

**BRITISH EMPIRE TROPHY RACE—FULL ILLUSTRATED REPORT**

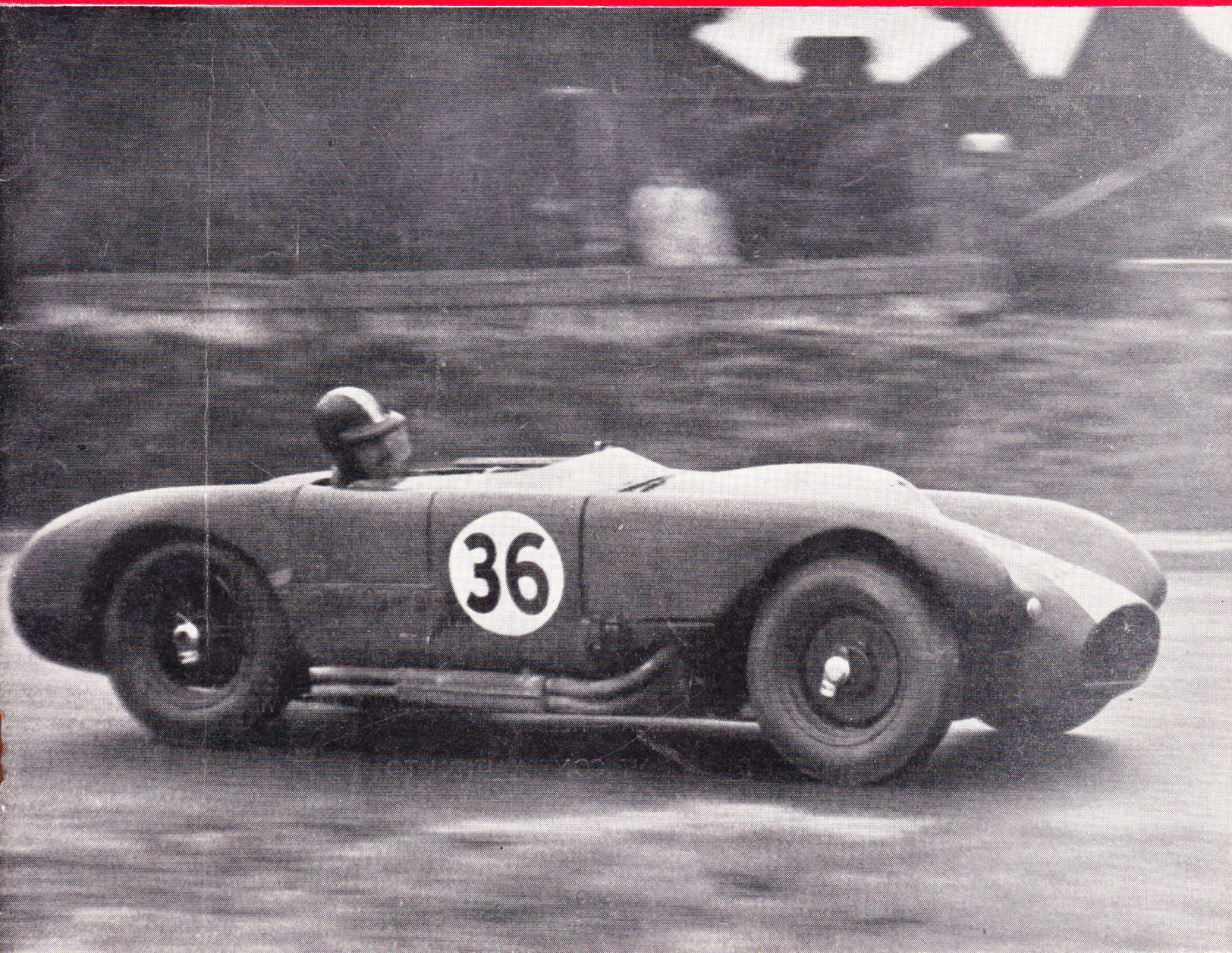
# AUTOSPORT

APRIL 8, 1955

**1/6**

EVERY FRIDAY  
Vol. 10 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY

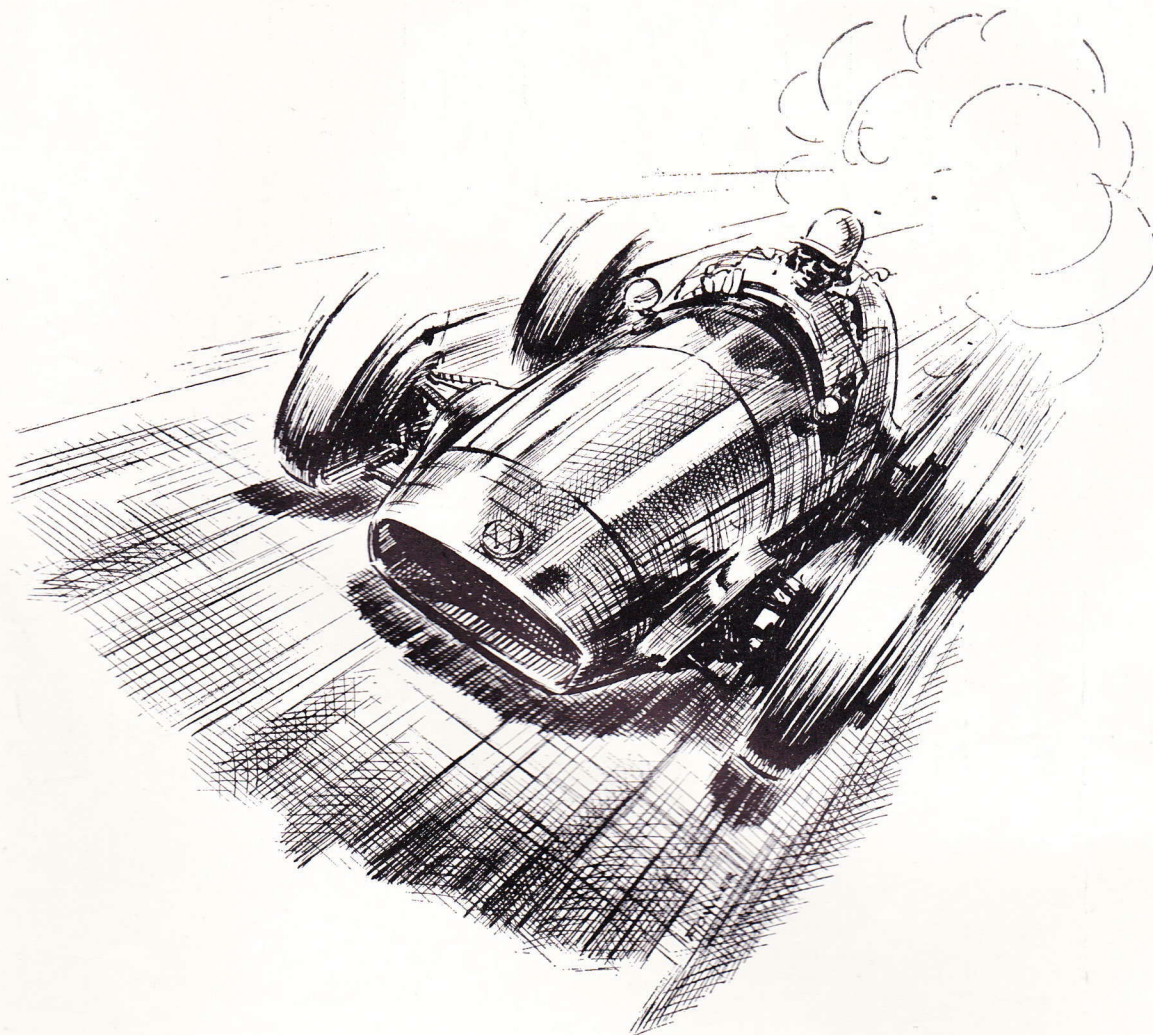


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EASTER PARADE—PREVIEW OF THE WEEKEND'S EVENTS : JOHN BOLSTER TESTS THE SINGER HUNTER

"8 CLUBS" EASTBOURNE RALLY : FORMULA 3 RACING AT BROUGH : HARTWELL AND GROVES CUP TRIALS





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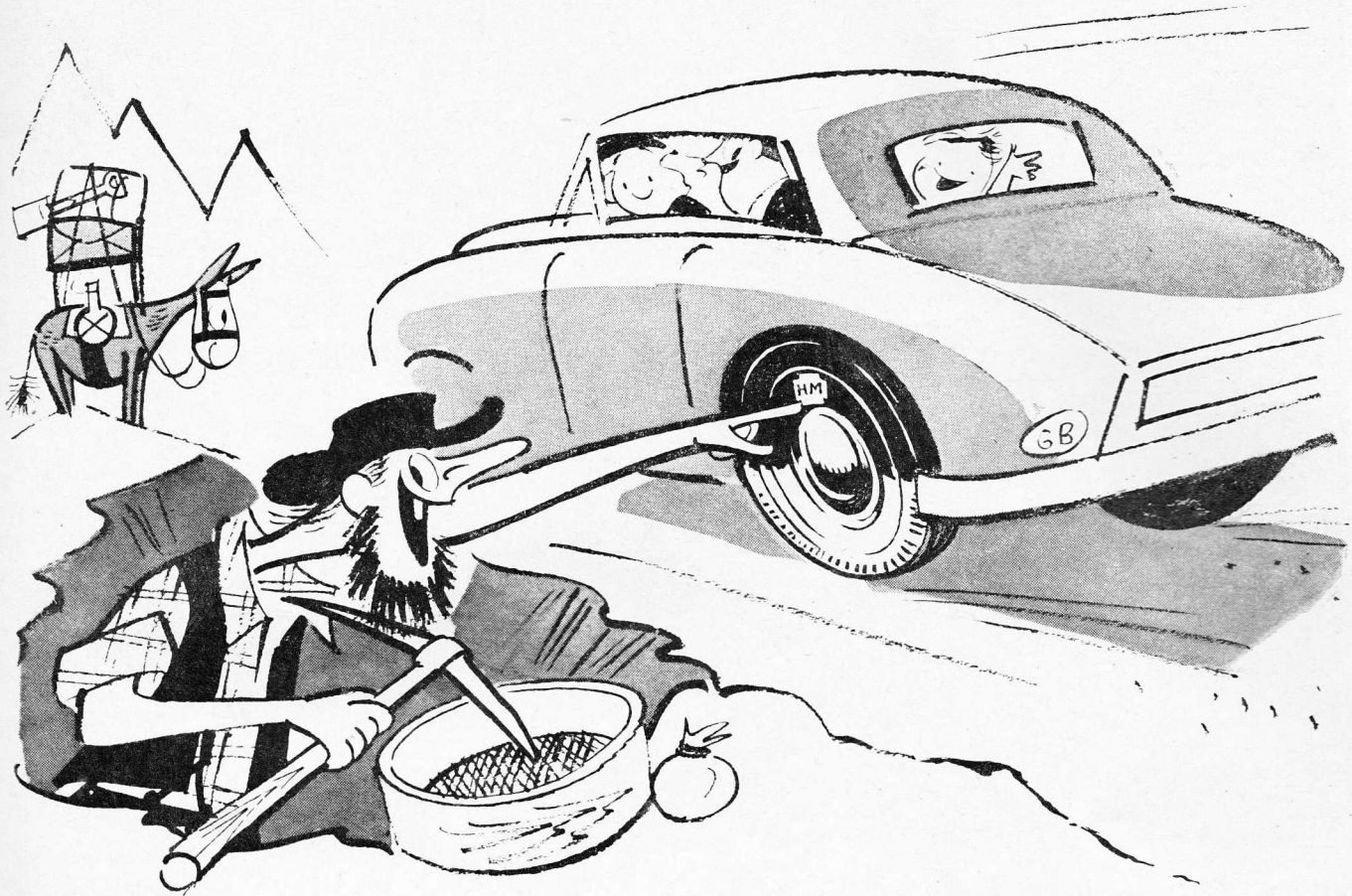
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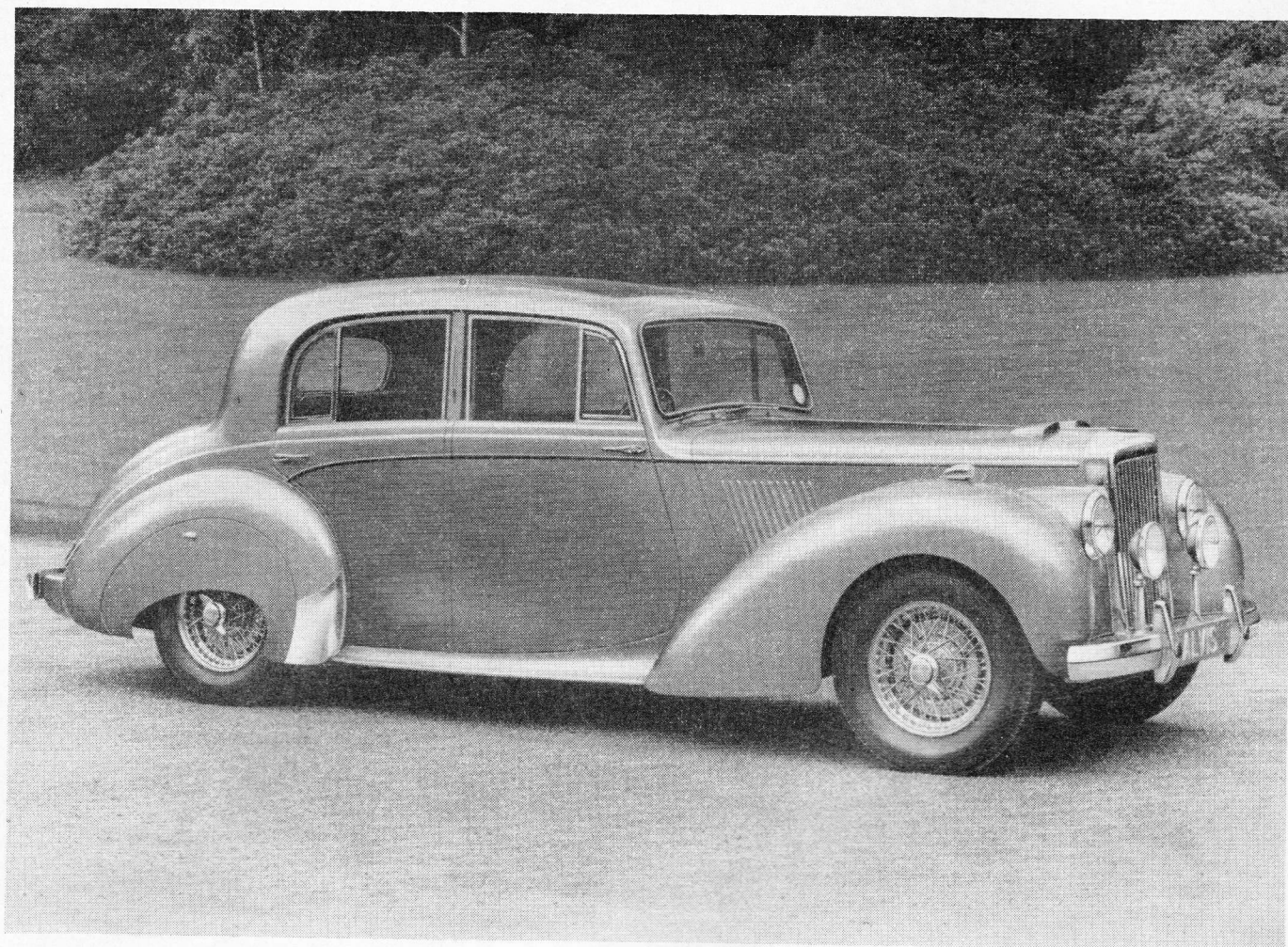
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 14

April 8, 1955

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## NOTICES

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## EDITORIAL

### VINDICATION

ARCHIE SCOTT-BROWN'S victory at Oulton Park last Saturday in the B.R.D.C. British Empire Trophy race was a remarkable achievement in every way. This driver, banned from taking part in major events owing to a physical disability, was eventually permitted to have a competitions licence. Since then he has displayed outstanding skill, and, with the aid of Brian Lister and his extremely successful sports-racing cars, has quickly jumped to the forefront of Britain's motor-racing conductors. The Lister-Bristol, made in a very small factory near Cambridge, has rapidly gained a name for itself as a first-rate sports-racing machine, and Mr. Lister will be the first to admit that the careful tuning and assembly of his Bristol engines by Don Moore has been a major contribution to the success of the marque. Naturally, chassis design must play a big part, and observers will have noted the exceptional road-holding qualities of what is more or less an orthodox layout, based on modern racing practice. Mr. David Brown must also be pleased with the showing of Reg Parnell and the new 2½-litre Aston Martin, while Ken McAlpine and Les Leston displayed the outstanding speed of the 1½-litre Connaught—a very definite challenger to Porsche and Osca in this important category. Other notable machines were the little 1,100 c.c. Coventry-Climax-powered Halseylec driven by Eric Brandon, and the R.G.S.-Atalanta of Dick Shattock with its Jaguar engine. Of the foreign entrants, Mike Sparken (Ferrari) goes back to Paris with a much-enhanced reputation, and leaves behind the impression that the 750S Ferrari is indeed a formidable motor car. Nevertheless, the renaissance of British sports cars continues, and the time is coming when this country's smaller-capacity machines will emulate the performances of Jaguar, Aston Martin, Frazer-Nash and others.

### HOLIDAY SPORT

THE Easter week-end sees the resumption of motoring sport with a vengeance. There are events to suit every taste: speed hill-climbs, rallies, trials, circuit races; in fact, the calendar is filled to capacity. Goodwood should provide a pointer for things to come, for Mike Hawthorn is down to drive the Vanwall Special, one of Britain's main hopes in 1955 Grand Prix racing. He will have stiff opposition, particularly from Stirling Moss (Maserati). At any rate, the prospect of a Moss-Hawthorn duel is enough to whet the appetite of any race-goer.

Abroad on the same day comes the Grand Prix at Pau for Formula 1 cars, and the happenings in this strenuous affair will be followed with particular interest, now that Lancia have at last struck winning form. Their battle with the Maseratis should prove a tough and enthralling one.

### OUR COVER PICTURE

TOP OF THE CLASS: Archie Scott-Brown (Lister-Bristol) on his way to victory at Oulton Park last Saturday, in the B.R.D.C. British Empire Trophy race. He averaged 73.52 m.p.h. on a soaking wet circuit.



# **MINTEX SCORES FIRST**

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# SPORTS NEWS

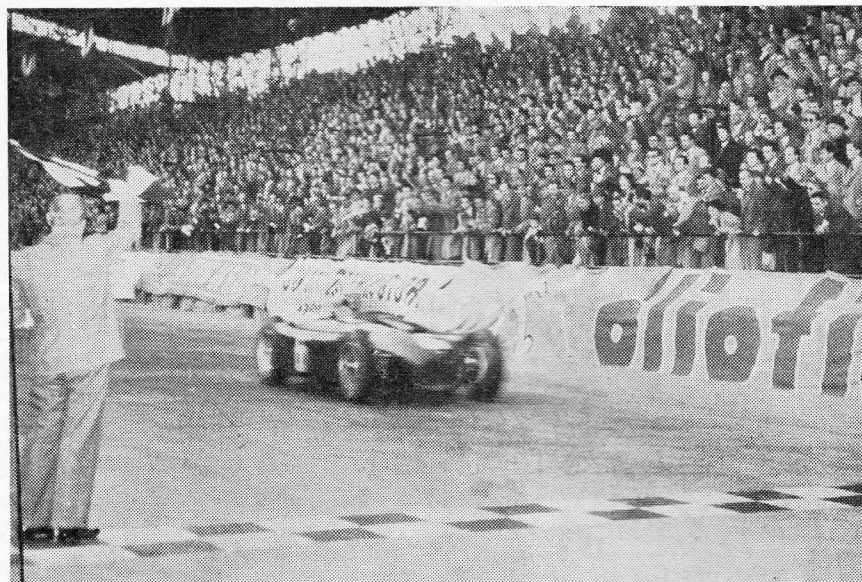
## EASTER GRAND PRIX

**E**ASTER Monday is nowadays the traditional date for the staging of the Grand Prix of Pau, run over a street circuit in that charming city lying in the shadow of the Pyrenees in the south-west corner of France. Last year's winner with a Gordini, Jean Behra, is a strong favourite with the French to win Monday's race, driving a works Maserati, but he will be challenged by the Lancia team comprising Ascari, Villorresi and Castellotti. Other works Maseratis are to be driven by Mieres and Musso; while Rosier and Simon have independent cars; a Ferrari will be driven by Jean Lucas, a blown 750 c.c. D.B. by Martin, and the new Volpini from Italy may also run.

## A HANDICAP ULSTER TROPHY

**R**EGULATIONS are now available for the Ulster Trophy Race over the Dundrod (Northern Ireland) Circuit on Saturday, 14th May. This race was allowed to lapse in 1954 because of concentration by the Ulster A.C. on the T.T., and also because there was considerable doubt as to the availability of a suitable entry. In the past, the Ulster Trophy has been a scratch race for Formula 1 cars, with a preliminary event on a handicap basis for all comers.

This year there will be only one race—a handicap—over 24 laps of Dundrod (178 miles). The winner will receive the Champion Trophy and £75, second a trophy and £50, third a trophy and £30 and fourth a trophy and £20. The Ulster Trophy, together with £100, will go to the fastest finisher. The maximum number of starters will be limited to 50 and these will be taken in order of receipt. Additional entries will go on to a reserve



**HOME-TOWN TRIUMPH:** Before thousands of admiring compatriots, Alberto Ascari crosses the line in the Turin-built Lancia to win the G.P. of Turin on the Valentino Park circuit. Similar cars, driven by Villorresi and Castellotti, were third and fourth. The team will be racing again on Easter Monday, in the Pau Grand Prix.

list as received and may replace a non-starter provided that the reserve list car, its driver and any reserve driver nominated have duly qualified. An entry on the reserve list may be withdrawn up to 7th May. The entry list closes at noon on Saturday, 23rd April.

Official practising will take place between 6 p.m. and 8.30 p.m. on Friday, 13th May, during which time all drivers and nominated reserve drivers must complete three laps of the course, one of which must be at an average of at least 55 m.p.h.

Copies of the regulations may be obtained from the Ulster Automobile Club, Donegall Chambers, Donegall Place, Belfast.

## TARUFFI'S SICILIAN "DOUBLE"

**D**RIVING a 3.7-litre Ferrari, Piero Taruffi won last Sunday's Circuit of Sicily race for sports cars from his team-mate Umberto Maglioli. He bettered his 1954 winning time, when he drove a Lancia, by over 12 minutes. Works Maserati driver Luigi Musso was third, driving one of the new 3-litre machines. He headed Della Favera's Ferrari by over half an hour. The race was over the very arduous coastal roads around Sicily, starting and finishing at Palermo, and comprising a single 671-mile lap. Fifth man home was Pucci in a Maserati, followed in by Vittorio Marzotto, driving a Maserati for the first time.

Taruffi's time was 10 hrs. 11 mins. 19.4 secs., representing an average speed of 105.99 k.p.h.

## NEAR THING FOR MOSS

**P**RACTISING for the Mille Miglia, Stirling Moss, driving a 300SL coupé Mercedes-Benz, collided with a lorry containing unexploded bombs. The driver of the lorry was on an unauthorized trip, and will be dealt with by the Italian police. Although the 300SL was wrecked, Stirling was uninjured.



**DISPLAY** of the usual Teutonic thoroughness has been given of late in Italy, where the Mercedes-Benz team are conducting extensive tests of the 300SLR in preparation for the Italian 1,000 miles race. At the wheel, above, is Hans Herrmann. View on the right shows the twin head fairings; passengers, it seems, "will be worn" on the German cars, regardless of the new rule permitting solo driving.





# EASTER PARADE

## What to see this weekend

### Castle Combe . . .

EASTER racing in Britain begins with the Bristol M.C. and L.C.C.'s meeting at Castle Combe, near Chippenham, Wilts, tomorrow. There will be races for sports cars, *Formule Libre* and Formula 3 racing cars, and production touring cars, and amongst the many names of note in the entry lists are Peter Scott-Russell, A. J. Nurse and J. B. Naylor (Lotuses), Tom Kyffin (Cooper-Bristol), George Abecassis (H.W.M.), Gillie Tyrer (Jaguar), J. Riseley-Prichard (Connaught), Geoff Richardson (R.R.A.), Michael Burn (R.G.S.-Atalanta), Don Parker (Kieft) and Jim Russell, Ivor Bueb, Dennis Taylor and Jack Moor with Cooper 500s. The first race begins at 1.30 p.m.

### Goodwood . . .

EASTER MONDAY sees the first International meeting of 1955 at that pleasant Sussex circuit. Organized by the B.A.R.C., the programme includes the Richmond Formula 1 race for the Glover Trophy, plus events for *Formule Libre*, Sports and Formula 3 cars.

Racing begins at 1.30 p.m. and prices of admission are as follows:

*Public Enclosures:* 6s., children under 14, 3s. *Grandstands:* 27s., children under 14, 24s. *Paddock transfer fee* (additional to Enclosure or Grandstand admission): 20s.

*Car Parks:* Cars, 10s. and 5s.; motor-cycles, 2s. 6d. and 1s.; coaches, 10s.

#### THE ENTRIES

##### Richmond Trophy Race

**Connaught:** A. P. R. Rolt, A. E. Brown or J. Coombs, D. Beauman or Sir J. Boles, J. Riseley-Prichard, E. W. Holt, J. Young, M. F. Young. **Maserati:** S. Moss, R. Salvadori. **Cooper-Alta:** M. J. C. Keen, Hon. E. G. Greenall, J. Brabham. **Cooper-Bristol:** F. R. Gerard, T. A. D. Crook or R. Gibson, T. T. Kyffin, D. W. M. Stavert. **Emeryson:** P. R. Emery or R. A. Page. **Turner:** J. H. Webb or W. R. Flockhart. **Berkshire Spl.:** G. Crossley. **H.A.R.:** H. A. Richards. **Vanwall Spl.:** J. M. Hawthorn.

##### Lavant Cup

**Connaught:** A. E. Brown or J. Coombs, D. Beauman or Sir J. Boles, J. Riseley-Prichard, E. W. Holt, M. F. Young. **Cooper-Alta:** M. J. C. Keen, Hon. E. G. Greenall. **Cooper-Bristol:** F. R. Gerard, T. A. D. Crook or R. Gibson, T. T. Kyffin, D. W. M. Stavert. **Emeryson:** P. R. Emery or R. A. Page. **Turner:** J. H. Webb or W. R. Flockhart. **H.A.R.:** H. A. Richards.

##### Chichester Cup

**Connaught:** A. P. R. Rolt, A. E. Brown or J. Coombs, D. Beauman or Sir J. Boles, J. Riseley-Prichard, E. W. Holt, J. Young, M. F. Young. **Maserati:** S. Moss, R. Salvadori, F. C. Davis. **Cooper-Alta:** M. J. C. Keen, J. Brabham, Hon. E. G. Greenall. **Cooper-Bristol:** T. A. D. Crook, F. R. Gerard, T. T. Kyffin, D. W. M. Stavert. **Emeryson:** P. R. Emery or R. A. Page. **Turner:** J. H. Webb or R. Flockhart. **Berkshire Spl.:** G. Crossley. **Vanwall Spl.:** J. M. Hawthorn. **B.R.M.:** P. J. Collins. **Ferrari:** J. Cobden.

**Reserve:** H.A.R., H. H. Richards.

##### Goodwood Handicap

**Connaught:** A. P. R. Rolt, A. E. Brown or J. Coombs, D. Beauman or Sir J. Boles, J. Riseley-Prichard, E. W. Holt, J. Young, M. F. Young. **Maserati:** S. Moss, R. Salvadori, F. C. Davis, F. Kennington or J. Marshall. **Cooper-Alta:** M. J. C. Keen, J. Brabham, Hon. E. Greenall. **Cooper-Bristol:** F. R. Gerard, T. A. D. Crook or R. Gibson. **Emeryson:** P. R. Emery or R. A. Page. **Turner:** J. H. Webb or R. Flockhart. **H.A.R.:** H. A. Richards. **Vanwall Spl.:** J. M. Hawthorn. **B.R.M.:** P. J. Collins. **Ferrari:** J. Cobden. **Reserves:** R. Forbes (Darracq), B. Finglass (Maserati), Lord Ebury (E.R.A.), G. Crossley (Berkshire Spl.), T. T. Kyffin and D. W. M. Stavert (Cooper-Bristol).

#### Formula 3

**Cooper:** I. L. Bueb, L. Leston, S. Lewis-Evans, H. Gilomen, C. C. H. Davis, E. Brandon, M. J. C. Keen, A. E. Marsh, H. S. Howlett, J. R. S. Parker, A. Loens, R. K. Tyrrell, A. E. Elliott, D. Boshier-Jones. **Kieft:** D. Parker. **Revis:** R. G. Bicknell. **Martin:** N. Sanderson, N. Veronique. **I.E.R. Midget:** T. H. Shaddick. **Emeryson:** A. W. McDonald. **Staride:** E. Fenning.

#### Sports Cars

**Beart Rodger Climax:** S. Moss. **Cooper:** I. L. Bueb. **Cooper-Climax:** T. Sopwith. **Cooper-Jaguar:** C. Wick. **Cooper-Bristol:** T. A. D. Crook, M. J. C. Keen, T. T. Kyffin, A. P. O. Rogers. **Lotus:** C. Chapman, J. Coombs, M. Anthony, W. H. Ellis, R. Steed, P. Scott-Russell. **Lister-Bristol:** W. A. Scott-Brown, W. B. Black or J. Sears, J. V. Green or D. Hampshire. **Kieft-Bristol:** J. Fisher. **Halsey:** E. Brandon. **Porsche:** T. Divall. **M.G.:** R. M. Smith, D. J. Brough, K. D. Powell. **Connaught:** K. McAlpine, L. Leston. **Revis:** R. Bicknell. **Emperor-H.R.G.:** D. Blakely. **Tojeiro:** J. C. Stocks, P. R. Crabb. **Kieft:** A. M. Cook or S. Westbrook. **Jaguar:** J. D. Hamilton, H. H. Gould, A. P. R. Rolt, R. Carnegie, P. Blond, D. Margulies, R. E. Berry, Hon. P. Cunliffe-Lister. **Aston Martin:** K. Wharton, P. Collins, J. E. G. Stevens or K. A. Everard, N. H. Mann, R. Salvadori. **Aston Martin-Jaguar:** R. H. Dennis or F. Kennington. **R.G.S.-Atalanta:** R. G. Shattock. **Allard:** J. H. Bailey, E. W. Cuff-Miller. **Austin-Healey:** R. Flockhart, D. S. Shale, J. F. Dalton. **Maserati:** R. Salvadori, A. Loens. **Frazer-Nash:** C. A. S. Brooks, W. Bradley, M. Tew, J. R. W. Onslow. **Alfa Romeo:** N. H. Mann. **Triumph:** W. L. Deeming. **H.W.M.:** G. E. Abecassis. **Ferrari:** M. Sparken, L. Piotti, H. Davids.

### GOODWOOD ON THE AIR

Commentaries on the International meeting at Goodwood, Monday, will be broadcast on the B.B.C. Light Programme at 4.45 p.m. and 5.15 p.m.

### Brands Hatch . . .

THE first Brands Hatch motor race meeting of 1955 will be held on Easter Monday, 11th April. Nearly 100 entries have already been received for an 11-event programme organized by the British Racing & Sports Car Club. There will be nearly £1,500 in prizes and starting money.

In four hours of motor racing, from 2-6 p.m., there will be a race every 20 minutes. Forty sports cars and 60 Formula 3 machines will between them fill a programme of 126 laps of the 1.24 mile circuit. About 20 of the drivers will be competing in their first-ever motor race.

Mrs. Bluebelle Gibbs, driving an H.R.G. in the 1,500 c.c. sports car event, will be the only lady competitor. Her husband, Leonard Gibbs, is driving a Lotus in the 1,200 c.c. sports car event. Also in the 1,500 c.c. race will be Peter Gammon in his Lotus, and Frank Nichols' new Elva, which made its debut at Goodwood on 26th March.

The first race will start at 2 p.m. Prices of admission are 4s. for adults, 1s. for children, 5s. for transfer to grandstand, 5s. for cars and 2s. for motor-cycles. Brands Hatch is on the A.20 Dover Road, 18 miles S.E. of London.

### Prescott . . .

TOMORROW'S Bugatti O.C. meeting at Prescott will be televised by the B.B.C. from 2 until 2.45 p.m., with commentaries by Raymond Baxter and Bill Hartley. Competitors include Michael Christie, Mervyn Kearon, and Bugatti

drivers Berry, Robins and Stubberfield. Admission is free, apart from a car park charge of 5s. for non-members, and the hill will be open from 9.30 a.m.

### Down West . . .

ENTHUSIASTS in the West Country may wish to spectate this week-end at some of the observed sections of the 35th Land's End Trial, the ever-popular Easter classic organized by the Motor Cycling Club. This year there are 407 entries, including 157 cars. The best hills from the point of view of the would-be spectator are Beggar's Roost and Station Lane, near Lynton, at which the first cars should arrive at about 8.20 tomorrow morning; Darracott, near Bude, where there is also a special test (11.30 a.m.); Hustyn, near Wadebridge (3.30 p.m.); Bluehills Mine, near Perranporth (5.30 p.m.) and the finish at the Land's End Hotel, from about 6.30 p.m. At each of these points the cars will be preceded by the solo motor-cycles, combinations and three-wheelers.

Those wishing to see the start can watch the competitors set off into the night from the Queen and Castle Hotel, Kenilworth (first cars away at 11.11 p.m. tonight), the Waterfall Garage, Virginia Water, Surrey (11.54 p.m.), or the Old Sheep Market, Launceston (1.03 a.m.).

### Ireland . . .

AT 8.30 p.m. tonight, David Archibald and his 750 c.c. Renault will move out of a Belfast garage to set in motion the Ulster A.C.'s 17th Circuit of Ireland Trial. He will be followed at intervals of one minute by the remainder of the Belfast starters. Later in the evening the Dublin contingent will leave Collinstown Airport and travel north, to join forces with the Ulster starters at Newry. From Newry the route will lead to Claudy, near Londonderry, where a check point will be established and thence, after crossing the Ulster-Eire border at Belleek, to Sligo, where breakfast will be taken by those fortunate enough to have time in hand.

After Sligo, the route leads down the west of Ireland to Westport and then to a control point not yet specified, before the final run to Killarney. On Easter Sunday the run from Killarney back to Killarney will be relatively short, but the road books indicate the presence of four very tight time controls.

On Easter Monday the cars will travel from Killarney to Belfast, visiting three time controls en route. The 1,000-mile trial ends on Easter Tuesday with a short run from Belfast to Bangor, via Kirkistown airfield, where a speed test will be held.

### Scotland . . .

THERE is a fine entry for the Scottish Sporting C.C.'s Highland Three Days Rally, which takes place over the Easter holiday. Most of the better-known Scottish rallyists have entered, plus not a few from south of the Border.

The Rally finishes at Strathpeffer on Monday and the first competitor leaves Blythswood Square, Glasgow, at 9.30 a.m. tomorrow.

FOR THE REST of the weekend's events see "Coming Attractions" on page 444



### FERRARI DOUBTFUL FOR MONACO

DISSATISFIED with the new Super-Squalo, Enzo Ferrari may not run the "fours" at either Pau or Monaco, although Farina may drive the mystery "twin" at Monte Carlo in the Grand Prix of Europe. Mercedes-Benz, Lancia, Maserati, Gordini and Vanwall will all be represented, with one or two independent Ferrari entries. The super-charged DB-Panhard and Giaur "750s" may also appear.

### ANDY HUTCHINSON

ONE of the most prominent competitors in Irish motoring, Andy Hutchinson, has died at his home in Castledawson following a prolonged illness. Andy will be remembered for his prowess with his Wolseley Eight and more recently with a Standard Ten, but his record goes back to pre-war days and, in particular, to his winning drive in the Limerick Grand Prix of 1936. Always a popular figure in the sport, Andy Hutchinson will be sadly missed by his Irish colleagues. AUTO-SPORT extends its deepest sympathy to Mrs. Oonagh Hutchinson and to his mother.

CHEAPER crossing rates for cars between Northern Ireland and British ports are being introduced experimentally for April by British Railways. Some £3 will be saved on a 10 cwt. car via Belfast and Heysham, and Larne and Stranraer; higher car weights show even bigger reductions in transport costs. Similar concessions to the Republic of Ireland will be introduced in May.

FRENCH Rally exponent with an Alfa Romeo 1900 Super Sprint, the ex-motor-cyclist Georges Houel followed up his Lyon-Charbonnières success with first place in last week's Rallye du Printemps, run in the Alençon district. A Siata was second and a locally owned Jaguar third.

A 2.3 SALMSON, driven by Roche/Clerain, won the general classification in the A.C. Ile-de-France's Rallye des Forêts de Senlis last week-end. Another Salmson (Nersessian) was runner-up. TR2 Triumphs were first and second in the over 1,600 c.c. sports class.

A 100-MILE sports car race, with first prize of £100, is the big feature of the Eastern Counties C.C. meeting at Snetterton on 25th June. This will be the first long-distance race to be held on the Norfolk circuit.

TWO well-known Australian drivers, Jack Brabham and Richard Cobden, will make their British racing début at Goodwood on Monday, driving a Cooper-Alta and a Ferrari respectively.

CANCELLED—the Marrakech race in Morocco on Easter Monday, and the Circuit of Amiens meeting in Picardie on 19th June.

OUT for his third outright Indianapolis 500 miles race victory will be Bill Vukovich, who has been entered for this year's classic by Lindsey Hopkins of Miami.

THE unfortunate Sergio Mantovani, who crashed his Maserati during practice for the Turin G.P., has had to have his left leg amputated.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 17—JOHN COOPER

ONE of the best-known names in motor racing in these post-war days is that of Cooper, for Charles Cooper and his son John are responsible for the formula and sports-racing machines which emanate from their small Surbiton factory. Together with Eric Brandon, they built a 500 c.c. J.A.P.-engined machine which appeared at Prescott in May, 1946, and was the forerunner of a long line of extremely successful racing cars. John Cooper does not get much time for driving these days, but he has put up many notable performances in the cars bearing his name. It should not be forgotten that he was the first British driver of a British car to win a post-war race at over 100 m.p.h.—in his special aerodynamic Cooper-Norton at Grenzlandring in 1952. He has twice won at Rouen, was first in the Fillipini Cup at Monza in 1951, and in 1953 won the Formula 3 Avusrennen.

Possessed of a delightful sense of humour, John Cooper has made friends wherever he has gone. Ever on the look-out for new ideas, he is not afraid to mix the unorthodox with proved designs. While his superb F3 cars continue to win races in every part of the world, a new range of Cooper sports-racing machines is about to uphold the considerable prestige gained with the original Cooper-M.G. and Cooper-Bristol cars, not forgetting the F2 machines of the type which helped to rocket Mike Hawthorn to fame. In fact, the Cooper-Jaguar chassis which was exhibited at the recent Brussels show was compared by technicians with the finest products of Continental concerns.

G.



(Right) A typically modern, conventional saloon, the Singer Hunter is powered by an overhead camshaft engine well-proven by competition work.

WHEN first the Editor told me to test the Singer Hunter, I was surprised. I mean, it looked so *respectable* compared with most of the high-speed machinery I handle. Then, I bethought me of the Singer racing history. I remembered those inlet-over-exhaust-valve cars that ran in the Coupe de l'Auto and at Brooklands before the Kaiser war. I recalled racing Singers in the early 'twenties, including "Caruso". Then came the overhead camshaft era, when

**JOHN BOLSTER**

## tests the *Singer Hunter*

even the smallest and cheapest Singers boasted an o.h.c. engine. The first sports model was the "Porlock", but the "Le Mans" really hit the jackpot, and gave many drivers their introduction to competition motoring in the nineteen-thirties. There was a 1½-litre 6-cylinder speed model, too.

Like all Singers for the last quarter century or so, the one I have been driving has an overhead camshaft engine. This is the optional twin-carburettor unit, which boasts a slightly raised compression ratio. It develops 56 b.h.p., and is mounted in a conventional chassis frame, with i.f.s. in front and Hotchkiss drive behind. The body is very large indeed for a 1½-litre car, being wide enough to carry six people on its two bench-type seats.

The body is well appointed, though I personally dislike an imitation grained wood finish for a metal instrument panel. There is very generous luggage accommodation, and the elaborate fitted tool

kit is a delight. I would describe this as a roomy, family car, with a good driving position and all controls well arranged. One notices that the effective heater goes into action unusually quickly after a cold start.

On moving off, the clutch engages smoothly and the gear change works easily. A central floor-mounted lever may be specified if desired, but the steering column version, as fitted to the test car, is a particularly good example of its type. The ratios are well chosen, and the engine revs. freely. A low axle ratio has been adopted, and this is a success. The car is consequently livelier and more flexible than one would expect, but the smooth power unit does not become fussy, even when driven near its maximum speed.

Cruising at 50 to 60 m.p.h., this is a pleasantly quiet vehicle. The indirect gears have a characteristic hum, and the rear axle on the car I drove could just be heard at certain speeds. The overall picture, though, is of a smooth, refined car which can be brought to life by a burst of revs. on the usefully high third gear. Thus, slower traffic may be dealt with easily, and the first impression is that one has an engine of more than 1½-litres capacity.

In general, the suspension is soft, though some up and down movement is experienced. The machine is very controllable at reasonably high speeds on wet or dry roads. If driven really hard, however, it is less happy. Fast cornering is accompanied by pronounced tyre

scream and a good deal of rolling, while rear end breakaway becomes apparent. It is, in fact, a car which is obviously not intended to be cornered in racing style. Even when thus overdriven, however, it remains easy to handle and is definitely safe. I did not experiment with the tyre pressures, but greater cornering power could probably be secured at the expense of a slightly harder ride.

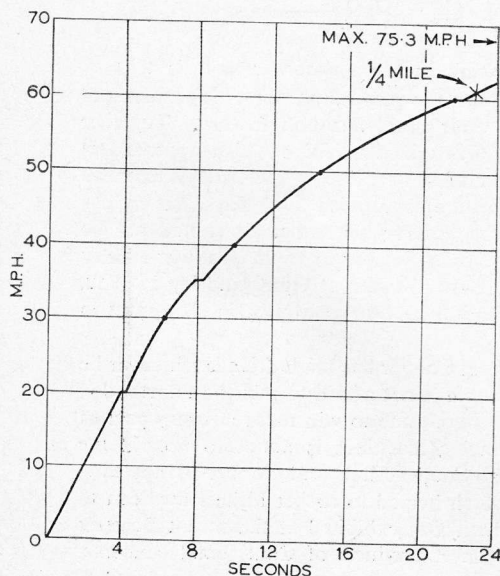
The brakes are adequate to the speed and weight of the car. They are smooth in action and do not fade. It is a good point that the machine does not dip its nose during violent braking to the extent that is usual among modern saloons.

As the data panel shows, this is a genuine 75 m.p.h. car. My fastest timed run down wind was at a fraction over 80 m.p.h., with the speedometer steady on the 85 mark. This represents an engine speed of more than 5,000 r.p.m., but the unit did not appear to resent this treatment.

The Singer Hunter is an unusual car, and will appeal to those who want a medium-sized vehicle which is different from the one next door. Its styling is somewhat conservative, but that will appeal to those people who do not go all the way with the modern trend. The engine alone shows traces of that racing ancestry which I mentioned earlier, and it is backed up by a very pleasant gearbox. Singers have a fine reputation for hard-wearing qualities, and there is no reason why this new model should not carry on the tradition.



### Acceleration Graph of Singer Hunter Saloon



### Specification and Performance Data

**Car Tested:** Singer "Hunter" 4-door saloon, price £687 10s. (plus £287 11s. 8d. P.T.). Extra: two carburettors, £10 (plus £4 3s. 4d. P.T.).

**Engine:** Four cylinder, 73 mm. x 89.4 mm. (1,497 c.c.). Single chain driven overhead camshaft. 58 b.h.p. at 4,600 r.p.m. 7.47 to 1 compression ratio. Twin downdraught Solex carburettors. Lucas coil and distributor.

**Transmission:** Borg and Beck 8 ins. dry plate clutch. Four-speed gearbox with steering column control. Ratios, 5.125, 6.94, 10.75 and 17.02 to 1. Hypoid rear axle.

**Chassis:** Box section frame with cruciform bracing. Independent front suspension with helical spring and wishbones. Telescopic dampers and torsional anti-roll bar. Recirculatory ball steering box. Semi-elliptic rear springs with piston-type dampers. Bolt-on pressed steel wheels, fitted

5.50 ins. x 16 ins. tyres. Lockheed hydraulic brakes, 2LS in front.

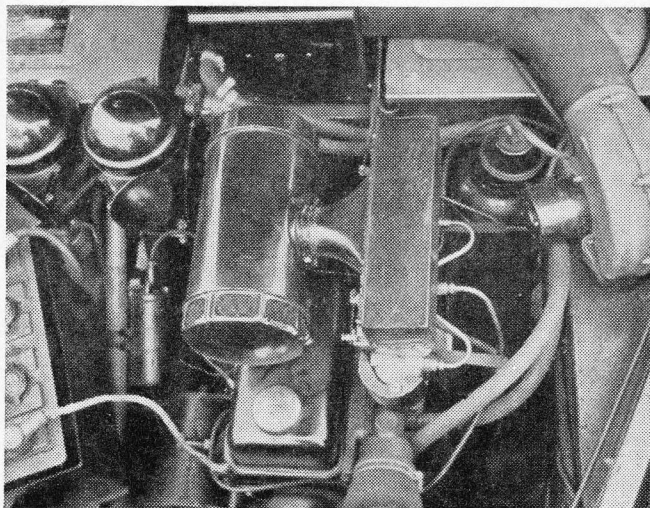
**Equipment:** 12-volt lighting and starting. Speedometer, oil pressure gauge, ammeter, clock, heater and demister, windscreen washer, flashing indicators.

**Dimensions:** Wheelbase, 8 ft. 11½ ins. Track, front 4 ft. 2½ ins., rear 4 ft. 3 ins. Overall length, 14 ft. 9 ins. Overall width, 5 ft. 3 ins. Turning circle, 33 ft. Weight 1 ton 3½ cwt.

**Performance:** Maximum speed, 75.3 m.p.h. Speeds in gears: 3rd 60 m.p.h., 2nd 35 m.p.h., 1st 20 m.p.h. Standing quarter mile, 22.8 secs. Acceleration: 0-30 m.p.h., 6.2 secs.; 0-40 m.p.h., 10 secs.; 0-50 m.p.h., 14.5 secs.; 0-60 m.p.h., 21.5 secs.

**Fuel Consumption:** Driven hard, 22 m.p.g.

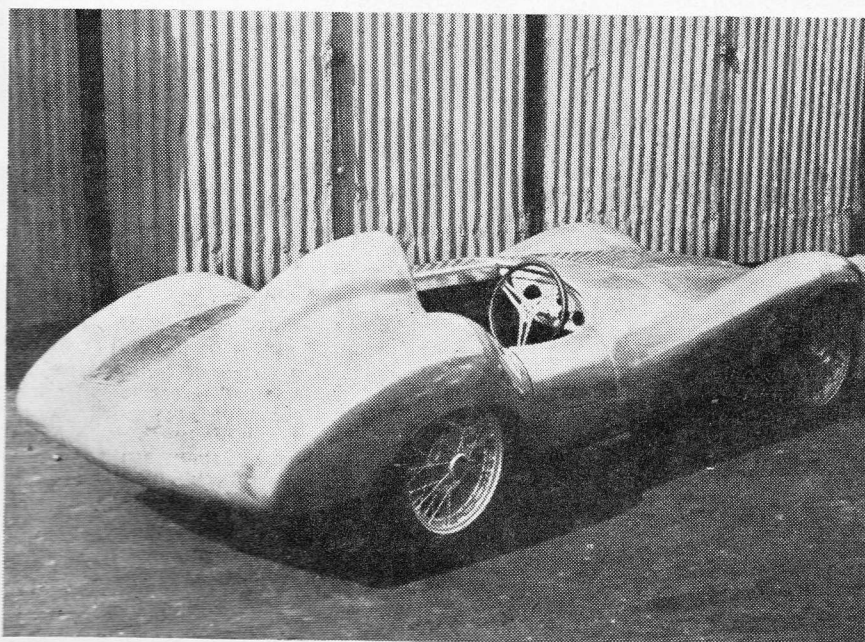
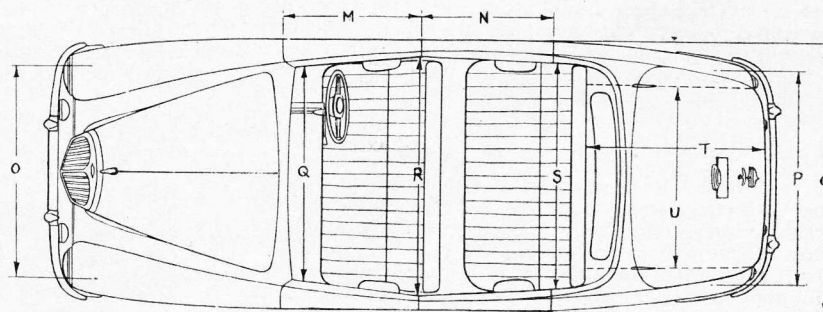
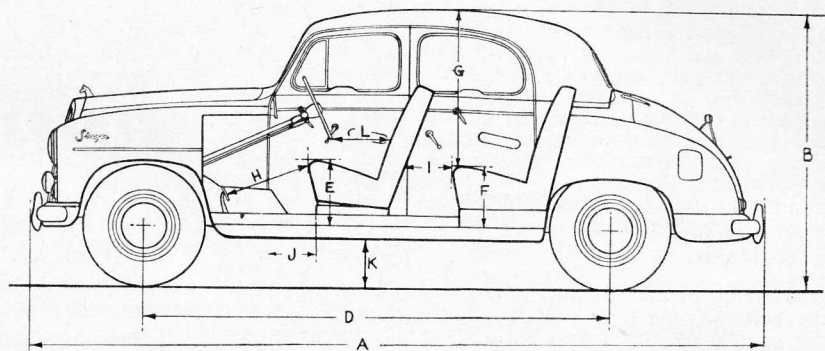




(Above) The Hunter's bonnet is well packed with vital equipment. The air cleaner, heater, battery, etc., obscure this view of the neat single o.h.c. engine. (Right) There is adequate luggage space in the boot, a neat tool drawer is installed at the top, while below, in its own compartment, is the spare wheel.

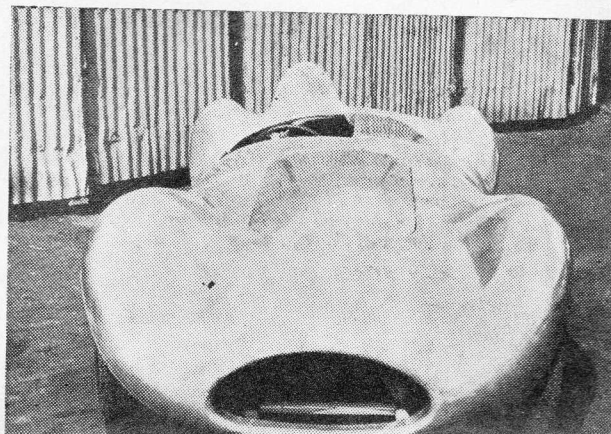
#### DIMENSIONS

- A Overall length, 14 ft. 9 ins.
- B Overall height, 5 ft. 4 ins.
- C Overall width, 5 ft. 3 ins.
- D Wheelbase, 8 ft. 11½ ins.
- E Height of front seat cushion, 1 ft. 0½ in.
- F Height of rear seat cushion, 1 ft. 3 ins.
- G Height from rear seat cushion to roof, 2 ft. 10 ins.
- H Clutch pedal to seat cushion, 1 ft. 4 ins.-1 ft. 11 ins.
- I Back of front seat to front of rear seat cushion, 0 ft. 9 ins.-1 ft. 2 ins.
- J Front seat adjustment, 0 ft. 5 ins.
- K Ground clearance, 0 ft. 9⅝ ins.; 0 ft. 7 ins. laden.
- L Steering wheel to front seat back, 1 ft. 0 in.-1 ft. 5 ins.
- M Front door opening, 2 ft. 7 ins.
- N Rear door opening, 2 ft. 2½ ins.
- O Front track, 4 ft. 2½ ins.
- P Rear track, 4 ft. 3 ins.
- Q Width of front seat, 4 ft. 0 in.
- R Width of front seat at elbows, 4 ft. 2 ins.
- S Width of rear seat at elbows, 4 ft. 1½ ins.
- T Length of boot, 3 ft. 6 ins.
- U Width of boot, 3 ft. 4 ins.



## YET ANOTHER "1,100"!

Two pictures of a further addition to the growing range of British 1,100 c.c. sports-racing cars. This one is the Beart-Rodger-Climax, a sleek, aerodynamic machine powered by the Coventry-Climax four-cylinder engine, designed by Bernie Rodger and built at Francis Beart's works at Byfleet. It makes its début at Goodwood on Monday in the hands of Stirling Moss.





## CORRESPONDENCE

We are delighted to receive letters intended for publication. The Editor is not, of course, bound to be in agreement with opinions expressed by readers.

### R.A.C. Rally Criticisms

As one who in the past has crossed pens with the R.A.C. Competitions Department over some of their requirements for normal club events, I was somewhat surprised at the point made by Mr. Cooke concerning the failure to notify the police. Are we to assume that this particular section of Pall Mall operates on the principle of "Do as I say, not as I do"?

From discussions with competitors, it would appear that there were a number of aspects which left something to be desired for an event of this importance. One of these on which I would like to comment is the type of signal used to start the special tests—at Hastings (and elsewhere). It would be interesting to ask the technical types if they could tell us how long the lamp operating the red light took to fall to black heat and how long the green took to come on. As it happens, this year the results of the tests did not have the significance that they might have done but, as the R.A.C. have used the phrase "The Rally of the Tests", I suggest competitors are entitled to expect something more clear-cut than these light signals. Even the omission of the red light would be an improvement, whilst a modification of the large traffic indicator used on commercial vehicles would appear to have possibilities, if arranged to act as a falling semaphore.

STANMORE, MIDDX.

N. V. NEEDHAM.

THE letters of Mr. Cooke and Mr. Barnard emphasize not only that it is the duty of rally organizers to place their controls outside built-up areas, but also to plan their routes so that such areas are avoided. It is not a practical solution to lower the average speed for built-up areas, for competitors who have had to carry out urgent repairs will always hurry.

I believe the application of these two principles would cut down the nuisance value of rallies by up to 70 per cent. Indeed, those events which apply them hardly ever receive a complaint.

OXFORD.

PATRICK ADAMS.

AFTER reading S. A. Cooke's letter about the conduct of competitors and the police during the recent R.A.C. Rally I can only suggest that the R.A.C. follow the example of the British League of Racing Cyclists.

Under B.L.R.C. rules the organizer of a cycle road race must send 12 copies of the proposed race route to the Chief Constable of all the counties through which the event passes. The police, naturally, often disagree with the proposed route but the organizer must always accept the alternative suggested by the police.

Copies of the programme are also sent (well in advance) to the police. Incidentally, it is plainly stated on the programme that any competitor disobeying the B.L.R.C. rules or the normal rules of the road will be disqualified from the race and suspended from all racing until the offence has been investigated.

The co-operation of the police is ensured and safe riding too by the above rules.

SHEFFIELD, 10.

R. BARRETT.

### How Many Did Come Home?

I SHOULD like to correct some statements made by J. Richard Aley under the heading of "Three Came Home", in his report of the Cambridge '50 C.C.'s Winter Rally (11th March issue).

Firstly, he and his friend Tom Threlfall were not the only competitors to lose no marks in the afternoon section, as I myself also ran without losing marks. Secondly, in actual fact I was the only competitor to finish inside the time limit, having lost only 11 minutes altogether. Second and third places were given to the next best competitors, who in fact turned up after the control had closed.

I would like to add, also, that I did not have "half a dozen navigators in the back".

CAMBRIDGE.

H. W. NORMAN.

### Gordini "The Sorcerer"

YOUR magazine makes fine reading to those of us fairly isolated from the sport, but what a pity your "Gordini the Sorcerer" feature stopped appearing just when it was getting interesting. I hope you will be resuming this series shortly. I think a Gordini or two should be brought out here, to chase up the Maseratis or the Oscas in our races.

JEREMY GATES.

OREGON, U.S.A.

[Other readers, too, have enquired about the Gordini articles. These will be resumed in AUTOSPORT as soon as space permits.—ED.]

### Any Offers?

I HAVE just left Tonbridge School, and with a friend of mine would very much like to try to get to Le Mans this summer for the 24-hour race. We are both 18 years old and have very limited means. How we get there we don't really mind; our personal comfort is of no importance.

GERALD WILLIAMS AND JOHN WHITE.

FOUR ACRE, BRENCHLEY, KENT.

[We know of one enthusiast who, in his youth, got to Le Mans by bicycle. But perhaps one of our readers would be prepared to offer the use of his luggage boot?—ED.]

IRISH reader C. H. Bowles, of 1 Spring Villas, Tramore, Co. Waterford, desires to know wavelengths of Continental stations broadcasting commentaries on major events on Sundays during the summer.

## BOOK REVIEWS

Title: *Automobil Revue, 1955*—Catalogue Number.

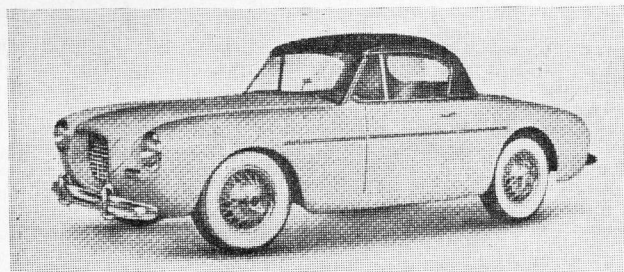
Editor: Robert Braunschweig.

Size: 9 ins. x 12 ins.; 264 pp.; innumerable illustrations.

Publishers: *Automobil Revue, Nordring 4, Berne, Switzerland.*

Price: 6.50 francs.

HERE is yet another year book of distinction, produced by the Swiss paper, *Automobil Revue*. Printed in French and German, it contains a large and very informative section on the world's 1955 motor cars, amongst which are rarities such as a rather unpleasant IAME V8 sports, built by the Justicialista concern of the Argentine, the neat new Volvo sports and a



SPORTING SWEDE: The 1.4-litre 4-cylinder Volvo sports, as illustrated in "*Automobil Revue, 1955*".

charming little Moretti, like a "baby" 2-litre Maserati. On the colour cover is an attractive Graber-bodied Alvis coupé.

Streamlining expert Prof. Dr. Ing. W. Kamm contributes a learned article, whilst amongst the copious and interesting advertisement copy we note a luxury sports coupé of imposing proportions—merely a Volkswagen with body by the Beutler concern of Switzerland.

C. P.

### The 1955 R.A.C. Guide and Handbook

ALMOST everything a motorist wants to know can be found in the 890 pages of the 1955 edition of the *R.A.C. Guide and Handbook*, now available at a mere 5s. from any R.A.C. office. The information it volunteers is staggering; particulars of hotels, garages, parking sites, golf clubs, places of interest and other local information on over 3,000 towns and villages in Great Britain and Ireland; 31 pages of maps, street plans of 76 large towns, details of steamship and air services, ferries, a large Foreign Touring section, a digest of motoring laws, and lighting-up time tables are just a few of its features. A copy should be in the cubby-hole or door pocket of every car.

C. P.



# BRIGHT PERIODS AT BROUGH

## Lap Record Broken Four Times in F.3 Events

UNDER an overcast sky, with occasional periods of spring sunshine, a moderate sized crowd saw Cliff Allison and J. K. Hall, both driving Coopers, win the four events on the programme at the mixed motor-cycle/car meeting organized by the Blackburn Welfare Motor Club on Sunday, 3rd April. For the most part, the racing matched the weather in that there were only a few bright periods, interspersed with some rather unexciting racing.

There were 11 cars on the starting line for Heat 1 of the 500 c.c. scratch race, a non-starter being Don Parker, who had engine trouble during the morning practice period and decided to go home before the meeting began. Each heat was for seven laps of the 1.17-mile airfield circuit, which is in the shape of a slightly bulbous letter "P".

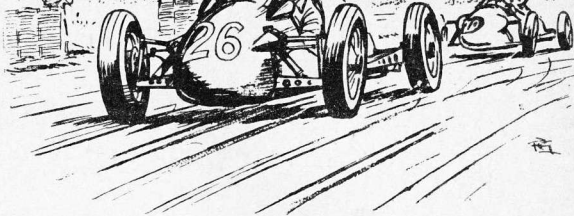
From the fall of the flag, Allison, Bueb and Bloor went ahead of the rest of the field, D. H. Phillips and H. Phillipson being left on the line. Allison stayed out in front, as he was to do for the whole of the race, but had to fight most of the way with Bueb in the works Cooper. At the end of lap 2, the order was Allison, Bueb and Bloor, and it continued this way throughout, with Jim Russell fighting hard, but in vain, to take third place. Allison hit the bales as he came out of Welton Bend at the end of lap 3, but kept his lead, and, at the end, was lapping J. R. Parker's Cooper-J.A.P.

The field of eight for Heat 2 had to wait for the crowd to clear off the edge of the circuit, before they came under starter's orders. Howlett in his Cooper-J.A.P. went out in front, the rest of the field following on his heels, with Spreckley and Manning being left on the line. At the end of lap 1, J. K. Hall was leading in his Cooper, with P.

Robinson in his Cooper-Norton and E. Dawson in a similar car, taking second and third places. For the rest of the race, it was a procession, with these three out in front, leading what remained of the rest of the field. Hall had to fight to keep Robinson at bay, and at one point, when it looked as though Robinson might make it, a slower car caused him to swerve and stay in second position. At the finish, however, Hall led by about 200 yards with Robinson leading Dawson by quite a fair distance.

The final of the scratch race saw a field of 11 led from the start by Allison, with the rest following close and all fighting for positions. By the end of lap 1 Allison was followed by Bueb, with Russell fighting for third place with Hall. Lying at the back of the field were T. Leigh in a Cooper-Norton and D. W. Heath in his Cooper, who was again playing the game of learning from the more experienced drivers, as he did the preceding week at Snetterton. At the end of the third lap Allison was out in front, but with Russell and Bueb having quite a battle behind him. The situation was the same at the half-way stage in this 10-lap final, but Russell was beginning to challenge the leader. By the end of lap 6 there was about 1 sec. in it, and they continued to fight until the finish, Allison taking the flag with Russell close behind, followed after a while by Bueb in the other works Cooper, with the rest of the field a long way behind. P. Robinson pushed his Cooper over the line in a good natured effort to finish at all costs.

There were two heats for the handicap event for the 500 c.c. cars on the programme, to be followed by a final, but the organizers decided that the event should be telescoped into one race. J. R. S. Parker in his Cooper-J.A.P. was



the first away, with Russell as the limit man. E. Thornton's red Cooper was left on the line as the field began to fight out the different places. At the end of lap 2 Parker was still ahead, followed by E. Dawson's Cooper-Norton.

Russell began to try to make up his almost impossible handicap, and at the end of lap 4 was lying fifth, having quite a battle with S. Bloor's Cooper. By the end of lap 5 these two were holding second and third positions. At the end of lap 6 Russell passed Bloor at the bend at the start of the straight, but was unable to make up the leeway between himself and Hall. Dawson spun on the last lap, but carried on to finish in fifth place.

Despite the fact that the racing had, in the main, been quite unspectacular, the lap record was broken no less than four times. Don Parker's previous record of 64 m.p.h. was broken in Heat 1 of the scratch event by Cliff Allison, who recorded a lap speed of 66.5 miles per hour. Allison and Russell both broke the previous record again (Russell doing so twice), but Allison's figure of 66.5 was not beaten.

DENIS EDKINS.

### Results

**Scratch Event. Heat 1:** 1, C. Allison (Cooper-Norton), 7 mins. 59½ secs. (61.6 m.p.h.), Fastest lap 66.5 (Record); 2, I. L. Bueb (Cooper); 3, S. Bloor (Cooper).

**Scratch Event. Heat 2:** 1, J. K. Hall (Cooper), 8 mins. 5½ secs. (60.6 m.p.h.), Fastest lap 62.02 m.p.h.; 2, P. Robinson (Cooper-Norton Spl.); 3, T. Leigh (Cooper-Norton).

**Scratch Event. Final:** 1, C. Allison (Cooper-Norton), 11 mins. 8½ secs. (62.9 m.p.h.), Fastest laps, Allison and J. Russell, 64.1 m.p.h.; 2, J. Russell (Cooper); 3, I. L. Bueb (Cooper).

**500 c.c. Handicap:** 1, J. K. Hall (Cooper), 8 mins. 35 secs. (57.2 m.p.h. gross), Fastest lap, J. Russell, 64.8 m.p.h.; 2, J. Russell (Cooper); 3, S. Bloor (Cooper).

## SOME RECENT RESULTS

### B.R.S.C.C. (NORTHERN) SPRINT MEETING Sherburn-in-Elmet, near Leeds, 2nd April

**Sports Cars up to 1½ litres:** 1, R. Walshaw (Lotus), 41.3 secs.; 2, F. Lambert (Lotus), 42.0; 3, J. E. Tooth (Dellow), 43.3.

**Sports Cars up to 2 litres:** 1, A. McMillan (Cooper-Bristol), 34.2; 2, I. E. Davidson (Cooper-M.G.), 39.0; 3, D. Butterwick (Morgan), 41.3.

**Sports Cars, unlimited:** 1, A. McMillan (Cooper-Bristol), 34.2; 2, J. Chapman (Chapman-Mercury), 35.0; 3, John Netherwood (Jaguar XK 120), 37.4

**Saloons up to 1½ litres:** 1, K. McGill (M.G. Magnette), 46.3; 2, J. Mitchell (Ford Anglia), and H. Murrey (Ford), 47.0 (tie).

**Saloons over 1½ litres:** 1, A. McMillan (Frazer-Nash/BMW), 37.0; 2, E. Wadsworth (Healey), 42.0; 3, A. Lockwood (Jowett Jupiter), 45.0.

**Formule Libre:** 1, A. McMillan (Cooper-Bristol), 33.4; 2, J. Chapman (Chapman-Mercury), 35.0; 3, M. Kellelt (Austin-Healey), 41.4.

**500 c.c. Racing Cars:** 1, P. Robinson (Cooper), 36.0; 2, J. Higham (Cooper), 37.0; 3, C. A. N. May (Cooper), 37.3.

### WEST ESSEX C.C. NATIONAL SPEED TRIAL Wormingford Aerodrome, 3rd April

**Saloon Cars up to 1,100 c.c.:** 1, E. B. Wadsworth (Fiat 1100), 45.74 secs.; 2, Dr. C. D. McCarthy (DKW), 45.80; 3, H. R. Penton (Standard 8), 46.20. **1,101-1,500 c.c.:** 1, R. W. Jacobs (M.G.), 38.14; 2, K. F. Lee (M.G.), 44.60; 3, J. M. A. Edmondson (M.G.), 46.00. **1,501-3,000 c.c.:** 1, R. R. C. Walker (Mercedes 300SL), 30.85; 2, J. Clarke (Aston Martin), 37.10; 3, E. B.

Wadsworth (Healey), 37.62. **Over 3,000 c.c.:** 1, R. Playford (Jaguar), 34.43; 2, F. Gibson (Jaguar), 35.52; 3, K. C. Moss (Rolls-Royce), 39.17.

**Open Cars up to 1,100 c.c.:** 1, A. C. Westwood (Fiat Ballilla), 41.85. **1,101-1,500 c.c.:** 1, D. R. Piper (Lotus Empire S), 35.97; 2, B. R. Millbank (M.G. TC 1,500 c.c.), 37.90; 3, S. G. Cobban (M.G. TF 1,500 c.c.), 39.60. **1,501-3,000 c.c.:** 1, E. Braine (Austin-Healey), 34.94; 2, Mrs. E. Braine (Austin-Healey), 35.40; 3, L. J. Coe (Triumph TR2), 35.80. **Over 3,000 c.c.:** 1, W. P. Jones (Jaguar), 30.39; 2, D. A. Pierpoint (Jaguar), 33.48; 3, G. A. Smart (Jaguar), 33.58.

**Sports Cars in any trim, 1,101-1,500 c.c.:** 1, E. C. Harewood (M.G.), 34.84; 2, J. Turner (Cooper-M.G.), 36.17; 3, R. W. Jacobs (M.G.), 38.00. **1,501-3,000 c.c.:** 1, R. D. Biss (Bristol Warrior), 29.94; 2, C. M. Clairmonte (Clairmonte), 29.97; 3, P. A. Everard (Aston Martin DB3-S), 31.08. **Over 3,000 c.c.:** 1, C. Wick (Cooper-Jaguar), 28.70; 2, J. H. Sarginson (Bugatti S), 29.78; 3, J. A. Keeling (Jaguar), 30.60.

**Racing Cars up to 500 c.c.:** 1, A. W. Richards (J.B.S.), 33.89; 2, C. A. N. May (Cooper Mk. VIII), 35.00; 3, P. A. Luke (Cooper Mk. VIII), 35.40. **501-1,100 c.c.:** 1, A. E. Marsh (Cooper S), 29.06; 2, A. F. Rivers Fletcher (Cooper), 30.60. **1,101-1,500 c.c.:** 1, A. V. Barnard (E.R.A.-Delage), 33.75; 2, D. T. Hulme (E.R.A.-Delage), 34.77; 3, R. D. Jennings (Cooper-M.G.), 35.53. **1,501-3,000 c.c.:** 1, D. Wilkinson (Cooper-E.R.A.), 29.79; 2, J. H. Sarginson (Bugatti S), 29.80; 3, E. Braine (Austin-Healey), 35.31. **Over 3,000 c.c.:** 1, C. Wick (Cooper-Jaguar), 28.86; 2, F. Lycett (Bentley 8-litre), 30.20; 3, G. Parker (Jaguara S), 33.20.

**B.T.D.:** Cyril Wick (Cooper-Jaguar), 28.70 secs. Length of course: 1 kilometre, standing start.

### B.A.R.C. HILL-CLIMB

Brunton, Wilts, 3rd April

**Class 1, Saloons up to 950 c.c.:** 1, S. D. Silverthorne (748 Renault), 37.84 secs.; 2, S. T. Prake (748 Renault), 39.34; 3, J. M. Burn (896 DKW), 40.66.

**Class 2, Saloons, 951-1,300 c.c.:** 1, L. Potter (1,290 Peugeot), 36.90.

**Class 3, Saloons, 1,301-1,800 c.c.:** 1, F. Downs (1,390 Hillman), 45.21.

**Class 4, Saloons, 1,801-3,000 c.c.:** 1, R. Cooper (2,443 Riley), 33.00; 2, F. Downs (2,267 Sunbeam-Talbot), 33.52; 3, R. Gibson (1,971 Bristol), 33.59.

**Class 5, Saloons, 3,001 c.c. unlimited:** 1, P. L. Farquharson (3,917 Allard), 34.35.

**Class 7, Open cars, 751-1,100 and up to 750 c.c. (S):** 1, R. Smith (1,002 M.G.), 31.26; 2, R. Torrens (1,089 Fiat), 33.46.

**Class 8, Open cars, 1,101 to 1,500 and 751-1,100 c.c. (S):** 1, J. T. Hodges (1,467 Griffiths M.G.), 30.04; 2, W. A. Liddell (1,100 Buckler S), 30.65.

**Class 9, Open cars, 1,500-2,000 c.c. N/S and 1,101 to 1,500 c.c. (S):** 1, J. M. Burn (1,971 Frazer-Nash), 28.06 (B.T.D.); 2, K. N. Rudd (1,991 A.C. Ace), 28.37; 3, P. G. Fletcher (1,971 H.R.G.-Bristol), 28.61.

**Class 10, Open cars, 2,001-3,000 c.c. and 1,501-2,000 c.c. (S):** 1, D. W. Davis (2,660 Austin-Healey), 30.60; 2, R. W. Colton (2,088 Morgan), 31.58; 3, J. J. Macklin (2,660 Austin-Healey), 32.24.

**Class 11, Open cars over 3,000 c.c.:** 1, P. F. Moore (4,400 Allard), 28.30; 2, P. L. Farquharson (4,375 Allard), 28.30; 3, W. L. Cripps (5,300 Cripps S), 29.05.

**Ladies' Award:** Mrs. J. Leavans (1,991 Triumph), 31.13.

(Reports will be published when space permits)





*ELATION on Archie Scott-Brown's face as he brings the Lister-Bristol into the Paddock after winning the Final of the British Empire Trophy race. On the left he is seen taking Old Hall corner on his last lap.*

# ARCHIE'S THE BOY!

**Scott-Brown (Lister-Bristol) Wins B.R.D.C. British Empire Trophy — Heat  
Victories for Leston (Connaught), Parnell (Aston Martin) and Sparken (Ferrari)**

*By Gregor Grant*

It was a joy day on 2nd April at Oulton Park for Brian Lister. He saw one of his 2-litre Lister-Bristol sports-racing cars, driven magnificently by Archie Scott-Brown, win the coveted British Empire Trophy. Scott-Brown never made a single mistake on a soaking wet circuit, and his Moore-tuned engine didn't miss a beat. The Scotsman certainly vindicated himself, for it was exactly a year ago—same race, same place—that the stewards refused to allow him to race because of a physical disability.

Quite apart from the success of the now famous Lister, several other machines were prominent. The 1½-litre Connaught is extremely rapid. Peter Bell's car was exceedingly well driven by Les Leston to win Heat 1, and Ken McAlpine handled the newer "tail-fin" type admirably, being rewarded with second place in the final. Eric Brandon's Halseylec "1,100" went as quickly as the majority of the 1,500s, and faster than many of the 2-litre cars.

Mike Sparken, one of France's most prominent sports-car drivers, shattered the crowd with his conducting of the 3-litre Ferrari, and the comparative ease with which he won Heat 3. The new 2½-litre Aston Martin, driven by Reg Parnell, won Heat 2, but was plagued by a chronic misfire in the final.

Warm, sunny weather prevailed during practising. Ken McAlpine's attractive Connaught dominated the 1,500 c.c. category with 2 mins. 7 secs. (78.27 m.p.h.), three seconds faster than the next best, Les Leston (Connaught) and Ian Burgess

(Osca). Eric Brandon shook the boys with a 2 mins. 12 secs. in his 1,100 c.c. Coventry - Climax - powered Halseylec. John Coombs's 2 mins. 11 secs. was best of the Lotus brigade.

Archie Scott-Brown was sensational in the medium-capacity category. His 2 mins. 2 secs. (81.48 m.p.h.) was the fastest lap of the day, and was two seconds quicker than Reg Parnell in the new 2.5-litre Aston Martin. C. A. S. Brooks (Frazer-Nash) did 2 mins. 5 secs.

Among the bigger stuff, Ninian Sanderson (C-type Jaguar), Mike Sparken (3-litre Ferrari), Peter Collins (Aston Martin) and Roy Salvadori (Aston Martin) all did 2 mins. 4 secs., which time was also equalled by Jack Sears

(Lister-Bristol). Les Leston (Connaught) improved to 2 mins. 6 secs. to lead the 1,500 c.c. entry.

One or two people had prangs, including Bertie Bradnack (Cooper-Jaguar), who hit the bank when a front brake locked on. Tony Gaze (H.W.M.), just returned from his successful foray in southern climes, revolved at Old Hall when his gearbox seized solid. George Abecassis (H.W.M.) broke his gearbox, but managed to obtain a replacement. Mike Anthony (Lotus-Bristol) overturned at Cascades, escaping with a few cuts and bruises.

Scott-Russell's Lotus-Bristol wasn't ready, and the Gilby Engineering Maserati, to be driven by Cliff Davis, also non-started.

Race day was dull with the threat of



*RUNNER-UP and class winner in its first race was a highly creditable performance by the 1955 1½-litre sports Connaught driven by Ken McAlpine.*



rain, but large crowds poured into the circuit from all parts of the country. Family parties were conspicuous, the lovely setting of Oulton Park being ideal for picnicking. At an early hour, all the best vantage points had been commandeered, and the grandstand began to fill rapidly.

The programme consisted of three scratch-race heats, each of 16 laps, and a 25-lap final with the larger cars on scratch. Practice times saw the following line-up for Heat 1 (up to 1,500 c.c.).

#### Starting Grid

Bicknell (Revis) 2 mins. 09 secs.	McAlpine (Connaught) 2 mins. 07 secs.	Leston (Connaught) 2 mins. 06 secs.
Burgess (Osca) 2 mins. 10 secs.	Nurse (Lotus) 2 mins. 09 secs.	
Naylor (Lotus) 2 mins. 12 secs.	Brandon (Halseylec) 2 mins. 12 secs.	Coombs (Lotus) 2 mins. 10 secs.
Beauman (Leonard-M.G.) 2 mins. 15 secs.	Seidel (Porsche) 2 mins. 14 secs.	
Ahrens (Porsche) 2 mins. 18 secs.	Newton (Killeen) 2 mins. 16 secs.	Péron (Osca) 2 mins. 15 secs.
Chapman (Lotus) — —	Jackson (Cooper-M.G.) 2 mins. 24 secs.	

displaced Péron on the leader board. The Porsche Spyders of Seidel and Ahrens were not exactly being driven at the speeds of which they are capable. Burgess was running on three cylinders, and his Osca began to gobble up oil.

On lap 7, Colin Chapman pulled in to retire, the needle of the water tempera-

ture gauge having registered maximum figures. Bicknell stormed into fourth place, ahead of Coombs, whose engine began to sound woolly. It looked as if Nurse would have to uphold the honour of Lotus. He was driving extremely well and held his third place.

However, nothing could touch the



**FIRST HEAT:**  
(Above) Les. Leston drove a fine race in the Connaught entered by Peter Bell to win the 1½-litre Heat.

(Left) British and foreign at Cascades Corner. Ian Burgess (Osca) is followed by Don Beauman (Leonard-M.G.), Eric Brandon, in the new Halseylec, half-concealed; and the German Seidel in his Porsche Spyder.

(Below) Tail view, a lap later, on the same corner. Chapman in the Mk. 9 Lotus leads Seidel, Brandon and John Coombs (Lotus).

Connaughts. Both Leston and McAlpine were driving with extreme confidence, the cars sounding tremendously powerful. Péron, getting used to the circuit, moved up to fifth place after Bicknell crashed at Druid's Corner. The Southampton driver was taken to hospital for examination, but was released almost immediately. The Revis was more than considerably bent.

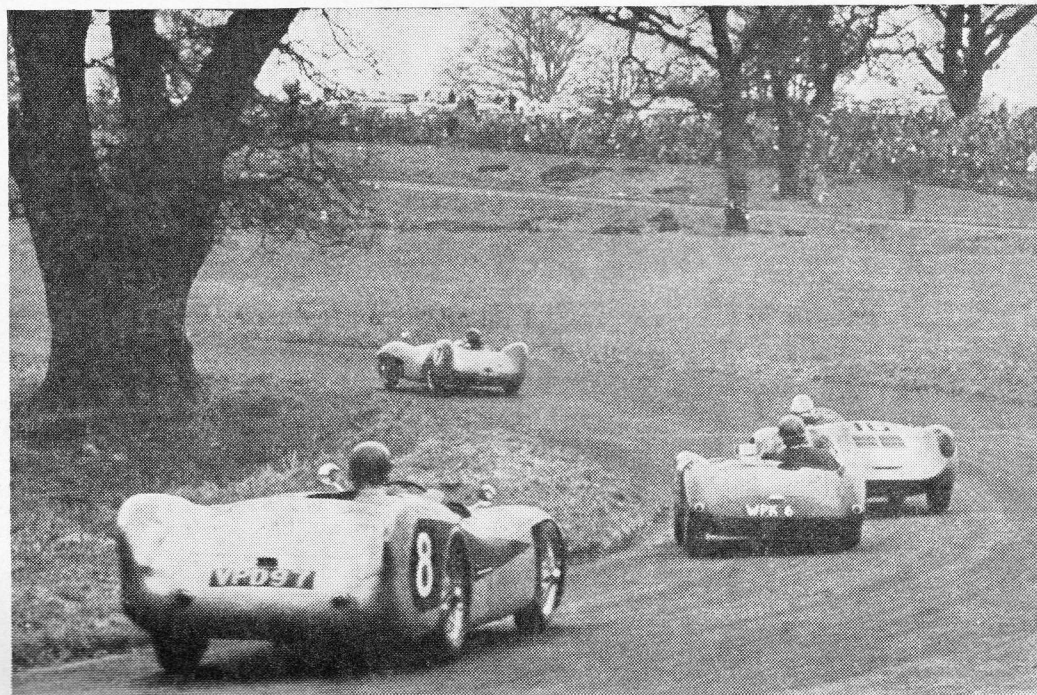
Brandon's little "1,100" came into the picture, chased by Seidel's Porsche which seemed to be making little impression on the British car.

On the 13th lap, Nurse went out with engine trouble, and Coombs abandoned his car on the circuit. It was not a Lotus day, only Naylor's car being left in the race. Seidel eventually took Brandon, but Ahrens could not overtake Don Beauman (Leonard-M.G.). Peter Jackson in Cooper-M.G. JOY500 won a race-long duel with Jack Newton (Killeen), and Burgess brought up the rear after stopping for oil.

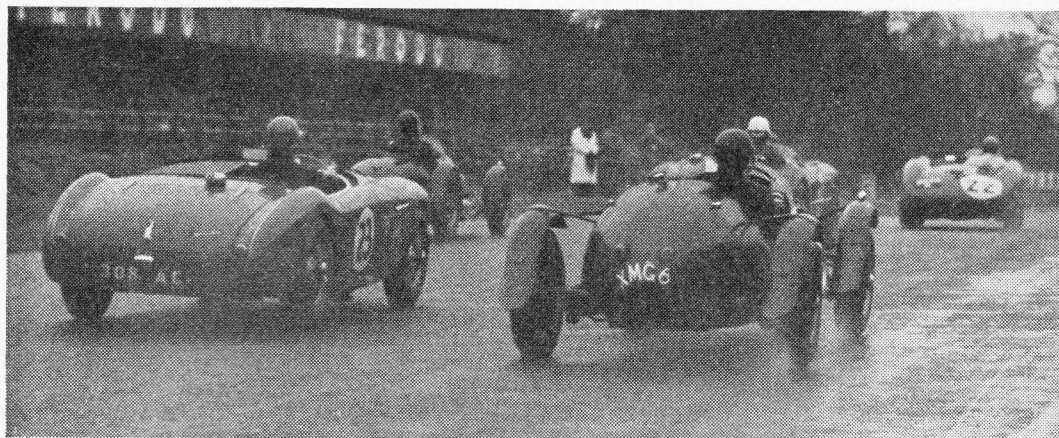
There was a slight kerfuffle at the start when Burgess stalled his Osca, but Leston and McAlpine in the two Connaughts were off like rockets. Reg Bicknell, in his Borgward-powered Revis, edged past McAlpine, who was also taken by Austin Nurse (Lotus-M.G.), and threatened by Jacques Péron (Osca) and Brian Naylor (Lotus-M.G.). Colin Chapman's Mark 9 Lotus, still with primer paint on the body, was carving its way through the field from its back-row position.

Leston came through with two seconds lead over Bicknell. Lap 2 and McAlpine moved up to third place. Bicknell spun off at Cascades letting McAlpine into second spot. On lap 3 Chapman was fourth behind Nurse, and Naylor had taken the Frenchman Péron.

Naylor stopped to replenish his radiator, and Bicknell came into sixth place. Leston was cracking round at a tremendous pace, actually doing 2 mins. 5 secs. on his second tour. Coombs







**SECOND HEAT AWAY:** (Left) And now the roads are made treacherous by a fine drizzle. No. 23 Austin-Healey is Lance Macklin's, beyond him is Tony Crook (Cooper-Bristol) and to his right C. A. S. Brooks (Frazer-Nash). Farthest away is the eventual winner, Parnell's Aston Martin.

Leston went by on his last lap with the engine misfiring and McAlpine uncomfortably close. However, it kept motoring on all four, and the Londoner crossed the line to a well-deserved win. Péron, lapping faster and faster as he became familiar with the circuit, took third place ahead of Seidel's Porsche and Brandon's remarkably speedy Halseylec "1100".

#### Heat 2 Starting Grid

Parnell (Aston Martin)	Sears (Lister-Bristol)	Scott-Brown (Lister-Bristol)
2 mins. 04 sec.	2 mins. 04 sec.	2 mins. 02 sec.
Keen (Cooper-Bristol)	Brooks (Frazer-Nash)	
2 mins. 06 sec.	2 mins. 04 sec.	
Macklin (Austin-Healey)	Crook (Cooper-Bristol)	
2 mins. 09 sec.	2 mins. 06 sec.	
Flockhart (Austin-Healey)	Moore (Lister-Bristol)	
2 mins. 10 secs.	2 mins. 10 secs.	
Walton (Cooper-Bristol)	Murray (Frazer-Nash)	Rogers (Cooper-Bristol)
2 mins. 13 secs.	2 mins. 12 secs.	2 mins. 11 secs.
Dalton (Austin-Healey)	Shale (Austin-Healey)	
2 mins. 14 secs.	2 mins. 13 secs.	
	Tew (Frazer-Nash)	
	2 mins. 20 secs.	

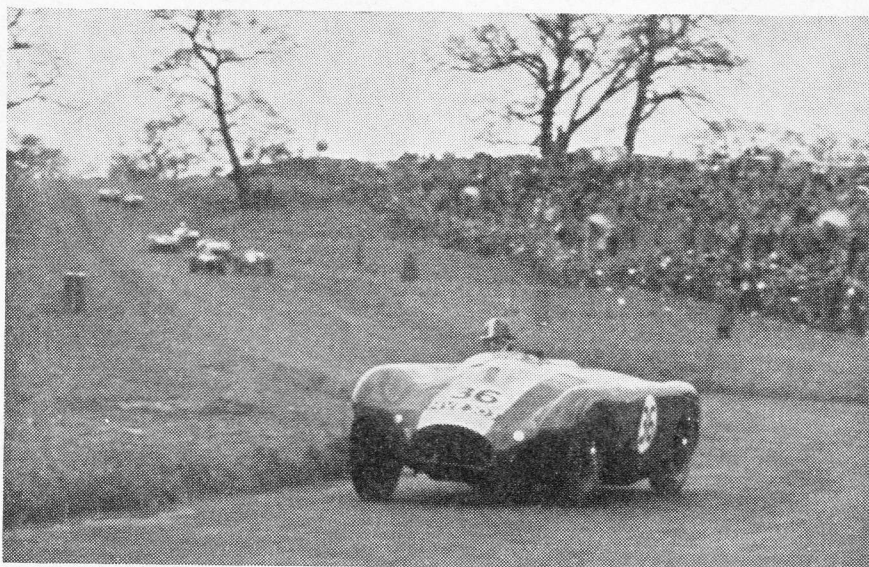
When the cars lined up for Heat 2, a light drizzle was falling. Archie Scott-Brown (Lister-Bristol) made a lightning start, getting well away from Reg Parnell (Aston Martin). Parnell gave way to the Master of Retirements, Tony Crook (Cooper-Bristol), and C. A. S. Brooks (Frazer-Nash).

Scott-Brown was setting a tearing pace, and had a four seconds lead on lap 1. Shale (Austin-Healey 100S) spun off at Esso Bend, but regained the circuit. Jack Walton's nicely streamlined Cooper-Bristol came into the pits with a blocked fuel pipe, and stayed there for five minutes.

Brooks took Crook for second place, the Frazer-Nash going great guns. The circuit was now decidedly slippery, and more than a few joined the tail-waggers' club—notably John Dalton (Austin-Healey), who revolved smartly at Old Hall Corner.

On lap 5 Parnell began his assault, steaming past Brooks and Crook to take second spot. Scott-Brown's lead was now threatened, and the new Aston Martin rapidly carved off the seconds.

At half-distance (eight laps) there were only a couple of seconds between them, and next time round Parnell was out in front. Scott-Brown was using his loaf. On increasingly slippery roads, he saw



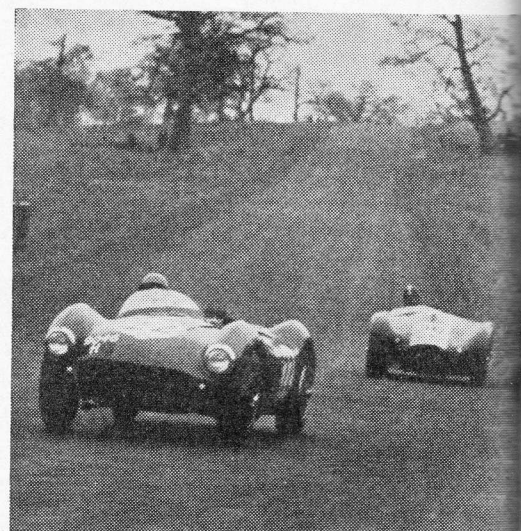
**COMMANDING LEAD** (above) was taken by Scott-Brown in the Lister-Bristol on the opening round of the 2nd Heat, for 1,501-2,700 c.c. cars.

**WILY FOX:** (Right) Eight laps later, and that master of wet-roads-racing Reg Parnell in the new 2½-litre Aston Martin had caught the smaller car.

no point in doing battle with the Aston, and was quite content to sit in second place. Crook had earlier displaced Brook, but was not within striking distance of the green and yellow Lister. Not far behind, Jack Sears (Lister) and Mike Keen (Cooper) were having a scrap, and Lance Macklin led the Austin-Healeys, with Ron Flockhart not so far away.

Parnell steadily increased his lead, lapping in the wet at around 2 mins. 7 secs. Bert Rogers (Cooper-Bristol) clouted the bank at Druid's but carried on. Alan Moore (Lister-Bristol) suffered from a chronic misfire and dropped back. Keen suddenly whipped his Cooper into fourth place, which he held till the end. Parnell eventually finished 17 secs. ahead of Scott-Brown, and did the fastest lap at 2 mins. 5 secs.

Now came the big stuff. Mike Sparken (3-litre Ferrari) left everyone standing and after one lap came past the pits six seconds ahead of Peter Collins (Aston Martin), with Ninian Sanderson in Ecurie Ecosse's C-type on his tail. Sparken



kept increasing his lead, driving with remarkable accuracy on the very slippery surface. Roy Salvadori (Aston Martin) broke his throttle and retired on lap 1.

Duncan Hamilton (D-type Jaguar) closed on Sanderson. Bob Berry (XK 120) whistled past Ken Wharton (Aston Martin), who didn't seem to mind a bit, and sat comfortably behind without heeding the spray. Berry was certainly making his machine motor, but George Abecassis (H.W.M.) came up to chal-

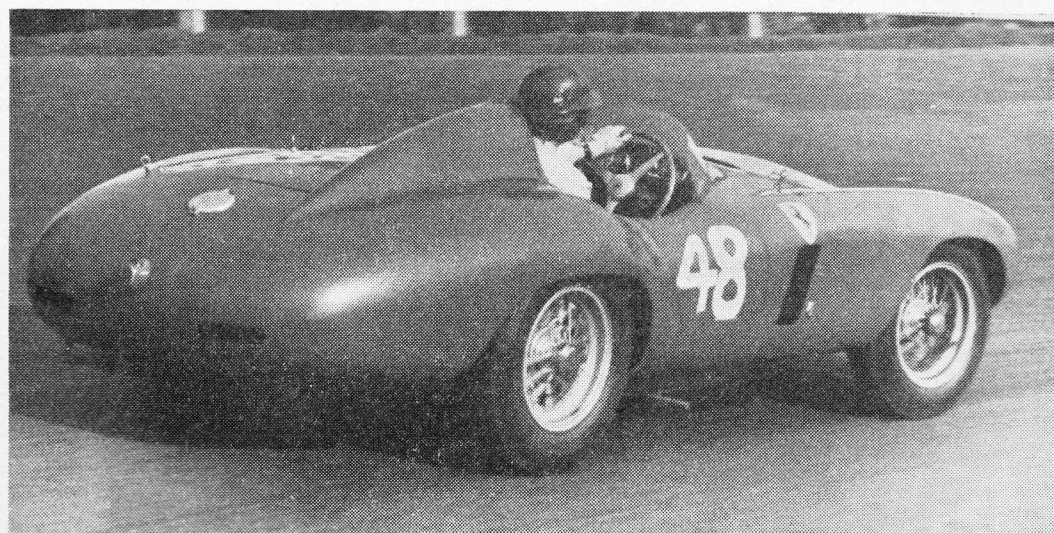




"UNLIMITEDS" AWAY and a wet drive before them. Nearest Frankie Penn's camera here is Ninian Sanderson in the Ecurie Ecosse C-type Jaguar, a 1953 car entered in lieu of the Ecurie's D-type, still to be delivered.

#### Heat 3 Starting Grid

Salvadori (Aston Martin)	Collins (Aston Martin)	Sparken (Ferrari)
2 mins. 04 sec.	2 mins. 04 sec.	2 mins. 04 sec.
Sanderson (Jaguar)	Wharton (Aston Martin)	
2 mins. 04 sec.	2 mins. 04 sec.	
Blond (Jaguar)	Berry (Jaguar)	Hamilton (Jaguar)
2 mins. 06 sec.	2 mins. 06 sec.	2 mins. 05 sec.
Shattock (R.G.S.-Atalanta)	Whitehead, A. G. (Aston Martin)	
2 mins. 09 sec.	2 mins. 07 sec.	
Abecassis (H.W.M.)	Margulies (Jaguar)	Piotti (Ferrari)
2 mins. 11 secs.	2 mins. 10 secs.	2 mins. 09 sec.
Boston (Jaguar)	Kelly (Jaguar)	
2 mins. 13 secs.	2 mins. 16 secs.	



lenge both the XK 120 and the DB3S. Hamilton managed to forge ahead of Sanderson and after half-distance (eight laps) the position was: 1, Sparken (Ferrari), 18 mins. 35 secs.; 2, Collins (Aston Martin), 18 mins. 58 secs.; 3, Hamilton (Jaguar), 19 mins.; 4, Abecassis (H.W.M.), 19 mins. 03 secs.; 5, Wharton (Aston Martin), 19 mins. 06 secs.; 6, Sanderson (Jaguar), 19 mins. 08 secs. Sanderson slid at Druid's, but skilfully kept the car on the road.

Hamilton now took Collins for second place, but Abecassis was right in his slip-stream. Sparken was out on his own, the Ferrari as steady as a rock. It was now a tremendous battle between Hamilton and Abecassis for second place, and Wharton was threatening Collins. Sanderson appeared to be slowing and was overtaken by Dick Shattock's R.G.S.-Atalanta near the end.

At Knicker Brook there was an almighty shunt. Joe Kelly (Jaguar) was being overtaken by Bob Berry (Jaguar) and Peter Blond (Jaguar). Kelly's car drifted outwards and banged into Blond's machine. Berry, travelling at high speed, could not avoid the Irishman's car and knocked it for six. Kelly charged off course and demolished the B.B.C. commentator's hut. Mr. and Mrs. Robin Richards were hurtled out of the

**JAG. v. ASTON:**  
(Above) Duncan Hamilton (D-type Jaguar) and Peter Collins (2.9 Aston Martin) in close company. They finished second and third to Sparken's Ferrari.

**DEMONSTRATION** of the potency of the type 750S 3-litre Ferrari, and of his own driving ability, was given by Michel Sparken, who led his Heat from start to finish.





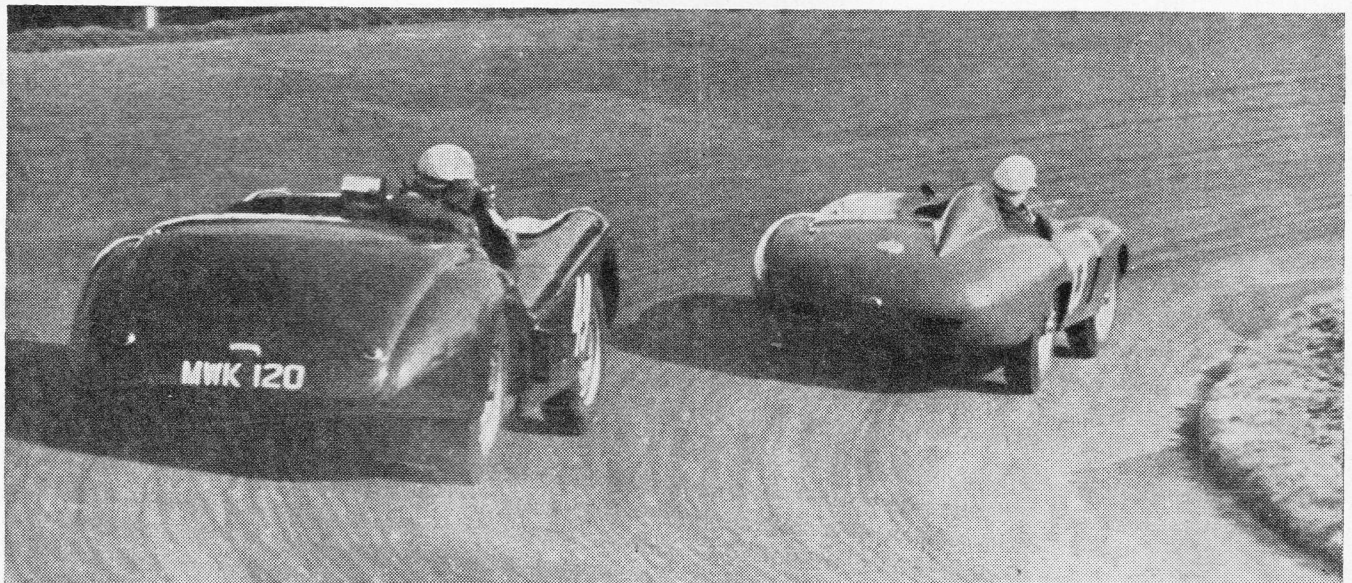
*FOURTH TO FINISH in the Final was Michael Keen, driving Bob Chase's Cooper-Bristol with which Alan Brown won last year. In this scene at Lodge Corner he is being hard-pressed by Tony Crook.*

wreckage, but the B.B.C. man salvaged his microphone and later broadcast the incident. Three officials, in addition to Kelly, were taken to hospital, and both Ken Gregory and Peter Wilson received bruises. Most seriously hurt was popular Doc Sutton of Winsford.

Abecassis, blinded by rain, overreached the bend at Druid's, straddled the bank and toppled back on to the circuit, bringing down a miniature avalanche of rubble. Tony Rolt, sheltering beneath a vividly coloured golf umbrella, rushed forward, yelling a warning to the marshals—and out went the danger flags! George drove to the inside of the track and disconsolately climbed out.

Sparken, easing up slightly, won by 12 secs. from Hamilton, with Collins and Wharton in third and fourth places.

*HARRYING* Piotti, the Italian driver of a 750S Ferrari, through Esso Bend in the fine practice picture below is Bob Berry, whose very fast XK 120 Jaguar was involved in the Heat 3 crash at Knicker Brook.



#### Final Grid Positions

Collins (Aston Martin)	Hamilton (Jaguar)	Sparken (Ferrari)
Shattock (R.G.S.-Atalanta)	Wharton (Aston Martin)	
Margulies (Jaguar)	Whitehead (Aston Martin)	Sanderson (Jaguar)
Crook (Cooper-Bristol)	Scott-Brown (Lister-Bristol)	Parnell (Aston Martin)
Sears (Lister-Bristol)	Keen (Cooper-Bristol)	
Rogers (Cooper-Bristol)	Macklin (Austin-Healey)	Brooks (Frazer-Nash)
Péron (Osca)	McAlpine (Connaught)	Leston (Connaught)
Brandon (Halseylec)	Seidel (Porsche)	
Naylor (Lotus)	Ahrens (Porsche)	Beauman (Leonard-M.G.)

*ASTONS IN ACTION: (Right) Reg Parnell travelling at high speed down one of Oulton's straights when winning Heat 2 from Scott-Brown's Lister.*

★

*(Below) Intimate view of Peter Collins, concentrating hard as he pushes his DB3S through the banked Esso turn.*



stripped Seidel's Porsche and Beauman's Leonard-M.G. Ken Wharton stopped at the pits to check a front wheel.

On lap 11 Scott-Brown rocketed past Beauman to begin his direct challenge for the lead. Sparken retired with clutch trouble and Dick Shattock (R.G.S.-Atalanta) began motoring his Jaguar-powered, twin-tailed device at a remarkable pace, to the astonishment of Duncan Hamilton (D-type) and the Aston Martin characters. Tony Brooks

#### THE FINAL

WHILE the rain lashed down, officials revised the handicaps. Cars up to 1,500 c.c. received 2 credit laps, minus 1 min. 40 secs. The 1,501-2,700 c.c. brigade had 1 credit lap, minus 1 min. 40 secs., and the big stuff remained on scratch.

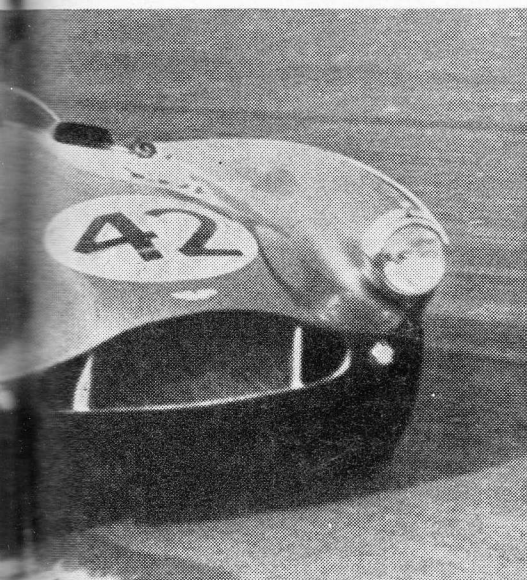
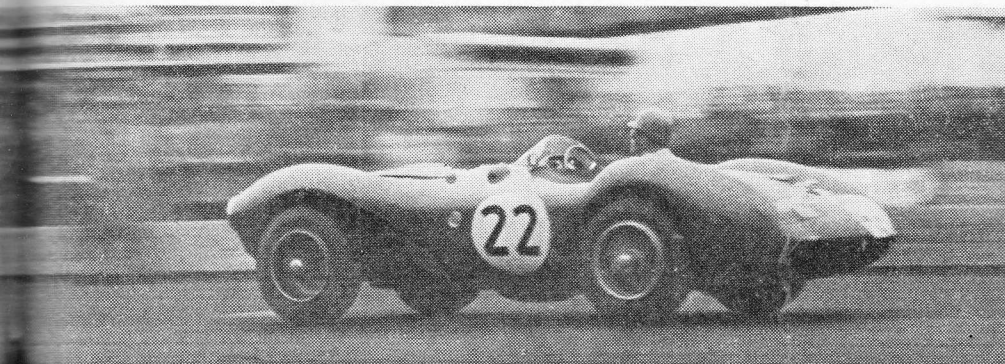
The question was: could Scott-Brown, Parnell, Sparken, Hamilton and Co. catch the very rapid Connaughts of Leston and McAlpine? With a wet circuit, the smaller and lighter cars were favourites, but most people surmised that Archie Scott-Brown had something up his sleeve, and that Mike Sparken's Ferrari could be lapped at several seconds faster if necessary.

It was Jacques Péron (Osca) who made the running, followed by Leston (Connaught), Brandon (Halseylec), McAlpine (Connaught) and Ahrens (Porsche).

For the first half-dozen laps or so, the 1,500 c.c. cars remained in front, but Scott-Brown (Lister), Sparken (Ferrari) and Parnell (Aston Martin) were catching up fast. Parnell's engine started to misfire, and he dropped farther back behind Scott-Brown, who had taken the Aston Martin on the very first lap at Cascades.

On lap 6, Leston's engine began to sound peculiar and he gave way to McAlpine. Péron was having to drive all he knew to hold Brandon's little parcel of dynamite, which gradually out-





(Frazer-Nash) lost over a lap changing plugs. Scott-Brown went past Seidel so fast that the Porsche appeared to be stationary.

Checking the watches it was now almost certain that Scott-Brown would catch everyone, with the possible exception of McAlpine. After 13 laps the Lister was in third place, and Parnell had brought his misfiring machine up to sixth spot.

With 10 laps to go, Scott-Brown had moved into second place, 4 secs. ahead of Brandon's Halseylec, and 35 secs. behind the flying Connaught. However, hand-timing made him just over 4 secs. a lap faster than McAlpine, which seemed to give him a reasonable chance of victory. Leston had already retired in the 10th tour with a broken valve, and Naylor in the sole remaining Lotus shot off the road at Druid's.

Brooks retired his Frazer-Nash: Parnell's engine suddenly began to hit on all six and he simply hurtled past Seidel and Péron to take fourth place. Although all eyes were on Scott-Brown, one could not overlook the performances of Brandon and Shattock. The former held grimly on to second place from laps 11 to 14, when displaced by Scott-Brown: for four more laps that tiny green

machine stayed in third spot, and was overtaken by Parnell only on lap 18.

Jack Sears (Lister) had covered several laps with a most unhealthy sounding motor, and stopped at the pits for a lengthy period to try to cure the trouble. Mike Keen (Cooper) and Tony Crook (Cooper) were having a proper ding-dong, with Shattock's very rapid R.G.S.-Atalanta coming up to challenge both of them. Shattock was shattering everyone: Collins and Wharton (Aston Martins), Hamilton (Jaguar), Sanderson (Jaguar), Whitehead (Aston Martin)—none of them could catch the somewhat odd-looking machine. Its conductor nearly came unstuck at Druid's smacked the bank, but pressed on regardless without losing a place.

On the 21st lap, Scott-Brown came up on the tail of McAlpine's Connaught. Tony Crook hit the bank at Old Hall but carried on undaunted. However, he had deposited oil on the track, which Ken Wharton cleverly avoided by taking to the escape road. Crook retired not long afterwards with a deranged engine.

Lap 22 and Scott-Brown's Lister went into the lead. Parnell's Aston Martin now sounded very healthy, but it was doubtful whether he could catch McAlpine's well-driven Connaught. Keen eventually passed Brandon, whose diminutive machine had confounded the critics by leading his entire class with the exception of the Connaught. In the largest category Shattock maintained his lead, his home-constructed machine heading all the DB3S Aston Martins, D-type and C-type Jaguars.

So they finished: Scott-Brown, McAlpine, Parnell, Keen, Brandon and

#### FASTEST LAPS—EACH COMPETITOR

McAlpine (Connaught), 2 mins. 6 secs., 78.89 m.p.h. Leston (Connaught), 2 mins. 5 secs., 79.53 m.p.h. Jackson (Cooper-M.G.), 2 mins. 18 secs., 72.03 m.p.h. Brandon (Halseylec), 2 mins. 18 secs., 74.74 m.p.h. Chapman (Lotus), 2 mins. 6 secs., 78.89 m.p.h. Coombs (Lotus), 2 mins. 8 secs., 77.66 m.p.h. Nurse (Lotus), 2 mins. 6 secs., 78.89 m.p.h. Naylor (Lotus), 2 mins. 8 secs., 77.66 m.p.h. Beauman (Leonard-M.G.), 2 mins. 15 secs., 73.63 m.p.h. Burgess (Osca), 2 mins. 14 secs., 74.18 m.p.h. Péron (Osca), 2 mins. 11 secs., 75.88 m.p.h. Seidel (Porsche), 2 mins. 12 secs., 75.31 m.p.h. Ahrens (Porsche), 2 mins. 14 secs., 74.18 m.p.h. Newton (Killeen), 2 mins. 20 secs., 71.01 m.p.h. Bicknell (Revis), 2 mins. 6 secs., 78.89 m.p.h. Tew (Frazer-Nash), 2 mins. 25 secs., 68.56 m.p.h. Parnell (Aston Martin), 2 mins. 5 secs., 79.53 m.p.h. Macklin (Austin-Healey), 2 mins. 11 secs., 75.88 m.p.h. Flockhart (Austin-Healey), 2 mins. 13 secs., 74.74 m.p.h. Shale (Austin-Healey), 2 mins. 14 secs., 74.18 m.p.h. Crook (Cooper-Bristol), 2 mins. 7 secs., 78.27 m.p.h. Rogers (Cooper-Bristol), 2 mins. 11 secs., 75.88 m.p.h. Keen (Cooper), 2 mins. 8 secs., 77.66 m.p.h. Walton (Cooper-Bristol), 2 mins. 23 secs., 69.51 m.p.h. Murray (Frazer-Nash), 2 mins. 14 secs., 74.18 m.p.h. Brooks (Frazer-Nash), 2 mins. 7 secs., 78.27 m.p.h. Dalton (Austin-Healey), 2 mins. 16 secs., 73.09 m.p.h. Moore (Lister-Bristol), 2 mins. 16 secs., 73.09 m.p.h. Sears (Lister-Bristol), 2 mins. 8 secs., 77.66 m.p.h. Scott-Brown (Lister-Bristol), 2 mins. 7 secs., 78.27 m.p.h. Whitehead (Aston Martin), 2 mins. 21 secs., 70.50 m.p.h. Collins (Aston Martin), 2 mins. 16 secs., 73.09 m.p.h. Wharton (Aston Martin), 2 mins. 15 secs., 73.63 m.p.h. Abecassis (H.W.M.), 2 mins. 16 secs., 73.09 m.p.h. Piotti (Ferrari), 2 mins. 27 secs., 67.62 m.p.h. Sparken (Ferrari), 2 mins. 17 secs., 72.55 m.p.h. Berry (Jaguar), 2 mins. 18 secs., 72.03 m.p.h. Margulies (Jaguar), 2 mins. 26 secs., 68.09 m.p.h. Hamilton (Jaguar), 2 mins. 15 secs., 73.63 m.p.h. Boston (Jaguar), 2 mins. 28 secs., 67.16 m.p.h. Kelly (Jaguar), 2 mins. 28 secs., 67.16 m.p.h. Sanderson (Jaguar), 2 mins. 17 secs., 72.55 m.p.h. Blond (Jaguar), 2 mins. 20 secs., 71.01 m.p.h. Shattock (R.G.S.-Atalanta), 2 mins. 16 secs., 73.09 m.p.h.

Shattock. The Lister-Bristol had fulfilled its promise of 1954, and Archie Scott-Brown had joined that select band of winners of the British Racing Drivers' Club's British Empire Trophy.

#### FINAL PLACINGS

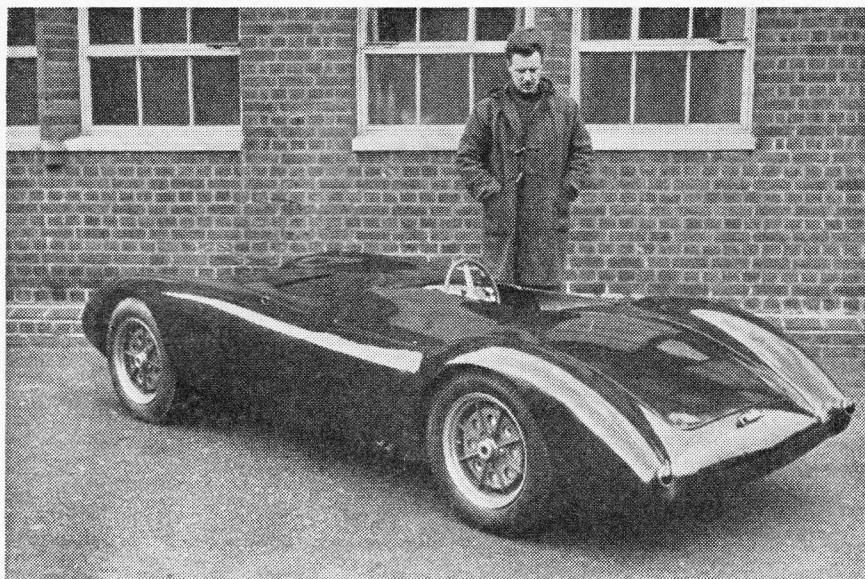
- 1, A. Scott-Brown (Lister-Bristol), 55 mins. 45 secs., 73.52 m.p.h. (118.32 k.p.h.), 25 laps.
- 2, K. McAlpine (Connaught), 56 mins. 10 secs., 25.
- 3, R. Parnell (Aston Martin), 56 mins. 25 secs., 25.
- 4, M. J. C. Keen (Cooper-Bristol), 56 mins. 58 secs., 25.
- 5, R. G. Shattock (R.G.S.-Atalanta), 57 mins. 05 secs., 25.

(Continued overleaf)

*TAKING COVER* from the rain while awaiting the start of the big cars' heat is George Abecassis (right), seated in his H.W.M. A last lap incident at Druid's Corner ended his run when he was duelling with Duncan Hamilton for second place.







### British Empire Trophy—continued

6, E. Brandon (Halseylec), 57 mins. 10 secs., 25.

7, J. D. Hamilton (Jaguar), 57 mins. 12 secs., 25.

8, P. J. Collins (Aston Martin), 57 mins. 14 secs., 25. 9, W. Seidel (Porsche), 57 mins. 44 secs., 25. 10, J. Péron (Osca), 57 mins. 59 secs., 25. 11, K. Wharton (Aston Martin), 55 mins. 57 secs., 24. 12, A. G. Whitehead (Aston Martin), 56 mins. 1 sec., 24. 13, D. Beauman (Leonard-M.G.), 56 mins. 9 secs., 24. 14, L. Macklin (Austin-Healey), 56 mins. 25.2 secs., 24. 15, K. Ahrens (Porsche), 56 mins. 27 secs., 24. 16, N. Sanderson (Jaguar), 57 mins. 3 secs., 24. 17, A. P. O. Rogers (Cooper-Bristol), 57 mins. 58 secs., 24. 18, D. Margulies (Jaguar), 57 mins. 47 secs., 23. 19, J. Sears (Lister-Bristol), 57 mins. 59 secs., 23.

#### Heat 1 Results

1, L. Leston (Connaught), 34 mins. 30 secs., 76.9 m.p.h. (123.898 k.p.h.); 2, K. McAlpine (Connaught), 34 mins. 31 secs.; 3, J. Péron (Osca), 35 mins. 32 secs.; 4, W. Seidel (Porsche); 5, E. Brandon (Halseylec); 6, D. Beauman (Leonard-M.G.); 7, K. Ahrens (Porsche), 15 laps; 8, J. B. Naylor (Lotus), 15 laps; 9, P. Jackson (Cooper-M.G.), 15 laps; 10, E. J. Newton (Killeen), 15 laps; 11, I. Burgess (Osca), 14 laps.

**Fastest lap:** Leston (Connaught), 2 mins. 05 secs. (79.53 m.p.h.).

#### Heat 2 Results

1, R. Parnell (Aston Martin), 34 mins. 41 secs., 76.43 m.p.h. (123.01 k.p.h.); 2, A. Scott-Brown (Lister-Bristol), 34 mins. 58 secs.; 3, T. A. D. Crook (Cooper-Bristol), 35 mins. 20 secs.; 4, M. J. C. Keen (Cooper-Bristol); 5, J. Sears (Lister-Bristol); 6, C. A. S. Brooks (Frazer-Nash); 7, L. Macklin (Austin-Healey); 8, A. P. O. Rogers (Cooper-Bristol); 9, W. R. Flockhart (Austin-Healey); 10, D. S. Shale (Austin-Healey), 15 laps; 11, C. Murray (Frazer-Nash), 15 laps; 12, A.

**POCKET - DYNA-MITE:** (Above) Constructor "Ginger" Devlin with Eric Brandon's new Halseylec "1,100", which made such an auspicious début at Oulton Park. It has a Coventry-Climax engine.

★

**FISH - MOUTHS:** (Right) Roy Salvadori and Peter Collins, seen during practice with their DB3S Aston Martins, which now have front grilles removed.



Moore (Lister-Bristol), 15 laps; 13, J. F. Dalton (Austin-Healey), 15 laps; 14, M. Tew (Frazer-Nash), 14 laps.

**Fastest lap:** Parnell (Aston Martin), 2 mins. 05 secs., 79.53 m.p.h. (127.99 k.p.h.).

#### Heat 3 Results

1, M. Sparken (Ferrari), 37 mins. 05 secs., 71.48 m.p.h. (115.04 k.p.h.); 2, J. D. Hamilton (Jaguar),

37 mins. 17 secs.; 3, P. J. Collins (Aston Martin), 37 mins. 33 secs.; 4, K. Wharton (Aston Martin); 5, R. Shattock (R.G.S.-Atalanta); 6, N. Sanderson (Jaguar); 7, A. G. Whitehead (Aston Martin); 8, D. Margulies (Jaguar), 15 laps; 9, D. S. Boston (Jaguar), 15 laps.

**Fastest lap:** K. Wharton (Aston Martin), and J. D. Hamilton (Jaguar), 2 mins. 15 secs., 73.63 m.p.h. (118.50 k.p.h.).

### The Awards

**To Entrant of the Winning Car:** The British Empire Trophy and £50, presented by the Dunlop Rubber Company, BRIAN LISTER (LIGHT ENGINEERING), LTD. (Car No. 36, Scott-Brown, Lister-Bristol).

**To Entrant of the fastest finisher:** £50, presented by The Dunlop Rubber Company, R.G.S. AUTOMOBILE COMPONENTS, LTD. (Car No. 56, Shattock, R.G.S.-Atalanta).

**To first Member of the B.R.D.C. to finish:** The Fairfield Memorial Trophy, W. A. Scott-Brown (Lister-Bristol).

**To driver(s) completing the fastest lap:** The Siam Trophy, shared by L. Leston (Connaught), and R. Parnell (Aston Martin), both 2 mins. 05 secs. (79.53 m.p.h.).

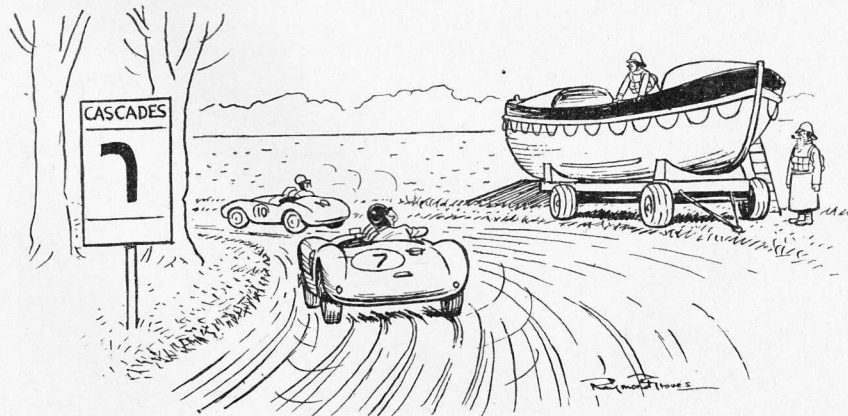
### Class Placings

**Up to 1,500 c.c.:** 1, K. McAlpine (Connaught), 69.92 m.p.h.; 2, E. Brandon (Halseylec); 3, W. Seidel (Porsche); 4, J. Péron (Osca); 5, D.

Beauman (Leonard-M.G.); 6, K. Ahrens (Porsche).

**1,501-2,700 c.c.:** 1, A. Scott-Brown (Lister-Bristol), 73.52 m.p.h.; 2, R. Parnell (Aston Martin); 3, M. J. C. Keen (Cooper-Bristol); 4, L. Macklin (Austin-Healey); 5, A. P. O. Rogers (Cooper-Bristol); 6, J. Sears (Lister-Bristol).

**Over 2,700 c.c.:** 1, R. G. Shattock (R.G.S. Atalanta), 74.74 m.p.h.; 2, J. D. Hamilton (Jaguar); 3, P. J. Collins (Aston Martin); 4, K. Wharton (Aston Martin); 5, A. G. Whitehead (Aston Martin); 6, N. Sanderson (Jaguar); 7, D. Margulies (Jaguar).



THE banning of Archie Scott-Brown from taking part in the British Empire Trophy race at Oulton Park was not popular with many of his fellow-competitors. Owing to a physical disability (which does not keep him from being a first-class driver) the stewards were unable to permit him to start. It is realized that the B.R.D.C. is powerless to alter any decision made by the stewards who were merely enforcing motor racing regulations. Nevertheless, Scott-Brown is surely an exception, and it is to be hoped that he is given every chance in the future to vindicate his driving ability by achieving laps of a circuit under the observation R.A.C. Officials.

**NO COMMENT!:** From AUTOSPORT Editorial, 16th April, 1954.



**ANOTHER SUCCESS FOR THE BRITISH PETROLEUM COMPANY!**

# New BP Super is platinum-processed

The petrol with  
more energy per gallon

IT IS ONLY a few months since The British Petroleum Company introduced BP Special Energol 'Visco-static' motor oil — the biggest advance ever made in car lubrication. Now, from this same company, comes a remarkable development in motor spirit, the new BP Super.

This new petrol is the result of a revolutionary new process. Petroleum experts have described this as 'the greatest technical advance since the introduction of catalytic cracking some 15 years previously.' In this process, the spirit is passed through a \*catalyst impregnated with pure platinum. The effect is to re-form the petroleum molecules so that the petrol burns more smoothly, gives greater freedom from engine-knock — and has more energy per gallon.

## What this means to you

New BP Super gives an immediate 'fillip' to your car's performance. And that's not all. Just see what you're going to get when you run on this platinum-processed motor spirit:—

More energy per gallon  
Smoother, swifter acceleration  
Greater freedom from engine-knock

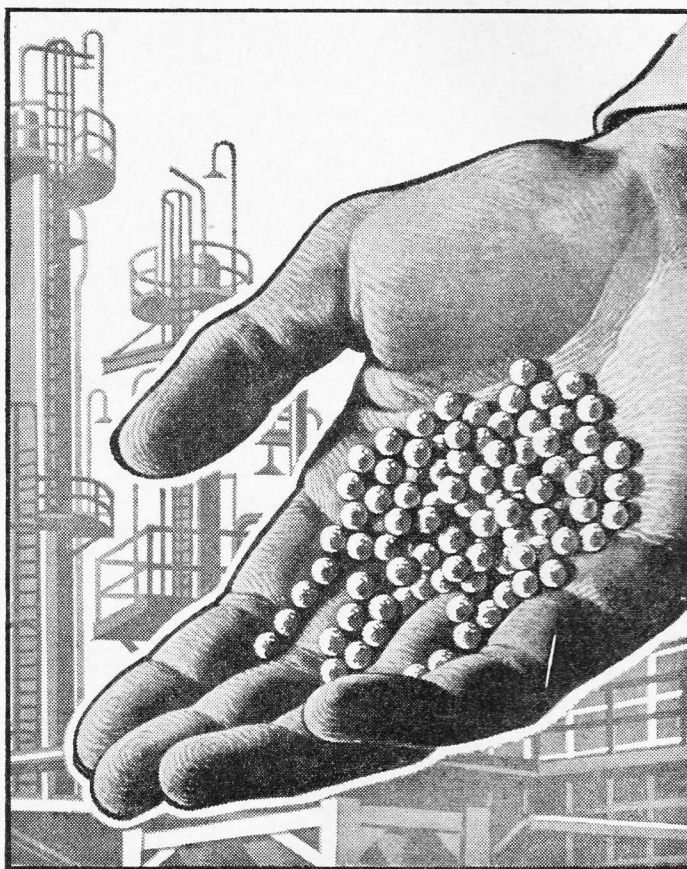
More miles per gallon  
Less engine deposits  
Longer engine life

New BP Super suits *all* cars—whether the engine is new or old, o.h.v. or side-valve, high or low-compression. Indeed, because it will suit higher-than-ever compression ratios, new BP Super opens the way

to further progress in engine design. But whatever the make and year of your present car, you will find this platinum-processed spirit gives it a new lease of life. You'll get better performance right from the start — and a saving in fuel consumption.

## You feel the benefit immediately

You can prove it for yourself, in your own car. Fill your tank with new BP Super and you will enjoy better performance straight-away. What is more, you will enjoy it without paying a penny extra. Another great thing about new BP Super is that it costs no more than ordinary premium-grade petrols produced by less advanced refining methods.



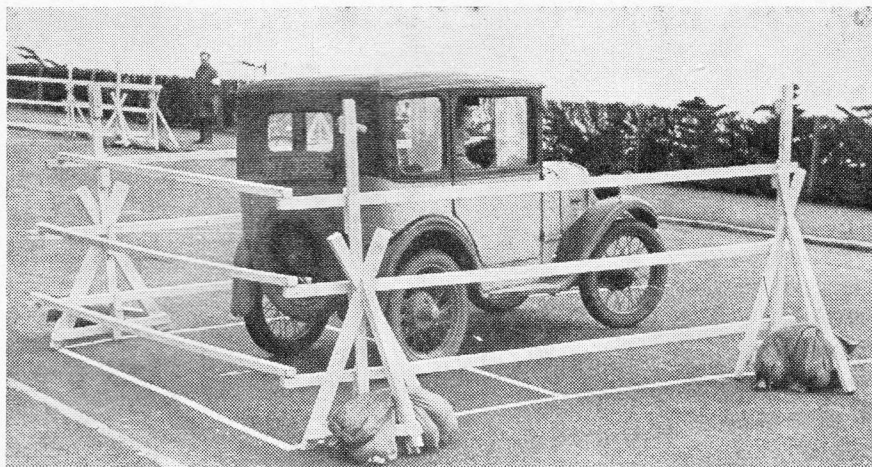
\* A catalyst is an agent which assists in producing a chemical change in other substances without being changed itself. In 'platforming', as the platinum-process is called in the oil industry, the spirit is passed through a catalyst impregnated with pure platinum. This is in the shape of pellets — each no bigger than a small pill! The effect is to re-form the petroleum molecules so that new BP Super gives greater freedom from engine-knock and more energy per gallon.

Give *your* car  
**MORE ENERGY PER GALLON!**



Have you seen the new Shell and BP Road Maps? Produced by George Phillips & Son exclusively for Shell and BP Service, these maps show at a glance the type of country on any selected route. The whole of the British Isles is covered in 6 sections, scale 6 miles to the inch. Ask for them at any Shell and BP garage. Price one shilling.





VINTAGE machinery completing the course included Barry Storch's 1929 Austin 7.

## Ladies top of the 8 Clubs

*Mrs. Joan Johns (Anglia) Wins "Eight Clubs" Eastbourne Rally—Miss P. Davies (Volkswagen) best in Driving Tests*

THE third Eastbourne Rally to be held by that unique organization, the Eight Clubs Association, was run this year on 25th-26th March, and for the first time Holland Birkett was the principal perpetrator; those familiar with his activities in connection with Hants and Berks and 750 M.C. events will have viewed the prospect with delight or apprehension, according to taste, and "Holly" did not disappoint them.

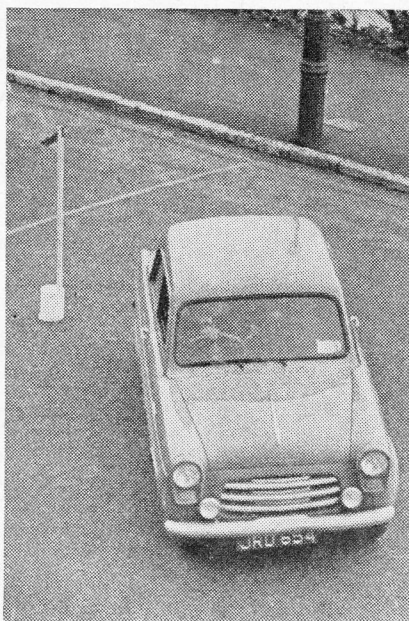
To start with, the whole affair was "thematic" in character, the competitors finding themselves embroiled in a curious adventure, a murky plot in best "whodunit" traditions. Each driver was bestowed with the identity of Bert, the assistant to a Dr. G. P. Foster, M.D., B.H.P., a queer figure engaged in investigating a case of Canal Lock-jaw. This dreaded malady had struck speechless one George Ayling, whose relatives—no doubt advisedly—mistrusting the ministrations of Dr. F., kept hustling poor George out of the doctor's way. Added to this, the Doctor's secret serum was stolen early on in the night's activities, and what with chasing thieves—and George—Bert was kept pretty busy. Route cards took the form of letters from the Doctor, left at each successive time control, and route checks were to be found in the strangest places, none of them very far from the road.

There were two starting points—Luton and Virginia Water—and the first missive from Dr. F. sent the cars off to a canal bridge north of Oxford. Here they were told that the serum thieves had set off for Worcester at 20 m.p.h. and they were to catch up their car and take its number. On this section there was a crafty handicapping arrangement (calculated by Charles Bulmer) by which the cars were sent off at intervals according to performance. As the fugitive car (an ancient Austin 7) was proceeding in largely the opposite direction to that which the competitors had to subsequently take, this meant that the faster cars which were sent off later, had to go farther before catching the Austin and turning back towards Swindon and the second time check.

The route led them on from near Swindon to Devizes and then on a short but tricky stretch of the canal, by way

of route checks at a lock and a houseboat (lit by candles), to Pewsey Wharf. The time control there was on the tow-path under the road bridge and competitors had to find their way down the embankment to clock in. It was here that L. W. Range missed his footing and fell in the canal...!

Launching off in a south-easterly direction, the journey continued its devious way to near Petersfield, where it was learned that the Ayling *équipe* was heading (by way of Goodwood) to visit a faith healer, eventually discovered to be installed in a caravan on top of Ditchling Beacon. Professor Marvel, in between clairvoyance, faith healing and daddies-mummified-while-you-wait, was induced to sign the cards and speed the hunters on their way, calling at Seaford, en route to the final time control at the Belle Tout lighthouse on Beachy Head. The ultimate fate of the unfortunate George Ayling is a little obscure, but at any rate the hunt was called off in time



WINNER on the road, Joan Johns takes her Anglia through the Eastbourne tests.

for the pursuers to compete in the driving test meeting on Eastbourne sea-front, making up the second part of the programme on the Saturday morning.

The Eight Clubs Association comprises the Hants and Berks, Harrow, Cemian, Chiltern, 750, A.C. Owners, Lancia and Lagonda clubs and this year the invitation was extended to the Bentley Drivers' Club. The variety of vehicles taking part was thus quite remarkable, and it was interesting to see the entry list drawn up in Charles Bulmer's handicap order. At the top of the list was Barry Storch's 1929 Austin 7 saloon; it had completed the whole route and performed creditably in the tests, Barry's expression being a study in the acceleration/braking test. His right foot nearly emerged through the radiator! Then there was an array of big vintage Bentleys and Lagondas, many of which found themselves at a disadvantage in the complex manoeuvres, N. P. Wood in particular finding his enormous Speed Six Bentley very much of a handful. The final place in the handicap list was taken up by D. R. Mitchell's very fast D.B.2-4, which finished second on the road section.

There were six tests, the first involving passing between posts 4 ins. farther apart than the width of the car; the second was a straightforward acceleration and braking test; then a three-way garaging affair, a reverse wiggle-wobble and the "drunkard's delight"—keeping the front wheels astride a very wobbly white line without touching it; it was surprising how many people seemed to have no idea where their front wheels were. Even Miss Davies, who topped the driving test results, lost many marks on this one. The last test was a run of about 100 yards through a chicane and round pylons, then back again to stop in a box. The most spectacular here was the Bloggs's Series E Morris 8, which lifted both inside wheels at every turn. Best of the big fellows was J. W. T. Crocker, who took his long, black 16/80 Lagonda through a very smart set of tests to fifth place—very creditable indeed.

Gordon Connelly had the misfortune to have a petrol pipe come adrift on his 1932 Riley 9 saloon during the third test and had to be ignominiously pushed to the side. However, it was soon put right and in any case, each competitor had two rounds on the tests, the better score counting in the final results. Many of them needed the second run, the first one being dismissed as "practice"!

In the end it was a day out for the Volkswagens and a day out for the ladies, for Miss Davies and J. F. Grout, both in VWs., took the first two driving test places, and by this time the results of the road section had been worked out, revealing Mrs. Joan Johns as the rally winner. Navigated by Joyce Chesterton, she had driven her Anglia to a cracking victory, no less than 23 marks ahead of second place winner, D. R. Mitchell. A special mention must go to F. L. Rourke (M.G. TF), who finished seventh on the road and third in the tests, perhaps the best (unofficial) aggregate, and to Holly (Dr. Foster) Birkett and his helpers for a most enjoyable "Eastbourne". S. P. S.

(Results published last week)





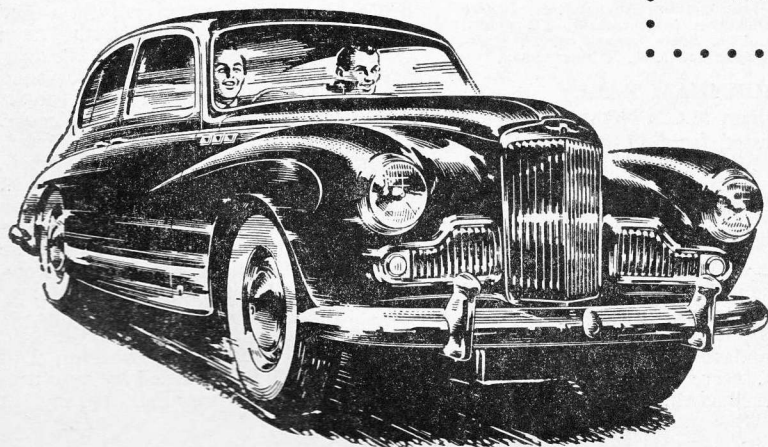
## THE LADIES' EUROPEAN CHAMPION WINS AGAIN!

Miss Sheila Van Damm with co-driver Mrs. Anne Hall win the Ladies' Cup in the R.A.C. Rally . . . . .

**Winner also of the Coupe des Dames in the 1955 Monte Carlo Rally with co-drivers Mrs. Anne Hall and Mrs. Francoise V. Clarke.**

***Sheila's  
successes  
in 1954.  
Driving the  
exhilarating  
Sunbeam!***

Monte Carlo Rally  
International Alpine Rally  
R.A.C. International Rally  
Dutch International Tulip Rally  
Austrian International Alpine Rally  
International Viking Rally  
International Rallye de Geneve



These seven successes in 1954 and the two in 1955 were all achieved—

driving a

# SUNBEAM



# NEWS FROM THE CLUBS

By Wilson McComb

ONCE again extreme pressure on space has necessitated the holding over of many reports, and the outlook for the immediate future is just as hectic. This Easter week-end brings one Grand Prix and four other race meetings, four hill-climbs and three long-distance trials or rallies—a total of 12 events! We must apologize to our readers, and to our correspondents, waiting impatiently to see their words in print.

THE next race meeting at Snetterton will be held by the **Eastern Counties M.C.** on 16th April, and is open to sports and saloon cars. There will be four scratch races, including one for cars up to 1,172 c.c., three handicaps and a half-hour high-speed trial. Entries (members only) to W. T. Harris, 9 Constitution Hill, Ipswich, by 11th April. . . . Also closed-to-club is **Sunbac's** Llandudno Rally on 30th April, a 250-mile event with no less than eight capacity classes for closed cars and a like number for open cars, plus a special class for Dellowes and specials. Jack Woodhouse, 106 Jockey Road, Sutton Coldfield, will close the entry list on 20th April. . . . Two forthcoming social functions of the **Aston Martin O.C.** are the Marshals' Dinner at the Shaftesbury Hotel, London, W.1, on 22nd April, and a social evening at Ye Olde Cocke, Epping, on 29th April. . . . Saturday, 23rd April, is the day set aside for the A.G.M. of the **Bentley D.C.**, which will start at 2.30 p.m. in the Welcombe Hotel, Stratford-on-Avon.

## T.E.A.C. ANNIVERSARY RALLY

SMALL children and large dogs accompanied some of the 82 competitors in the Thames Estuary A.C.'s Anniversary Rally, for this 150-mile event on 27th March was intended as a day of pleasant motoring, devoid of higher mathematics or dicing with death. The route lay through little-used country roads in Essex and Herts, the average speed was 25 m.p.h., and there were seven sections with breaks for lunch and tea. Four driving tests were held on a disused aerodrome at Easton Lodge.

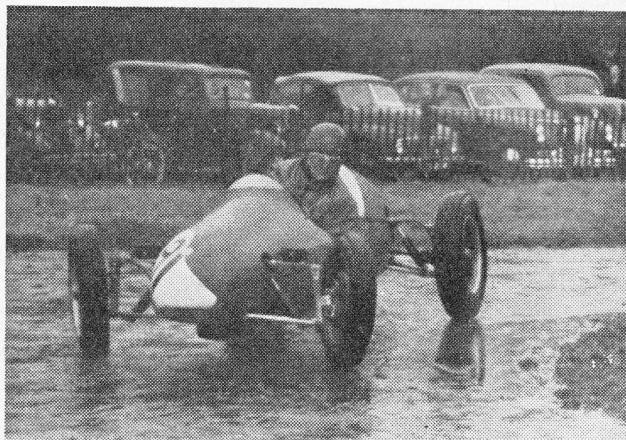
With the record entry and pleasant weather conditions, the event was a great success. Very few competitors lost marks on the road section.

### Results

**Best Performance:** R. Randall (M.G. TD), 1,200 marks lost.  
**Class A1:** 1, F. H. Arthur (Ford Anglia), 1,353; 2, F. A. Patrick (Ford Anglia), 1,374; 3, H. Sheppard-Yeoman (M.G. YB), 1,404. **Class A2:** 1, J. Phillips (Jowett Jupiter), 1,440. **Class B1:** 1, T. B. N. Jennings (Sunbeam-Talbot 90), 1,410; 2, P. S. R. Smith (Sunbeam-Talbot 90), 1,445. **Class B2:** 1, I. F. Sinclair (Triumph TR2), 1,243. **Team Award:** F. A. Pye (Wolseley 12/48), R. Randall (M.G. TD) and F. Hudson (Jowett Javelin), 4,300.

**NOVICE WINS THE "ALL FOOLS"**  
THE B.A.R.C. (Yorkshire Centre) All Fools' Rally, held on 26th/27th March, was won by a novice taking part in his first large trial. C. R. Lane, driving an Austin A50, lost only 94 marks in the course of the 180-mile event and

**STILL IN WINNING FORM** this season is Tony Marsh, who made B.T.D. with his Cooper at the first Rhydymwyn sprint meeting in appalling conditions.



Tea and a film show will be provided after the meeting, for those who have booked tickets before 21st April—and the previous day is Shakespeare's birthday, so Stratford should be in merry mood. Members are reminded, too, that volunteers are required for marshalling duties at the club's Oulton Park race meeting on 16th April. They should send their names as soon as possible to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks. . . . Vehicles manufactured before 1917 are eligible for the **Veteran Car Club's** Brighton Rally on 7th May. From the rallying point at Madeira Drive, competitors will undertake a circular timed run of 52 or 74 miles, depending on the age of their vehicles, after which they will take high tea with the Mayor of Brighton. Entries close tomorrow, 9th April, and should be sent to Mrs. D. Green, Cambrai, Ash, near Wrotham, Kent. . . . A short but tough course (about 190 miles) will be employed for the **Caernarvonshire and Anglesey M.C.'s** Palferman Rally, which will start from Bangor at midnight on 30th April. Details may be had from

beat such hardened rally types as Alan Stross, J. R. J. Mansbridge and Ken Lee.

The rally started from Bradford on the Saturday night and covered much of the well-known rally country in the West Riding, finishing at the Rosedene Cafe on the Leeds/York road the following morning. Although the weather conditions were not too bad, there were 11 retirements from the 70 starters.

### P.M.C.

#### Results

**Best Performance:** C. R. Lane (Austin A50), 94 marks lost; 2, J. R. J. Mansbridge (M.G. 14-litre) and K. N. Lee (Fiat), 109 (tie); 4, and best in opposite class, M. M. Roberts (Jaguar XK 120), 140; 5, A. G. M. Kellett (Austin-Healey 100), 142; 6, E. J. Jackson (Ford Anglia), 148. **Novice Award:** L. Dickinson (Austin A50), 272 marks. **Team Award:** "The Little 'Orers'" (P. W. Strawson, R. A. Newsum and J. R. J. Mansbridge).

## BURNHAM RALLY

THE BURNHAM M.C.'s Night Navigation Rally lasted from 11 p.m. on Saturday, 26th March, until 8.30 a.m. the following morning, and covered 220 miles in Berks, Bucks, Surrey and Hants, with seven time controls and 20 route checks. It was won by Mrs. Wilkinson in a Triumph TR2 navigated by Capt. A. Wilkinson, M.C. Second and third places were taken by J. Winfield/—Newman (Ford 10) and L. Clifton/A. Clifton (Standard Vanguard).

The hon. secretary of the Burnham M.C. is R. Beckett, 32 Royston Way, Slough, Bucks.

Donald G. Mills, Bryn Helen Studio, Caernarvon. . . . The new **Buckingham and District M.C.** will hold a carnival dance on Easter Monday, 11th April, in the Folly Inn, Adstock, starting at 9 p.m. The hon. secretary is M. W. Hawksby, who may be contacted at the "Folly", which is the club's headquarters. . . . All comers, whether members or not, will be welcome at the **Berkhamsted M.C. and C.C.'s** Winwood Point-to-point on 17th April. It will start at 2 p.m. from the King's Arms, Berkhamsted, and is open to motor-cyclists also. Incidentally, it is pointed out that the premier award, the Winwood Car Cup, hasn't been seen since 1947 or thereabouts. The winner of this event will have to be satisfied with the plinth unless some reader knows where the cup is now, and passes on his knowledge to the hon. treasurer at "Greenfinches", Canonsfield, Welwyn, Herts. . . . Next Wednesday, 13th April, is entry closing rate for the **Lancashire and Cheshire C.C.'s** driving test meeting at Barton Airport, Eccles, near Manchester, on 17th April. There will be six capacity classes for open and closed cars, and the secretary of the meeting is A. E. Grimes, Manor House Cottage, Prestbury, Cheshire. . . . Don't forget, if you are thinking of entering for the **West Hants and Dorset C.C.'s** Ibsley meeting, that entries close on 9th April and should be sent to R. R. Mountford, 60b West Cliff Road, Bournemouth. . . . As usual, the entry for the **M.G.C.C.'s** (Midland Centre) Welsh Rally will be divided into open and closed car categories, with a trophy for the best performance in each. This 200-mile event takes place on 16th/17th April, and will finish at Criccieth as before. The entry list has now closed. . . . Entries close on 18th April for the **BMW Car Club's** annual rally, a closed to club event on 24th April, starting from Heston Airport in Middlesex. The winner will gain the Isleworth Trophy, and there is also the Munich Trophy for the best BMW in the *concours d'élégance*. Details may be had from R. J. T. Hewitt, 5 St. Leonard's Court, East Sheen, S.W.14. . . . Another members-only event is the **Southsea M.C.'s** Exmoor Rally on 23rd/24th April. Its 350-mile course will be suitable for any type of vehicle and H. R. Winnicot, Deer Leap, Rowlands Castle, Hants, will close the entry list on 16th April. . . . The A.G.M. of the **Shenstone and D.C.C.** will be held at the Bull's Head, Shenstone, on 25th April. It will be preceded by an extraordinary general meeting, starting at 7.30 p.m.





**BRITISH**

**EMPIRE**

**TROPHY**

**1<sup>ST</sup> Lister-Bristol**

W. A. SCOTT-BROWN

**2<sup>ND</sup> Connaught**

K. McALPINE

**6 out of 9 CLASS WINNERS**

(Subject to official confirmation)

**DUNLOP—FIRST FOR YOU!**



# HARTWELL CUP GOES TO HORNE

Bradford Van Wins the Latest "Jesty Experiment"

THE Hartwell Cup Trial, organized by the West Hants and Dorset Car Club, is usually a chance for the ordinary motor car to compete on level terms with the "specials" with a good chance of success. A formula, originally devised by J. B. Jesty, takes into account weight fore and aft, b.h.p., and tyre sizes, and brings the slide rules into operation for working out the results. The writer once again managed to avoid such intricacies, being merely Clerk of the Course. However, this had its drawbacks, for inclement weather caused the hurried postponement of the trial from 27th February to 27th March and heavy rain on the night before made it necessary to cancel three sections at short notice.

An excellent entry of over 40 cars was received, the open and closed classes being equally divided, and the first competitor left the starting area, at Doddings Farm, Bere Regis, at 11.30 a.m.

The first three sections, at Roke Farm, were fairly straight runs on grass, and were very slippery. Few clean climbs were recorded, and many people failed to leave the line at all.

After being weighed, the field then went to another group of hills, called "Blacknoll". These were on heather and peat, looked quite simple, but were quite the opposite, judging by the number of failures. Section 1 started on the level, took a sharp right-hand turn, and went sheer upwards for about 20 yards, ending just over a ridge. As the bottom corner was sharp, few people got up enough speed to get a run at the gradient. Leslie Onslow-Bartlett, again driving his rather venerable-looking Ford Prefect, shot round the corner and fairly leaped over the brow, to the astonishment of all the onlookers. Peter Cooper nearly did the same, but failed with his front wheels right on the finishing line.

F. Bruce-White, who was to figure prominently in the final results, slid smartly round the corner, and made a gallant effort, failing halfway up, with his vintage Midget. D. J. C. Bowles took the Cooper-Ford special over the top confidently. Geoff Langdon, Frank Downs, G. Cottle and Mrs. Birney all failed on the halfway mark with their Sunbeam-Talbots. G. Hamilton-Fletcher had a rousing slide on the corner, but was defeated by wheelspin, in his Dellow. A. J. Horne's very utility Jowett Bradford chugged gently upwards to the halfway mark, which was farther than many more potent motors. A. Oliver fairly romped up on the Cannon special.

Section 2 was a climbing turn, on an ever increasing gradient, with some slippery peat halfway up for the unwary. Dr. Havard made a very good effort, but got slightly off course, and nearly gave everyone heart failure by turning on the gradient. Onslow-Bartlett went up quite slowly and surely, Bowles treated it as a speed hill-climb, Peter Cooper seemed quite happy, but others were not so lucky. J. McKinlay got high up with his M.G. before stopping. T. Tokeley made a tremendous rush, which petered out. R. E. Owen (M.G.), W. A. Walters (Austin A40), Geoff Dear (M.G.) and many others failed low down. Horne's Bradford quietly reached the final stages,

★  
NOT VERY LE-  
THAL, but with this  
Bradford van A. J.  
Horne succeeded in  
winning the Hartwell  
Cup Trial. He is seen  
on Blacknoll 2, which  
he climbed steadily.

★



its passengers bouncing almost in rhythm with the two cylinders.

Section 3 was a straight rush up a steep gradient, with a loose surface, and a double hummock to surmount over the finishing line. Onslow-Bartlett just toured up, J. D. Hall's M.G. was excellent, Bowles almost took-off on the hump, S. B. Southcombe's V8 Pilot was effortless, but Bruce-White failed right at the end, despite desperate bouncing by an enthusiastic lady passenger, who volunteered at the last minute.

A main road run of some eight miles led competitors into the next area of sections, in the Purbeck Hills near Corfe Castle. Of these, Cocknowle had a stop-and-restart test, against the watch. The surface was loose, and there was a large number of failures. Tokeley's Austin Special was credited with B.T.D. of 11.2 secs. One or two people grounded hard going up, probably due to soft springing and hard bouncing.

Smedmore 1 was a straight run on some very slimy grass. Very few cars reached the top, Oliver's Cannon, Bowles' Ford and Tokeley's Austin among them. Of the rest, most failures occurred within the first 20 yards.

Smedmore 2 started on slippery stones, went to gravel, mud and, finally, grass. This was really hard work for drivers and passengers alike, for one had to bounce solidly upwards for nearly half a mile. This was not watched by the writer, but again there was a very high proportion of failures low down.

The last hill was Lutton Gwyle, of "Exeter" fame. The sting seems to have rather departed since last year's "Hartwell" when it failed over half the entry. However, some smart work was seen on the sharp corner. Southcombe got a wheel up the outside bank, Geoff Dear had a most rousing tail slide, Oliver fairly tore up the straight, and had to brake for the corner. Mrs. Birney made a desperate effort and just got over the hump after the bend, but N. Griffith's Sunbeam-Talbot failed here. Tokeley slid smartly round the corner, his passenger hanging on grimly. J. B. Cooke (H.R.G.) was very confident, while Downs' and Cattle's Sunbeam-Talbot were very rapid. Dr. Marie Kelleher caused much joy by politely putting out her trafficator on the corner, while making a nice climb, and Horne chugged on his winning way with the Bradford.

A. HOLLISTER.

(Results published in last week's issue)

## SPRING RUN

THIRTY members of the Sporting Car Club of Norfolk competed in the Annual Spring Run on Sunday afternoon, 27th March.

Starting in Norwich the route of nearly 100 miles covered the minor roads and lanes of South Norfolk. Competitors had to find a number of controls consisting of map references, signpost photographs and anagram problems, visiting these in the shortest mileage and at a set average speed. Distances between controls were generally short, requiring quick navigating, and at one control which had to be entered along a specified route, several cars stuck in deep mud; it was here the lighter cars had the advantage as they were more easily manhandled on their way.

### Results

1, D. Archer (Morris Minor); 2, D. Millbank (Ford 10 h.p.); 3, B. Bush (Austin A40); 4, J. Risk (Ford Zephyr).

## CHESTER M.C. TRIAL

CHESTER Motor Club's Bartley Trophy Trial for standard cars, held on the 27th March and starting at Padeswood Garage, was run in very good weather conditions although the torrential rain of the previous day had made some of the sections very sticky.

David Martin of the organizing club, navigated by Miss Pat Faichney, drove his Renault brilliantly to win the Premier Award with a loss of only 20 marks, which was remarkably good under the conditions.

Second and winner of the under 1,500 c.c. saloons was A. H. Hill (Lancs and Ches), also in a Renault, with a loss of 42 marks. Third and winner of the Sports Car Class was M. Biberfeld (Liverpool M.C.) in a Singer. In the over 1,500 c.c. saloon class, F. Andrews (Chester M.C.) drove his Bedford Utilabus well to win from the more normal type of saloon.

A separate class was run for specials and production specials and the winner of this was D. F. B. Roberts (Chester M.C.) in a Dellow.

Out of an entry of 31, 29 finished within the time limit, the other two finally arriving at the finish after deciding they preferred their own route to the one laid down! The route was a mixture of special tests and observed hills with road sections between, and was enjoyed by all the competitors.

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## BILL YOUNG WINS THE "GROVES"

Dellow Driver Best in M.G.C.C. Event

As the tumult of the Hewison Competition subsides, each year about this time, the M.G. Car Club (Irish Centre) stage a trial to assist in the rehabilitation for "Hewisonitis"; the kind of trial that allows experts and the not-so-expert alike to rediscover what all this business is about. Enthusiasts suddenly realize again that they are just that, enthusiasts.

So it was on the 19th March, or so it might have been. But, because there is no peace in this wicked world, quite a number of the 33 starters were out worrying about the Circuit of Ireland at Easter and giving their Circuit mounts a preliminary canter. Elmer Connell looked completely strange competing in an immaculate lounge suit and a works Anglia, and many people cannot get accustomed to the sight of Kevin Murray in a saloon either. Jimmy Millard, "Wilfie" Fitzsimons, George Mangan and, of course, Mrs. Evelyn Flynn, trotted out their little works A30s. The usual Volkswageners were out in force, too, Paddy "Hewison" Hopkirk, Heber MacMahon, Herbie Hanna and so on, while Vincent Hartigan appeared again in a TD looking far happier about things than he did when driving his Volkswagen over the last few months. This is not meant to be taken as a slight on Dr. Porsche's brain child, but your correspondent knows only too well what it means to be bitten by the open car bug and freely admits to a motoring lifetime of the alleged discomforts that the saloon addicts cannot understand.

The trial started from Old Bawn, the weather was good and the usual M.G. lightheartedness was apparent throughout. The route of about 75 miles led through Brittas and Lemonstown to Mullan and Greenane, eventually coming out into Calary Lower to finish at the Glenview Hotel. The Mullan to Greenane section was the same as used two days previously by I.M.R.C. for their Spring Trial. Possibly the planners of both events thought the same things as they planned. "M.G.", feeling that our old pal Sally Gap was in need of a well earned rest, had found when out course-picking that the road to Calary from the West was snowbound and the Drumgoff Bridge area was impassable. So it would seem that the coincidence was a matter of circumstance.

★  
**WINNING SMILES**  
(Right) from navigator John Garvey and driver Paddy Hopkirk, who gained the Hewison Trophy, at the start of their first post-Hewison event.



★  
Very few crews lost marks on the road. Louis Beshoff approached the Lemonstown control from the wrong direction and got "shot down" for 10 marks. Vincent Hartigan dropped three minutes between Brittas and Lemonstown, when everyone else had clean sheets.

The seven tests were crossroads affairs, but on tricky loose surfaces. At this late stage of the season such surfaces caused little worry and there were few incidents. Louis Beshoff had a few bad moments when the bonnet of his 1,100 c.c. Fiat blew open as he approached the first test at Brittas. Paddy Hopkirk won five out of seven tests in the saloon class of 21 entries, Heber MacMahon winning the other two. Bill Young won five out of seven in the Specials class (six entries). This class had matters more or less their own way as regards overall best times, except at the Carrigower test near the finish. Here the redoubtable Hopkirk defeated everything in his Volkswagen (17.6 secs.), Bill Young's blown Dellow and Sam Logan's TD tying for next best (18 secs.). Whether or not Nathan Lepler's laying out of the test had anything to do with the result is open to surmise, but certainly "Lep" gave much thought to the placing of lines for this forward/reverse/forward-and-mind-the-pylon-on-your-right test. Vincent Hartigan celebrated his return to the open car fold by winning one test in the sports car class, Raymond Laird (TR2) won two, but Sam Logan won four and the class award.

JACK O'DONOGHUE.

(Results published in last week's issue)

### BERWICK NIGHT RALLY

THE Berwick and D.M.C.'s last rally, postponed from 26th/27th February owing to bad weather conditions, was held on 12th/13th March and started from Berwick-on-Tweed. Even then, some of the route had to be altered at the last minute because certain roads were still blocked by snow. Of the 19 starters, 11 retired and only one competitor finished the 120-mile event with a clean sheet.

#### Results

**Premier Award:** J. Stoddart (Standard Vanguard).  
**Class 1:** 1, W. Potts (Austin-Healey); 2, D. L. Cavers (Austin A70). **Class 2:** G. Brown (Austin-Healey).

### A.E.R.E. CLUB OFFICERS

AT the recent annual general meeting of the Atomic Energy Research Establishment M.C. the following were elected to serve for the current year: *Chairman*, R. N. Hall; *Vice-Chairman*, R. H. Boxall; *Hon. Treasurer*, P. A. Shatford; *Public Relations Officer*, S. Osborne; *Hon. Secretary*, F. R. Barclay, 33 Courtenay Road, Wantage, Berks.

### WEST ESSEX A.G.M.

THE West Essex C.C. held their annual general meeting on 16th March, the following officers being elected: *Chairman and Bulletin Editor*, J. Holmes; *Hon. Secretary*, H. A. Cree; *Comp. Secretary*, A. J. Beagle; *Hon. Treasurer*, H. O. Cormacey; *Press Secretary*, E. J. Worley; *Assistant Bulletin Editor*, M. Berg; *Committee*, F. Lee, D. Golding, W. Hawkins, K. Gibson, S. Bitton and M. Edmondson.

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### HEREFORDSHIRE'S WELSH RALLY

QUITE a lot of water was encountered by the 48 competitors in the Herefordshire M.C.'s fifth Welsh Rally, for there was severe flooding over much of the route, and only 31 reached the finish. There were starting points at Hagley, Brecon, Shrewsbury and Ledbury, but the Shrewsbury and Hagley starters had great difficulty in reaching the first common control at Bucknell, owing to flooding in the Border counties. Many diversions were necessary during the 200-mile night section. Before the halfway halt at Llanfyllin, only two competitors were still maintaining the set average speed, and by breakfast time the drivers and navigators were weary indeed.

There followed a 150-mile stretch in the form of a regularity section which led to the final test at Shobdon. This did not affect the placings, and in fact the entire day section had to be omitted from the marking because of flooding in the Llandrinio and Welshpool areas.

#### Results

**Hereford Challenge Trophy:** P. P. Roberts/H. E. Rumsey (Austin-Healey 100), 15 marks lost. **Peter Wray Challenge Trophy:** B. Phipps/Miss A. Palfrey (Morgan Plus 4), 30. **Cider Challenge Trophy:** R. Pugh/H. Thomas (M.G. TF), 218. **Monty Mayall Challenge Trophy:** R. E. Stokes/F. E. J. Girling (Ford Anglia), 66. **Lion Challenge Trophy:** J. T. de Blaby/R. Dillow (Morgan Plus 4), 143. **Redex Challenge Trophy:** J. J. Bott/J. R. Thomas (Riley 2½-litre), 85. **Lynx Challenge Trophy:** Miss A. M. Jervis/Miss M. Freeman (Morgan Plus 4), 252. **Harmony Challenge Trophy:** A. T. Fisher/Miss Dominick, 158. **Team Award:** J. J. Bott (Riley) and J. K. Morris (M.G. 1½-litre), 198.

### SEVENOAKS' "MARCH RALLY"

ONCE again the Sevenoaks and District Motor Club had fine weather on Sunday the 20th March for their "March Rally". This event, which attracted an entry of 34 cars, was voted a great success and is hoped to become an annual fixture.

The Road Section, which was 120 miles in length, started with an "8 Clubs" section which led by devious lanes to the first control at Boxley Hill, of trails fame. From here another similar, but longer, section led via Bredhurst, Hatlip, Lower Halstow (where a glimpse of the shining blue waters of the Medway Estuary was available), Turnstall, Doddington and Harrietsham to Chart Sutton, for a half-hour lunch stop. After lunch route cards were handed out for the secret section No. 3.

This section involved (a) finding the position of Control 3 from two bearings, a back-bearing and several mileages, and (b) working out the time due at the con-

### Coming Attractions

**April 8th/9th. M.C.C. 35th Land's End Trial.** Start, London, Launceston and Kenilworth, 7 p.m.

**April 8th/12th. Ulster A.C. National Circuit of Ireland Trial.** Start, Belfast and Dublin, 8.30 p.m.

**April 9th/11th. Scottish S.C.C. Highland Three Days Rally.** Start, Blythswood Square, Glasgow, 9.30 a.m.

**April 9th. Bristol M.C. and L.C.C. Race Meeting, Castle Combe, near Chippenham, Wilts.** Start, 1.30 p.m.

**Pembrokeshire M.C. Hill-climb, Lydstep, near Tenby, Pembrokeshire.** Start, 1 p.m.

**Bugatti O.C. Test Meeting, Prescott, near Cheltenham, Glos.** Start, 9.30 a.m.

**April 11th. Pau Grand Prix (F1), France.**

**B.A.R.C. International Race Meeting, Goodwood, near Chichester, Sussex.** Start, 1.30 p.m.

**B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.** Start, 2 p.m.

**West Cornwall M.C. Hill-climb, Trengwainton, Madron, near Penzance.** Start, 2 p.m.

**South Wales A.C. Hill-climb, Castel Farm, near Bridgend, Glam.** Start, 2 p.m.

**Jersey M.C. and L.C.C. Sand Race Meeting.**

trol from a sum involving some rather tricky fractions.

Section 4 was a simple regularity section, in three sub-sections all on good "B" or "A" class roads which gave most people a good run, although three or four competitors were rather fogged by the route card and wasted time looking for an intermediate check where it wasn't.

The final section was another of the "8 Clubs" type which went by country lanes again to the finish on Sevenoaks Common and tea at Bligh's Hotel.

#### Results

**Best Performance:** E. Mason (M.G.). **Next Best:** C. J. Bates (M.G.). **Best in Opposite Class:** D. Stallard (Vauxhall). **Ladies' Award:** Miss A. Wingrove (Austin-Healey).

### SWANSEA M.C. ENOCH RALLY

THIRTY-FIVE members of the Swansea M.C. entered for the Enoch Rally, which started from Fairwood Aerodrome on 27th March, and all but one (suffering from gearbox trouble) completed the first section successfully. The second section brought the field back to Fairwood, where a large and enthusiastic crowd of spectators watched the special tests. These decided the final results, as several entrants completed the road section without loss of marks.

#### Results

**Premier Award:** L. Bilbao (Riley 2½-litre), 2 marks lost; 2. R. L. Hyman (Jaguar Mk. VII), 10; 3. G. F. Reason Jones (Triumph TR2), 14. **Class 1:** G. G. L. Thomas (Austin A30), 70. **Class 2:** H. Arthur (Sunbeam), 14. **Class 3:** M. Griffiths (Ford Consul), 30. **Class 4:** R. L. Hyman. **Class 5:** G. F. Reason Jones. **Team Prize:** Ystabl Cymru "D" (G. F. Reason Jones, H. A. Thomas and L. E. C. Price).

### Club Fixtures

**Cambridge '50 C.C.—**Meeting, 8th April, Ancient Shepherds, Fenditton, near Cambridge.

**Bentley D.C.—**Meetings: 9th April, Elcot Park Hotel, Newbury, Berks; Rock Inn, Chiddington, Kent; 11th April, Bell Inn, Outwood, near Redhill, Surrey; 13th April, King's Head, Old Bexley, Kent; Compasses, Patiswick, near Coggeshall, Essex; 14th April, George Hotel, Amesbury, Wilts; Corner House, Canons Park, Edgware, Middlesex.

**Buckingham and D.M.C.—**Carnival Dance, 11th April, The Folly Inn, Adstock, Bucks, 9 p.m.; Meeting, 14th April, Folly Inn.

**750 M.C.—**Meetings: 12th April, Railway Inn, Patchway, Bristol; 13th April, Neville Arms, Kinoulton; 14th April, Red Lion, Knowle, Warwicks.

**Lea-Francis O.C.—**Meeting, 12th April, Albert Hotel, Kingston Hill, Surrey.

**Lagonda Club (Northern)—**Meeting, 12th April, Petre Arms, Langho, near Blackburn.

**Guildford M.C.—**Meeting, 13th April, The Harrow, Compton, 8 p.m.

**North London M.C.—**Meeting, 13th April, Rising Sun, Chase Side, Southgate.

**Liverpool M.C.—**Meeting, 13th April, Childwall Abbey Hotel, Liverpool.

**Association of Northern Car Clubs.—**Meeting, 13th April, Grand Hotel, Manchester, 7.30 p.m.

**Dunlop (Coventry) M.C.—**Film show, 13th April, Dunlop Sports Club House, Lythalls Lane, Coventry.

**Vintage S.C.C.—**Meetings: 14th April, Red Lion, Church Street, Birmingham; Greyhound, Fenny Bridges, Devon; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

**Sunbac.—**Meetings: 14th April, Royal Oak, Lodels Road, Birmingham 6; George Hotel, Solihull.

**West Hants and Dorset C.C.—**Meeting, 14th April, Westbourne Hotel, Bournemouth.

**Surrey Sporting M.C.—**Meeting, 14th April, Warwick Hotel, Redhill.

**Harrow C.C.—**Practice Rally, 14th April. Start, Battle Axes, Aldenham, 7.30 p.m.

**BRISTOL** 404 Coupé finished in Maroon with Grey leather.

**BRISTOL** 403 Saloon finished in Green.

**BRISTOL** 401 Saloon finished in Black.

**RILEY** 2½ Saloon registered in June 1952, finished in Green.

**FORD** Zodiac Saloon registered in March 1954, finished in Grey and Blue.

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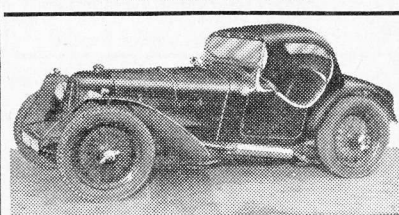
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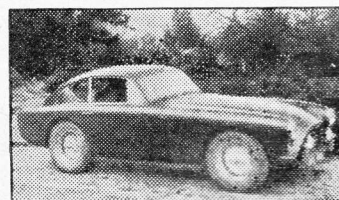
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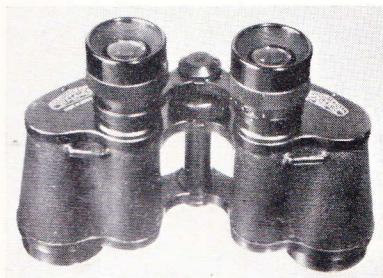


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## BREAKS 6 WORLD RECORDS ON



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At Montlhéry on March 18th a Porsche Spyder, driven by Messrs. Von Falkenberg and V. Riggerberg, broke 6 World Class F. Records (1,100—1,500 c.c.) using Castrol. These ranged from 200 miles to 6 hours at speeds between 128 m.p.h. and 131 m.p.h.

