

**INTERNATIONAL GOODWOOD MEETING-FULL REPORT**

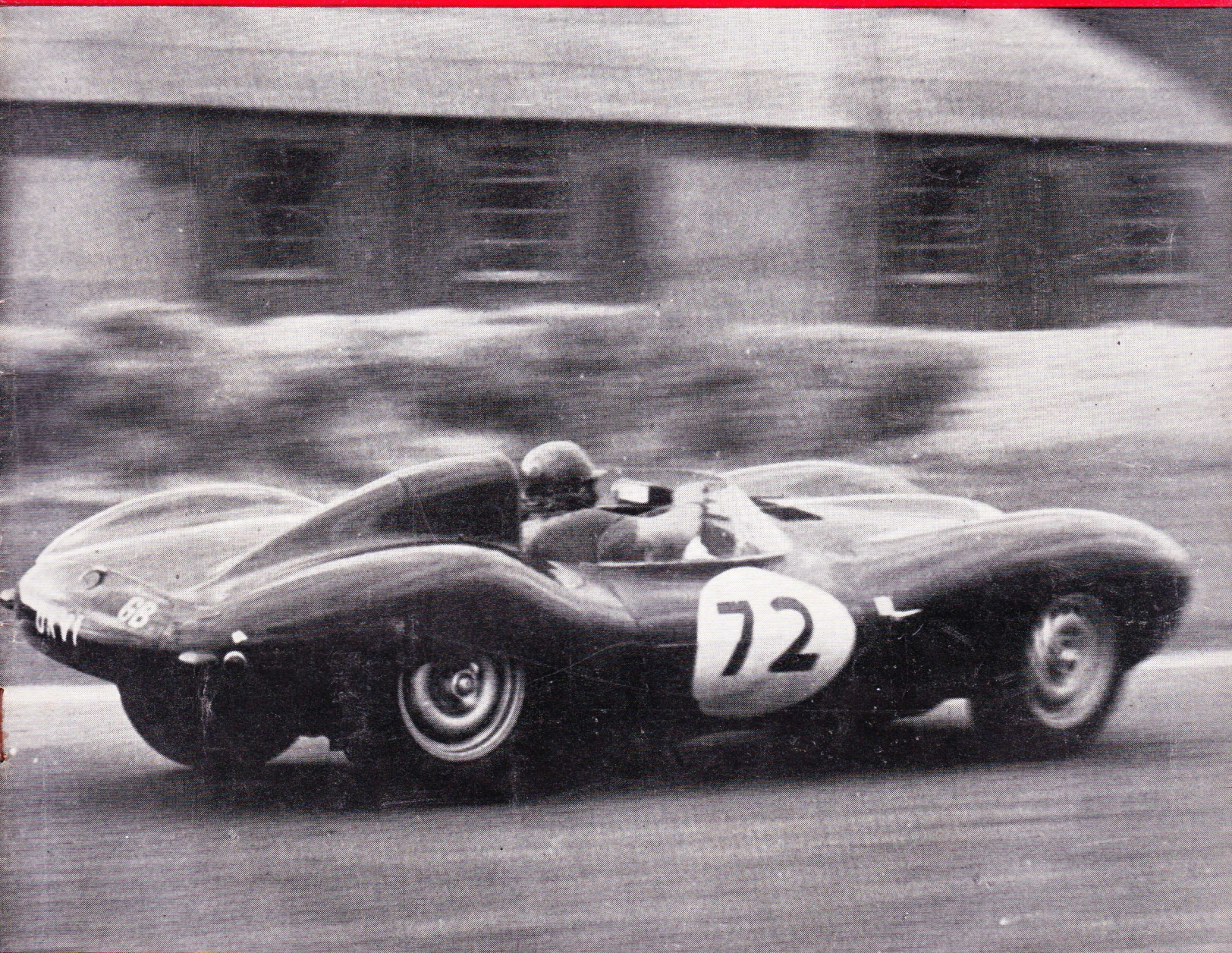
# AUTOSPORT

APRIL 13, 1955

**1/6**

EVERY FRIDAY  
Vol. 10 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

EASTER SPORT AT CASTLE COMBE, BRANDS HATCH AND TRENGWAINTON : THE PAU GRAND PRIX

JOHN BOLSTER TESTS A MODIFIED STANDARD TEN : BRUNTON AND WORMINGFORD SPEED TRIALS



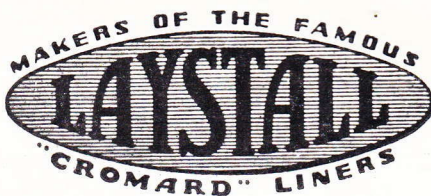
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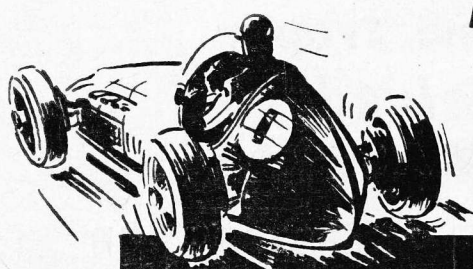
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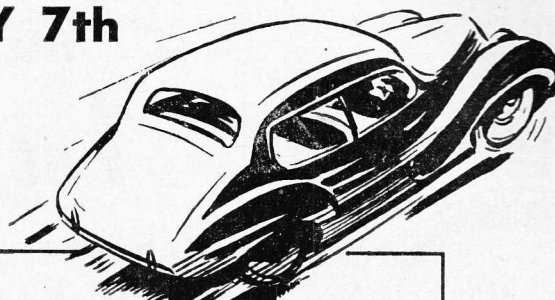
# THE YEAR'S **BIG** MEETING!

7th ANNUAL INTERNATIONAL  
**DAILY EXPRESS  
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**SILVERSTONE**  
**MAY 7th**



INTERNATIONAL  
**DAILY EXPRESS  
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180 MILES



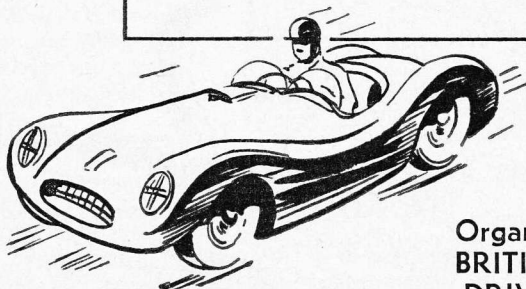
INTERNATIONAL  
**PRODUCTION  
 TOURING CAR RACE**

75 MILES

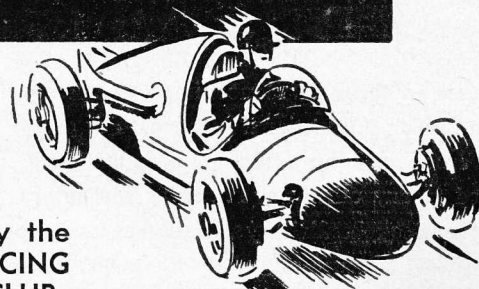
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**MASERATI**

### Chichester Cup

**1st** *P. J. Collins*  
**B.R.M.**

### Lavant Cup

**1st** *R. Salvadori*  
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### Sports Car Race (B)

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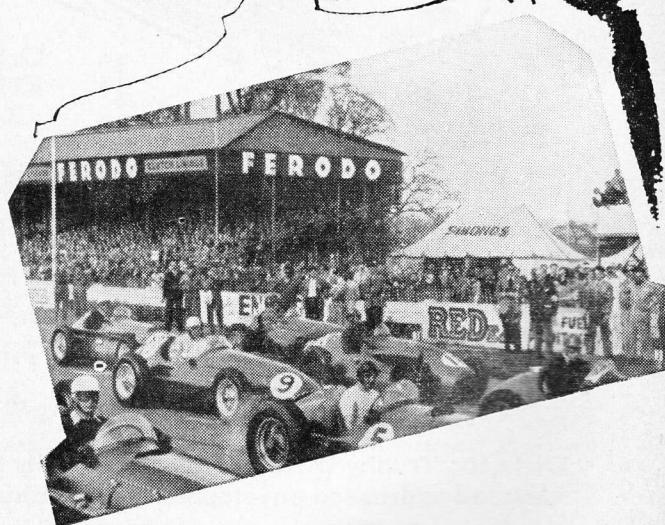
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 15

April 15, 1955

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## NOTICES

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## EDITORIAL

### BRITAIN'S SPORTS CARS IN U.S.A.

PUBLICATION of "Analysis of the United States Market for Imported Cars, 1954", by *The New Yorker*, serves to emphasize the importance of British-made sports cars in maintaining our export market in that country. Although total exports from this country show a drop of 9,020 units as compared with 1953, sports cars accounted for no less than 10,327 of the 17,573 machines imported by U.S.A. from Great Britain during 1954. In actual fact, only four concerns show an increase over 1953 figures; these are Volkswagen (412.77 per cent.), Austin-Healey (767.10 per cent.), Porsche (2.62 per cent.) and Mercedes-Benz (51.74 per cent.). Austin-Healey had, of course, 1954 as their first year of full production. All British small-capacity family cars show a drop of about 50 per cent. M.G., after being leading foreign-built car for so many years, dropped 47.72 per cent. between 1953 and the end of 1954. However, the "new" makes, Austin-Healey and Triumph TR2—both 100 m.p.h. models—almost made up this deficit between them by exporting 2,003 and 952 machines respectively. Jaguar show a slight drop, but this has already been made good in the first part of 1955, mainly with XK140 models. This is also true of Sunbeam, whose Monte Carlo Rally success will almost certainly make good the 31 per cent. drop for 1954, as compared with 1953. It would appear that, unless British manufacturers can produce a vehicle with the selling power of Germany's Volkswagen, the main exports from this country will be in the sports and high-performance category. This means that competitions will play an increasingly important part in sales programmes, as American buyers are becoming more and more influenced by the results of major International events in the choice of motor cars.

### FALSE STARTS

ALTHOUGH Mike Sparken may have thought he had a grievance in being penalized 15 secs. by the B.A.R.C. stewards at Goodwood on Easter Monday, for allegedly jumping the start, one cannot take exception to the decision which applied equally well to Duncan Hamilton, and also to Les Leston in a preceding event. It may appear that the penalty was a heavy one for such a short race (five laps), but undoubtedly start-jumping, no matter how accidental, must be dealt with as an offence against the motor sporting code—otherwise it would lead to all sorts of complications, with everyone on the grid on the move before the flag falls. No, Mr. Sparken, we admire your driving and are sorry that you returned to Paris without a victory; but if the alleged offence had been overlooked, the other drivers in the race would have been quite justified in protesting. Anyway, everyone will be pleased to welcome you back.

### OUR COVER PICTURE

*MAXIMUM EFFORT: An action shot of Duncan Hamilton taking his D-type Jaguar through the St. Mary's left-hand bend at Goodwood while in pursuit of Mike Sparken's Ferrari during the unlimited sports car race on Easter Monday.*



# Goodwood

## Further successes for BP Supermen on **NEW** **BP Super**

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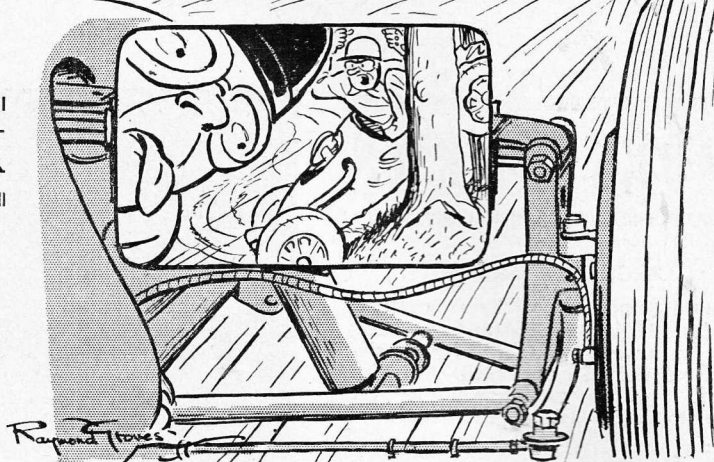
# PIT and PADDOCK

TRIUMPH TR2s have been entered for the Mille Miglia by Leslie Brooke (co-driver Jack Fairman), Dick Steed/Bruce Adams and Peter Scott-Russell/Tom Haigh. For the "Tulip", the works team will comprise Jimmy Ray, Bob Dickson and Ken Richardson. Another TR2 will be handled by Gregor Grant/Stam Asbury, and a Coupe des Dames entry by Lola Grounds.

DENIS SCOTT and Charlie Hardman will share a fully modified Ford Anglia (with overdrive) in the Dutch classic. Maurice Gatsonides is going in a modded Standard Ten. Pat Moss and Shelagh Cooper will be in a TF 1,500 M.G.

OWING to Gatsonides's appointment with Standard-Triumph, Marcel Becquart will now drive a Frazer-Nash at Le Mans in place of the Aston Martin he was to have shared with the Dutchman.

THE Morgan Plus Four, with TR2 engine, will have an 18 mins. handicap in the forthcoming Tulip Rally.



ALEC ULMANN, Chief Steward of the Sebring organizing committee, has gone to Italy for double pleasures: to witness the Mille Miglia, and to take delivery of a new Alfa Romeo "Super Sprint".

AFTER driving the very fast but difficult front-drive V8 Novi Specials at Indianapolis during the past few years, Duke Nalon will be seen in the cockpit of a conventional four-cylinder rear-drive car in the 1955 "500".

CASTLE COMBE International date for 1st October has been approved.

DORMANT for 26 years, the classic Italian Targa Mugello race is being revived on 5th June this year as a sports car event. The circuit measures 11.99 miles, and will be covered 15 times, giving a total distance of 179 miles. There will be classes for 750 c.c., 1,100 c.c., 2,000 c.c. and over 2,000 c.c. cars.

ASSOCIATE members of the R.A.C. can now have an improved badge, to be known as the Elizabethan badge; circular and convex in shape, and made in a material similar to perspex, it can be secured in exchange for the old style badge at any R.A.C. office for a nominal fee; all new members will automatically receive the new type when joining.

THE young German racing motor-cyclist Werner Haas, famous for his successes on NSU machines, is spoken of as a potential driver for Mercedes-Benz.

ALFA ROMEO may try out a prototype 12-cylinder, 2½-litre Formula I engine in a sports car chassis for the Mille Miglia.

THE well-known rally competitor with Renault cars, Henri Senftleben died after a heart attack in a Caen hotel last week.

TWO Ford Thunderbirds will run in the Mille Miglia, drivers the Marquis de Portago and Jean Lucas.

FERODO, LTD., have opened a new trade service depot in Nursery Street, Sheffield.

LANCE MACKLIN will be making a return to Grand Prix racing this season. His name has been coupled with a very promising British car.



SEEN AT OULTON during the British Empire Trophy meeting—the successful Lister équipe, with (l. to r.) bearded Allan Moore next to race winner Archie Scott-Brown, Brian Lister and Bill Black.

At a recent meeting of the R.A.C. Competitions Committee it was decided the Formula 3 log books would no longer be required, it being felt that they had served the purpose for which they were instituted.

IN the recent m.p.g. tests with two Ford Anglias, conducted by the National Benzole Co., the car which achieved the higher m.p.g. figure of 40.58 during the 24-hour run around the Goodwood circuit was fitted with a Mory Radblind, which enabled the engine to run at 190 deg. throughout the test.

(Right) Peter Collins exchanges impressions of the race in the rain with third heat winner Mike Sparken, seated in his Ferrari, while a Ferrari mechanic and Barclay Inglis look on.





## SPORTS NEWS

### CIRCUIT OF SICILY

CONFIRMED placings, with class winners, of the Giro di Sicilia sports car race, won by Taruffi with a 3.7-litre six-cylinder Ferrari, are appended. A British Jaguar, it will be noted, won the over 2-litre touring class in the hands of Vella.

#### RESULTS

**General Classification:** 1, P. Taruffi (Ferrari), 10 hrs. 11 mins. 19.2 secs., 105.99 k.p.h.; 2, Maglioli (Ferrari), 10 hrs. 19 mins. 34.4 secs.; 3, Musso (Maserati), 10 hrs. 33 mins. 54 secs.; 4, Della Favera (Ferrari); 5, Pucci (Maserati); 6, V. Marzotto (Maserati); 7, Giletti (Maserati); 8, Scarlatti (Maserati); 9, Ribaldi (Alfa Romeo); 10, Sra. Defillipis (Maserati); 11, Musmeci (Alfa Romeo); 12, Gianni (Alfa Romeo).

**Production Touring:** 750 c.c.: Cotton (Dyna Panhard), 1,300 c.c.: Cioffi (Fiat). **Over 1,300 c.c.:** Musmeci (Alfa Romeo).

**Grand Touring:** Up to 1,300 c.c.: Gianni (Alfa Romeo Giulietta), 2,000 c.c.: Ribaldi (Alfa Romeo). **Over 2,000 c.c.:** Vella (Jaguar).

**Special Touring:** 750 c.c.: Accardi (Fiat), 1,300 c.c.: de Cortanze (Peugeot). **Over 1,300 c.c.:** Bornigia (Fiat 8V).

**Sports:** 750 c.c.: Cecchini (Stanguellini), 1,100 c.c.: Brandi (Osca), 2,000 c.c.: Della Favera (Alfa Romeo). **Over 2,000 c.c.:** Taruffi (Ferrari).

### DON PARKER AND KIEFTS

ARRANGEMENTS have been made between Kieft Cars, Ltd., and racing driver/engineer Don Parker whereby the latter will take over all repairs and maintenance work on Kieft Formula 3 cars at his works at Battersea.

Don Parker will continue racing his 1954 Kieft 500 until taking delivery of a new and even lighter machine, now under construction. This car is to be entered for the F3 race on British G.P. day at Aintree.

The Wolverhampton concern will race only their 1½-litre sports cars, into which will be fitted two different types of engines, of Kieft manufacture. One will be a flat-four, with fuel injection; the other a water-cooled in-line unit with twin o.h.c. and twin ignition.



**KEEPING IT DARK:** The Borgward Company of Bremen have been conducting secret night tests on a local autobahn of a new aerodynamic prototype, but a German cameraman was on the alert and took a few quick pictures. Note the prominent tail fins and the glazed saloon top.

## BEHRA'S SECOND PAU WIN

Frenchman in Maserati Defeats Entire Lancia Team

IN the 16th Grand Prix of Pau, run on Easter Monday in perfect weather over 110 laps of the 1.72-mile *Course dans la Cité*, Jean Behra (Maserati) scored his second successive victory at an average speed of 62.33 m.p.h., despite a new engine being fitted overnight.

Sharing the front row of the grid with Ascari (Lancia), who made a tremendous start, Behra picked up Ascari's 200-yard advantage, and was a length ahead of the Italian at the first corner, the Virage du Gare. For 11 laps the Maserati held a precarious lead, until Ascari forced the Lancia to the front, there to stay for 80 laps—no mean feat on a circuit which favoured the Maserati.

On his 91st lap, Ascari stopped to repair a broken hydraulic brake line, which cost him a lap and four places,

and Behra's Maserati (which was fitted with a new type head giving 10 b.h.p. over the other team cars of Mieres and Musso) ran out a popular winner.

The début of the 2½-litre unsupercharged Volpini and the two blown 750 c.c. D.B.s was unfortunate. The Volpini crashed on the 19th lap, injuring nine spectators, the driver, Mario Alberghetti, being killed. The D.B.s were completely outclassed, and the two cars driven by Armagnac and Storez finished 10th and 12th, respectively 18 and 46 laps behind the winner. The three Gordinis failed to finish.

Luigi Musso (Maserati) retired on the 32nd lap with a broken valve, after which the race featured only the three Lancias and the two Maseratis. The presence of several slow cars on the circuit contributed to the lower speeds this year. All the Lancias finished, while Ascari's 47th lap at 64.995 m.p.h. proved the fastest of the race.

NEVIL LLOYD.

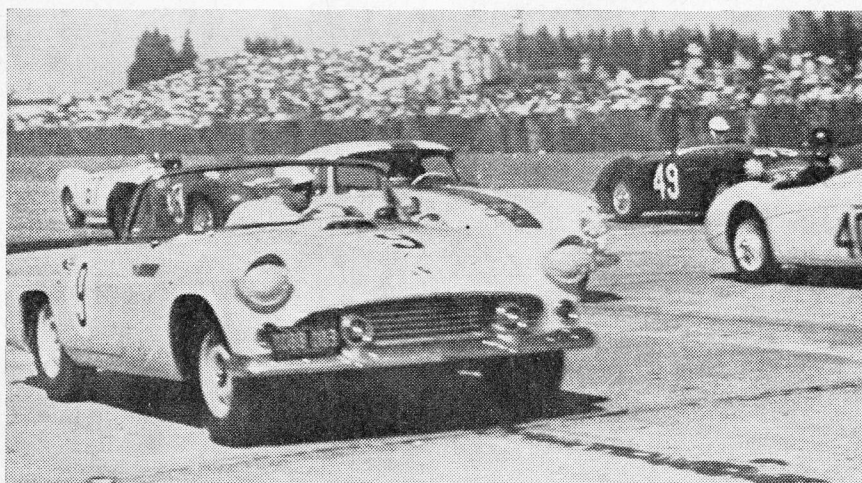
#### Provisional Results

1, J. Behra (Maserati), 62.335 m.p.h. 2, E. Castellotti (Lancia). 3, R. Mieres (Maserati). 4, L. Villoresi (Lancia) 109 laps. 5, A. Ascari (Lancia), 109 laps.

**Fastest lap:** A. Ascari, 64.995 m.p.h.

### MUSH MUSH, MODERN STYLE

A 12,000-MILE journey from London to Australia by Hillman Husky is being undertaken by an Australian author and racing driver, F. J. Thwaites, with his wife and two sons, and a young naval cadet. Their long overland trek began on 8th April. They will pass through 20 countries, encountering every variety of road, with especially difficult conditions in the Middle East, particularly in traversing the Elburz Mountains to the Caspian Sea. On reaching Australian territory they will cross the Nullabore Plain, 2,000 miles of scrub and rough tracks. Their Husky will be the smallest vehicle ever to tackle such a journey.



**MANY YEARS** have passed since a Ford product has competed in a major International motor race. The Sebring sports car event in Florida saw the marque's return, when a Thunderbird driven by private entrants Scherer and Davis covered 138 laps during the 12 hours.





Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 18—TONY ROLT

THE entry into the motor racing world of A. P. R. (Tony) Rolt can justly be described as sensational. He began in 1936, when he was 17 years old, with seemingly unlikely racing material in the shape of a Triumph "Southern Cross", in which he took fourth place in the 2-litre class, and set a 2-litre record lap, in the Belgian 24 Hours race at Spa. A season later he broke the Tallaght circuit record during the Leinster Trophy race, this time in a 2-litre, eight-cylinder Triumph "Dolomite". In 1938 he acquired Remus, Bira's second E.R.A., gaining four "firsts", four "seconds", two fastest laps, and a lot of valuable experience. This he put to good use in 1939, when at the age of 20, he hit the headlines as "Nineteen-year-old beats race experts" by simply galloping away with the Empire Trophy race at Donington in the E.R.A., effectively breathed upon by Freddy Dixon. When war broke out he was in the Rifle Brigade, being taken P.O.W. after the Brigade's gallant stand at Calais in 1940.

With the finish of the Great Unpleasantness, Rolt resumed motor racing, driving Alfa Romeo, Delage, Nash-Healey, H.W.M., Connaught and Jaguar cars in a large number of events. A versatile and highly-skilled driver on any circuit, his lengthy list of racing successes includes the 1953 victory and the 1954 "second" in Jaguars at Le Mans, co-driving with Duncan Hamilton, 10 wins in Rob Walker's Connaught, and two wins and several places in the latter's Delage with E.R.A. engine. Le Mans, Rheims, Zandvoort, Goodwood, Snetterton, Thruxton, Douglas, Silverstone, Boreham, Dundrod, Oulton Park, Crystal Palace . . . Tony Rolt has been to the fore at all of them. This year he is driving the new Formula 1 Connaught and is again, of course, a Jaguar team member.

C. P.

### THE FOUR-CYLINDER B.R.M.

THE first of the new B.R.M.s being built to the new Formula 1 is nearing completion at Bourne and should soon be undergoing initial tests. A second car is part assembled. A light tubular frame is used, mounting unequal wishbones, independent front suspension and de Dion rear end, with the connecting tube set forward of the axle. The springing medium is as on the 16-cylinder cars, i.e., by hydraulically controlled air struts. Steering is rack and pinion.

The engine is an "oversquare" four-cylinder, with twin o.h.c. and hemispherical heads. Following exhaustive tests, a British fuel injection system has been adopted; an open propeller shaft connects to a plain four-speed gearbox set behind the rear axle. All four wheels are disc-braked, the rear units being mounted inboard. Fuel tanks are located on each side of the cockpit and in the tail. Perforated disc-type wheels with centre lock mounting, and triple-eared hubcaps are fitted; the car is very low and of compact dimensions; a head fairing is fitted to the tail, and the cockpit permits the fashionable arm's-length driving position.

The second car will embody some variations in chassis and body design for purposes of comparison. It is hoped the B.R.M. can partake in races later in the season, but no decisions on this will be made until thoroughly adequate testing has been carried out.

### THE TURIN SHOW

ITALY'S greatest motor show, the Salone Internazionale dell'Automobile at Turin, runs from 20th April to 1st May this year. The majority of large-scale British manufacturers will be exhibiting, and cars from Germany, France, Austria, Spain, Sweden, Switzerland and U.S.A. will be seen, alongside the many fine products of the Italian industry. These will include Ferrari, Maserati, Alfa Romeo, Lancia, Fiat, Osca, Siata, Abarth and Stanguellini.

### RALLYE SOLEIL-CANNES

#### Provisional Results

**General Classification:** 1, M./Mme. Dunod (Fiat 1100); 2, Gacon/Arcan (DKW).

**Production Touring Cars. Up to 1,000 c.c.:** 1, Gacon/Arcan (DKW); 2, Penon/Malazon (DKW); 3, Journet/Vaxelaire (Panhard).

**1,001-1,300 c.c.:** 1, M./Mme. Dunod (Fiat); 2, Clarou/Bot (Simca Aronde); 3, M./Mme. Auriach (Simca Aronde).

**Over 2,000 c.c.:** 1, Marang/Bergès (Citroën 15); 2, Pistolet/Born (Vedette); 3, Jay/Berti (Simca Vedette).

**Special Production Touring. Up to 1,000 c.c.:** 1, Parucci/Martin (Panhard); 2, Vial/Panuel (Renault); 3, Dejardin/Rivière (Panhard).

**1,001-1,300 c.c.:** 1, Guiraud/Beau (Peugeot 203); 2, Mmes. Convert/Hounsfield (Simca Aronde); 3, M./Mme. Delerue (Peugeot 203).

**1,301-2,000 c.c.:** 1, Lalisie/Boilet (Bristol); 2, Michel/Robinet (Renault); 3, Houel/Pilliet (Alfa Romeo).

**Over 2,000 c.c.:** 1, Grandsire/Daniault (Salmson); 2, Nersessian/Mougin (Salmson); 3, Mmes. Matuissière/Alziary (Salmson).

**Grand Touring and Sports Cars. Up to 1,300 c.c.:** 1, Martin/Convert (Simca); 2, Greger/Bieling (Porsche); 3, Sauerwein/Graubner (Porsche).

**1,301-2,000 c.c.:** 1, Robin/Prier (Triumph TR2); 2, O'Hara Moore/J. Gott (Frazer-Nash); 3, Mmes. Blanchoud/de Loisy (Porsche).

**Over 2,000 c.c.:** 1, Baron/Baroness Von Falkenhäusen (BMW).

**Coupe des Dames:** Mme. Rossetti/Mlle. Bauer (DKW).

(Full report of the Rallye Soleil-Cannes by John Gott will be published next week.)



# 1955 RALLY MODES

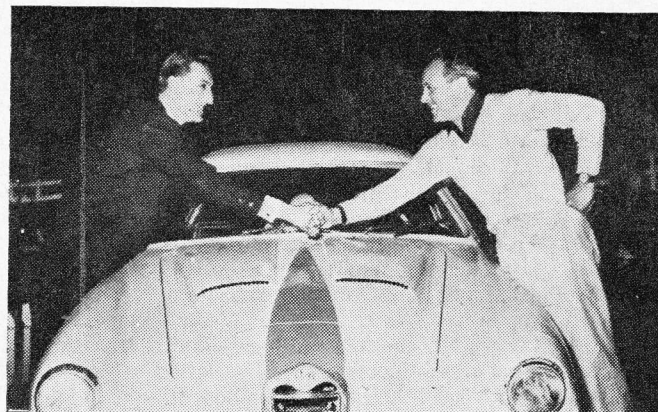
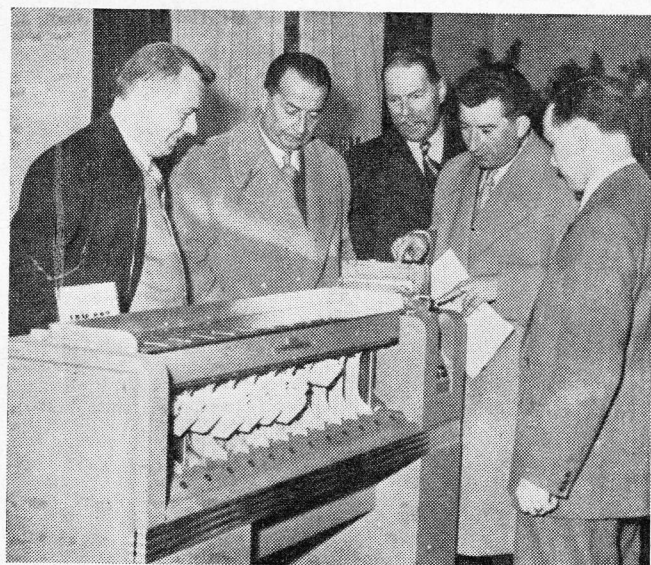
Fashions in Sports Saloons  
as seen in the Recent  
Lyons-Charbonnières Rally

**SALMSON:** (Right) The new Super-Sports 2.3-litre Salmson driven by Cotton and Mme. Alain, who were second in the General Classification.



**ALFA ROMEO:** (Above) Houel and Pilliet, first overall, seen on Mt. Revard with the very fast Zagato-bodied, Super Sprint Alfa Romeo 1900.

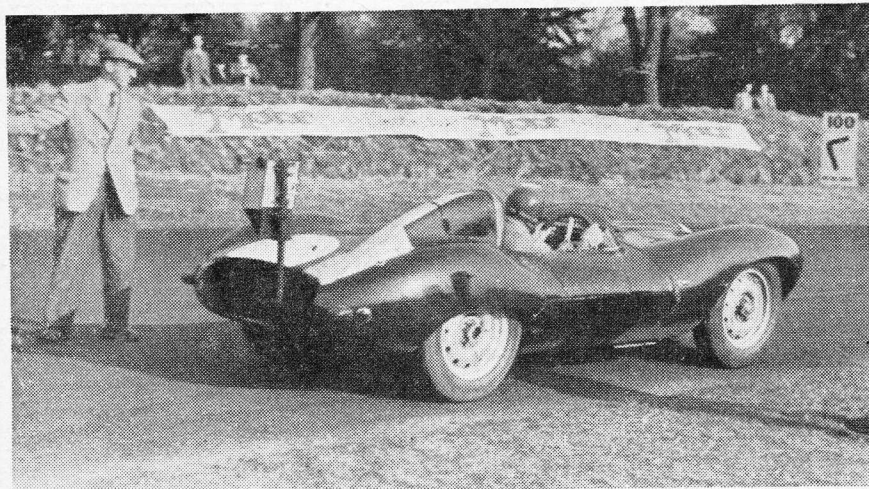
**ONE-OFF** (right), but this very attractive, French-built, 1,100 c.c. Thomas coupé may well go into production following its showing in the Lyons-Charbonnières Rally.



**FELICITATIONS!** (Above) The winning drivers, Houel and Pilliet, congratulating each other after their victory.

**ELECTRIC BRAIN:** (Left) The master timekeeper used in the Rally. On extreme left here is Michel Blanchon, and next to him French journalist, Maurice Henry.





### B.R.D.C. "DAILY EXPRESS" SILVERSTONE

SPECTATOR bookings for the International race meeting of the B.R.D.C. and *Daily Express* at Silverstone on 7th May can be made with the Trophy Office, *Daily Express*, Fleet Street, London, E.C.4. Admission details are as follows:—

Grandstands: Pits, 30s. per seat; South, 25s. per seat; Abbey, 25s. per seat. Grandstand car park, 10s.

Rest of Circuit: "All-in" Car, including admission for all passengers, 25s. Coach, including admission for all passengers, £9 10s. Motor-cycle parking, 2s. 6d.

Not Bookable: Individual admission, 6s. Cycles, 1s.

The first race is at 10.15 a.m. The circuit opens at 5.30 a.m.



★  
**DAVID  
BLAKELY**  
★

WE regret to report the death of David Blakely, which occurred during Easter week-end. One of this country's most promising young drivers, he was concerned with the Emperor-H.R.G., and was one of the nominated Bristol team drivers for Le Mans.



TV TEST DAY at Prescott Hill last Saturday gave television viewers the chance to witness some excellent driving. Above is J. W. Broad (E.R.A.) setting off on a vigorous climb.

SORT 'EM OUT, Raymond — they're all in one box! B.B.C./TV commentator Raymond Baxter (left) grimaces as he misses a gear-change, when climbing in his Zephyr.

ANOTHER SNOWPLOWH REAR?: Not Duncan Hamilton following the latest fashion on his D-type Jaguar, but the special tail installation of a cine-camera, used to film the Oulton Park circuit at speed before the British Empire Trophy race.

### A "250" AT MONTLHERY

ON 6th April, A. Owen and W. D. W. Knight, of St. Helier, Jersey, established the following times with a 250 c.c. Cooper-J.A.P. at Montlhéry: 50 kilometres at 111.58 k.p.h., 50 miles at 112.20 k.p.h., 100 kilometres at 112.56 k.p.h., 100 miles at 107.55 k.p.h., 1 hour at 112.71 k.p.h., 200 kilometres at 108.53 k.p.h., 200 miles at 108.07 k.p.h., 3 hours at 108.10 k.p.h.

Application is being made to both the F.I.A. and the R.A.C. for these speeds to be confirmed as Class Records.

### THE CIRCUIT OF IRELAND

#### Provisional Results

General Classification: 1, R. C. McKinney/Mrs. S. E. McKinney (Triumph TR2), 352.6 marks lost; 2, J. D. Titterton/Miss P. E. Davis (Triumph TR2), 354.7; 3, B. McCaldin/N. Conway (Triumph TR2), 363.4.

Class 1. Production Touring Cars up to 1,000 c.c.: 1, E. T. McMillen/J. Haslett (Standard 10), 393.2; 2, P. S. Hughes/N. A. Kennedy (DKW), 403.9; 3, G. H. Hurst/J. C. Moffett (Austin), 409.3.

Class 2. Production Touring, 1,001-1,600 c.c.: 1, P. B. Hopkirk/J. A. Garvey (Volkswagen), 391.9 (Brake Test, 42.5); 2, T. P. O'Connell/P. MacGonigle (Volkswagen), 391.9 (Brake Test, 48.5); 3, J. Peile/R. R. Bell (Ford Anglia), 394.7.

Class 3. Production Touring over 1,600 c.c.: 1, M. Glover/T. Lynd (Sunbeam), 389.1; 2, Dr. W. N. Jones/Dr. G. W. Houston (Sunbeam-Talbot), 438.0; 3, J. P. Robinson/I. H. Goodwin (Vauxhall Velox), 453.9.

Class 4. Production Sports Cars, any capacity: 1, R. C. McKinney/Mrs. S. E. McKinney (Triumph TR2), 352.6; 2, J. D. Titterton/Miss P. E. Davis (Triumph TR2), 354.7; 3, B. McCaldin/N. Conway (Triumph TR2), 363.4.

Ulster A.C. Challenge Trophy: R. C. McKinney. Team Prize, Production Touring Cars: Munster Volkswagen team—A. G. Ryan, J. D. O'Leary, M. J. O'Mahoney.

Team Prize, Production Sports Cars: Triumph—R. J. Adams, J. D. Titterton, R. C. McKinney.

Ladies' Class: Mrs. S. N. Fitzgerald/Miss M. Leonard (Ford), 467.8 (Placed 60th in General Classification). Novices' Trophy: J. M. Gardner/Miss M. E. Dickson (M.G. TD), 398.0 (Placed 13th). Castlereagh Trophy (Visitors' Award): Mr. and Mrs. Ian Appleyard (M.G. TF), 368.2 (Placed fourth).

195 starters; 156 finishers.

(Full report will be published next week.)



# CASTLE COMBE EASTER QUINTET

Fifty-five-mile Sports Car Race Won by D. Margulies (Jaguar)—

Double F3 Win for Don Parker — Riseley-Prichard (Connaught)

First in Formule Libre Event — Interesting Production Car Race

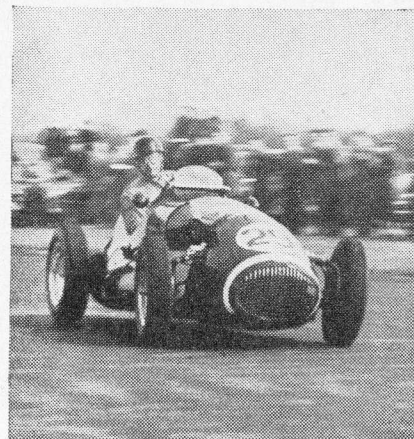
DRY, if breezy weather, and racing which was anything but dry, made a marked success of the Bristol M.C. and L.C.C.'s first 1955 meeting at Castle Combe on Saturday last, 9th April. The 1.84-mile course was in good fettle, although some of 1954's bumps still remain, the entry was good, and spectators came in encouraging numbers, many enjoying the opportunity of watching the racing from the warmth of their cars, and forming a long line of vehicles from the paddock down almost to Quarry Corner.

The first race drew a healthy entry of over a score of 500s, reduced to 17 by the inevitable non-starters, with Ivor Bueb (works Cooper) regrettably amongst them. But Jim Russell was there, as was Don Parker, so a good race was assured. Russell shot off to lead, but Parker worried at his heels and had whipped past before two rounds were run. Then Dennis Taylor, obviously getting the hang of his new Mk. 9, and still bracing himself on the cockpit sides, determinedly pushed past Russell as well. By the seventh lap the leading trio were up amongst the tail-end cars, and now Russell's Cooper was sounding distinctly seedy and fell back. Taylor strove his utmost to close up on the Kieft and in a last-lap effort sent turf and dust flying high at the edge of the last bend. It was Parker's race, however, by a 4.8 secs. margin.

In the 15-lap *Formule Libre* event, J. Riseley-Prichard (Connaught) and G. N. Richardson (R.R.A.) shot forward from a very mixed field to wage a race-long struggle for the lead, while George Abecassis (H.W.M. sports) and Tom

Kyffin (Cooper-Bristol single-seater) vigorously disputed third place. H. S. F. Hay's "Corniche" Bentley coupé was understandably a little out of things, and was lapped by the leaders after five rounds. As the race progressed, separate duels manifested themselves, Richardson clinging to the leading Connaught, Abecassis pressing Kyffin, and Graham Hill in D. Margulies's C-type Jaguar tussling with Frazer-Nash man Michael Burn in R. G. Shattock's rebodied R.G.S.-Atalanta, fresh from its Oulton Park successes. The order finally resolved was Prichard, Richardson, Kyffin and Abecassis.

Next came an interesting departure from custom in the Production Car race, split into several capacity classes but which, in the public eye, was primarily one race, dominated by Miss Angela Brown in her Aston Martin DB2/4. Dogged throughout by Hay's Bentley, she nonetheless led from start to finish in clean, smooth style, while behind an interesting variety of production cars fought out their respective class battles. That between G. Gelberg, in what must now be regarded as an "old" style 2½-litre Riley, and that noted presser-on Harold Grace in the latest Riley Pathfinder, was extremely hard fought, Grace finally getting past his opponent after eight strenuous laps. Lower down the capacity scale, Michael Burn's 3-cylinder *Sonderklasse* DKW saloon showed remarkable speed with commendable quietness, eluding a 2-litre Sunbeam and winning the up to 1,000 c.c. class by over 1½ mins. from R. A. Spiers's Standard 10. The latter received no finisher's flag at



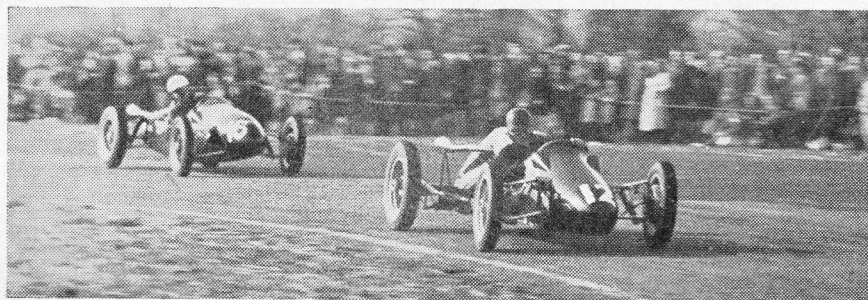
Formule Libre race winner John Riseley-Prichard takes the *Equipe* Endeavour 2-litre Connaught through Tower Corner.

the end, so continued for a further round in solitary splendour. The Bentley "Corniche" won its class, while a 2.5-litre Ferrari saloon driven by Berwyn Baxter was most un-Ferrari-like, and seemed dismally off-form.

The second Formula 3 event produced a truly tigerish struggle between Russell, his Cooper running well again, and Don Parker. Again it was Russell who led away, but Parker weaved his way past after the opening round. Two laps and, tit for tat, Russell repassed along Dean Straight, only to have the Kieft scoot by again before another lap was completed. In pursuit of the duellists was Dennis Taylor, while farther back ran Jack Moor in his newest acquisition, a Mk. 8 Cooper in "Wasp" uniform, busily staving off persistent attacks by young T. Bridger (Kieft). Parker led until lap 6, when Russell retook him. Lap 7 and, in the thrilling rush down from the start to Quarry hairpin, Parker swept by again. Lap 8 and Russell was ahead. Lap 9, with one to go, and it was Parker once more. So the Kieft and Cooper tore round nose to tail, Russell striving desperately but in vain to snatch the lead. Last corner and still Parker led, to win a most exciting race by a length and a half.

So to the last and longest race of the day, the 30-lap, 55.2-mile sports car event, for which a Le Mans-type start was employed. Abecassis made a superb getaway with the H.W.M., followed by Gillie Tyrer and Dan Margulies in Jaguar C-types. Michael Burn in the R.G.S.-Atalanta was slower off the mark, while Austen Nurse's Lotus Mk. 8 was last away. N. I. Barrett's Buckler overturned at Old Paddock without undue consequence, while after three rounds Abecassis's nearside rear tyre cast away a chunk of tread, and with it an almost certain victory. Tyrer thereupon moved up, while Burn had now scorched through the field to third place.

On lap number 8, Margulies passed Tyrer, and on lap 10 Burn did likewise. Naylor's Lotus was brought in, its fuel tank leaking, and was retired; Nurse's Lotus led its class, and so did D. Piper's 750 c.c. machine, although Chris Threlfall (Turner 1,500) had this time reversed



Don Parker leads Jim Russell at Quarry Corner during their tremendous battle in the second Formula 3 race.



Highlight of the production car race was the duel between G. Gelberg (No. 89) and G. H. Grace (91) with their Rileys, seen here on Tower Corner.



the opening Snetterton situation by getting the better of his smaller opponent—until a front hub on the Turner failed at Tower Corner, the wheel bounded away to freedom, and that was that.

All looked set for a fine Margulies-Burn battle, when the latter ran briefly but vitally out of road at a corner, losing several most essential seconds. Worse befell Hay's Bentley, which burst a tyre at Quarry Corner, spinning right round and subsequently limping back to the paddock. So to the final lap, with victory a surety now for Dan Margulies and his ex-Ecurie Ecosse Jaguar, though Austen Nurse, 1½-litre class leader and a lap behind, sported with the bigger car and made to pass it as the race ran out. Burn came in a fine second in a car new to him; Piper's Lotus was the first "750" finisher, while a new A.C. Ace driven by R. N. Robinson won its class in fine, fuss-free style.

C. P.

## CASTLE COMBE RESULTS

### Race 1. Formula 3 Cars (10 laps, 18.4 miles):

1, D. Parker (Kieft), 13 mins. 55.8 secs. (78.97 m.p.h.); 2, D. Taylor (Cooper), 14 mins. 0.6 sec.; 3, J. Russell (Cooper), 14 mins. 38.2 secs.

**Fastest lap:** Parker, 1 min. 22 secs. (80.78 m.p.h.).

### Race 2. Formule Libre (15 laps, 27.6 miles):

1, J. Riseley-Prichard (Connaught), 19 mins. 52.0 secs. (83.35 m.p.h.); 2, G. N. Richardson (R.R.A.), 19 mins. 56.2 secs.; 3, T. T. Kyffin (Cooper-Bristol), 20 mins. 48.8 secs.

**Fastest lap:** Riseley-Prichard/Richardson, 1 min. 18.2 secs. (84.7 m.p.h.).

### Race 3. Production Touring Cars (10 laps, 18.4 miles):

**Up to 1,000 c.c.:** 1, J. M. Burn (DKW), 18 mins. 0.4 sec. (61.31 m.p.h.); 2, R. A. Spiers (Standard), 19 mins. 34.4 secs. **1,501-2,500 c.c.:** 1, G. H. Grace (Riley), 16 mins. 47.8 secs. (65.73 m.p.h.); 2, G. Gelberg (Riley), 16 mins. 57.8 secs.; 3, R. Davis (Sunbeam), 17 mins. 57.4 secs. **2,501-4,000 c.c.:** 1, Miss A. Brown (Aston Martin), 16 mins. 21.4 secs. (67.5 m.p.h.). **Over 4,000 c.c.:** 1, H. S. F. Hay (Bentley), 16 mins. 23.2 secs. (67.37 m.p.h.).

**Race 4. Formula 3 (10 laps, 18.4 miles):** 1, D. Parker (Kieft), 13 mins. 55.2 secs. (79.31 m.p.h.); 2, J. Russell (Cooper), 13 mins. 55.8 secs.; 3, D. Taylor (Cooper), 13 mins. 58.0 secs.

**Fastest lap:** Russell, 1 min. 20.8 secs. (81.98 m.p.h.).

### Race 5. Sports Cars (30 laps, 55.2 miles):

**Up to 1,200 c.c.:** 1, D. Piper (Lotus Empire), 28 laps in 43 mins. 49 secs. (70.82 m.p.h.); 2, G. R. Baird (Lotus), 26 laps in 44 mins. 11.0 secs. **1,201-1,500 c.c.:** 1, A. J. Nurse (Lotus), 29 laps in 42 mins. 38.4 secs. (75.08 m.p.h.); 2, B. Halford (Riley), 28 laps in 42 mins. 2.6 secs.; 3, T. Hodges (Griffiths-M.G.), 27 laps in 43 mins. 48.4 secs. **1,501-2,000 c.c.:** 1, R. N. Robinson (A.C.), 27 laps in 43 mins. 6.8 secs. (69.14 m.p.h.); 2, E. M. Rogers (Morgan), 26 laps in 44 mins. 2.8 secs. **Over 2,000 c.c.:** 1, D. Margulies (Jaguar), 30 laps in 42 mins. 36.6 secs. (77.73 m.p.h.); 2, J. M. Burn (R.G.S.-Atalanta), 30 laps in 42 mins. 37.4 secs.; 3, G. Tyrer (Jaguar), 28 laps in 42 mins. 35.0 secs.

## RECORDS DAY AT TRENGWANTON

Gerry Scali (H.W.M.) Sets Up Fastest Time Ever at Cornish Hill-climb Meeting Graced by Sunshine

THE vagaries of the Cornish weather were very well demonstrated during the Easter week-end, for after a mixture of rain and fog on Sunday, the sun decided to emerge, and Trengwainton was, for once, bathed in sunshine.

An excellent entry had been received for this popular West Country event, many of the competitors staying over from the Land's End Trial to pit their skill against this tricky hill, where the slightest mistake puts paid to any hopes of an award.

Considerable interest was centred in the paddock on the ex-Oscar Moore H.W.M.-Jaguar, making its first appearance here, and now owned by Gerry Scali, a great favourite with local crowds. Ashley Cleave, one of the most regular competitors here, has completely rebodied his famous Morris Special, which is reputed to be faster than ever, and certainly demonstrated its fleetness in the practice runs.

Although the starting area was a little on the sticky side, it was apparent that, given ordinary luck, the hill record was in danger of being lowered, and on Scali's first run he achieved an ambition he has always cherished of being the fastest man in the extreme South-West. It was a very meritorious performance in view of the extreme difficulty he had in holding this powerful motor on the tortuous bends which are a feature of Trengwainton. From the very outset the car snaked all the way up the straight, blue smoke emanating from the tyres. An exceptionally fast climb was put up by Crossley-Meates in an A.C. Ace, the car holding the corners perfectly, and he won the up to 2,000 c.c. class comfortably from J. B. Banbury (Morgan), who was steady if not spectacular. Ash Cleave just did not function as he usually does, although his motor has ample "urge", but he explained to me that since he has entirely rebuilt the car he has had no opportunity of trying out its capabilities.

Barry Hercock in an M.G. TF fitted with a Laystall head deservedly won the cup for the fastest M.G., his times being

remarkably consistent. This particular model would no doubt motor considerably faster if the weight problem could be overcome.

There was a large entry from the Triumph brigade, and the fastest of them proved to be Pete Nichols, who although not featuring in the awards certainly gave the crowd value for their money with some real power slides on the corners. The most immaculate of the TR2s was undoubtedly Nancy Mitchell's, and her handling of it was a joy to watch. R. E. Wright in a very potent Frazer-Nash climbed neatly, but one felt that a little more use of the right foot would have produced faster times. The H.R.G.s of Ted Dennis and Peter Scott were disappointingly slow, and if one may venture a little advice without being presumptuous, it would be—use the gears a little more judiciously.

Finally, a word of praise to the organizers. This was undoubtedly one of the best meetings held here for many years, and it is most gratifying for a reporter to be able to get information promptly on arrival. So many organizers these days treat members of the Press as something to be suffered rather than to be assisted.

JOHN MARTIN-LEWIS.

### Provisional Results

**Sports Cars up to 750 c.c.:** 1, N. Newland-Hodges (Austin), 33.99 secs.

**Sports Cars up to 1,300 c.c.:** 1, W. A. Cleave (Morris Special), 27.46; 2, J. T. Skinner (Dellow), 27.52; 3, W. B. Hercock (M.G. TF), 29.89.

**Sports Cars up to 2,000 c.c.:** 1, G. Crossley-Meates (A.C. Ace), 27.11; 2, J. B. Banbury (Morgan), 27.75; 3, P. J. Agg (M.G. Special), 27.80.

**Sports Cars over 2,000 c.c.:** 1, G. S. Scali (H.W.M.-Jaguar), 25.49; 2, J. Buncombe (Austin-Healey), 27.52; 3, H. G. Kendrick (Austin-Healey), 27.87.

**Open Championship:** 1, G. S. Scali (H.W.M.-Jaguar), 26.49; 2, J. T. Skinner (Dellow), 27.06; 3, G. Crossley-Meates (A.C. Ace), 27.46.

**Ladies' Award:** 1, Mrs. Nancy Mitchell (Triumph TR2), 29.53; 2, Mrs. N. Parsons (Dellow), 31.24.

**Best Time of the Day:** G. S. Scali (H.W.M.-Jaguar), 25.49 secs. (New Hill Record).

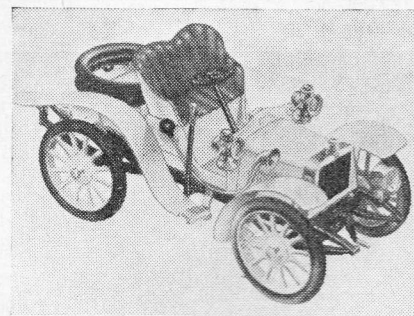
## "ITALY IN KINGSTON" CONOURS

AN additional attraction at the "Italy in Kingston" feature at Bentalls of Kingston store (18th-30th April) will be a Concours d'Elegance for Italian-made cars on Sunday, 24th April, organized by V. W. Derrington and the Fiat 500 Car Club. It will take place in the Corporation Car Park, Wood Street, Kingston, opposite Bentalls, beginning at 3.30 p.m. The Concours will be divided into five classes: two for members of the Fiat 500 Club; one for members of the Fiat Register; one for other Fiat owners; and one for owners of any other Italian make of car. Entry fee will be 5s. up to 20th April, and 10s. up to the day, entries to be sent to V. W. Derrington, 159/161 London Road, Kingston.

Judges will include Pat Moss, Kaye Don, Brock Williams and John Morgan, while film actress Phyllis Calvert will present the prizes.

## GENEVIEVE IN MINIATURE

THE many enthusiasts who collect, or build, small-scale replicas of favourite motor-cars will be interested in a recent product of the Exakta Casting Co. (London), Ltd. This is an accurately engineered model constructional kit of "Genevieve", the famous 1904 Darracq which featured in the highly popular



film. The kit consists of a set of small-scale metal castings which are easily assembled to form an attractive and very realistic miniature. Its price is 21s., plus 1s. postage, from the distributors, Graphic Designers, 4 Holly Park, Finchley, London, N.3. A completely assembled and hand-painted model, mounted on a wooden plinth, is also available for 65s., plus 1s. postage.



**RUSSELL LEADS** a keen field of 500s into Druid's Corner. He won the Final of the open Formula 3 race.

**G**LORIOUS weather helped to make a tremendous success of the Easter Monday Brand's Hatch Meeting. A very large crowd watched some exciting racing in events for sports cars and 500 c.c. racing cars, and no untoward incidents marred the day's sport.

Let us take the 500 c.c. races first. A new system was adopted whereby the entries were first divided into four heats. Then the first five from each heat went forward into the main final, there was a subsidiary final for the second five in each heat, and a Consolation Race for the also-rans.



## EASTER HATCHINGS

**Large Crowd at Excellent B.R.S.C.C. Brands Hatch Holiday Meeting**

In the first heat, Jim Russell, Mackenzie-Low and Izzatt led off in their Coopers, with Heyward in close attendance in the Kieft. Just after half distance Mackenzie-Low took the lead from Russell, and these two duelled to

the finish, Jim only getting in front again on the last lap. Izzatt dropped back and Higham's Cooper was third.

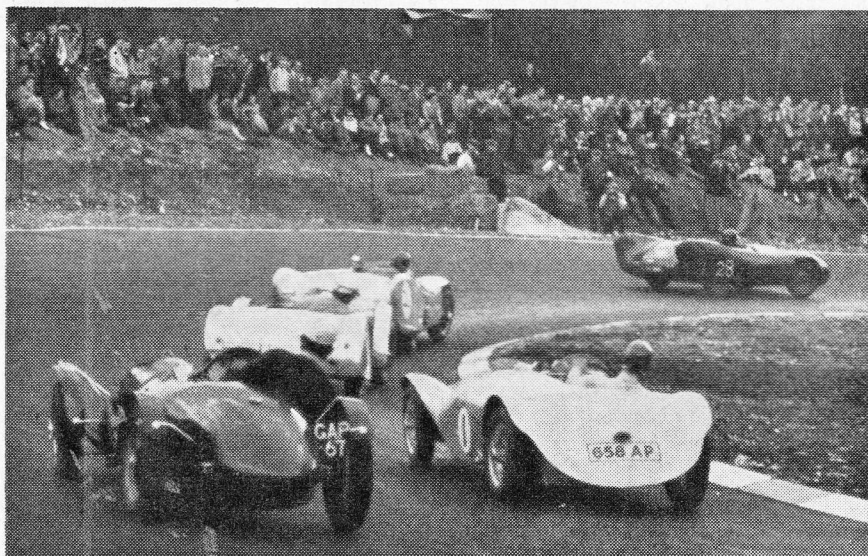
The second heat was taken by Allison's very fast Cooper, and the third went to popular local boy George Wicken, after

a duel with Don Truman. Dennis Taylor simply walked away with the last one in his new Cooper.

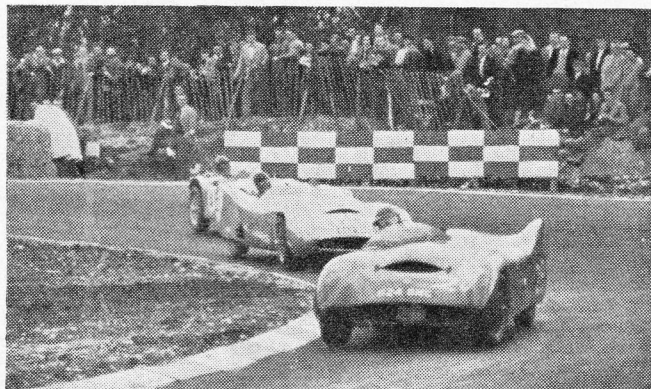
The main final was led most of the way by Allison and Taylor, who had tended to anticipate the flag. However, Russell, who had made a more orthodox start, eventually came through. The second final was a ding-dong between the Kieft of Jones and the Cooper of Bloor, and was enlivened by a tremendous skidding display by Koring in the Smith Special. "Pop" Lewis-Evans led the Consolation Race all the way, and then got pushed off the road when lapping some tail entries, so Izzatt was first past the post.

There was also the popular J.A.P. race, for cars with those engines. This was won at a very fast speed by Manning in his Staride. The three sports car races provided excellent value. The first one was for 1,200 c.c., so naturally Ford engines and Lotus chassis predominated. Such cars, in the hands of Richards and Hicks, did, in fact, finish in second and third places, but Peter Gammon, in Frank Nichol's new Elva, ran away with first place.

The 1½-litre race was a gift for Austen Nurse in the Lotus that Colin Chapman drove last year, with Nigel Allen second



**PRESSURE ON SPACE** (left) at Druid's Corner as the 1½-litre sports cars go through. Nigel Allen (Lotus) leads two other Lotuses. No. 1, behind them, is the Elva, driven by Peter Gammon.



(Above) The 1½-litre race a lap or two later, with Allen and Naylor still at grips, and Gammon now up to third.  
(Right) Grimy but grinning—Jim Russell after winning the main F3 final.





in a similar car. Naylor's Lotus was third until two laps from the end, but Gammon was pressing him so hard with the little Elva that he spun spectacularly on Pilgrim's Drive.

Nurse was also the victor of the unlimited sports car race, but this time Roger Biss chased him home in the very beautiful Bristol-Warrior. Piper was third in a Lotus-M.G., while Gammon enjoyed himself among the Jaguars.

J. V. B.

## RESULTS

**Race 1. Heat 1:** 1, J. Russell (Cooper), 69.66 m.p.h.; 2, R. Mackenzie-Low (Cooper); 3, J. Higham (Cooper).

**Heat 2:** 1, C. Allison (Cooper), 68.80 m.p.h.; 2, A. Cowley (Cooper); 3, R. Anderson (Staride).

**Heat 3:** 1, G. Wicken (Cooper), 68.28 m.p.h.; 2, D. Truman (Cooper); 3, R. Harrison (Cooper).

**Heat 4:** 1, D. Taylor (Cooper), 68.89 m.p.h.; 2, T. Bridger (Kieft); 3, R. Barrett (Cooper).

**Main Final:** 1, J. Russell (Cooper), 69.71 m.p.h.; 2, C. Allison (Cooper); 3, D. Taylor (Cooper).

**Second Final:** 1, G. Jones (Kieft), 66.46 m.p.h.; 2, S. Bloor (Cooper); 3, H. Taylor (Cooper).

**Consolation Race:** 1, D. Izzatt (Cooper), 66.27 m.p.h.; 2, R. Ham (Arnott); 3, L. Lewis-Evans (Cooper).

**Race 2:** 1, B. Manning (Staride), 64.47 m.p.h.; 2, D. Izzatt (Cooper); 3, H. Taylor (Cooper).

**Race 3. Sports Cars up to 1,200 c.c.:** 1, P. Gammon (Elva), 63.59 m.p.h.; 2, J. Richards (Lotus); 3, N. Hicks (Lotus).

**Race 4. 1½-litre Sports Cars:** 1, A. Nurse (Lotus), 65.33 m.p.h.; 2, N. Allen (Lotus); 3, P. Gammon (Elva).

**Race 5. Unlimited Sports Cars:** 1, A. Nurse (Lotus), 66.14 m.p.h.; 2, R. Biss (Bristol-Warrior); 3, D. Piper (Lotus).

## Sports Car Exports to U.S.A.

Some Interesting Statistics from a Survey Published by the "New Yorker"

THE *New Yorker* has published "Analysis of the United States Market for Imported Cars, 1954", the most complete survey so far attempted by an American publisher. It contains many interesting facts and figures, together with expert comment. Since 1952, imports of foreign-made cars have steadily decreased. In that year, a total of 29,299 machines was imported; in 1953, the figure was 28,960, and in 1954, 25,379. These figures were made up as follows:—

	1952	1953	1954
Czechoslovakia .. ..	..	4	..
Great Britain .. ..	27,982	26,593	17,573
France .. ..	..	470	277
Germany .. ..	791	2,116	7,455
Italy .. ..	56	46	72
Sweden .. ..	..	1	..
U.S.S.R. .. ..	..	1	2

Thus, while British-made cars were registering a loss of 9,020 units in 1954, German vehicles had made a gain of 5,339 units, of which the most notable contribution was Volkswagen, which concerned exported a total of 6,343 units in 1954, as compared with 1,237 units in 1953, a gain of 5,106, or 412.77 per cent. It will be interesting to study the total imports by makes for 1953 and 1954, showing gains and losses, and emphasizing the vital contribution made by sports cars to the British export market.

Increase or Decrease in Sales of Imported Cars for some principal makes—1954-1953.

	1954	1953	Unit Loss or Gain
Volkswagen .. ..	6,343	1,237	+5,106
Jaguar .. ..	3,365	3,914	-549
M.G. .. ..	3,454	6,606	-3,152
Hillman .. ..	2,430	4,506	-2,076
*Austin-Healey .. ..	2,003	231	+1,772
Ford .. ..	1,622	3,644	-2,022
Austin .. ..	1,528	3,087	-1,559
Morris .. ..	955	2,082	-1,127
†TR2 .. ..	952	..	..
Porsche .. ..	588	573	+15
Sunbeam .. ..	553	809	-256
Mercedes-Benz .. ..	437	288	+149

\* 1954 first full year of production.

† Not on American Market in 1953.

A glance at the table will show that, out of a total of 17,573 private cars exported by Great Britain to U.S.A. in 1954, 10,327 were sports cars, including Mark VII Jaguars, several Sunbeam and M.G. Magnette saloons. The *New Yorker* suggests that the market for sports cars has only been scratched in U.S.A., and that the introduction of vehicles such as the Ford Thunderbird and the Chevrolet Corvette will open up this market even further, by making more Americans sports car conscious. The compilers also state that this will tend to increase the demand for European cars, as many buyers do prefer the imported article.

The main reason for the drop in imported cars is said to be the high trade-in rates given for U.S.A.-built passenger cars by traders with large stocks of vehicles on their hands. In direct contrast, foreign-built cars do not hold their value, and many would-be buyers will not stand the drop.

In 1953 M.G. were easily the largest exporters, with 6,606 units coming into U.S.A. By 1954, this figure had dropped to 3,454, a loss of 3,152. On the other hand, Austin-Healey and Triumph TR2 between them accounted for 2,955 units in 1954. The former were in full production, and the latter about 75 per cent. capacity. It is significant that both machines are of the 100 m.p.h. type. In the same period Jaguar showed a drop of only 549 units—a figure which will evidently be recovered in 1955 as evinced by fairly large sales during the first quarter of the current year.

Porsche, at the moment the only foreign-built sports car to sell in any quantity other than British machines, shows the comparatively modest figure of 588 units. However, up till the end of 1954 the cars were being produced in fairly small quantities, and the concern is just getting into its stride following considerable expansion. It is a make

which cannot afford to be ignored, as the latest 1½-litre "Speedster" is being marketed in U.S.A. for 1955 at the same price as the Austin-Healey. Also, Mercedes-Benz may concentrate on the 190SL as an export vehicle, and increase production to rank with the 180 and 220 models, solely to attract U.S.A. buyers.

## CHARTERHALL TOMORROW

ON 16th April the new Winfield Joint Committee stage their first Scottish race meeting of the season. The programme is a mixed one, and in addition to three 10-lappers for sports cars, a 15-lap event for 500s and a 20-lap race for unlimited capacity racing cars there are also races for the two-wheeled fraternity.

Racing starts at 2 p.m. and among the entrants are Archie Scott-Brown and his Empire Trophy-winning Lister-Bristol, and Peter Collins in an Aston Martin. Bob Gerard, for whom Charterhall is a lucky circuit, is competing in a Cooper-Bristol and J. Riseley-Prichard will be seen in a Connaught.

Ninian Sanderson is trying out the new Ray Martin 500 and Jimmy Gibbon will, of course, be there in his well-known Rover Special. It is hoped that some of David Murray's D-type Jaguars may have arrived to add spice to what should be an interesting introduction to Scotland's racing season.

## The 2-Litre Lotus

Latest Bristol-engined Competition Sports Car Weighs Under 11 Cwt.

THE 2-litre Lotus has a broadly similar specification to the Mark IX which I recently described. It has, however, a new frame specifically designed for the Bristol engine. This is not a particularly easy unit to accommodate, owing to its considerable height. In the Mark X Lotus, the installation problem has been overcome by making two members of the space frame detachable.

In order to get the power unit well down in the car, the whole transmission line has been lowered. This has been brought about by using a Salisbury hypoid final drive, for which ratios of 3.73, 4.125, and 4.56 to 1 are available from stock. This low engine mounting permits the use of a bonnet which is only 2½ ins. higher than that of the smaller cars. A flute above the front wheel opening prevents the air from eddying upwards, and the body is cut away behind the wheel for air escape from the brakes.

On this model, Dunlop disc brakes are to be standardized. They are normally

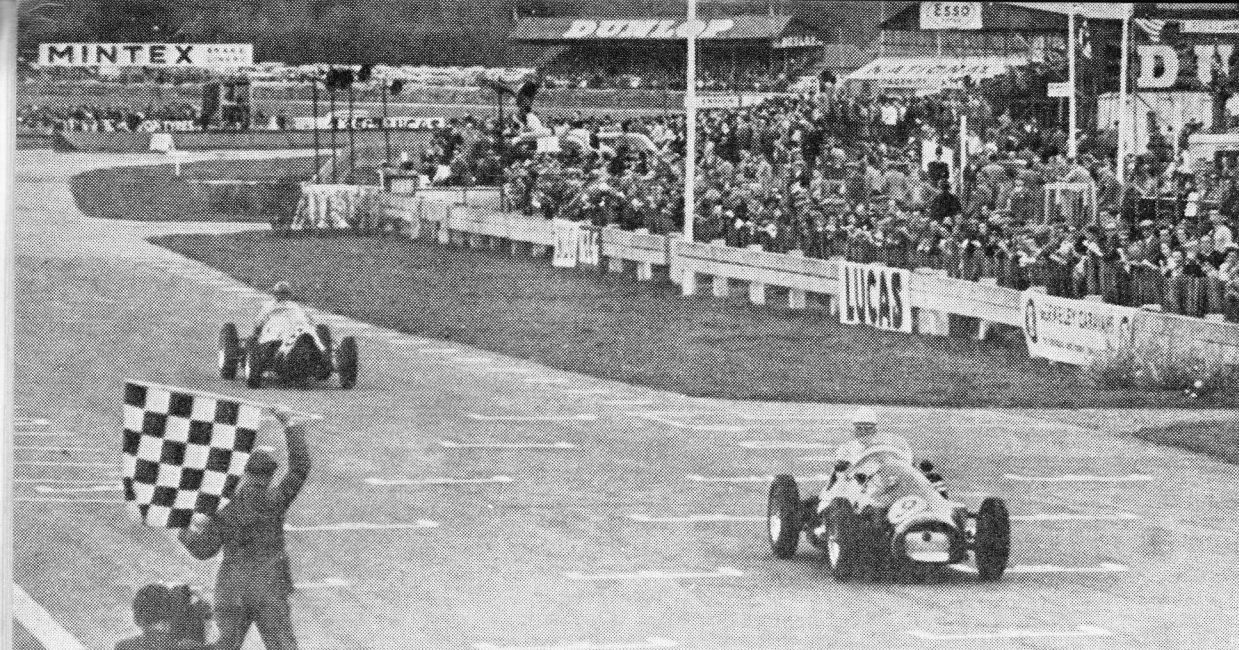
located in front, but inboard mounted behind, as is Lotus practice. The front suspension is by swing axles and at the rear there is a de Dion axle, with helical springs and telescopic dampers all round.

As this is a larger and heavier engine than previous cars of this make have carried, it has been found necessary to locate plenty of weight in the tail to secure a correct balance. Accordingly, the fuel tank is behind the rear axle, as also are the fuel pumps, spare wheel and battery. The radiator in the nose has a fully ducted air flow.

Fitted with knock-on racing wire wheels, the 2-litre Lotus weighs under 11 cwt. It is thus apparent that the performance will be tremendous, and the acceleration should be quite breathtaking. The first three cars are going to Peter Scott-Russell, Michael Anthony, and Cliff Davis—lucky blokes! If you have a Bristol engine and gearbox, you can get the rest of the motor car for £925.

JOHN V. BOLSTER.





★

FIRST WIN of the day for Roy Salvadori was in the Lavant Cup race, driving the same fuel injection Connaught with which he finished second in this same event two years ago. Behind him as he takes the flag is Bob Gerard (Cooper-Bristol).

★

## SALVADORI'S GOODWOOD TRIPLE

Victories with Connaught, Aston Martin and Maserati at B.A.R.C. Meeting  
— Peter Collins's Masterly Driving of B.R.M. — Archie Scott-Brown (Lister-Bristol) Does it Again — Les Leston (Connaught) Heads 1,500 c.c. Sports Cars

by GREGOR GRANT

Photographs by Maxwell Boyd

A RECORD crowd of nearly 50,000 saw some very exciting racing at the B.A.R.C.'s International Goodwood meeting on Easter Monday. Star performer was Roy Salvadori who was in irrepressible form, winning the Lavant Cup with J. Young's Connaught—bettering his 1953 "second" in the same car—the over 2,000 c.c. sports car race with his own DB3S Aston Martin and the 21-lap Richmond Trophy event with the Gilby Engineering Co.'s Maserati.

Peter Collins drove the Mark II B.R.M. magnificently to win the *formule libre* race. Other victories were secured by Les Leston (Connaught), Ivor Bueb (Cooper), Archie Scott-Brown (Lister-Bristol) and Bob Gerard (Cooper-Bristol).

The stewards came down heavily on drivers for allegedly jumping the start. Les Leston (Beart-Cooper "500"), Mike Sparken (750S Ferrari) and Duncan Hamilton (Jaguar "D") were each penalized 15 seconds. In Sparken's case this meant the loss of victory in the over 2-litre sports car event, in which he crossed the line ahead of Hamilton.

The B.A.R.C. had bad luck in that Tony Vandervell's Vanwall could not be made ready in time, leaving Mike Hawthorn to spend the day as a spectator.

Fastest practice lap was by Peter Collins, who pushed the B.R.M. round in 1 min. 33 secs. Mike Sparken (750S Ferrari) was quickest sports car driver with 1 min. 40.4 secs., and Eric Brandon (Cooper) headed the F3 fraternity with 1 min. 43.8 secs. Tony Rolt did some very fast laps with the new G.P. Connaught, despite servo motor trouble in the brake department.

Event 1 was a 7-lap scratch race for F2 machines (the Lavant Cup). Bob Gerard (Cooper-Bristol) led for the first five laps, tailed mercilessly by Roy Salva-

dori (Connaught). Both drivers thrilled the holiday crowd with their fiercely fought duel. Salvadori managed to edge past the purposeful Gerard on lap 6, but there was less than a second between them as they flashed over the line. Behind, Don Beauman (Connaught) and Mike Keen (Cooper-Alta) were engaged in a dog-fight, with J. Riseley-Prichard (Connaught) heading Bill Holt (Connaught) until the former had his gearbox seize coming into Woodcote.

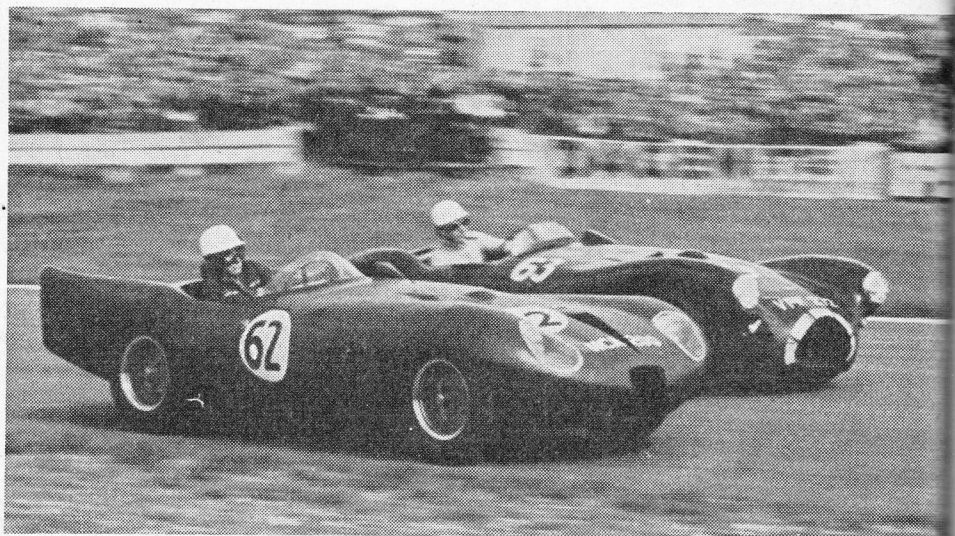
The second race on the card was for sports cars up to 1,500 c.c. Ken McAlpine (Connaught) was first away, challenged by Les Leston (Connaught), with Stirling Moss (Beart Rodger Climax) and Ivor Bueb in the unorthodox-looking, rear-engined Cooper "1,100" dicing for third place. Leston took command on lap 2, and stayed in front till the finish with McAlpine in close attendance. Moss retired on lap 3 with a broken throttle, and Bueb just managed

to hold off John Coombs (Lotus-Connaught) for third spot. Colin Chapman (Lotus-M.G.) retired on the second tour. Leston smacked the chicane good and hard, doing almost a complete lap with a large post impaled in the offside panel of his Connaught!

### The Chichester Cup

Now came the *formule libre* race, with Peter Collins in the rare-sounding B.R.M. in pole position and Don Beauman (Connaught), Roy Salvadori (Maserati) and Stirling Moss (Maserati) also on the front row of the grid. Incidentally, Moss's car was wearing very experimental Dunlop racing tyres, with a curious tread pattern.

Collins, holding the B.R.M. at fairly high r.p.m., streaked ahead when "Ebby" dropped his flag, with Moss and Salvadori almost wheel to wheel into Madgwick. The Owen car came through in the lead, Collins's swerving technique at the chicane being something to admire. Behind the shrieking B.R.M. came Moss and Salvadori locked in combat, and



TWO CONNAUGHTS at Madgwick during the 1½-litre sports car race. Les Leston in Peter Bell's 1954 model draws level with Ken McAlpine's 1955 car.

Leston went on to win.



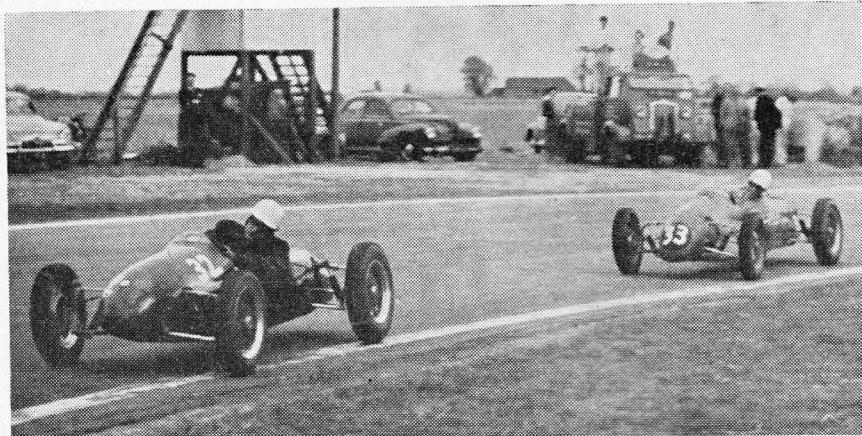
*FURIOUS* was the duel fought in the Formula 3 Earl of March Trophy race by Ivor Bueb, here leading in his works Cooper, and Les Leston driving Francis Beart's modified machine.

Bob Gerard's Cooper-Bristol had popped into fourth place ahead of Beauman (Connaught) and Rolt in the G.P. Connaught, Mike Keen (Cooper-Alta) was being harassed by the Australian Jack Brabham (Cooper-Alta), and Bill Holt (Connaught) led Tom Kyffin's Cooper-Bristol.

Collins was really motoring; neither Moss nor Salvadori could make any impression on the supercharged machine. Moss's Maserati was not all correct in the road-holding department, and on lap 2 he had to give way to Salvadori, who was bang on form. Bob Gerard went grass cutting at St. Mary's and dropped back to eighth place. Rolt moved up to fourth place with the Connaught, which did not sound as healthy as it had done in practice.

Pete Collins came home to a well-deserved victory, lapping Cliff Davis in the veteran 2.9 Maserati at the chicane. Salvadori kept well ahead of Moss, with Rolt in fourth spot, followed by Beauman and Keen whose Cooper-Alta had motored extremely well.

The F3 race saw Les Leston (Beart-Cooper) in Row 1 from Row 2 when the



flag fell, accelerating all the way into Madgwick. However, he was overtaken by Ivor Bueb (Cooper) and a battle royal commenced between them, which occupied the crowd's attention for the entire seven laps. They passed and repassed—no quarter being asked for or given. Behind them, Don Parker (Kieft), Eric Brandon (Cooper), Ken Tyrrell (Cooper) and Colin Davis (Cooper) were having an almighty scrap. Elliott (Cooper) overturned, escaping with a severe shaking. The finish was almost a dead-heat, with Bueb doing a swerving act out of the

chicane which baffled Leston—the same thing also happened between Parker and Davis, causing the last-named to have a few unhappy moments in front of the pits!

Anyway all Leston's efforts were in vain. The stewards docked him 15 secs. for a false start, dropping him to fifth place. Davis all but pipped Parker for second place—only one-fifth second separating them. Leston equalled the F3 lap record.

#### The Flag Anticipated

The 5-lap race for over 2,000 c.c. sports cars also included a false start, both Mike Sparken (Ferrari) and Duncan Hamilton (D-type Jaguar) being almost at Madgwick when the flag fell. However, they were not to know that the stewards had decided to penalize them 15 secs. Continuing previous overseas duels, the pair diced merrily, with Sparken always in the lead. Behind came Roy Salvadori (DB3S Aston Martin), Tony Rolt (Ecurie Ecosse Jaguar), Peter Collins (DB3S), Cyril Wick (Cooper-Jaguar) and George Abecassis (H.W.M.).

Rolt and Collins had a real ding-dong, and Abecassis eventually took Wick. Further back Robin Carnegie (C-type) and Bob Berry (X120M) had a friendly tussle.

Sparken romped home, but his penalty dropped him to second place and gave Salvadori the race. The Ferrari driver made fastest lap with 1 min. 40.2 secs. (86.22 m.p.h.)—a remarkable pace for a complete stranger to the circuit.

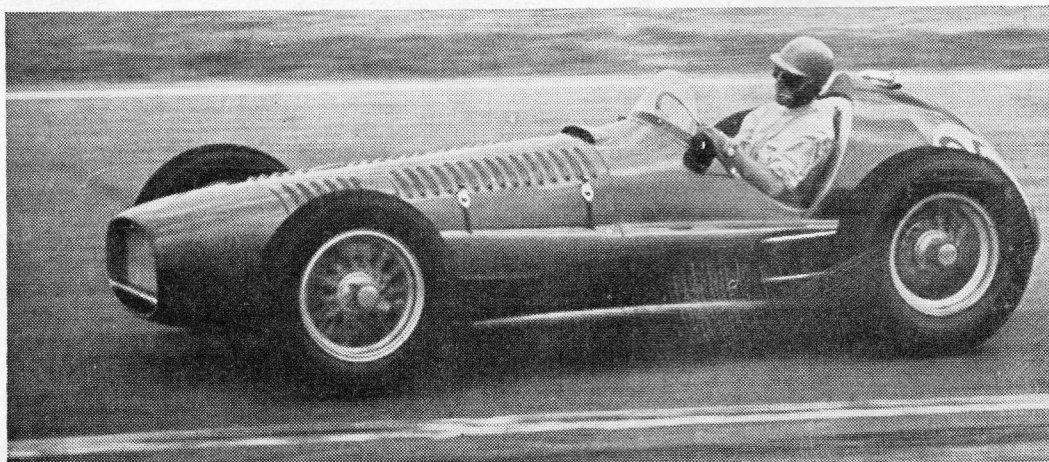
The up to 2-litres sports car race produced a stirring battle between



**OVER THE LINE:**  
(Above) Roy Salvadori, winner of the Formula 1 Richmond Trophy in the Gilby Eng. Co.'s Maserati, takes the shortest possible line through St. Mary's.

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**RETURNING** (right) after hibernation but not retirement, the Mk. II B.R.M. was driven to victory in the Chichester Cup by Peter Collins.



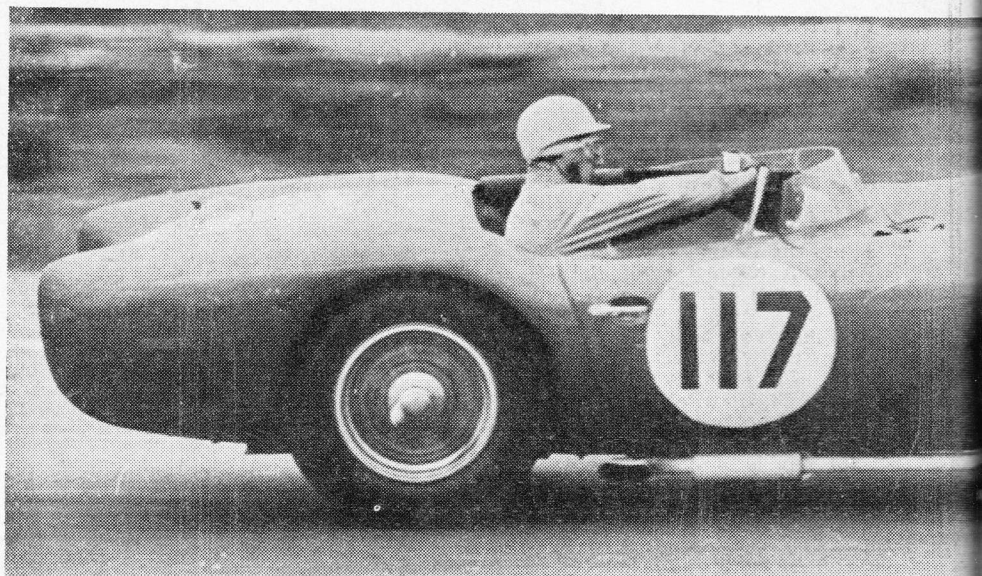


Archie Scott-Brown (Lister-Bristol) and Tony Brooks (Frazer-Nash). Passing and re-passing, the pair went at it hammer-and-tongs. Scott-Brown had to give the Lister all it had, as the Frazer-Nash conductor kept popping into the lead. Behind, Mike Anthony (Lotus-Bristol) and Roy Salvadori (Maserati)—both in unpainted cars—also duelled. Scott-Brown crossed the line just one-fifth of a second in front of Brooks, with Anthony in third place. Jack Sears (Lister-Bristol) had the appalling luck to burst a rear tyre on the first lap.

### The Big Race

The stage was now set for the 21-lap Richmond Trophy race. Non-starters and earlier casualties reduced the field to 16, with Bill Holt (Connaught), Don Beauman (Connaught), Roy Salvadori (Maserati) and Stirling Moss (Maserati) in the front row.

Moss made a lightning get-away with Salvadori in his slipstream. Lap 1 and



*THIRD VICTORY of the day (above) came unexpectedly in the wheel of a DB3S Aston Martin. Hamilton were penalized 15*



*FIRST FINISHER in the sports car race won by Salvadori was Mike Sparken (left) in the 3-litre Ferrari he drove so well at Oulton Park. His 15 secs. penalization set him back to second place.*

it was Moss, Salvadori, Keen (Cooper-Alta), Beauman, Brabham (Cooper-Alta) and Young (Connaught). Salvadori, closing up fast on Moss, overdid it at the chicane and spun completely round. He speedily reversed out of the way of oncoming cars, and waited for an opening to dive back into the fray.

Moss was now out on his own, with

Salvadori back in sixth place. However, Roy pressed on to such purpose that within a couple of laps he was back in second place, and after Moss with a vengeance. Rolt's G.P. Connaught sounded unhappy and stopped at the pits. Bob Gerard now came into the picture, in pursuit of Beauman who was in third place. Behind, Keen was duelling with Jack Brabham, the Australian's spectacular cornering giving the crowd a thrill. This very likeable Aussie is certainly a presser-onner, and possesses remarkable control over his car. More will be heard of this young gentleman.

Mike Keen, given a fast car for a change, took full advantage of it, and just managed to keep in front of Brabham. Salvadori, rocketing round the circuit, was relentlessly overhauling Moss. On lap 12, he steamed past—but Moss's race was run. The Maserati packed up with injector fuel pump troubles, which also beset Rolt's Connaught.

It was now Salvadori all the way, with a vast lead over Beauman. However, on lap 15 Gerard hustled past, his near-veteran BSI Bristol motor sounding tremendously powerful. Bob's cornering was something at which to marvel. There is nobody quite like the Leicester man when he is in a hurry.

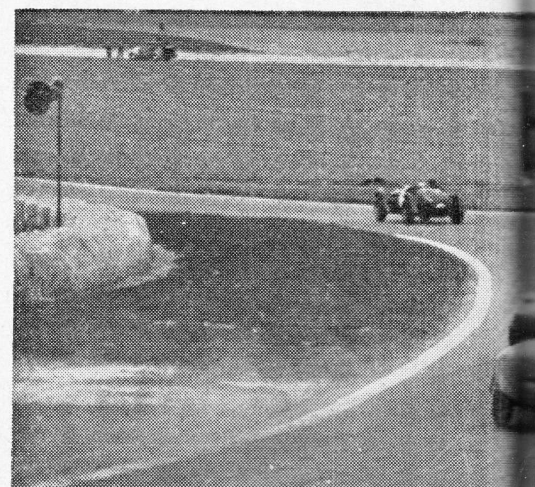
Bill Holt, driving extremely well, began to close on Brabham, keeping Young's Connaught at bay. Salvadori went on to an unchallenged victory, with Gerard in second place. Brabham ran out of fuel

three laps from the end and was unable to restart his engine at the pits.

The Goodwood curtain went down with a 5-lap Easter Handicap, which was won by Bob Gerard from the 25 seconds mark. He was nearly caught by Roy Salvadori (10 secs.), and Pete Collins



*RISELEY IN THE ROUGH — momentarily. J. Riseley-Prichard (Connaught) indulges a brief off-course excursion during the Lavant Cup race.*



*FIRST LAP of the 2-litre sports car race, with C. A. S. Brooks (Frazer-Nash) in the lead, and ultimate winner A. Scott-Brown (Lister-Bristol) on the extreme right of the road at St. Mary's corner.*





Roy Salvadori (seen at speed, 2-litre sports car race, at the Mike Sparken and Duncan each for jumping the start.

## GOODWOOD RESULTS

**Event 1. Lavant Cup (7-lap scratch race, unsupercharged racing cars up to 2 litres):** 1, R. Salvadori (Connaught), 11 mins. 38.6 secs. (86.57 m.p.h.); 2, F. R. Gerard (Cooper-Bristol), 11 mins. 39.4 secs.; 3, D. B. Beauman (Connaught), 11 mins. 42.8 secs.; 4, M. J. C. Keen (Cooper-Alta), 11 mins. 48 secs.; 5, E. W. Holt (Connaught), 12 mins. 8.2 secs.; 6, M. Anthony (Lotus), 12 mins. 28 secs.

**Fastest lap:** Salvadori, 1 min. 38 secs. (88.16 m.p.h.).

**Event 2. Sports Cars up to 1,500 c.c. U/s. (5 laps):** 1, L. Leston (Connaught), 8 mins. 49 secs. (81.66 m.p.h.); 2, K. McAlpine (Connaught), 8 mins. 50.4 secs.; 3, I. L. Bueb (Cooper), 9 mins.; 4, J. Coombs (Lotus), 9 mins. 0.2 sec.; 5, E. Brandon (Halseylec), 9 mins. 13 secs.; 6, K. D. Powell (M.G.), 10 mins. 42.6 secs.

**Fastest lap:** Leston, 1 min. 43.8 secs. (83.24 m.p.h.).

**1,100 c.c. Class:** 1, I. L. Bueb (Cooper), 80.0 m.p.h.; 2, E. Brandon (Halseylec).

**Event 3. Chichester Cup (Formule Libre, 7 laps):** 1, P. J. Collins (B.R.M.), 11 mins. 9.8 secs. (90.29 m.p.h.); 2, R. F. Salvadori (Maserati), 11 mins. 15.2 secs.; 3, S. Moss (Maserati), 11 mins. 20 secs.; 4, A. P. R. Rolt (Connaught), 11 mins. 28.2 secs.; 5, D. B. Beauman (Connaught), 11 mins. 35 secs.; 6, M. J. C. Keen (Cooper-Alta), 11 mins. 38.8 secs.

**Fastest lap:** Collins, 1 min. 34.4 secs. (91.52 m.p.h.).

**Event 4. Earl of March Trophy (Formula 3, 7 laps):** 1, I. L. Bueb (Cooper), 12 mins. 16.6 secs. (82.13 m.p.h.); 2, D. Parker (Kieft), 12 mins. 24.4 secs.; 3, C. C. H. Davis (Cooper), 12 mins. 24.6 secs.; 4, E. Brandon (Cooper), 12 mins. 25.8 secs.; 5, L. Leston (Cooper)\*, 12 mins. 31.8 secs.; 6, S. Lewis-Evans (Cooper).

**Fastest lap:** Leston, 1 min. 43 secs. (83.88 m.p.h.).

\* Crossed line in second place but penalized 15 secs. for jumping start.

**Event 5. Sports Cars over 2,000 c.c. U/s. (5 laps):** 1, R. F. Salvadori (Aston Martin), 8 mins.

37.8 secs. (83.40 m.p.h.); 2, M. Sparken (Ferrari)\*, 8 mins. 40.6 secs.; 3, J. D. Hamilton (Jaguar)\*, 8 mins. 44.6 secs.; 4, A. P. R. Rolt (Jaguar), 8 mins. 47.2 secs.; 5, P. J. Collins (Aston Martin), 8 mins. 48 secs.; 6, G. E. Abecassis (H.W.M.), 8 mins. 50 secs.

**Fastest lap:** Sparken, 1 min. 40.2 secs. (86.22 m.p.h.).

\* Crossed line respectively first and second, but penalized 15 secs. for jumping start.

**Event 6. Sports Cars up to 2,000 c.c. U/s. (5 laps):** 1, W. A. Scott-Brown (Lister-Bristol), 8 mins. 40.6 secs. (83 m.p.h.); 2, C. A. S. Brooks (Frazer-Nash), 8 mins. 40.8 secs.; 3, M. Anthony (Lotus), 8 mins. 49.8 secs.; 4, R. F. Salvadori (Maserati), 8 mins. 53.2 secs.; 5, M. J. C. Keen (Cooper-Bristol), 8 mins. 58 secs.; 6, T. A. D. Crook (Cooper-Bristol), 9 mins. 3 secs.

**Fastest lap:** Scott-Brown, 1 min. 41.4 secs. (85.21 m.p.h.).

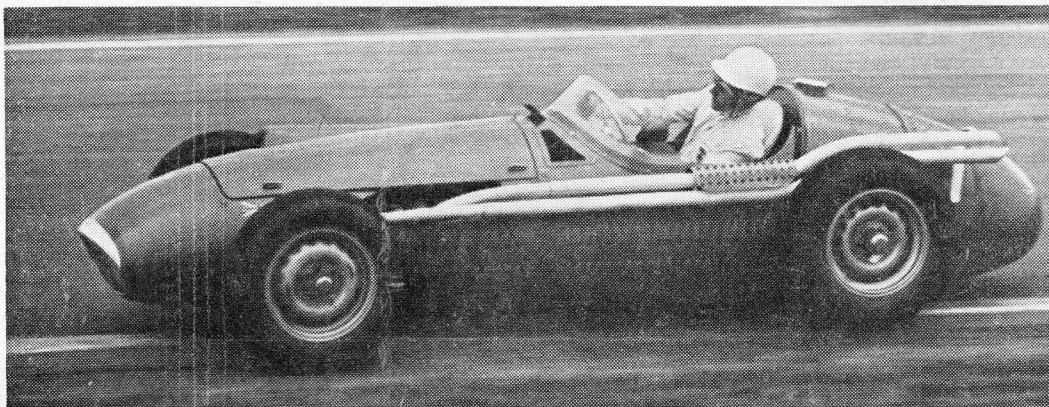
**Event 7. Richmond Formula 1 Race, Glover Trophy (21 laps):** 1, R. F. Salvadori (Maserati), 33 mins. 53 secs. (89.26 m.p.h.); 2, F. R. Gerard (Cooper-Bristol), 34 mins. 23.4 secs.; 3, D. B. Beauman (Connaught), 34 mins. 26 secs.; 4, M. J. C. Keen (Cooper-Alta), 35 mins. 19 secs.; 5, E. W. Holt (Connaught), 35 mins. 34 secs.; 6, J. Young (Connaught), 33 mins. 56 secs.

**Fastest lap:** Salvadori, 1 min. 33.8 secs. (92.11 m.p.h.).

**2-Litre Class:** 1, F. R. Gerard (Cooper-Bristol); 2, D. B. Beauman (Connaught).

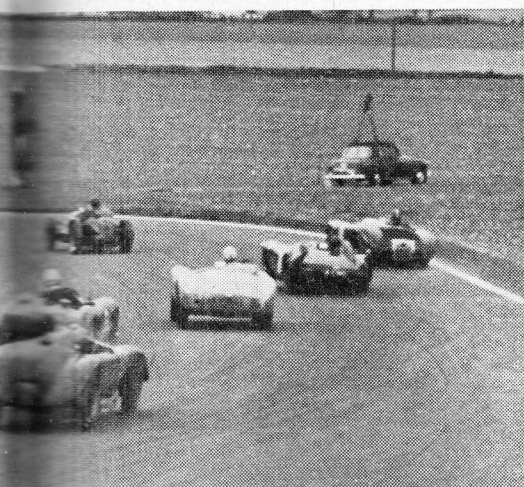
**Event 8. Easter Handicap, Racing Cars (5 laps):** 1, F. R. Gerard (Cooper-Bristol), 9 mins. 9.8 secs. (88.25 m.p.h.), h'cap. 25 secs.; 2, R. F. Salvadori (Maserati), 9 mins. 11.2 secs. (10 secs.); 3, J. Young (Connaught), 9 mins. 11.2 secs. (45 secs.); 4, D. B. Beauman (Connaught), 9 mins. 16.2 secs. (25 secs.); 5, P. J. Collins (B.R.M.), 9 mins. 16.4 secs. (scratch); 6, R. Cobden (E.R.A.), 9 mins. 24.8 secs. (1 min. 5 secs.).

**Fastest lap:** Collins, 1 min. 33 secs. (92.90 m.p.h.).

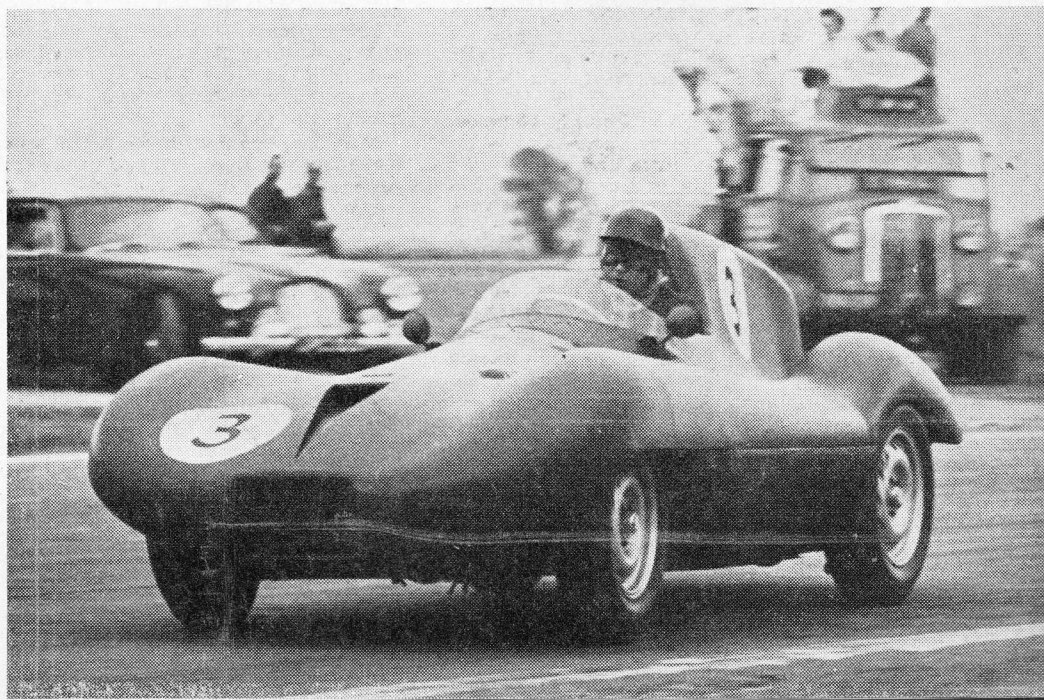


NO LUCK attended Stirling Moss's efforts on Easter Monday. On the right he is seen at speed in the Maserati during the 21-lap Formula 1 race, from which he retired after leading.

motored the B.R.M. from scratch at a fantastic pace, coming right through to fifth place and all but catching Beauman's Connaught on the line. Collins put in fastest lap of the day with 1 min. 33 secs.—best ever at Goodwood with a B.R.M.



FIRST OUTING for the new Formula 1 Alta-designed Connaught (right) was in the Chichester Cup, when Tony Rolt finished fourth behind the B.R.M. and two Maseratis. Fuel starvation held the car back in a later race.





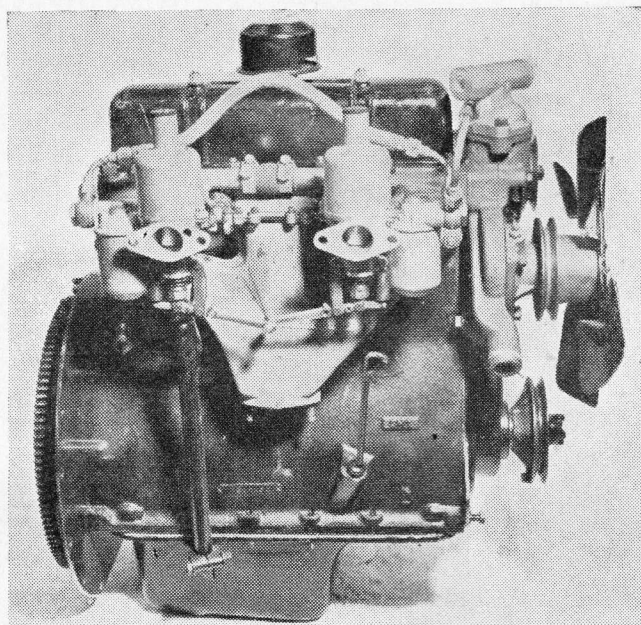
ALTHOUGH the Standard "Ten" and its smaller brother the "Eight" are relatively new cars, they have already become popular among the "hotter-uppers". Many celebrities have found their Standards amenable to tuning, including Stirling Moss and Ken Gregory, and recently these machines have done very well in rallies, winning the R.A.C. event outright.

Thus, the cars are obviously suitable for tuning, and remain reliable when thrashed unmercifully; furthermore, the makers approve. The next stage was to standardize a hotting-up routine, to reduce the cost of the process. Accordingly, George Boyle (Sports Cars), Ltd., of Mollington, Cheshire, and the Alexander Engineering Co., Ltd., of Haddenham, Bucks, have got down to the job, and I have been sampling the result.

Whether you have an 803 c.c. Eight or a 948 c.c. Ten, the operations are broadly similar. The compression ratio goes up to 8.1:1, and the head is reshaped for

★

*DEPARTURES from Standard practice—the engine, as modified by George Boyle (Sports Cars), Ltd., and the Alexander Eng. Co., Ltd., features twin S.U. carburetters, raised compression, special inlet manifold and a modified exhaust system. 76.3 m.p.h. on the Ten is the result, with marked briskness through the gears.*



## JOHN BOLSTER TESTS

# A Modified Standard Ten



optimum air flow. Twin S.U. carburetters are fitted to a special manifold, and a new exhaust system embodies a special silencer. Including a de-coke and tune up, one gets the lot for £35, which seems very reasonable.

For certain events, one may want a different axle ratio. This, plus a corrected speedometer, costs another £20, but the car I tried had the normal 4.55:1 gear.

The good design and sturdy construction of the engine encourage this work, but perhaps the clutch and gearbox are an even more potent incentive. This is a really lovely little box, and the change could not be easier. Although the ratios must be fairly wide for so small an engine, the lever can be moved as fast as is humanly possible. It is, indeed, feasible to change up against a wide open throttle, the dogs engaging without sound or shock and the clutch instantly taking hold.

On the road, this is a very lively little car. The engine becomes smoother the faster it is run; if it sounds a thought "busy" at 60 m.p.h. it is exceptionally effortless at 70 m.p.h. The mean timed maximum of 76.3 m.p.h. is pretty remark-

*PROOF OF THE MOD-DING: Jimmy Ray winning the 1955 R.A.C. British Rally in a modified Standard Ten, as tested by John Bolster.*

able for a four-door saloon of less than 1-litre capacity. The standing mile took 21.8 secs., and the acceleration figures were—0-30 m.p.h. = 5.5 secs., 0-40 m.p.h. = 8.6 secs., 0-50 m.p.h. = 13.2 secs., 0-60 m.p.h. = 20.6 secs.

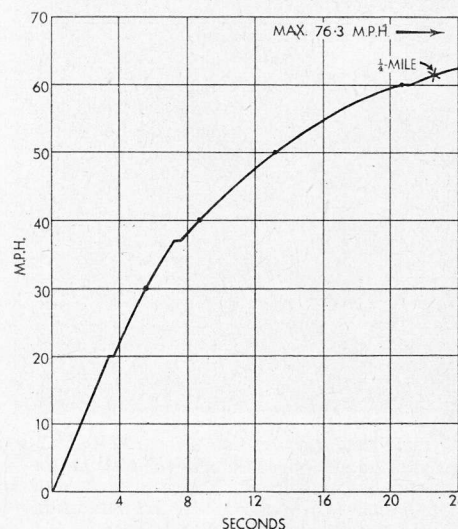
More important than the actual speed is the fact that the car can go on doing it. An experienced driver can sense that an engine is happy, and in this case there is very much the feeling that full throttle can be employed indefinitely. In spite of doing just that, I averaged 32 m.p.g., and so a fuel consumption approaching 40 m.p.g. should be obtained at more gentle touring speeds.

There remains the question of road-holding. The Standard is well sprung for the purpose for which it was originally designed, but when cornered to its limit on bumpy roads it becomes somewhat "tail-happy". The car I drove had been fitted with an anti-roll torsion bar at the front, and this had markedly reduced the

tendency. The handling was greatly improved, and I would certainly recommend this addition when the engine tuning is undertaken. The price of the bar had not been settled at the time of writing, but it will certainly not be unduly expensive.

In addition to the whole process, the various parts and modifications are also available to the home tuner. For instance, the twin S.U. carburetters, with manifolds, linkages, and so forth, can be had for £17 10s., and there is an exchange service of modified cylinder heads.

A tuned Standard Ten is a delightful car to drive, and nothing is done to mar the low speed behaviour of the vehicle. Although the test car had no carburetter silencer, it was certainly not unduly noisy. The exhaust system is also agreeably quiet, and altogether this standardized tuning seems likely to appeal to a great many owners.



**Acceleration Graph**





## BURN BEST AT BRUNTON

THE S.W. Centre of the B.A.R.C. is fortunate in having at its disposal the excellent course at Brunton, on Salisbury Plain, for its bi-annual sprints. It is a real drivers' hill, with no spare room for those who are over-exuberant. When the course is wet, as it was on 3rd April, it requires real skill, and cannot be treated lightly, as one or two people found out rather abruptly.

The ninth Brunton Hill-climb was handicapped by high winds and drizzling rain, which made conditions extremely unpleasant, as any of those unfortunates who have done military service on Salisbury Plain will at once appreciate! On the credit side, however, there was a good entry, and a number of improvements in organization which made for efficiency and a general slickness throughout the day, and kept up the interest of the rain-soaked spectators.

Proceedings opened sharp at 2 p.m. with a climb by P. H. Vagg, who took his 750 Renault up in 43.10 secs. The class finally went to S. D. Silverthorne, who took 37.84 on his second run. Of the saloons, R. Cooper's black Riley was the most outstanding, with a first run in 33.36. R. Gibson's beautiful maroon Bristol made only one run, in 33.59, while landowner H. A. Hosier made a silent, but rapid, climb in 33.74.

W. A. Liddell's red Buckler had a beautiful blower whine, and motored to good purpose. J. T. Hodges' Griffiths-M.G. slid into the bank on the top corner, but continued at speed. H. Denton's Morgan was very fast indeed, with the left-hand trafficator winking on a right-hand bend! Michael Burn fairly tore up, holding a series of slides, and was immediately followed by K. N. Rudd, on the A.C. Ace, who was equally fast, and very steady. By now the top corner was getting greasy, and the faster cars were sliding about a bit. Mrs. J. Leavans, undaunted by her acrobatics at Goodwood on the previous week-end, made a very fast and confident climb, while P. C. Wadham's red Doretta had a slide, which was well held.

A batch of Austin-Healeys came up steadily, but appeared to dip and sway rhythmically over the bumps. R. W.

*AWAY goes Michael Burn in the 2-litre Frazer-Nash to register B.T.D. in the Brunton hill-climb.*

Colton's Morgan, on the other hand, was stiffly sprung, and equally fast.

P. L. Farquharson's Allard was fast, sliding smoothly from side to side, but P. F. Moore, on a similar car, turned the power on a little too much on the wet surface, and had a tremendous broadside, causing your reporter to abandon camera and head rapidly for a safer spot! The mighty Cripps Special sounded awe-inspiring, but had a tricky passage on the slippery surface.

On his second run Liddell smoked the tyres of the Buckler away from the line, while Wadham's TR2 spun smartly on the change into second after some distance. Burn and Rudd both made immaculate getaways on a very tricky surface, being deceptively fast. R. P. Standbridge took-off at a tremendous rate, but overslid on the first corner, and had no room for such tactics, running high up the inside bank for several heart-stopping seconds and almost overturning. The Austin-Healeys all made slightly slower second runs, but P. F. Moore kept the Allard straight this time, and improved on his first run. The Cripps Special, driven by brothers "J.A.F." and "W.L.", was most impressive, leaving the line with a cloud of blue smoke, flying mud and much noise.

To wind up the day's proceedings P. F. Moore and P. L. Farquharson had an extra run each as a "tie decider", the honours going to the former despite a bad bout of wheelspin on the line.

A. HOLLISTER.

*(Results were published in last week's issue)*

## Triumph for Joe Flynn

THE Irish speed season opened on Saturday, 2nd April, with the Irish Motor Racing Club's annual Enniskerry Hill-climb. Entries were considerably down on last year's and proceedings cannot be described as other than quiet. The weather was good, apart from a shower just before the start, which left the road a mite greasy for perhaps the first 20 climbs. However, everyone had at least two runs and most succeeded in bettering their times by a fraction on their second attempts. When the road dried out conditions were very nearly ideal, and Joe Flynn, driving the self-same old TC in which he has made his driving reputation, again made B.T.D. and kept the Meath Trophy for another year. In a downpour of rain that will long be remembered, Joe took 52.40 secs. to get to the top of Enniskerry's twisting 0.7 mile last year. This time he did the same journey in 48.80 secs., and at no point did he look as if he were loitering.

Exactly half the entry (33) was made up of saloons and there were the usual bunch of specials, open M.G.s, two TR2s, two Jaguar XKs, an Austin-Healey, Bobby Newell's old 1,645 c.c. Alvis and Sidney Durbidge's blown 1½-litre Maserati. The "Maser", on the scratch mark, looked the thing, sounded colossal and smelled wonderful, but its best climb of 53.74 secs. proved it was off form. On the other hand, Bobby Newell had

one most exciting elbow-flailing run in the old Alvis to clock 51.40 secs. and get in amongst the silverware, winning the Allcomers' Handicap.

Harold Darker's 4/44 opened proceedings, albeit abruptly and before the roads were quite clear of spectators, overdid things on the first "snake" and clouted the wall which has been clouted so often before. D. C. "Derry" Moore (Volkswagen) made one purposeful climb to win the Saloon Car Handicap by approximately 1½ secs. from Cecil Vard's brother Leslie (Fiat), then on his second run he, too, cannoned off our old friend, the wall.

R. Mellon brought along two Ford specials, and went home to think about the fact that his older car was about 2 secs. faster, on all its runs, than the machine he built to beat it. In the faster open cars, Ian Titterington (TR2), R. M. D. MacGreggor (1,426 c.c. M.G. TC), Antony Coleman (Austin-Healey) and Joe Flynn (supercharged M.G. TC) were the outstanding performers. Coleman was but fractionally slower than Titterington and both drivers, looking very neat, cornered superbly on all their runs. Flynn took a perfect line through all the corners, and was markedly faster than any other driver through the last right-hander near the finishing line.

J. O'DONOGHUE.

### Results

**Saloon Car Handicap:** 1. D. C. Moore (Volkswagen) (handicap 15 secs.), 45.44 secs.; 2. L. Vard (Fiat), (h'cap 13 secs.), 46.91; 3. C. Vard (Fiat) (h'cap 12½ secs.), 47.02.

**1,200 c.c. Open Car Handicap:** 1. D. P. Jones (Ford) (h'cap 12 secs.), 47.90; 2. J. F. Forrestal (Ford) (9 secs), 48.20; 3. R. Mellon (Ford) (11 secs), 49.20.

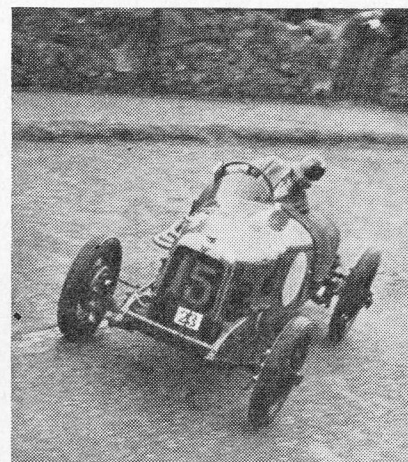
**Unlimited Open Car Handicap:** 1. J. J. Flynn (M.G.) (h'cap — secs.), 43.81; 2. R. M. D. MacGreggor (M.G.) (5½ secs.), 46.00; 3. W. D. Lacey (M.G.) (6 secs.), 47.15.

**Allcomers' Handicap:** 1. R. E. Newell (Alvis) (6½ secs), 44.90; 2. A. Lyons (DKW) (13 secs), 45.65; 3. C. Vard (Fiat) (12½ secs), 45.85.

**Open Sports Cars scratch:** 1. I. H. Titterington (Triumph TR2), 49.81 secs.; 2. A. Coleman (Austin-Healey), 49.95; 3. R. M. D. MacGreggor (M.G.), 50.39.

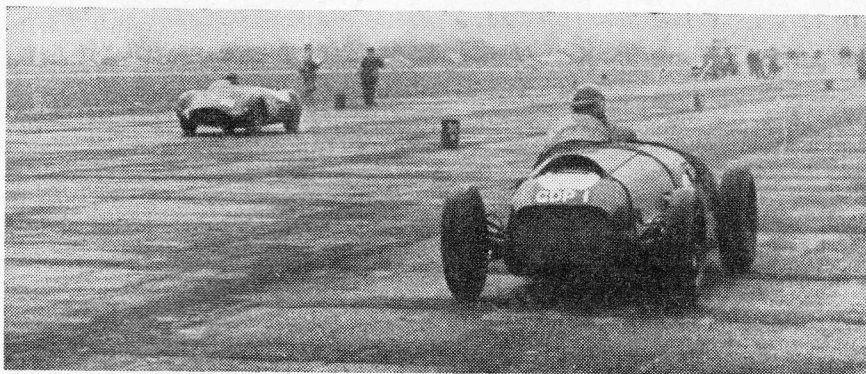
**Racing Cars scratch:** 1. J. J. Flynn (M.G.), 48.80; 2. I. H. Titterington (Triumph TR2), 49.81; 3. R. M. D. MacGreggor (M.G.), 50.39.

**Allcomers' scratch:** 1. J. J. Flynn (M.G.), 48.80; 2. A. Coleman (Austin-Healey), 49.95; 3. R. M. D. MacGreggor (M.G.), 50.39.



*SPRITELY vintage Alvis, spiritedly driven by Bobby Newell, brought reward at Enniskerry; he won the Allcomers' Handicap.*





## Wet Day at Wormingford

### Cyril Wick (Cooper-Jaguar) Beats the Racing Cars in West Essex C.C. Sprint Meeting

"WOTTLE she do, mister?" One way of learning the answer to the inevitable small boy's question is to take one's car to a nice big airfield, where such problems may be investigated without worrying about traffic lights, unexpected lorries or black Wolseleys with bells on. So a large and varied entry was received for the West Essex C.C.'s National Speed Trial, held at Wormingford Airfield, near Colchester, on 3rd April. The one-kilometre course remained wet until the meeting was almost over, it is in any case slightly uphill, and the wind was blowing against the direction of the runs—hardly ideal conditions, but the same for everybody, and competition was keen.

Continental cars fared well in the saloon classes, Edgar Wadsworth's Fiat winning the first from Dr. C. D. McCarthy's DKW, and Rob Walker's 300SL Mercedes gaining a most sweeping victory in the third, his first run in 30.85 secs. almost seven seconds better than that of his nearest challenger. The poorly supported "unlimited" class fell to Playford's ex-Moss Jaguar, while there

was only one entrant in the first of the open car classes. Piper won his class easily with the ex-Hill Lotus Empire (supercharged J3 M.G. engine), as did W. P. Jones in J. A. Keeling's very rapid C-type Jaguar.

The "in any trim" category brought a lively duel between C. M. Clairmonte's familiar Lea-Francis-powered special and Tony Everard's DB3S Aston Martin, and great was the joy of Clairmonte's helpers

*EARLY RUN showed G. Parker's blown Jaguara leading Cyril Wick, but later Wick made B.T.D. and won two classes.*

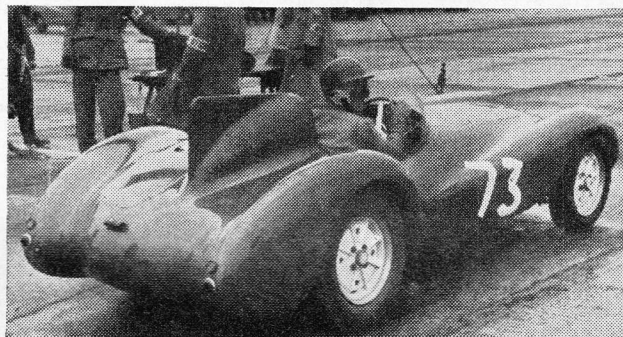
when he finally gained the advantage in a splendid third run of 29.97 secs. But they had forgotten Roger Biss and his Bristol Warrior—now fitted with fashionable tail fin, a combination which won the class by a mere three-hundredth of a second. J. H. Sarginson (2.3-litre Bugatti) held sway in the "unlimited" class until Cyril Wick (Cooper-Jaguar) clocked a startling 28.73 secs. on his second run, and followed this up with 28.70 on his last attempt to gain B.T.D.

No one could equal this in the racing classes, although Tony Marsh and his blown Cooper came near (29.06 secs.) on his second run. On his first he went into a wild slide on the tricky surface, and dead-heated with Rivers Fletcher's 30.60 secs. in an unblown car, while he was fractionally slower on his third. Coopers met with stiff opposition in the 500 c.c. class, however, for A. W. Richards, in his unspeedy-looking J.B.S., made the rest look sluggish with a final run in 33.89 secs. Wilkinson collected a class win and fourth B.T.D. in his taut little Cooper-E.R.A., and Wick also achieved another class victory, although unable to improve on his earlier time.

F. W. McC.

(Results were published in last week's issue)

★  
*FINNED: Roger Biss brought the Bristol Warrior, now fitted with a tail fin, and recorded the best performance in the 2-litre class.*  
★



### SHERBURN SPRINT MEETING

THE 1955 speed season opened in the North-East on Saturday, April 2, with a sprint meeting held at Sherburn-in-Elmet, near Leeds, by the Northern Centre of the British Racing and Sports Car Club.

A closed invitation event, the meeting attracted over 60 entries in sports, saloon and 500 c.c. car classes. It was contested over a course of about  $\frac{1}{4}$  mile of the aerodrome's main runway and perimeter track, with a 90 degree right-hand bend following about 600 yards of straight from the start, then a 45 degree left-hand bend and about 200 yards straight run-in to the finish.

The sports car classes were dominated by A. Macmillan, of Grimsby, with his Cooper-Bristol and Frazer-Nash-BMW. The large sports car class contained six Austin-Healeys, fastest of which was that of D. Cooper in 40.1 secs. The class was won by the stark Cooper-Bristol with J. Chapman's  $4\frac{1}{2}$ -litre Chapman-Mercury close behind. Macmillan handled the Cooper very well and never looked hurried, but put up times better than any on the course in previous meetings.

A last-minute entry in this class was Miss Angela Brown driving a beautiful Aston Martin DB2-4 drop-head coupé. She did well and put the car through its paces to record 40.4 secs.

The small saloon car class was won by K. MacGill's M.G. Magnette with J. Mitchell's highly tuned Ford Anglia only .7 sec. behind. These two had a great duel in this class, as Mitchell was fastest of the first runs, with MacGill .4 sec. slower, but on the second runs he was able to improve, whereas Mitchell could not do so.

In the half-litre car class, Phillip Robinson was fastest, coming through bends under power very stylishly while Centre secretary Johnnie Higham was second in his Mark 8 Cooper.

Best time of the day was put up by Macmillan in the *Formule Libre* class when he raced the Cooper-Bristol round in 33.4 secs.

P. M. CRAVEN.

N.B.—There is a correction to the results, published in last week's issue. The winners of the class for saloons over 1½-litres were:—1, A. Macmillan (Frazer-Nash/BMW), 37.0 secs.; 2, Miss A. Brown (Aston Martin DB2-4), 40.4; 3, E. Wadsworth (Healey), 42.0.

### RENAULT O.C. TRIAL

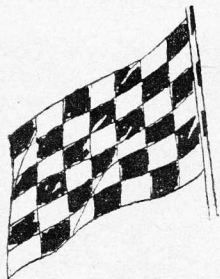
A RECORD entry of 40 cars was received for the Renault O.C.'s night navigation trial on 19th/20th March, and the event was most satisfactorily won by a Renault, driven by D. M. Pink.

### DE LACY M.C. ACTIVITIES

AN astronomical number of penalties was recorded by some of the 33 competitors in the 140-mile navigation rally held on 27th March by the De Lacy M.C. of Pontefract, and six of the starters retired. But John Hanson, starting a few hours after completing the previous night's All Fools' Rally of the B.A.R.C. (Yorks Centre), went through in his side-valve Morris Minor with a loss of only 70 marks to win the event. Second was Tommy Lynam (Ford Zodiac), the club's Captain, with M. Donovan (Lea-Francis), third.

Membership of the club is now over 150 it was reported at the recent A.G.M. Alan L. Marshall was re-elected President, J. Claxton-Smith treasurer, and A. E. England Secretary. Ted England's address is Ashdene, Carleton Road, Pontefract, Yorks.





# Easter Goodwood Meeting

Sports Car Race A **1st** LES LESTON . . . CONNAUGHT

Sports Car Race C **1st** W. A. SCOTT-BROWN . . . LISTER-BRISTOL

**2nd** C. A. S. BROOKS...FRAZER-NASH

**3rd** M. ANTHONY...LOTUS

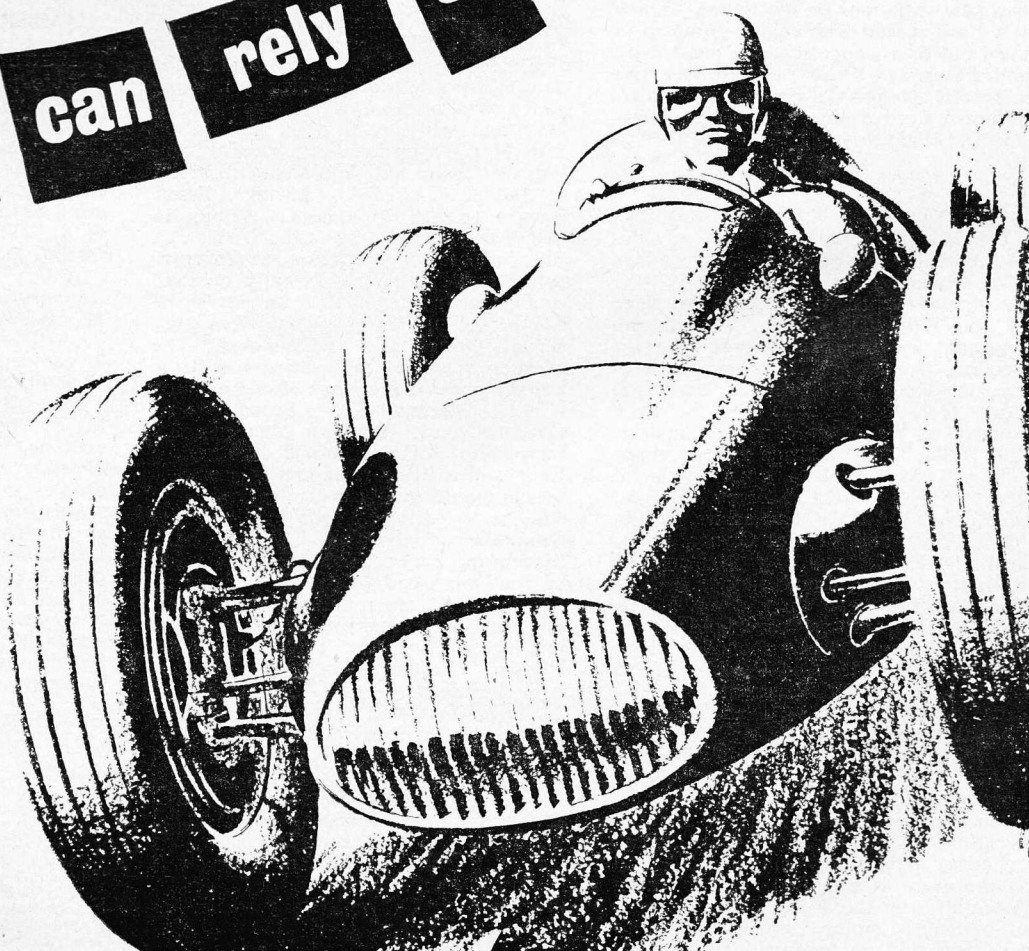
Earl of March Trophy **1st** I. BUEB...COOPER

*(Subject to official confirmation)*

All these cars were equipped with

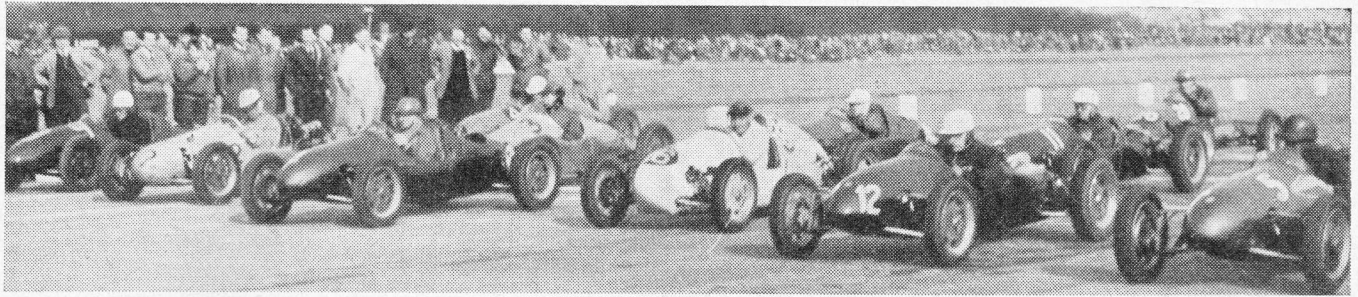
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## NEWS FROM THE CLUBS

*By Wilson McComb*

WHILST in Ireland this Easter, I gathered that the Ulster special builder, although still a Ford enthusiast, is tending to turn his attention to smaller and lighter chassis. Arthur Clapham might be said to have started this movement with a special which used a chassis of dural channel and early-type Kieft suspension units (rubber in torsion), but the new owner of this car wrecked it in a crash. However, rumour tells of at least two new variations on the theme. There is a Ford special with engine mounted in the front of a Cooper chassis, shaft drive and a Standard 8 rear axle; another uses a special swing-axle chassis with rear-mounted Ford engine, motor cycle gearbox and chain drive.

\* \* \*

HAVING recovered from the Land's End Trial at Easter, members of the M.C.C. will now be preparing for their fifth Whitsun Rally on 27th/28th May, the annual event that has taken the place of the Edinburgh Trial. Competitors will start on the Friday evening from London, Kendal and Taunton, converging on Much Wenlock for breakfast. From there they plunge into the rally country of Wales, finishing at Llandrindod Wells. Total mileage will be about 400 and the event is open to members of the M.C.C., Army M.C.A., A.M.O.C., B.A.R.C., Lancashire, Salop, M.G., Riley, and Vincent Owners clubs. Full details from J. A. Masters, 76 Kinnerton Street, London, S.W.1. . . . The A.C.O.C. have thought up a new idea for a "rallying" week-end: their Great Yarmouth "Rally Round", which takes place on 30th April-1st May. This is a mildly competitive event that runs over the two days, with an overnight stop at Great Yarmouth, and involving some 370 miles of East Anglian road-work. Each route check has to be photographed by the competitor, a processing service being laid on for the occasion. The itinerary is route-carded, no tricky navigation being needed, and as the event is classified as a "Touring Assembly" by the R.A.C., any member of a British motor club is eligible to take part and no competition licence is required. Details are available from

B. H. Martin, 5 Parkgate Avenue, Hadley Wood, Herts. . . . The Midlands M.E.C. are running their annual Invitation Rally on 13th/14th May. Clubs invited are the Bugatti Owners, Cheltenham, Hereford, North Staffs, Stroud, Walsall and Midland A.C. The event starts near Birmingham and the regs. are obtainable from L. Hill, 8 Skelcher Road, Shirley, near Birmingham. . . . The Darlington and D.M.C. and the Newcastle and D.M.C. on behalf of the Association of North-Eastern and Cumberland Car Clubs are holding a speed hill-climb at Catterick Camp, Yorkshire, on 24th April, open only to members of the Association. Entries must be in by Monday (18th April) to R. B. Horn, 3 Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3. . . . The Welsh Counties C.C. have invited to their Halewood Rally on 8th May, the Barry, Herefordshire, Swansea, South Wales, M.G., Riley and Five Star clubs. Entries for this 100-mile event should go to C. G. Palmer, Tubo Metal Products, Ltd., Treforest Trading Estate, Pontypridd, Glam., by 2nd May. . . . The Cemian M.C. have had to alter the date of their President's Trophy meeting which was to have taken place on 1st May and which will now be held on 15th May. This handicap meeting consists of driving tests and an uphill sprint at Stapleford Airfield, Abridge, Essex. Entries, please, to G. T. Wilby, 16 Glenlock Road, Hampstead, N.W.3. . . . Entries close tomorrow for the Coventry and Warwickshire M.C.'s rally on 24th April, which is open to members of the Northampton, M.G., Sunbac, Leicester, Bugatti Owners and Midland A.C. The premier award is the National Benzole Trophy and the secretary of the meeting is J. Starley, 225 Broad Lane, Coventry. . . . 13th-15th May sees the Lancashire A.C.'s National Morecambe Rally and a lively week-end is promised which should satisfy both the navigators and the test drivers. Full details can be obtained from the club at Sudell Cross, Blackburn, Lancs. . . . On the Sunday of that week-end (15th May) the East Anglian M.C. are running a driving test rally at Wormingford, Essex. Clubs joining in are the Thames Estuary, Harrow, Eastern Counties, London, Falcon, Marconi and the S.C.C. of Norfolk. Tests will not be too strenuous (on the car, at least) and the details are obtainable from E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, Suffolk. . . . The Northampton and D.C.C. are holding an Autocross meeting at Wakefield Estate, near Towcester, on Sunday (17th) for which practising will begin at 10 a.m. Later on, on 15th May, there is their Cotswold Rally. This has a total mileage of about 180 and will start from Newnham at 9.45 a.m. Regs. from J. H. Ivens, Lynton Cottage, Flore,

*LINE-UP of the 500s for the Formula 3 Scratch Final, at the Blackburn Welfare M.C.'s recent race meeting at Brough.*

Northants. . . . Among the many events to be organized during the year by the London M.C. are two to take place in France—an autocross and a rally. The two events are to be run only three days apart, both starting at Annecy, Haute Savoie, so that they can both be included in a holiday week. Le Petit Rallye is on 16th June and the Autocross on 19th. Principal host is Marcel Becquart. On 1st May they are joining with the S.O.D.C. in an autocross on English soil, at the latter club's course at Dunstable. Regs. for the French occasion may be obtained from Mrs. G. King, Braemar Works, Neasden Lane, London, N.W.10, and for the Dunstable autocross from N. Thomas, 99 Goldhawk Road, W.12.

### CAMBRIDGE '50 SPRING RALLY

RECENTLY, the Cambridge '50 Car Club were presented by Messrs. King and Harper with a large trophy that had to be awarded annually, for a competition that could be won by any kind of motor car. This set rather a problem, but the committee set to and organized a new event in their calendar. It took the form of a 120-mile rally with regulations so worded that novices would stand as good a chance as the more expert. Somewhere, however, this laudable notion went wrong and the premier award was taken by Arthur Cooper, who has been driving in competitions for more years than he likes to remember.

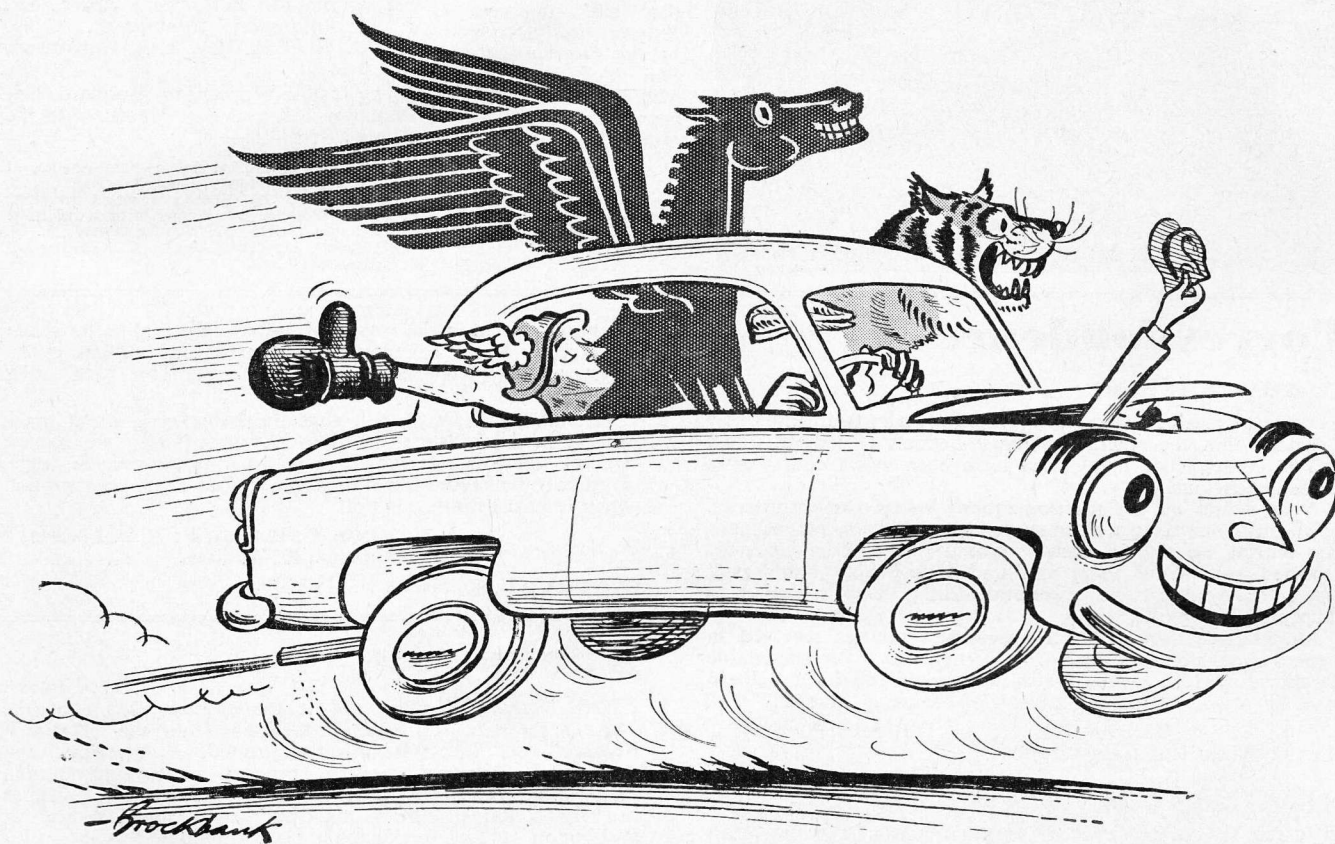
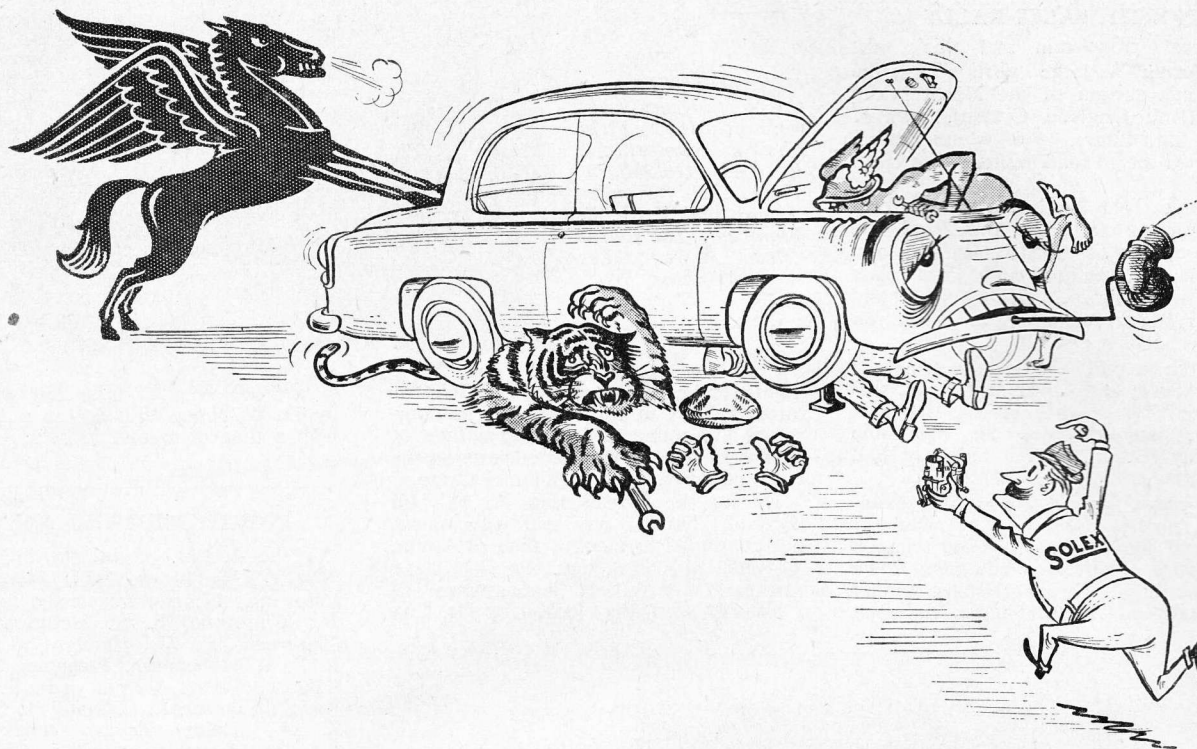
The rally started from Cambridge and led by the now familiar "Eight Clubs" sections through narrow Essex lanes, liberally interrupted by featureless aerodromes and very wet fords, to the finish at Saffron Walden. At the halfway point, Thaxted, crews were given an hour's respite to consume tea and allow darkness to fall. Most marks seemed to be lost on the various airfields, although one of the fords, which was deeper than expected, caused Valerie Scott's large Humber to falter in mid-stream and cause a minor traffic jam. At the prize-giving, a special cheer went up for F/O. Trent, an intrepid Canadian pilot who took fifth place in a very ancient Austin 7.

J. R. A.

#### Results

**Premier Award:** A. G. Cooper/J. Paddock (Sunbeam-Talbot), 600 mks.; 2. H. W. Norman/B. Pike (Sunbeam-Talbot); 3. J. M. Sheldrick/Miss P. Masters (Volkswagen), 545; 4. N. J. Empson/Ryder (Sunbeam-Talbot), 510; 5. C. P. Trent/R. Trent (Austin 7), 495; 6. R. J. Wright/B. Wright (Morris), 490. **Novice Award:** B. C. Moore (Ford Zephyr), 390.





... Solex Carburation for High Spirits



## NORTH WALES RALLY

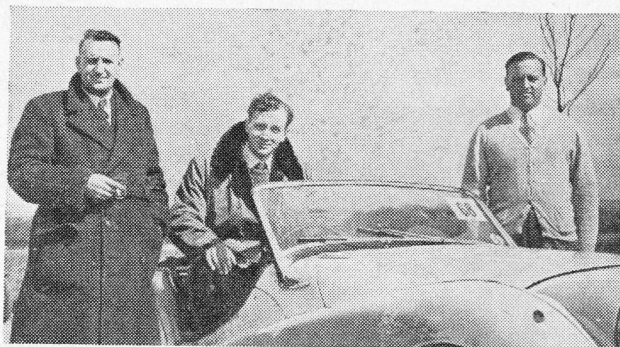
DESPITE heavy rain and thick mist covering a large portion of the Snowdonia section of the North Wales Rally (Rali Gogledd Cymru), four of the 70 competitors, 14 of whom retired, completed the 13 road sections with clean sheets.

Starting from Rhyl and Queensferry at 7 p.m. on Saturday, 2nd April, the routes converged outside Ruthin, and covered first, second and third class roads in Flintshire, Denbighshire and Caernarvonshire, ending at Rhyl on Sunday morning at 6.30.

For the second year in succession the rally, classed as a Silver Star event, was organized by officials of the Rhyl & D.M.C., and included an eight-mile regularity section, with a half-way halt at Portmadoc.

Last year's winner, David Beer (Vanguard), was in trouble soon after the start, and had a lucky escape when a wheel came off his car while going down a steep hill. J. Esmor Thomas, winner of the rally in 1952, also had an unhappy

*CLEAN SHEETS* in the North Wales Rally were recorded by these three competitors, R. A. Goldbourn, T. A. Gold (Premier Award) and K. W. B. Blomfield. The fourth "clean" was Les Windsor.



night, for he had mechanical trouble for three-quarters of the rally, but he completed the course and put up a time of 1 min. 56 secs. in the special tests on the main parade ground at Kinnel Camp.

During the special tests A. N. Hill (Renault) burst a tyre half way round, but continued to clock a time of 1 min. 40 secs., the best time for his class. Another outstanding performance of 1 min. 44 secs. was clocked by Dr. Cox

in a Ford Anglia. The test was won by D. W. Jones-Williams, in a Morgan, with a time of 1 min. 33 secs.

(Results on page 474)

## NORTH MIDLAND A.G.M.

AT the A.G.M. of the North Midland M.C., held on 28th March, the following officers were elected for 1955-56: *Chairman*, E. R. Hodgson; *Vice-Chairman*, E. C. Hamlyn; *Secretary*, R. P. R. Habershon, Tregenna, Baslow, Bakewell; *Asst. Secretary*, F. E. Needham; *Treasurer*, E. C. Hamlyn; *Captain*, K. A. Scales; *Trials Secretary*, D. Charles; *Social Committee Chairman*, H. Myers; *Equipment Officer*, D. J. J. Carter; *Bulletin Editor and P.R.O.*, Dr. T. L. Pilkington; *Committee*, A. D. Aldred, R. F. Beasley, R. A. Hopkinson, E. S. Sneath.

The club's Hopkinson Standard Car Trial was held on 27th March, with the following results:—

**Hopkinson Cup:** K. A. Scales (Ford Anglia), 81 points. **Harrison Trophy (opposite class):** E. S. Sneath (Morgan), 75. **Second in closed car class:** R. Frolich (Porsche), 74. **Second in open car class:** J. Thompson (M.G.), 72. **Novice Award:** E. N. Phaff (Simca), 33. **Team Award:** K. A. Scales and E. S. Sneath, 136.



*CORNERING* in the special tests at the end of the Wessex Rally, run by the Burnham-on-Sea M.C., is the winner, E. R. Shilla-beer (Vauxhall). Full results are on page 474.

## Correspondence . . .

## Crash Hats on the Road?

IT appears that at last motor-cyclists have almost unanimously decided that the wearing of crash-helmets is a good thing, and in consequence many lives have been saved and injuries made less serious.

What would be the reaction among sports car enthusiasts, however, if one or two of us started wearing them for ordinary fast touring on public roads? Would this also be generally accepted as a good thing and find widespread favour as a result, or would it die a natural death, being regarded as simply "showing off"?

Anything that can be done to lessen injuries received in crashes should be encouraged. Are there any figures available to show whether, indeed, crash helmets would be a help in cases of personal injury as a result of ordinary "prangs"?

"BATTLE BOWLER."

HADLEY WOOD, NR. BARNET, HERTS.

## Miles Per Gallon

WE feel it is time that consideration should be given, in an age of increasing recognition of the value of unambiguous and correct scientific terms, to the use of the word "Consumption" as related to "miles per gallon". It seems hardly necessary to point out that one is, in fact, the reciprocal of the other if the words are used correctly.

We suggest, therefore, that if petrol consumption is really the figure which is of interest to motorists, it should be quoted in terms of gallons per 1,000 miles. Many motorists reckon their annual mileage in thousands—a figure of about 10,000 miles per annum is frequently taken as average—and con-

sumption quoted in the suggested units would enable the yearly petrol costs to be calculated more readily, as well as giving a figure for comparison of fuel consumption with other vehicles.

Alternatively, if it is felt that the habit of quoting miles per gallon is too deep-rooted to be altered, may we suggest that the figure is referred to as petrol mileage, specific range, or some other more accurate term, rather than consumption which it most definitely is not.

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## Books . . .

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*THIS Thing Motor Raving* (no misprint) is the title of a race-programme style booklet issued by Riches & Sear, Ltd., of Quidenham, Norwich, and dealing primarily with the Snetterton circuit. Jim Russell, Cooper driver, and Steve Lancefield, Norton tuner, contribute articles, and there is other matter on the B.R.M., the Lister and on racing history, together with some interesting photographs. Copies are available from the aforementioned address, price 1s. or 1s. 3d. by post.



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### Coming Attractions

**April 15th-17th. San Remo Ladies' Rally, Italy.**

**April 15th. Fairey Aviation C.C. Evening Rally.** Start, 8.30 p.m., Runnymede car park.

**April 16th. Winfield Joint Committee National Race Meeting, Charterhall.**

**Bentley D.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.** Start, 12 noon.

**Eastern Counties M.C. Race Meeting, Snetterton, near Thetford, Norfolk.** Start, 2 p.m.

**Vintage S.C.C. Race Meeting, Silverstone, Northants.** Start, 12.15 p.m.

**London M.C. Little Rally.** Start, 8 a.m., Royal Ascot Hotel, Ascot, Berks.

**April 16th-17th. Cranleigh & D.M.C. & L.C.C. "Nine Point" Rally.**

**Wirral Hundred M.C. Wallasey Rally.** Start, 9 p.m. from No. 1 Car Park, New Brighton Promenade.

**M.G.C.C. (N.E.) Night Navigation Rally.** Start, Pool-in-Wharfedale, near Leeds.

**M.G.C.C. (Midland) Welsh Rally.** Start, Roebuck Lane, West Bromwich.

**April 17th. Coupes de Paris (S, R), Monthéry, France.**

**250 M.R.C. Race Meeting, Brands Hatch, near Farningham, Kent.**

**Northampton & D.M.C. Autocross, Wakefield Estate, near Towcester.** Practice starts 10 a.m.

**M.G.C.C. (N.W.) Cockshoot Cup Standard Car Trial.** Start, Palace Hotel, Buxton.

**Lancs & Cheshire M.C. Driving Test Meeting, Barton Airport, Eccles, near Manchester.** Start, 10.45 a.m.

**Brent Vale M.C. Driving Test Meeting, Heston Airport.** Start, 2 p.m.

**Worcestershire M.C. Spring Rally.** Start, 9.30 a.m. from Bromwich Road, Worcester.

**Cheltenham M.C. Easter Rally.** Start, 2.30 p.m., Priory Street, Cheltenham.

**Old Merchant Taylors' M.C. Driving Test Meeting, Road Safety Training Ground, Slough Trading Estate, Bucks.** Start, 1.30 p.m.

**Berkhamsted M.C. & C.C. Winwood Point-to-Point.** Start, 2 p.m., Kings Arms Hotel, Berkhamsted.

**Riley M.C. (N.W.) Opening Run.** Start, 1.30 p.m., Colmore Depot, 654 Chester Road, Old Trafford, Manchester.

**Munster M.C. Farmers Cross Hill-climb, Eire.**

**April 19th. Newry & D.M.C. Night Trial, N. Ireland.** Start 8 p.m., The Gear Box, Sandys St. Newry.

### BURNHAM-ON-SEA M.C. WESSEX RALLY

26th/27th March

**Ivis Spurrell Challenge Trophy:** E. R. Shillabeer (Vauxhall), 70 points lost.

**Runner-up:** L. B. Fredman (Morgan Plus Four), 135.

**V. G. Tucker Challenge Trophy:** J. M. Bowles (Dellow Mk.1), 520.

**Class A:** A. C. Harmer (Morris 8 Tourer), 205. **Class B:** Dr. E. S. Bolton (Ford Anglia), 205. **Class C:** Capt. M. F. Jackson (M.G. TF), 530. **Class D:** R. T. Mason (Citroën), 555. **Class E:** Dr. P. Holliday (Triumph TR2), 420. **Class F:** M. Rees Davies (Ford Zodiac), 485. **Class G:** P. McNaughtan (1926 Sunbeam), 375.

**Ladies' Award:** No finisher. **Start Awards:** Exeter: A. B. Hay (Standard Ten), 370. Bristol: E. Judge (Sunbeam-Talbot), 725. **Burnham-on-Sea:** R. C. Wingfield (Austin A40 Sports), 585.

**Navigator's Award:** W. Pearce. **Team Award:** Bristol M.C. & L.C.C. (J. Flook, E. Judge and M. J. Ward).

### M.G.C.C. APRIL RALLY

2nd-3rd April

**Best Performance:** R. F. Ruggles (M.G. TF 1,500), 0 marks lost. Navigator, G. Clarke.

**Experts Class (Open):** D. Giles/B. Cox (TR2), 0.17 marks lost. **Closed:** P. W. Smith/D. E. Millar (Sunbeam-Talbot), 1.52. **Novices Class (Open):** B. W. Jaffé/B. A. Line (M.G. TC), 2.82. **Closed:** D. F. Probyn/G. H. Watts (Sunbeam-Talbot).

**Ladies' Award:** Miss M. B. Wales (M.G. TD).

### LOUGHBOROUGH COLLEGE SPRINT MEETING

27th March

**Sports Cars, up to 1,100 c.c.:** J. P. Tylecote, 1,101-1,500 c.c.: J. V. Skirrow. **Over 1,500 c.c.:** M. P. Froggatt.

**Saloon Cars, up to 1,000 c.c.:** R. J. W. Hughes, 1,001-1,500 c.c.: T. M. M. Nesbitt. **Over 1,500 c.c.:** D. A. Clarke.

**Racing Cars:** C. D. Naylor.

### RHYL & D.M.C. RALI GOGLEDD CYMRU

2nd/3rd April

**Rhyl Motor Traders' Trophy:** T. A. Gold/Miss J. Martin (Triumph TR2), 0 marks lost.

**Class A:** W. G. E. Mackintosh/F. J. Phillips (Volkswagen), 0. **Class B:** L. Windsor/B. Harrocks (M.G.), 0. **Class C:** W. K. Blomfield/F. Harrison (Sunbeam), 0. **Members' Trophy:** Captain M. O. Tasker/Lt. Reynolds (Austin A40), 25. **Ladies' Award:** Mrs. J. A. Beamont (Triumph TR2), 15.

**Special Awards:** M. P. Rutt/D. Beney (Austin A30), 70; J. G. Datham/I. Saunders (Austin), 74; A. McDermid/W. H. Blunt (Volkswagen), 80; Glynne Edwards/J. Cedryn Jones (M.G.), 35; R. J. Keeley/B. Oswin (Ford Zephyr), 60; F. Tydesley/T. Vernon (Austin), 75; R. A. Goldbown/G. S. Turner (Triumph TR2), 0.

### Club Fixtures

**Cheltenham M.C.**—Whist drive, 15th April, Priory Lawn, High Street, Cheltenham, 7.30 p.m.

**Bristol M.C. & L.C.C.**—Film show, 15th April. Mauretania Lounge, Park Street, Bristol 1, 7.30 p.m.; Meeting and film show, 19th April. Full Moon Hotel.

**Bolton-le-Moors C.C.**—Dance, 15th April, Turton Conservative Club.

**Cambridge '50 M.C.**—Meeting, 15th April, Ancient Shepherds, Fenditton.

**Mid-Surrey A.C.**—Meeting, 15th April, Queen Adelaide, Kingston Road, Ewell.

**Lagonda Club.**—Social run, 17th April. Start, 2 p.m., King's Head, Holtspur, Bucks.

**Brighton and Hove M.C.**—Social run, 17th April. Start, Madeira Drive, 2.30 p.m.

**Sevenoaks and D.M.C.**—Rally, 17th April. Start, Odeon car park, Sevenoaks, 2 p.m.

**Herefordshire M.C.**—Social run, 17th April.

**East Anglian M.C.**—Coach Rally and Concours d'Elegance, 17th April, Clacton.

**Northampton and D.M.C.**—Meeting, 19th April, Saint's Sports Club, Harlestone Road.

**750 M.C.**—Meetings: 19th April, Dog and Gun, Banbury; "43" Club, 43 Leigham Court Road, Streatham; 20th April, The Bell, Brook, near Lyndhurst.

**North London M.C.**—Meeting, 20th April, Rising Sun, Chase Side, Southgate.

**Liverpool M.C.**—Meeting, 20th April, Childwall Abbey Hotel, Liverpool.

**Sunbac.**—Meetings: 20th April, Bredon Cross Hotel, Pershore Road South, Cotteridge; 21st April, Royal Oak, Loddles Road, Birmingham 6.

**Singer O.C.**—Meetings: 20th April, Ashtons Hotel, Praed Street, London, W.2; 21st April, Prince of Wales, Eccleshall Road South, Sheffield.

**Bentley D.C.**—Meeting, 21st April, King's Head, Roehampton, London, 8 p.m.

**Vintage S.C.C.**—Meetings: 21st April, White Lion Hotel, Cobham, Surrey; Mill Inn, Wittington, near Cheltenham; Cairsham Arms, Brindle, near Preston, Lancs; (Fraser-Nash Section) 16th April, Folly Inn, Adstock, Bucks.

**Buckingham & D.M.C.**—Meeting, 21st April, Folly Inn, Adstock, Bucks.

**Surrey Sporting M.C.**—Meeting, 21st April, Warwick Hotel, Redhill.

**N.E. Notes and more Club News on page 480**

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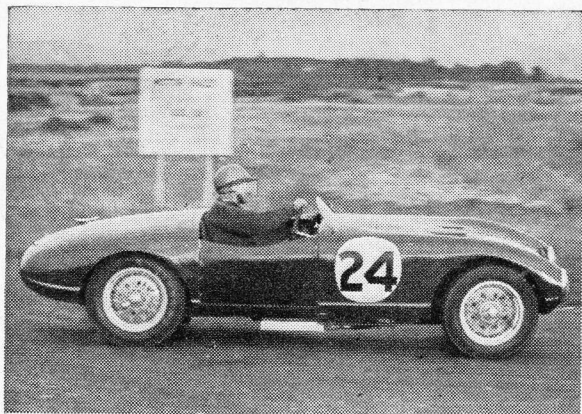
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1954 (January) RENAULT 750 saloon, finished bronze, fitted Derrington twin carburettors with 4-branch exhaust, Burgess silencer, double valve springs, Regency Tygan loose covers, oil pressure gauge, extra dash lamp, reversing light and screen washers, underseal. An enthusiast's car in specimen condition; low mileage. £520 o.n.o.—15 Houghton Lane, Swinton, Lancs. Tel.: SWI 1126.

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(Continued overleaf)

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### ASTON MARTIN

SHORT chassis four-seater 1932 Standard Aston Martin, new Friary rods, rings, tyres, battery. Weather protection good. £170.—Stahl, 1 Frays Court, Victoria Road, Uxbridge.

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8-LITRE BENTLEY.—Eastick's Bentley is now regrettably offered for sale. This car has twice won Concours d'Élégance, High Park. Immaculate condition. £750.—Phone, business hours, Slough 20712.

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**O**VERTON MOTORS, LTD., Broadway Garage, Chesham, Bucks.—We have been commissioned by the present owner of Overton Special Mk. V to sell this very successful Special as he is about to emigrate to Australia. Overton Special Mk. V, 1.172 c.c. Trials and Autocross Special. This car complies with the current regulations for Trials and Autocross events and has proved itself on many occasions during 1954. Winner of the Guy Fawkes Trial, class awards in Rallies and Driving Test Meetings, it has "wiped the board" in 1954 Autocross events, gaining F.T.D. on five different events, against all comers. This car has been completely overhauled by us recently in readiness for the 1955 season. 1.172 c.c. Ford engine, alloy cylinder head, twin Zeniths, alloy induction manifolds, lightweight 4 branch exhaust, tubular chassis, high compression, highly tuned engine, terrific acceleration, Girling brakes, late type axles, Goodyear De Luxe tyres. Special rad. Many other extras. Very potent machine just waiting to collect more awards. Price £195 o.n.o. Can be viewed and tried at Overton Motors, Ltd., Broadway Garage, Chesham, Bucks. Tel.: Chesham 234. This car has just won the British Trials Drivers' Autocross Championship for 1954.

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## North-East Notes

by Denis Edkins

THERE were 49 starters at the Scotch Corner Hotel on 20th March, for the Darlington club's "Grinton Picnic". Some last-minute alterations had been made to the route, as the organizers found that certain sections were still snow-bound. Competitors made their way by Piercebridge to Whitworth Hall, near Spennymoor, then proceeded to the moorlands between the Wear and the Derwent rivers. Much of the route was over little used byways and navigation was at a premium.

From the lunch halt, competitors went to Nenthead, the farthest point West. By this time, the trial was beginning to sort out the sheep from the goats, and P. G. Walton and Gordon Shanley, both in Anglias, were having their usual battle ahead of the rest of the field. On Fiddler Street, near Nenthead, snow and ice made the usual very rough surface even more dangerous than usual to inexperienced drivers. Only one road was open between Weardale and Teesdale, that between St. John's Chapel and Langdon Beck, and competitors had to cover this in both directions. It was on his second trip that R. Chamberlain made acquaintance with a wall, fortunately only causing minor damage to his recently repaired TR2. A large crowd had turned out near Holwick, by the Tees, to see the cars attempt to drive through an almost impassable sea of mud. All competitors lost marks, but only Roy Mallorie in his old Riley 9 failed to finish.

Results, which have already been reported, showed that the Newcastle club had taken all the major awards, the first three going to Gordon Shanley, Jack Smith and P. G. Walton.

There were 67 entries for the combined Durham and Newcastle rally held on 27th March. This event is, in fact, two separate rallies, with different awards lists, both run under the same organization. This year it was the turn of the Newcastle club to choose the route,

★  
ANGLIA crew Gordon Shanley and C. Batchelor, who won the Darlington M.C.'s "Grinton Picnic", are seen leaving the Scotch Corner Hotel at the start.  
★



whilst marshals were supplied by both clubs.

Competitors left the Cock of the North Hotel, Durham, and proceeded to Eggleston, where they began to cover parts of the route the "Grinton Picnic" had passed over the week before. Near Coldberry Mine, in Teesdale, Tommy Wood had the misfortune to run out of road but did not greatly damage his old Alvis tourer. Swinehope Moor was still closed, and competitors were sent by way of Langdon Beck to the lunch halt at St. John's Chapel. A very late arrival at the lunch halt was E. H. Harrison, whose Standard 8 had to be manhandled out of a manure heap into which he had slid. The odour from the car from then on was something to be smelt to be believed.

After lunch they went to Burnhope

Reservoir, where snow had caused a number of cars to slide and block the road. One or two competitors made a detour, but by the time they had picked up the correct route once more, the blockage was cleared. From here, many had to make up their lost time over Killhope Moor, the highest main road in the country. The route then began to loop into the Alston and Allendale districts, and it was here that Jack Smith, in trying to avoid a sheep, ran off the road. His SS100 was badly damaged, but the driver and passenger were both unhurt.

By way of Hexham racecourse, competitors went to Broomley, near Riding Mill, for a driving test. From Broomley, they made their way to the finish at Riding Mill.

(Results on page 474)

### KENTISH BORDER A.G.M.

BOTH the president, Mr. Sidney Allard, well-known motor manufacturer and rally driver, and the vice-president, Mr. Stanley Chappell, were re-elected at the annual meeting of the Kentish Border Car Club at the New Inn, Hayes, Bromley, held on 31st March.

All other officers were re-appointed. These included Messrs. Ken Shackel, chairman; Haddon Alderton, secretary; Tom Day, treasurer; Fred Eady, competitions secretary; Peter Petty, social secretary; and Ronald Sheppard, Press secretary.

Committee members elected were: Messrs. W. E. F. Armstrong, R. F. Chappell, Basil Cox, J. Davies, R. D. Latham, R. E. Rushbrook, T. J. Sawell, J. E. Scali, and R. R. Williams.

Mr. F. Bryden was re-elected auditor.

### OPERATION "MAPREF"

TWENTY-SEVEN entries were received for the Midlands M.E.C. Operation "Mapref", run on Sunday, 3rd April. The 60-odd mile course running through Warwickshire byroads had to be covered at a modest 24½ m.p.h. average speed.

First off was John Axon (XK 140) who left the Fleur de Lys, Lowsonford, at 3.30 p.m. and the rest of the field followed at one-minute intervals.

No less than eight competitors returned an average of 24½ m.p.h. in spite of no early arrival being allowed at any control. Minimum mileage being the final deciding factor, Ray Best (A40 Sports), navigated by Reg Scatterthwaite, won with 61 miles. Phil Hilton (M.G.) was second, and third place was a tie between Harold Whitehouse (A40) and Jack Whitehouse (Sunbeam).

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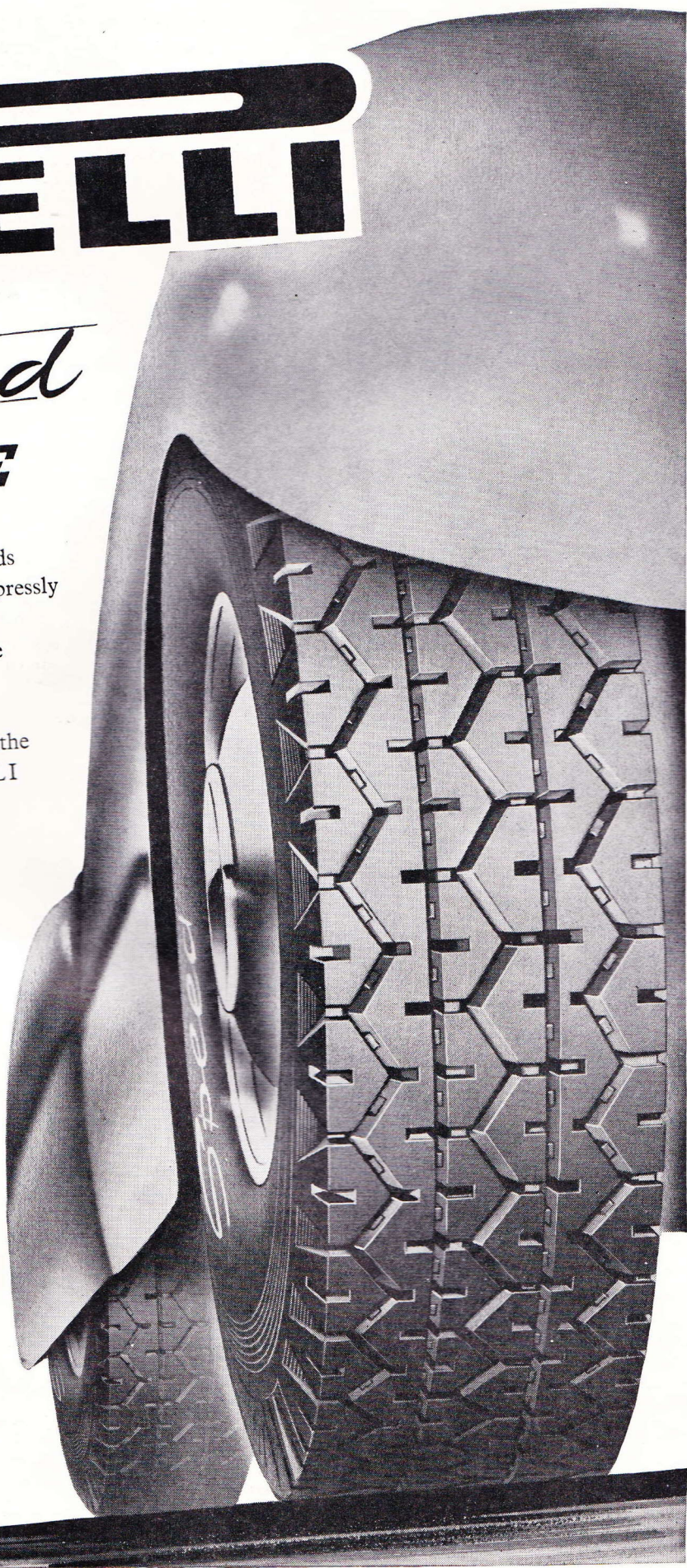
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