis; Alfa Romeo: N. H. Mann; Austin-Healey: L. Macklin, R. Flockhart.

Reserves: M. Tew (Frazer-Nash), D. S. Shale (Austin-Healey).

TURBO FIAT IN ENGLAND

FEATURING in a special "Italy in Kingston" promotion at Bentalls of Kingston store will be a display of Italian cars, amongst which will be included the experimental turbine-powered Fiat which was demonstrated at Monza and Rome last year. A further attraction will be the type 250F G.P. Maserati which Roy Salvadori drives for the Gilby Eng. Co., while a marked comparison between the old and new in cars will be provided by a 1904 Fiat and the latest 1955 models, including the new type 600. "Italy in Kingston" will feature from 18th to 30th April.

DKW PRICES DOWN

SUBSTANTIAL price reductions to Auto Union DKW cars have been effected in Britain as from 1st April. The new figures for the various models are: four-seater saloon, basic price £597 plus £249 17s. 6d. purchase tax; de luxe fixed head coupé, basic £632 plus £264 9s. 2d. P.T.; four-seater cabriolet, basic £785 plus £328 4s. 2d. P.T.; two-seater cabriolet, basic £925 plus £386 10s. 10d.; station wagon, basic £688 plus £287 15s. 10d.

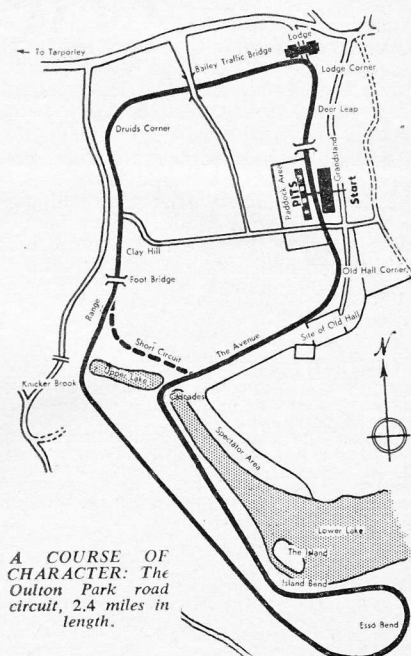
Larger petrol tanks of 9½ gal. capacity are fitted with the DKW-Shell mixer which allows refuelling without the need for pre-mixing the petrol used in these three-cylinder two-stroke cars. Interior heating is standard on all models. The British concessionaires are A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx.

THREE Lancias and three Mercedes have been entered for the G.P. of Europe at Monaco in May; drivers Ascari, Villoresi and Castellotti, and Fangio, Moss and Kling respectively.

Heat 3

Ferrari: G. Piotti, M. Sparken; Jaguar: J. D. Hamilton, D. Margulies, J. Kelly/Hon. E. Greenall, R. E. Berry, N. Sanderson, P. Blond, D. S. Boston; H.W.M.: G. E. Abecassis, F. A. O. Gaze; Aston Martin: P. Collins, K. Wharton, A. G. Whitehead, R. Salvadori; R.G.S. Atalanta: R. G. Shattock.

Reserve: B. E. Bradnack (Jaguar).



A COURSE OF CHARACTER: The Oulton Park road circuit, 2.4 miles in length.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 16—JACK FAIRMAN

THE number of living British drivers who hold world records, irrespective of class, may be counted on the fingers of one hand. John Eric George Fairman, engineer, is one of that select band, for as a member of Leslie Johnson's Jaguar team at Monthéry in 1952, he helped to establish four world records which still stand, along with five class records, for the seven-days-and-seven-nights run. Record-breaking apart, his experience includes five spells at Le Mans, two in the 24-hour race at Spa, three in the T.T. at Dundrod, two in the Silverstone International Trophy Race, both Goodwood Nine Hours races, a Mille Miglia, a British G.P., and an Italian G.P. at Monza. His competition career began with a 12/50 Alvis, which he drove in trials during 1934, and embraced various hill-climbs and Brooklands events until the outbreak of war, when he turned to motoring of a different sort in the Tank Corps. Then came a blown 4½-litre Bentley, a 2-litre Bugatti, and, in 1948, his first Continental foray—the Belgian 24-hour race at Spa, when he drove a 2-litre Aston Martin. The following year saw him sampling Le Mans and Spa in an H.R.G., and with Eric Thompson winning his class at both events. In 1950 he drove Rolt's Alfa Romeo in British events and in 1951 co-drove with Moss (Jaguar) at Le Mans. In 1953 came his first Bristol drive at Le Mans. Since then, his name has been so widely associated with the Bristol 450's impressive performances at Sarthe and Rheims that one tends to forget his frequent appearances with Turner, H.W.M., Connaught, Delahaye, Triumph TR2 and Allard, to mention only a few of the many cars he has driven. Qualified engineers with such a varied experience of motor-racing are a rarity in these isles, and Jack Fairman, at the age of 40, occupies a unique position in the ranks of B.R.D.C. members.

McC.

AMERICAN ANGLE

by Ruth Sands Bentley

Sebring. England can be proud indeed of her boys who drove at Sebring. Not only did Michael Hawthorn, Stirling Moss, Lance Macklin, and Tony Palmer Morewood handle their cars exceptionally well, but their modesty and congeniality won friends wherever they went. Which brings to mind a conversation I had with Argentinian Manuel Quintano at the Suffolk County Airport races last summer. Manuel, now living in New York and last year's Secretary of the New York Region, S.C.C.A., said sports car racing is a very important public relations medium. One of the principal sports that every country knows and likes is auto racing. Great drivers travel thousands of miles to race, and you see Argentinians, Frenchmen, Englishmen, Americans, Germans, Italians, and young men of many other nationalities meeting and becoming friends. Racing is their common meeting ground; and while international politics often produce misunderstanding, racing is a catalyst that cements firm friendships.

The Germans seem to recognize this better than most of us. In 1952 their cars had an unpopular victory at Le Mans. That year England pinned her hopes on Jaguar and Stirling Moss, but overheating trouble ruined their chances. Then Robert Manzon in the Gordini held the lead most of the night—pleasing the French and British—and when he retired Pierre Levegh in the Talbot took over. The French were hysterical with pleasure while Levegh led, and when he retired shortly before the race's end they wept. They were not kind to the German victors. Public relationwise, a Mercedes-Benz victory at Le Mans this year would be entirely different, for Stirling Moss and Pierre Levegh will both be in the cockpits of 300SLRs.

Englishman Stirling Moss will be sharing a car with Argentina's Juan Manuel Fangio, and France's Pierre Levegh will be co-driving with John Fitch, one of America's finest.

Trophy for Tony. Tony Palmer Morewood, co-driver at Sebring on Ecurie Yankee's Ferrari Mondial with Gled Derujinsky and Masten Gregory, has been awarded the Sportsmanship Trophy. Morewood recuperating from a broken leg, twice had his Ferrari catch fire during the race. He not only extinguished the flames both times but also the grass fire which his car caused, keeping the Sebring Fire Department from making an extra trip and winning acclaim from the spectators.

Long Way Round. How to get a fast car in slow order was the title of Norman Scott's frustration before leaving for the Sebring race. Scott's new Lotus with Coventry Climax engine arrived in New York and was promptly sent by air to Chicago, Illinois—1,100 miles north of Houston. From there, for some unknown reason, it was routed to Los Angeles, California, just 1,545 miles west

(Continued on page 393)

THE 8th International Lyon-Charbonnières Rally provided a useful pointer as to the probable composition of forthcoming European events other than Touring Championship series. For example, there were very few genuine production machines. Although standard cars were permitted, there were only two categories: (1) for special series touring cars, and (2) for sports models. This meant that practically every entry was extremely specialized. Moreover, grande tourisme cars were allowed to run in the touring category, which tended to produce one or two anomalies, such as sports-racing saloons competing in the guise of G.T. vehicles. However, no one seemed to mind very much, and there was only one protest. Storez (Porsche) demanded that the engine of Guiraud's fabulously fast 1.3-litre Peugeot be stripped for examination. He claimed that it was one of the new 1.5-litre blocks. The commissioners had the cylinder head taken off, and the Peugeot was discovered to be within the 1,300 c.c. capacity limits.

A series of curious incidents took place at Bellegarde. The gendarmerie, with their usual zeal, gave "press-on"

★
DWARFED by Nature, a D.B.-Panhard negotiates the Gorge de la Bourne in the formidable Genolac-Gravier section. The locals call it the Black Gorge.



LESSONS OF THE "LYON-CHARBONNIÈRES"

signs with their batons to competitors—that is to say with the exception of one man, who booked several drivers for excessive speed and/or overtaking other vehicles. As a result, both Laurent (Salmson) and Canonica (Alfa Romeo) were penalized 50 points by officials, and lost their clean sheets. Which means that competitors in all rallies taking place in France cannot take police toleration for granted. In fact, one or two officious gendarmes, with a dislike for rallies, could quite easily disorganize any event. This is one of the main reasons why organizers are bringing in regulations to prevent driving at excessive speed—particularly during fairly easy sections in which competitors have to pass through towns or villages. Secret checks are much disliked, but it is difficult to see how they can be avoided if rallies are to be permitted to continue.

Arrival of the Sports-racing Saloon—Popularity of Concentrated Events with Many Difficult Sections—Specialized Touring Machines

By GREGOR GRANT

Unlike the majority of major rallies, the "Lyon-Charbonnières" allows the entry of supercharged machines, the proviso being that they must run in the sports car categories, and have their engine capacity multiplied by 1.4, to determine the actual class. Thus several Peugeots, D.B.-Panhard's and a Hotchkiss-Gregoire were to be found in the sports categories. As the "1062" Renault of Galtier/Parizot had an engine enlarged to 904 c.c., it was put into the up to

1,000 c.c. sports car class, with various special Panhard's.

Georges Houel's winning Alfa Romeo must be regarded as the last word in G.T. machines. This beautiful little car has a light-alloy body with "Perspex" windows, on the latest super-sprint chassis. Performance is terrific, and the car can out-accelerate the majority of open sports cars, even holding its own with the Type 550 Porsche sports-racing machine. Its close-ratio five-speed gearbox is ideal for mountain-dicing, and with the "rally axle-ratio" installed, is capable of about 125 m.p.h. The brakes are almost identical to those used on the Type 159 G.P. machine. In effect, it is a sports-racing saloon, but nevertheless is remarkably flexible and surprisingly comfortable.

It is now accepted that the true open car is far too tiring to drive in rallies such as the "Lyon-Charbonnières". Gacon and Arcan were very fatigued in their Type 550 Porsche "Spyder", and this no doubt contributed to their last-hour failure, when they unaccountably took the wrong fork on the Col de la Faucille on a route which they have both done many times. None of the open Oscas or D.B.-Panhard's reached the finish. Apart from the Porsche 550, every sports car finisher ran throughout with hood up, and even the Denzels had new semi-cabriolet tops of extremely neat and effective shape.

Incidentally, much of the success of the Denzels can be attributed to excellent power-weight ratio and phenomenal road-holding. Never in all my life have I seen a machine which can be driven



★
SPARTAN: The much-modified and cut-down Citroën 2CV of Dagonet and de Failly. 2CVs were first, second and third in the up-to-500 c.c. class.

so fast on ice. When one considers that Denzel himself was 27 seconds faster than anyone else on the ice-bound Col du Revard, it must prove something. While the Porsches slithered thisaway and thataway, the Austrian vehicle, with its rather similar layout, kept going on a straight line without a sign of skidding. Denzel crashed not owing to a slippery surface, but to a deranged front suspension caused through hitting a large boulder early on. His other entry (Michy/Estager) came through as one of the two unpenalized up to 1,600 c.c. and over 1,600 c.c. sports cars, to win its class.

The Triumph TR2 driven by Peter Reece and me was one of five similar cars, and was the only one to finish and be classified. Of the others, that of

Leslie Brooke/Barclay Inglis reached Charbonnières just outside the time limit, after an adventurous run fraught with ill-luck. Another car crashed on the terrifying Grenolac-Gravieres section, and the remaining two crews gave up mainly with fatigue. The well-driven Austin-Healey of de Gruyter/Ducourtal lost the same number of penalty marks as the Jaguar XK 140 of the Babolat brothers, but was not so fast on the two speed hill-climbs. Monnoyeur and Peignaux had a very fast XK 120 with C-type engine, but were heavily penalized for lateness on the ice-covered Col de la Faucille-Villard du Lans section. They had great difficulty in descending the treacherous road with near-bald tyres.

It is fairly certain that the rally will be basically unchanged for 1956. By

doing away with the extra night's driving, and concentrating the main part of the event into 24 hours, the organizers have finally arrived at a nearly ideal arrangement. Possibly one or two more timed climbs will be included, in order to give entrants a reasonable chance of recuperation should something go wrong in one or other of the event-deciding *épreuves*, but the present method of non-stop stages will be continued. However, by shortening a few selected sections and shifting controls, the organizers plan to make the route even more difficult as regards maintaining the set average speeds. What is certain is that the dangerous "Black Gorge" section to Gravieres will be retained—a section which is going to be included by other rally organizers, but possibly not with the high speeds set by the "Lyon-Charbonnières" folk.

As most rally drivers know, the majority of Continental competitors are highly dissatisfied with the present European Grand Touring Championship. It is no secret that a new all-comers championship is being suggested, and certain interests which support rallies in a financial sense have promised to put up a considerable amount of cash to be won for the best performances in a few selected sporting rallies, such as the Lyon-Charbonnières, the Evian-Mont Blanc and so on. This would be a true Mountain Championship, and would become extremely important, especially to the entrants of sports cars who have no championship events of the rally type.

M. Prylli, M. Michel Blanchon, M. Marcel Chaboud, M. Claude Mazalon and the other stalwarts of the A.C. du Rhône have seen their event gain in prestige with each succeeding year. This is the result of studying the requirements of entrants, and paying strict attention to criticism after each event. Undoubtedly to win the "Lyon-Charbonnières" is the ambition of every French rally driver—and of other nationals too!



WINTERY conditions of the Rally are stressed in this picture, showing the Grant/Reece Triumph TR2 at La Féclas, after the Mont Revard hill-climb.

American Angle—continued.

of Houston! Then it was returned to Chicago, still 1,100 miles from its destination; and, finally, headed south to Houston and its anxious redheaded master who still had a mere 1,060-mile drive to Sebring, Florida. But Scott forgave the little car the moment he put his foot on the gas pedal.

Genial Guiberson. Allen Guiberson, Texas oilman and owner of the second-place Ferrari driven by Phil Hill and Carroll Shelby at Sebring, was an extremely good sport at the protest meeting of A.A.A. when the decision favoured Cunningham's D-type Jaguar. During the last hour of the race, the announcer said the Ferrari was out in front. Guiberson said he would have signalled Carroll Shelby to go faster had he known the car was not in first place, as it was still healthy at the race's end. (The scoring error apparently occurred in Guiberson's pits during the seventh hour.) However, when the meeting at the Commodore Hotel in New York City was over, Guiberson shook hands with everyone present, waived the suggestion that he might go to the F.I.A., and announced his intention of perhaps

sponsoring a Grand Prix Ferrari in European racing this summer.

Luncheon for Renault. Walter von Schonfeld planned an informal luncheon at Le Chanteclair for the Renault representatives on the day they flew back to France.

In the group were Francois Landon, Team Captain; Jean Hébert, who was supposed to have driven with Rédélé at Sebring but lost his chance when the car crashed; Henri Fretet, test mechanic; Yves de Kermoal, Paris Renault representative; Francois Perlon, French press

service; Francois Thoré, New York Service Manager for Renault; Kenneth C. Howard, U.S. Manager; James C. Touchton, Sales Manager for North America, and a few members of the press.

We were impressed with the fact that Rédélé's Renault, when it hit the oil slick at Sebring, went end-over-end four times without injuring the driver. It certainly points up the sturdiness of the little car. We also learned at the luncheon that the Renault racing car will be exhibited in New Orleans, Louisiana.

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A TOAST to New York is drunk at Le Chanteclair by the Renault racing team before returning to France after Sebring. Seen here (l. to r.) are F. Thoré, H. Fretet, Jim Touchton (Renault U.S. sales manager), F. Landon (team manager), K. Howard (U.S. advertising manager), Jean Hébert and Maurice Dreyfus.



CINCH for Salvadori and the Gilby Engineering Co.'s 2½-litre G.P. Maserati was the 15-lap Formule Libre race, run in the rain.

Sears. And Sears set a searing pace (sorry) right from flag-fall, though Scott-Brown was in close attendance with the earlier Lister, heading and drawing away from Tom Kyffin's Equipe Devone Cooper.

Four rounds and the two Listers had closed up. Five, and Scott-Brown had passed. Six, and Sears, trying hard, spun round and lost several valuable

SNETTERTON SPRING SONG

Racing Begins at Norfolk Circuit—Exciting Sports Car
Event Won by Scott-Brown (Lister)—Rain in the Last Race

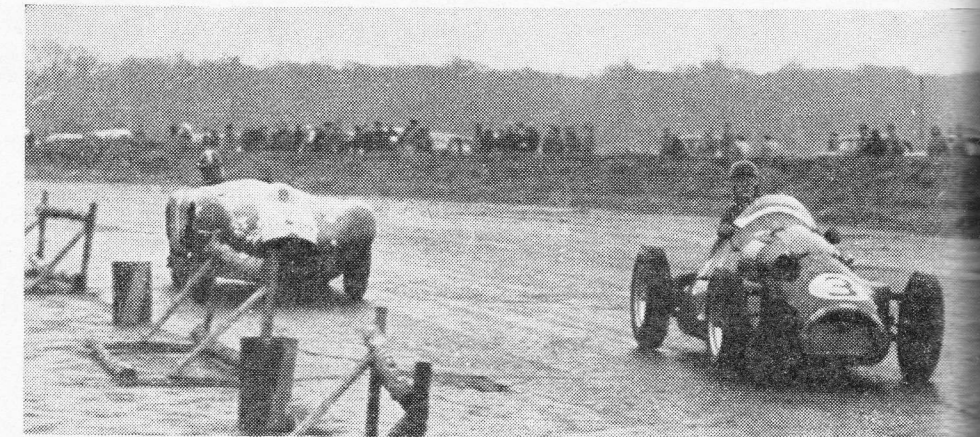
OVERCAST skies and a keen wind greeted visitors to Snetterton last Saturday, 26th March, when the Snetterton M.R.C. opened their 1955 season with an afternoon programme of four races. The wind kept the rain at bay, however, until the final race of the day, when the sheer weight of clouds had their way and Roy Salvadori in Syd Greene's G.P. Maserati won the *Formule Libre* race on a streaming wet track.

The entry was one neither of marked quantity nor quality—after all, 26th March is early in the year, and there was the Goodwood meeting the same day—but attractions in the breezy paddock included the latest Lister, resplendent in green with red central strip from nose to tail and prominent twin tail fins, A. Scott-Brown's 1954 Lister of proved potency, Syd Greene's Maserati, now with the latest type engine from Italy installed, and three neat Cooper-Bristols, two single-seaters and one sports, from the Equipe Devone. Amongst the 500s, which enjoy a paddock to themselves, were the two works Coopers of Bueb and Russell, Lewis-Evans's car with Jackson square-head engine prominent, and Dennis Taylor's 1955 replacement for his hard-worked Staride, a Mk. 9 Cooper.

The crowd was understandably a little sparse in the breeziest areas, but the Esses stand was full, and contained an enthusiastic contingent of U.S. servicemen, while a score or so of hardy souls occupied the heights of the famous Snetterton mound. They can have derived little warmth from event 1, an unexciting affair in which D. Piper (Lotus Empire) and Chris Threlfall in an austere-bodied Turner did their best to make a race of it. W. Seaman's very handsome red Tojeiro-M.G. followed them round, heading R. Rayner (Lotus) and two pre-war Rileys, which preceded an even more pre-war front-drive Alvis, clearly off-form. Threlfall's door flapped open and shut as he hounded the Lotus, but Piper eluded him to the end. Both won their class anyway, while the Rileys and the Alvis, much in arrears on distance, finished well up in placings nonetheless, thanks to retirements.

Russell v. Bueb

After a wait on the line which must have seemed interminable to the drivers, the field for the Formula 3 race was released, and local driver and Cooper works man Jim Russell narrowly led



OUTSTANDING amongst Snetterton performers last Saturday was A. Scott-Brown with his 1954-type Lister-Bristol. Here Don Beauman (Connaught) leaves room for the Lister to pass during the Formule Libre event.

away from team mate and "Irish 500 Champion" Ivor Bueb. Behind ran Don Parker in his smart maroon Kieft, Stuart Lewis-Evans and D. Taylor. This fleet quintet outpaced the rest, and only required six laps to catch up with tail-ender D. W. Heath, a young newcomer who was sensibly feeling his way with Russell's red 1954 Mk. 8 Cooper, now with a J.A.P. engine.

Bueb pressed hard on Russell's tail, but the latter knows his Snetterton and wasn't being caught by anybody. Half-way round on lap 7 Bueb's car suffered a burst tyre, perhaps after contact with a drum, this leaving Russell's first entirely secure. Parker was some way back while Lewis-Evans, with the Kieft just ahead and a glint in his eye, was galled considerably when his engine locked up solid. The field was, indeed, being rapidly reduced and by the time Russell had won only four of the 11 starters still ran.

After a pause while breakdown vans dragged "dead" 500s in from all parts of the course, the bigger sports cars marshalled on the grid for what proved the most exciting race of the day. The new Lister had hastily been fitted with a five-gallon emergency fuel container after trouble with the main tank, but Brian Lister and his merry men from Cambridge had the car ready in time for Jack

seconds, while D. Hewitt (Jaguar) also gyrated, sending the drums in the Esses flying. Going grandly and heading all the Jaguars with a Healey Silverstone was Sir Thomas Beevor. His performance and that of D. Scott (Triumph TR2) contrasted well with the markedly indifferent driving of two XK 120 hard-tops and an Austin-Healey 100. Lap 10, and a thoroughly wound-up Sears burst past Scott-Brown, only to be spiritedly repassed a lap later, and a fine inter-Lister battle ended with Scott-Brown winning by the proverbial skin of his teeth from Sears.

View from an Auster

Dark clouds massed ominously in the west as the time for the *Formule Libre* race drew near, and a damp race was anticipated with some gloom by your reporter, down at the exposed Riches Corner past the start. Then came the unexpected opportunity, seized with alacrity, to view the race from a dry and novel aspect—the cockpit of Ron Flockhart's Auster light monoplane. The bark of Salvadori's Maserati warming-up carried briefly across the field, to be drowned in the noise of the Auster's Lycoming flat-four engine, and away we went, to circle Snetterton and reach the Esses end of the straight, some 500 ft. up, just as the field was released. That sleek greenish streak shooting out ahead was obviously the Maserati; Scott-Brown's Lister with bright yellow band showed up clearly, in third place, while equally distinctive from above, in fourth position, was the big old 2.9 Maserati in bright red, with Cliff Davis at the wheel.

Snetterton certainly looked novel from above. In the car parks we could see a row of large buses—eight of them—which had brought spectators along; a pink Triumph TR2 stood out clearly; so did Cliff Davis's yellow Hudson coupé in the paddock. My heart came into my mouth when someone ran across the track about 20 yards in front of an accelerating Salvadori. Then, as Ron flew near the Hairpin, beads of moisture collected thick and fast on the Auster's screen, and almost simultaneously the course below began to change from flat to shiny black as the rain pelted down. This promised to be interesting, so Ron Flockhart did a quick circle, and produced a pair of binoculars for me.

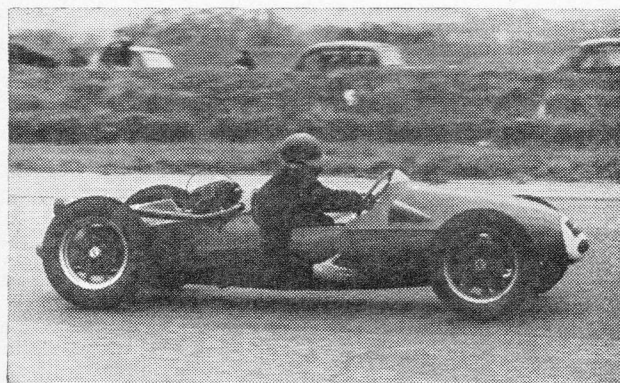
From the fast left-hander past Sear corner two tiny cars sped down to the Hairpin, one green, the other green with yellow band—Don Beauman's Connaught and Scott-Brown's Lister. From the dry



RACING for the first time was the latest Lister-Bristol with aerodynamic bodywork. Driving in the picture above is Jack Sears.

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BRACING himself on the cockpit side of his Mk. 9 Cooper as he cornered, ex-Starline driver D. Taylor (left) finished third to Russell and Parker in the F3 race.



course on to the wet they sped, then it was "Oh, Archie!" Our cries must almost have reached Scott-Brown down below, spinning helplessly after sprinting past the Connaught before the sharp turn. Had he stalled? Long seconds while two cars went by, then happily, the Lister was away again.

The course shone wetly all over now, and trails of spume could clearly be seen behind each car on the straights. Hallo, what's this? Spectators' cars leaving already? Doubtless the rain, and an almost "cert" Salvadori victory accelerated their departure, but they missed some fine driving. Scott-Brown was out for blood, and was now challenging the third car. Identification was difficult but it looked like Riseley-Prichard's dark blue Connaught. The Lister followed it through a bend, then burst past and set off in pursuit of Beauman. Missing Davis's red Maserati for some time, and casting around for it in vain, we picked up Salvadori's Maserati, emerging from the Esses. Flockhart raced him down the finishing straight and beat him to Riches Corner, but then we overshot considerably, so the Maserati got away!

Next we spotted a car off-course—well off, too, just beyond the fast left-hander after Sear. It looked very like Beauman's Connaught, which meant Scott-Brown held an unassailable second place to Salvadori. By good luck we picked up the G.P. Maserati on the final round, just as it lapped Young's Connaught and took the winner's flag. We saw the Lister safely home in second place, and Riseley-Prichard third, then down to earth we came, and out into the rain, to learn that Cliff Davis's Maserati had suddenly taken charge

when leaving a corner, had spun round several times, flirted with a long row of parked cars and finally struck a Standard Vanguard, to its considerable detriment. Cliff got a passing blow on his mouth from a severed rope, and the Maser., undamaged and unchastened, was pushed into the hangar, hence our inability to find it from above.

The rain poured, and the crowds fled, but at least it came at the right end of the meeting. Results, as issued after the races, are appended. One suspects

that, from their pace, Jim Russell and Scott-Brown may have wrought damage on their respective circuit class records, but all that the hard-working Mrs. Sarginson was provided with for dispensation to the Press were particulars of the first three finishers in each race, with an occasional time or speed.

C. P.

Race 1a. Sports Cars up to 1,200 c.c. (10 laps): 1, D. Piper (Lotus Empire); 2, H. R. Heap (Riley), 1 lap behind; 3, L. R. Moore (Riley), 1 lap behind.

Fastest lap: Piper, 2 mins. 8.4 secs.

Race 1b. Sports Cars up to 1,500 c.c. (10 laps): 1, C. H. Threlfall (Turner); 2, W. Seaman (Tojeiro-M.G.); 3, D. Kitchener (Alvis).

Fastest lap: Threlfall, 2 mins. 7.6 secs.

Race 2. Formula 3 cars (15 laps): 1, J. Russell (Cooper), 29 mins. 46.4 secs.; 2, Don Parker (Kieft), 30 mins. 15 secs.; 3, D. Taylor (Cooper), 30 mins. 46.4 secs.

Fastest lap: Russell/Bueb (Coopers), 1 min. 57.2 secs.

Race 3a. Sports Cars, 1,501-2,700 c.c. (15 laps): 1, A. Scott-Brown (Lister), 80.10 m.p.h.; 2, J. Sears (Lister); 3, T. T. Kyffin (Cooper-Bristol).

Fastest lap: Scott-Brown, 1 min. 57.2 secs.

Race 3b. Sports Cars over 2,700 c.c. (15 laps): 1, E. J. Haddon (Jaguar), 72.8 m.p.h.; 2, D. Hewitt (Jaguar); 3, A. Taylor (Jaguar).

Fastest lap: Haddon, 2 mins. 11 secs.

Race 4. Formula Libre Racing Cars (15 laps): 1, R. F. Salvadori (Maserati), 76.19 m.p.h.; 2, A. Scott-Brown (Lister); 3, J. Riseley-Prichard (Connaught).

THE "HIGH TOBY" RALLY

Success for O. S. Whitehead (Morris Minor)

THE High Toby Night Navigation trial was held by the South Essex M.C. on Saturday, 19th March, and a record number of entries for a club event was received. Twenty-five competitors gathered at the Bell Inn, Horndon-on-the-Hill, and signed in at the starting control to be despatched by easy stages into Kent and by less easy stages to Cobham.

At Cobham each competitor was given an envelope containing five photographs of signposts which had to be located and visited, each post bearing a number which had to be recorded on the route card with high penalties for not obtaining the required information. The attempts at this section met with varied success and the end of the section found many cars very much adrift on time.

Section three was the high spot of the event. Each car was to make a timed circuit of Brands Hatch at a speed predetermined by the driver within specified

limits. These speeds were not extremely high but it was pitch black with no moon and few competitors had fitted extra powerful lamps for the lap. Most cars achieved their selected speeds or nearly so: only one car was below the set limits and one car exceeded not only his own limits but the limits of the bigger cars.

This event proved extremely enjoyable and seemed to develop in difficulty as it progressed. It is the first time classes have been introduced in this club's events; it made for keener competition and promises well for the Thurrock Invitation Rally on 5th June, when a large entry from other invited clubs is anticipated.

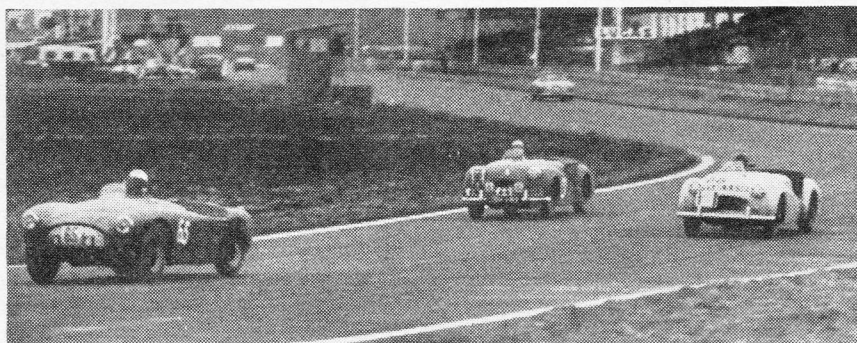
Results

Premier Award: 1, O. S. Whitehead (Morris Minor); 2, J. Ludlow (Hillman); 3, A. F. Lappage (Ford Prefect).

Class "A" (up to 1,300 c.c.): R. S. Pigg (Morris Minor). **Class "B" (up to 2,000 c.c.):** R. Andrassy (Ford Consul). **Class "C" (over 2,000 c.c.):** H. G. de Jimenez (Triumph).

LADIES ALL (Right): Hazel Dunham (A.C. Ace), Nancy Mitchell (TR2) and Joyce Leavens enter Madgwick on the first lap of the Ladies' Handicap. Mrs. Leavens overturned her Triumph soon afterwards.

DESPITE unpleasant conditions at Goodwood last Saturday, with a biting wind and enough rain to turn the car parks into quagmires, a programme of 10 events kept 136 B.A.R.C. members occupied until dusk and the racing was as lively as ever. Interesting new cars



THE MIXTURE AS BEFORE

Familiar Names Prominent in Opening Goodwood Meeting—A "Double" for Michael Head

included the Ford-based Elva of Frank Nichols, the sports Revis and an Austin-Healey 100S, but the names of the successful were, for the most part, those with which we have become familiar in previous seasons. Prominent competitors included such well-known drivers as Michael Head, John Coombs, Peter Gammon, Reg Bicknell, Michael Keen and Dick Jacobs, together with no less than 56 who were taking part in their first race meeting. The 10 races included two handicap events for the novices, another for ladies only and four scratch races for unsupercharged cars of various types.

The programme opened with a 5-lap novices' handicap, in which the limit mark of 45 secs. was occupied by eight Triumph TR2s and the scratch position by Miss S. Noel-Buxton's C-type Jaguar. Starting 20 secs. ahead of the C-type, along with two XK 120s, D. R. Barthel came through the field nicely in his DB3 Aston Martin and began to gobble up the TR2s. He looked like catching the lot, but M. P. Froggatt just managed to stay ahead and win by two seconds, with P. H. Reynolds and M. J. Hughes occupying third and fourth positions in their TR2s. Two more Triumphs, driven by F. O. Munns and G. S. Morton, finished in that order only 0.2 sec. apart.

Then came the ladies' handicap, Miss Noel-Buxton now sharing (owing to a re-handicap) the virtual scratch position of 30 secs. with Mrs. J. Deeley's Austin-

Healey. At the other end of the scale, with 3 mins. 15 secs., was Mrs. R. V. Havard's 750 Renault, while a very motley collection of vehicles lay between. Miss Betty Haig non-started with the new Elva, and the field was further depleted on the first lap when Mrs. Joyce Leavens overturned her TR2 at West Tower. However, Miss Pat Moss made full use of her 1 min. 20 secs. allowance and her M.G. TF to gain the lead in this, her first race, and at the beginning of the last lap was well ahead of Miss Pat Burt, whose DB2/4 Aston Martin had started 30 secs. behind. Miss Hazel Dunham, driving her A.C. Ace in lively fashion, tried hard to catch Miss Burt on the last lap, spun off at Woodcote, re-started without losing her third place, and at least had the satisfaction of making fastest lap.

The third race, another novices' handicap, saw the scratch mark occupied by Frank Nichols's Elva, whose 1,098 c.c. Ford engine boasts overhead inlet valves and four Amal carburettors. Driven by D. J. Wakeling, it spun off twice on the first lap, and thereafter went more quietly! Limit man J. K. Bell, starting from the 2 mins. 45 secs. mark in his 1952 Minor tourer, stayed happily in front of J. Miles's supercharged similar car and M. D. Sheffield's 1954 o.h.v. saloon. On the fourth lap F. Marriott, his Mark VI Lotus propelled by a bored-out Morris M.10 engine, came through to take Sheffield and then Miles, while hard on his

heels came two TR2-engined Morgans. Marriott couldn't quite catch the fleet Alta-headed Minor, but B. P. Odoni, making the fastest lap in his Morgan, displaced the saloon Minor to gain third position.

But in the next race, a scratch 5-lapper, the Elva's low-slung driving seat was occupied by Peter Gammon. Peter was making his first appearance since his Brands Hatch crash last August and he had had no practice with the Elva, but the Woking man has obviously forgotten nothing about motor racing. From the third row of the grid he shot into the lead, justifying the Elva's name (*elle va*—she goes!) and holding a narrow advantage over the ex-Watling Greenwood R.W.G., driven by C. M. Lund, at the end of the first lap. The two lined-down Ford specials fought a tremendous duel, followed by Marriott (Lotus), Manwaring (Lotus) and Jacobs in his fibreglass M.G. Then Jacobs blew the centre electrode clean out of one sparking plug, letting Hewitt (M.G.) into fifth place; Manwaring, smoke-screening because of a loose oilpipe to his rocker gear, dropped out on the third lap and let Hewitt into fourth place; and Gammon blew a head gasket on the Elva, falling back behind the R.W.G. So Lund finished first, chased by Gammon and Marriott, with Hewitt, Carill-Worsley (Halton-Buckler), Richards (Lotus) and N. R. Hicks (Lotus) in a tight-packed bunch behind.

Non-starters reduced the next scratch race to a straightforward affair of four C-type Jaguars with, rather outclassed, a standard XK 120 and a Lincoln Zephyr-powered Atalanta. Most conveniently for lap scoring, the C types were numbered 30, 31, 32 and 33—and held that order throughout the race! Michael Head, in the leading C-type, was at first pressed by second man Peter Blond but then pulled away from him, while J. G. Hogg worked hard but in vain to catch Blond, and J. A. Keeling held a watching brief behind. Thus they finished, with P. A. Laws (Atalanta) and R. H. R. Thomas (Jaguar XK 120) bringing up the tail end.

There followed another handicap event with a very much more varied entry list, including C. J. Hamilton's well-known 4½-litre Invicta and W. J. Watson's "early perpendicular" Alvis. Both went



HEAD-HUNTER (Left): Peter Blond (Jaguar C-type) rounds Woodcote in pursuit of Michael Head, to whom he finished second in the fifth race.

GOODWOOD RESULTS

First Novices' Handicap (5 laps): 1, M. P. Froggatt (Triumph TR2), rec'd 45 secs., 10 mins. 36.0 secs. (67.92 m.p.h.); 2, D. R. Barthel (Aston Martin DB3), 20 secs., 10 mins. 38.2 secs.; 3, P. H. Reynolds (Triumph TR2), 45 secs., 10 mins. 50.8 secs.; 4, M. J. Hughes (Triumph TR2), 45 secs., 10 mins. 55.4 secs.; 5, F. O. Munns (Triumph TR2), 45 secs., 11 mins. 7.0 secs.; 6, G. S. Morton (Triumph TR2), 45 secs., 11 mins. 7.2 secs. **Fastest lap:** D. R. Barthel, 1 min. 56.2 secs. (74.35 m.p.h.).

Ladies' Handicap (5 laps): 1, Miss P. Moss (M.G. TF), rec'd 1 min. 20 secs., 13 mins. 15.0 secs. (63.53 m.p.h.); 2, Miss P. Burt (Aston Martin DB2-4), 50 secs., 13 mins. 33.8 secs.; 3, Miss H. Dunham (A.C. Ace), 45 secs., 13 mins. 47.0 secs.; 4, Miss A. Brown (Aston Martin DB2-4), 40 secs., 13 mins. 54.2 secs.; 5, Mrs. N. Mitchell (Triumph TR2), 45 secs., 14 mins. 9.4 secs.; 6, Miss S. Noel-Buxton (Jaguar C-type), 30 secs., 14 mins. 16.4 secs. **Fastest lap:** Miss Hazel Dunham, 2 mins. 9.0 secs. (66.98 m.p.h.).

Second Novices' Handicap (5 laps): 1, J. K. Bell (Morris Minor), rec'd 2 mins. 45 secs., 12 mins. 59.8 secs. (55.80 m.p.h.); 2, F. Marriott (Lotus), 25 secs., 13 mins. 11.0 secs.; 3, J. Miles (Morris Minor S), 2 mins. 15 secs., 13 mins. 21.8 secs.; 4, B. P. Odoni (Morgan), 10 secs., 13 mins. 25.0 secs.; 5, E. M. Rogers (Morgan), 10 secs., 13 mins. 47.0 secs.; 6, M. D. Sheffield (Morris Minor), 2 mins. 30 secs., 13 mins. 58.6 secs. **Fastest lap:** B. P. Odoni, 2 mins. 4.2 secs. (69.56 m.p.h.).

Cars up to 1,250 c.c. U/s (5 laps, scratch): 1, C. M. Lund (R.W.G.), 10 mins. 19.8 secs. (69.68

m.p.h.); 2, P. D. Gammon (Elva), 10 mins. 29.2 secs.; 3, F. Marriott (Lotus), 10 mins. 32.6 secs.; 4, G. B. Hewitt (M.G.), 10 mins. 58.6 secs.; 5, G. T. Carill-Worsley (Halton-Buckler), 10 mins. 58.8 secs.; 6, J. J. Richards (Lotus), 10 mins. 59.2 secs. **Fastest lap:** C. M. Lund, 2 mins. 0 sec. (72.0 m.p.h.).

Cars over 3,000 c.c. U/s (5 laps, scratch): 1, M. W. Head (Jaguar C-type), 9 mins. 20.0 secs. (77.14 m.p.h.); 2, P. Blond (Jaguar C-type), 9 mins. 26.4 secs.; 3, J. G. Hogg (Jaguar C-type), 9 mins. 27.4 secs.; 4, J. A. Keeling (Jaguar C-type), 9 mins. 47.2 secs.; 5, P. A. Laws (Atalanta), 11 mins. 6.8 secs.; 6, R. H. R. Thomas (Jaguar XK 120), 11 mins. 12.6 secs. **Fastest lap:** M. W. Head, 1 min. 49.4 secs. (78.98 m.p.h.).

Members' Handicap "A" (5 laps): 1, W. P. U. Constable (M.G.), rec'd 1 min. 45 secs., 11 mins. 30.4 secs. (66.50 m.p.h.); 2, W. J. Watson (Alvis), 1 min. 43 secs., 11 mins. 33.6 secs.; 3, P. J. Sargent (M.G.), 1 min. 5 secs., 11 mins. 34.4 secs.; 4, C. J. Hamilton (Invicta), 45 secs., 11 mins. 34.6 secs.; 5, C. M. Lund (R.W.G.), 30 secs., 11 mins. 35.0 secs.; 6, W. G. Toole (Turner), 30 secs., 11 mins. 40.6 secs. **Fastest lap:** B. G. P. de Mattos (Morgan), 1 min. 59.2 secs. (72.48 m.p.h.).

Cars up to 1,500 c.c. U/s (5 laps, scratch): 1, J. Coombs (Lotus-Connaught), 9 mins. 29.8 secs. (75.86 m.p.h.); 2, R. G. Bicknell (Revis-Borkward), 9 mins. 48.0 secs.; 3, T. Hodges (J.A.G.-M.G.), 10 mins. 17.4 secs.; 4, R. W. Appelbee (Leonard-M.G.), 10 mins. 31.0 secs.; 5, E. C. C. Harewood (M.G.), 10 mins. 51.0 secs.; 6, P. J. Sargent (M.G.), 10 mins. 53.6 secs.

Fastest lap: J. Coombs, 1 min. 51.8 secs. (77.28 m.p.h.).

Cars 1,501-3,500 c.c. U/s (10 laps, scratch): 1, M. W. Head (Jaguar C-type), 18 mins. 38.8 secs. (77.21 m.p.h.); 2, M. J. C. Keen (Cooper-Bristol), 18 mins. 39.8 secs.; 3, C. A. S. Brooks (Frazer-Nash), 18 mins. 42.6 secs.; 4, R. Carnegie (Jaguar C-type), 18 mins. 56.8 secs.; 5, J. G. Hogg (Jaguar C-type), 19 mins. 1.0 sec.; 6, P. A. Everard (Aston Martin DB3S), 19 mins. 3.8 secs. **Fastest lap:** M. J. C. Keen, 1 min. 48.6 secs. (79.56 m.p.h.).

Members' Handicap "B" (5 laps): 1, G. Bednash (Ford Zephyr), rec'd 2 mins. 20 secs.; 12 mins. 28.4 secs. (62.29 m.p.h.); 2, R. W. Jacobs (M.G.), 1 min. 20 secs., 12 mins. 39.0 secs.; 3, G. Gelberg (Riley 2½-litre), 1 min. 35 secs., 12 mins. 48.3 secs.; 4, J. H. G. Corps (Citroën), 1 min. 55 secs., 13 mins. 11.0 secs.; 5, N. W. Graham (Austin A30), 2 mins. 50 secs., 13 mins. 19.3 secs.; 6, J. K. Bell (Morris Minor), 2 mins. 40 secs., 13 mins. 19.4 secs. **Fastest lap:** G. M. Walters (Aston Martin DB2-4), 2 mins. 4.4 secs. (69.45 m.p.h.).

Members' Handicap "C" (5 laps): 1, A. Dennis (Austin-Healey), rec'd 1 min. 30 secs., 10 mins. 20.4 secs. (72.00 m.p.h.); 2, D. S. Shale (Austin-Healey 100S), 45 secs., 10 mins. 33.4 secs.; 3, K. N. Rudd (A.C. Ace), 1 min. 5 secs., 10 mins. 35.2 secs.; 4, A. McMillan (Cooper-Bristol), 30 secs., 10 mins. 49.8 secs.; 5, J. G. Hogg (Jaguar C-type), 30 secs., 10 mins. 55.0 secs.; 6, B. G. P. de Mattos (Morgan), 1 min., 11 mins. 1.8 secs. **Fastest lap:** C. A. S. Brooks, 1 min. 29.6 secs. (78.83 m.p.h.).

exceedingly well, the Alvis gaining second place from the 1 min. 43 secs. mark and the Invicta fourth on a 45 secs. allowance, but Constable (M.G.) went even better to win with a 1 min. 5 secs. allowance. Hard after him came P. J. Sargent's 1,306 c.c. M.G., but he failed by less than a second to wrest second place from the Alvis. Fifth place was occupied by Lund in the R.W.G., and Basil de Mattos made the fastest lap in a borrowed TR2 Morgan.

Positions changed but little in the 5-lap race for 1½-litre cars, with John Coombs, in his Connaught-powered Mark VIII Lotus, holding a comfortable lead over Reg Bicknell's new, Borgward-engined sports Revis and a J.A.G.-M.G. driven by T. Hodges. Manwaring (Lotus) and Brough (M.G.) retired at the end of the first lap, but P. S. Bailey duelled with Hodges until, on the fourth lap, his Tojeiro broke its trackrod and spun off into the middle distance at Fordwater, taking an observers' box part of the way with it!

The only 10-lap event, for cars of from 1½ to 3½-litres, was undoubtedly the best race of the day. From the moment when the field disappeared, Head first, into Madgwick (for it was Michael of that ilk who led) to the moment when they crossed the line, Head first, for the tenth time, the scrap lacked nothing of excitement. Positioned at the back of the grid, Peter Blond made a slow start on this occasion, and it was Carnegie who first achieved second place in Keeling's C-type. Tony Brooks, just behind in Hely's Frazer-Nash, relieved Carnegie of his place on the third lap, but up came a new menace in the shape of Michael Keen. Going really well in Bob Chase's sports Cooper-Bristol, he took Carnegie on the sixth lap and Brooks on the seventh, turning in the fastest lap of the day (79.56 m.p.h.) for good measure. W. G. Toole (Turner) overturned at Lavant, McMillan (Cooper-Bristol) spun and lost his fifth place, Longton retired his rebodied Healey, and still the pace was intense. For the last three laps, everyone went at it hammer and tongs, with complications in the form of tail enders who were being lapped, but Head retained his unruffled first position to finish a bare second ahead of Keen.

And so, as the light began to fail rapidly, the meeting closed with two more handicap events. In the first, Dick Jacobs (M.G.) fared best of the back markers to run second to Bednash's Ford Zephyr, while J. K. Bell, winner of the second novices' race in his Alta-head Minor, was given a rude shock when he encountered N. W. Graham's Austin A30. This seemingly innocuous device

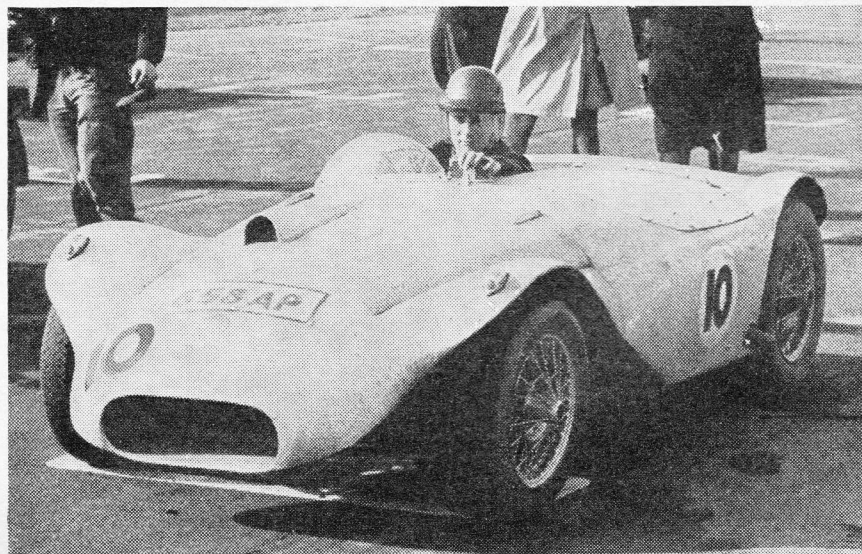
went like the proverbial clappers, duelled all the way with the Morris, and finished one-tenth of a second ahead of it. The final handicap saw a good second place gained by D. S. Shale in his Austin-Healey 100S, 13 seconds behind the earlier Austin-Healey of A. Dennis, with third place occupied by Ken Rudd's A.C. Ace.

F. W. McC.

NICE WORK, SISTER! (Right): Stirling Moss congratulates his sister, Pat, after she won her first race by more than 18 seconds.

★

BACK AGAIN (Below): Peter Gammon, returning to racing after a long absence, adjusts the mirror of the Ford-based Elva to check up on the opposition at Goodwood.



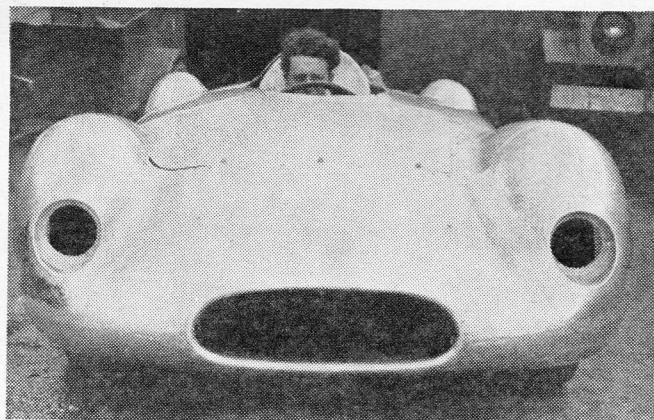


The 1100 Cooper

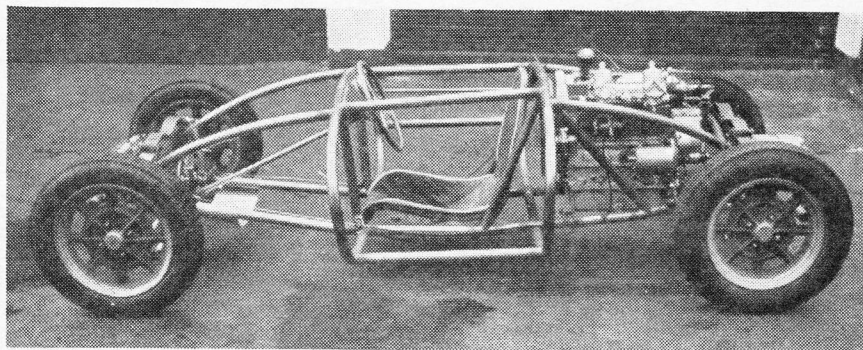
A striking new rear-engined Sports-Racing Car is nearing completion at Surbiton

WHEN George Phillips visited the Cooper Car Company's works at Surbiton to photograph their new sports car, he found it to be a vehicle with quite a number of unusual features, not the least of them being the view from the rear. At the time the car was photographed it was not quite complete and, in fact, looked as if the tail section of the all-enveloping bodywork was yet to be attached. However, this was all part of the scheme of things, and the snow-plough rear end is said to have aerodynamic advantages that belie its appearance.

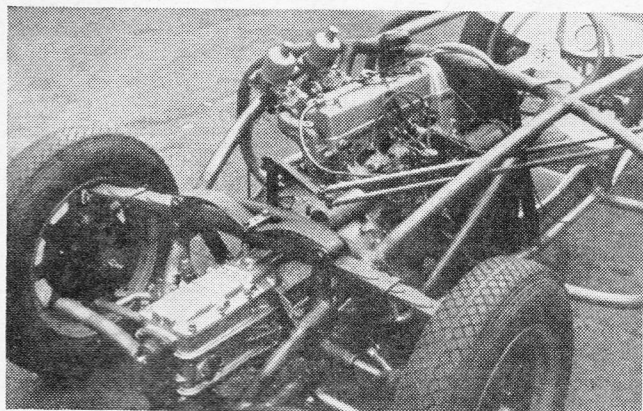
The 1,100 c.c. Coventry Climax engine is mounted at the rear of the tubular chassis (which resembles that of the



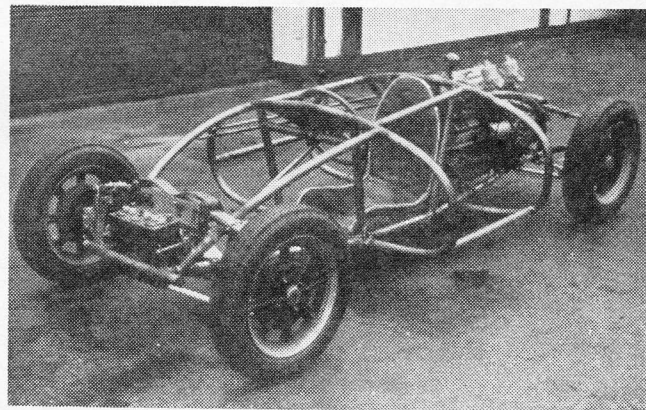
LOW BUILD of the new Cooper sports car is demonstrated in these pictures. John Cooper shows (above, left) that by removing a panel, a passenger can be carried.



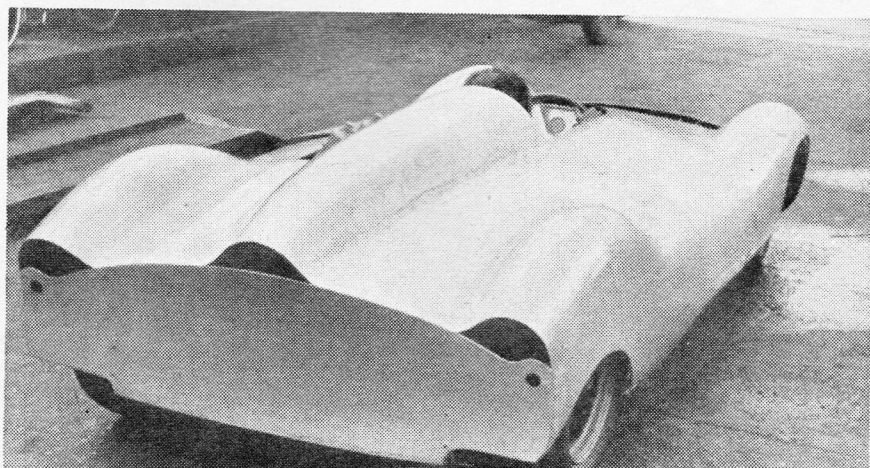
SIMPLICITY of the tubular chassis is noteworthy; it has no separate body frame.



GEARBOX is a Citroën casing, containing a special set of four-speed, close ratio gears.



BATTERY is mounted in the nose in front of the familiar Cooper suspension with transverse spring.

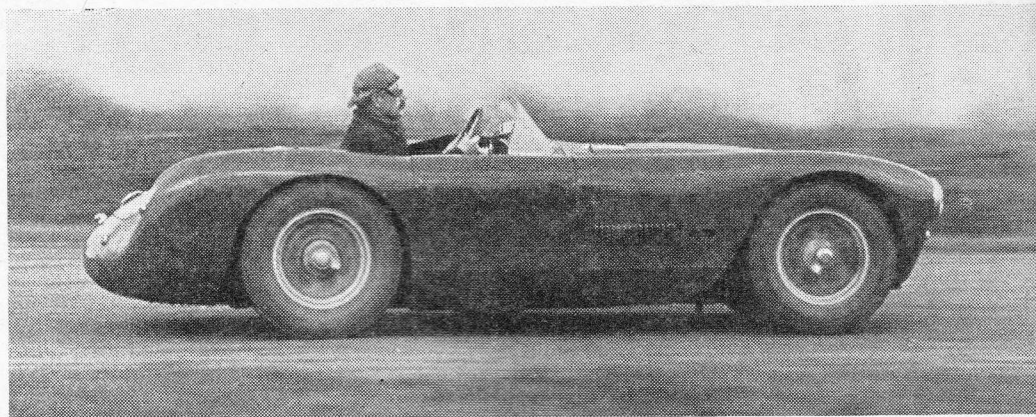


Jaguar-engined Cooper) and drives the universally jointed half shafts via a close-ratio four-speed set of gears in a Citroën casing. The aluminium body has no separate frame, but fits straight on to the chassis and carries the radiator with it, mounted inside the nose intake. The suspension is of the familiar Cooper design comprising single wishbones, with superimposed transverse leaf springs, and the wheels are the Cooper cast alloy type with integral brake drums.

The body is very nearly *monoposto*, but the passenger's seat is revealed under a detachable panel on the nearside. The dry weight of the new car is around 800 lb. and Tom Sopwith is to be one of the first customers.

145.1 m.p.h.

... and 15 seconds for the standing quarter-mile — the highest figures reached in an Autosport Road Test by JOHN BOLSTER in the



H.W.M.-JAGUAR

*A Successful Sports-racing Car
with an Outstanding Performance*

IN most of the big sports car races we are accustomed to see George Abecassis making the pace. Right up among the "unlimited" works jobs his Jaguar-engined H.W.M. is always one of the fastest cars on the course. An invitation to borrow this car was therefore accepted in great haste, and a trip was made to H.W. Motors, of Walton-

The engine of HWM 1 is a Jaguar with a 9 to 1 compression ratio. It has three twin-choke Weber carburettors, and special H.W.M. camshafts developed from those of the Formula 2 engines. The clutch is a multi-plate racing Borg and Beck, and the gearbox has C-type ratios.

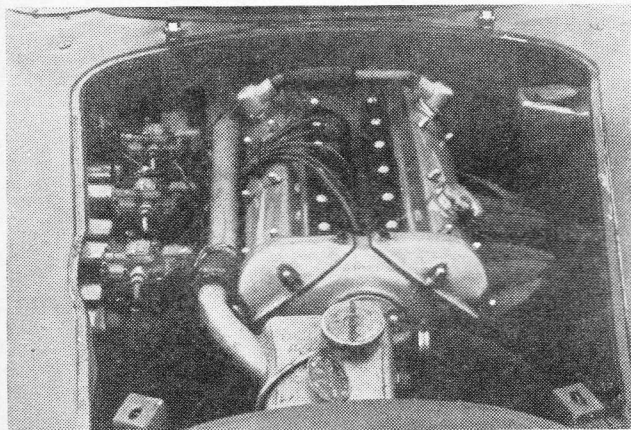
An important feature is the differen-

tial unit. This is a "quick-change" rear end of the type that is used at Indianapolis. In brief, the drive shaft runs beneath the final drive, which gives a desirable lowering of the propeller shaft. At the back of the housing a pair of straight spur gears transmit the power to the spiral bevel pinion. This engages the rear of the crown wheel, and the open articulated half shafts follow normal modern practice. The whole point of the design is the readily interchangeable spur gears, which can be instantly slid off their splines after only the cover plate has been removed.

Obviously, it is an immense advantage to be able to try several ratios during practice, and thus be sure of racing with the correct "cog" in place. I decided to take advantage of this feature during my test, and started off with the 4.11 to 1 gear. This is the proper wear for short circuits, where a maximum speed of not more than 120 m.p.h. can be developed. Naturally, I took the acceleration figures with the car so equipped.

Using this relatively low ratio, the liveliness of the car is difficult to put into words. One can positively fly up hills in top gear, and the gear lever need seldom be used. When drifting along on a whiff of throttle at 100 m.p.h. a touch of the pedal gives kick-in-the-back acceleration. Like all Jaguar engines, this one is so smooth that the relatively high revs. involved are not really apparent.

The standing quarter-mile figure of



HEART OF THE MATTER: The Jaguar power unit, H.W.M.-modified, with three twin-choke Weber carburettors.

★

"NO APPRECIABLE ROLL" says Bolster, and demonstrates the point at Brands Hatch.

on-Thames, where John Heath and partner Abecassis operate their motor business.

The actual machine I tested differs in some details from the current production models. "My" car, the celebrated "HWM 1", was, in fact, originally developed from the successful Formula 2 single-seater chassis. It has a straight tubular frame, whereas the production version spreads out in the centre to give more body support. Furthermore, the new chassis has helical springs all round, instead of a transverse spring in front and torsion bars behind. In both cases there is I.F.S. with rack and pinion steering, and a de Dion rear end. A very considerable weight saving has been achieved in the latest model, I am informed, compared with the prototype I tried.

As the data panel shows, the Girling brakes are of great size. They are mounted at the wheel hubs, front and rear, and the knock-on wire wheels have Borrani light alloy rims.



15 seconds is the best I have ever obtained. It speaks volumes for the de Dion rear end, which ensures that the wheels get a real grip of the road. In actual fact, the clutch is somewhat fierce and my getaways were, in consequence, rather violent; however, a little rubber burning had no effect on the excellent times recorded.

After all that, a 3.48 to 1 ratio was substituted, merely by changing over the two existing gears on the driving and driven shafts. Naturally, the machine became less flexible, though it was still marvellous to drive on the road. Completely equipped, and with a full width screen in place, I recorded a mean timed speed of 145.1 m.p.h. on this gear. Once again, this was the highest speed yet achieved in an AUTOSPORT road test.

The straight-cut gears emit a high-pitched whine, but this has the same exhilarating quality as the song of a blower, and takes one back to the Alfas and Bugs of one's youth. It would become tiresome in a closed car, but for

is at all times level, and there is no appreciable roll. The bucket seats give ideal location, and the steering wheel and other controls are as well placed as one would expect. The appearance is pleasantly functional, but future cars will benefit from considerable weight saving in the body.

At first I found the steering a little odd. It has much more caster than usual, and is consequently rather on the heavy side. Once I became accustomed to it, however, I found that I could make the car do almost anything. It can be driven with one hand at nearly 150 m.p.h., and curves may be entered at this sort of velocity without any drama. One can feel the more severe bumps through the wheel, but there is no unpleasant steering wheel reaction.

If a curve is entered on a trailing

sure is required at high speeds, this does ensure that accidental locking of the wheels will not take place in an emergency.

As most racing drivers have their pet ideas, and prefer to make their own changes in the specification, the exact price of the H.W.M. cannot be quoted. Suffice it to say that this very fast sports-racing car can be acquired at an extremely competitive figure. Regarded as a dual purpose vehicle, for competition work and ordinary road motoring, it would certainly be hard to beat. The passenger's seat is just as comfortable as the driver's, and is not the "token" affair one finds in so many cars designed for the circuits.

The Jaguar engine is really one of the marvels of the century. With its twin overhead camshafts, seven main

a sports-racer it is all part of the excitement, and I would not be without it.

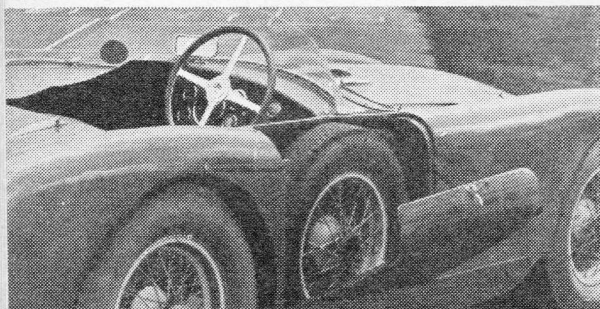
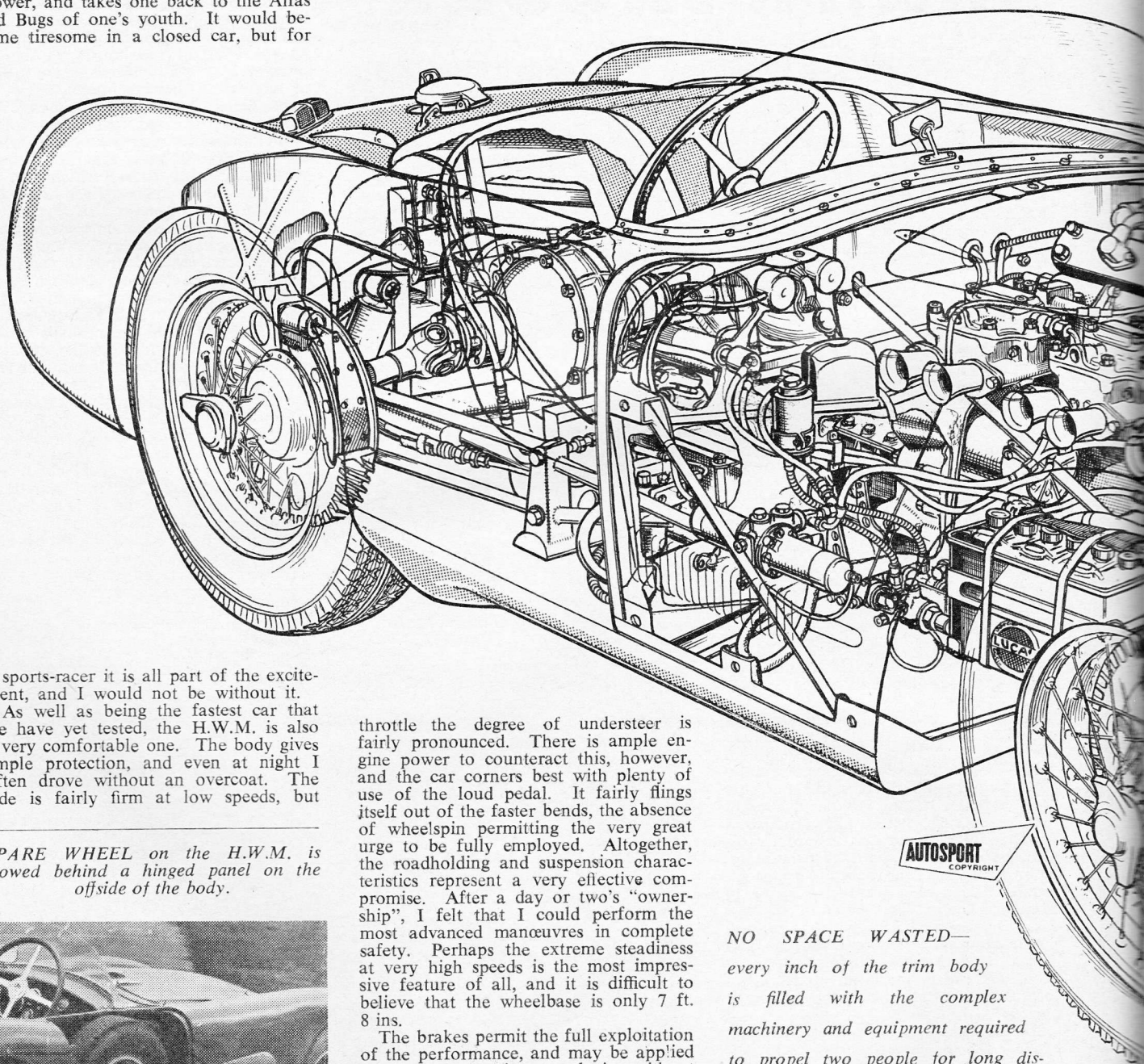
As well as being the fastest car that we have yet tested, the H.W.M. is also a very comfortable one. The body gives ample protection, and even at night I often drove without an overcoat. The ride is fairly firm at low speeds, but

SPARE WHEEL on the H.W.M. is stowed behind a hinged panel on the offside of the body.

throttle the degree of understeer is fairly pronounced. There is ample engine power to counteract this, however, and the car corners best with plenty of use of the loud pedal. It fairly flings itself out of the faster bends, the absence of wheelspin permitting the very great urge to be fully employed. Altogether, the roadholding and suspension characteristics represent a very effective compromise. After a day or two's "ownership", I felt that I could perform the most advanced manoeuvres in complete safety. Perhaps the extreme steadiness at very high speeds is the most impressive feature of all, and it is difficult to believe that the wheelbase is only 7 ft. 8 ins.

The brakes permit the full exploitation of the performance, and may be applied at the car's maximum velocity without causing any deviation. No fading is apparent, and if fairly heavy pedal pres-

*NO SPACE WASTED—
every inch of the trim body
is filled with the complex
machinery and equipment required
to propel two people for long distances
at a great many miles per hour.*



bearings, and ultra-rigid construction, it has all the basic features of a successful competition power-unit. It deserves to be put into a small, light car, with correct suspension and steering characteristics and a genuine de Dion rear end to pin all that horse-power down to the road. That is just what John

Heath and George Abecassis have done, and the result can be seen at the race meetings or on the accompanying graph. In my case the result was several days of such motoring that I was with difficulty restrained from writing this report in poetry!

JOHN V. BOLSTER.

Specification and Performance Data

Car Tested: H.W.M. Sports 2-seater.

Engine: Six cylinders, 83 mm. x 106 mm. (3,442 c.c.). Twin overhead camshafts. 240 b.h.p. at 5,700 r.p.m. 9 to 1 compression ratio. Three twin-choke Weber carburetors. Lucas coil and distributor.

Transmission: Borg and Beck racing multi-plate clutch. Four-speed gearbox with short central remote control lever. Ratios optional with quick-change rear end. Car tested with Ratios 4.11, 4.93, 7.18, and 12.54 to 1. Also 3.48, 4.17, 6.08, and 10.09 to 1. Final drive by straight spur gears and spiral bevel. Articulated half-shafts.

Chassis: Twin tube frame with independent front suspension and de Dion rear axle. I.f.s. by transverse spring and wishbone; anti-roll torsion bar; rear suspension by torsion bars, on prototype tested. (Helical springs all round on production cars.) Girling dampers, telescopic behind, piston-

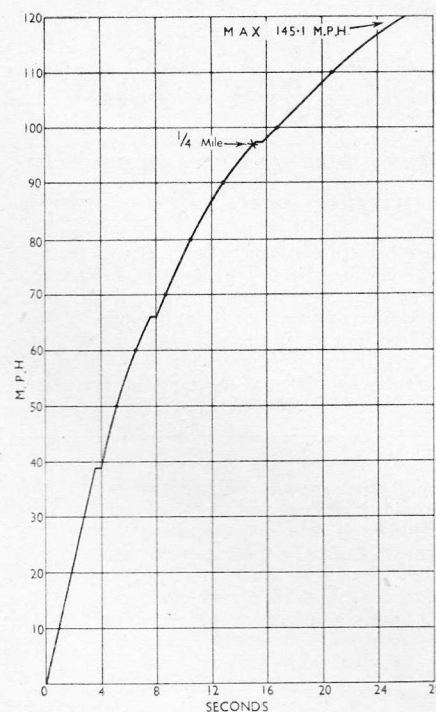
type in front, with auxiliary Andre friction dampers in front.

Equipment: 12-volt lighting and starting. Rev. counter, ammeter, oil and water temperature, oil pressure and petrol pump pressure gauges.

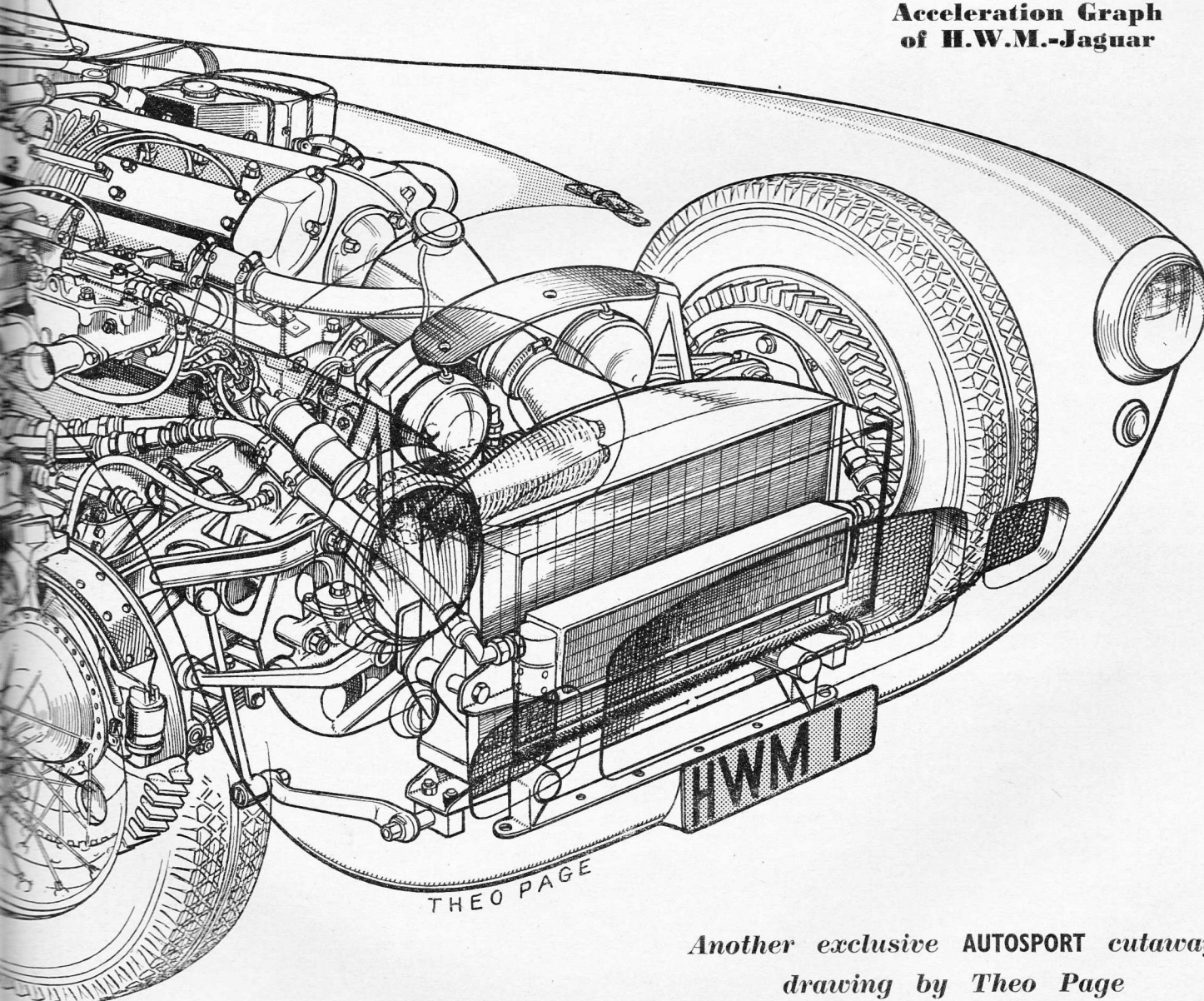
Dimensions: Wheelbase, 7 ft. 8 ins.; track, front 4 ft. 1½ ins., rear 4 ft. 2½ ins. (Production cars, wheelbase 7 ft. 6 ins., track 4 ft. 3 ins.); weight approx. 1 ton (wet); Production car, 17 cwt. (wet).

Performance: Maximum speed, 145.1 m.p.h. Speeds in gears (with 4.11 rear end), 3rd 97 m.p.h., 2nd 66 m.p.h., 1st 39 m.p.h.; (3.48 rear end), 3rd 114 m.p.h., 2nd 77 m.p.h., 1st 46 m.p.h. Standing quarter mile 15 secs. Acceleration: 0-50 m.p.h., 5.2 secs.; 0-60 m.p.h., 6.5 secs.; 0-70 m.p.h., 8.8 secs.; 0-80 m.p.h., 10.6 secs.; 0-90 m.p.h., 12.8 secs.; 0-100 m.p.h., 17 secs.; 0-110 m.p.h., 20.8 secs.

Fuel Consumption: 15 m.p.g. (approx.).



**Acceleration Graph
of H.W.M.-Jaguar**



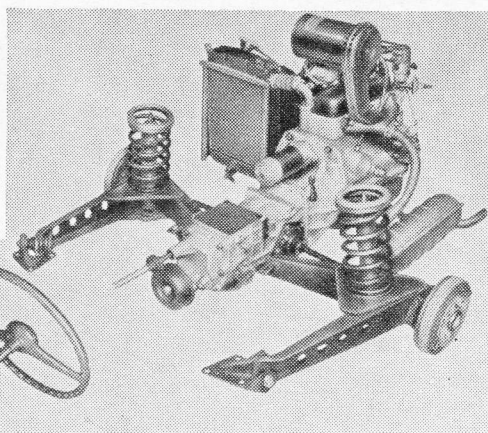
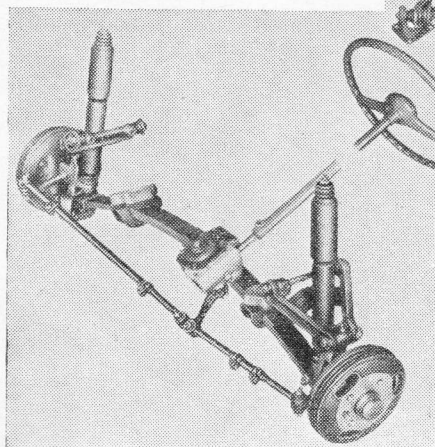
*Another exclusive AUTOSPORT cutaway
drawing by Theo Page*

Fiat's new "Baby"

Many novel features in entirely new four-seater Fiat "600"

At Gerrard's Cross on 23rd March, members of the British Press had an opportunity to examine and drive the new and attractive Fiat Model "600", and to marvel at the designer's ingenuity in producing a four-seater car which is actually *smaller and lighter* than the two-seater Model "500". The "600" is 5 ins.

The front end of the new Fiat "600" is a simple inversion of the previous design, but the rear suspension is now independent for the first time. The power unit, with gearbox and radiator, is placed well to the rear and may be quickly removed for servicing. Although a four-seater, the "600" is smaller and lighter than its predecessor, the two-seater "500".



shorter, 1½ ins. lower and 14 lb. lighter than the diminutive "500", yet the writer was able to insinuate his 6 ft. 2 ins. into the driving seat in perfect comfort.

The ratio between overall dimensions and internal space is the highest so far achieved on any car, and this has been accomplished by a bold break with previous Fiat traditions. The first small four-seater Fiat is also the first Fiat to

feature a rear engine and independent suspension on all four wheels. The o.h.v. four-cylinder, 60 mm. by 56 mm. (633 c.c.) engine lies entirely behind the rear hub centre line and is in unit with the four-speed synchromesh gearbox, from which the drive is taken to the rear wheels by swinging half-axes with flexible couplings of patent design. The front suspension, with its transverse leaf spring and wishbones, is of the familiar Fiat type, but the rear suspension has wishbones-cum-trailing-links which are reminiscent of Lagonda, used in conjunction with large helical springs.

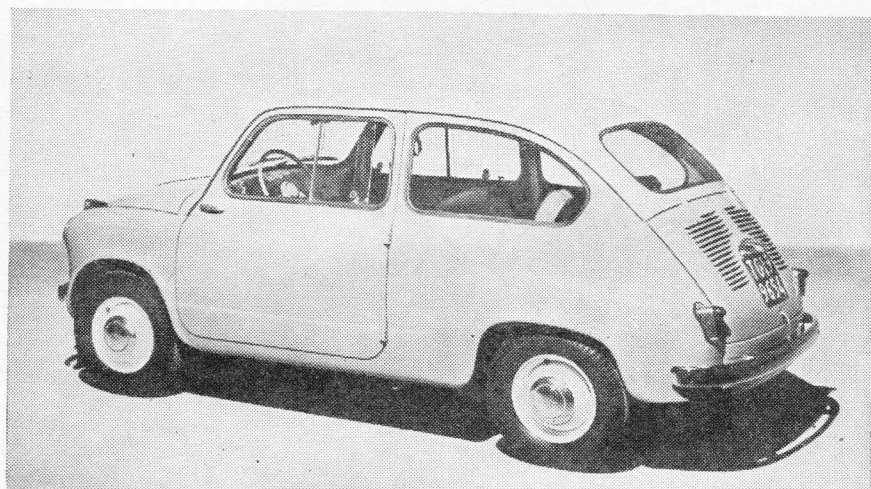
One could write volumes about the power unit, in which extensive use has been made of light alloys. The maximum output is 21.5 b.h.p. at 4,600 r.p.m.,

and at this speed the piston speed is only 1,815 ft. per minute. The inlet manifold is incorporated in the aluminium cylinder head, the big-end bearings are lead-bronze on steel, and the timing chain is simply but ingeniously freed from whip by means of small "limiting links" on each roller spindle. On the offside of the engine lies the radiator, through which air is drawn forwards by a fan to heat the interior of the car, and the cooling system is both pressurized and thermostatically controlled.

A brief drive revealed that the "600" is indeed livelier than its predecessor. It is not a sports car, but with a petrol consumption of about 50 m.p.g. one is prepared to accept a maximum speed in the region of 60 m.p.h., and the car tested certainly cruised happily at over 50 m.p.h. All the controls—and especially the short, stiff central gear lever—were in exactly the right position for safe, effortless driving, but the combination of very direct steering and a wheelbase of only 6 ft. 6½ ins. proved disconcerting in the prevailing conditions. A strong cross-wind was blowing at the time, and it was all too easy to over-correct when the car deviated from its path.

In its native land, the Fiat "600" sells at £345. Taxes and duties make the price rather different in this country, but this new model is still in a position to compete with British economy cars at the announced figure of £585 10s., including purchase tax.

F. W. McC.



THE 1955 BOND MINICAR

Some Impressions by John Bolster

I HAVE recently been using a Bond as my local transport, and quite enjoyed the experience. As I have previously road tested one of these little vehicles, I will not go into elaborate details, but a few comments on the latest improvements may not come amiss.

The Bond Minicar has a light-alloy stressed-skin body structure, carrying three wheels on trailing arms. Those at the rear articulate on rubber in torsion, but the front one has a helical spring and hydraulic damper. A 197 c.c. air-cooled Villiers engine drives the single front wheel.

The greatest improvement is the elec-

tric starter, which sets the two-stroke engine going at once on the coldest morning. Then there is the front brake, which augments the existing rear brakes and appreciably shortens stopping distances. The gearbox has wider ratios, too, so that there is now a reserve of power on the steepest hills.

On the road, the Bond is lively enough to keep its place in London traffic, and cruises all day at 40 m.p.h. Fifty m.p.h. may be exceeded on any slight down grade, and although there is a fairly pronounced engine note with the hood up, this is a much quieter car than the earlier models. There are no rattles, and all three gears and neutral are easy to find, in spite of being selected by "feel".

The roadholding is excellent, and one

may skid the car deliberately at maximum speed on wet roads while retaining perfect control. The suspension absorbs bumps well, but there is fairly pronounced pitching on some rippled surfaces, due to the very short wheelbase. It is the latter, however, which allows the machine to turn right round in the narrowest road.

My criticisms of the test car concern only the rather heavy steering and a draught under the single door. This Family model, with two small seats in the back and various extras, costs just under £300 including P.T. However, the tax is only £5 and one can travel about twice as far on a gallon of petrol as with an orthodox small car. In fact, borrowing a Bond has saved me quite a lot of money!

International Rally

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BP Supermen**

6 out of 8 places on

BP Super

GENERAL CLASSIFICATION

1st Alfa Romeo
(HOUEL)

4th Peugeot
(GUIRAUD)

2nd Salmson
(COTTON)

7th Denzel
(MICHY)

3rd Renault Special
(GALTIER)

8th Salmson
(TROLLET)

5 Separate Class Wins

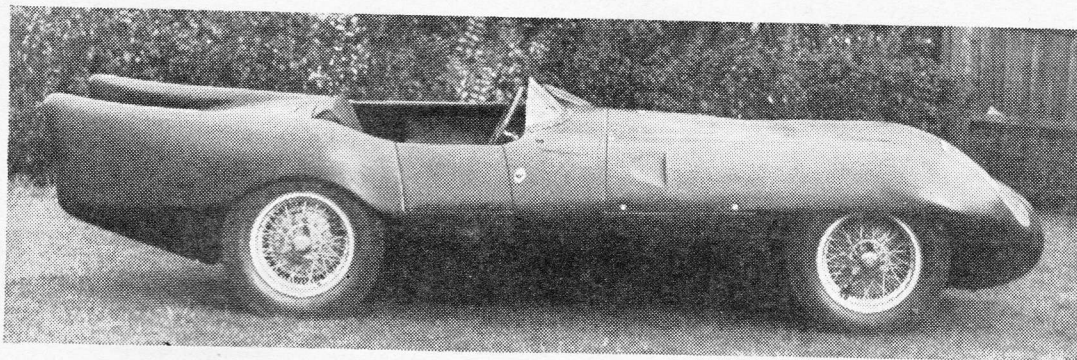
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**A new
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 with over
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 from
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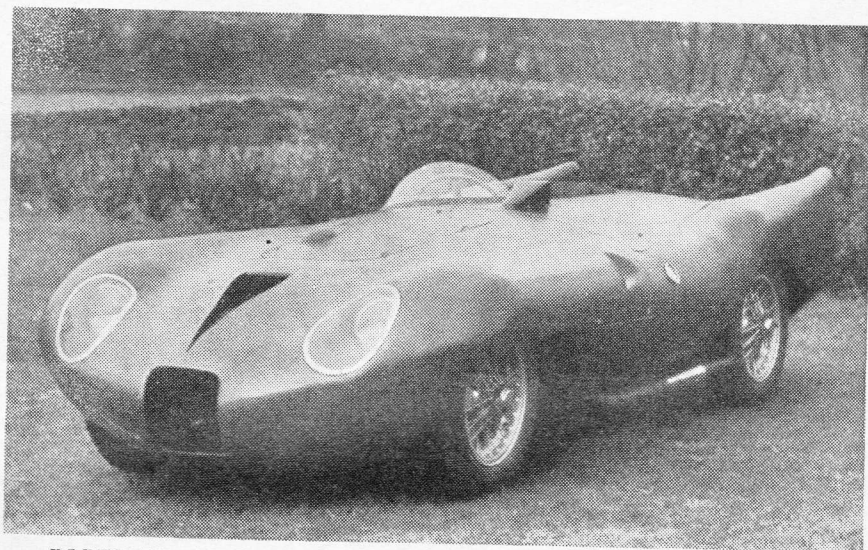
Connaught's Latest Sports Car

THE racing car of today is the touring car of tomorrow—to coin a phrase. Anyway, if the new Connaught sports model is not precisely a touring car, it is obviously a direct development of the 1953 Formula II single-seater.

The engine is very similar to the well-known 2-litre unit. It has a light alloy block with wet liners, and the crankshaft is inserted endways into the barrel-type crank case, taking its split central bearing housing with it. The front main bearing is a steel backed bush, and the rear is split in a diaphragm-type housing. Dry sump lubrication is employed.

A train of gears at the front of the engine drives the two high camshafts, which operate the valves through very short pushrods and rockers. Much work has gone into the problem of raising the valve bounce speed. Two twin-choke Weber carburettors were on the test unit, but four Amals can also be used. The bore and stroke are 75 mm. x 84 mm. (1,484 c.c.) and on a compression ratio of 9 to 1 some 115 b.h.p. is developed. The design of the iron hemispherical head must thus be extremely efficient.

The twin tube chassis (3½ ins. 16 gauge) is wider in front than behind. There is i.f.s. with unequal length wishbones, and a de Dion rear axle. The de Dion tube is located in a fore and aft direction by twin radius arms that pivot behind the axle. Laterally, an ingenious linkage on the nearside ensures a substantially vertical movement. The suspension is by torsion bars all round, with Armstrong piston-type dampers. A rack and



PORTRAIT of yet another addition to the range of very rapid aerodynamic sports-racing cars that will go to make the 1955 season one to remember.

pinion steering box is controlled by a universally jointed column.

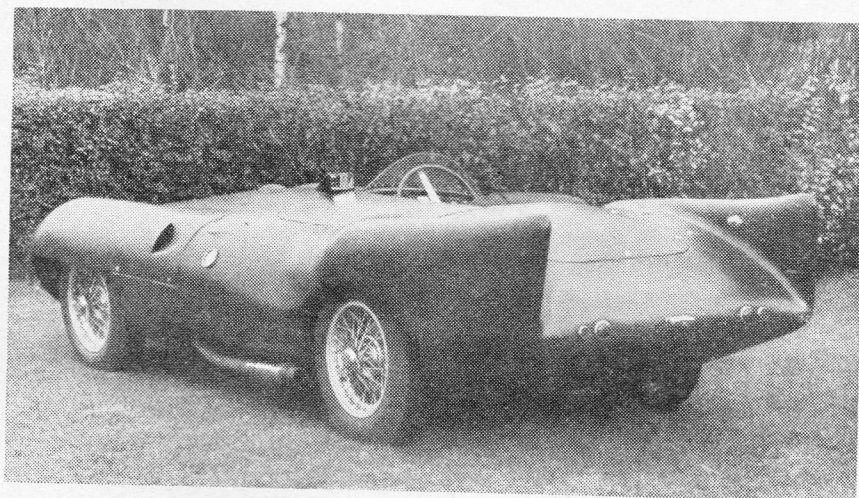
From the engine, a short shaft conveys the drive to a separately mounted pre-selective gearbox with the control quadrant directly mounted on top of it. Another shaft then goes to the spiral bevel final drive, from which a short belt drives a dynamo located in the under-shield. The Girling 2 L.S. brakes have Alfin drums, 12 ins. x 2 ins. in front and

9 ins. x 1½ ins. at the rear. Borrani wire wheels will normally be used, but the lighter magnesium-zirconium wheels may be fitted for short races, where bolt-on hubs are no handicap.

The body frame is tubular, and the 22-gauge aluminium panels are mostly secured by Dzus fasteners. There are two stabilizing fins at the rear, and the appearance is most attractive. The two side tanks are supplemented by another one in the tail, above which the spare wheel is carried horizontally. The wheel-base is 7 ft. 6 ins. and track 4 ft., while the height to the top of the scuttle is only 2 ft. 10 ins. The comfortable seats are cloth upholstered, a detachable panel covering the passenger's during racing.

It is difficult to find adequate words to describe the superb construction and finish of this car. With a maximum speed in excess of 130 m.p.h., it is a very fast 1½-litre sports-racing machine, and the standard of engineering does its country of origin great credit.

JOHN V. BOLSTER.



COCKTAILS FOR TWO: Connaughts share the current tendency to mount stabilizing fins to aerodynamic sports car coachwork, and have produced a two-seater of pleasing and efficient form. The panel over the passenger's seat is readily removable.

* Twice in 3 Years MONTE CARLO RALLY



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Once again under gruelling conditions Tyresoles have proved their reliability.

* **1ST** General Classification **1955**
CAPT. P. MALLING (Norway)
General Classification **1953**
Maurice Gatsonides in a Ford Zephyr

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Ask your local garage or, in case of difficulty, your Telephone Directory will give you the name and address of your nearest Tyresoles factory.



By Courtesy of Rootes Motors Ltd.

Outright winners of the Rally, by a margin of some 25 points, were Capt. Per Malling (right) of the Oslo police and Gunnar Fadum, vice-chairman of the Royal Norwegian Automobile Club (left), driving a Sunbeam on "Tyresoles".

NEWS FROM THE CLUBS

By Wilson McComb

THIS Sunday, 3rd April, the M.G.C.C.'s (S.E. Centre) April Rally will finish at the Roebuck Inn, Broadwater, near Knebworth in Hertfordshire, when some 150 M.G. enthusiasts will meet for breakfast. No doubt their thoughts will go back 25 years, when a few M.G. owners met at the Roebuck Inn to discuss the formation of an M.G. Car Club. It is believed that only about 12 people were present on that historic occasion, but out of their enthusiasm has grown a club with eight regional centres in Britain alone, their membership totalling 2,060, and an overseas membership of 2,700. Other celebrations in the club's Jubilee Year will include a grand parade of M.G. models at the Silverstone race meeting on 27th August, when it is hoped to display examples of every M.G. that has been manufactured.

Latest news of the London M.C.'s Little Rally is that entries for the event have now reached 337, that figure including Mike Hawthorn and Pat Moss. The entry list closes tomorrow.

* * *

EASTER Monday, 11th April, will undoubtedly find most motoring enthusiasts fully occupied, and members of the Bugatti O.C., Cheltenham M.C., Midland A.C., Pembrokeshire M.C., Severn Valley M.C., Vintage S.C.C. and Welsh Counties C.C. have been invited to spend it at Castel Farm Hill, near Bridgend, where the South Wales A.C. will be holding one of their hill-climbs. Entries close tomorrow 2nd April, so some haste is indicated to get your entry in to J. G. Coleman, 4 Murch Road, Dinas Powis, Glam. . . . If you are a member of the Bristol M.C. and L.C.C., Plymouth M.C., West Hants and Dorset C.C., London M.C., Sporting O.D.C., or Hants and Berks M.C., then you can spend the same day hill-climbing at Trengwainton, near Penzance, with the West Cornwall M.C.—provided you get your entry off to B. L. Ellis, 7 Merlin Place, Mousehole, Penzance, by 5th April. . . . The formation of a motor club is being mooted in the Glossop area by Peter C. Swann, "Ausford", Woodhead Road, Glossop, Derbyshire, and he will be pleased to hear from other enthusiasts who think this a good idea. . . . The lively little Kirkcaldy circuit which has been described as an "effervescent Beveridge" will, on 30th April, be the scene of Formula 3 races organized by the Scottish Motor Racing Club. They have issued an invitation to members of the B.A.R.C., B.R.D.C., B.R.S.C.C., Lothian C.C., Scarborough and D.M.C., Scottish S.C.C. and Yorkshire S.C.C., and further details may be had from George Johnstone, 27 Stirling Road, Edinburgh, 5. . . . The A.G.M. season is drawing to its close, but hasn't quite ended yet. Next Wednesday, 6th April, the Midlands Motoring Enthusiasts' Club will hold theirs at 7.45 p.m. in the White Swan, Edmund Street, Birmingham, 24, and the Hagley and District L.C.C. mem-

LANDSCAPE, WITH CLOUDS: (Right) A peaceful scene in the heart of the countryside, showing one Ford special with burst radiator hose and two ex-competitors in the Irish Experts' Trial heading for a cooler climate.



bers will get together for the same purpose at 7.30 p.m. in the Lyttelton Arms, Hagley. . . . Entries close on 11th April for the Fairey Aviation Company M.C. and C.C.'s next rally, run jointly with the E.M.I. M.C. and C.C. It will be held on 15th April, starting from Runnymede at 8.30 p.m., and bears the lengthy title of "All in the April Evening". Entries should be sent to N. McKeand, 4 Northfield Close, Hayes. . . . Another joint event is the driving test meeting which is to be held on 17th April at Slough, organized by the Old Merchant Taylors' M.C., Harrow C.C. and Windsor C.C. G. Connelly, 98 St. Martin's Lane, London, W.C.2, will close the entry list on 13th April. . . . Despite rumours to the contrary, the Cornwall Vintage C.C. announce that a National race meeting will be held at Davidstow on Whit Monday, 30th May, as usual. . . . The Hendon Safe Driving Trials at Hendon Aerodrome, run by the London M.C. for the Hendon and Finchley Borough Councils, will take place on 22nd May. Details may be had from D. W. Price, Braemar Works, London, N.W.10 (GLadstone 7811). . . . "No protest ever received"—that is the proud boast of the Torbay M.C. in regard to their Torbay Rally, a B.T.D.A. Silver Star event on 30th April. This date is a convenient one for West Country holidaymakers, being just one week after another Silver Star event, the North Devon M.C.'s Ilfracombe Rally. The Torbay Rally will start from Plymouth, Ilfracombe, Taunton and Torquay, and cover a road section of about 180 miles. Entries at normal fee close on 9th April, and the invited clubs are the Burnham-on-Sea M.C., London M.C., M.G.C.C., North Cornwall M.C., North Devon M.C., Plymouth M.C. and Taunton M.C. The Secretary of the Rally is F. H. Gibbons, Castle Dyke, Newton Abbot. . . . The B.A.R.C. announce that their film of 1954 racing at Goodwood, Aintree and Crystal Palace, produced by Stanley Schofield, is available on loan to other clubs. It is a 16 mm. film with a running time of approximately 19 mins. . . . Regs. for the M.G. Car Club's (N.E. Centre) Night Navigation Rally on 16th/17th April are now available from H. S. Marks, 5 New York Road, Leeds, 2. The event will start from Pool-in-Wharfedale, and maps are provided by the organizers. . . . Riley M.C. members are invited to take part in their N.W. Centre's opening run, which will start

from Manchester on 17th April and finish at Blackpool for tea. E. M. Wainwright, 10 St. Michael's Avenue, Bramhall, Cheshire, will close the entry list on 12th April. . . . A special award will be given by the Lancashire and Cheshire C.C. for the best performance by a Dellow in the 14th Derbyshire Sporting Trial. This R.A.C. Championship and B.T.D.A. Star event takes place on 24th April, and is open by invitation to members of the London M.C., Sheffield and Hallamshire M.C., North Midlands M.C., Yorkshire S.C.C., Sunbac, Lancashire A.C. and Hagley and D.L.C.C. Entries should reach J. A. Sivey, 7 Brookfield Crescent, Cheadle, Cheshire, by 19th April. . . . Members of the B.A.R.C., Bugatti O.C., B.R.S.C.C., Liverpool M.C., Mid-Cheshire M.C., Nottingham S.C.C. and Vintage S.C.C. have been invited to enter for the North Staffordshire M.C.'s Oulton Park race meeting on 30th April. The programme includes six scratch races for sports and racing cars (F3 and Formula Libre), and the four handicap races include one for vintage cars and another for production cars. Entry closing date is 20th April, and regs. may be had from J. H. Greenwood, Minster Mills, Ltd., Walley Street, Biddulph, Staffs. . . . The Royal Scottish A.C. are thinking of presenting a special husband-and-wife trophy for the 13th International Scottish Rally, if there are sufficient entries of this kind to warrant it. The event, which will be held on 30th May/3rd June, has already attracted many "regulars" who take part in it each year, but the organizers hope to make some new friends, too. Entries should reach A. K. Stevenson, O.B.E., Royal Scottish A.C., Blythwood Square, Glasgow, C.2, by 4th May. . . . Eight rally type driving tests, on Wormingford Aerodrome, make up this year's version of the Thames Estuary A.C.'s annual "Day of Dicing" on 1st May. An invitation goes to members of the London M.C., East Anglian M.C., Eastern Counties M.C., M.G.C.C. (S.E. Centre), B.A.R.C., M.C.C. and 750 M.C., and the entry list will be closed on 23rd April by S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . Regs. have now been issued for the Lancashire A.C.'s ninth National Morecambe Rally, which this year will be held on 13th/15th May and will include a short night navigational section. Entries close on 22nd April, and should be sent to J. Taylor, Sudell Cross, Blackburn.

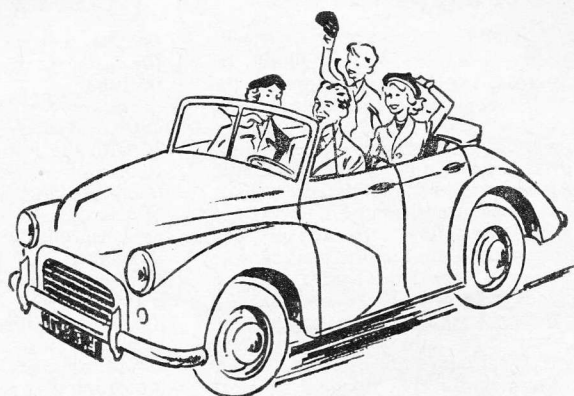
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The weekly magazine for all the family



Autocross at Amersham

THE Chiltern Car Club are by no means complete strangers to the gentle art of autocross, but have encountered the usual difficulty of finding suitable venues. However, on 13th March they held a very successful meeting over a new course at One Hundred Acres Estate, near Amersham, and a lively afternoon's sport was staged and enjoyed by drivers and spectators alike. It was a fine afternoon, but although the course was predominantly dry there were one or two places where it became embarrassingly boggy towards the latter part of the proceedings, and there were two parts of the circuit where it was crossed by a sharp gully that tended to give some advantage to those with less respect for their motor-cars; however, the gully will have been attended to and the boggy

patches will no doubt have dried out by the date of the next meeting, probably in June.

As seems to be almost customary, the course was shaped rather like a letter B, with the bottom of a valley down the middle of the letter. Thus drivers started from the middle of the vertical stroke of the B, took a right turn downhill, up to a right-hand hairpin, down again to a banked left-hander, up to another right-hand turn—then down and up, to a fast right-hand bend and the finishing line. The course was marked out with flags and was fairly narrow, only one car running at a time, but some spirited motoring was seen, in a number of unexpected cars. There was a brace of shiny Swallow Doretis with five exuberant drivers, and no less than four

BEST TIME of the day—and making the most of it—H. Denton takes his Morgan Plus 4 round a fast left-hander during the Chiltern autocross meeting.

people drove D. G. Dixon's Sunbeam Alpine, which is the late property of one Stirling Moss; after the ball was over, the writer was permitted to "have a go" with it, and it certainly is an interesting vehicle! Norman Overton turned up with a brand-new Austin Cambridge and won the 1½-litre saloon class against a Consul, two drivers with one Anglia and C. C. Robinson's Singer Hunter, which later recorded precisely the same time on each of its three runs.

Running justifiably in the "Specials" class, C. R. C. Aston's extraordinary projectile with Chevrolet truck chassis and Ford V8 engine collected third best time of the day, but was only 2 secs. slower than the fastest man, H. Denton, in his very ordinary looking Morgan Plus 4. Ordinary perhaps to look at but most nimbly driven; the comparatively firm suspension seemed to be much more controllable over the bumps than that of some of the more expensive machinery. Only six-tenths of a second slower, though, was Tony Rumfitt's XK 120. This trio had a clear lead over the next best two times—those of G. C. Robinson and J. S. Gunn in the two Doretis (1min. 58.2 and 1 min. 58.4).

S. P. S.

Provisional Results

B.T.D.: H. Denton (Morgan Plus 4), 1 min. 50.0 secs.

Closed cars up to 1,100 c.c.: R. C. Goodearl (Renault), 2 mins. 16.2 secs. **1,101-1,600 c.c.:** N. Overton (Austin A50), 2 mins. 4.4 secs. **Over 1,600 c.c.:** E. Kelvin Laurence (Zodiac), 2 mins. 12.2 secs. **Open cars up to 1,100 c.c.:** M. J. A. Glover (Morris Minor), 2 mins. 14.4 secs. **1,101-1,600 c.c.:** No entries. **Over 1,600 c.c.:** A. E. Rumfitt (XK 120), 1 min. 50.6 secs. **Specials:** C. P. C. Aston (Chevrolet Special), 1 min. 52.0 secs.

STARTING from the Red Lion Inn at Water End, near Hemel Hempstead, the Herts County Automobile and Aero Club's third annual invitation Map Run was run off in the perfect springlike weather that blessed that part of the country on Sunday, 20th March.

There were 32 starters, each of whom had different routes to tackle in the morning and afternoon. Section A consisted of eight map references and at each point a letter had to be obtained, via a clue given on the route card, from permanent features of the landscape such as signposts, notices and pylons. Some of the points were marshalled and a time schedule was laid down with penalties for early and late arrival. The letters so obtained formed an anagram, for the solution of which bonus marks were awarded. Both R. A. Camp and the eventual winner Tom Hands managed this section without any penalty.

Section B was somewhat more involved. The most important point to find from the marks point of view was baldly given on the route card as "Lock No. 83 on the Grand Union Canal" and the means by which the crews found it were many and varied. Some went to the nearest lock to the start, found its number and worked down on the map to find the right one near Rickmansworth. Others hailed passing barges and

got varying answers. The owners of inns and canal-side houses were also tackled on their knowledge of the waterways of Hertfordshire. One competitor who shall be nameless followed someone else to the point and then had to ask the marshal where he was—the answer was not helpful.

A special test was held here involving a bit of forwarding and backwarding into a side turning over a hump-backed bridge. Easily the best time was put up by Ruggles' M.G., though P. J. Timson's effort in an A.40 coupé was fast and neatly done. While all this was going on the police arrived on the trail of an escaped inmate of the local mental home. They took one look at the goings-on and reckoned that there must have been a mass escape!

Further map references were obtained here, of code word points near Commonwood and Ivinghoe Beacon. The route card gave eight further map references at which questions could be answered on the immediate surroundings and bonus marks gained. There was no time schedule for this section but crews had to be back at Water End by the deadline given on their route cards to avoid heavy penalties for lateness. Several competitors cut it very fine indeed both

Herts County Map Run

as regards the time and their braking point.

The results were announced within 15 mins. of the last car arriving and it is a credit to the Hands/Palmer/A.C. combination that they came out top in what was far from the fastest car in the event—which is, after all, only right and proper. The Sinclair brothers aided and abetted by Morgan enthusiast Alex Blair were, however, only two marks behind in their Velox, and they obtained the promoting club's Crew Award. Among the others taking part was John Gott who, navigating in Wing Commander Pike's Pathfinder, came in fourth.

Even the chap who finished up with a minus score of over 400 marks seemed to have enjoyed himself and nobody even looked like lodging a protest. What more could one want?

C. P. TOOLEY.

Provisional Results

Premier Award: T. H. Hands (A.C.O.C.), 529 marks.

First Class Awards: I. F. C. Sinclair (Herts County), 527; R. F. Ruggles (Public Schools), 523; C. A. Pike (Herts County), 465.

Second Class Awards: P. Bartlett (Herts County), 457; H. S. Cranstone (Herts County), 445; J. B. Blunsden (Public Schools), 417.

Herts County A. & Ae.C. Crew Award: I. F. C. Sinclair.

CAVORTINGS IN THE CATTLE MARKET

THE enterprise of obtaining the use of Guildford's cattle market for the purpose of staging a driving tests meeting there was one for which the Guildford M.C. were rewarded with full and deserving success. Sunday, 13th March was bright with spring sunshine, if chilled by a tardy winter wind and the sounds of cars in urgent action and tyres under stress attracted a sizeable gathering of intrigued local inhabitants.

Five tests were run off within three hours, contested by a most diverse collection of cars. There were Austin-Healeys, TR2s, TF M.G.s and the like, Dudley Gahagan's Type 37 Bugatti, a venerable Wolseley Hornet sports, a somewhat out-of-condition chain-drive Frazer-Nash, and numerous modern saloons such as Minxes, Minors, an Oxford, Vanguards and Anglias, the latter particularly agile in performing the many tight manœuvres in the tests.

By the time the last test was run, things were very close between J. B. Blunsden in an Anglia and L. Cornish's TR2, and the destiny of the Challenge Trophy was only decided by the special test. In this the two drivers were required to drive up to a plank of wood set on two cans and stop as near as possible thereto without touching the plank. Blunsden stopped within 2 $\frac{7}{16}$ in. of it, whereas Cornish halted his TR2 well over a foot away. Club President Alan Brown took part with an Anglia, winning his class, as did A. E. Westbrook and Gahagan.

Results

Best Performance: J. B. Blunsden (Ford Anglia); **2nd:** L. T. Cornish (Triumph TR2). **Ladies' Award:** Mrs. J. Putt (Standard Vanguard). **Under 1,500 c.c. Closed Cars:** A. E. Brown (Ford Anglia). **Over 1,500 c.c. Closed:** B. P. Putt (Standard Vanguard). **Under 1,500 c.c. Open:** D. H. Gahagan (Bugatti Type 37). **Over 1,500 c.c. Open:** A. E. Westbrook (Austin-Healey).

M.G. CAR CLUB (S.W. CENTRE) NAVIGATIONAL RALLY

HELD on 20th March, this novel Rally attracted an entry of 21, who found the "multitude of map references" hard to find.

Mileages on signposts had to be totalled, always difficult when in a hurry, pub keepers' names noted, times of collections at obscure post boxes discovered and additionally five timed controls had to be visited.

For the second year in succession, Don Hall, in an Austin A30, proved himself the most successful in this type of event, beating the well-known opposition of John and Michael King, Gilbert Best and Charles Toomer. The open cars did not have a good day, for apart from John King (TR2) and Tony Woodward (M.G. TC), they all were in the last half of the results lists.

After a successful event, a gathering of over 50 enjoyed an evening of films presented by Esso at the Ship Hotel, Alveston.

Results

Sanctuary Trophy: D. Hall (Austin A30).

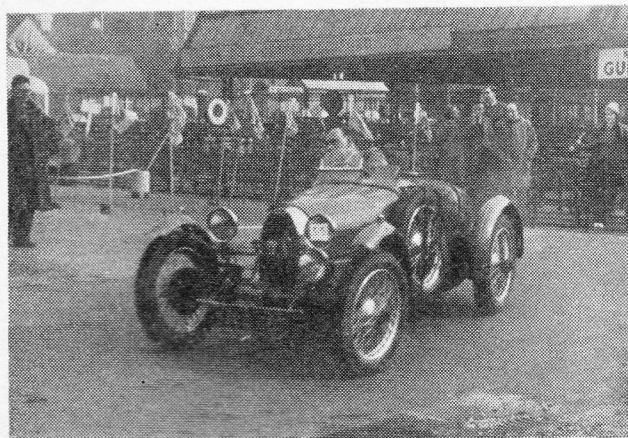
Open Class: J. H. King (TR2).

First Class Awards: C. J. Toomer (M.G. Magnette); G. W. Best (Ford Anglia); E. P. Ercoy (M.G. Magnette).

Second Class Awards: H. Hooper-Organ (Standard 10); P. J. H. Tellins (Sunbeam-Talbot); E. F. A. Woodward (M.G. TC).

★

GOING IN: Dudley Gahagan heads his Type 37 Bugatti for a parking bay during one of the Guildford club's driving tests on 13th March.



SOME RECENT RESULTS

(Pressure on space has caused the holding over of many reports)

FAIREY AVIATION M.C. & C.C. TRIAL 12th/13th March

Premier Award: J. F. Munger/H. J. Seymour-Walker (Ford); 2, J. E. Mitchell/M. A. Reilly (Jaguar); 3, A. Wilkinson/B. Cecile-Pritchard (Triumph).

M.G.C.C. GROVES CUP TRIAL (IRISH CENTRE) 19th March

Groves Cup: A. L. Young (Dellow), 33. **Open Sports Car Class:** S. M. Logan (M.G.), 29. **Specials Class:** H. Beckett (Ford), 24. **Saloon Car Class:** P. B. Hopkirk (Volkswagen), 138; H. G. MacMahon (Volkswagen), 132; D. C. Moore (Volkswagen), 124; K. P. Murray (Anglia), 110; J. C. Millard (Austin), 102.

WINDSOR C.C. "NUTS NOCTURNAL" 19th March

1, E. K. Lawrence (Ford Zodiac); 2, L. D. Clifton (Standard Vanguard); 3, M. J. Glover (Morris Minor).

SOUTH WALES A.C. MOONBEAM RALLY 19th/20th March

Best Performance (General Classification and Class 4): Dr. J. Turner (Riley); **Class 2:** R. D. Tilley (Hillman); **Class 3:** W. Hammond-Roberts (XK 120).

BRIGHTON & HOVE M.C. SPRING RALLY 19th/20th March

Spring Cup (Best Performance): J. W. Brain/P. Jarman (TR2).

Midgley Trophy (Best in open car classes): P. C. Wadham/D. Silverthorn (Dorsetti).

Chandler Trophy (Best in closed car classes): R. Holmes/A. B. Fraser (Sunbeam-Talbot).

Class A: A. Wall/J. E. G. Brown (M.G.). **Class B:** D. Keen/C. Hooker (TR2). **Class C:** M. Light/G. E. Todd (Ford). **Class D:** C. Gear/G. Holland (Ford).

Second Class Award: E. A. Stringer/W. A. C. Stewart (Ford).

EASTERN COUNTIES M.C. MINIATURE RALLY 20th March

1, The Morley Brothers (Ford Consul), no marks lost; 2, H. P. Deschamps (Allard), 2 marks lost; 3, J. E. Steggall (Jowett Javelin), 2 marks lost. (Tie decided by Driving Test Times.) **Best Aggregate Test Times:** H. Cutting (TR2).

DARLINGTON & D.M.C. "GRINTON PICNIC" 20th March

Grinton Trophy: Gordon Shanley (Ford Anglia). **C. U. Peat Trophy:** J. I. Smith (S.S. 100).

Northern Goldsmith's Trophy: P. G. Walton (Anglia).

First Class Awards: G. Woods (Zephyr); T. H. Irvine (Fiat); D. J. Browne (Zephyr); F. Potts (Morris Minor); G. F. Shield (TR2).

Novice Award: G. F. Shield.

Team Award: T. H. Irvine, J. I. Smith and J. L. Day (Newcastle M.C.).

LEICESTERSHIRE C.C. BROWETT TROPHY TRIAL 20th March

Browett Trophy: H. Green. **First Class Award:** G. Tinsley. **Second Class Award:** J. Thompson.

8 CLUBS EASTBOURNE RALLY 25th/26th March

Best Performance: Mrs. Joan Johns (Anglia), +9 marks.

Navigator's Award: Joyce Chesterton.

2, D. R. Mitchell (DB2-4), -14; 3, J. S. Bell (Renault), -19; 4, V. Herbert (TR2), -20; 5, E. J. Chandler (Zephyr), -21; 6, A. Grieg (TR2), -23; 7, F. L. Rourke (M.G. TF), -29; 8, D. J. Westall (Fiat 1,100), -35; 9, D. V. J. Galbraith (Sunbeam-Talbot 90), -35 (decided on test times); 10, R. W. Tanner (Renault) -37.

Driving Tests, Best Performance: Miss P. Davies (VW), 382 marks; 2, J. F. Groult (VW), 381; 3, F. L. Rourke (M.G. TF), 380; 4, R. Parker (Velox), 376; 5, J. W. T. Crocker (Lagonda 16/80), 374; 6, S. Ross-Watt (VW), 371; 7, L. W. Range (Riley 2½), 370; 8, C. Whitehall (Morris Minor), 368; 9, L. S. Michael (Lagonda 43), 364; 10, J. N. Bergin (Riley Kestrel Sprite), 359.

VINTAGE S.C.C. POMEROY MEMORIAL TROPHY COMPETITION 26th/27th March

Winner: R. Benstead Smith (1954 Triumph TR2). **Best Vintage:** P. J. E. Binns (1927 O.M.).

Best Non-Vintage (other than winner): D. R. Good (1954 Triumph TR2).

Best Edwardian: D. Denne (1913 Sunbeam).

First Class Awards: J. M. Crowther (1932 2.3 Alfa Romeo), G. D. McDonald (1927/30 Bentley).

Second Class Awards: C. W. P. Hampton (1931 2.3 Alfa Romeo), A. B. Whitelegge (1930 4½ Bentley).

R.A.F.A.M.C. SPRING NAVIGATION TRIAL 27th March

Best Performance: N. Dearnley/Ossie Stirling (Sunbeam Alpine); 2, Brian Harrocks/Les Windsor (Renault).

Novice Award: Gerry Taylor/R. McGeoch (Ford 8 Anglia).

HORSHAM & D.M.C. SPRING RALLY 27th March

Best Performance: C. G. Carpenter (Ford 10), 6 marks lost. **Best in Opposite Class:** J. Bates (Jowett), 27. **First Class Awards:** G. A. Robins (Vanguard), 33; D. W. Roberts (Sunbeam-Talbot), 33; R. W. Avery (H.R.G.), 39; A. T. Rogers (Lea-Francis), 54; A. D. Hasemer (Kent Spl.), 55.

WEST HANTS & DORSET C.C. HARTWELL CUP TRIAL 27th March

Hartwell Cup: A. J. Horne (1,006 Jowett), 91.164 marks.

Merchant Cup (Best in opposite class): F. Bruce White (847 M.G.), 81.346.

Closed Class: 1, L. J. Onslow Bartlett (1,172 Ford), 85.728; 2, P. G. Cooper (1,172 Ford), 80.364; 3, G. C. Langdon (2,267 Sunbeam), 67.32.

Open Class: 1, B. Cooper (939 M.G.), 45.824; 2, G. Morrish (847 M.G.), 42.226; 3, G. N. Dear (1,250 M.G.), 41.760.

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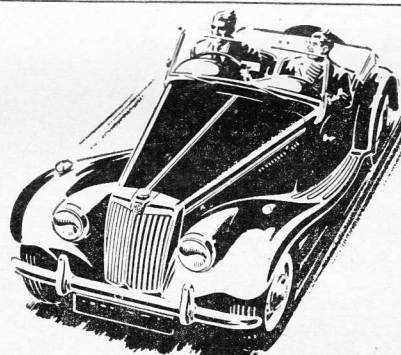
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HOPKIRK'S HEWISON

I.M.R.C. St. Patrick's Day Trial Winds Up the Hewison Trophy Competition—Paddy Hopkirk (Volkswagen) Wins the Award

So the Hewison Trophy competition has been resolved for this season, and Belfastman Paddy Hopkirk, aided and abetted by his Volkswagen and the excellent navigation of John Garvey, has won; for the first time for several years a name other than "K. P. Murray" will be engraved on the trophy.

The finale to the competition was staged by the Irish Motor Racing Club running their St. Patrick's Day Trial. Starting from Brittas, as usual, the course and the temper of the event were somewhat sterner than has been the tradition for a number of years back. Quite right too, because, while the National Holiday and a fine sunny afternoon may be the ideal occasion for running a family affair type of trial, a close finish to the Hewison warranted motoring worthy of championship steel. Sam Logan (M.G.), Declan O'Leary (Volkswagen) and Elmer Connell (M.M. 4) were crowding Hopkirk for Hewison points, so close in fact that O'Leary was only 2½ marks behind him, and the destiny of the trophy was very much in doubt at the start of this, the last "lap". The keenness of the motoring in this season's events is well borne out by the results; 3 secs. only covered the first six finishers at the end of 70 miles of difficult navigation and seven tests. Hopkirk and Horner Beckett (Ford Special) actually tied for first place, but in such an eventuality marks in Test 1 were to decide and Hopkirk was the quicker in this one near Mullacash House. This was cross-road stuff with a pylon thrown in for good measure and Raymond Laird (TR2) did everything in 19.2 secs. to Elmer Connell's 20 secs. and Paddy Hopkirk's 20.4 secs.

Before the first check was reached at Kilmane, Brian MacMahon, travelling fast and downhill on a loose surface in his 1,100 c.c. Fiat, found the road filled with two slower moving users. Brian braked hard and swerved, he had no choice, the Fiat tipped forward on to its "nose" and then proceeded to do a series of complex base-over-apex rolls. Brian and his navigator were miraculously unhurt and even the little Fiat, looking very

★
CONCENTRATION (right) is expressed by Bill Young, as he waits for the starting signal at the Kilmane test, in his Dellow.



★
roughed up indeed, was able to go home under its own steam!

Test 2 at Kilmane was won by Hopkirk. Connell won Test 3 near Kill cross-roads (28.4 secs.), Logan was next in 28.6 secs. and the two Youngs, "Bill" in the blown Dellow, which looks like a one-off special, and Norman in the one-off special which looks like a Dellow, tied for third place (28.8 secs.). A cross-roads test with a long reverse (Racing Club *love* long reverses) beyond Coan saw Horner Beckett, Jack Wolfe and Elmer Connell best and in that order, less than 1 sec. covering their times.

N. O'Sheehan dropped two wheels of his pre-war 1½-litre Riley saloon into a ditch during Test 5 and it took many hands and 7 mins. of heaving and grunting to get this heavy motor car back on the road. This test again involved dicing on a "Y" junction and Elmer Connell again won.

By this time George Mangan and his A30 Austin had got so lost that George retired and at least six out of the 32 starters were behind time, navigation had been so well planned. Our dear old friend, Sheet 16, had yielded up a route that was catching even the Dublin boys on the wrong track. Just outside the little hamlet of Clara someone had dreamed up a delightful test on a very steep and loose surfaced hill. Amongst other things, competitors found themselves faced with the necessity of attempting to spin their cars against the hill and to do a long uphill reverse to stop with rear wheels in a box placed at right-angles to the road. All very tricky

and again Elmer Connell was best. Paddy Hopkirk, by this time feeling fairly confident about the outcome of the Hewison, was best in the saloon class.

After that, your correspondent, eating copious mouthfuls of dust thrown up by George Harrison's TC, headed for the finish at Ballyduff cross-roads. (Racing Club find the weirdest and remotest places possible to end their trials!) However, a local—*never* ask a local—put George heading down a narrow lane-way which seemed to have a hairpin bend about every 100 yards. Our fast and risky dice ended at a gate into a field. On the way back to civilization about half a dozen other hopefuls were encountered motoring briskly towards the same gate. Norman Young did at least half a mile of reversing, with himself and his navigator very near indeed to a potential accident as they gingerly rounded each hairpin expecting something to come from the other direction.

A "Monte" type brake and acceleration test wound up proceedings and Sam Logan beat Declan O'Leary by ½ sec. for B.T.D. Thirteen mildly surprised but somewhat chastened crews had dropped marks on roads within the bounds of Sheet 16, a sobering thought for Dubliners. Elmer Connell was easily best in the tests but he too dropped road marks and so lost the P.A. The correct yardstick by which to measure any trial is the enthusiasm of the competitors and they were enthusiastic about this Racing Club trial.

J. O'D.

(Results published in last week's issue.)

More News from the Clubs on page 416



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ALLARD

ALLARD P1 saloon, July 1950, superb condition. Over £75 of extras. £450 o.n.o.—Wallington 6462, Surrey.

1949 (December) K1 2-seater, high axle ratio, h.c. heads. Good example. £285.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1, SLOane 5424.

1949 RUDDCONDITIONED drophead four-seater, superbly maintained, with hardly a blemish inside or out. Offered taxed for year with excellent tyres at £355. Terms, exchanges.—Rudds of Worthing, adjacent Central Station, Worthing 7773/4.

ALVIS

12/70 1938, body by Mulliner, sliding roof, good mechanical condition. £260.—HENdon 9041 day, 6900 evenings.

ASTON MARTIN

ASTON MARTIN International Le Mans 2/4-seater, Lockheed brakes, Le Mans engine, new king pins, steering and rear axle, repainted, chromium axle. £198.—Entwistle, 58 Stanley Road, Hoyalake 5323.

AUSTIN

AUSTIN 7 2-seater sports, 1932, good condition. Many features, potentialities. £65.—Sawdy, PAD 6024, 7-9 p.m. (weekdays).

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B.S.A.

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H.R.G.

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1954 JAGUAR XK 120 drophead coupé, dark grey export model. Fitted wire wheels, sump guard, heavy torsion bars, twin exhaust, radio. Laid-up 8 months, 7,000 miles. £1,350.—Geoffrey Schofield, Arundel House, Arundel Street, W.C.2. TEM 6589. West Country, Phone: Bovey Tracey 3158.

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M.G.

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M.G. TD, April 1951, as new, black. £475 o.n.o. Or will exchange for Austin-Healey, private.—Segal, STA 5614, after 7 p.m. ENT 2929.

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Classified Advertisements—continued

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SAFETY GLASS fitted to any car while you wait, including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she, or the employment, is excepted from the provisions of the Notification of Vacancies Order, 1952.

RACING MECHANIC urgently required for full racing season both in England and on the Continent. Previous racing experience not essential, but applicant must be fully experienced in general motor engineering and exceptionally tidy and efficient at his job. Accommodation provided.—Box 1738 (Lincolnshire).

SPARES AND ACCESSORIES

AUSTIN-HEALEY 1954.—The following conversion parts are available for sale: Twin semi-down draught SU carburettors; two Burgess air filters; one camshaft (std.); one Lucas distributor; two brake drums (std.).—34 Headingly Road, Handsworth, Birmingham, 21. Phone: NORTHERN 7701.

THOMSON'S HARDSURFACED ROCKERS. M.G., Wolseley 6s. each exchange, others serviced. Rocker bushes 5s., v/guides 3s. 6d., shafts from 15s. pair, valves, springs, gaskets, k/pin sets, half shafts, cr/pinions, brake and clutch linings, many other spares from stock c.o.d. Service s.a.e. list. **102 KINGSTON ROAD, WIMBLEDON, S.W.19.** LIBERTY 8498, open Sunday morning. **500** C.C. J.A.P. 5-stud engine, complete with new Amal carb, Alfin barrel and piston. Unused since overhaul. Albion close-ratio gearbox, new, complete with clutch. First reasonable offer.—Hall Brothers, 251 North High Street, Musselburgh, Midlothian.

SPEED EQUIPMENT

FORD ZEPHYR triple carburettor conversion SU kit, £15. Austin A70 Twin SU kit and exhaust manifold as fitted Austin-Healey, £12 10s. Ford 10 Wade Blower, complete, £27 10s. Speed equipment for sale and wanted.—Rudds, 65 Victoria Road, Worthing.

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D. W. PRICE, 490 Neasden Lane, London, N.W.10. GLADSTONE 7811. Windscreens for sports and specials and all other standard vehicles.

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Frazer-Nash T.T. replica 1937-38. Am seeking perfect specimen only!

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must be perfect specimen throughout. Submit complete description and photographs.

Dr. HOWARD O. COALE, Jr.,

1124 Times Building, Long Beach 2, California, U.S.A.

AUSTIN-HEALEY, ivory, wanted urgently, private buyer.—Segal, STA 5614, after 7 p.m. ENT 2929.

CHROME luggage rack for M.G. TA.—Walker, 12, Hayle Road, Maidstone, Kent.

GOOD post-war Sports Car.—K. Gibson, "Cranford", Watton, Norfolk.

MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYFAIR 8104-5, Open 9-6, Sats. 9-1.

ROWLAND SMITHS. The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturday.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

VETERAN AUSTIN 7 tourer, in good condition. —Anny Box 1737 (Kent).

WANTED.—Exhaust and inlet manifold for 1930-31 "M" type M.G. Midget. Also wheel hub caps.—Bruce-White, Winterbourne Gunner, Salisbury.

WANTED.—One pair high-compression alloy heads for Mercury engine, cheap.—Rayner, 10 Wards End, Halifax.

News from the Clubs—continued

Coming Attractions

April 2nd. B.R.D.C. British Empire Trophy Race (S), Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

Irish M.R.C. Hill-climb, Enniskerry, Co. Wicklow.

Armagh and D.M.C. and C.C. Trial, Start, Moira, Co. Down, N. Ireland, 2.30 p.m.

April 2nd/3rd. Rhyl and D.M.C. Rali Gogledd Cymru, Start, Queensferry and Rhyl, 7 p.m.

Maidstone and Mid-Kent M.C. Third Annual Hopper Rally, Start, Tudor House, Bearsted, Kent, 9.30 p.m.

Falcon M.C. Night Navigation Rally.

Vintage S.C.C. Buxton Road Rally and Weekend.

April 3rd. Tour of Sicily (S, T), Sicily.

Huy 12 Hours (Regularity), Belgium.

Blackburn Welfare M.C. Race Meeting, Brough Aerodrome, Yorks. Start, 1 p.m.

B.A.R.C. (S.W.) Ninth Brunton Hill-Climb, near Ludgershall, Wilts. Start, 2 p.m.

West Essex C.C. National Speed Trial, Wormingford Airfield, near Colchester. Start, 11.30 a.m.

Tunbridge Wells M.C. Third Annual Speed Trial, Brands Hatch, near Farningham, Kent.

Furness D.M.C. Mill Brow Trophy Trial. Start, The Gill, Ulverston, and Rugby Ground, Kendal, 1.30 p.m.

Hagley and D.L.C.C. Hagley-Ludlow Handicap Rally. Start, Lyttelton Arms, Hagley, 10 a.m.

Cornwall Vintage C.C. Navigation Trial. Start, Victoria Filling Station, Roche, 11 a.m.

Sevenoaks and D.M.C. "Guys and Dolls" Rally.

Peterborough M.C. Point-to-Point Run.

April 3rd/7th. Rallye Soleil-Cannes, France.

B.A.R.C. MEETING

THE DUKE OF RICHMOND AND GORDON was unanimously re-elected President of the B.A.R.C. on 10th March, when the club's annual general meeting was held at the R.A.C., Pall Mall. C. K. Mortimer resigned from the Council owing to pressure of business, his place being taken by S. M. Lawry. The other retiring members were re-elected *en bloc*. They are: Prof. A. M. Low, D.Sc., A.C.G.I., etc.; Major F. H. Bale, O.B.E., M.I.Mech.E.; L. F. Dyer; Alfred Logette; George Abecassis; A. G. Benstead, M.I.Mech.E.; Lord Essendon; Capt. A. Frazer-Nash, M.I.Mech.E.; P. J. Calvert, A.M.I.Mech.E., A.M.I.E.E.; C. S. Watkinson; E. C. Gordon England, F.R.Ae.S.; H. R. Godfrey, M.I.Mech.E.; David Hampshire; S. M. Lawry; J. Gordon Offord; George Roberts; Lord Selsdon, D.S.C.; R. G. Sutherland; Major L. H. White.

WORCESTERSHIRE A.G.M.

THE Worcestershire M.C.'s A.G.M. was held at the Diglis Hotel, Worcester, on 24th February. Unfortunately, owing to very bad weather conditions, the number of members present was not up to expectations, but one intrepid member came all the way from Pembridge in Herefordshire—his keenness being rewarded by the fact that he was elected to the committee!

Dr. W. D. Steel, who relinquished the chair to F. Sanders, was thanked for the sterling work that he has put in for the club during his period of office, over the last two years. The following were elected to office for the ensuing year: *Patron*, Earl Beauchamp; *President*, G. H. Goodall; *Chairman*, F. Sanders; *Vice-Chairman and Competition Secretary*, J. Dodds; *Secretary*, R. Butterell; *Social Secretary*, H. Wall; *Publicity Secretary*, J. L. MacVitie; *Award Secretary*, J. Humphries; *Magazine Secretary*, Miss Joan Twells; *Treasurer*, R. Harper; *Committee*, Dr. W. D. Steel, R. Ward, G. Williams, Miss Jervis, W. Parks, J. Roe, A. Randle and H. Rumsey.

Club Fixtures

Nottingham S.C.C.—April Fools' dance, 1st April. Hutt Hotel, Newstead, 8.30 p.m. Meeting, 7th April, Plough Inn, Sandiacre.

Hants & Berks M.C.—A.G.M., 1st April, New Inn, Eversley, 8 p.m.

Cambridge '50 C.C.—Meeting, 1st April, Ancient Shepherds, Fenditton.

750 M.C.—Meeting, 1st April, Heilk Moon, Barclose, near Carlisle; A.G.M., 4th April, Abbey Hotel, Stonebridge Park, N.W.10.

Mid Surrey A.C.—Meeting, 1st April, Queen Adelaide, Kingston Road, Ewell, Surrey.

Cornwall Vintage C.C.—Meeting, 1st April, Pheasant Inn, Newlyn East, 8 p.m.

Romford E.C.C.—"All Fools' Hunt", 2nd April, Start, 7 p.m., The Greyhound, Childerditch Common.

Cumberland S.C.C.—Gymkhana, 3rd April, Start, Eden Bridge, Carlisle, 1.45 p.m.

Renault O.C.—Metropolitan Cocktail Party, 3rd April, The Denmark, London, S.W.7.

Rover Sports Register—Area meeting, 3rd April, Crest Hotel, Crowborough.

B.A.R.C. (Yorkshire Centre)—"Sleuth's Mug" social run, 3rd April, Start, 2.15 p.m. from Lakeside Café, Roundhay Park, Leeds, 8; Meeting, 5th April, White Hart, Pool-in-Wharfedale.

Alvis O.C.—A.G.M., 3rd April, Old Malt Shovel, Stonebridge Park, 2 p.m.; Film show, 5th April, Duke of York, Gt. West Road, Brentford, 7.30 p.m.

Leicestershire C.C.—Social run, 3rd April. Start, Lee Street, Leicester, 2.30 p.m.

Oxford M.C.—Meeting, 4th April, George Restaurant, Oxford, 7.30 p.m.

Wolseley Hornet Special Club.—Meetings: 4th April, Derby Arms, Upper Richmond Road, Sheen, Surrey; 6th April, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; 7th April, Red Lion, Church Street, Birmingham.

Sussex C. & M.C.C.—Film show, 5th April.

Liverpool M.C.—Meeting, 6th April, Childwall Abbey Hotel, Liverpool.

Hagley & D.C.C.—A.G.M., 6th April, Lyttelton Arms Hotel, Hagley, 7.30 p.m.

Midlands M.E.C.—A.G.M., 6th April, White Swan, Edmund Street, Birmingham, 24, 7.45 p.m.

North London M.C.—Film show, 6th April, White Lion, High Street, Edgware, 8 p.m.

West Essex C.C.—Quiz with B.R.S.C.C., 6th April, Jolly Farmers, Enfield, 7.30 p.m.

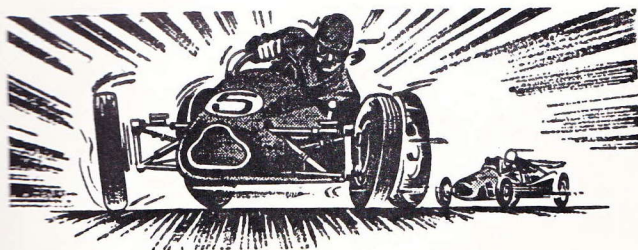
Harrow C.C.—Meeting, 7th April, Battleaxes, Aldenham, 7.30 p.m.

Vintage S.C.C.—Meetings: 7th April, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh.

Singer O.C.—Meeting, 7th April, Prince of Wales, Eccleshall Road South, Sheffield, 8 p.m.

Sunbac—Meeting, 7th April, Royal Oak, Loxells Road, Birmingham, 6.

Surrey Sporting M.C.—Meeting, 7th April, Warwick Hotel, Redhill.



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RALLY ROUND

The A.C. Owners' Club is running the 2nd edition of this novel event on Saturday afternoon and Sunday, April 30th/May 1st. Start and finish will be in North London, the Saturday night being spent at Great Yarmouth, where dinner, bed and breakfast are covered by the entry fees of 20/- per car plus 30/- per person. Competitors are required to set their own schedules and to take recognisable (no more is asked!) photographs of certain objects *en route*. Mileage will be approximately 170 on the Saturday and 220 on the Sunday. No Competition Licences needed. Regulations, entry forms, etc., from **B. H. Martin, 5 Parkgate Avenue, Hadley Wood, Herts.** Entries close April 18th.

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