

**THE 1,000-MILE CIRCUIT OF IRELAND—FULL REPORT AND PICTURES**

TELEVISION

APRIL 22, 1955

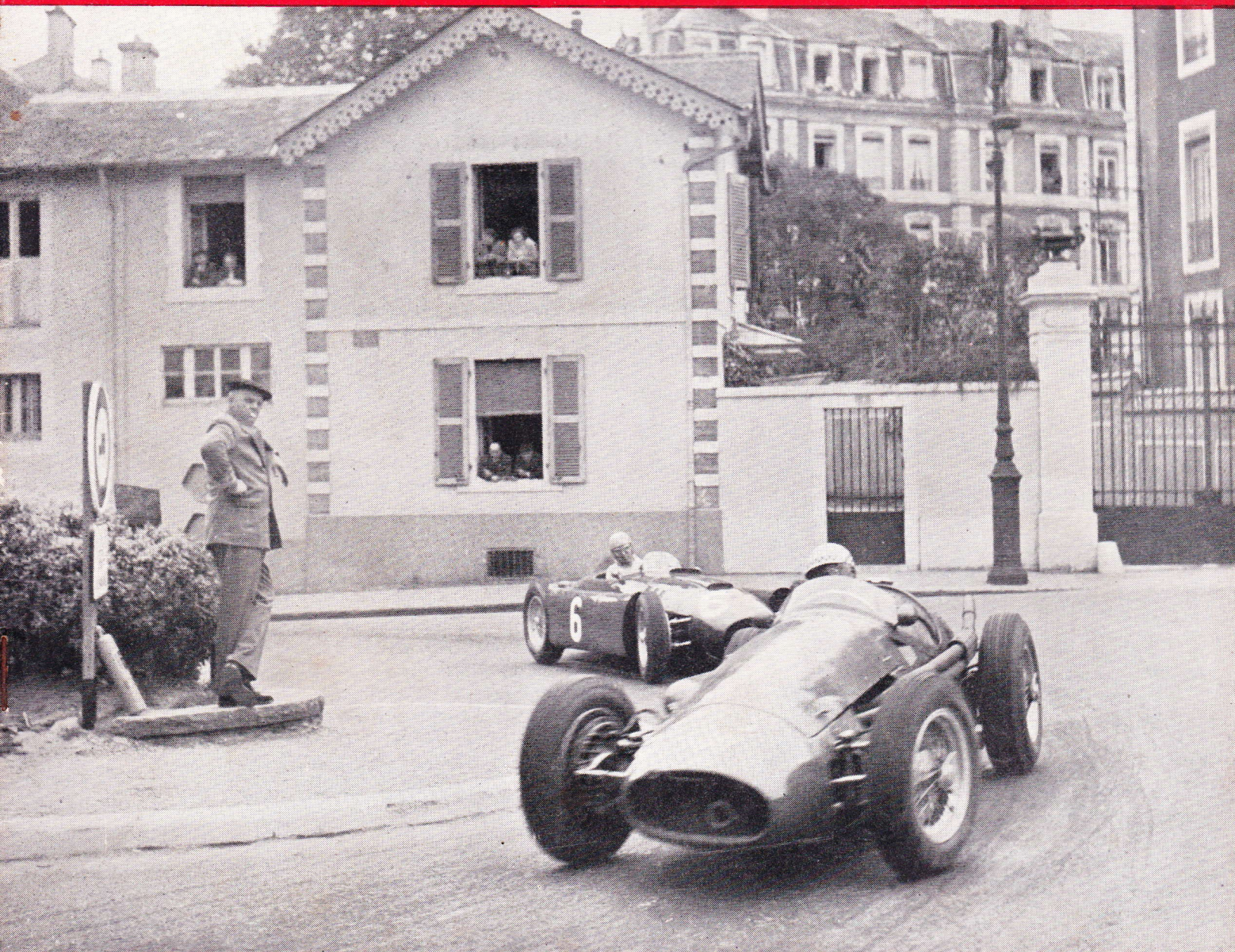
# AUTOSPORT

**1/6**

EVERY FRIDAY

Vol. 10 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

GRAND PRIX OF PAU : RALLYE SOLEIL-CANNES : TWO-CYLINDER ENGINES, BY JOHN BOLSTER  
HIGHLAND "THREE DAYS" : TULIP RALLY PREVIEW : A BIG "LITTLE RALLY"  
RACING AT SNETTERTON, OULTON PARK, CHARTERHALL AND SILVERSTONE : LAND'S END TRIAL





The English language has many vivid phrases to suggest disagreeable circumstances crowding in from two sides, and in these advertisements we are using some of them to illustrate the two main dangers that can mar the performance of sparking plugs: overheating, on the one hand, and fouling, on the other. If plugs overheat they cause pre-ignition troubles: knocking (which wastes power and petrol and puts unnecessary loads on engine bearings) and in serious cases 'running on' when the ignition is switched off. On the other hand, if plugs run too cool they will not burn carbon off the insulators as fast as it forms. Carbon and other fouling soon forms a leak path for the high-tension current. Current leakage quickly weakens the spark and spoils engine performance; at its worst it can kill the spark completely. To avoid both overheating and fouling, plugs must maintain the right working temperature—somewhere between 500° and 600°C.

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# K.L.G. *sparkling plugs*

one of **SMITHS** accessories for better motoring



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 16

April 22, 1955

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS  
 Assistant Editor F. WILSON McCOMB  
 Art Editor THEO PAGE  
 Road Tests and Technical JOHN V. BOLSTER  
 North of England Northern Ireland  
 WILSON ROGERS W. A. McMASTER  
 Eire JACK O'DONOGHUE

Continental Correspondents GERARD CROMBAC  
 MAURICE GATSONIDES JOHN CLAES

Western Germany ALAN BRUCE

Canada Scandinavia  
 R. J. THURGOOD HANS FRIES  
 U.S.A. South America  
 RUTH SANDS BENTLEY DR. VICENTE ALVAREZ

## Photographic Section

Chief Photographer GEORGE PHILLIPS  
 North of England FRANCIS N. PENN  
 Scotland W. K. HENDERSON  
 Continental MAURICE LOUIS ROSENTHAL  
 RODOLFO MAILANDER  
 U.S.A. OZZIE LYONS

## CONTENTS

	Page
Pit and Paddock	482
Sports News	483
Portrait Gallery, No. 19—Eric Thompson.	484
The 8th Rallye Soleil-Cannes, by John Gott	485
Correspondence	487
The Two-Cylinder Engine, by John Bolster	488
The Tulip Rally	489
The 16th G.P. of Pau, by Nevil Lloyd	490
Club Racing at Snetterton.	491
Bentleys at Oulton Park	492
The Land's End Trial	493
The 17th Circuit of Ireland	494
Sunny Silverstone	498
Charterhall Racing	500
A Big "Little Rally"	502
The Highland 3 Days	504
News from the Clubs	506

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## EDITORIAL

### INTERPRETING THE REGS

THE position of certain grand touring machines in rallies is still a trifle obscure. While some organizers insist on the stipulated "100 produced in 12 months", others accept special-bodied cars, so long as the chassis is similar to the production vehicle. The R.A.C.-West, for example, is noted for its rigid adherence to F.I.A. regulations. Yet, one British entrant wrote to the organizers of the Tulip Rally, enclosing photographs and full details of his special-bodied 2-litre saloon, and was informed that the car would be admitted into the grand touring category. This same car has been refused by several British organizers. Again, a coupé Jaguar, converted from an XK 120 open two-seater with components available to everyone, was disqualified in the recent R.A.C. Rally, for having dimensions that differed slightly from the production coupé, and for having a non-standard fascia panel! Further to confuse the issue, the organizers of the Rallye Soleil-Cannes announced that certain types of Super-Sprint Alfa Romeo would be transferred from the G.T. class in which they have been accepted in several rallies, and placed in the International Sports Car Category. Surely it is about time that F.I.A. regulations were interpreted by all rally organizers in the same way? As it now stands, owners of grand touring machines with even slightly modified bodywork are never certain of the eligibility of their cars in any specified events.

### GERMAN CHALLENGE

NO British car has ever won Italy's Mille Miglia, and for that matter, only one non-Italian driver (Rudolf Caracciola) has won this classic road-race. However, never before has a manufacturer put in such careful preparation for an event, as has Mercedes-Benz for 1955. It is said that Karl Kling alone has covered over 50,000 kilometres in practice, costing about £1,100 for one item—petrol! Fangio and Moss have also done several thousand kilometres, which all goes to show that the Germans are determined to win the Mille Miglia, for reasons of prestige. Nevertheless, the Italians are difficult to beat on their own ground, and, despite the all-out offensive of the "silver arrows", AUTOSPORT would not be in the least surprised to see one of the red cars bearing the "prancing horse" gain victory.

When it comes to class successes, however, Italy enjoys no monopoly, and in looking back with satisfaction on the M.G. team's triumph in 1933, and on several fine performances in later years by Aston Martin, Healey and others, we also look forward to further achievements by British cars in this most arduous of road races. To those British drivers and cars setting out on the fabulous Brescia-Rome-Brescia run on Saturday, 30th April, we wish the very best of luck.

### OUR COVER PICTURE

**TURIN-v-MODENA:** Number 1 works drivers Alberto Ascari of Lancia (car No. 6) and Jean Behra of Maserati, duelling in the Pau Formula 1 Grand Prix on Easter Monday. Ascari lost a commanding lead, and the race, through a faulty hydraulic brake line.





## PIT & PADDOCK

★  
**FAST BOWLER:**  
*John Bolster, looking eminently respectable, takes delivery of a new 750 c.c. Renault at the Acton works.*

★

**L**OOKS like a busy day for Mike Hawthorn at Silverstone on 7th May. He will drive a D-type Jaguar in the 120-mile sports car race, a Mark VII in the 75-mile production car event, and the Vanwall Spl. in the Grand Prix itself.

**T**HE Panhard Company of France is to take over part of the production of Citroën vehicles, following an agreement between the two concerns.

**I**MPORTANT 1955 motoring dates for the Zandvoort circuit are 5th May, final races of the International Tulip Rally; 30th May, National Sports Car Races; 17th, 18th, 19th June, practice days and race, Grand Prix of Holland; 7th August, National Sports Car and Motor Cycle Races.

**B**IRA's old Formula 1 Osca, which he took out to Australia and New Zealand in the New Year, has been purchased by Werner Greve of Sydney, N.S.W.

**E**NTRIES already received for the Rheims 12-hours race in July include three Cunninghams, three Jaguars and three Bristols.

**D**ESMODROMY spreads to Formula 3—Arnott's of Willesden have produced a conversion to positively-operated valves on the 500 c.c. J.A.P. racing engine.

**T**wo "Peters" will be in the Aston Martin team at Silverstone on 7th May—Peter Collins and Peter Walker, driving his first race for David Brown. Their team mates will be Roy Salvadori and Reg Parnell.

**F**ADEST lap at Sebring during the 12 Hours race in March was created by Sherwood Johnston in a 3-litre Maserati—time 3 mins. 38.9 secs. Johnston and co-driver Bill Spear are therefore awarded the Coupe de l'Action Automobile.

**T**HE builders are busy at Brands Hatch, working on the new permanent grandstand and premises opposite the starting area.

**L**UBRICATION chart for the new Austin A40 and A50 models has just been published by C. C. Wakefield & Co., Ltd. Copies in two-colour, size 22 ins. x 17 ins., are available free by request from 46 Grosvenor Street, W.1.

**A**LAN ECCLES of Hill Top Garage, West Bromwich, has acquired the jigs for Staride 500 spares, and will be pleased to supply parts, and assist owners of these cars.

**C**ORRECTION to Castle Combe results, following a protest by Tom Kyffin, is announced, his Cooper-Bristol winning the 2-litre sports class in place of Robinson's A.C. Ace. Kyffin also finished fifth in general order. Error was due to a mix-up in car numbers by the organizers.

**F**OLLOWING the invitation by Prince Bertil of Sweden, Mercedes-Benz will be sending Fangio, Moss, Kling and Herrmann to take part with 300SLR sports cars in the Swedish G.P. at Christiansand on 7th August.

**L**AP of honour at Silverstone, 7th May, will be driven by Capt. Geo. Eyston in the record-breaking M.G. TF Special Midget which took no less than 37 international and American Class F records at Utah last year.

**B.** A. MANNING'S winning speed in the all-J.A.P. race at Brands Hatch on Easter Monday was 67.47 m.p.h., not 64.47, as given in our results last week.

**D**OUGLAS, I.O.M., habitués during the years when the British Empire Trophy race was run there may remember the Fort Anne Hotel and its popular manager Harry Cahn. He has recently been appointed manager of the Garrick Hotel and Restaurant, 3-5 Charing Cross Road, London, W.C.2, and will welcome old friends in the motoring fraternity there.

**W**E have received many quips from readers concerning Bolster's road test last week, in which the modified Standard Ten was credited with achieving a standing mile in 21.8 secs.! Our apologies for a printer's error in which the vital word "quarter" was omitted.

**S**TIRLING MOSS will be driving a Maserati in the Bordeaux G.P. on Sunday. So will Rosier and Bira, and probably Behra and Mieres with two works cars. No official Ferraris are entered.

**J**OHNN HEATH is driving solo in the "Mille Miglia"—in an XK 140 Jaguar!

**R**EPUTED that Porsche have a C.A.V.-Bosch fuel-injected version of their 4-o.h.c. engine, giving 120 b.h.p. Every possibility of it being used at Le Mans.

**S**AN REMO Ladies' Rally was won by a Lancia Aurelia driven by Paola Della Chiesa.

**S**URPRISE for the Germans came last week when Harris/Hacquin won their Solitude Rally at Stuttgart with a 1900 Super Alfa Romeo, heading the Mercedes-Benz cars of Becker/Berner and Schock/Lucas.

**T**HREE Aston Martins will run in the Mille Miglia. Peter Collins will drive a DB3S with Girling disc brakes, and Paul Frère and T. H. Wisdom will handle production DB2/4 saloons. This year's race will be Tommy Wisdom's ninth!

**T**HE Eighth Bari G.P., due to be run on 15th May, will be for sports cars, and not Formula 1 racing cars, as in the Calendar.

**N**ORMAN REEVES, owner of the famous 1904 Darracq "Genevieve", wishes it to be known that copyright to use the name "Genevieve" on any scale model kit has been granted exclusively to the Die Casting Machine Tool Co., of River Works, 152, Green Lane, Palmer's Green, London, N.13. Reference to this famous car film star should have been omitted from our description in last week's issue of the Darracq constructional kit produced by the Exakta Casting Co. (London), Ltd.





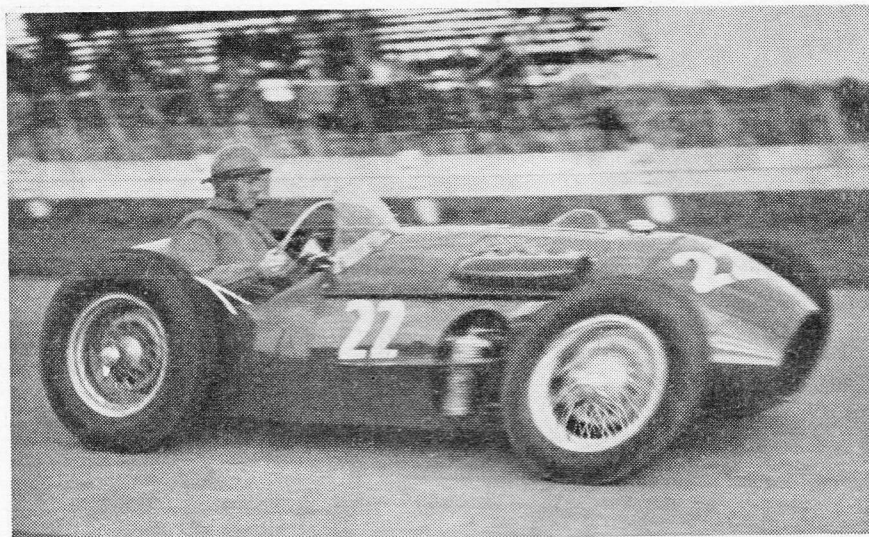
**BERKSHIRE SPECIAL:** The new machine built to Formula 1 specification by one-time *Alta* driver Geoffrey Crossley, Bruce Adams and John Lloyd. A four-carburettor, 130 b.h.p., 2.5-litre Lea-Francis engine is installed in a tubular chassis; total cost was only £1,200. The *Berkshire* is here seen practising at Goodwood, where it non-started on Easter Monday.

## THE MILLE MIGLIA

THE organizers of the Mille Miglia—Italy's classic 1,000 miles race (30th April/1st May)—have been overwhelmed with entries from home and abroad. The lists in the various touring and sports classes total over 450. Entries include Mercedes-Benz, Ferrari, Maserati, Alfa Romeo, Osca, Fiat, Stanguellini, Aston Martin, Austin-Healey, Peugeot, D.B.-Panhard, Renault, Porsche and Triumph. Mercedes-Benz have already conducted extensive training with their drivers Fangio, Moss, Kling and Herrmann. Ferrari, too, have been out practising, and the works driver Umberto Maglioli crashed in a 3-litre, emerging with only slight injuries although the car was badly damaged. Maseratis are running 10 cars, spread over the 1,500 c.c., 2-litre and 3-litre sports classes.

## GORDINI SUCCESSES AT MONTLHERY

THE Coupes de Paris meeting at Montlhéry last Sunday saw notable victories by de Rinen (2-litre Gordini sports) and by Pilette (F1 Gordini). In the Coupes de Paris, Duncan Hamilton (D-type Jaguar) was runner-up to the G.P. car, winning the International sports class. Boris (Aston Martin) took the special touring category, and de Castro (Jaguar) the *grand tourisme* section. Other races were won by Vidille, in Johnny Simone's Maserati, Ubezzi (Alfa Romeo), Royer (Panhard) and Vincent (Peugeot-Constantin). Kuhnke (Cooper) won the F3 event. Incidentally, Pilette's speed on the combined track and road circuit was 161.811 k.p.h. for the 16 laps (100.5 kiloms.). However, it was a surprise to many that Hamilton's Jaguar actually held the formula racing car for nearly three-quarters distance.



# SPORTS NEWS

## UP FROM AUSTRALIA

A NOTABLE newcomer to British racing this season is the young Australian Jack Brabham, who competed at Goodwood on Easter Monday with the ex-Peter Whitehead Cooper-Alta, and hopes to drive at many subsequent meetings in 1955. In his homeland, where he has won numerous races with his self-tuned Cooper-Bristol, Brabham is recognized as one of the fastest of drivers, with a cornering technique all his own — one which clearly pays dividends.

An interesting instance of the impression Brabham makes on observers is that published in the monthly magazine *Australian Motor Sports*, in their report of the South Pacific Road Racing



Jack Brabham.

Championships, run on the Gnoo-Blas circuit at Orange. At this meeting Peter Whitehead drove his single-seater Ferrari with 3-litre sports type engine, and won the 100-mile scratch event from Brabham's 2-litre Cooper-Bristol and Tony Gaze in another Ferrari. After the start Brabham took an early lead, to head all the larger cars on the opening round. "Brabham's lead, magnificent to see, was short-lived," the report continues, "as it was not many laps before Whitehead was in the van with his Ferrari; but he drew away from the Cooper-Bristol very slowly indeed and, on the fast sweep and slow right angle corner we could see, Brabham was very visibly fastest of any car in the race, drifting the sweep beautifully with all four wheels leaning outwards, braking late and going through Muttons as clean as a knife—except once, when he went past two cars on the approach to the corner and, coming in slightly off-line, had to flick on momentary full correction going out. . . ." Jack Brabham eventually finished a minute behind Whitehead, and won the handicap by a handsome margin from Joe Murray (Cadillac-Allard), Sulman (Maserati) and Whitehead's Ferrari.

The Australian's next big race will probably be the *Daily Express*/B.R.D.C. meeting at Silverstone on 7th May.

## ASCARI AND VILLORESI FOR FERRARI

CONSIDERABLE surprise was evinced early this week when Enzo Ferrari released the news that the official Ferrari team for Le Mans would consist of entirely new 4.5-litre six-cylinder machines, with the proposed "Indianapolis" type engine. No. 1 drivers will be Ascari and Villoresi, on loan from Lancia. Other team drivers will be Trintignant/Schell and Farina/Maglioli.

PETER WHITEHEAD and Graham Whitehead will share the former's Cooper-Jaguar Mk. II at Le Mans.



BIG MEN (left) of the Circuit of Ireland Trial were R.A.C. Steward Commodore C. A. R. Shillington and Clerk of the Course Gordon Neill. They are seen relaxing at the prizegiving at the conclusion of the 1,000-mile event.





Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 19—ERIC THOMPSON

As an active member of Lloyd's, Eric Thompson, of Bramley, Surrey, has not managed to crowd as much motor-racing as he would like, into his 35 years. Nevertheless, during his seven years of racing he has achieved a remarkable number of successes. His very first event was in the 1948 Paris 12 hours race, when he shared an 1,100 c.c. H.R.G. with Robin Richards. The following year, with Peter Clark, he won the 1,500 c.c. class at Le Mans with the "mobile golosh" H.R.G., repeated this performance at Spa, and scored a couple of Goodwood handicap victories. Two more successes were the 1½-litre production car class at Silverstone, and at Blandford—with his H.R.G. In 1950 he joined Aston Martin's works team, and a year later finished third at Le Mans, winning the class with VMF 64. Then came G.P. racing, including a fifth at Silverstone with a Connaught, ahead of Farina's Ferrari. He also put in a full season with Rob Walker's Delahaye, Delage and Aston Martin, and saw his "works" DB3 almost destroyed by fire during the Goodwood "Nine Hours". However, in 1953 he won that event, co-driving with Reg Parnell, and was second in the R.A.C. Tourist Trophy. He also collected three "firsts" with Walker's Connaught. At Le Mans, in 1954, he discovered what it is like to exceed 170 m.p.h.—this with the V12 Lagonda. Eric will be at Le Mans again this year, sharing a Connaught with Ken McAlpine, which will please the many admirers of this very forceful driver who has never been known to lose his sense of humour—and reputation as a champion leg-puller! G.

### WHIT-MONDAY RACING IN CORNWALL

FORMULA 1, Formula 3 and sports car races are included in Cornwall Motor Racing, Ltd.'s, National meeting at Davidstow circuit, Cornwall, on Whit-Monday, 30th May. With substantial prize money available it is hoped to secure a first-class entry. As before, a chicane will be incorporated in the 1.8-mile circuit, which comprises two very fast straights, two fast corners and a hairpin. Regs. and entry forms can be obtained from the Secretary of the Meeting, J. W. Limmer, Esq., "Little Meadows", Toldish, St. Columb, Cornwall (Fraddon 327).

### EUROPEAN RALLY CHAMPIONSHIP—ROUND 5

NEXT Monday, 25th April, is closing date for entries in the first International Nürburgring Rally of the A.D.A.C., which takes place from 18th to 22nd May. This is the fifth qualifying event for the 1955 European Touring Championship, following the Monte Carlo, Sestriere, British and Tulip events, and as such will command particular interest amongst premier rally drivers. Starting points are Dijon, France, and Hamburg, Munich or Nürburgring in Germany. A 500-600 km. opening stage brings cars to the Nürburgring, where special tests will take place, including four laps of the circuit. A road section of 1,850 km. through the Taunus, Black Forest and the Vosges brings competitors back to Nürburg for further tests, and the Rally concludes at Bad Neuenahr with the final tests.

### DIEPPE'S ANNUAL RALLY

AN event of interest to British rally exponents is that taking place at the Channel port of Dieppe on 21st/22nd May. The 6th Grand International Motor Rally of Dieppe, as it is termed, will be organized by Dieppe's Syndicat d'Initiative from their rally office at 1 Boulevard de la Liberation. Of the 150 permitted entrants, 20 may be British, and a rebate on the cost of transport between Newhaven and Dieppe has been arranged. Interpreters and aids in securing hotel accommodation are also offered. Entries close on 17th May, they can be lodged with the A.C. de l'Ouest, 13 Boulevard Rene-Levasseur, Le Mans, at the organizers' Dieppe office aforementioned, or at various regional bureaux.

There will be groups for touring cars to standard, modified and special categories, and for sports cars in varying acceleration tests, a hill-climb and speed tests over the Circuit de la Plage. Additional races will also be staged there for the 25 fastest cars in the previous speed tests.

### SCOTTISH INTERNATIONAL RALLY

NEARLY 70 entries have already been received by the R.S.A.C. for the 13th Scottish Rally (30th May-3rd June), and following recent performances, many of them are in the small car class, modified and unmodified. The entry list closes on 4th May; the organizers' address is Blythswood Square, Glasgow, C2. Reports that hotel accommodation in Oban is now booked up is incorrect; plenty of room is still available.





*BLESSING for the Rally cars from the Bishop of Le Puy. No. 335 is the O'Hara Moore/Gott Frazer-Nash and No. 341 the record-breaking 550 Porsche of Ringgenberg and von Frankenberg, with crew standing by it.*

phoning they were allowed to start, subject to confirmation of their status. Ironically enough, by the same regulations Houel's Super Sprint Zagato Alfa, which seems less standard than most having at least a most special body, was taken out of the sports class and put in the modified production touring class.

Many British rally crews are probably familiar with the name of Le Puy as a Monte or Tulip control, but it is not perhaps generally realized that it is one of France's most sacred cities, attracting an annual pilgrimage of more than 250,000 people. The rally was, therefore, honoured by a visit from the Bishop, who formally blessed the crews before their departure: although there

## 8th RALLYE SOLEIL-CANNES—

# THE MOST DIFFICULT YET

THE Eighth Rallye Soleil-Cannes (4th-8th April), whilst maintaining the high standard of social entertainment set by its predecessors, was much more difficult than any rally yet run by the Automobile Club of Cannes.

The road section of 1,200 kms. (750 miles) from Le Puy to Cannes included several notoriously difficult stages from the Lyons-Charbonnières and "Alpine" routes, yet had to be covered at averages varying from 55 k.p.h. for the small touring cars to 60 k.p.h. for the sports cars, which meant that crews had to be on the road for between 19 and 22 hours.

To determine the winners from those retaining "clean sheets", two timed hill-climbs and an acceleration-braking test were included. The times returned on the two climbs were added together and the fastest car in each class scored zero points, whilst the slower cars were debited with one point per second's slowness. Lateness on the road, however, was penalized with 1,000 marks per minute, thus ensuring that the road was the main criterion, although the tests were additionally endowed with cash prizes.

The entry of 75 crews included Guiraud/Beau (Peugeot), 1954 Rally Champions of France, Houel/Pilliet (Alfa Romeo), winner of Lyons-Charbonnières, Lier/Poncet (Lancia), Marang/Berges (Citroën) and Parucci/Martin (Panhard), who had all figured prominently in the "Monte", and Alex von Falkenhausen, now attached to the competition department of BMW, in one of their latest type 502 saloons.

As the event was open to all categories of cars, some very interesting and extremely potent machines could be seen in the *parc fermé* at Le Puy. Ringgenberg and von Frankenberg had brought their Porsche 550 Spyder which had recently broken records at Montlhéry at around 130 m.p.h. Maserati and Siata had loaned "works" cars to Guyot and Terrail respectively. Gacon and Arcan had mechanical trouble with their 550 Porsche on the way to the start, so returned to Lyons for their "hack" DKW. Bourillot damaged his

## An Event Greatly Stiffened Up Penalizes Almost Three-quarters of a Good Class Entry—Class Victories Scored by Triumph and Bristol

By JOHN GOTT

lovely little Osca in practice, but could not produce a spare. One machine which attracted little attention was the Simca of Martin/Convert. Technically, however, it was one of the most interesting of all. A very rough home-made body hid a neat chassis containing a Simca Aronde engine developing 78 b.h.p. and a gearbox system giving eight forward speeds, the whole outfit weighing only 11 cwt. in full rally trim. The polished axles, steering arms, etc., showed that the former Gordini driver fully appreciated the finer points of car preparation.

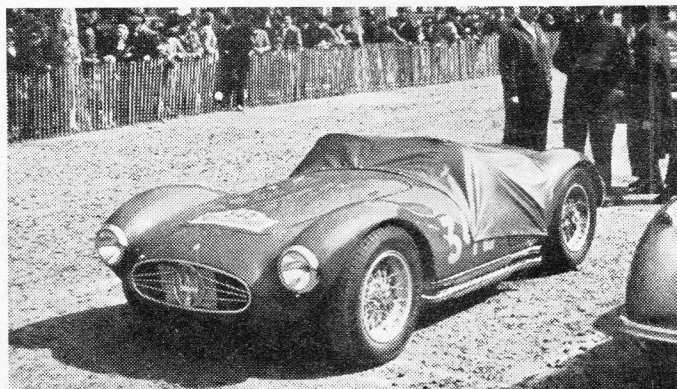
The only British crews were Lew and Dorothy Tracey (XK 120), Dennis O'M. Taylor/P. de Verda (Triumph TR2) and Hal O'Hara Moore/John Gott (Frazer-Nash).

One of the more unfortunate by-products of the F.I.A. category system is the difficulty of correctly classifying cars. Seven Alfa Romeos were present, all outwardly identical, but three had the Super TI engine of 1,975 c.c. for which Alfa Romeos have not yet apparently lodged an official form of recognition. After much frantic tele-

were some serious accidents, no crew was seriously injured.

The three opening stages of Le Puy-St. Jeures-St. Felicien-Mezilhac, respectively 34 kms., 49 kms. and 66 kms. long, showed that the time schedule was tight, allowing no rest at controls, and that accurate navigation and time-keeping over a network of small by-roads was absolutely vital. This had to be done by night by the sports cars and immediately several of their crews began to suffer from sickness as they pored over maps whilst being hurled around a succession of bends and corners. As the stages grew more and more difficult sickness got worse and worse and both Tracey and Taylor had to retire in the night as their passengers could not effectively carry on navigating.

Lier burst a tyre and slid into a ditch. Ringgenberg had not had time to fit his Porsche with additional wide-angle lamps, and his long-range pencil-beam headlamps did not give enough light for the twisting mountain roads, with the inevitable result that he ran out of road. Thus two fancied competitors were eliminated early on.



★  
*WORKS-LOANED: The 2-litre competition Maserati of M. and Mme. Guyot, which made equal best times on the hill-climbs, but which was late on the road.*



The most difficult night stage was probably the 49 kms. from Genolhac to Florac, made more arduous by the fact that the Lambert time clocks, as used in the "Alpine", were not maintaining their usual accuracy. Here both the Maserati and the Siata were late and only the Frazer-Nash, the Triumph of Robin/Prier, and the Porsche of Mesdames Blanchoud and de Loisy were left "clean" in the 2-litre sports class, whilst von Falkenhausen alone was left running in the unlimited sports class.

Nor were the casualties confined to the higher average groups. Deroux's Alfa Romeo lost a wheel; Grail's hard-top Jaguar broke its rear springs; Hopfen, last year's winner with Mantzel, broke the crankshaft of his DKW. Castelain fractured a hosepipe on his Alfa Romeo.

The 164 kms. from Le Vigan to Villes, over fast main roads, allowed crews to make up around 30 minutes and to take advantage of the buffet provided by Shell. For many this was the first opportunity for any rest after 10 hours' hard motoring, which had penalized almost three-quarters of the entry. It also allowed a check to be made of the tyres, which in some cases were in an alarming state considering that the worse

**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).

average almost impossible to maintain without taking great risks. Hebrard overslid a corner and dropped his Panhard some 80 feet, the crew climbing unhurt out of the wreck although suffering from severe shock. Journet overturned his Panhard but righted it and pressed on, although minus a wind-screen and with severely battered coachwork. Almost every car bore some sign of its passage along the narrow roads.

After taking these risks the crews

## THE RESULTS

**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 Falkenhausen (BMW).

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

The final stage into Cannes included the second hill-climb of just over 2 kms. Here Martin's amazing Simca turned the tables on the Maserati by returning 2 mins. 10.2 secs. to 2 mins. 12.3 secs. As a result both cars tied for the combined best times, which was a fantastic effort by Martin, who disposed of less than half the b.h.p. of his sports-racing opponent. Valuable seconds on the climb were lost through smooth tyres, which particularly affected the Frazer-Nash, whose tyres showed only traces of tread.

Once over the climb the 49 survivors had some 10 short miles to reach Cannes, the blue sea and the sun. Even these proved too much for some. Nahmens had been struggling all night with mechanical trouble on his Austin-Healey: with only five miles to go a rear wheel came off and his gallant efforts went for nothing. Fortunately the crew were unhurt.

The final test was the braking-acceleration test, which called for a 150-yard run-up to two pylons, around which a figure of eight had to be made, and a return to the start line, braking to a stop within 20 yards. Performances varied from the indifferent (Terrail on the Siata) to the brilliant (Martin on the Simca). Vial overturned his Renault when braking, but still stopped within the 20 yards and also made one of the better times.

Best times were made by Martin (Simca), 27.6 secs.; Greger (Porsche), 27.8 secs.; Vilreón (Porsche), 28.5 secs.; O'Hara Moore (Frazer-Nash), 28.8 secs.; Robin (Triumph TR2), 29 secs.; Condillier (Renault), 29.3 secs.; Vial (Renault), Grandsire (Salmson), 30 secs. The test was electrically timed in a very efficient way.

The cars were then placed in *parc fermé* whilst the crews retired to argue about the time clocks until sleep claimed them. Still longer arguments on these same clocks went on, however, at club headquarters long into the night. The clocks were examined and it was found that that at Briançonnet was slow and that at Aiglun fast, the difference error being around 5 minutes. As some few of the earlier crews claimed to have done the section clean, attempts were made to draw up a graph to correct clock error, but this proved impossible as these clocks do not advance progressively, but jump on at the end of a complete minute.

The club reluctantly, therefore, had to cut out the most difficult stage of the whole rally. This was particularly

(Continued overleaf)



**WELCOME** at the Cannes finish for Hal O'Hara Moore (left) and John Gott from 1954 Lady Touring Champion Sheila Van Damm. They once again made best performance by a British crew, finishing second in the 2-litre sports class in a Frazer-Nash.

half of the route was to come. The rear tyres of the Frazer-Nash, new before the start, had practically no tread left, an unpleasing phenomenon observable on many other cars. In contrast the Continental Michelin X tyres looked hardly worn, although the cars had been driven just as hard.

The section over the Alpes Maritimes began at the foot of the Col des Leques with the first stage terminating at Pont d'Aiguines after a difficult run through the Gorge du Verdon over D.17.

The first hill-climb was just over 7 kms. from this bridge to the village of Aiguines. Best time was made by Guyot (Maserati) in 6 mins. 6.1 secs., closely followed by Martin (Simca) in 6 mins. 8.2 secs., whilst Houel's Special Alfa Romeo was third fastest in 6 mins. 13.4 secs.

Then came the most dangerous and difficult section of the whole route, the 34 kms. from Briançonnet to Aiglun over N.211A and D.17. The surface was mainly loose gravel and small rocks, the straights were non-existent and the

were appalled to find themselves credited at Aiglun with lateness penalties of between 3-4 minutes although on their own calculations they were on time—if only just.

As the next section was also difficult, being over D.10 and the Col de Bleine, reckoned to be one of the most difficult stages in the 1954 "Alpine", few stopped to argue with the unfortunate officials who, however, had to endure a constant stream of complaints about their instruments; this they bore with a philosophic smile, knowing that the complaints were only too well founded. On this stage, after Aiglun, Houel, then easily leading his class, missed a turn and acquired heavy penalties for lateness.



**8th Rallye Soleil-Cannes—continued**

hard luck on the committee, who had worked hard to arrange an event which could be won outright on the road section and who had hired clocks successfully used by other clubs.

However, even with the loss of the most difficult section only 25 crews retained "clean sheets". Five of these were retained by feminine teams. This must have caused great pleasure to Sheila Van Damm, as the European Lady Rally Champion was at the finish to welcome the surviving crews.

At the time of reporting, the 1,300-2,000 c.c. touring class is not yet classified owing to the difficulties about the Super TI Alfa Romeo. It seems, however, unlikely that these cars will be classified as production touring cars as yet, so that the probable winners will be the Swiss pair Briffaud/Schild on a 1,884 c.c. Alfa Romeo.

For the same reason it was only

possible to announce the first two places in general classification, which went to M. and Mme. Dunod (Fiat 1100 TV), and Gacon/Arcan (DKW) respectively.

By far the best performance in the whole rally was, however, made by the Simca of Martin/Convert, which was "clean" on the road, made equal best time in the hill-climbs and made best time in the braking and acceleration test. Martin could not, however, be included in general classification as the club, anticipating more entries than actually obtained, stated in the regulations that no class containing less than seven cars could figure in general classification. When the entry was known the club asked competitors to waive this clause, but several males declined to do so. The ladies, however, were more sporting and agreed to waive their technical rights, so ensuring that all feminine crews could compete for the Coupe des Dames.

It was extremely unfortunate that due to an unforeseen technicality the best performance in the rally could not be officially recognized as such.

Only five British *marques*, all run as private entries, were represented. Although neither the Austin-Healey nor the Jaguars finished, class wins were secured by the Bristol 403 of Lalisce/Lacour and the Triumph TR2 of Robin/Prier, whilst the Frazer-Nash scored second place. The TR2's performance was particularly meritorious as although its opponents were certainly handicapped either by crew or tyre troubles, their potential performance was considerably greater than that of the Triumph.

It can, however, be said that the Rallye Soleil-Cannes, whilst retaining its pre-eminence for social activities, now poses such difficulties that any crew can be proud to retain a "clean sheet" on the road section.

## Correspondence . . .

**Brands, Bolster and B.R.M.**

ACCOMPANIED by a friend, I attended the excellent race meeting at Brands Hatch on Easter Monday. During the course of this meeting the result of the Richmond Trophy race was given out over the public address system. John Bolster, in giving this out, started with the comment, "What happened to the B.R.M.? It was a non-starter of course."

Of course it was a non-starter as the Richmond Trophy is for the present Formula 1 cars, i.e., up to 750 c.c. supercharged or 2½-litres unsupercharged. My friend and I listened in to the Goodwood commentary on his portable radio and Raymond Baxter also stated this very clearly.

With all due respect to Mr. Bolster, whose enterprising driving, writing and commentating have greatly entertained me since I started following motor sport, I would suggest that he gets his facts right before he airs them to all and sundry.

I would like to add that I am not a member of the O.R.M.A. but merely a racing fan who likes to see things put in their proper perspective.

H. WALLIS.

SIDCUP, KENT.

**"Three-Speed" Porsches at Oulton Park**

REFERRING to your remark in the 8th April issue that the "Porsche Spysders of Seidel and Ahrens were not exactly being driven at speeds of which they were capable", I would like to point out the following possible reasons. Before leaving Germany they were fitted with the lowest axle ratio (the Nürburg one) and also had the lowest top gear available, i.e., fourth was as close to third as possible as it was realized that the circuit was somewhat slow and short of straights. Nevertheless Seidel was unable to use fourth gear at all in the race as he found in practice that changing at the recognized 7,000 r.p.m. from third up to top he could motor perhaps about 40 yards in that gear on the longest straight only before having to start slowing, so decided to keep in third and over-rev. a bit. The motor in fact was often showing 8,000 r.p.m. and still sounded perfect. The only visible evidence of over-revving was a rise of oil temperature from 80 deg. C. to 95 deg. C.

I. HARWOOD, LIEUT.,  
ROYAL SIGNALS.

B.A.O.R.

**Continental Wavelengths**

I NOTE in a recent AUTOSPORT that Mr. C. H. Bowles, of Waterford, Eire, is anxious to know the wavelengths of Continental stations broadcasting motor race commentaries.

In my experience I have found that the commercial stations broadcast most of the commentaries; in particular good reception is often obtained on Sunday afternoons from Radio Monte Carlo, in French, on the short wavelength of 40.82 metres.

From time to time commentaries are broadcast in French from Radio Luxemburg on 1,293 metres.

It may be that the new commercial broadcasting station Europe No. 1, now broadcasting on 1,645 metres, will be giving commentaries during the summer months.

I have usually found that the broadcasts commence at 3 p.m.

B.S.T. and take place at hourly intervals until 6 p.m., when the races usually finish. The results of principal motoring events are given in Italian from the Milan National Station on 334 metres. These results are generally given towards the end of the sports bulletin which starts at 8.45 p.m. B.S.T.

BRAMPTON, CUMBERLAND.

P. M. RAMBAUT.

[Mr. Rambaut has written as above to Mr. Bowles, but we have printed his letter for general interest.—Ed.]

**Timing Equipment in the R.A.C. Rally**

AS the constructor and operator of the timing equipment used at Hastings, I will answer the query mentioned by Mr. Needham in the issue of 8th April.

The starting lights are operated by a powerful relay and, for the information of Mr. Needham, the operating time for the red light to disappear and the green light to appear has been tested by photo-electric cells to be 13/100th of a second. This speed is consistent, and provided competitors' reactions are normal, it is the fairest method to test both man and machine.

The object of the red light is to concentrate the vision of the competitor in the required direction. One big advantage of lights for starting is that they can be used both day and night and worked instantly by the starter who may be some considerable distance away.

During the R.A.C. Rally these lights operated altogether for 24 hours during the five days without a hitch, and with no complaints from a very critical bunch of competitors.

Incidentally, the electric eye finish has now been used by me for over three years, and except for unthinking folk and an occasional dog walking through the ray, it has not given any trouble.

I trust these few remarks will put your mind at rest.

MANCHESTER, 1.

J. TWYFORD.

## Books . . .

WITH the season now getting under way, racegoers will find the 1955 *Motor Racing Diary*, published by Better Books, a most useful piece of pocket equipment. It contains numerous circuit diagrams, pinpoints racing venues on maps of the British Isles and Europe, lists International racing colours, lighting up times, data on fuel mixtures, flag signals, etc. There are also conversion tables from metric to English, and full lists of racing and rally results for 1954. All this, plus the usual diary day-by-day pages and a separate 1955 calendar serving most conveniently as a bookmark, for 5s. only, is good value indeed. Copies are obtainable from Better Books, Ltd., 92 Charing Cross Road, London, W.C.2.

"ENGINE Wear—Its Cause and Prevention" is the title of a useful little pamphlet written by Dudley Noble, and published at 1s. by the Automotive Press Bureau, Ltd., of 2 Lowndes Street, London, S.W.1. The several possible causes of engine wear, and means of alleviating same, are discussed in detail.



JOHN BOLSTER DISCUSSES

# THE TWO-CYLINDER ENGINE

—ITS RACING PERFORMANCES IN THE PAST,  
AND POSSIBILITIES IN THE NEAR FUTURE

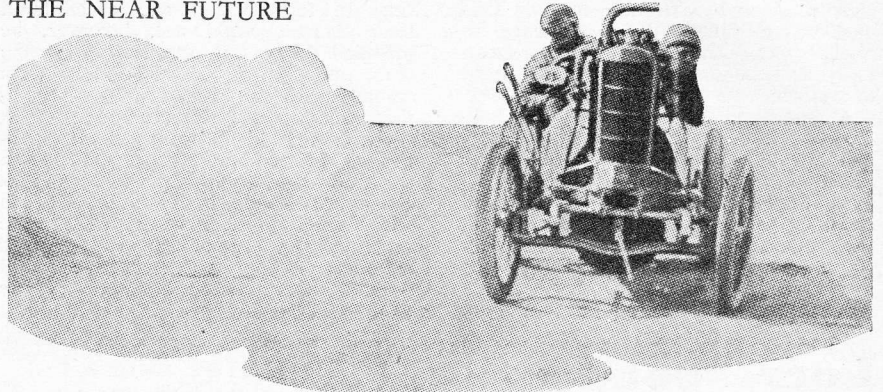
THROUGHOUT the history of motor racing the two-cylinder engine has repeatedly made its appearance, been superseded, and has then bobbed up again after being "obsolete" for a year or two. For instance, the first motor races in the world, before the turn of the century, demonstrated the superiority of the two-cylinder Panhard. Of course, the same maker's "four" soon replaced the "twin", which was completely forgotten.

Some 60 years later, the T.T. and the Index of Performance at Le Mans, among other famous victories, were won by . . . the two-cylinder Panhard! Isn't this where we came in?

The twin-cylinder engine has many virtues. It is now known that rigidity of construction outweighs all other considerations if you want to secure maximum efficiency. As weight is the enemy, the more compact you can make your power unit, the easier it is to keep it stiff without using too much metal. That is where the twin scores over the multi.

Nevertheless, in the early days it was found that about three litres per cylinder was the optimum size. Curiously enough, aircraft engines with 2½-litre cylinders still give greater efficiency than any other power unit extant. By "efficiency" I mean b.m.e.p., which signifies the amount of "punch" the piston puts into the crankshaft each time she fires. Anyway, the ancients were only getting about 10 b.h.p. per litre in the early nineteen-hundreds, and so they needed 12-litre engines to produce the 100-plus b.h.p. that Grand Prix racing demanded. Thus, the four-cylinder engine became universal.

From 1906 onwards, the cry went up that racing cars were "monsters", and the popularity of the sport diminished. Therefore, races were organized for *voiturettes*, which were supposed to resemble normal cars more closely. Regulations varied to some extent, from year to year and race to race, but the



*The phenomenally successful 16 degrees twin-cylinder Peugeot of 1909-1910. 'The exhaust was discharged vertically through the top of the bonnet, which was so high and narrow that the driver had to look round it. . . .'*

most popular formula limited the bore of the engine. This was usually set at 65 mm. for a four-cylinder unit, 80 mm. for a twin, or 100 mm. for a single.

Most of the boys had a thing about big bores, and so they went for the one-lunger at first. Peugeot and Sizaire Naudin were the main contenders, and the proprietary de Dion engine figured in various makes, of which Delage was perhaps the most notable. Anyway, after gradually increasing the stroke as they gained experience, all three manufacturers produced two-litre "singles" with the exciting dimensions of 100 mm. x 250 mm. Of these, Peugeot was the fastest with a 40 b.h.p. six-valve job. De Dion finally came across with a 100 mm. x 300 mm. single over 3 ft. high, but it was not particularly successful.

Meanwhile, the Peugeot firm had been developing the twin, and this ousted the ubiquitous single. It was a narrow-vee engine which was later copied by Lancia, there being 16 degrees between the bores. The dimensions were 80 mm. x 280 mm. (2,803 c.c.), and it probably produced some 50 b.h.p., though as much as 60 b.h.p. has been claimed. At all events,

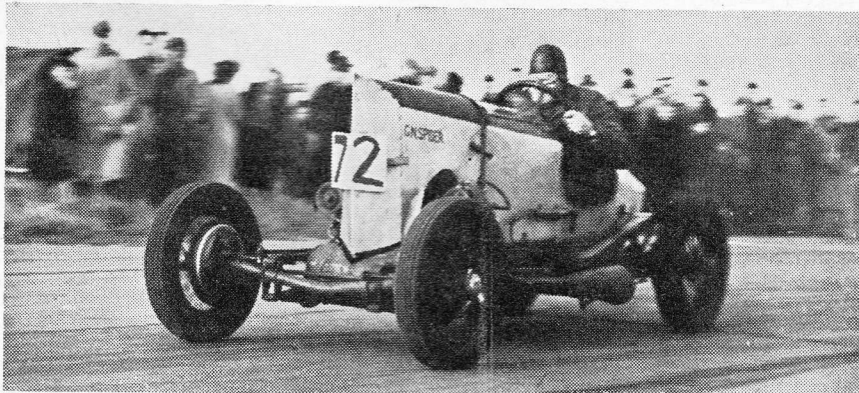
it peaked at 2,200 r.p.m. which represents more than 4,000 ft. per min. with steel pistons!

Each cylinder had its own overhead camshaft to operate two exhaust valves and one inlet, and there was also one carburettor per cylinder. The exhaust was discharged vertically through the top of the bonnet, which was so high and narrow that the driver had to look round it. This was a phenomenally successful car, but people cried "monster" again. Therefore, when Hispano Suiza produced a four-cylinder car that was almost as fast and rather less temperamental, the race organizers began to frame their regulations to exclude the "bigger bangers". So, the two-cylinder engine died again, remembered only in the pages of Kent Karslake's excellent book.

After the Kaiser War, there was a sudden tremendous interest in hill-climbs and short sprint events of all descriptions. For this sort of work, a light engine giving bags of torque was required, so back came the twin, and it was Archie Frazer-Nash and Basil Davenport in their air-cooled two-cylinder G.N.s, with the rest nowhere most of the time. Then came the supercharger, and that put the multi-cylinder back on the map and the twin back in mothballs. That was the position when World War II stopped racing.

Afterwards, Robin Jackson persuaded a two-cylinder engine to accept two-stage supercharging, and the late Joe Fry sent the Shelsley record for a Burton. Since then, it has been the Cooper story, and I have no room to list the innumerable sprint successes of that make when propelled by a J.A.P. twin motor. You know, Ken Wharton and all that!

In the meantime, the 2½-litre "un-blown" formula has come upon us, and there is again talk of twin-cylinder engines. Nobody ever doubted that a "two-pot" 2½-litre could out-accelerate a four, six or eight, but it was suggested that the stroke would be too long for the thing to develop any useful revs. Obviously, if two engines have the same



*"After the Kaiser War . . . in hill-climbs and short sprint events . . . it was Archie Frazer-Nash and Basil Davenport in their air-cooled two-cylinder G.N.s, with the rest nowhere. . . . Here is Davenport's famous 'Spider', in its latest form with H.R.G. front axle, etc. etc.*



capacity, the one that turns quickest can suck in and burn more air. The engine that burns the most air gives the greatest power, assuming equal frictional losses.

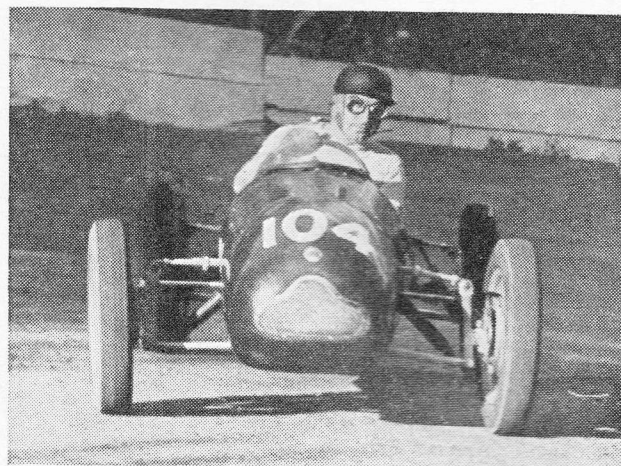
Now comes the interesting part. Recent research has made it possible to build engines with a bore much greater than the stroke. Previously, it was necessary to use a long stroke to secure a high compression ratio, and any attempt to do this with a short-stroke engine resulted in an impossible combustion chamber shape. Knowledge of flame propagation now allows efficient combustion in a space that would previously have seemed hopelessly "thin".

At the time of writing this article, the bore and stroke of the two-cylinder Ferrari engine have not been made public. Various writers have pretended to be "in the know", but a spot of elementary mathematics proves that, in most cases, their guess does not even add up to 2½ litres. It is certain that the bore is considerably greater than the stroke, so first of all let us make an extreme assumption.

The four-cylinder Ferrari has a bore and stroke (neglecting decimals) of 100 mm. x 78 mm. If the stroke were left at 78 mm., a two-cylinder engine could be built with a bore around

★  
"You know, Ken  
Wharton and all  
that. . ."

★



138 mm. This would have the same capacity as the "four", and, of course, it would have the same piston speeds. There would be very great problems of heat dissipation from the centre of the piston, but all these difficulties have been overcome in the diesel field. It may well be that a compromise would be better, and that something nearer a "square" stroke/bore ratio would be preferable. Be that as it may, the thing exists and

once again the dead and forgotten "twin" has made its comeback.

It cannot be denied that the 16-cylinder engine with an astronomical supercharger pressure is a monstrosity that could kill racing stone dead. Is the 2½-litre two-cylinder also a monster, having no connection with the everyday car? This is a subject of absorbing interest, and one that could profitably be discussed wherever enthusiasts foregather.

FOR the 1955 Tulip Rally, the organizers have worked out a handicap system, based on previous knowledge of cars' performances and/or estimated performance. This is applied to the series of special timed tests, and ranges from 0 min. for a 375 c.c. 2cv Citroën, to 20 mins. for Mercedes-Benz 300SL, Ferrari 250, Jaguar XK 120C and XK 140 and so on. There are additional handicaps for special series production touring cars, but in no case does the total handicap exceed 20 mins.

Thus, to take a theoretical example:

	Ford Anglia		Porsche 1500 Super	
	m.	s.	m.	s.
Handicap ...	9	0	19	0
Times ...	67	15.5	57	29.5
Total Times	76	15.5	76	29.5

In this case, the Anglia would be higher than the Porsche in general classification.

Last year's event was won by Stasse and Gendebien in a 1900 Alfa Romeo. The marking was based on the best performances by class, bonus marks being awarded according to how much better one car was than the next, and so on. Presumably, the Stasse car was a normal series-production touring Alfa Romeo, as it ran in that class. This year, it will have a handicap of 16 mins. Applying this handicap to the 1954 results, the Alfa Romeo would still have finished top of the general classification. However, other places would have changed, and it is interesting to note the difference between the 1954 placings, and the theoretical placings if the 1955 handicaps had been applied. Here are the first 20—all unpenalized on the road section.

#### 1954 General Classification

	Points
1. Stasse/Gendebien (Alfa Romeo)	(1) 692
2. Engel/Ambrecht (Porsche Super)	(1) 652
3. Menz/Brand (DKW)	(1) 640
4. Boardman/Duckworth (Jaguar Mk. VII)	(1) 635
5. Martens/Erleigh (Fiat TV)	(1) 588

## THE "TULIP" HANDICAPS

6. Banks/Sears (Bristol)	(2) 579
7. Rauch/Delbarre (Salmson)	(1) 507
8. Ringenberg/Mader (Porsche Super)	(2) 482
9. Phillips/Scott (Zephyr)	(1) 459
10. Miss Van Damm/Mrs. Hall (Sunbeam)	(2) 459
11. Rottbol-Orum/Nielsen (Fiat TV)	(2) 452
12. Haddon/Vivian (Jaguar XK 120)	(2) 427
13. Zeller/Willberger (Ferrari 166)	(1) 407
14. Meier/Wagner (BMW)	(2) 392
15. Schluter/Schellhaas (DKW)	(2) 366
16. Langestraat/Hoevelaken (Panhard)	(3) 357
17. Grant/Asbury (Triumph TR2)	(2) 333
18. Coenen/Butter (Ford)	(3) 312
19. Reece/Reece (Consul)	(1) 298
20. Lier/Lesritz (Lancia B21)	(3) 295

Figures in parentheses—Class placings.

#### Theoretical Results on Handicap

	m.	s.
1. Stasse/Gendebien (Alfa Romeo) + 16	65	4.4
2. Menz/Brand (DKW) + 13	66	45.9
3. Rottbol/Orum (Fiat TV) + 13	66	52.9
4. Phillips/Scott (Zephyr) + 13	66	56.9
5. Langestraat/Hoevelaken (Panhard) + 12	67	03.2
6. Meier/Wagner (BMW) + 14	67	45.1
7. Martens/Erleigh (Fiat TV) + 13	67	47.6
8. Rauch/Delbarre (Salmson) + 19	67	56.8
9. Schluter/Schellhaas (DKW) + 13	68	02.0
10. Engel/Ambrecht (Porsche) + 19	68	15.2
11. Boardman/Duckworth (Jaguar Mk. VII) + 16	68	28.6
12. Miss Van Damm/Anne Hall (Sunbeam) + 14	68	30.0
13. Zeller/Willberger (Ferrari 166) + 19	68	53.2
14. Banks/Sears (Bristol) + 16	68	54.2
15. Grant/Asbury (Triumph TR2) + 18	68	54.7
16. Ringenberg/Mader (Porsche) + 19	68	57.5
17. Reece/Reece (Consul) + 11	69	04.0
18. Coenen/Butter (Ford) + 15	70	17.9
19. Lier/Lesritz (Lancia B21) + 17	70	21.1
— Haddon/Vivian (Jaguar XK 120) + 19	*84	47.9

\* Did not complete Zandvoort tests; allowed 40 mins.

It would appear, to judge by the above, that the handicaps will require cars, having 16 mins. or over, to be driven very fast in the series of tests. On the other hand, it is quite possible that the 1955 event will comprise longer tests, and in that case, the more heavily handicapped machines may come into their own.

#### 1955 British Entries

A.C. Ace: John Gott (L); Walter Grant-Norton (P).  
Alvis: T. A. Boothroyd (L).

Aston Martin: Ron Faulkner (N); D. H. Perring (B).

Austin: Gerry Burgess (N); J. G. Dathan (L); Capt. J. W. Herbert (N); D. Johns (N).

Austin-Healey: T. N. Blockley (N); Ken Fraser (L); L. Griffiths (L); E. B. Ross (L).

Borgward Isabella: Desmond Rendall (N).

Bristol: Bill Banks (N); Jack Toohey (L); Jack Utley (N).

Daimler Conquest Century: Mrs. Nancy Mitchell (N).

Ford Anglia: H. F. Dennison (L); Bill Fleetwood (N); Frank Grounds (N); Denis Scott (N). Ford Consul: Jack Reece (N). Ford Zephyr: Mrs. L. F. Ashfield (N); Lord Carnegie (N); Cuth Harrison (N); Syd Henson (N) Ralph Sleigh (N). Ford Zodiac: Sydney Allard (L); H. J. Harper (L); Jack Kemsley (N).

Jaguar Mk. VII: John Boardman (N); E. R. Parsons (L). Jaguar XK 120: A. J. Burton (L); Vernon Cooper (L); Hon. P. Cunliffe-Lister (N); J. A. Walker. XK 140: G. Wood.

M. G. Magnette: Pat Moss (N); Len Shaw (N); Geoff Holt (N).

Opel Kapitän: Lt.-Col. M. G. M. Crosby (H). Standard Ten: W. Stoddart (L).

Sunbeam: G. W. Aitkenhead (N); Peter Harper (N); George Hartwell (N); R. F. Holland (N); J. H. Noble (P); N. H. Richards (N); Sheila Van Damm (N).

Triumph TR2: Jimmy Ray (N); Ken Richardson (N); R. E. C. Brookes (L); Gregor Grant (N); Mrs. Lola Grounds (N); Bob Dickson (N); C. A. Leavens (N).

Interland Trophy Team: Scott (Ford); Ray (Triumph); Harrison (Ford); Reece (Ford); Boardman (Jaguar).

Club Team: Gott (Ace); Burgess (Austin); Banks (Bristol).

Starting Points: N—Noordwijk; L—London; H—Hamburg; B—Brussels; P—Paris.

#### A TR2 CENTRE

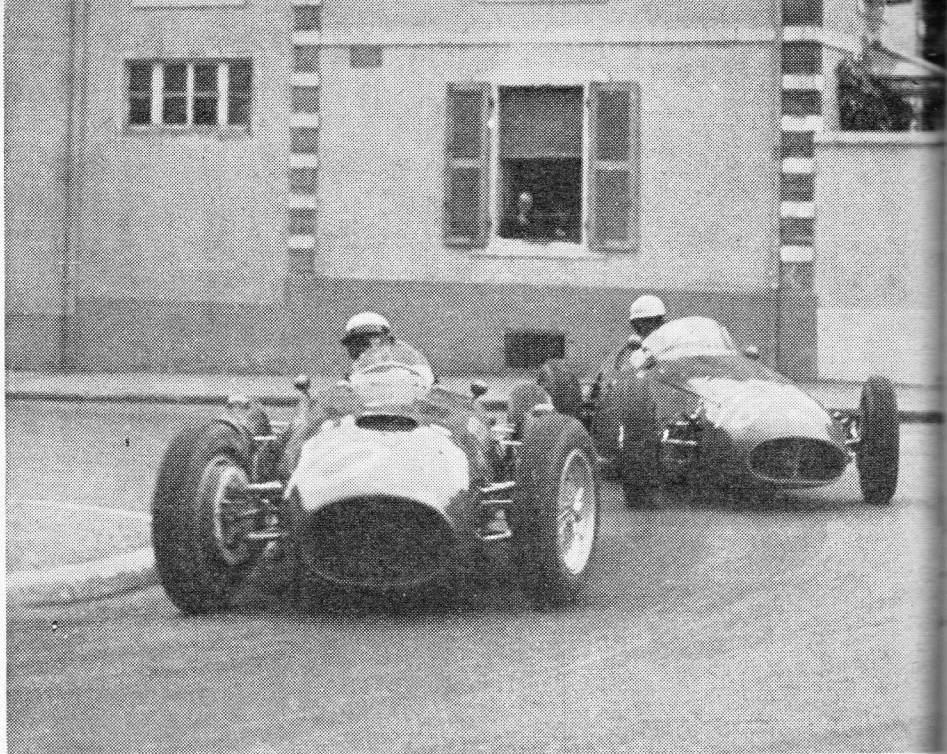
DEVOTED entirely to the display, demonstration, servicing and tuning of Triumph TR sports cars, L. F. Dove, Ltd., of Wimbledon Broadway, opened the world's first official TR2 centre last week-end. In addition to many L. F. Dove personnel, several Standard-Triumph executives were present at the opening ceremony, including Ken Richardson, Jack Croft, I. J. Penrice, P. W. Bingham and W. D. Bradley.



**COMING UP:** Young and promising members of the tough G.P. school, Eugenio Castellotti of Italy (V8 Lancia) narrowly leads Argentinian Roberto Mieres (6-cylinder Maserati) through the Lycée hairpin at Pau. They finished second and third to Behra.

**T**RADITION is hard to beat. Never in the 16-year-old history of the Grand Prix of Pau has the race been won more than twice by any one driver, and Ascari (winner on a Ferrari in 1952 and 1953) found the combination of that tradition and Behra's Maserati too much for him. A broken hydraulic brake line on his 90th lap let the Maserati through, and Behra joined Ascari, Pagani (Maserati 1947 and 1948) and Fangio (Maserati 1949 and 1950) in that highly select group who have twice won the Pau G.P.

The two practice sessions gave promise of a harder-fought race than was, in fact, to occur. Although Ascari dominated both periods, the Maserati



## The 16th G.P. of Pau-Turin Avenged!

*équipe* was not disgraced as the starting grid shows. On both days Ascari's own car was very sparingly used, the Italian champion circulating freely in both Villoresi's and Castellotti's cars—his own, No. 6, being used solely to ensure pole position on the grid. The Lancia turnout was impressive, and the cars were surely the best finished of any G.P. team, with the possible exception of Mercedes.

De Portago, whose Ferrari was one of the cars built for Argentina with a four-speed box, disturbed the straw bales in both sessions; on the first day at the Virage du Boisson, and on the Sunday the Spaniard spun again on an oil patch left by Simon's Maserati, an historic car that in Fangio's hands won the Belgian G.P., and later ran at Barcelona with Schell driving. Armagnac's Panhard D.B. also showed evidence of an incident—one end of the narrow horizontal grille of the Monomill-like machine being pushed up and giving the car a slightly supercilious expression which, in view of its lap times, it could ill afford to wear.

Sunday's session before the motor cycle race was notable for the performance of Mieres who, suffering from a fever, cut over 4 seconds off his lap time to give him a place in the second row of the grid. Equally impressive on the previous day was the 1 min. 39 secs. of Pollet in Bayol's Gordini, who equalled Villoresi's time with the Lancia.

Pollet, such a latecomer that his name did not appear in the programme, was allotted No. 32 and allowed to start in the third Gordini, unmodified from last year; a haphazard piece of race organization that, judging by Desmond Scannell's expression, was as grave a social gaffe as driving a "D"-type at Silverstone in a dinner jacket and brown boots. Another last-minute alteration to the programme was the replacement of Eugene Martin by Claude Storez in one of the D.B.s.

And so to Easter Monday—race day. Warm and sunny and under blue skies, a larger crowd than usual flocked down to the little circuit of Pau as Esso guns

fired off miniature parachutes and newspaper vendors gave away Red Indian sun hats with every copy they sold (in France they have newspapers and motor

by Nevil Lloyd

racing on public roads, but no government, as opposed to this country which just has a government).

At 2.30 p.m. Charles Faroux dropped the flag and Ascari literally jumped into the lead, but by the first corner, the Virage de la Gare, Behra had pushed the Maserati in front, and they were followed by Mieres, Musso (Maseratis) and then the two other Lancias, Castellotti in front of Villoresi, then a gap and the three Gordinis led Rosier, Simon and de Portago. Last away to a very bad start was Armagnac on the D.B. At the end of the first lap it was still Maserati, Lancia, Maserati, Maserati, Lancia, Lancia, and the rest nowhere, but Bayol

on the disc-braked Gordini went ahead of team-mate Manzon. Keeping up with them was Pollet, whose driving more than made up for the deficiencies of his car, and behind him were de Portago, Simon, Rosier and Lucas.

Third lap, and still Behra held his car-length lead over Ascari, and Castellotti moved up ahead of Musso. On the fourth lap the tribunes rose to Ascari who, leaving his braking very late, forced the Lancia ahead of Behra at Station Corner, but as they fled up the uphill Avenue Léon Say, the Maserati shot past the Lancia. On the sixth lap Ascari tried again, but once more the acceleration of the Maserati told. These two were now out on their own, and behind them the Pau G.P. had split into small sections. At this point the two leaders had already lapped the two D.B.s after six laps of a 110 lap race! Castellotti was now challenging Mieres, having taken Musso on lap 5, and the Lancia went up into third place on the seventh tour. Gradually now Lancia established a grip on the race and on the 15th lap Ascari led by 4 seconds from Behra, with Castellotti and Villoresi third and fourth, followed by Mieres and Musso. Behind them the Gordinis raced on their own, ahead of another little party consisting of Simon (Maserati), Rosier (Maserati) and de Portago and Lucas (Ferraris). Farther—much farther—back toured the Volpini and the D.B.s.

On the 19th lap, the Volpini, a 2,498 c.c. four-cylinder machine designed by Arzani and driven by Alborghetti, made no attempt to take the Virage de la Gare and went straight into the bales, injuring nine spectators and killing its 26-year-old driver, who died from severe facial injuries and stomach wounds within a few moments. The Volpini had not impressed in practice, and had made three pit stops before its accident. One wonders how a driver whose experience was limited to competing in four minor Italian rallies was considered experienced enough to drive a 240 b.h.p. car in a Formula 1 event for the first time.

### Starting Grid

14 Behra (Maserati) 1 m. 35.4 s.	6 Ascari (Lancia) 1 m. 34.5 s.
8 Villoresi (Lancia) 1 m. 36.7 s.	16 Mieres (Maserati) 1 m. 35.6 s.
18 Musso (Maserati) 1 m. 37.3 s.	10 Castellotti (Lancia) 1 m. 37 s.
4 Bayol (Gordini) 1 m. 38.5 s.	2 Manzon (Gordini) 1 m. 38.4 s.
12 Rosier (Maserati) 1 m. 40.2 s.	30 de Portago (Ferrari) 1 m. 40.1 s.
20 Lucas (Ferrari) 1 m. 47.8 s.	22 Simon (Maserati) 1 m. 40.2 s.
26 Armagnac (D.B.) 1 m. 52.7 s.	32 Pollet (Gordini) 1 m. 40.8 s.
24 Storez (D.B.) 1 m. 58.9 s.	28 Alborghetti (Volpini) 1 m. 53.3 s.



Understandably a gloom settled over the race, and at 20 laps Ascari still led Behra by a few seconds, with the other two Lancias lying handy in third and fourth spots, with Mieres fifth. Luigi Musso, meantime, had made a pit stop on his 18th lap, leaving only five cars in the real race. Ascari had now lapped de Portago, who had stopped to change a wheel on the ninth lap, and who seemed to find the Pau circuit a little tight under the arms judging by the dents in the Ferrari tail and front cowlings. Undeterred the Spanish driver pressed on, although not quite so at home with his Formula 1 car as he has proved to be with "sports" Ferraris.

By the 45th lap Ascari still led by a mere 4 seconds from Behra, whose Maserati had had a new engine fitted overnight after a chronic misfire had

developed during the closing stages of the second day's practice. Mieres had now moved up into third place ahead of Castellotti, and so at half distance (55 laps) it was Lancia—Maserati (now 18 seconds behind)—Lancia (59 secs.)—Maserati (74 secs.)—Lancia (92 secs.). Musso on the third Maserati had retired on his 32nd lap with a broken valve, and the two twin o.h.c. Gordinis of Bayol and Manzon had gone, the former on his 35th lap with mechanical *ennui*, and Manzon, whose brakes were bored, on lap 48.

It was about half distance that the sparkle really went out of the race. Unaccountably Behra decided to finish second, and slowly but surely Ascari piled up the lead at the rate of a second a lap. At 80 laps 40 seconds separated the Lancia from the Maserati, whilst

Mieres held third place equally safely from Castellotti; behind him, Villorresi whom Ascari had lapped on his 57th tour. On his 81st lap Pollet gave up with a broken rear axle after a magnificent drive, and still Ascari continued his imperturbable way. But as in last year's race drama was to heighten the closing stages with Behra once again cast in the leading role as on the 90th lap—with 20 only to go—Ascari pulled into his pit with a broken hydraulic brake line. One by one they passed him, Behra (Maserati), Castellotti (Lancia), Mieres (Maserati) and Villorresi (Lancia). Two laps later Ascari restarted in fifth place.

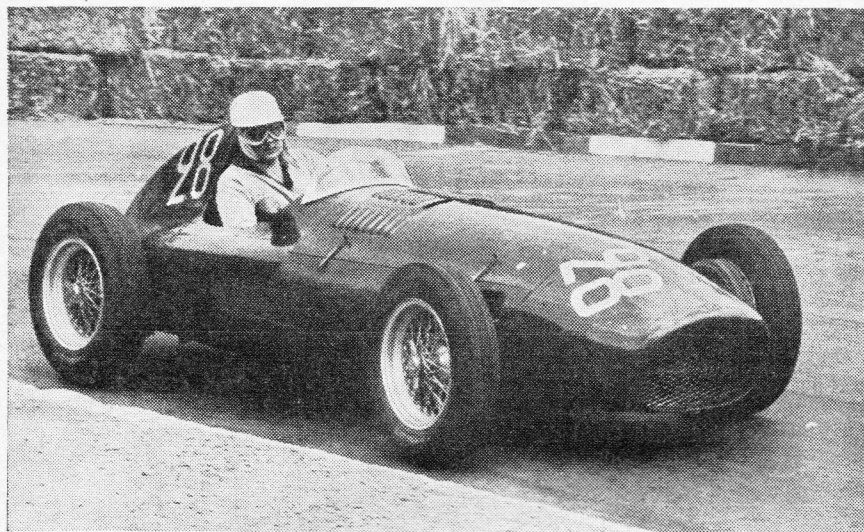
Behra, with victory in sight and a 74 second advantage over Castellotti, slowed a little and the Lancia picked up 10 seconds in the ensuing eight laps, but with 12 to go his task was impossible, and the race ran out with a jubilant Behra taking the chequered flag to avenge Turin.

So the 16th G.P. of Pau finished at the Hotel Continental of M. Touyarot where the Maserati drivers, mechanics and friends held a dinner in celebration with corks popping as loud as the Esso guns had fired their parachutes earlier in the day. Which is where we came in.

#### Results

1, Jean Behra (Maserati), 110 laps (304.590 km.), 3 hrs. 2 mins. 9.6 secs., 100.326 k.p.h.; 2, Castellotti (Lancia), 3 hrs. 3 mins. 10.6 secs.; 3, Mieres (Maserati), 3 hrs. 3 mins. 40.1 secs.; 4, Villorresi (Lancia), 1 lap behind; 5, Ascari (Lancia), 1 lap behind; 6, Simon (Maserati), 5 laps behind; 7, Rosier (Maserati), 6 laps behind; 8, de Portago (Ferrari), 7 laps behind; 9, Lucas (Ferrari), 13 laps behind; 10, Armagnac (D.B.), 18 laps behind; 11, J. Pollet (Gordini), 30 laps behind; 12, Storez (D.B.), 46 laps behind.

*ILL-FATED: The new four-cylinder, twin o.h.c., 2,497 c.c. Volpini in which Mario Alborghetti met his death at Pau. 240 b.h.p. was claimed for this machine.*



THE Eastern Counties Motor Club's reputation for putting on an enjoyable day's racing with the minimum of "red tape" was nobly upheld last Saturday at Snetterton, when they staged their annual members' race meeting. Unfortunately the entry was less than the organization or the weather deserved, but then this meeting was not designed to attract record crowds.

The poorly supported small sports car race which opened proceedings proved an easy victory for H. Deschamps, whose Lotus-Climax was hardly run in, well ahead of Bill Marriott's Buckler and 1,500 c.c. class winner Tony Murkett, making his debut with the white Lister-Rover. Then came a combined affair for the up to and over 2,500 c.c. cars, easily won by Dickie Stoop in his venerable Frazer-Nash from Jimmy Shand in his well-rallied XK 120. Further down the field a fierce battle was waged between the Austin-Healey of C. J. Walker and L. J. "Slim" Coe's TR2, in which the Coventry built car finally triumphed (no pun intended).

Three handicaps followed, first for small cars, then for large ones and finally for saloons. In the first the Lotus-Climax had little difficulty in coming up from scratch position to take first place in the five laps, but fellow scratch man Tony Murkett could not dispose of the Buckler, now driven by its mechanic, Bob Finch, and finally retired out on the circuit. The handicapper was over

## CLUB RACING AT SNETTERTON

### Small Entry for Eastern Counties M.C. Meeting

kind to the slower men in the second race, and C. L. Walker easily kept the Healey well in the lead, although D. B. Millbank drove his XK 120 well to take second place. Ray Playford's Jaguar coupé went well but retired after three laps, only to reappear on scratch in the saloon handicap and come through rapidly to take the lead. Deschamps forsook the little car to drive a large Allard into third place, but the most spectacular part of the race was the cornering of the Consul and Zeyphr driven by rally men Jimmy Risk and D. J. Morley.

In England everything stops for tea, and this meeting was no exception; the break giving spectators a chance to don duffel coats and competitors an opportunity to play with their motors before the last event, a half-hour high-speed trial. This proved one of the best events of the afternoon to watch. Most competitors had entered and, the set averages being on the low side, all entrants qualified, but driving was definitely of the "press on" order. With even more vigorous cornering than before, Morley turned the tables on Risk, while Coe, despite a flapping tonneau cover, drove as never before to lead the Healey. Deschamps found more power from the Climax than his clutch could take, and

Playford's exhaust pipes trailed on the track. Dickie Stoop, now in a brand-new Frazer-Nash, was fastest man on the circuit, his car's loud hollow-sounding exhaust note (so typical of a tuned Bristol engine) making a fitting finale to the meeting.

J. RICHARD ALEY.

#### Event 1

Up to 1,172 c.c.: 1, H. P. Deschamps (Lotus 1,097), 11 mins. 39 secs (69.8 m.p.h.); 2, W. G. Marriott (Buckler 1,172). 1,173-1,500 c.c.: 1, E. A. Murkett (Lister-Rover 1,480).

#### Event 2

1,501-2,500 c.c.: 1, J. R. Stoop (Frazer-Nash 1,971), 10 mins. 38.4 secs (76 m.p.h.); 2, C. D. Boulton (Healey Silverstone 2,443); 3, L. J. Coe (Triumph TR2 1,991). Over 2,500 c.c.: 1, J. M. C. Shand (Jaguar XK 120 3,442), 10 mins. 48.4 secs. (74.8 m.p.h.); 2, R. G. Playford (Jaguar XK 120 3,442); 3, C. J. S. Walker (Austin-Healey 2,660).

Event 3. 1, H. P. Deschamps (Lotus 1,097), 12 mins. 44.4 secs. (70.41 m.p.h.); 2, W. G. Marriott (Buckler 1,172), 13 mins. 9 secs.; 3, P. S. Clapham (MG. TA 1,292), 13 mins. 46 secs.

Event 4. 1, C. L. S. Walker (Austin-Healey 2,660), 11 mins. 19.5 secs. (66.6 m.p.h.); 2, D. B. Millbank (Jaguar XK 120 3,442), 11 mins. 49 secs.; 3, L. J. Coe (Triumph TR2 1,991), 11 mins. 54 secs.

Event 5. 1, R. G. Playford (Jaguar XK 120 3,442), 7 mins. 49 secs. (71.6 m.p.h.); 2, J. Risk (Ford Zeyphr 2,262), 8 mins. 8.8 secs.; 3, H. P. Deschamps (Allard 3,622), 8 mins. 16 secs.

Event 6. Qualifiers: L. J. Coe, C. J. S. Walker, W. G. Marriott, H. P. Deschamps, R. G. Playford, R. F. Atkinson, D. J. Morley, J. Risk, J. M. C. Shand, J. R. Stoop, C. D. Boulton, P. S. Clapham.



# Bentleys at Oulton

*Burton and MacDonald provide  
Spectacle at B.D.C. Race Meeting*

THE Bentley Drivers' Club brought Club racing to Oulton Park on Saturday, 16th April, when perfect spring weather was experienced to make the day for 80 enthusiastic entrants.

Like most club meetings there was no sweeping the board by any individual, but George Burton and Gordon MacDonald provided some grand entertainment with their 4½-litre duels. In fact, the afternoon started with one such, when the sight of the massed Bentley start was thunderingly stupendous. MacDonald was drawn in the back row and took some time to sort himself out. When he did, he went tearing after the flying Burton and put in a fastest lap of 71.48 m.p.h. in an effort to catch him. In this he failed by only 1.6 secs, and both men were way out in front of the rest.

In the 5-lap scratch race for sports cars up to 1½ litres the very smart Killeen, which carried rather a lot of M.G., was entered and driven by E. J. Newton, and he never looked like losing. In fact, J. H. Greenwood's Lester-M.G. was almost 10 secs. away after the 14 miles of racing with Davidson's Cooper-M.G. over half-a-minute behind in third place.

Nearly 20 cars had been entered for the popular 1½- to 2½-litre event with Austin-Healeys and TR2s predominating. But also in the swim was A. McMillan in a Cooper-Bristol. There was a fantastic rush for Old Hall Corner at the drop of the flag and after the sorting out had taken place it was McMillan in the cream car who led—and was never headed. The Austin-Healey scrap was won by A. F. F. Dennis.

The rest of the sports cars were lumped into one race although the results were split. Three Aston Martins were pitted against the one XK 120 of Neal Denson which resulted in Barthel's DB3 coming in to an easy victory. Denson just pipped Proctor's DB2/4 before Lodge Corner to take second place.

Amongst the larger metal MacDonald and Burton fought out their second

round at a quicker pace. It was touch and go all the way with George Burton doing a fastest lap of 71.07 in an effort to reach the Birmingham man, but failing by 0.4 sec.

Unfortunately the fight petered out in the Any Bentley Handicap, for Burton went out on his second lap with a sick motor-car only to be followed by MacDonald one lap later. M. J. Bradley was driving a 1924 3-litre and with a good handicap led the field on his second lap. This he maintained until the last of the five laps when M. D. Hollis, who had been going well on a '25 3-litre, made up 5 secs. to snatch a victory.

The small sports cars were then handicapped with M. J. Harris's Austin off at 3 mins. 10 secs. This was too much for the back markers such as A. L. Jones (Kieft-M.G.) and Newton (Killeen), but not for W. Burton in the Aston Martin Ulster. The Austin went well and held off all challenges until the last lap. In this, first Burton and then C. F. Lawton in another very quick Austin passed him and that is how they came home.

In the middle-sized handicap event the TR2s had been smiled upon and were not slow to take advantage of it. F. E. Wall overhauled the limit man R. S. Page (Lagonda) on lap 3 but then he had T. A. Gold hard on his heels. Although he tried hard Gold did a last lap dash to take the honours. Behind the leaders McMillan's Cooper-Bristol was giving a good account of itself and contrived to produce the best lap of the day in 77.38 m.p.h. Even this was not enough except to get a sixth place.

The big car handicap brought out divers cars which soon began to come in for divers reasons. M. J. Bradley with his 3-litre Bentley went off the limit mark and was never caught. The two Aston Martins of Proctor and Barthel were hitting it up to gain second place but Barthel was a back marker and although he drove well, averaging on one lap over 76 m.p.h., he could not get his DB3 past Proctor's DB2/4. It was in

this event that Neal Denson had the tragic misfortune to turn his XK 120 over at Old Hall Corner, suffering injuries from which he died later.

The afternoon closed with the longest race of the day, when the Bentleys were handicapped in a 10-lap free-for-all. Burton had been unable to get his car cracking again and it was Gordon MacDonald who alone gave 6 mins. and 20 secs. to A. P. K. Chaffey in a 1928 3-litre. This time proved too much, not only for MacDonald but for everyone else, for Chaffey still had half-a-minute to spare at the end. A. D. Lochhead held on to a good allowance for as long as he was able but the hounds gathered rather rapidly. First Hollis belted his 3-litre past him and then Hay did the same with the Corniche. It was obvious that, Chaffey apart, the finish was going to be good. And it was!

WILSON ROGERS.

## Provisional Results

**Scratch Race 1—Any Bentley:** 1, G. H. G. Burton (4½ Bentley), 69.54 m.p.h.; 2, G. G. MacDonald (4½ Bentley); 3, D. McLure (4½ Bentley). **Fastest lap:** Burton, 71.48 m.p.h.

**Scratch Race 2—Sports Cars up to 1,500 c.c.:** 1, E. J. Newton (Killeen), 69.27; 2, J. H. Greenwood (Lester-M.G.); 3, I. F. Davidson (Cooper-M.G.). **Fastest lap:** Newton, 72.21.

**Scratch Race 3—Sports Cars, 1,501-2,700 c.c.:** 1, A. McMillan (Cooper-Bristol), 74.93; 2, A. F. F. Dennis (Austin-Healey); 3, J. M. Trimble (Austin-Healey). **Fastest lap:** McMillan, 76.78.

**Scratch Race 4—Sports Cars, 2,701-3,500 c.c.:** 1, D. R. Barthel (Aston Martin DB3), 73.34; 2, W. N. W. Denson (Jaguar XK 120); 3, P. R. Proctor (Aston Martin DB2/4). **Fastest lap:** Barthel, 75.05.

**Scratch Race 5—Sports Cars:** 1, G. G. MacDonald (4½ Bentley), 69.93; 2, G. H. G. Burton (4½ Bentley); 3, W. P. S. Melville (Vauxhall 30/98). **Fastest lap:** Burton, 71.07.

**Handicap Race 6—Any Bentley:** 1, M. D. Hollis (Bentley 3-litre), 63.61; 2, M. J. Bradley (Bentley 3-litre); 3, H. D. B. Kelly (Bentley 4½-litre). **Fastest lap:** Ken Frith (Bentley 4½-litre), 66.59.

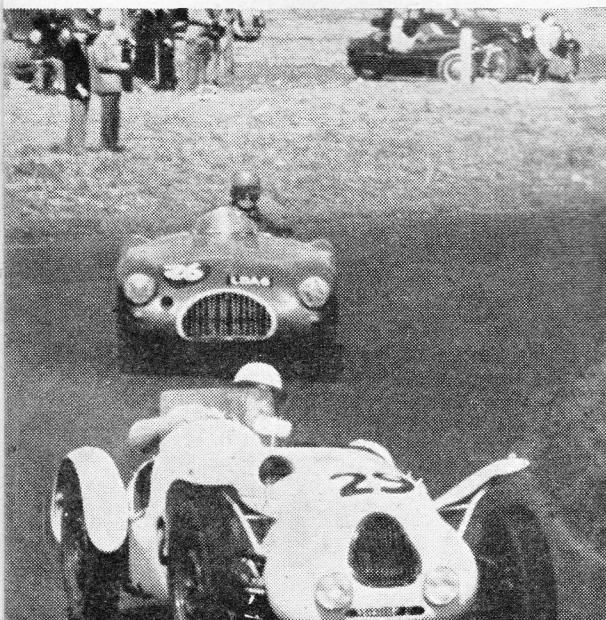
**Handicap Race 7—Sports Cars:** 1, W. Burton (Aston Martin), 61.45; 2, C. F. Lawton (Austin 7); 3, M. J. Harris (Austin 7). **Fastest lap:** E. J. Newton (Killeen), 71.79.

**Handicap Race 8—Sports Cars:** 1, T. A. Gold (Triumph TR2), 69.31; 2, F. E. Wall (Triumph TR2); 3, A. R. Twentyman (Aston Martin DB2). **Fastest lap:** A. McMillan (Cooper-Bristol), 77.38.

**Handicap Race 9—Sports Cars:** 1, M. J. Bradley (Bentley 3-litre), 57.98; 2, P. R. Proctor (Aston Martin DB2/4); 3, D. R. Barthel (Aston Martin DB3). **Fastest lap:** Barthel, 76.08.

**Handicap Race 10—Sports Cars:** 1, W. P. S. Melville (Vauxhall 30/98), 69.52; 2, T. J. Williams (Allard J2); 3, A. R. Miller (Vauxhall 30/98). **Fastest lap:** Melville, 71.69.

**Handicap Race 11—Bentleys:** 1, A. P. K. Chaffey (Bentley 3-litre), 56.69; 2, M. D. Hollis (Bentley 3-litre); 3, H. S. F. Hay (Corniche). **Fastest lap:** G. G. MacDonald (4½), 71.79.



HIGH: Two 3-litre Bentleys (above), those of A. P. Chaffey and D. L. Armitage, seen at Old Hall Corner. Chaffey won the final 10-lap handicap of the day.

LOW: (Left) Greenwood's Lester-M.G. and Jones's Kieft sweep through the Cascades at Oulton Park.





★  
EARLY MORNING sunshine (left) lights the Somerset hills as R. T. E. Dowle (Morgan 4/4) leads D. F. Smith (M.G. PB) over the top after climbing Station Lane, the second observed section after the breakfast stop at Taunton.

★  
SPLASHING through the stream (right) at the foot of Crackington hill, near Boscastle, B. J. Thorne's Morgan Plus 4 moves into position behind J. P. Davis (Ford Popular). This slippery hill failed many competitors and delays while the tractor did its work were inevitable.



## Ideal Easter Weather for the M.C.C.'s Thirty-fifth **Land's End Trial**

THE 35th edition of the Motor Cycling Club's annual classic, the Land's End Trial, coincided with a very welcome spell of ideal motoring weather, and this, with the rain that had fallen previously leaving the hills in prime condition, made the going just right for an enjoyable M.C.C. week-end in the West Country.

The route—and the hills—differed little from previous years, only one new one being included. This was Treworgie, not far from Bude, and was a tricky, twisty climb that started with a water splash, calculated to cause plenty of spin from the beginning, followed by two narrow hairpins with rock walls. After the three initial routes from Virginia Water, Kenilworth and Launceston had converged on Taunton for breakfast, competitors went on from hill to hill, right down the north Somerset, Devon and Cornish coast to the final control at the Land's End Hotel. At Beggar's Roost, Darracott, Hustyn and Bluehills Mine, huge crowds of spectators had turned out to see the fun and as usual the biggest cheers were for the ancient Trojans of A. F. Scroggs and N. M. Arnold-Forster; the low bottom gears, two-stroke low-speed torque and, above all, the solid back axles made most of their climbs impressively easy.

Out of the 157 car entries there were 12 non-starters, claims for 61 first-class awards, 22 second-class and 16 third-class and there were no less than 37 retirements! A "Land's End" well up to standard.

S. P. S.

DARRACOTT, one of the Land's End traditional climbs, was easy meat for the Dellowes and J. R. Templeton (below) is seen on the way up. Others found it not so easy and a long queue (below, left) formed as the failures were hauled clear. T. E. A. Faulkner (Citroën) (bottom, right) found front wheel drive an embarrassment on the very muddy New Mill, and even this "outside assistance" was of no avail in getting a grip!





TWO VOLKSWAGENS (left), driven by W. J. Lennon and D. C. Moore, pass Loosecaunagh Lough in the mountains of Co. Kerry.

ton and Ronnie Adams, the latter's penalty being heavy enough to spoil his chances of winning altogether.

Between the check point at Claudy, Co. Londonderry, and the Border at Belleek (where the pottery comes from) John Howe's Morgan broke its crankshaft and Stuart Pollock (M.G.) crashed, putting the fan through his radiator. The remainder continued to Sligo on the west coast, 254 miles from the start, at which control they had breakfast. The next stretch lay south-west to a check at Westport, Co. Mayo, then on south

## THE 17th CIRCUIT OF IRELAND

EVERY Easter, one of my colleagues says, "Why do they call it the Circuit of Ireland *Trial*? It's a rally, isn't it?" And every Easter I reply that it was called the Ulster Motor Rally when it began in 1931 (as the first event of its kind in the British Isles), but that doesn't really prove anything. My dictionary—admittedly published in 1908—doesn't really prove anything either, for it says that a trial is an examination by a test, and a rally is a *mêlée* of pantomimists after a transformation scene.

Whatever it is, the Circuit of Ireland may safely be described as a 1,000-mile event which forms as complete a test of car, driver and navigator as will be found anywhere this side of the English Channel. It is not so much won on the road as won *off* the road, on mountain passes and rough tracks, with a collection of driving tests, navigation tests, speed hill-climbs and aerodrome races thrown in for good measure. The Ulster Automobile Club's 17th Circuit of Ireland was as tough as its predecessors, but turned into an impressive demonstration of versatility on the part of that popular rally car, the Triumph TR2, which gained first, second, third, fifth and sixth places.

The event was held in four stages, of 534, 128, 299 and 44 miles. Its salient feature was the profound secrecy which surrounded the precise route, for the location of many controls was withheld until the last minute so that local drivers would have no undue advantage. Ian Appleyard of Leeds put up a splendid performance to gain fourth place with his M.G. TF, the sole survivor of the works team of three M.G.s, but Ulstermen dominated the awards list. The Ulster A.C. Challenge Trophy went to Robin McKinney, well known locally for his performances with Citroën and Dellow. Jaguar's "new boy", Desmond Titterton, was second, and third place was gained by another local man with racing experience, Brian McCaldin. The three touring car classes went to the Standard 10 of Ernest McMillen, youthful veteran of several "Montes" and Alpine Rallies; to the Hewison Trophy holder, Paddy Hopkirk (Volkswagen); and to last year's Circuit of Ireland winner, Mervyn Glover (Sunbeam).

**LAST MAN FIRST:** (Right) Robin McKinney, the last competitor in the programme and first in the awards list, takes his TR2 through the last test.

By Wilson McComb

(Photography by George Phillips)

**Stage 1.** At 5.30 p.m. on Friday evening, a long queue of competitors was waiting in the Ulster A.C.'s Belfast offices to receive details of some of the tests and the locations of all but two of the controls. But there was still no news of the dreaded navigation test, and it was not until each of the 178 starters checked out of the start control, at one-minute intervals from 8.30 p.m., that he was handed an envelope containing the information. As had been suspected, this test was to take place between Newry, Co. Down, where the Dublin starters joined those from Belfast, and the point where the field crossed the Border into Eire. To equalize distances, the Belfastmen were sent through a check point at Kilkeel before reaching Newry, then all went north-east through Armagh, Dungannon, and Ballygawley in Co. Tyrone. Basil Brindley and Harry Lindsay, two Dublin competitors, crashed their Fiat 1,100 into a tree near Ballygawley and ended up in hospital.

In a maze of minor roads west of Lough Neagh was held the 30-mile navigation test, with two controls and three checks to be located in 75 minutes. Four different sets of instructions were issued, so that many competitors completed the test without seeing another car, and no fewer than 100 were penalized at this stage. They included two prominent members of the Triumph team, Desmond Titterton-

through Galway and Limerick to the first of the secret controls. This, 200 miles from Sligo, lay just south of Tipperary and was reached by the first starters just after midday on Saturday. After the control came a timed climb of Ballyglass Hill in the Slievenamuck Mountains, without benefit of practice or prior inspection. Although it included both an S-bend and a tight left-hand hairpin, the hill was a deceptive one, its bends appearing much sharper than they really were, and most entrants could have climbed faster than they did. E. M. Burnett had the misfortune to stall his A.30 at the hairpin, while Dr. W. N. Jones, a past "Circuit" winner, lost a plug lead on his Sunbeam-Talbot. Scots competitor Francis Dundas, sampling his first Circuit of Ireland, made a lively climb in his TR2-engined Morgan to wrest B.T.D. from Ronnie Adams, but the works M.G. TF of Cecil Vard lost its big ends immediately after the hill.

### Test 2

**Class 1 (closed cars up to 1,000 c.c.):** 1, E. T. McMillen (Standard), 68.8 secs.; 2, R. H. Tilson (DKW), 71.4; 3, P. S. Hughes (DKW), 71.6.

**Class 2 (closed cars 1,001 c.c. to 1,600 c.c.):** 1, T. P. O'Connell (Volkswagen), 67.6; 2, L. D. Collen (Fiat), 68.2; 3, C. W. Eyre-Maunsell (Hillman), 69.8.

**Class 3 (closed cars over 1,600 c.c.):** 1, M. Glover (Sunbeam), 65.2; 2 (tie), F. Charleton (Vauxhall) and E. J. Wilkinson (Riley), 69.4; 3, J. P. Robinson (Vauxhall), 69.8.

**Class 4 (sports cars any capacity):** 1, F. D. Dundas (Morgan), 56.2; 2, R. J. Adams (Triumph), 56.8; 3 (tie), W. E. Fryman (Triumph), J. B. Johnstone (Triumph) and R. H. M. Kinneen (Jaguar), 57.4.

The remainder of the stage consisted of a straightforward, 80-mile run on main roads to Killarney, where the cars were left in the *parc fermé* and com-





*TWO MAGNETTES (right) at The Meeting of the Waters, near Killarney, during the early part of Stage 2.*

petitors went off to seek relaxation after their marathon run of 534 miles. Eight retirements had been notified, but many were still unpenalized on the road section and held their positions by virtue of a good performance in the Ballyglass hill-climb. Highest of all, however, was Robin McKinney (Triumph TR2), for Dundas had dropped a few marks on the navigation test and thus lay third behind Brian McCaldin's TR2. Their respective marking was 57.8, 58.0 and 58.2—close enough to be interesting, with Jack Toohey's Bristol 404 fourth, L. V. C. Henderson's TR2 fifth, and Ian Appleyard's works M.G. TF sixth. Ernest McMillen's Standard 10 led Class 1, T. P. O'Connell's Volkswagen Class 2, and Mervyn Glover, last year's winner, was comfortably ahead in Class 3.

\* \* \*

**Stage 2.** Sunday dawned overcast, with no promise of the sunshine—and blinding dust clouds—which usually accompany this stage of the trial. The run was to be a short one of only 128 miles, bringing competitors back to Killarney for another night's rest, but with two tests and plenty of mountain motoring it would not lack variety, as veteran competitors knew. Without Dundas, who was unable to start, the field went south round the well-known Lakes of Killarney and over the mountains to Kenmare, then along the coast for 12 miles to Ardea. Here they left good roads for a rough mountain track to pass through a control on the Knockalee Mountain, 33 miles from Killarney, and returned to the metalled coast road to skirt round the shores of Coulagh Bay. Away down at the Cod's Head, a wild and remote peninsula surrounded by the Atlantic, they bade farewell to roads altogether, as far as the map was concerned, for even the rough tracks were not marked at all. Using stencilled instructions instead of a map ("... veer left at the white house with slated roof and ruined outhouses") they reached the control, booked in, and commenced what appeared to be another timed hill-climb. In fact, it was uphill for just over half of its 3-mile length, then topped the brow and continued downhill. Fast, downhill motoring through low-lying cloud, round sharp bends, on a surface of loose scree is a lively pastime, and most passengers confessed to being well and truly frightened during the course of this test.



#### Test 5

**Class 1:** 1, E. T. McMillen (Standard), 62 secs.; 2, C. D. MacCarthy (DKW), 64.2; 3 (tie), P. S. Hughes (DKW) and J. W. S. Scott (DKW), 66.0.

**Class 2:** 1, T. P. O'Connell (Volkswagen), 62; 2, C. W. Eyre-Maunsell (Hillman), 62.2; 3, J. B. Jermyn (Fiat), 62.8.

**Class 3:** 1, M. Glover (Sunbeam), 62.4; 2, Dr. W. N. Jones (Sunbeam-Talbot), 63.6; 3, S. Pentland (Citroën), 64.2.

**Class 4:** 1, J. D. Titterington (Triumph), 56.4; 2 (tie), R. J. Adams (Triumph) and R. C. McKinney (Triumph), 58.2; 3, J. B. Johnstone (Triumph), 58.8.

Then, back to something like civilization in the shape of Castletown Bearhaven, or Castletown Berehaven (depending on which map one was using), or Castletownbere (as the signposts had it), and along the northern shores of Bantry Bay. Five miles after Glengariff the route returned to the mountains, passing through a check at Carran to cross the notorious Priestsleap in the opposite direction to that previously used on the trial. Here baulking was, as always, the main problem, but a clause in the regulations expressly forbade protests on this score. The first two classes got through reasonably well, but of the large saloons only Mervyn Glover's Sunbeam escaped baulking. Those behind him fared badly, as did the first few open cars, for the same reason. J. Thompson had the silencer come loose on his Wolseley, produced a hacksaw, and removed the offending component.

At a Y-junction in the valley of the Sheen River, just after the control, was held a tricky reversing test round a pylon on a surface of loose earth. Thompson,

doubtless unnerved by the sound of his open exhaust, did the test entirely wrong, but Fred Charleton went well with his Vauxhall Cresta, rather a large car for the task. The Volkswagens, sliding their front ends on the loose surface, held sway until Ernie Robb and John Peile equalled their efforts in Ford Anglias. No open car could improve on this until Desmond Titterington came along, to return a really excellent time in his TR2. Poor Sammy Moore let in the clutch of his Dellow, heard a loud "clonk", and knew that his Circuit of Ireland was over.

#### Test 6

**Class 1:** 1, D. W. Archibald (Renault), 31.4 secs.; 2, N. C. Stewart (Renault), 31.6; 3 (tie), R. E. Newell (DKW) and R. H. Tilson (DKW), 32.6.

**Class 2:** 1 (tie), C. E. Robb (Ford), A. G. Ryan (Volkswagen) and J. Peile (Ford), 31; 2, H. MacMahon (Volkswagen), 31.4; 3, T. P. O'Connell (Volkswagen), 31.6.

**Class 3:** 1, M. Glover (Sunbeam), 33.4; 2, S. Pentland (Citroën), 34.8; 3, Dr. W. N. Jones (Sunbeam-Talbot), 37.4.

**Class 4:** 1, J. D. Titterington (Triumph), 29.8; 2 (tie), B. R. Nelson (Triumph) and R. C. McKinney (Triumph), 31.4; 3, J. Toohey (Bristol), 31.6.

Only 27 miles of main road lay between the test and Killarney, where the cars were once again returned to the *parc fermé*. The number of retirements had now risen to 12, but still McKinney held the lead. Titterington, having returned excellent test times, had closed right up to hold second place only two marks behind, although Stage 1 had ended with the new Jaguar works driver in ninth position. McCaldin had been displaced by Toohey, and the Class 2 men were now in a challenging position, still headed by O'Connell's Volkswagen. By his stroke of luck on the Priestsleap, Glover's lead in Class 3 was much improved, and Ernest McMillen still held sway over the Austins and DKWs in Class 1.

\* \* \*

**Stage 3.** There had been much talk of Priestsleap on Sunday night, and a rude song conceived by a baulked, disgruntled team, but on Monday all

*FAR FROM CIVILIZATION: (Left) In the Knockbeha Mountains near Lough Derg, Alfie Carroll and Bobby McMillan remove a piece of broken halfshaft from their Austin A30.*





discussion centred on the two "mystery" controls to come. At each competitor's starting time he was given their location, and then knew that the 22½ miles between them constituted an intricate navigation test. The first was at Oatfield, in the mountains north of Limerick, and followed a main road stretch of some 70 miles on which 17 competitors were penalized for exceeding their maximum—thanks to a secret check at Patrickswell. The second control was sited in the Slieve Aughty Mountains, west of Lough Derg, and had to be approached from the north. Lying as it did on narrow cart tracks, it was far from easy to reach within the time allowed, and many came into contact with the scenery as they strove to maintain a 24 m.p.h. average. Lyal Collen (Fiat 1,100) and J. J. Rice (Volkswagen)

unfortunately chose to go in opposite directions on the same track, and met head on, both cars being put out of the running. Bobby McMillan and Alfie Carroll had the wretched luck to break a half-shaft on their A.30, far up in the mountains, but were rescued by Sammy Moore's Dellow. Near the control was held a pylon test on a loose surface, where Titterington made the best performance by a very comfortable margin.

#### Test 7

**Class 1:** 1, E. T. McMillen (Standard), 34.8 secs.; 2, G. W. Hunt (Austin), 35.2; 3, R. E. Newell (DKW), 35.4.

**Class 2:** 1, J. Peile (Ford), 33.6; 2, P. B. Hopkirk (Volkswagen), 34.2; 3 (tie), S. V. Baker (Ford) and T. P. O'Connell (Volkswagen), 34.4.

**Class 3:** 1, M. Glover (Sunbeam), 38.2; 2, S. Pentland (Citroën), 39.8; 3, P. W. Torney (Sunbeam-Talbot), 41.

**Class 4:** 1, J. D. Titterington (Triumph), 30.8; 2, R. C. McKinney (Triumph), 33.2; 3, R. J. Adams (Triumph), 33.6.

With many a sigh of relief (for all the rough stuff was over now), the entrants pushed on in a north-easterly direction through Portumna, Birr, Mullingar and Kells. In this ancient town Toohey said goodbye to his third place and his Bristol, which he wrecked in collision with another car, but the others went on to a check at Castleblayney, in Co. Monaghan. Five miles later they crossed the border into Northern Ireland, and passed through Keady to skirt east of Lough Neagh and west of Belfast. In darkness they arrived at Nutt's Corner, near Dundrod and some 290 miles from Killarney, and in darkness took part in another test on a disused airfield. It involved circling markers both clockwise and anti-clockwise, by the light of headlamps, and proved an exciting affair in which D. C. Moore's Volkswagen bested all the open cars. Unfortunately there was a lengthy delay at this point, and many were between one and two hours late in reaching the *parc fermé* at Belfast, another 12½ miles away. At this stage the positions were virtually unchanged in the saloon classes, but Titterington had passed his team mate to hold an advantage of just ⅛ of a mark over McKinney. With Toohey in retirement, Appleyard lay third and McCaldin fourth.

#### Test 8

**Class 1:** 1, D. W. Archibald (Renault), 35 secs.; 2, P. S. Hughes (DKW), 35.8; 3 (tie), E. T. McMillen (Standard), R. H. Tilson (DKW) and J. C. Little (Austin), 36.4.

**Class 2:** 1, D. C. Moore (Volkswagen), 31.8; 2 (tie), J. B. Emerson (Ford) and W. T. Todd (Ford), 34.6; 3, C. E. Robb (Ford), 34.8.

**Class 3:** 1, J. P. Robinson (Vauxhall), 36.4; 2, S. Pentland (Citroën), 36.6; 3, M. Glover (Sunbeam), 37.

**Class 4:** 1, B. R. Nelson (Triumph), 33.6; 2, B. McCaldin (Triumph), 33.8; 3 (tie), J. W. Wilson (Triumph), I. Appleyard (M.G.) and J. D. Titterington (Triumph), 34.2.

\* \* \*

**Stage 4.** On Tuesday morning the weather at last cleared, and in bright sunshine the entrants made their way over the old T.T. course from Dundonald to Newtownards, and down the Ards peninsula to Kirkistown airfield, the 500 Motor Racing Club of Ireland's "resident" circuit, 26 miles from Belfast. Eight cars were set loose on the one-mile circuit together and timed over four laps, with fierce competition between similar models. The Ford Anglias showed up well, but could not equal the Hillmans, Ernie Wilkinson's Pathfinder went very quickly indeed in the hands of Barney Hull, and J. B. Johnstone's hard-top TR2 made the best time of the day. Titterington, running with hood and sidescreens in place, was only one second slower.

#### Test 4

**Class 1:** 1, J. C. Oakman (Austin A.30), 5 mins. 8 secs.; 2 (tie), E. T. McMillen (Standard 10) and F. J. Miller (Austin A.30), 5 mins. 13 secs.; 3, C. D. MacCarthy (DKW), 5 mins. 15 secs.

**Class 2:** 1, C. W. Eyre-Maunsell (Hillman), 5 mins. 6 secs.; 2, R. W. Robinson (Hillman), 5 mins. 8 secs.; 3, C. E. Hall (Fiat 1,100), 5 mins. 12 secs.

**Class 3:** 1, E. J. Wilkinson (Riley Pathfinder), 4 mins. 53 secs.; 2 (tie), M. Glover (Sunbeam) and Dr. W. N. Jones (Sunbeam-Talbot), 5 mins. 5 secs.; 3 (tie), S. Pentland (Citroën), F. Charlerton (Vauxhall Cresta) and P. W. Torney (Sunbeam-Talbot), 5 mins. 6 secs.

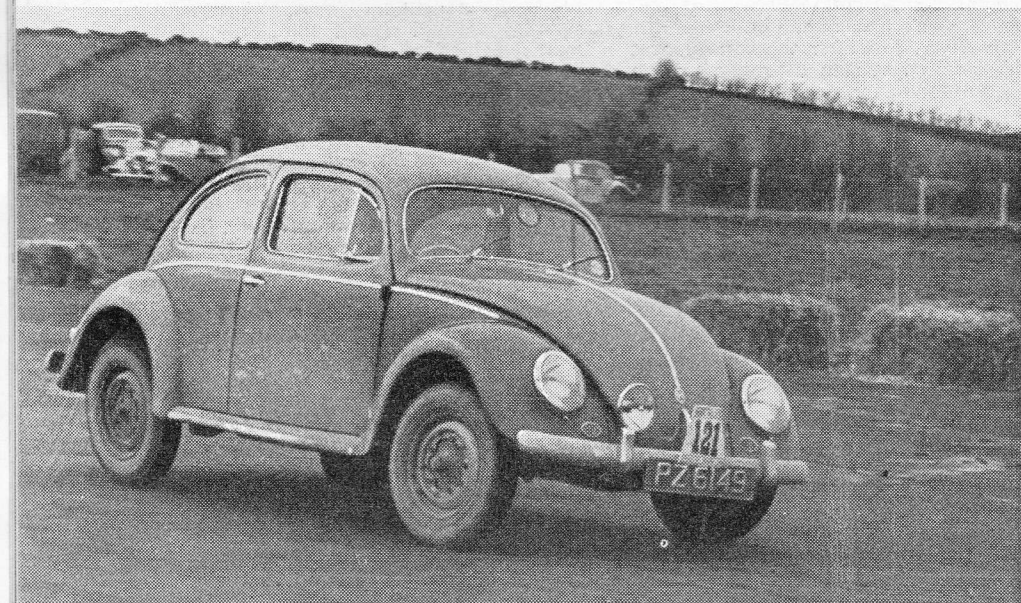
**Class 4:** 1, J. B. Johnstone (Triumph TR2), 4 mins. 24 secs.; 2, J. D. Titterington (Triumph TR2), 4 mins. 25 secs.; 3 (tie), R. J. Adams (Triumph TR2), L. V. C. Henderson (Triumph TR2) and R. H. M. Kinneen (Jaguar XK 140), 4 mins. 26 secs. **Overall positions decided by formula.**

Swinging northwards again, the field covered their last 18 miles to Bangor, on the shores of Belfast Lough, where



**THIRD** until it crashed at Kells was Jack Toohey's Bristol 404, seen above at Test 6 after the Priestsleap.

**FIRST** in Class 2 was Paddy Hopkirk, seen below in his Volkswagen during the speed test at Kirkistown airfield.





the two final tests were laid out in the grounds of Bangor Castle. The first involved a long reverse around a pylon, with very little space for manoeuvring, and many competitors erred through misreading their instructions. Harry Reilly (M.G. TC) stopped in the middle of the test to read his, but he had been issued with a faulty set which omitted the test entirely. Appleyard performed the test in professional style to gain an equal third place with Adams, but the remaining works TF, driven by Joe Flynn, lost its clutch within a yard of the line. After a puzzled moment with the gear lever, Flynn opened the door, thrust out a foot, and paddled his way round the manoeuvre and on to the next test. This, the all-important braking on a curved channel, gave best to the first man, David Archibald (Renault). Next, in a three-way tie, came John Allen's Magnette, Brian McCaldin's TR2 and Billy Chambers' M.G. TF. After that there was only the final scrutiny, the dinner-dance and prizegiving, and the 17th Circuit of Ireland was over.

#### Test 9

**Class 1:** 1, D. W. Archibald (Renault), 29.2 secs.; 2, J. C. Little (Austin A.30), 29.8; 3, N. C. Stewart (Renault), 31.2.

**Class 2:** 1, W. T. Todd (Ford Anglia), 28.4; 2, G. Kidney (Ford Anglia), 28.8; 3, P. B. Hopkirk (Volkswagen), 29.2.

**Class 3:** 1, M. Glover (Sunbeam), 31.4; 2 (tie), Dr. W. N. Jones (Sunbeam-Talbot) and S. Pentland (Citroën), 32.4; 3, P. W. Torney (Sunbeam-Talbot), 32.6.

**Class 4:** 1, F. E. A. Bigger (Triumph TR2), 27.2; 2, R. C. McKinney (Triumph TR2), 27.6; 3 (tie), R. J. Adams (Triumph TR2) and I. Appleyard (M.G. TF), 27.8.

#### Test 1

**Class 1:** 1, D. W. Archibald (Renault), 39.3 marks; 2, J. C. Little (Austin A.30), 41; 3 (tie), E. T. McMillen (Standard 10) and N. C. Stewart (Renault), 42.

**Class 2:** 1, J. Allen (M.G. Magnette), 40; 2 (tie), C. E. Hall (Fiat), D. A. Henderson (M.G.) and D. G. McNally (Volkswagen), 42; 3, P. B. Hopkirk (Volkswagen), 42.5.

**Class 3:** 1, M. Glover (Sunbeam), 44.5; 2, S. Pentland (Citroën), 45; 3, J. P. Robinson (Vauxhall Velox), 45.7.

**Class 4:** 1, (tie), B. McCaldin (Triumph TR2) and W. R. Chambers (M.G. TF), 40; 2, R. J. Adams (Triumph TR2), 40.2; 3, J. M. Cordner (M.G. TD), 40.4.

#### Results

**General Classification:** 1, R. C. McKinney/Mrs. S. E. McKinney (Triumph TR2), 352.6 marks lost; 2, J. D. Titterington/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. McGonigle (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. Titterington/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.

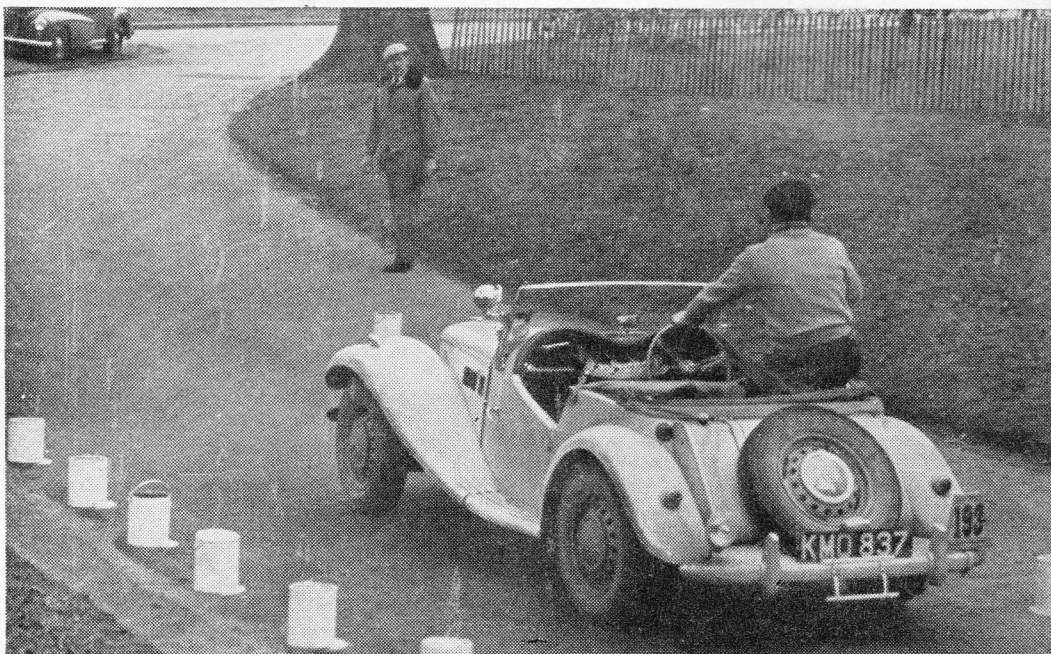
**Team Prize, Production Touring Cars:** Munster Volkswagen team—A. G. Ryan, J. D. O'Leary, M. J. O'Mahony.

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

**Ladies' Prize:** Mrs. S. N. Fitzgerald/Miss M. Leonard (Ford), 467.8 (Placed 60th in General Classification). **Novices' Trophy:** J. M. Cordner/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).



(Above) J. D. O'Leary, one of the successful Volkswagen team, goes through the "up-and-down" hill-climb at the Cod's Head during Stage 2.



(Above) Joe Flynn "paddles" his clutchless works TF through the last test at Bangor to avoid being classed as a non-finisher.

(Below) Surrounded by small enthusiasts in Scariff, on the shores of Lough Derg, Class 1 winners Ernest McMillen and J. Haslett (Standard 10) check their route.



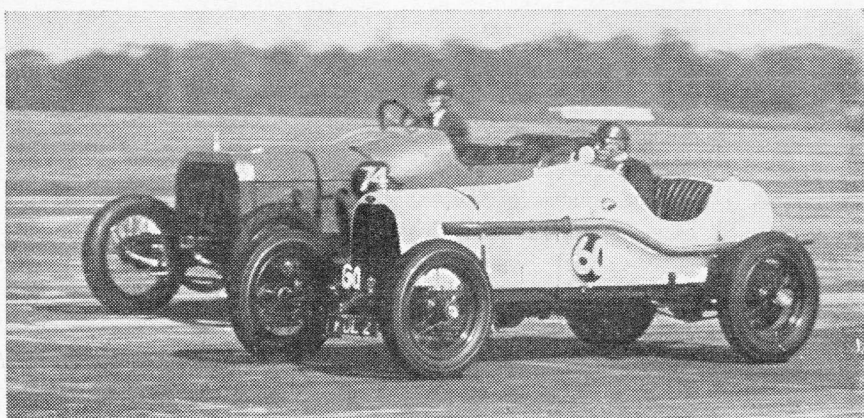


# SUNNY SILVERSTONE

V.S.C.C. Meeting Under Perfect Conditions—J. C. Byrom (Bugatti) Wins G.P. Itala Trophy for Third Time



**VINTAGE:** (Above) Four Alfas and one Talbot awaiting the start of Race 2. **HISTORIC:** (Right) Cecil Clutton's 1908 G.P. Itala, and J. G. Sears's 1914 G.P. Opel battling neck and neck for position during the G.P. Itala Trophy race.



OF all Silverstone's many aspects during the season, perhaps the most pleasant and quietly satisfying is when a warm spring sun, tempered by a cooling breeze, shines down on a paddock crowded with enthusiasts, who study in admiration an unsurpassed concourse of polished brass and gleaming coachpaint, while round the track circulates a gathering of valuable sporting machinery of past years, more carefully tended by their proud owners than the most precious of pet poodles. In brief, a race meeting run by the Vintage Sports Car Club. Such a scene became reality last Saturday, when a crowd of a size that must have surprised the organizers descended on the circuit to see the first of the V.S.C.C.'s four speed events of 1955.

The opening event was a One Hour Speed Trial for Vintage Cars, divided into classes, and including two compulsory pit stops, in which qualification for an award meant averaging a set minimum speed. All started well, but casualties soon occurred, J. C. H. Wrigley's 1930 Morris being seen circulating very slowly at Woodcote and D. Brown's 1927 Amilcar being towed in. Activity at the pits was intense throughout, cars with "knock-on" wheels having the advantage in wheel-changing over their less lucky fellows who had to tackle a hub-ful of bolts. C. F. Emission's Frazer-Nash had fuel pump trouble, A. W. Rippon's Bugatti misfired persistently, H. W. Rayner (Lea-Francis) spun at Woodcote, and J. C. Woodard's 2-litre Lagonda shed a wheel at Becketts.

There followed two handicap races of five laps each, the first for Vintage, Thoroughbred and Historic racing cars, the second for Vintage machinery of any type, and won respectively by I. T. Easdale's 1930 1,752 c.c. s/c Alfa Romeo, and the 1924 1,497 c.c. Frazer-Nash of M. Vaughan.

The principal event of the day was the G.P. Itala Trophy Race over 10 laps, outstanding entries being those of the 1908 12-litre Grand Prix Itala, driven by Cecil Clutton, H. F. Scott's 8-litre Hispano-Suiza of 1924, and the immaculate 1914 T.T. Sunbeam and G.P. Opel of the same year, driven by E. and J. Sears respectively.

From the first lap to the fall of the chequered flag, the lead of this race was held convincingly by J. C. Byrom, the winner in two previous years, whose well-known 1930 Bugatti motored faultlessly and without missing a beat. Behind him,

from the second lap onwards came J. A. Williamson (1923/8 Bentley), and in third place was J. C. Tozer's 1927 Amilcar, its blown 1,098 c.c. engine keeping it up with, and in front of, cars of a far larger capacity.

Among the historic cars, the Hispano-Suiza was unfortunately forced to retire on the first lap, while the Itala went out on lap 6, after a duel with the Opel, the sight of the two cars racing neck and neck down the straight being one of the delights of the day. The Opel itself retired with a slipping clutch on the eighth lap, but the T.T. Sunbeam finished in good order after a praiseworthy drive. One of the two other Sunbeams in the event, D. Allen's 1922 car, was unlucky enough to catch fire while rounding Woodcote, but the driver managed to draw up safely at the pits, where the flames were extinguished, doing no irreparable damage to the car and none to Allen himself.

The chequered flag in Event 5, a 16-lap handicap, was taken by P. J. Binns's very fleet Riley, and the G.P. Itala recovered sufficiently from the ills that beset it in its previous race, to take second place in Event 6, a 3-lap handicap for Edwardian cars, and driven on this occasion by J. A. Williamson.

From the opening lap, the feature of the 10-lap "all comers" scratch race was the battle-royal between the E.R.A.s of J. W. Broad, R. D. Wilkinson and T. T. Carson, which led the field by a considerable margin throughout. These three cars fought the race at high speed, lapping Lord Ebury's Bentley at Woodcote on the seventh tour. Carson was unable to climb from third place, but Wilkinson slipped into the lead on lap 8, only to be retaken by Broad, at the wheel of "Remus", next time round.

Two handicap events of five laps each, won by M. J. Parkes (1927/34 Frazer-Nash) and T. T. Carson (E.R.A.), were followed by a 3-lap handicap for light cars in which B. W. Johnson (1922 Morris) was victorious, and the day's proceedings ended with a further 5-lap handicap, which was open to any sports car finishing first, second or third in any of the previous races. This meant a possible field of 16, but, in fact, only seven cars came to the line. P. J. Nunn (1932 Frazer-Nash) led from the start, but coming down the straight on the last

lap he only just managed to stay in front of H. W. Cox (1929 Riley), G. T. Walker bringing his 1928 Bentley from fifth place on the opening lap to third at the flag.

M. B.

## Results

**1. One Hour High Speed Trial, Qualifying cars:** Class A (up to 1,100 c.c.): W. L. T. Winder (1923 Humber), P. J. E. Binns (1929 Riley), A. D. J. Sim (1930 Riley). **Class B (1,101-2,000 c.c.):** D. Edwards (1930 Aston Martin), D. Webb (1924 Bugatti), D. R. Good (1928 Alvis), L. J. Wickham (1929 Alvis), D. J. Roberts (1928 Lagonda), N. D. Routledge (1929 Morris Cowley), H. W. Rayner (1929 Lea-Francis), D. H. Hadley (1928 Alvis), M. Vaughan (1924 Frazer-Nash). **Class C (2,001-3,000 c.c.):** A. S. Heal (1926 Sunbeam), R. E. B. Noble (1930 Alvis). **Class D (over 3,000 c.c.):** H. W. Cox (1924 Vauxhall), D. Cleaton Roberts (1928 Bentley).

**2. 5-lap Handicap:** 1, I. T. Easdale (1930 Alfa Romeo), 63.36 m.p.h.; 2, M. Leo (1930 Lagonda); 3, P. J. Nunn (1932 Frazer-Nash); 4, D. H. C. Hull (1927 Bugatti). **Fastest lap:** 70.08 m.p.h. by A. Pitts (1936 E.R.A.).

**3. 5-lap Handicap:** 1, M. Vaughan (1924 Frazer-Nash), 58.52 m.p.h.; 2, J. V. Skirrow (1930 Frazer-Nash); 3, C. E. Mulholland (1931 Frazer-Nash); 4, R. W. Ashley (1930 Frazer-Nash). **Fastest lap:** 60.8 m.p.h. by J. V. Skirrow and R. W. Ashley.

**4. G.P. Itala Trophy Race:** 1, J. C. Byrom (1930 Bugatti), 68.96 m.p.h.; 2, J. A. Williamson (1923/8 Bentley); 3, J. C. Tozer (1927 Amilcar); 4, P. J. E. Binns (1929 Riley). **Fastest lap:** 69.79 m.p.h. by J. C. Byrom.

**5. 16-lap Handicap for Vintage Sports Cars:** 1, P. J. E. Binns (1929 Riley), 64.55 m.p.h.; 2, H. R. Heap (1928 Riley); 3, B. E. Brown (1930 Frazer-Nash). **Fastest lap:** 69.79 m.p.h. by J. A. Williamson (1923/8 Bentley).

**6. 3-lap Handicap for Edwardian Cars:** 1, J. S. Gunn (1914 Humber), 38.49 m.p.h.; 2, J. A. Williamson (1908 Itala); 3, K. Neve (1914 Humber). **Fastest lap:** 63.50 m.p.h. by E. E. Sears (1914 Sunbeam).

**7. 10-lap "All Comers" Scratch Race:** 1, J. W. Broad (1936 E.R.A.), 73.17 m.p.h.; 2, R. D. P. Wilkinson (1936 E.R.A.); 3, T. T. Carson (1936 E.R.A.); 4, J. M. Crowther (1933 Alfa Romeo). **Fastest lap:** 76.56 m.p.h. by J. W. Broad.

**8. 5-lap Handicap:** 1, M. J. Parkes (1927/34 Frazer-Nash), 64.42 m.p.h.; 2, G. T. Walker (1928 Bentley); 3, P. L. D. Atwood (1923 Aston Martin); 4, P. Morley (1925 Bentley). **Fastest lap:** 67.14 m.p.h. by M. J. Parkes.

**8a. 5-lap Handicap:** 1, T. T. Carson (1936 E.R.A.), 73.61 m.p.h.; 2, D. P. Wilkinson (1936 E.R.A.); 3, L. S. Michael (1936 Lagonda); 4, D. Edwards (1930 Aston Martin). **Fastest lap:** 76.79 m.p.h. by D. P. Wilkinson.

**9. 3-lap Light Car Handicap:** 1, B. W. Johnson (1922 Morris), 44.07 m.p.h.; 2, D. W. Firkins (1927 Austin); 3, E. I. Wheeler (1922 Talbot); 4, N. D. Routledge (1924 Morris). **Fastest lap:** 51.86 m.p.h. by W. L. T. Winder (1924 Humber).

**10. 5-lap Handicap: Motor Sport Trophy:** 1, P. J. Nunn (1932 Frazer-Nash), 57.69 m.p.h.; 2, H. W. Cox (1929 Riley); 3, G. T. Walker (1928 Bentley). **Fastest lap:** 67.14 m.p.h. by H. W. Cox.



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**The Premier Award**

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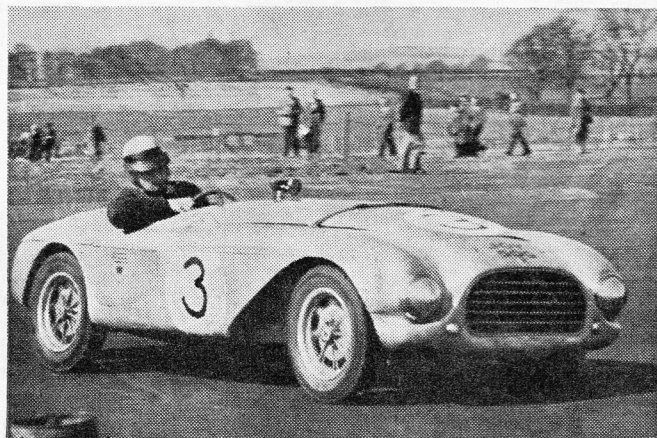
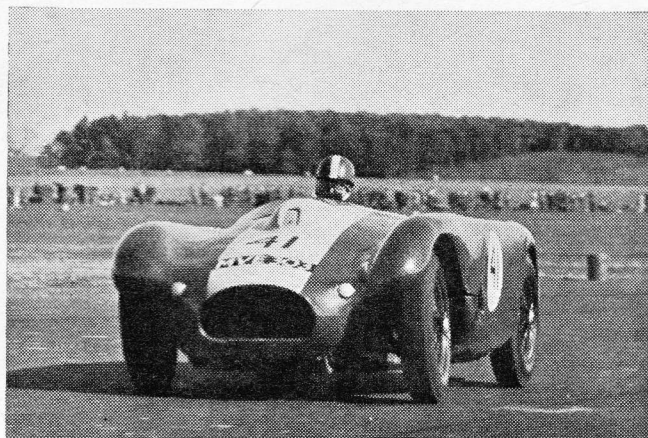
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**TWO WINS** fell to Archie Scott-Brown (below) at last Saturday's Charterhall meeting. He is seen drifting the Lister-Bristol at Tofts Turn.



**MORE JOY** for a famous Cooper-M.G., the ex-Cliff Davis JOY 500, with which new owner Peter Jackson won the 1,500 c.c. sports car race.

## SCOTT-BROWN AND SALVADORI AGAIN

Lister-Bristol and F2 Connaught Successful in First 1955 Charterhall Meeting

ON Saturday last, at Charterhall, Scotland's racing season was opened by the Winfield Joint Committee's National Meeting which brought two more victories for Archie Scott-Brown in his Lister-Bristol, and one for Roy Salvadori in J. Young's Connaught.

In brilliant sunshine a good crowd watched a programme of five events run off expeditiously despite one lapse with the start of the half-litre brigade. The first event, for sports cars up to 1,500 c.c., was dominated by Peter Jackson (Cooper-M.G.) who was more than a match for the well driven TCs of I. Leggatt and D. C. Young, after John Horridge had the engine of the Jehu-Riley go solid at Lodge Corner and Harry Ballantyne had his Sprite motoring all the way on three plugs.

The next event seemed to be an Austin-Healey benefit, and Ron Flockhart's immaculately driven 100S had the heels of them all, that is, except Scott-Brown's Lister-Bristol, which moved into the lead on lap 1 and never looked like being challenged. Jack Walton motored his beautifully-bodied Cooper-Bristol into third spot, while W. Morrison (Austin-Healey) and J. W. Wilson (TR2) had a terrific dice behind C. Murray's Frazer-Nash.

The 500 c.c. boys next took the field and a stern battle seemed to be promised with Sanderson (Staride) and Keith Hall (Cooper) being challenged on their home ground by Don Parker, Lewis-Evans and Cliff Allison. The start was somewhat ragged, finding some cars still on their warming up lap, but a compact group consisting of Sanderson, Parker, Lewis-Evans and Hall appeared well ahead of the field and had a terrific dust-up, swopping places on every lap. Then Sanderson had a spin at Tofts and Lewis-Evans displaced Parker for first spot, with Hall and Allison holding watching brief. Tony Marsh (Cooper) disappeared and then John Walker, who had been holding sixth place with his J.P., found the lack of anchors not conducive to cornering and he too retired. Sanderson meanwhile repassed Allison but entered Tofts so fast that the ensuing slide cost him fourth spot.

With Peter Collins (Aston Martin) a regretted non-starter, it appeared as if the gaggle of XK 120s would have things their own way in the unlimited sports car event; however, Archie Scott-Brown soon put paid to that impression.

Jack Walton stormed into the lead with his Cooper-Jaguar followed closely by Sanderson in Hunter's ex-Ecosse car, with Scott-Brown cornering on the limit in third place. Tyrer motored his XK 120C with large screen erect and was tailed by Flockhart's well-piloted Austin-Healey. Second lap, Sanderson was in front, and two laps later the Lister-Bristol was behind him, when Tyrer shot on to the grass at Kanes letting Flockhart through. Next excitement was when Scott-Brown took Sanderson going through Tofts Turn and forged ahead into an unassailable lead with the others maintaining station behind.

Last event of the day produced quite a crop of non-starters but Roy Salvadori had taken over J. Young's Connaught to do battle with Geoff Richardson (R.R.A.), Bob Gerard and J. Somervail (Cooper-Bristols) and a host of sports cars. Richardson swept into the lead from flag-fall, with Gerard in hot pursuit, then Tyrer (Jaguar) with screen still erect. By lap 3, however, Salvadori occupied third place with Somervail of the Border Reivers in pursuit. This was altered to their benefit when Gerard dropped out with valve troubles. Peter Bolton (Cooper-Jaguar) disappeared in a terrific cloud of dust when his throttle stuck open at Kames, as did D. Margulies (XK 120C) at Lodge after a dice with Birrell's E.R.A.

Salvadori gradually overhauled Richardson and moved into the first place as Flockhart challenged and passed Birrell's ex-Flockhart E.R.A. just before the finish.

W. K. H.

### Results

**Event 1. Up to 1,500 c.c. Sports:** 1, P. Jackson (Cooper-M.G.), 65.39 m.p.h.; 2, I. Leggatt (M.G.); 3, D. C. Young (M.G.).

**Fastest lap:** Jackson, 71.86 m.p.h.

**Event 2. 1,501-2,700 c.c. U/s and 1,500 S:** 1, W. A. Scott-Brown (Lister-Bristol), 76.22 m.p.h.; 2, R. Flockhart (Austin-Healey 100 S); 3, J. H. Walton (Cooper-Bristol).

**Fastest lap:** Scott-Brown, 78.77 m.p.h.

**Event 3. 500 c.c.:** 1, S. Lewis-Evans (Cooper), 78.26 m.p.h.; 2, D. Parker (Kieft); 3, J. K. Hall (Cooper).

**Fastest lap:** Lewis-Evans, 80 m.p.h.

**Event 4. Unlimited Sports:** 1, W. A. Scott-Brown (Lister-Bristol), 79.8 m.p.h.; 2, N. Sanderson (Jaguar XK 120C); 3, J. H. Walton (Cooper-Jaguar).

**Fastest lap:** Scott-Brown, 82.98 m.p.h.

**Event 5. Formule Libre:** 1, R. Salvadori (Connaught), 82.08 m.p.h.; 2, G. N. Richardson (R.R.A.); 3, J. Somervail (Cooper-Bristol).

### THE LYDSTEP HILL-CLIMB

IT was Austen May's day at Lydstep on Easter Saturday, for the 500 c.c. Cooper driver established B.T.D. and a new 500 c.c. record of 31.6 secs., breaking his own record of 32.52 secs. Another prominent competitor was John Moore, who with his aluminium-bodied Morgan collected three classes and two class records, getting down to a best time of 35.0 secs. Jack Williamson's 4½-litre Bentley dominated the vintage scene, and gave its intrepid driver a class win in 36.7 secs. In the saloon classes Dagenham products made an impressive showing, Ford models winning three of the four categories and gaining second place to R. J. L. Threlfall's DB2 Aston Martin in the unlimited class. The Pembroke-shire M.C., formerly the Tenby M.C., organized the meeting.

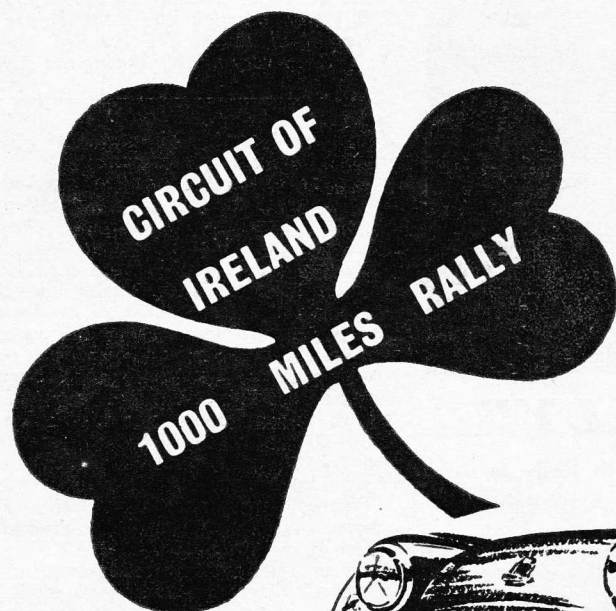
### Results

**Sports cars up to 1,100 c.c. U/s:** 1, J. Day (Singer), 44.6 secs.; 2, N. Lawrence (Singer), 47.2; 3, M. Bowley (Singer), 49.2. **1,101-1,500 c.c. U/s and 501-1,100 c.c. S:** 1, R. D. Jennings (Cooper-M.G.), 36.5; 2, G. Tapp (Buckler), 36.6; 3, C. D. F. Buckler (Buckler), 37.3. **1,501-2,000 c.c. U/s:** 1, J. Moore (Morgan), 35.0 (record); 2, G. Tapp (Buckler), 36.7; 3, B. Bartlett (Triumph), 36.8. **2,001-3,000 c.c. U/s and 1,501-2,000 c.c. S:** 1, J. Moore (Morgan), 35.2 (record); 2, B. Bartlett (Triumph), 36.2; 3, H. M. Denton (Morgan), 36.8. **Over 3,000 c.c.:** 1, J. Moore (Morgan), 35.4; 2, E. J. Read (Jaguar XK 120), 36.2; 3, B. Bartlett (Triumph), 36.3. **Vintage cars:** 1, J. A. Williamson (Bentley), 36.7; 2, C. Jelly (Lancia), 43.5.

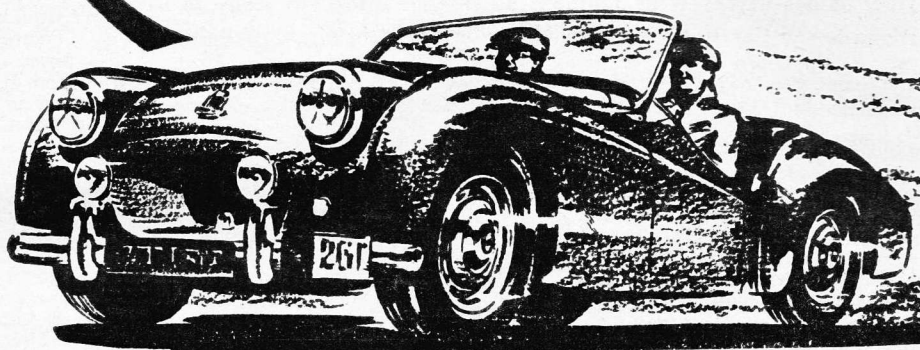
**Production Saloons. Section A:** 1, G. Tapp (Ford Anlia), 43.2; 2, J. D. Morean (M.G.), 43.8. **Section B:** 1, A. Jenkins (Ford Consul). **Section C:** 1, H. A. Thomas (Ford Zephyr), 39.8; 2, C. Lewis (Ford Zephyr), 42.7; 3, M. Richards (Ford Zephyr), 43.5. **Section D:** 1, R. J. L. Threlfall (Aston Martin DB2), 37.0; 2, H. A. Thomas (Ford Zephyr), 42.3; 3, N. Lawrence (Austin Atlantic), 46.0.

**Racing cars up to 500 c.c.:** C. A. N. May (Cooper), 31.6 secs. (B.T.D. and record).





# **SUCCESS AGAIN!\***



## **TRIUMPH T.R.2**

<b>1<sup>ST</sup></b>	<b>2<sup>ND</sup></b>	<b>3<sup>RD</sup></b>	<b>5<sup>TH</sup></b>	<b>6<sup>TH</sup></b>
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**IN ENTIRE RALLY**

*Drivers: 1st—R. C. McKinney, 2nd—J. D. Titterington, 3rd—B. McCaldin*

**ALSO 1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup> 5<sup>TH</sup> 6<sup>TH</sup> (IN SPORTS CAR CLASS)**

## **STANDARD TEN**

**1<sup>ST</sup> IN CLASS I (up to 1,000 cc)**

**Driver: E. McMillen**

subject to official confirmation

*\*The Standard 10 was also the outright winner of this year's R.A.C. 2,000 miles Rally, while the Triumph T.R.2. gained second place.*



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## A BIG "LITTLE RALLY"

Dick James (TR2) Wins London M.C.'s Closed-to-Club Rally in Biggest-ever Car Entry for any Motoring Event in Great Britain

IF ever a name seemed inappropriate, this year's London M.C. "Little Rally" had just that name, for the enormous entry of no less than 466 is the largest number of cars ever entered in a motoring event in this country. It is to the very great credit of the organizers that the event ran its course without any of the hitches and hold-ups that might have been expected when nearly 500 cars were let loose on the public roads, all on a perfect springtime Saturday.

However, the real significance of the name was in the nature of the event itself, for it was intended largely as a social affair, with an easy 200-mile route through pleasant Surrey and Sussex scenery. There was an average speed of 30 m.p.h., easy to maintain over the good roads, and the whole itinerary was route-carded, clearly and in great detail. Thus it was an occasion on which to bring the family (and the dog) and show them what a rally was like, and a large proportion of the entry were obviously doing just that.

With such an easy road section, the results were, of course, decided by the series of eight driving tests encountered at various stages of the journey and good tests they were, too, giving the keen types some worth-while dicing, while those who had just come for the ride were able to trundle gently through without upsetting Auntie in the back. They were all short runs, and in each case the cars came in one end and out at the other, so that competitors were whisked through with the minimum of delay. In fact there were never more than about half a dozen cars waiting to go through—a point from which other organizers could learn.

The starting and finishing point was the Royal Ascot Hotel, and Peter Wain (Citroën) was first away at 5.55 a.m.! The rest followed at one-minute intervals and the first control they encountered was at New Mill, near Eversley. This was followed by Test No. 1 which was "forward from line A over line C, reverse over line B and forward to stop astride C". The catch was that each car had to go through a shallow ford before the test, and many people were obviously amazed to find that brakes were somehow affected by water; there were some spectacular slides at the end when perhaps only one wheel was locking. Best time here was made by the even-

tual winner, Dick James, with 15.5 secs. P. Brookes used plenty of power to take his TR2 through in 20.1 secs., and was followed by K. N. Ballisat in a similar car; the latter had motored sharply up and down the approach road to dry the brakes out beforehand and this, combined with a lighter throttle foot, gave him 18.5. Another TR2 driver, L. T. Cornish, motored through the ford at a snail's pace and his resultant dry brakes gave him 17 secs.

Test 2 was situated a few miles south-west and was a cross-roads test. Here again R. B. James was fastest with 14 secs. Pat Burt took her blue DB2 round slickly in 16.5 and P. L. Pratt's Jaguar recorded the same time. G. M. Wyatt turned up in a black and white Willys jeep and took it through surprisingly quickly in 16.7. One who went *too* quickly was J. I. Goddard Watts, whose Jaguar stayed in the ditch for two hours until hoisted out by a crane.

Test 3 was at Polecat Corner, near Basingstoke, and there were fun and games to be witnessed. It was laid out at a fork, cars starting on one leg of it, going forward on the left of a pylon, reversing the other side of that and going forward again on the left to a flying finish. This time Dr. Spare tied with R. B. James for the best time of 15.8 secs. K. W. Burrow's Anglia displayed wheelspin, valve-bounce and a mounted cine-camera, fitted inside, and climbed the bank after spectacular brak-

*PATHFINDER: A. Joseph picks his way carefully through the ford before the New Mill test. He handled the big Riley very nimbly during the day.*

ing, to record 20.2 secs., whereas a much quieter performance by E. G. Vanner in another Anglia clocked 19. In contrast to the grim holding-on of some nervous passengers, P. N. Lawrence's lady navigator was seen placidly studying the route card as the driver spun his M.G. briskly round the test in 18.5 secs.

The fourth test was at the gates of Hackwood House and was an uphill wiggle-woggle between pylons, stopping astride the line at the top. Most people took things gently to avoid losing the full 60 secs. penalty for hitting a marker, but Pat Moss was a little over-enthusiastic and sent one for six. C. J. Toomer's TR2 was fastest here, in 9.4 secs., but P. Brookes (TR2) clocked 9.6 and F. G. Ruggles (M.G.) 9.8.

The route went on south-west, to Test 5 at Coldhays, north of Petersfield, and Test 6 at Wellow, east of Romsey, to the lunch stop, where half of the entry went to Burley, east of Ringwood, and the other to an hotel near Brockenhurst. Tests 7 and 8 were held not far from Winchester and the long, long procession was led back, via route checks to keep it off the busy roads, to Ascot again and the finish.

Under the efficient captaincy of Mrs. Nina Imhof, the results were forthcoming less than 15 minutes from the arrival of the last car, and received by those who crowded the ballroom at an informal dance held in the evening.

There had been very few "incidents" to mar the day, and a strange variety of motor cars had been on the road. In spite of the detailed route card, a few crews somehow managed to get lost, but D. A. Kerr completed the course in his 1937 Austin 7 Ruby with 10 minutes to spare. For many of the competitors it was their first rally, and the ideal weather and smooth organization will no doubt have encouraged many of them to have another go, while it was a good excuse for quite a few hundreds to show their wives *something* of what goes on on those bachelor motoring week-ends!

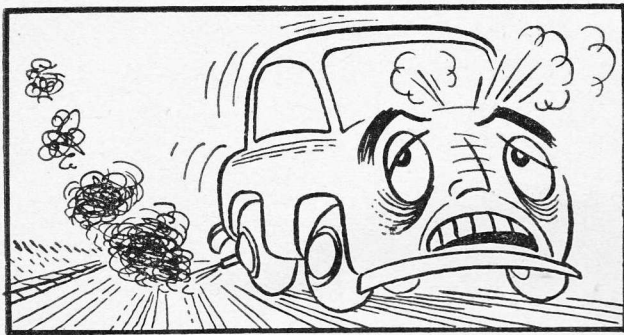
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(Results on page 504)

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*FORD IN THE  
FORD is E. G.  
Vanner's Anglia ap-  
proaching the New  
Mill special test.  
Many competitors  
found water in their  
brakes an embar-  
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were required to do.*  
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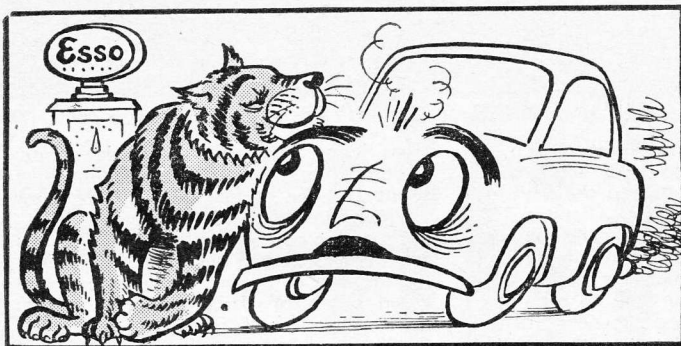




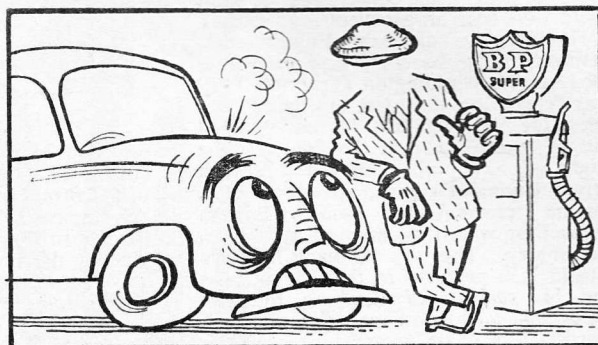
Don't know what's wrong with me—I'm all choked up round the carburettor, flat spots before the eyes, out of tune and can't eat up my miles. I'll try an elixir.



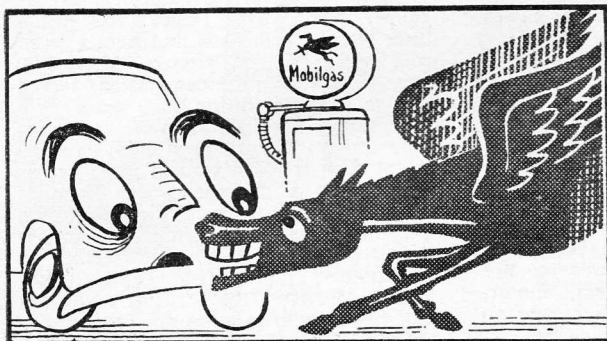
You're suffering from a surfeit of sedative additives. I'll give you a mercuric rise in m.p.g.



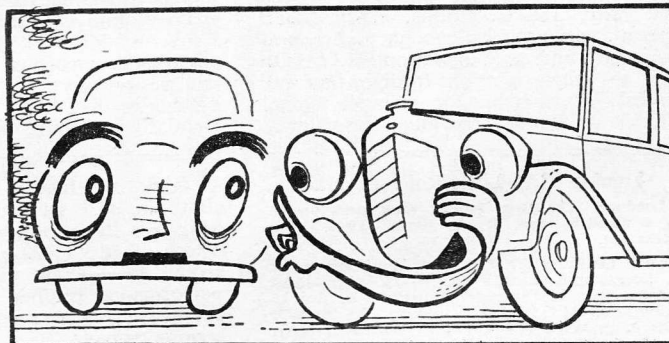
It's your tubes. You can't beat S.A.9. It gets you breathing freely and sets you up for mountain climbing, desert crossing and getting from Piccadilly to Hyde Park Corner.



Faulty elimination is your trouble. Get rid of your waste products. Use our laxative OKP-2.

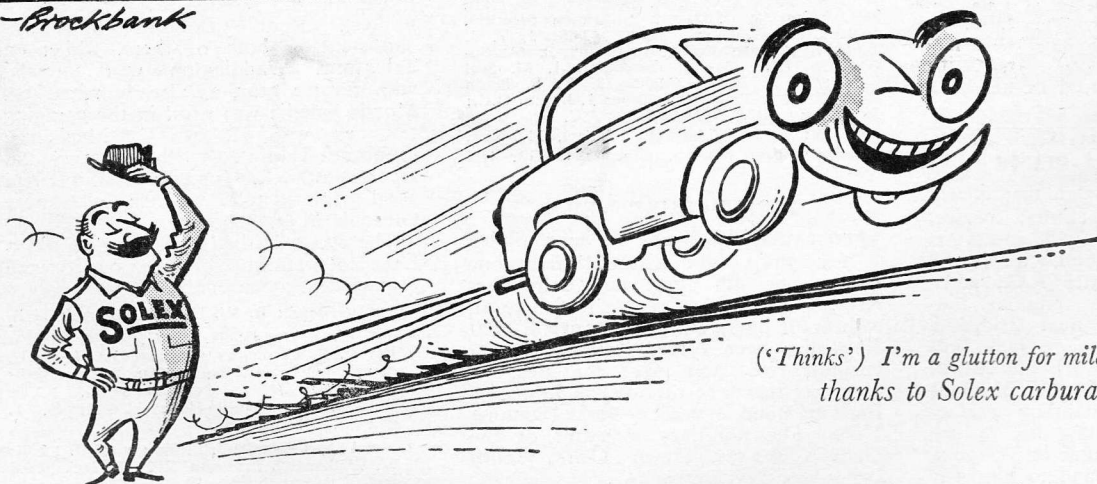


Off your fodder? Our elixir will give you more gallops to the gallon and you can eat all the miles you like with no fear of flatulence.



It's your carburation, dear. I was like you once until I took to Solex. I always wear one now.

*-Brockbank*



*('Thinks') I'm a glutton for miles, now, thanks to Solex carburation.*

P.S. Any remaining nausea is due solely to the form of this advertisement.



# SCOTTISH S.C.C.'s HIGHLAND THREE DAYS

By "Aeneas"

THE Scottish Sporting Car Club's annual national event, the Highland Three Days, was far from being the arduous trial of blessed memory in which the competitors like Sydney Allard and Guy Warburton took a delight. Instead, it was a touring rally which would have made a pleasant week-end, plus a modicum of motor sport, had it not been for the fact that a mistake in Monday's route sheet resulted in the cancellation of what could have been an excellent road section.

However, we did have English competitors among the entry, and good ones too! J. W. Waddington (Triumph TR2) was "clean" on the road and, had it not been for the fact that his car jumped out of reverse gear in the final test, he might well have pipped our young Scottish driver Ronnie Dalglish, also in a TR2, for the Premier Award. Another English competitor whom we admired was L. S. Cordingley. The way he made his little Austin A30 perform in the driving tests and his sending of it along roughish roads was jolly good motoring and well worth a First Class Award.

Saturday's rallying was remarkable for its simplicity. Novice Mrs. E. A. Bucher lost only three marks on the road sections and this was because her Morris Convertible had three punctures in its first rally. D. C. Young, in an M.G. Special, was unlucky enough to break a half-shaft, and A. S. Thomson (M.G. TD) had so much ignition trouble that he landed at Strathpeffer around three o'clock on Sunday morning. Sport was



Ronnie Dalglish, the Highland Three Days winner, near Kingshouse Inn.

provided by two driving tests which, if not novel, were sited with some care. In a forward/reverse test at the back of Kingshouse Hotel, near Glencoe, T. Blackburn (Triumph TR2) made the best time by the simple expedient of mowing down any pylons which got in his way as, for doing so, there were no penalties. Kenneth Best, breaking in a new Austin-Healey, was not too fast but, throughout the event he was consistent and gained a First Class Award.

The second test was a speedy figure of eight among pylons in which we watched L. S. Cordingley's A30 motor very smartly amid objections from its valves. J. W. Waddington spun his TR2 with remarkable precision on the handbrake, and we were certain that Morris Smellie's Ford Anglia and Craig Dymock's Standard Vanguard were going to have

tyres leave rims as they made frantic gyrations on the concrete of the town square, in the middle of the little West Highland township of Caol.

From the base at Strathpeffer, Sunday's sport consisted of a detailed road section, the location of five map references and a speed climb of Balliemore Hill. Here again, very few marks were lost on the road, biggest culprit being the black and white TR2 of Neil Brown which always seemed to be proceeding in a different direction from every other car in the rally. Best man on Balliemore Hill was Herbert Meikle in his handsome Jaguar coupé. David Jack (Riley) was just a little bit too ambitious and bent a push rod, while Ninian Paterson (M.G. TD) went very well in the car that has served him so handsomely for three years.

Monday's road sections were ample for time and would have been enjoyable had it not been for a mix-up in place names resulting in a discrepancy of 20 miles in the stated distance. This meant that a good, competitive stretch over an old Wade road had to be scrubbed, and as Jimmy Cringean (Ford Zodiac) and Sandy Morrison (Singer) were ditched and had fractured oil pipes respectively in going over it, you can judge that they were somewhat annoyed. As were other competitors.

However, a garaging test in Castle Grant, Grantown-on-Spey, and a forward/reverse test at Trinafour on a very rough hill did provide a fair amount of interest. Ronnie Dalglish (TR2) was consistent in both of them, while, on Trinafour, Waddington was unlucky with reverse gear, as already remarked. Morris Smellie was good in the garaging test, as was H. A. C. Mackenzie (Sunbeam-Talbot). In the forward and reverse test J. L. Murray's M.G. TD had good grip and went well, as did George Gibson's M.G. Magnette.

The event finished at Stirling's Golden Lion Hotel and the following results were produced at a reasonable hour:

**Premier Award:** R. W. Dalglish (Triumph TR2).

**First Class Awards:** H. A. G. Meikle (Jaguar 3.442); L. S. Cordingley (Austin 803); H. A. C. Mackenzie (Sunbeam-Talbot 2.267); G. M. Smellie (Ford 1.172); N. L. Paterson (M.G. 1.250); K. L. H. Best (Austin-Healey 2.660); G. T. Gibson (M.G. 1.496).

**Second Class Awards:** J. L. Murray (M.G. 1.250); J. W. Waddington (Triumph TR2); D. Jack (Riley 2.443); W. Jarrett (Ford 1.172).

## London M.C. Little Rally Results

**Londoner Challenge Trophy (best performance by a standard car):** R. B. James (TR2), 105.3 marks lost.

**Club Challenge Trophy (best in closed class):** D. Silverthorne (Renault 750), 113.2. **Breakheart Trophy (best in "Specials" class):** F. L. Rourke (1,250 c.c. M.G.), 115.2. **Coupe des Dames:** Miss P. L. White (TR2), 119.2. **Novices' Trophy:** I. Mantle (1,466 c.c. M.G.), 116.8. **American Challenge Trophy:** 1/Lt. D. S. Sammis (Austin-Healey), 123.1.

**Class Awards—Open cars up to 1,499 c.c.:** 1. S. Moore (1,250 c.c. M.G.); 2. R. F. Ruggles (1,467 c.c. M.G.); 3. T. C. Horn (1,250 c.c. M.G.). **Open cars over 1,499 c.c.:** 1. R. B. James (TR2); 2. Dr. J. T. Spare (Morgan Plus 4); 3. W. H. Wadham (TR2). **Closed cars up to 1,499 c.c.:** 1. D. Silverthorne (Renault 750); 2. E. D. Woolley (Porsche); 3. D. H. Laver (1,100 c.c. Fiat). **Specials or modified cars, any capacity:** 1. F. L. Rourke (1,250 c.c. M.G.); 2. A. Bellm (Dellow); 3. A. D. Hasemer (1,172 c.c. Kent Spl.).

## BRIDGEND HILL-CLIMB

A NEW 656-yard course; a magnificent entry of 66 competitors; perfect weather and a crowd of 2,500 spectators—all this made Easter Monday a splendid day for the South Wales A.C., when they held one of their popular hill-climbs at Castel Farm, near Bridgend. The reigning club champion, Jack Williamson, followed up his successful Lydstep appearance of the previous Saturday with an outstanding performance at Bridgend, getting his 44-litre Bentley up the tricky course in 34.0 secs. to establish B.T.D. Second to him was

T. C. Storey (Jaguar) with a well-judged climb in 34.8 secs. Local man Monty Seal, in a lively run, won his class at the wheel of his TR2, his time being 34.9 secs. An attempt to improve on this performance resulted in a bent motor-car at the first corner, but there was no serious damage.

### Results

**Class 1:** 1. Mrs. V. G. Bevan (Morris), 48.2 secs.; 2. G. Houston (Morris), 48.3; 3. J. F. Andrews (M.G.), 49.5. **Class 2:** 1. C. D. F. Buckler (Buckler), 35.2; 2. G. E. Tapp (Buckler), 36.1; 3. C. Griffiths (M.G.), 37.2. **Class 3:** 1. M. Seal (Triumph TR2), 34.9; 2. B. Bartlett (Triumph TR2), 35.4; 3. H. Giles (Triumph TR2), 36.3. **Class 4:** 1. J. A. Williamson (Bentley), 34.0; 2. T. C. Storey (Jaguar), 34.8; 3. T. J. Williams (Allard), and P. L. Thompson (Austin-Healey), 35.5. **Class 5 (handicap):** 1. M. Seal (Ford); 2. E. Davies (M.G.); 3. R. S. Bevan (Jaguar). **Inter-Club Competition:** 1. Bugatti O.C.; 2. Vintage S.C.C.; 3. South Wales A.C.

**B.T.D.:** 1. A. Williamson (Bentley), 34.0 secs. **Ladies' Prize:** Miss S. Grainger (M.G.), 44.5 secs.

## EIGHT CLUBS' NEWS

REGULATIONS will shortly be available for the Eight Clubs' Silverstone meeting on 4th June, and entry fees have, as usual, been repaid in full to all who took part in the 1954 event. Pat Stark has been forced, by pressure of business, to hand over the post of honorary secretary to Douglas Johns, 48 Reading Road, Woodley, Berks (Sonning 2106). The honorary treasurer of the Eight Clubs is Trevor Clark, South Lake, Woodley, Berks.



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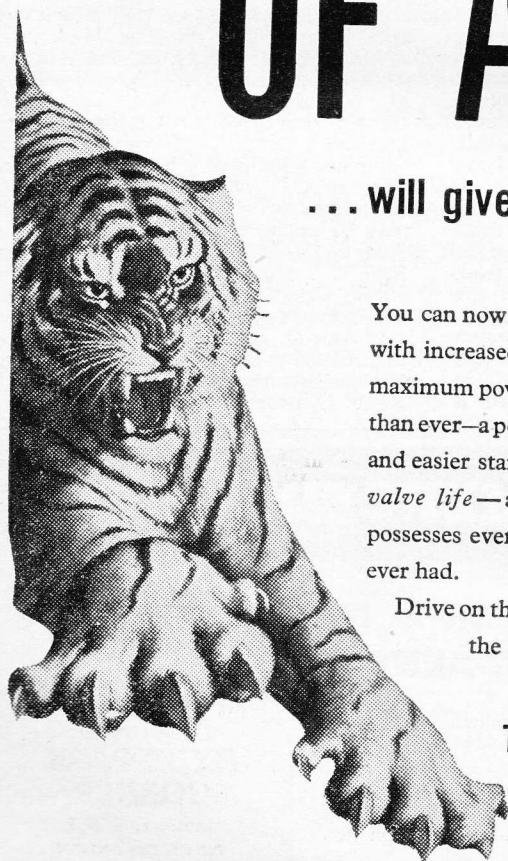
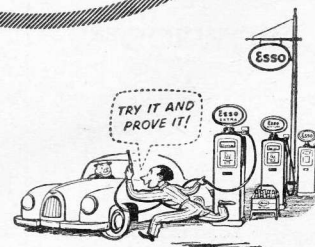
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# News from the Clubs

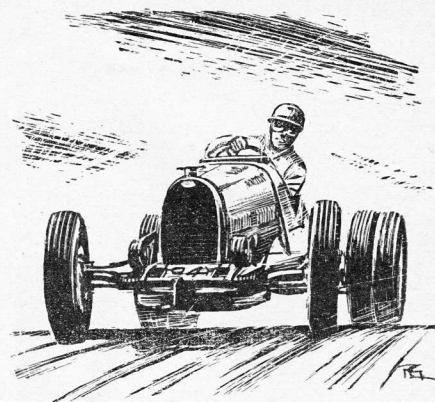
*By Wilson McComb*

OWING to a severe shortage of circuits, Scottish racing enthusiasts have had a thin time of it over the last year or two, with only an occasional meeting at Charterhall or Beveridge Park in which to air their machinery. It is good news to hear that Crimond, the two-mile course near Peterhead which has been closed since August, 1952, will be opened again on 14th May. Members of the Peterhead M.C. have already started clearing the circuit, which is still in surprisingly good condition, and other local clubs are also pulling their weight to assist the Aberdeen and D.M.C. in preparing for a programme of three meetings this year.

The 14th May event will include races for sports cars up to 1,250 c.c., production cars up to 2,500 c.c. and racing cars up to 500 c.c. Entries close on 4th May with A. D. J. Westland, 81 Abergeldie Road, Aberdeen.

LAST year the members of the Westmorland M.C. widened the drive at Barbon Manor, Kirkby Lonsdale, so that a Formula 3 class could be included in their speed hill-climb. This year the whole roadway is being tar-sprayed, so that the hill should be in first class condition for the event to be held on 21st May. There will be classes for saloons, sports cars, Vintage and F3 machinery, and the invited clubs are the Lancashire A.C., M.G., Scottish Sporting, A.M.O.C., B.R.S.C.C. and Vintage S.C.C. Regulations and entry forms may be obtained from J. F. Lafone, Hylands, Kendal. . . . On the same day, 21st May, the north-western section of the Veteran C.C. are holding their Manchester Rally and Run. This consists of a rally to Manchester with marks gained for distance covered, then a run to Buxton at a set average speed. The event is open only to members of the V.C.C. driving cars manufactured before 1917. Secretary of the meeting is J. M. Cunliffe, c/o R. G. Evans & Co., Ltd., Daisy Works, Stockport Road, Manchester 13. . . . The Eastern Counties M.C.'s major road event of the season is their

Felixstowe Rally, to be run on 21st-22nd May. It will cover some 350 miles of East Anglian roads and a more difficult road section than last year is promised. Details from N. G. Perkins, 1 Lattice Avenue, Ipswich. . . . The third Bushmead Speed Trial at Little Staughton aerodrome, near St. Neots, Hunts, on Sunday (24th), should be worth a visit. It is being promoted by the Cambridge '50 and Bedford A.E.C. and we understand that spectator facilities have been improved this year. . . . The Midlands M.E.C. are holding their fourth Invitation Rally on 13th/14th May and the invitations have gone out to the Bugatti Owners, Cheltenham, Herefordshire, Midland A.C., North Staffs, Stroud and Walsall clubs. The 300/350-mile route will carry competitors around central Wales. Regulations are available from L. Hill, 8 Skelcher Road, Shirley, Birmingham. . . . The Nottingham S.C.C. are holding a race meeting at Oulton Park on 2nd July and on the programme is a 50-mile event for 1,500 c.c. cars that should bring out some of the experimental metal. . . . The Chester M.C. are holding their annual invitation run on Sunday (24th), starting at 2 p.m. from Chester Castle. It is over a mild 40-mile course in N. Wales and any motorist or motor-cyclist may join in at the start. . . . Another Nottingham S.C.C. event is their sprint meeting at Alton Towers, near Uttoxeter, Staffs, on 14th May. This is also open to members of the B.A.R.C., B.R.S.C.C., 750, Midland A.C., North Staffs, Vintage S.C.C. and Loughborough College M.C. and there are races for saloons, sports cars and racing cars of all capacity classes and a vintage handicap. The course is about  $\frac{1}{2}$  mile in length and two runs will be allowed. Entries should go to the N.S.C.C., Leen Valley Dyeworks, Bulwell, Nottingham. . . . On 21st May the Herts County A. and A.C. will be holding their third Invitation Hill-climb on the course at Westbrook Hay, near Hemel Hempstead, Herts. Clubs invited to take part are the B.A.R.C., B.R.S.C.C., West Essex, West Hants and Dorset, North London Enthusiasts, Hants and Berks, and Falcon M.C. There will be classes for sports and racing cars and the course is



650 yards long. Regs. may be obtained from D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts. . . . Regulations are now available for the car and motor-cycle races at Cadwell Park on Whit Monday, to be run by the Louth and D.M.C.C. There will be scratch and handicap F3 events, and Chas. Wilkinson, 140 Eastgate, Louth, Lincs, will provide further details. . . . The entry list has been reopened for the Liverpool M.C.'s postponed Jean's Gold Cup Rally to be run on the night of 28th-29th May. Invited clubs are the Bolton-le-Moors, Yorkshire S.C.C., London, Lancs and Cheshire, Blackpool and Fylde M.C., Furness District, and B.A.R.C. The route is some 390 miles long and full details may be obtained from J. C. Rankin, 7 Churston Road, Childwall, Liverpool. . . . The Allard O.C. recently elected a new Hon. Sec., and letters should now be sent to Miss Pat Downey, 24-28 Clapham High Street, London, S.W.4. . . . The Morecambe C.C. have announced that in order to avoid a clash with the Morecambe Rally; their hill-climb which was to have been held on 15th May, will take place instead on 22nd May. . . . However, on 15th May, the East Anglian M.C. are holding a driving test meeting at Wormingford Airfield, near Colchester, and have invited the Thames Estuary, London, Harrow, Eastern Counties, Marconi, Falcon and the Sporting C.C. of Norfolk. There is a full range of class awards and details may be obtained from E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, Suffolk. . . . Tomorrow (23rd) is the closing date for entry in the 500 M.R.C. of Ireland's hill-climb at Cairncastle, Co. Antrim, on 7th May. Entries for this closed-to-club event should go to the new competitions secretary, John Robb, Lynwood, Marino, Co. Down.

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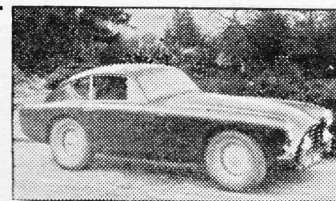
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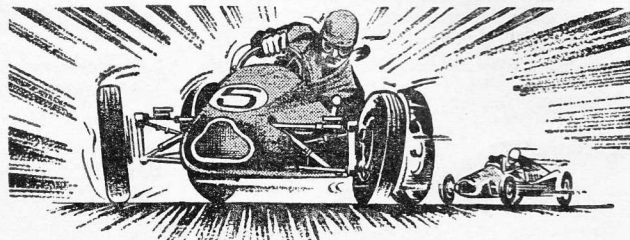
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13th, 14th and 15th MAY 1955

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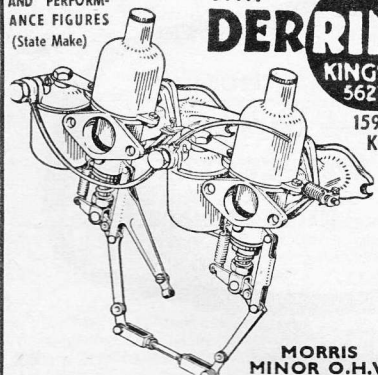
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0-30 m.p.h.	10.8 secs.	8.8 secs.	6.2 secs.
0-50 " top	36.2 "	23.6 "	17 "
20-60 " top	46.6 "	39.6 "	29 "
Max. top	64 m.p.h.	70 m.p.h.	70 m.p.h. plus (limit sp'do-r'd'g)
Consumption	40-45 m.p.g.	40-45 m.p.g.	40-45 m.p.g.

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20-30 m.p.h.	20 "	16.8 "	14.8 "
30-40 m.p.h.	31.6 "	25.2 "	22 "
40-50 m.p.h.	70 m.p.h.	73 m.p.h.	80-83 m.p.h.
Consumption	34-35 m.p.g.	32-34 m.p.g.	32-34 m.p.g.
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30-40 m.p.h.	17 "	14 "	12 "
40-50 m.p.h.	30.2 "	21.2 "	19 "
Max. top	76 m.p.h.	84 m.p.h.	89 m.p.h.
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### Coming Attractions

**April 22nd/23rd.** *Midland A.C. "Birmingham Post" National Rally.* Start, 10 p.m. Civic Centre, Birmingham.

*North Devon M.C. Ilfracombe Rally.* Starting points, Ilfracombe, Plymouth, Bristol and Salisbury.

**April 23rd/24th.** *Bordeaux Grand Prix (F1, S, T), France.*

*Coupe René Laroque (S, T), Marseilles, France.*

*Riley M.C. Inter-centre Team Trial.* Start, 8.30 a.m. (23rd) from C. H. Truman & Co., 61A Mansfield Road, Nottingham; Colmore Depot, Ltd., 654 Chester Road, Old Trafford, Manchester; Paragon Motor Co., 5 New York Road, Leeds.

*Southsea M.C. Exmoor Rally.* Start, 10.31 p.m. (23rd), Leopard Inn, Purbrook, Hants.

**April 24th.** *Coventry and Warwickshire M.C. National Benzole Trophy Rally.* Start, 10 a.m., Three Horseshoes, Princethorpe.

*Assoc. of N.E. and Cumberland Car Clubs. Catterick Hill-Climb, Catterick Camp, Yorkshire.* Start, 2 p.m.

*Lancashire and Cheshire C.C. 14th Derbyshire Trial.* Start, 10.30 a.m., New Inns Hotel, Alsop-en-le-Dale, near Ashbourne.

*East Anglian M.C. Speed Trial, Wormingford Airfield, near Colchester.* Start, 1 p.m.

*Gosport A.C. Speed Trial, Gosport, Hants.*

*Alvis/Humber/Sunbeam Registers Esso House Rally.* Start from Virginia Water, Surrey, and Broadway, Worcs.

*Cambridge '50 and Bedford A.E.C. Bushmead Speed Trial, Little Staughton Aerodrome, near St. Neots, Hunts.* Start, 2 p.m.

*Peterborough M.C. Spring Evening Rally.*

*Leicestershire C.C. Driving Tests, Measham.* Start, 2 p.m.

*Sporting C.C. of Norfolk Novices' Rally.*

*BMW C.C. Rally.* Start, Heston Airport.

*Chester M.C. Invitation Run.* Start, 2 p.m., Chester Castle.

*Tipperary M.C. Hill-Climb, Dungarvan, Eire.*

### SOME RECENT RESULTS

#### GOSPORT A.C. "MARCH MADNESS" 26th March

**Premier Award:** J. Reed (Ford Zodiac), 72 pts. out of 80; 2, J. D. Hayden (Riley), 72; 3, R. Coleman (Alvis), 68; 4, I. R. Hammond (Triumph TR2), 66; 5, E. Hibberd (Triumph Renown), 65; 6, E. H. Smith (Alvis); 7, A. G. Cooper (Riley).

#### B.A.R.C. (YORKS) ALL FOOLS' RALLY 26th/27th March

**Premier Award:** 1, C. R. Lane; 2, (tie) K. N. Lee and R. A. Newsum. **First Class Awards:** E. G. Jackson, M. H. Whaley, A. Hudson, R. J. Dack, G. Wood, J. M. Hulme, M. M. Roberts. **Opposite Class Award:** A. G. M. Kellett. **Novice Award:** L. Dickinson. **Team Award:** "Little 'Orers" (P. W. Strawson, R. A. Newsum and J. R. J. Mansbridge).

#### TUNBRIDGE WELLS M.C. SPEED TRIAL Brands Hatch, 3rd April

**Stormont Cup (B.T.D.):** W. Coleman (Jaguet). **Baldwin Cup (Members' award):** A. B. Fraser J. and B. Trophy (Vintage): D. McClure. **Hilton Trophy (750 Formula):** P. Henderson. **Payne Cup (1,172 Formula):** J. J. Richards.

#### NEWCASTLE & D.M.C./DURHAM A.C. RALLY 27th March

**Durham A.C. Awards: Dunelm Cup:** P. G. Walton/J. Dalkin (Vauxhall); 2, T. A. Boothroyd/D. Edkins (Hillman); 3, W. Elliott/J. Elliott (Ford Prefect). **Novice Class:** 1, E. A. Ranson (Morris); 2, A. Parkin (Vauxhall); 3, P. Young (Lancia).

**Newcastle and D.M.C. Awards: Leith Trophy:** P. G. Walton. **Runner-up and best in opposite class:** T. A. Boothroyd. **Best Performance:** P. G. Walton.

#### MID-SURREY A.C. GRAND CUP TRIAL 27th March

**Premier Award:** A. F. Erskine (Ford Anglia), 45.2 marks lost. **Open, up to 1,100 c.c.:** P. Bailey (Singer), 59.1. **Over 1,100 c.c.:** J. V. Jasper (M.G.), 60.2. **Closed, up to 1,500 c.c.:** C. B. Searson (Renault) and W. A. C. Stewart (Ford), 67.2. **Over 1,500 c.c.:** K. W. Monk (Sunbeam-Talbot), 64.0. **Super-sports:** E. D. Woolley (Porsche), 57.7. **Best Novice:** T. R. J. Smith (Triumph TR2), 59.4.

#### SOUTHERN JOWETT C.C. "MARCH MIXTURE" 27th March

**Premier Award:** A. Graham Woods, 435 pts. out of 500; 2, G. Ware, 420; 3, Mrs. Fitzpatrick, 419.

### FALCON "WINTERCROSS"

THE Falcon Motor Club "Wintercross" held on Sunday, 27th March, was an informal event closed to club members and attracted 20 entries. Entrants were divided into three classes, saloons, specials and open cars, and the event consisted of tests and observed sections on undulating grassland over which the tests were laid using the undulations to the best advantage.

The afternoon, enjoyed by all, was concluded with a film show which included the 1955 Redex Tour of Australia.

#### Results

**Best Saloon:** 1, P. G. Elbra (New Anglia); 2, J. Tucker Peake (Olympic 1.500). **Best Special:** 1, J. Tucker Peake (Scarlet Runner); 2, H. Tucker Peake (Tucker-M.G.). **Best Open Car:** V. Fortin (M.G.).

### Club Fixtures

**Aston Martin O.C.**—Marshals' dinner, 22nd April, Shaftesbury Hotel, London, W.1, 6.30 p.m.

**Cambridge '50 C.C.**—Meeting, 22nd April, Ancient Shepherds, Fenditton.

**Mid-Surrey A.C.**—Meeting, 22nd April, Queen Adelaide, Kingston Road, Ewell.

**"W.O." Club.**—A.G.M., 23rd April, Warwick Arms, High Street, Warwick, 6 p.m. Film show follows.

**Bentley D.C.**—A.G.M., 23rd April, Welcombe Hotel, Stratford-on-Avon, 2.30 p.m. Meeting, 26th April, Hautboy Hotel, Ockham, Surrey.

**750 M.C.**—Meetings: 25th April, Sheer House Hotel, Byfleet, Surrey; 28th April, Windmill Inn, Shelf, near Bradford.

**Shenstone & D.C.C.**—A.G.M., 25th April, Bull's Head Inn, Shenstone, 7.30 p.m.

**Eastern Counties M.C.**—Meeting, 26th April, Red Lion, Martlesham, near Woodbridge.

**Lagoda Club (Northern).**—Meeting, 26th April, Red Lion, Holme-on-Spalding-Moor.

**North London M.C.**—Meeting, 27th April, Rising Sun, Chase Side, Southgate.

**Liverpool M.C.**—Film show, 27th April, Royal Hotel, Hoylake, 7.30 p.m.

**Chiltern C.C.**—Meeting, 27th April, George Hotel, Beaconsfield.

**A.C.O.C.**—A.G.M., 27th April, The Marlborough Head, North Audley Street, London, W.1, 8.15 p.m.

**B.A.R.C.**—Meeting and film show, 27th April, Little Testwood Country Club, Salisbury Road, Totton, Southampton.

**Sevenoaks & D.M.C.**—A.G.M., 27th April, Queens Hall, Bligh's Hotel, Sevenoaks.

**Thames Estuary A.C.**—Annual spring dance, 28th April, Queens Hotel, Westcliff-on-Sea.

**Vintage S.C.C.**—Meetings: 28th April, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Cheshire.

**Buckingham & D.M.C.**—Meeting, 28th April, Folly Inn, Adstock, Bucks.

**Sunbac.**—Meetings: 28th April, Royal Oak, Lozells Road, Birmingham 6; George Hotel, Solihull.

**Surrey Sporting M.C.**—Meeting, 28th April, Warwick Hotel, Redhill.

**Leicestershire C.C.**—Social run, 28th April. Start, Lee Street, Leicester, 7.30 p.m.

- BRISTOL** 404 Coupé finished in Maroon with Grey leather, fitted with radio and heater.
- M.G. TF** Sports 2-seater finished in Green, fitted with white-walled tyres and many extras.
- FORD** Zodiac Saloon finished in Grey and Green, fitted with radio.
- BRISTOL** 401 Saloon finished in Black with Beige upholstery, fitted with radio and heater.
- M.G.** Magnette Saloons, guaranteed used models available.

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**1926 VINTAGE** two-seater A.C. six-cylinder. Nearest to £75.—Rudds, Worthing 7773/4.

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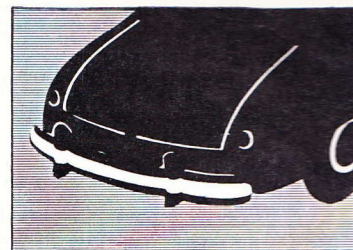
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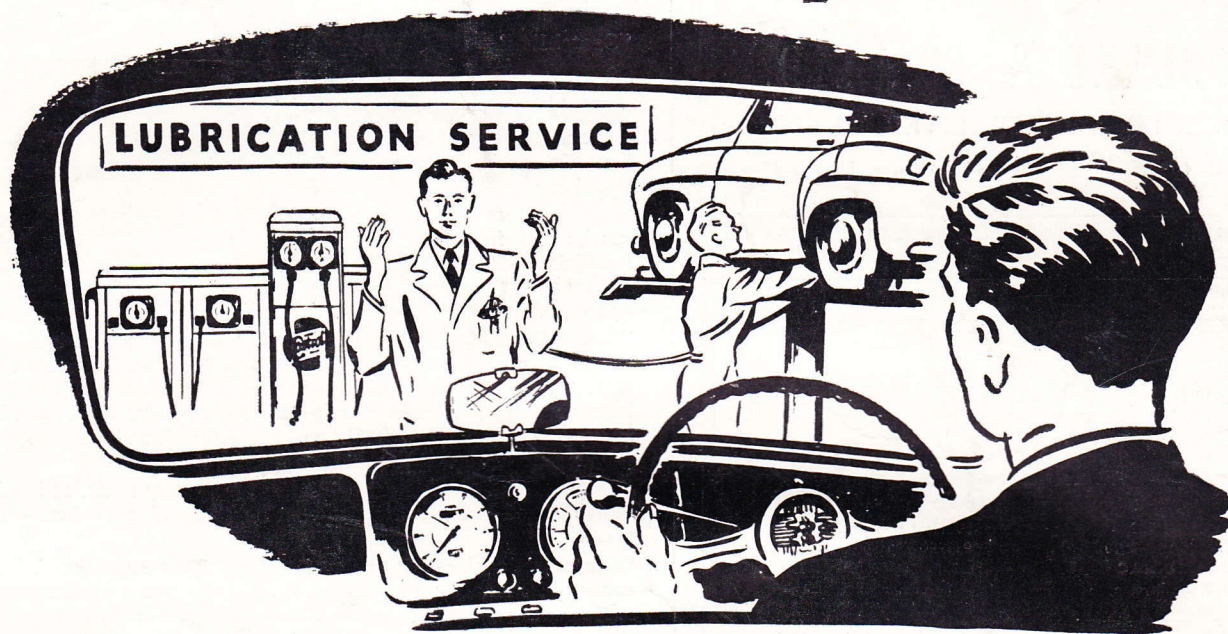


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