

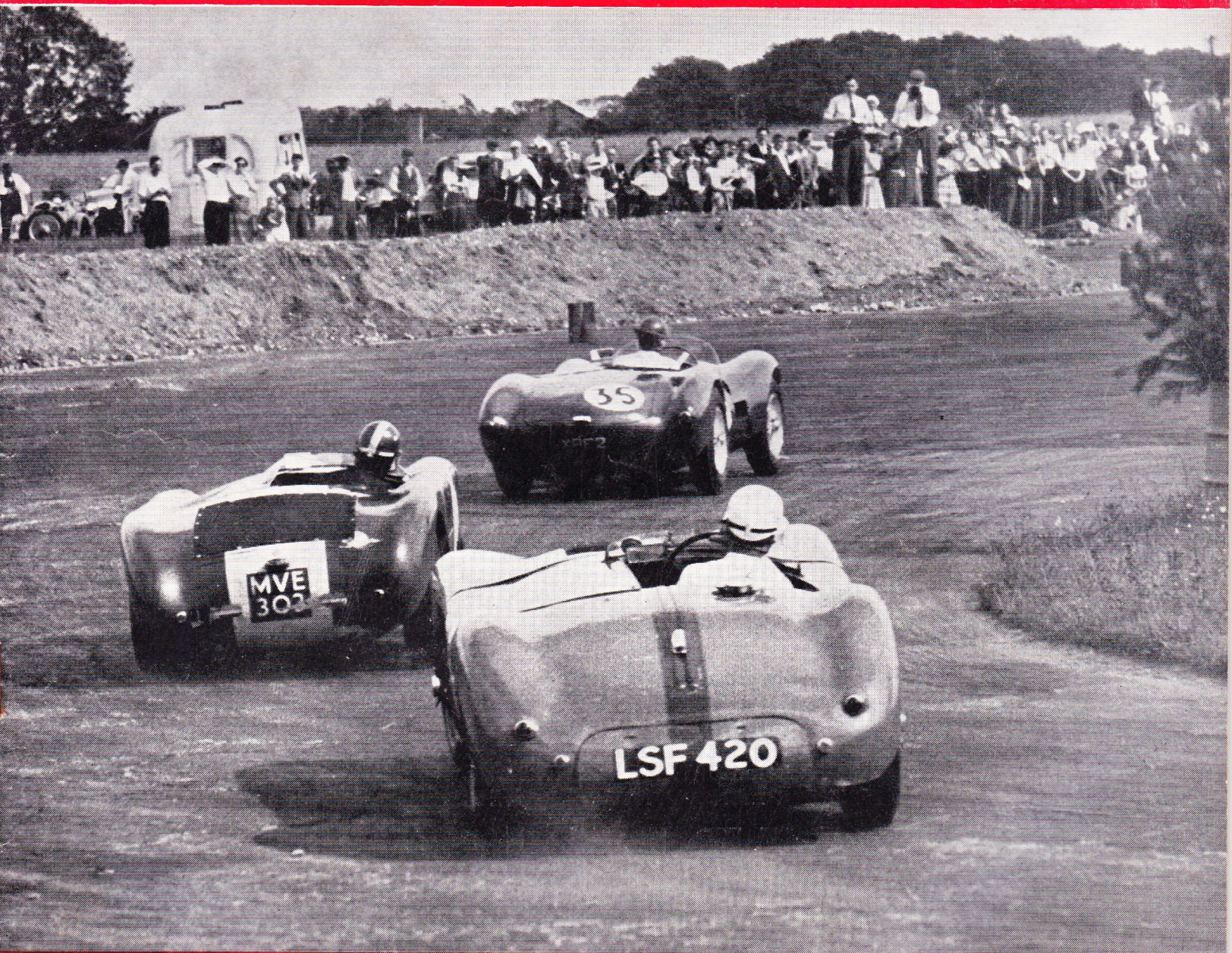
AUTOSPORT

JULY 1, 1955

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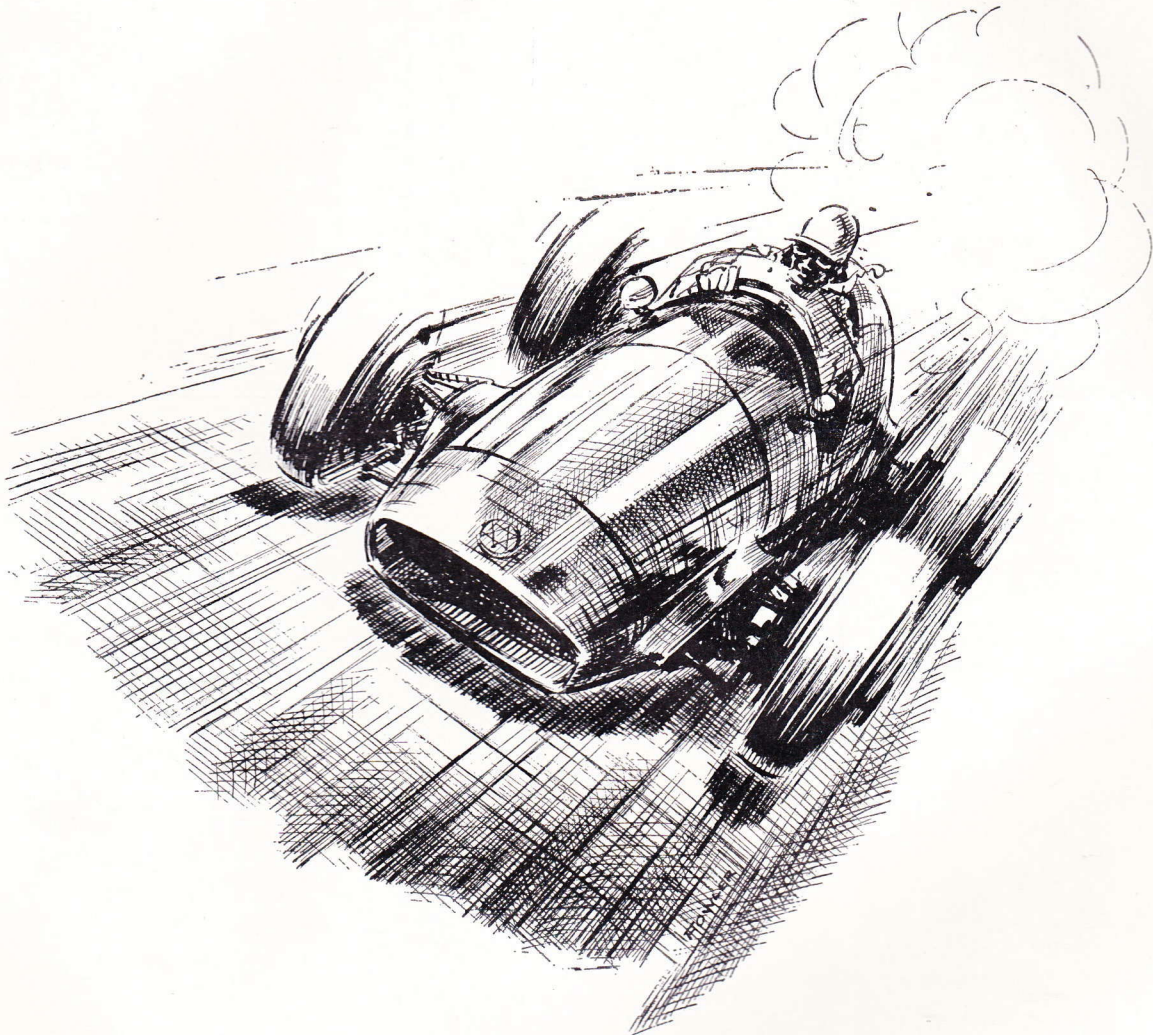
EVERY FRIDAY
Vol. 10 No. 26

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

EASTERN COUNTIES NATIONAL 100-MILE RACE AT SNETTERTON : PLYMOUTH NATIONAL RALLY
HILL-CLIMBING AT PRESCOTT : JOHN BOLSTER ROAD-TESTS THE ALVIS "GREY LADY"
CLUB RACING AT SILVERSTONE AND OULTON PARK : EIRE ECHOES : TRACTION ENGINE RALLY



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 26

July 1, 1955

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NOTICES

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EDITORIAL

THE R.A.C. TOURIST TROPHY

SOME concern is being shown regarding the future of the classic R.A.C. Tourist Trophy, in view of the almost certain antipathy now prevailing to staging events open to cars of any capacity. It seems to AUTOSPORT that there is a fairly simple solution to the problem, and that is to follow the lead of the motor-cycle people, and organize separate Junior and Senior T.T.s. After all, there is a difference between small capacity and larger machines, which manufacturers themselves would be the first to admit. By grouping all cars of (say) up to 2,000 c.c. together, one could foresee the elements of a first-class event, with the speed differential not contributing to the same risks which are entailed when "750s" and "over 3-litres" are racing on the same circuit. In the same way, the bigger cars would not get in each other's way to the same extent as when smaller capacity machines are in direct competition with them. No doubt the Ulster A.C. would get over the not inconsiderable organization necessary to stage two separate races. However, it should be quite possible to put on a couple of 4-hour events, 3-hour and 5-hour events, or whatever may be preferable. Perhaps the Junior race might be limited to 1,500 c.c.! Possibly the public would like to see a Lightweight event limited to cars of up to 1,100 c.c., a Junior of 1,101-2,000 c.c., and a Senior of over 2-litres. It appears highly probable that future sports car races will be organized more on class lines than has been the custom hitherto, and it might be a good move for the very enterprising Ulster Automobile Club to step in and stage the classic R.A.C. races on such lines. AUTOSPORT feels certain that the majority of manufacturers would much prefer to enter races in which outright victories count far more than do the rather pointless calculations which finally arrive at handicaps after the style of the "Index of Performance".

* * *

LOSS OF THE "ALPINE"

CANCELLATION of the classic Rallye des Alpes will come as a great disappointment to manufacturers and crews alike. This event is a superb test of a motor car, and provides technicians with a real chance to prove and develop their designs. As AUTOSPORT forecast some time ago, the holding of the rally during the "tourisme" season has caused many objections from official circles. Even Italian motoring journals have criticized rallies, organized by other countries, which infiltrate into Italian territory. Indeed, the outlook for summer Alpine motoring sport is none too bright, and there are also doubts whether the "Liège-Rome-Liège" will take place!

OUR COVER PICTURE

A TENSE MOMENT in the early stages of the 100-mile race for the Eastern Counties "100" Trophy at Snetterton last Saturday. In pursuit of the winner, Roy Salvadori, go George Abecassis, who later crashed, in the new H.W.M.-Jaguar; Archie Scott-Brown (Lister-Bristol) who finished second; and making up the trio is that promising youngster, W. B. Smith, busy correcting a slide in his C-type Jaguar, with which he eventually took third place.



"Crikey—it IS milk!"

THE B.R.S.C.C. have written to the R.A.C. offering to organize an additional Grand Prix in Britain this year. Ken Gregory suggests that this would give such machines as the new Connaughts and Vanwalls a chance to compete, despite the small number of events left in the calendar.

STIRLING MOSS is at present holidaying with Fangio on the Côte d'Azur. Water ski-ing sessions are being indulged in for toughening-up exercises!

FOLLOWING the Swedish Rally, DKW driver Heinz Meier leads the European Touring Championship with a score of 19 points. Last year's winner, Walter Schlüter (DKW), has 13 points.

INSUFFICIENT entries having been received at the official closing date, last Saturday's Bo'ness hill-climb had to be cancelled. Ironically, the entry list had almost doubled a few days later, but the decision had already been made.

NEW Austrian Denzel has an enlarged Volkswagen engine of 80 x 74 mm. (1,488 c.c.) and two double-choke Solex carburettors. Maximum speed is quoted at about 110 m.p.h.



ERNEST MCMILLEN, well-known Ulster rally and racing driver, was married last week to Miss Alma Miller. Ernest planned to co-drive with Ronnie Adams in the Alpine Rally soon after, but instead has entered a Triumph for the Dolomites Gold Cup Race on 10th July.

THREE electronically controlled machines, commonly known as "The Brain", are now producing finished Wolseley and Austin cylinder blocks at the rate of one every $3\frac{1}{4}$ minutes. They were developed and installed at a cost of £87,000.

MOTORISTS travelling to the Continent by Silver City Airways will be pleased to hear that the Lloyds Bank office at Ferryfield is now open from 8 a.m. to 7 p.m., seven days a week.

LATEST addition to the Castrol range of lubrication charts is one for the Humber Hawk Mk. VI. It is available free from C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London, W.1.

BOB SWEIKERT'S Indianapolis takings include a trophy for his mechanic, six wrist-watches for his crew, a washing machine, a free meal ticket for one year, tool chests and ratchet wrenches, and a \$1,000 wardrobe from a men's wear establishment. His prize money totals \$76,138... and 63 cents!

★

LABOUR LOST: (Left) Rootes Group mechanic Raymond Kelly prepares Sheila Van Dammi's Sunbeam for the cancelled Alpine Rally.

IMPORTANT MAN (right) at Northern speed events is Jack Twyford, whose self-imposed task it is to look after the time-keeping arrangements.



PIT & PADDOCK

MORE than 100 entries have already been received for this year's 10,500-mile Australian Trial. To avoid speeding through towns, it has been decided that all such controls will be sited before towns have been entered.

FIBREGLASS, LTD., of St. Helens, Lancs., have donated over £500 in prize money for an event to be held by the B.R.S.C.C. at Brands Hatch on 9th October. It will comprise a 10-lap race and *concours d'élégance* for cars with fibreglass reinforced plastic bodies.

AIR-COMMODORE GEOFFREY CARILL-WORSLEY's wife, who, as Miss Dorothy Stanley-Turner, was well known at Brooklands in pre-war days, will accompany him on a Bond Minicar trip to the Arctic Circle this month.

FRANK GROUNDS' appeal regarding the eligibility of his Jaguar coupé in the R.A.C. Rally has been turned down by the stewards.

THE Measham Motor Sales Organization will open an office at 4 Lochrin Place, Edinburgh, next Monday.

ALEXANDER ENGINEERING CO., LTD., have moved to more spacious premises a few yards away from their old works at Haddenham, Bucks. They can now offer better delivery on conversions for Morris Minor and similar cars.

IN the heading of last week's report on the 19th B.A.R.C. Members' Meeting, Tom Sopwith's Cooper Climax was stated to be making its début on that occasion. The car had, in fact, appeared previously at Goodwood and at other British meetings this season.

MR. BIDWELL, referred to last week as an R.A.C. official, is actually a member of Mrs. Topham's Aintree organization.

RICHARD STEED is driving his newly acquired Porsche "Super" in the Dolomites Gold Cup Race.

NINIAN SANDERSON will have his long-awaited F3 Martin in time for "Rest-and-be-Thankful".



SAFETY MEASURE: (Left) This Zandvoort finish picture shows the yellow line used to indicate the pit area. Drivers had to pass to the right of it when pulling into their pits.

"unwilling" cause of the accident, due entirely to his failure to comply with flag signals.

SPANISH G.P. HOPES

THE A.C. of Spain announce that the cancellation of the Spanish G.P. at Barcelona is not definite, and that it may be possible to stage the event so soon as official regulations are issued regarding the safety of spectators. The Pedralbes circuit is not a permanent one, and such installations as are necessary are only erected during race-week. Motor-racing is booming in Spain, to such an extent that the staging of the Grand Prix is considered to be of prime importance. Also, it does draw thousands of visitors to Spain in what is regarded as the off-season.

A CHALLENGE TO PORSCHE?

New 1½-litre Sports Maserati Announced

PORSCHE domination of the 1½-litre sports car class is threatened by the arrival of a new Maserati with four-cylinder, 1,484 c.c. engine, an output of 130 b.h.p. being quoted for this power unit. Features of the engine include a light alloy block of 81 x 72 mm., 8.75:1 compression ratio, twin overhead camshafts, twin ignition and twin, double-choke Weber carburettors. A new multi-plate dry clutch is used.

A chassis of large-diameter tubes carries de Dion rear suspension with transverse leaf spring, and double wish-bone and helical spring i.f.s., very similar to that employed on the Grand Prix car. The hydraulic drum brakes are also similar to the G.P. design, and the wire wheels carry 5.25 x 16 ins. tyres at the front, 5.50 x 16 ins. at the rear. Wheel-base is approximately 7 ft., the front track is 4 ft. 1 in., and the rear track 3 ft. 11 ins. Ground clearance is about 5 ins., and the dry weight of the car is 1,280 lbs. Maximum speed should be in the region of 140 m.p.h.

A *gran turismo* version of the car may also be produced, with a power unit giving an output of 110 b.h.p. The sports-racing model should be seen in action this season.

G. VAN ETTIKOVEN.

SPORTS NEWS

FANGIO BLAMES NOBODY

DESPITE earlier, and highly misleading, versions of statements alleged to have been made by Juan Manuel Fangio after the Le Mans disaster, the World Champion stated at an inquiry in Le Mans last Monday, that, in his opinion, no person could be blamed for the accident. Fangio said that he was about 600 metres behind Levegh, when the French driver signalled that he was about to overtake another car (Macklin's Austin-Healey). He (Fangio) immediately lifted his foot, and, although he recalled seeing the Austin-Healey spinning across the track, was not clear in his mind exactly what caused the crash, as he was too occupied in making sure of avoiding the British car. He maintained, however, that Levegh's signal saved him from being involved in an accident, as he was able to brake his car in time to avoid hitting the gyrating Austin-Healey.

Fangio also dismissed the rumours of peculiarities of construction in the Mercedes-Benz which might have caused the explosions. His own words were: "There is nothing mysterious about the cars."

The inquiry is being conducted by the Sarthe examining magistrate, M. Zadoc-Khan, who will call on the services of expert witnesses, in addition to questioning the drivers involved. The inquiry seeks to discover the true facts leading up to the fatal crash, and there is no question at this stage of attempting to put the blame on any person or persons.

MONTLHERY CRASH CASE

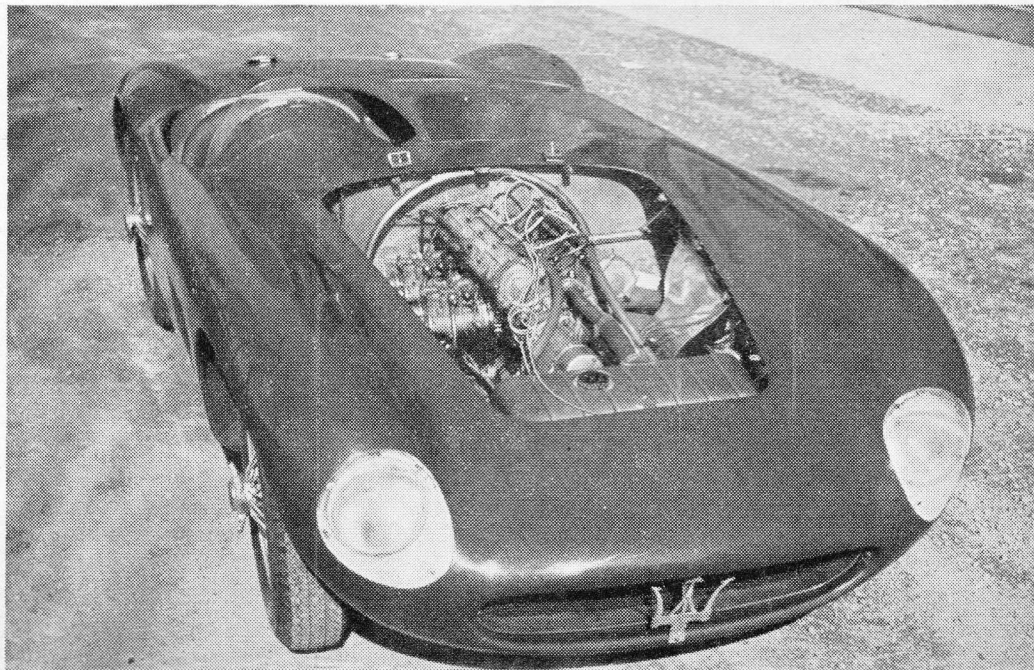
A CASE was decided in Paris last Monday which may have an important bearing on all motoring events staged in France. Renault driver Jean Gamot was given a four months' sus-

pended prison sentence and ordered to pay 18 million francs to Mme. Mairesse, for unwillingly causing the death of Guy Mairesse, and a child spectator, during practice for a sports car race at Montlhéry last October.

Gamot, a comparatively inexperienced racing driver, was alleged to have failed to obey a blue flag signal that his small car was about to be overtaken, with the result that Mairesse's Talbot swerved, and crashed through a protective barrier. Gamot's defence was that no action could be taken against him because in motor racing everybody accepts risks.

The court's decision may lead to other claims in French courts arising out of race crashes. According to French law, in the event of a crash leading to fatalities among spectators, the driver of the car causing injuries or fatalities is held to be to blame, unless it can be proved that the accident was instituted by "imprudence" on the part of another driver, drivers or officials. In the case of Gamot, the court was satisfied that his "imprudence" made him an

BEAUTIFUL BABY: (Right) Purposeful and promising are the lines of the new 1½-litre sports Maserati, which has a claimed maximum speed of 140 m.p.h.



LOCAL MAN Allan Borgefors (right), driving a Porsche 1500 Super, won the 6th Rally to the Midnight Sun in Sweden.

BEHRA FIRST IN PORTUGAL

Porsches Dominate 1½-litre Race

DRIVING a 3-litre Maserati, fitted with a new five-speed gearbox, Jean Behra scored a convincing victory in last Sunday's Grand Prix of Portugal, run over 55 laps (407 kilometres). Taking the lead on the third lap, the Frenchman continued to draw away from his nearest rival, the American Masten Gregory (3.0 Ferrari), and in fact lapped him towards the end.

British drivers did well, third, fourth and fifth places going to Duncan Hamilton (Jaguar), Peter Whitehead (Cooper-Jaguar) and Bob Berry (Jaguar), in that order. Casimiro de Oliveira, well-known rally-driver, crashed with his Ferrari and was taken to hospital with serious injuries.

Nogueira (Porsche) won the Cup of Oporto event at 133 k.p.h., with Seidel and Lautenschlager second and third respectively, also in Porsches.

Sameiro (Ferrari) and Bleirer (Osca) were both badly hurt in practice crashes.

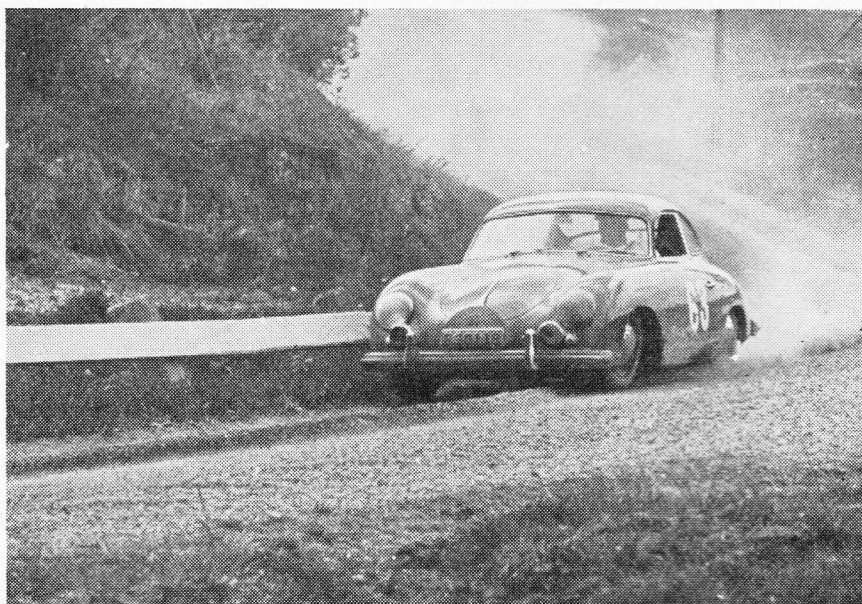
A full report, together with official classification, will appear in next week's AUTOSPORT.

PORSCHE WINS 6th RALLYT TILL MIDNATTSSOLEN

FOR the fourth time running, a Porsche has won the Swedish Rally to the Midnight Sun. This year it was a 1500 Super driven by Allan Borgefors and Åke Gustavsson, who lost only 9.4 marks on the 2,900-kilometre event. Their car suffered a cracked cylinder-block on the last day, but was repaired with metal compound and brought triumphantly to the finish.

A record entry of 198, from seven different nations, started at Östersund on 16th June and travelled northwards to Jokkmokk, where they found the midnight sun regrettably obscured by heavy clouds and continuous rain. The route, which included five timed sections of some 20 kms. with a set average of up to 85 k.p.h., then returned to Östersund and continued to Stockholm. A feature of the event is the gravel roads, generously sprinkled with pot-holes, on which an overall average speed of 55 k.p.h. must be maintained.

The combination of bad weather and bad roads took heavy toll on the first day, leaving only 36 starters unpenalized, but Borgefors made his first of three best performances on the timed sections. Mrs. Nancy Mitchell and Mrs. Doreen Reece (Daimler) retired on the second day with rude comments about the quality of Swedish roads, leaving Mrs. Greta Molander (DKW) to win the ladies' award for the fourth time. The final day's timed section was unanimously considered far too difficult, and resulted in the retirement of many more competitors: it was on this "special stage" that Borgefors damaged his car. Tom Wright and Kenneth King had a rock go through the gearbox of their Austin-Healey, leaving only second and top gears in operation. They continued, pushed the car through the final test, and had the satisfaction of being the only British competitors to finish.



However, M.G. Magnettes gained second place in the Ladies' Class and third and fourth places in the 1,600 c.c. category.

HANS FRIES.

Results

Outright winners: Borgefors/Gustavsson (Porsche 1500 Super).

Production touring up to 750 c.c.: Kronegård/Westergren (Fiat 600). **751-1,000 c.c.:** Meier/Luba (DKW). **1,001-1,300 c.c.:** Thambert/Pavoni (Fiat 1100 TV). **1,301-1,600 c.c.:** Gruen/Jonsson (Peugeot 403). **Over 1,600 c.c.:** Bonnier/Boësen (Alfa Romeo TD). **Grand touring and production sports:** Borgefors/Gustavsson (Porsche 1500 Super).

Ladies' class: Greta Molander/Helga Lundberg (DKW).

CANCELLATIONS AND POSTPONE-MENTS

AT the time of going to press, notification has been received by AUTOSPORT of the following cancellations and postponements of European events.

CANCELLED

Races

G.P. de l'A.C.F., Rheims.
12 Hours Sports Car Race, Rheims.
Swiss G.P., Berne.
Copa Peronne, Italy.
Spanish G.P., Barcelona.*

Rallies

Rallye des Alpes.
Rally Wiesbaden.
Rallye de l'Allier.

POSTPONED

G.P. of Rome.

NO CHANGE

German G.P.
Nürburgring 1,000 kiloms.
Italian G.P.
Circuit of the Dolomites.
British G.P.

* Not definite.

GRAND PRIX DE l'A.C.F.

IT is learned that the cancelled French G.P. may be held, possibly on 21st August (date of abandoned Swiss G.P.). M. Raymond Roche of l'A.C. de Champagne has offered to make any alterations deemed necessary to the Rheims/Gueux circuit. The A.C. Normand have also offered to stage the classic event on the revised Essarts circuit. However, if the French Government relax the ban on motoring sport, it is safe to state that Rheims will be the scene of the French Grand Prix!

VETERAN C.C. SILVER JUBILEE RALLY

THE Veteran C.C. of Great Britain's 25th year will be celebrated in suitable fashion by an International rally on 6th/10th July, with a field composed of competitors from Belgium, Eire, France, Germany, Norway, Sweden, the United States and the United Kingdom.

The event will be in four parts. Starting at 11 a.m. on Wednesday, 6th July, competitors will make their way from London, Cambridge, York, Chester and Bristol to Stratford-on-Avon, where there will be a reception in the Town Hall on Thursday. They will drive to Cheltenham for another civic reception on Friday, spending the night there and continuing the following day to Longbridge; Part III consists of three driving tests at the Austin Works, after which they will go on to Royal Leamington Spa for a reception in the Town Hall. Finally, on Sunday, 10th July, there will be an official luncheon, a *concours d'élégance* and the prizegiving.

THE WORLD CHAMPIONSHIP

HERewith revised placings in the 1955 World Championship, after confirmation of drivers who shared cars in the Argentina G.P., which was run in a heat wave:—

Driver	Car	Pts.
1. Fangio	Mercedes	27
2. Moss	Mercedes	13
3. Trintignant	Ferrari	11½
4. Farina	Ferrari	10½
5. Castellotti	Lancia	8
Sweikert*	John Zink Spl.	8
7. Mieres	Maserati	7
8. Bettenhausen*	Chapman	6
9. Musso	Maserati	4
Davies*	Bardahl	4
11. Frère	Ferrari	3
Thompson*	Schmidt	3
Behra	Maserati	3
14. Faulkner*	Merz Eng.	2
Gonzalez	Ferrari	2
Villoresi	Lancia	2
Perdisa	Maserati	2
18. Maglioli	Ferrari	1½
19. Herrmann	Mercedes	1
Kling	Mercedes	1

* U.S.A.—Indianapolis

GOLD CUP MEETING AT OULTON PARK

REGULATIONS will shortly be available for this year's *Daily Dispatch* International Gold Cup Meeting at Oulton Park, organized by the Mid-Cheshire M.C., and scheduled for 24th September. The provisional programme envisages a 150-mile Formula 1 race, a 50-mile Formula 3 race, a 100-mile event for standard production sports cars and a 25-miler for standard production saloons. Subject to R.A.C. approval, the sports car event will be for strictly untuned standard cars costing no more than £1,500 including purchase tax. Classes are 1½-litre, 2-litre and unlimited, and the number of starters will be restricted to 27 (nine in each class). They will be by selection, and the 27 competitors for the F3 event will be decided by invitation.

There will be only two capacity classes in the saloon race: up to 1,000 c.c., and 1,001-1,600 c.c. Details of the meeting as a whole may be had from J. H. Smith, 13 Dean Row Road, Wilmslow, Cheshire.

MASERATI AND OSCA SUCCESES AT CASERTA

LUIGI BELLUCCI (2-litre Maserati) won the sixth G.P. of Caserta, covering the 45 laps (207 kilometres) in 1 hour 27 mins. 47.5 secs. (141.467 k.p.h.), 5½ secs. in front of Luigi Musso, also in a Maserati. Bellucci also set up a record lap at 145.5 k.p.h.

Results

1, Bellucci (Maserati), 1 hr. 27 mins. 47.5 secs. (141.467 k.p.h.); 2, Musso (Maserati), 1 hr. 27 mins. 53 secs.; 3, Scarletti (Maserati) 1 hr. 28 mins. 51 secs.; 4, Mancini (Ferrari); 5, Muneron (Ferrari).

1,100 c.c. Race

1, G. Rossi (Osca), 35 laps, 1 hr. 13 mins. 15.6 secs. (131.859 k.p.h.); 2, Placido (Stanguellini), 1 hr. 13 mins. 18.4 secs.; 3, Siracusa (Stanguellini); 4, Brandi (Osca); 5, Lenza (Osca).

GOOD ENTRY FOR SWEDISH GRAND PRIX

WITH the racing calendar in its present state of uncertainty, it is good news that a promising entry has been received for the Swedish Grand Prix at Kristianstad on 7th August. The meeting is for sports-racing cars and Formula 3 racing cars, also grand touring and series production machines.

Entries for the 32-lap (209.184 kilometre) sports-racing event include four Mercedes-Benz (300SLR and 300SL) to be driven by Fangio, Moss, Kling and, possibly, Herrmann. At least two works Aston Martins should appear, with Parnell and Salvadori or Collins as possible drivers. Three or four cars have been entered by the Scuderia Ambrosiana. Neubauer and Fangio will in the near future visit the track to inspect its safety precautions.

Ernest Nilsson has donated a massive silver cup, weighing 10 lb., which will be presented to the winner of this race together with a miniature replica: with three victories, the cup will be won outright. This is in addition to the cash prize, which is 5,000 kronen. Other premier awards are: series production sports cars, 1,500 kronen; grand touring up to 2-litres, 1,500 kronen; grand touring over 2-litres, 1,500 kronen; Formula 3, 1,000 kronen. Entries close on 7th July and must be sent to the Secretary of the Meeting, Kungl. Automobil Klubben, Stockholm, 16.

HANS FRIES.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 26—F. R. GERARD

BOB GERARD of Leicester has, during the past decade, been one of Great Britain's most outstanding racing drivers, and it may come as something of a surprise to many people to learn that in 1938, when just out of the schoolboy stage, he was a member of the winning Riley team in the R.A.C. T.T. at Donington Park. Most of his earliest motoring sport experience was in trials. Gerard has never piloted anything other than British-built cars—Riley, E.R.A., Frazer-Nash, Cooper, these are the makes with which he has scored his innumerable successes. With his immaculately-prepared E.R.A. he won the British Empire Trophy (I.O.M.), and the Ulster Trophy (Ballyclare) in 1947. In the following year he scored a great victory in the Jersey road race, and was a brilliant third in the first British G.P. to be held at Silverstone. In 1949, in the same race, he was runner-up to de Graffenried (Maserati), again won the British Empire Trophy, scored his second successive Jersey victory, and was prominent in many other races, sprints and hill-climbs. The British Empire Trophy again went to him in 1950, and he was second in the Ulster Trophy at Dundrod. Came 1951, and Bob came second in the British Empire Trophy, and a year later, he took his now-obsolete E.R.A. to Charterhall and defeated the B.R.M., Rosier's 4½-litre Ferrari and other cars to win the *Daily Record* Trophy. Meanwhile, Gerard had acquired a Frazer-Nash sports car with which he was runner-up in the 1951 *Daily Express* production car race. He also purchased Cooper-Bristol and Cooper-Norton formula cars with which he continued to secure successes, often beating up much more powerful machines with his 2-litre car, as he did at Aintree last season.

Most unassuming by nature, Bob Gerard is acknowledged to be one of the fastest corner-artists ever seen; his entire personality appears to change, once behind the wheel of a racing car. He is always threatening to retire from racing, but like Tony Crook, invariably turns out again, year after year. Anyway, it would be unthinkable not to have Bob Gerard among us, upsetting apple carts left, right and centre, and not caring one whit for reputations. Indeed, it has often seemed so unnecessary when certain manufacturers have "gone foreign" in their search for drivers, apparently forgetting that in F. R. Gerard there has always been Grand Prix material! G.

OUT IN FRONT of the opposition, Roy Salvadori (left) takes his DB3S Aston Martin through to win the 100-mile race at 86.3 m.p.h.

Salvadori's Snetterton

100-Mile Event Won by Salvadori (Aston Martin)
from Scott-Brown (Lister) and Smith (Jaguar)

ON paper ("paper", in this case, meaning the official programme) it seemed clear last Saturday that Archie Scott-Brown was the favourite for the Eastern Counties M.C.'s 100-mile sports-car race at Snetterton; although his Lister-Bristol has only two litres of engine to propel it, one's confidence in Archie's driving suggested that he would be able to hold his own against all the C-type Jaguars and, in all probability, George Abecassis with the new H.W.M. as well. The only D-type Jaguar, Duncan Hamilton's, which was to have been driven by Michael Head, was scratched.

But the Rouen Grand Prix was cancelled and that occurrence in faraway France had a profound effect on the Snetterton meeting, for it released Roy Salvadori to drive his DB3S Aston Martin at the Norfolk circuit. Scott-Brown had no illusions about his ability to hold the "uncrowned king of Snetterton", and Salvadori won the race by over a minute from the Lister driver. The youthful Ulster Trophy winner, W. T. Smith, took third place with his C-type Jaguar after Abecassis had crashed his H.W.M.

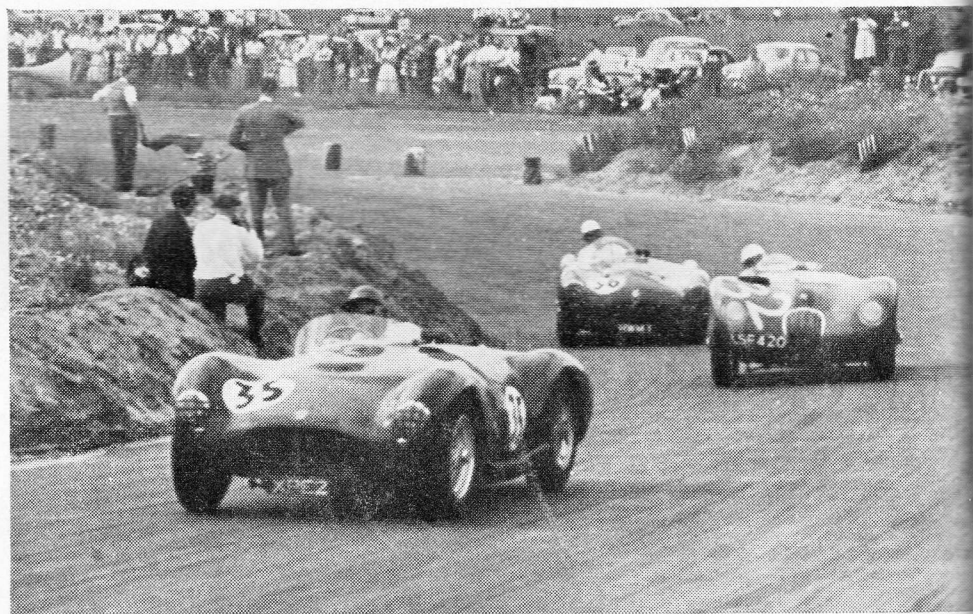
Wisely, the organizers concentrated their attention on the 37-lap event for the Eastern Counties "100" Trophy, and kept the supporting programme down to four short races. This enabled them to start the meeting at the reasonable hour of two o'clock and finish in comfortable time for dinner, whilst avoiding that dreadful feeling of satiety which can affect one towards the end of a

long session of Formula 1, Formula 3, *formule libre* and sports car capacity classes *ad infinitum*. The weather was perfect, but the crowd a much smaller one than the meeting deserved.

An odd-looking starting grid was explained by its having been decided on ballot, so that Salvadori was in the

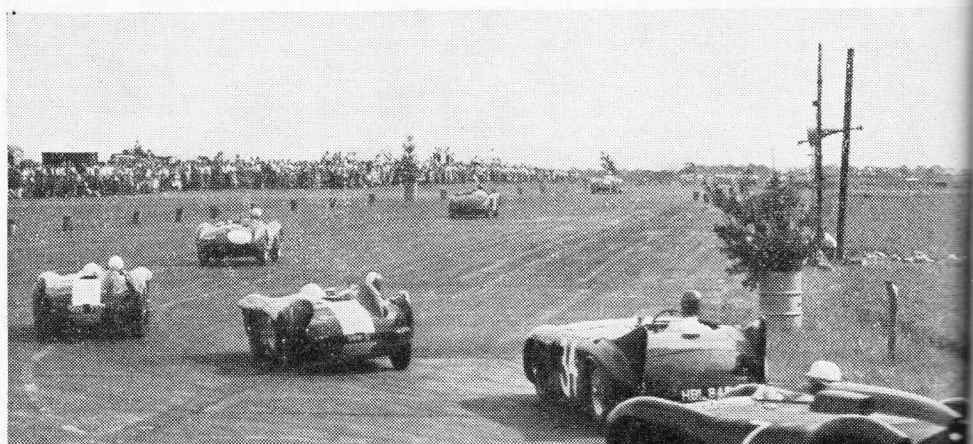
third row and Scott-Brown in the fourth. Pole position fell to Abecassis, with Protheroe's C-type Jaguar and Michael Burn's R.G.S.-Atalanta beside him. In the second row were Page (H.W.M.), Michael Keen (H.W.M.), Bill Smith (C-type Jaguar) and Peter Blond (C-type Jaguar); in the third, Angela Brown's Aston Martin Le Mans coupé, Peter Woolley's DB2/4, J. E. G. Stevens's DB3S, Salvadori's DB3S and P. R. Crabb's Tojeiro-Bristol. There were 23 starters in all—and only 10 were destined to finish!

Protheroe made a very fine start, getting the advantage ahead of a horrible-looking traffic jam at Riches Corner, and at the hairpin led from Abecassis, Smith and Scott-Brown. Crabb spun his Tojeiro on the first lap, denting it considerably, but continued. When the field reached the starting area, Protheroe was still leading, but Salvadori had forced his Aston Martin into second place ahead of Abecassis. The next lap saw the Aston just in front of Protheroe's C-type, with Abecassis, Scott-Brown, Smith, Blond and Keen in a tight bunch behind. In the pits, a despairing lap-scorer was heard to say, "Take the numbers as they go past," he says. *Take the numbers*—all I can see is flashes of green, red and yellow!"



FIERCE was the struggle (above, right) waged behind Salvadori and Scott-Brown. Abecassis, whose H.W.M. later crashed, is seen entering the hairpin just in front of W. T. Smith (C-type Jaguar), who finished third, and Michael Keen, whose H.W.M. caught fire.

STUDY in aerodynamics (right) is afforded by Kasterine's Lister-Bristol, Moore's Lister-Bristol, Burn's R.G.S.-Atalanta and Russell's Cooper-Climax. This fantastic 1,100 c.c. car finished fourth, ahead of many 2-litre machines.

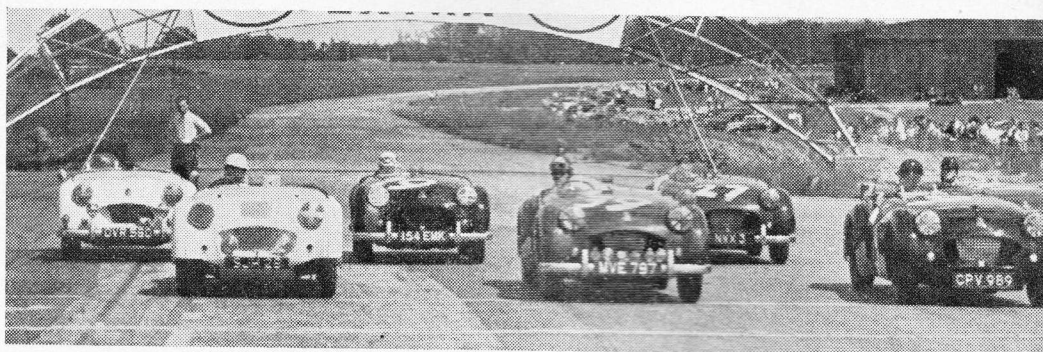


Certainly the pace was hot, and the field evenly matched. Even, that is, apart from Salvadori, who by the third lap had a comfortable lead. Behind him, however, the battle still waged fiercely, with Abecassis now lying second ahead of Scott-Brown, Smith, Protheroe, Blond and Keen. Kasterine, troubled by a loose throttle linkage, made the first of many pit-stops with his Lister-Bristol, falling out of another scrap which involved Page's H.W.M., Stevens's DB3S and (yes!) the tiny Cooper-Climax driven by Jim Russell. Also out of the picture was Burn's R.G.S.-Atlanta, which had crashed.

On the sixth lap Page also came to the pits, where Kasterine's Lister was stationary once more. Salvadori had already lapped Crabb (Tojeiro) and Harris (Lotus-Climax), Scott-Brown had just managed to force the Lister-Bristol ahead of Abecassis, and Keen, in the older H.W.M., had come up to challenge Smith for fourth place. Behind lay Blond, Stevens, Russell and, farther back, Alan Moore's Lister-Bristol. These, of course, were the positions on the road, without taking into consideration the credit laps for the small-capacity classes. They remained virtually constant for nine laps, whilst Crabb came to his pits for a plug-change and Harris also pulled in, later to retire. Page, too, came in again and pushed his H.W.M. forlornly to the paddock, and the Mark VI Lotus driven by Deschamps began to sound rather breathless.

Michael Keen, going beautifully, then took Smith on the fifteenth lap, only to be repassed next time round. On the following lap, most unfortunately, he had to stop on the course to attend to a small outbreak of fire in the cockpit. Stopping again at the pits, he found it to be of little consequence and went on his way again. The H.W.M. was still going well, but now a couple of laps in arrears.

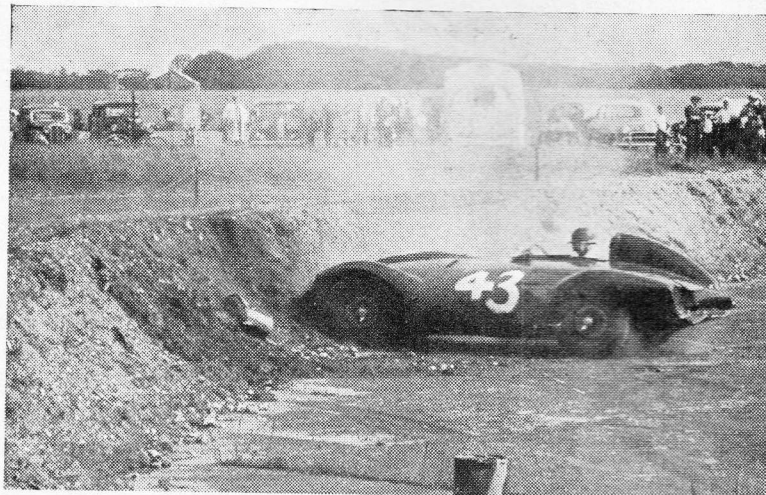
Behind the fighting group which Keen had temporarily deserted, Peter Blond and Protheroe had for some time been waging a very heated argument. On the 20th lap Protheroe got past, spun, and was immediately rammed by Blond's Jaguar. Protheroe dropped five places but continued, whilst Blond stopped at his pit, examined a horribly mangled front, and then he, too, rejoined the race. Just in case the crowd might be suffering from boredom in the midst of all this, Keen's H.W.M. again caught fire—much more impressively this time—and disappeared from sight under billowing masses of porridge-like fire extinguisher fluid.



TRIUMPHANT ARRAY: (Above) The main event of the day at Snetterton was preceded by a 10-lap race for TR2s, with an entry of 10 of these cars. They are seen here lining up for the start.

★

TROUBLE (right) comes to P. R. Crabb's Bristol-powered Tojeiro on the very first lap of the 100-mile race. The car was not seriously damaged and Crabb was able to rejoin the race, but later dropped out after repeated pit stops for plug changes.

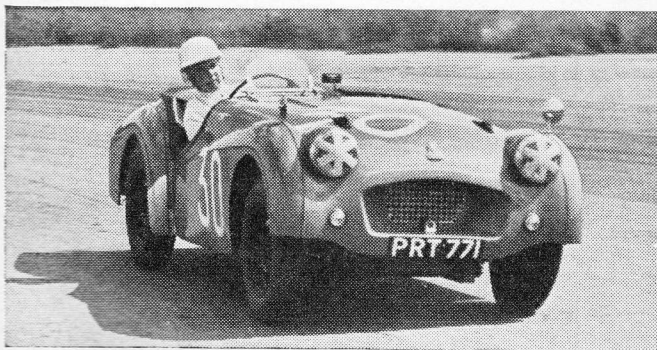


Of the 23 starters, only 12 were now left, and only Scott-Brown, Abecassis and Smith had avoided being lapped by the flying Salvadori. At the 25th lap, Salvadori had averaged 84.49 m.p.h., and Russell was still third on handicap. At last the field had opened out, if only very slightly, and it was possible to see daylight between the competing cars.

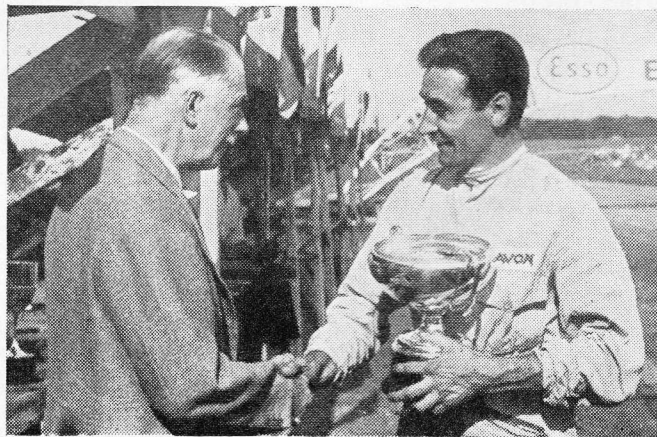
On the 28th lap, Abecassis, on the point of passing Russell to gain third place in fact as well as on the road, shot straight on into a soft earth bank at Coram Curve. The driver escaped with a few cuts, but the H.W.M. was badly damaged. Examining the wreckage afterwards, it was noted that the offside steering-arm ball joint had fractured, and the appearance of the break suggested that it had, in fact, occurred before the car had crashed. Angela Brown stopped to give assistance when she saw what had happened to Abecassis, and now only 10 runners were

left. Digby's Consul-powered Lotus sounded extremely ill but still struggled on, albeit very slowly.

With Abecassis gone, the race lost a little of its interest during the closing stages. Nothing, short of accident, could stop Salvadori winning. Smith was driving beautifully, but not fast enough to endanger Scott-Brown's second place. The rest were far behind, led by the tiny Cooper-Climax of Russell. So it ended, with Salvadori winning on scratch as well as on handicap, from Scott-Brown and Smith, the latter also winning Class C. Then came Russell, winner of Class A, followed by Stevens, third to Salvadori and Scott-Brown in Class B, and Protheroe, second to Smith in Class C and the only other "big-car" man to finish. J. B. Naylor's Lotus-Connaught and H. B. Digby's ailing Lotus-Consul also finished, to take second and third places in Class A, (Continued on page 830)



WINNERS: W. T. Smith (above) leads the Triumph race in Ernest Ridley's TR2. Roy Salvadori (right) receives the Eastern Counties "100" Trophy from Sir Charles Bunbury, Bart.



CONSERVATIVE: (Left) With separate headlights, wings, radiator shell and visible filler cap, the TC21/100 has a traditional front view.

box. The remainder of the transmission is conventional.

Neither the front suspension by helical springs, nor the underslung rear axle on its gaitered semi-elliptics, excites remark. One applauds the choice of knock-off hub caps and wire wheels. They are in keeping with the general construction, which is typical of the best British engineering practice.

The body is beautifully built and finished. The doors close softly and with certainty, and the leather upholstery is of the highest class, as are the thick floor carpets. The walnut dashboard and door cappings are greatly preferred by many to the functional metal panels of today.

On taking my seat in the Alvis, I immediately felt at home. I was impressed with the acceleration as I ran

JOHN BOLSTER TESTS THE

ALVIS TC 21/100 "GREY LADY"

THERE are very few of us who have not been Alvis owners at some time or another. In the distant past, there was a "12/50" or a "Speed Twenty" that shared those halcyon journeys to Brooklands or Donington. I have just revived those affectionate memories, for I have been driving the current production, the 21/100 or "Grey Lady".

The "Grey Lady" is unmistakably an Alvis. If I had been asleep for 20 years, and woke up behind the wheel of this car, I should be in no doubt what make

A Quality Car Capable of over 100 m.p.h. with First-class Road-holding and Excellent All-Round Performance

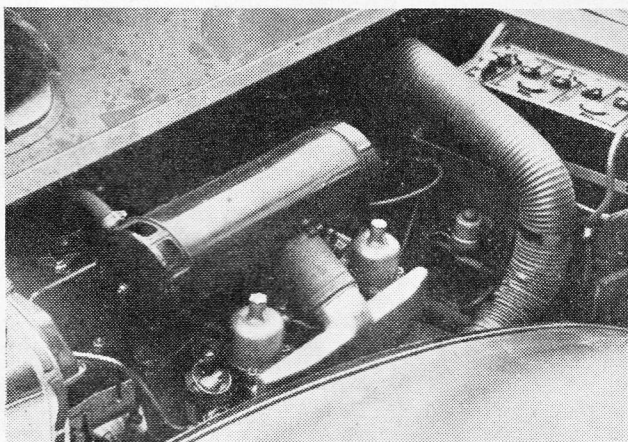
tect the camshaft from any torsional vibrations. Fairly short pushrods operate vertical valves with twin springs through rockers.

The gearbox has very wide helical pinions in constant mesh, for all gears except bottom and reverse, the traditional Alvis synchronized first speed having been deleted. A short, rigid lever pivots in an extension at the back of the

up through the gears, and entered my first corner extremely fast, taking it in a gentle, controlled slide as if I had been practising for weeks. The steering is reasonably light, with good caster return, and does not stiffen up on sharp bends. The predominant handling characteristic is an understeering one, which can be negated by a burst of power on the appropriate gear.

For a fairly high car, the "Grey Lady" rides remarkably level, and can be cornered on the limit without excessive roll. Yet, the suspension is not hard, and several rear seat passengers applauded the riding comfort. It is a car that one tends to drive pretty fast, for it feels safe to all the occupants, and they are not thrown about as deceptively high averages are achieved. The engine is very smooth and quiet, but there is some wind noise at the higher velocities.

The gearbox greatly enhances the pleasure of driving this car. A full 80 m.p.h. can be had on third speed, while second gives 55 m.p.h. and quite fierce acceleration to boot. The gears are just audible, but have a pleasant note. Full marks go to the central lever, which is ideally situated and delightful to handle. Nevertheless, it is heavier to move than

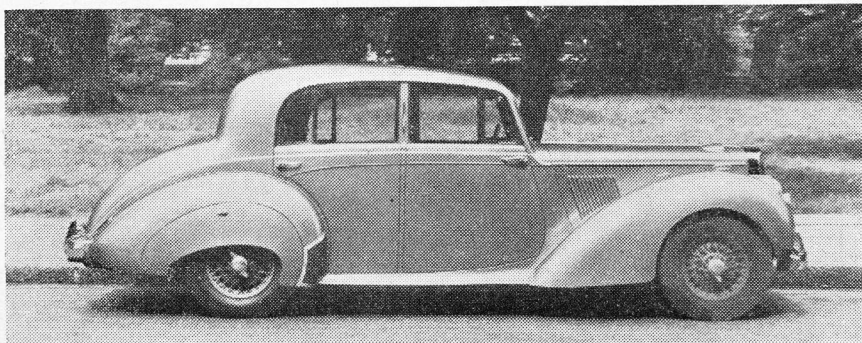


POWER UNIT:
(Left) The 3-litre engine with twin S.U. carburetors lies beneath a side-opening bonnet.

CONVENTIONAL:
(Below) The lines of the TC21/100 are upright, yet combine elegance with modernity.

it was. There, uncompromising, stretches the long, straight bonnet, and there the bold radiator, with its filler cap, proclaims the *marque*. Yet, this conservatively styled car has a performance that gives it the mastery of most of its more streamlined sisters. It may look dignified, but it can certainly GO!

Of conventional design but exceptionally sturdy construction, the 3-litre engine is specifically built to withstand hard driving. The robust crankshaft runs in seven Vandervell bearings, the big end shells also being steel backed. The timing chain is located between the rear main bearing and the flywheel, to pro-



Specification and Performance Data

Car Tested: Alvis TC21/100 4-door saloon. Price £1,285 (£1,821 10s. 10d. with P.T.).

Engine: Six cylinders, 84 mm. x 90 mm. (2,993 c.c.). Pushrod-operated overhead valves, 8 to 1 compression ratio, 100 b.h.p. at 4,000 r.p.m. Twin SU carburettors. Lucas coil and distributor.

Transmission: Borg and Beck 10 ins. clutch. Four-speed gearbox with synchromesh on upper three gears, ratios 3.77, 5.01, 7.28, and 11.19 to 1. Hardy Spicer open shaft. Hypoid bevel rear axle.

Chassis: Box section frame. Independent front suspension by wishbones and helical springs, with anti-roll torsion bar. Burman recirculating ball steering gear with forward-mounted three-piece track rod. Rear suspension by semi-elliptic springs. Girling telescopic dampers all round. Lockheed hydraulic brakes, 2 L.S. in front, in

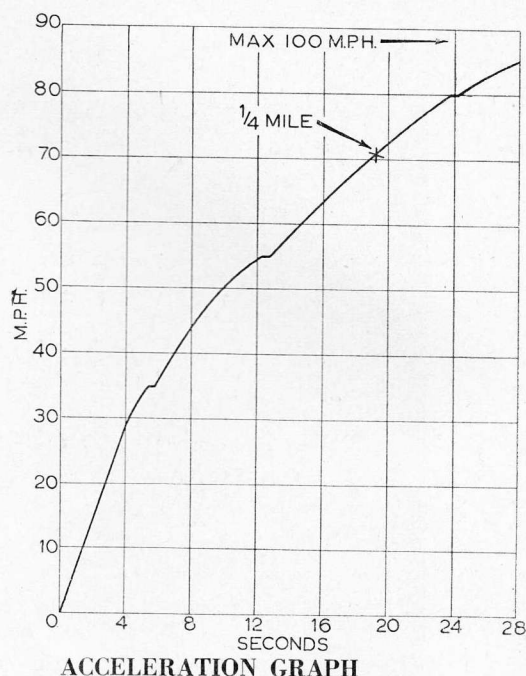
11 ins. x 2½ ins. drums; total lining area 189 sq. ins. Dunlop centre-lock, racing type wire wheels, fitted 6.00-15 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, oil pressure, fuel and temperature gauges, clock, long-range and fog lamps, heater and demister.

Dimensions: Wheelbase, 9 ft. 3½ ins.; track, front 4 ft. 6½ ins., rear 4 ft. 6½ ins.; overall length, 15 ft. 2½ ins.; width, 5 ft. 6 ins. Weight 30 cwt.

Performance: Maximum speed 100 m.p.h. Speeds in gears, 3rd 80 m.p.h. 2nd 55 m.p.h., 1st 35 m.p.h. Standing quarter-mile 19.2 secs. Acceleration, 0-30 m.p.h. 4.2 secs., 0-40 m.p.h. 7.0 secs., 0-50 m.p.h. 9.8 secs., 0-60 m.p.h. 14.6 secs., 0-70 m.p.h. 19 secs., 0-80 m.p.h. 23.8 secs.

Fuel Consumption: Driven hard, 18 m.p.g.



is fashionable these days, and the clutch pedal requires fairly strong pressure; that is noticeable in traffic driving.

The brakes are powerful, and stand up well to hard usage. The pedal has a fairly long travel, but this remains constant. In general, all the controls work with extreme precision but require a little physical effort to operate.

No effort has been made to obtain an advanced aerodynamic shape, and the frontal area is fairly substantial. It is therefore obvious that the engine produces a useful power output. I was able to obtain an exact mean of 100 m.p.h. at my first attempt, so did not bother to make another pair of runs. The machine remained smooth and com-

fortable at this speed, and the speedometer registered 102 m.p.h. I subsequently had it up to 105 a couple of times during normal main road driving.

This Alvis has an air of quality about it that is difficult to put into words. However, it has its little imperfections, as most cars do. The speedometer is positioned so that my left hand on the steering wheel obscures the interesting half of its dial. One could do with a rev. counter, too, on a vehicle of this class. The dip switch was also badly placed on the test car. The tickover was perfectly regular under normal conditions, but the engine sometimes tended to stall after a speed burst followed by fairly hard braking. A trivial maladjustment could have

been the cause, such as too high a level of fuel in the float chambers.

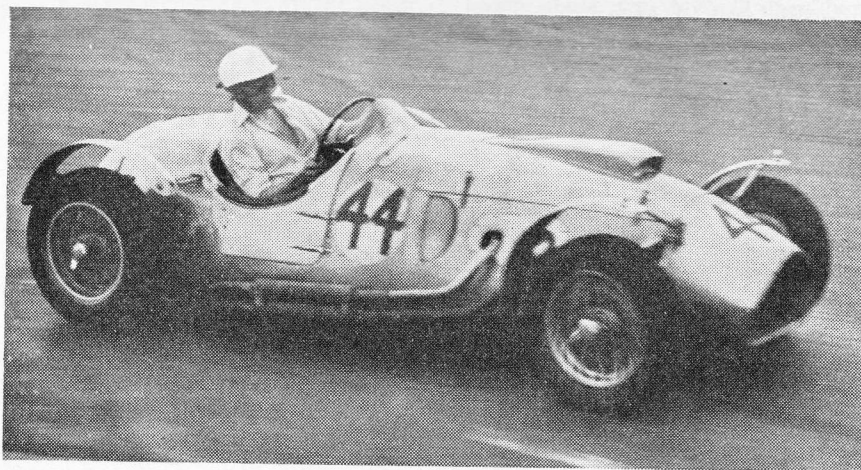
The "Grey Lady" is one of those cars that *wants* to go fast. It is an extremely pleasant machine to drive, while remaining a thoroughly practical, all-purpose vehicle. Above all it is built to last, by a firm renowned for their hard-wearing cars during more than three decades.

M.M.E.C. AT SILVERSTONE

GOOD old-fashioned summer sunshine gave something of a gala atmosphere to Silverstone on Saturday, when the Midland Motoring Enthusiasts' Club took possession of the circuit for their seventh annual race meeting. A 14-race programme started promptly at noon, and by the very brief lunch break the ubiquitous Lotus had chalked up two more wins to an imposing total, the first scored by R. Steed in the under 1,100 c.c. scratch race for sports cars, and the second by A. J. Nurse, who wrested the lead from E. Lewis's similar car, after a certain amount of excitement in the early stages, Llewellyn spinning off with the fin-tailed hard-top Lester and Porteous and Prior having a bumping match at Woodcote when the former's Cooper-M.G. gyrated in the fairway.

Boshier-Jones forged into an unassailable lead in Heat 1 of the half-litre event, Higham and A. J. Fergusson providing most of the fireworks in the struggle for places, whilst poor Clive Lones gamely tried to overcome a delayed start, the Tiger Kitten being virtually clutchless. In the second heat G. Jones brought his Kieft-Norton into the lead after lying third to R. Barrett and G. Symonds in Coopers, Hobart's Martin smote the bank at Woodcote, and E. H. L. Thornton overturned his Cooper in the ditch at the same spot. He was extricated and taken to hospital suffering from cuts, but was happily able to leave under his own steam later in the day.

McMillan and his formidable Bristol Barb swept grandly to victory in the



FIRST in Race 5 was J. C. Brierley's modified Frazer-Nash.

6-lap race for sports cars under 3,000 c.c. winning a beautifully driven race at 76.94 m.p.h. from the Frazer-Nashes of Bradley and Brierley, the latter somewhat wild in the opening stages but settling down to take a good second place. Brierley was out again in the next event, for racing cars up to 2,000 c.c., and this time kept in front all the way, leading Jarvis's big Cooper-J.A.P. and Horace Richards's H.A.R. in a somewhat processional race, in which W. Nicholson's veteran A.C.G.N.F.N., ex-Orlebar Special, recalled the days when racing cars were stark and steely and worn tighter round the armpits, but found the pace too hot for it and retired spluttering to the paddock.

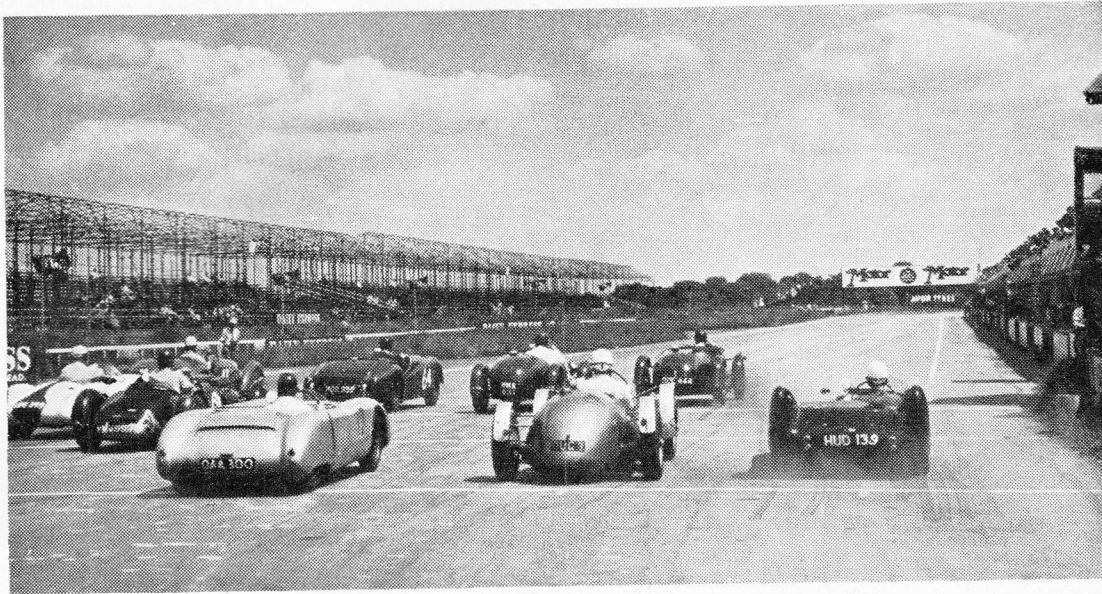
The 10-lap scratch race for unlimited sports cars saw the Barb once more in unbeatable form, and Alex McMillan using every inch of road through Wood-

cote, with Steed's aerodynamic Lotus going extraordinarily well and challenging Bradley's Frazer-Nash for second place, rarely more than a couple of lengths behind.

The Barb met its match in the *Formule Libre* event, however, in the shape of G. N. Richardson and his determinedly driven R.R.A.

Richardson shot into the lead at the drop of the flag, hotly pursued by the Barb, Jack Moor's Wasp (home-brewed understeering version) and Brierley's Frazer-Nash. Clive Lones went away to another push start but had to give up on lap 4, Brierley passed the Wasp, only to retire with a woolly motor, and Horace Richards took up the ding-dong with the Wasp until the latter dried up at Becketts; meanwhile the R.R.A. stormed home to win at 78.85 m.p.h.

Boshier-Jones hammered home his



★
THE SUN
SHINES on Silver-
stone (left), and
makes an attractive
picture at the
Midlands M.E.C.'s
race meeting. The
flag has just fallen
to start the fourth
event, which was
for sports cars up
to 3-litres in
capacity.

★

M.M.E.C. at Silverstone—continued

earlier win by leading the final of the half-litre race throughout, with a wheel-to-wheel dog-fight raging behind him, led by Higham's Cooper, still carrying No. 13, and kept lively by Bloor's Cooper, G. H. Jones's Kieft-Norton and the irrepressible Wasp. P. Robinson and S. Marks shot off the course simultaneously to right and left respectively, Higham ran out of fuel on his penultimate lap and Jack Moor nipped past Bloor in a last-minute sprint to take second spot.

A not very exciting 1,172 Formula race was won without much difficulty by F. V. Lambert's Lotus, and Llewellyn's Lester coupé went nicely to take the first heat of the sports car handicap, from which McMillan's hard-worked Barb retired with fuffle-fuffle noises and E. R. Welford's elderly Riley went astonishingly quickly, but unluckily lost a place by sliding wide on the last corner. In Heat 2 C. G. Escott's pretty Lester-M.G. and Lewis's Lotus weaved through the field, Escott finishing with a big lead, while the scratch car, Bradley's F.N., could do no better than eighth place.

In the racing car handicap, however,

Richardson and the R.R.A. made a very determined bid from scratch, and clawed back a long start from a flock of assorted Coopers, but could do nothing about R. T. Learnan, who banged round in great style in his R.G.R., nor about Hobart's Martin, the latter running out an unobtrusive winner after a certain amount of confusion in the commentary.

The day ended with a most successfully calculated handicap final for the sports cars. Tremlett's limit M.G. TD held its lead for eight laps, from a three-minute start, Austen Nurse's Lotus was coming through the field like an eel, Welford's Riley went off the road at Copse, and on lap 9 F. Elliott's Frazer-Nash took the lead from Tremlett, who was further overwhelmed on the run home by Davison's TR2, and the Lotuses of Nurse and Steed.

G. H. DEASON.

Results

Scratch Race (5 laps) Sports cars not exceeding 1,100 c.c.: 1, R. Steed (Lotus 1,098 c.c.), 72.84 m.p.h.; 2, E. Lewis (Lotus 1,097); 3, W. A. Liddell (Buckler 1,097).

Scratch Race (6 laps) Sports cars not exceeding 1,500 c.c.: 1, A. J. Nurse (Lotus 1,467), 72.30 m.p.h.; 2, R. Steed (Lotus 1,098); 3, E. Lewis (Lotus 1,097).

Scratch Race (5 laps) Racing cars not exceeding 500 c.c. Heat 1: 1, D. Boshier-Jones (Cooper), 75.65 m.p.h.; 2, J. Higham (Cooper); 3, A. J. Fergusson (Cooper). **Heat 2:** 1, G. Jones (Kieft), 72.18 m.p.h.; 2, R. Barrett (Cooper); 3, G. Symonds (Cooper). **Final (8 laps):** 1, D. Boshier-Jones (Cooper), 75.02 m.p.h.; 2, J. Moor (Wasp); 3, S. Bloor (Cooper).

Scratch Race (6 laps) Sports cars not exceeding 3,000 c.c.: 1, A. McMillan (Bristol Barb 1,971), 76.94 m.p.h.; 2, J. C. Brierley (Frazer-Nash 1,971); 3, W. Bradley (Frazer-Nash 1,971).

Scratch Race (6 laps) Racing cars not exceeding 2,000 c.c. U/S: 1, J. C. Brierley (Frazer-Nash 1,971), 74.06 m.p.h.; 2, B. C. Jarvis (Cooper-J.A.P. 1,097); 3, H. A. Richards (H.A.R. 1,954).

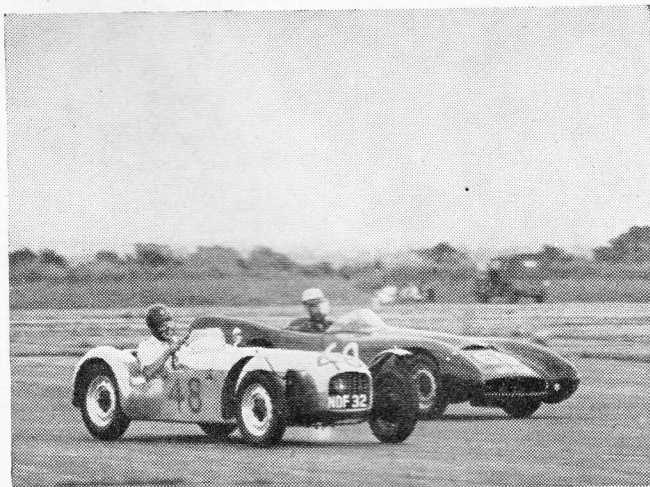
Scratch Race (10 laps) Sports cars of any capacity: 1, A. McMillan (Bristol Barb 1,971), 75.02 m.p.h.; 2, W. Bradley (Frazer-Nash 1,971); 3, R. Steed (Lotus 1,098).

Scratch Race (10 laps) Formule Libre: 1, G. N. Richardson (R.R.A. 1,963), 78.85 m.p.h.; 2, A. McMillan (Bristol Barb 1,971); 3, H. A. Richards (H.A.R. 1,954).

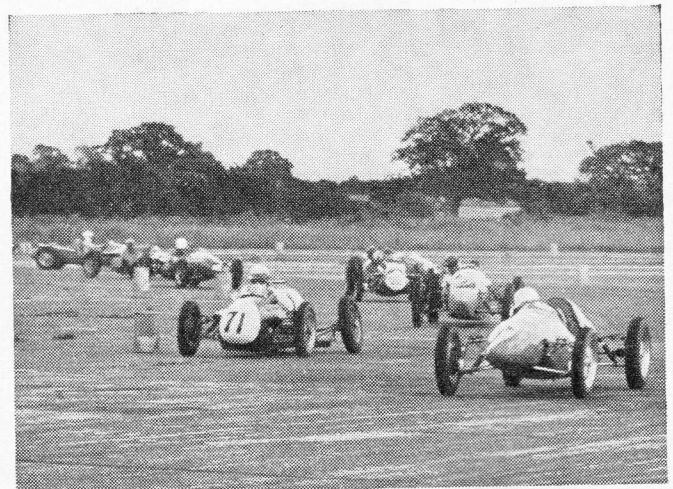
Scratch Race (5 laps) 1,172 Formula: 1, F. V. Lambert (Lotus 1,172), 66.51 m.p.h.; 2, K. D. Laverton (Lotus 1,090); 3, M. H. Clare (Clare 90 1,172).

Handicap (5 laps) Sports cars. Heat 1: 1, M. R. G. Llewellyn (Lester 1,467), 69.21 m.p.h.; 2, F. Elliott (Frazer-Nash 1,971); 3, B. Davidson (Triumph 1,991). **Heat 2:** 1, C. G. Escott (Lester 1,467), 70.46 m.p.h.; 2, E. Lewis (Lotus 1,097); 3, G. Power (Austin-Healey 2,660). **Final (10 laps):** 1, F. Elliott (Frazer-Nash 1,971), 67.42 m.p.h.; 2, B. G. Davison (Triumph 1,991); 3, A. J. Nurse (Lotus 1,467).

Racing Car Handicap (10 laps): 1, F. Hobart (Martin 500), 70.89 m.p.h.; 2, R. T. Learnan (R.G.R. 500); 3, G. N. Richardson (R.R.A. 1,963).



LOTUSES in action, D. Swanton's Mark VI duelling with D. R. Kelsey's later Mark VIII model.

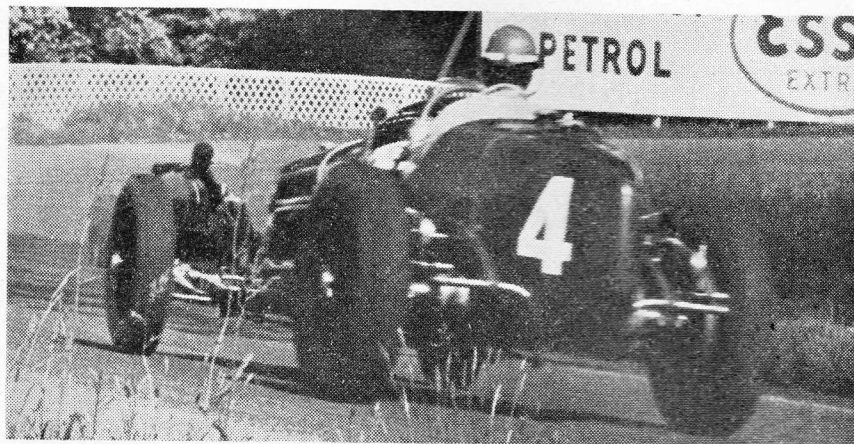


FIVE HUNDREDS in action, with Higham's Cooper leading Jones (Kieft) and Scott Bloor (Cooper).

PURSUIT of J. W. Broad's E.R.A. by J. M. Crowther's 2.9 Alfa Romeo, seen at—guess which bend!

PERHAPS it was the very sound of "Vintage Sports Car Club" or perhaps the beautiful weather which attracted so many people to Oulton Park on 18th June. Whatever the cause, it was a most successful meeting which the club put on. With regard to the racing itself, honours were fairly evenly distributed with Eminson's Bugatti performing well and John Broad's much-handled "Remus" marking up a well-deserved first place.

The 10 races were started with a 5-lap handicap affair "limited" by R. S. Page's Lagonda 2-litre and "backmarked" by



Old'uns at Oulton

Eminson (Bugatti) and John Broad (E.R.A) Take Honours in Successful Vintage Sports Car Club Meeting at Oulton Park

John Crowther's 2.9 Alfa. The Lagonda maintained its considerable advantage for a while and was still leading on the third lap, but much was happening in the rear. R. C. R. Marsh's Nash-A.C. came in after its first circuit and another, later, casualty was the Vauxhall of A. R. Miller, which broke a piston. R. C. Symondson's 57S Bugatti was going really well and took the aforementioned Vauxhall, and Harry Cox in Peter Binns's Riley quite early in the proceedings. The bigger Bugatti could not, however, make much impression on A. F. Eminson's blown 1½-litre, which was circulating with great gusto. Behind these the inevitable Burton-MacDonald feud was being waged, the two Bentleys throwing aside a lot of opposition before Burton had plug trouble and left the scene. Ultimately Eminson took his 1½-litre to the front and it was only by seconds that the 57S failed to catch him.

Two one-lap sprints were then run off, the first seeing J. A. Williamson cracking into Old Hall to take a first position which he never lost. There was a terrific scrap for second place when Peter Binns brought his Riley out of

Deer Leap absolutely wheel to wheel with J. A. E. Marsh's Invicta. Peter was given a second place, which must surely have been by the thickness of the tread!

Williamson turned out again for the next event, the Bentley having such opposition as J. C. Byrom's beautiful 2.3 Bugatti, Eminson's car again (now handled by Hull) and H. F. M. Scott's 8-litre Hispano-Suiza. This looked a very mixed race for a one-lap (2.761 miles) affair, and it was with some amazement that spectators saw the 1½-litre Bugatti drifting out of Deer Leap in first place. Williamson pressed him hard but the Molsheim product took the honours.

Then a 1922 Morris Cowley went fluttering away driven by B. W. Johnson, to a 3 mins. 20 secs. advantage over Lt.-Cmdr. Peter Attwood's grand old "Razor Blade" Aston Martin. Although the Morris led for a couple of laps it was taken by a "3-minute" Chummy Austin on the third round. But the most astonishing car in the race was M. J. Harris's Austin 7, which the knowing handicappers had put off the 30

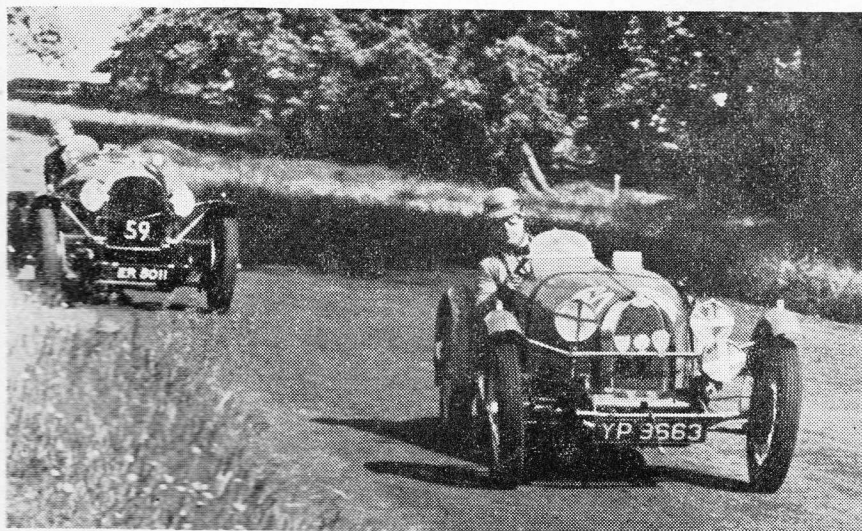
secs. mark. Harris gave seconds away to all sorts of bigger-engined stuff but this didn't bother him. Because of his start he went into lap 2 in thirteenth place. The little green car then proceeded to mop up the opposition, went into the last lap with only Barnard's Bugatti in front of him but with a howling mob immediately to his rear, and finished the race with nobody ahead and everybody trailing him; a wonderful effort!

Another 5-lap handicap followed in which Kenneth Neve's 1914 T.T. Humber performed. This remarkable old car had the edge on many more modern in getting away but its approach to the many bends had to be somewhat circumspect. Neve engaged in, and won, a scrap with J. D. H. Morris's 1½-litre blown Alfa Romeo, and in this same event Eminson's Bugatti went off the road at Cascades. Scott's stupendous Hispano took advantage of a fair handicap and was never headed, while R. W. Ashley overhauled several others in the Frazer-Nash but couldn't quite take the Hispano.

Then came the race of the day. This was a 10-lap all-comers' event which brought divers sizes from 1½-litre blown E.R.A.s to C. K. W. Schellenberg's 8-litre Bentley (the Barnato-Hassan). No-one seemed very keen on giving way as the pack howled into Old Hall from the start, so John Vessey, who was now handling the 2.9-litre Alfa, took to the rough and lost some valuable seconds as the field headed him. But on the completion of a couple of laps John was right back in the hunt and harassing John Broad (E.R.A.) for first place. No less inspiring was the following scrap, for J. A. Williamson (E.R.A.), Gordon MacDonald (4½-litre Bentley) and J. C. Byrom (2.3-litre Bugatti) were having a real set-to with the old Bentley pulling out stops it was never thought to have.

Vessey approached Broad on the fourth lap but by the sixth was some 20 yards away. He lost more ground as Remus found new urge but was never more than 50 yards behind and always looked threatening.

Gordon MacDonald had slipped past Byrom's Bugatti on the fourth lap and went chasing the E.R.A. He never managed to catch the younger machine but what a magnificent show he made in



BUGATTI v. BENTLEY: A. P. K. Chaffey, Bentley-borne, in pursuit of D. H. Gahagan's Bugatti at Island Corner.

trying! By the eighth lap the two Johns, Broad and Vessey, had taken the E.R.A. and Alfa past the Cascades before the next three came in sight. The leaders never gave up their scrap in spite of the lead they had, and interest was well maintained in the finest race ever seen in club sport at Oulton Park.

The rest of the afternoon was spent in 5-lap events, the first of which saw Sims's Aston Martin going well after some throttle linkage repairs. G. S. Sanders (Alfa Romeo) and J. A. Howard (Mercedes-Benz) were having a go together, which continued until the Merc. went off the road at Lodge. David Yelverton was handling Morin Scott's Hispano in this race, but the big car went out and was the subject of head-scratching back in the paddock. J. V. Skirrow's Frazer-Nash did not get into the places but this 1930 1½-litre car was nicely driven.

In the following scratch race MacDonald in his Bentley got away to a flier with the recovered Hispano, with Morin Scott in charge, hard on his tail. But it was Peter Binns's Riley which was some distance behind the Bentley in second place when they came into view again, and the Hispano came in after one circuit. Michael Crowley-Milling (Alfa Romeo) was arguing things out with the diminutive Austin of M. J. Harris, the bigger car eventually pulling away. MacDonald's fastest lap in this event, 70.29 m.p.h., gave him a commanding lead over Binns and Brown (Frazer-Nash).

Another handicap event gave Sims's Aston Martin the chance it wanted. John Broad (E.R.A.) was off scratch and giving seconds to J. M. Crowther, who was in the *monoposto* Alfa again, the British car taking the Italian early on. Broad actually put in a 74.73 m.p.h. lap but his handicap was too much for him.

In the final fling Ronald Barker's V-8 Lancia Astura went well from a middle mark, rewarding its owner for a lot of hard work spent in rebuilding. H. F. Barr (Alvis) was getting the hang of the course but again Gordon MacDonald had the unenviable task of bringing his 4½-litre through the field. Once again a best lap time was recorded, but to no avail.

WILSON ROGERS.

Results

Race 1 (5-lap Handicap): 1, A. F. Eminson (Bugatti), 69.1 m.p.h.; 2, R. C. Symondson (Bugatti); 3, R. S. Page (Lagonda).

Race 2 (1-lap Scratch): 1, J. A. Williamson (Bentley), 67.07 m.p.h.; 2, P. J. E. Binns (Riley); 3, J. A. E. Marsh (Invicta).

Race 3 (1-lap Scratch): 1, D. H. C. Hull (Bugatti), 69.51 m.p.h.; 2, J. A. Williamson (Bentley).

Race 4 (5-lap Handicap): 1, M. J. Harris (Austin), 61.88 m.p.h.; 2, M. C. S. Barnard (Bugatti); 3, H. F. Barr (Alvis).

Race 4a (5-lap Handicap): 1, H. F. M. Scott (Hispano-Suiza), 64.61 m.p.h.; 2, R. W. Ashley (Frazer-Nash); 3, K. Neve (Humber).

Race 5 (10-lap All-Comers' Scratch): 1, J. W. Broad (E.R.A.), 72.86 m.p.h.; 2, J. G. Vessey (Alfa Romeo); 3, D. Wilkinson (E.R.A.). Best lap of day in this event by John Vessey (Alfa Romeo), 75.41 m.p.h.

Race 5 (5-lap Handicap): 1, P. M. Sims (Aston Martin), 63.26 m.p.h.; 2, H. F. Barr (Alvis); 3, L. S. Richards (Riley Spl.).

Race 7 (5-lap Scratch): 1, G. G. MacDonald (Bentley), 69.29 m.p.h.; 2, P. J. E. Binns (Riley); 3, B. E. Brown (Frazer-Nash).

Race 8 (5-lap Handicap): 1, P. M. Sims (Aston Martin), 63.93 m.p.h.; 2, W. B. Fowler (Aston Martin); 3, M. J. Parkes (Frazer-Nash).

Race 9 (5-lap Handicap): 1, R. Barker (Lancia), 67.21 m.p.h.; 2, H. F. Barr (Alvis); 3, B. E. Brown (Frazer-Nash).

MENDIP PETIT PRIX

D. Eardley (Ford Anglia) takes Premier Award in unique Bristol M.C. & L.C.C. event at Castle Combe

ON Saturday, 25th June, the Mendip Petit Prix was run at the Castle Combe circuit. This event is a speciality of the Bristol M.C. & L.C.C., and was originally staged on the roads around the Mendips, the name being retained when it was shifted to the delightful aerodrome circuit which the club use for more serious meetings.

Any four-wheeled petrol-driven vehicle which will satisfy the Law is eligible, and the plot is to carry out a series of compulsory pit-stops in the shortest possible space of time while performing a given number of laps of the circuit within plus or minus one minute of standard time; this time is arranged so that there is no danger of the types indulging in fireworks, as the event is not classed as a race, and battle-bowlers are not the rig of the day. Dangerous driving causes instant exclusion, and the whole fun of the thing is designed to take place in the pits, in each of which a different operation takes place on one car at a time.

Most of the stops are for the purpose of carrying out fairly normal tasks such as changing wheels or sparking plugs, and these are announced in advance so that drills can be worked out and rehearsed, but two of the gimmicks this year were kept secret until the car actually arrived in the pit (pits could be visited in any order) and it was these which caused the most fun and games. In one the crew were removed by one marshal and kept in conversation while another immobilised the engine; timing commenced when the crew returned, and they had to find out what was wrong, put it right, and motor off. What actually happened was that the H.T. lead was removed from the coil, a pellet of paper was inserted, and the lead was put back hanging on by about half a thread; several crews immediately tried the starter, found that the engine worked O.K., and rushed off laughing at the clueless chaps who'd failed to mess up *their* mechanism, only

to come to an abrupt halt out on the circuit some time later. Proceedings were enlivened here by a series of soul-destroying bangs at a time when one of the competing vehicles had failed to come up on the lap chart, but these were traced to an intrepid birdman penetrating the sound barrier!

In the other secret pit, the crew were told to remove an L.T. lead from the coil and connect a jury wire from the battery so that the car would move off under its own steam, and the cluelessness shown by some was almost unbelievable. Three lengths of wire went up in clouds of smoke and molten plastic because the types concerned had failed to appreciate the significance of a positive earth, one chap connected up to the starter switch and called plaintively for more wire when that disappeared from view, while the best performance was by a character, who shall be nameless, who removed the H.T. lead and connected that end of the coil to the battery! Some hard words were uttered about the brutes who thought up this unfair and dangerous test, but frankly the moaners had only themselves to blame, and the whole affair was most amusing.

It was a pity that the organization was not quite up to the impeccable standard expected of this club, and some confusion reigned in the pits from time to time, but on the whole it was a highly entertaining afternoon, resulting in the individual award going to Derek Eardley with his Ford New Anglia, whose pitwork was excellent, and the team award going to his team (the Early Birds) consisting of himself, A. Herbert's M.G. TA, and R. Earle's Rover 12. Second best team was the Scabbalers, consisting of E. Thorne with an A40 van which put up second best individual time, R. Gee, with an A70, and A. Harmer with a venerable but very sprightly Morris 8.

D. C. P.

Salvadori's Snetterton—continued

and the remaining finishers were Moore (Lister-Bristol) and Wooley (Aston Martin DB2/4).

W. T. Smith scored another victory by winning a race for Triumph TR2s which preceded the main event. Other races were one for sports cars up to 1,300 c.c. and 1,301 to 2,000 c.c., another for 2,001 to 3,000 c.c. and over 3,000 c.c., and finally a handicap for the placemen in these events.

F. W. McC.

Results

Eastern Counties "100" Trophy Race (37 laps): 1, R. F. Salvadori (Aston Martin DB3S), 67 mins. 31.8 secs. (86.3 m.p.h.); 2, W. A. Scott-Brown (Lister-Bristol), 68 mins. 38.4 secs.; 3, W. T. Smith (Jaguar C-type), 68 mins. 45.2 secs.

1½-litre Class (2 credit laps): 1, J. Russell (Cooper-Climax), 36 laps actual dist. in 69 mins. 8.6 secs. (79.66 m.p.h.); 2, J. B. Naylor (Lotus-Connaught), 34 laps; 3, H. B. Digby (Lotus-Consul), 32 laps.

3-litre Class (1 credit lap): 1, R. F. Salvadori (Aston Martin DB3S), 37 laps actual dist. in 67 mins. 31.8 secs. (86.3 m.p.h.); 2, W. A. Scott-

Brown (Lister-Bristol), 37 laps; 3, J. E. G. Stevens (Aston Martin DB3S), 35 laps.

Unlimited capacity: 1, W. T. Smith (Jaguar C-type), 36 laps actual dist. in 68 mins. 45.2 secs. (84.82 m.p.h.); 2, E. Protheroe (Jaguar C-type), 35 laps. No other finishers.

Team Prize: Salvadori, Scott-Brown and A. Moore (Lister-Bristol).

* * *

Event One (5 laps), up to 1,300 c.c.: 1, H. S. Ladds (M.G. TC), 66.14 m.p.h.; 2, M. G. Hofman (Lester-M.G.); 3, R. J. Bidwell (M.G. TF). **Fastest lap:** H. S. Ladds, 69.03 m.p.h. **1,301 to 2,000 c.c.:** 1, A. D. Brooks (Frazer-Nash), 72.84 m.p.h.; 2, G. S. Morton (Triumph TR2); 3, L. J. Coe (Triumph TR2). **Fastest lap:** Brooks, 74.77 m.p.h.

Event Two (5 laps), 2,001 to 3,000 c.c.: 1, Miss Angela Brown (Aston Martin DB3 coupé), 75.47 m.p.h.; 2, P. Wooley (Aston Martin DB2/4); 3, A. D. Brooks (Frazer-Nash). **Fastest lap:** Miss Brown, 77.61 m.p.h. **Over 3,000 c.c.:** 1, J. L. E. Ogier (Jaguar XK 120), 76.54 m.p.h.; 2, J. Kenyon (Jaguar XK 120); 3, A. W. Taylor (Jaguar XK 120). **Fastest lap:** Ogier, 77.49 m.p.h.

Event Three, Triumph TR2 Race (10 laps): 1, W. T. Smith, 73.38 m.p.h.; 2, G. S. Morton; 3, L. J. Coe. **Fastest lap:** Smith, 74.41 m.p.h.

Event Five (5 laps, handicap): 1, M. G. Hofman (Lester-M.G.), rec'd 2 mins. 18 secs., 63.91 m.p.h.; 2, H. S. Ladds (M.G. TC), rec'd 1 min. 17 secs.; 3, P. Wooley (Aston Martin DB2/4), rec'd 27 secs.

FOUR WHEELS and STEAM

A Day of Traction Engine Racing



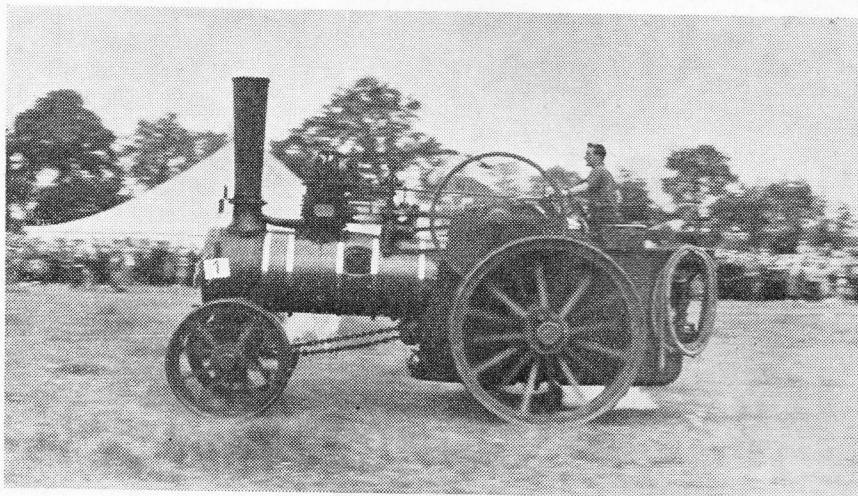
EMANCIPATION: (Left) In these enlightened days, equality of the sexes reaches even to the mastery of traction engines. Suitably dressed for the fray is Rosemary Martino.

ON the afternoon of 11th June, as the masters of motor racing set to on a five-mile circuit in the Sarthe division of France, a very different, but equally hard fought battle between four-wheeled vehicles was taking place in a quiet green field in the Abingdon area of Berkshire. Coal and water were taken on, boilers lit and steam raised—and the National Traction Engine Rally of 1955 puffed into being. Under the supervision of the N.T.E. Club, the sponsorship of a large electrical firm, and with the blessing of a benevolent Mr. Raymond Glendenning, some 20 steam tractors and traction engines, dating from 1900 to 1938, and in a remarkable state of mechanical well-being, fought with all the grim tenacity of thoroughbred veterans to win honour in a series of flat and obstacle races. The top speed of these "Chelsea Pensioners" of road transport, whose preservation is the purpose of their club, may be little more than 12 m.p.h., but the writer can assure any who dare scoff that, at close quarters, a traction engine doing 12 is every bit as fearsome as a Jaguar doing 120, and a boilerful of tubes, with a furnace at one end and steaming valves at the other, can be just as temperamental as a row of Webbers and a set of desmodromics. These fine old gentlemen of the road deserve all the care and interest their Club can foster, and may this Scotsman offer them a warm Scottish toast—"Lang may their lums reck!"

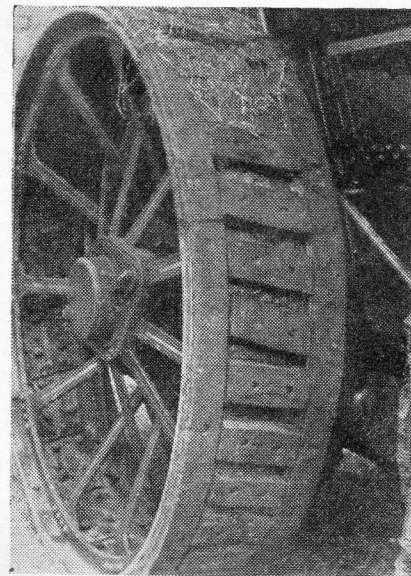
M. B.

STEERING GEAR: (Left) A little over-size by car standards, perhaps, but changing the direction of 20 tons of steel calls for something more than ordinary rack and pinion.

DIGNITY: (Bottom, left) Like two straight-backed old gentlemen watching the play at Lords, A. C. Napper's 1920 Fowler and L. C. Parris's 1932 Burrell stand ready to take their place on the line.

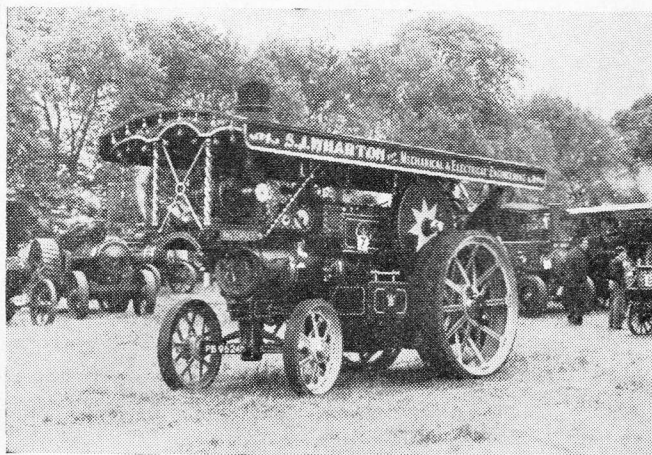
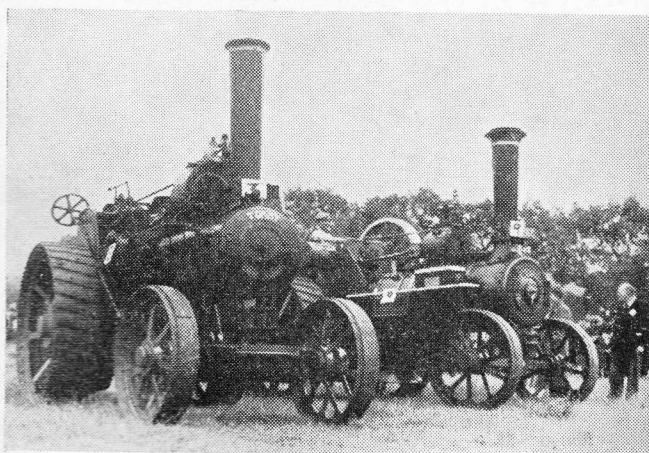
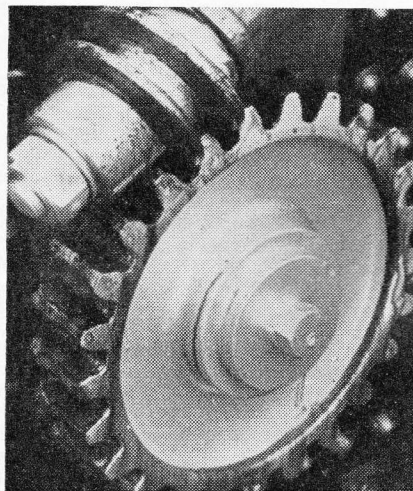


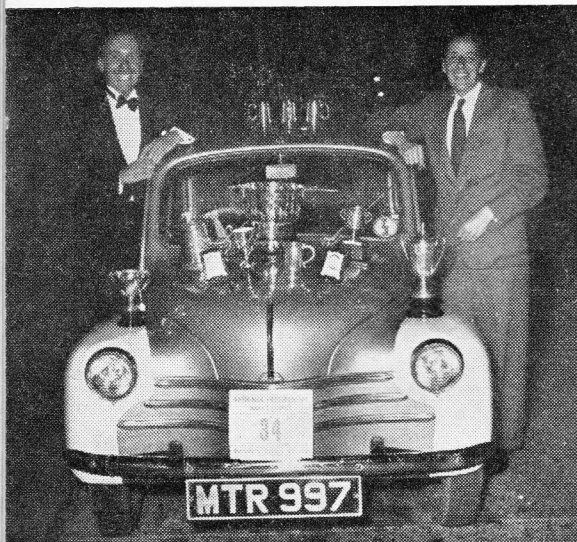
FULL STEAM AHEAD! (Above) Flat out at about 12 m.p.h., A. C. Napper, one of the instigators of the Rally, stands at the helm of his 1902 Marshall.



RACING TREAD: (Above) Beyond the resources of the tyre companies, this wheel was home-shod for maximum adhesion on grass and soft ground.

FAIRGROUND STYLE: (Bottom, right) Gaily painted and complete with fairy lights the 1913 Burrell of S. J. Wharton has an air of roundabouts and calliopes rather than civil engineering.





ARRAY of trophies won by the victorious Renault team, is seen with the winning car and crew, B. W. Fursdon (left) and navigator J. N. Carleton-Stiff. Fursdon won his class in the same car in the last R.A.C. Rally, and won the Plymouth in 1951, being second in 1952.

a red one, ours was white, and J. F. Dudmesh sported blue; thus patriotically arranged we travelled in rapid convoy toward the West.

On clocking out at Bridgwater, we were handed the route card for Special Stage No. 1, which was to start from Exeter, so on the run to that city we commenced to plot the first of the 19 route checks and time controls that were to make the night a hideous dream! On arrival at the control at Exeter Airport we tackled Test No. 1. This was a figure 8 around two pylons which had to be negotiated both forwards and in reverse—and this in darkness, too. A. B. Nap-

750s win "The Plymouth"

"Baby" Renaults Gain Nine Trophies in Plymouth M.C.

National Rally, including Premier Award by B. W. Fursdon

A WALKOVER victory was scored last week-end, in the Plymouth M.C.'s 10th Annual National Rally, by four little 750 c.c. Renaults. Between them they cleaned up no less than nine awards, including first and second places, the team award and two class wins. B. W. Fursdon took time out from his farm on the edge of Dartmoor to drive his 750 to victory over a well-planned and "interesting" course and his navigator, J. N. Carleton-Stiff, brought him through the very tough night navigation section without losing a single mark—the only competitor to go through it "clean". Denis Silverthorne's second place might be said to be a "rollover victory" for in Test-5 at the Davidstow circuit, his Renault flipped, bounced on its roof and landed back on its wheels; looking rather the worse for wear it went on and completed the course and the tests. These two cars were modified to the extent of twin over-size carburettors and four-branch exhausts, but A. S. Kennard won the 1,000 c.c. saloon class and Rex Neate was the third man in the winning team, both in perfectly standard "750s".

The writer travelled as navigator/co-driver with Ken Best in the latter's Austin-Healey and our respect for the fiendish ingenuity of the organizers grew steadily as the odometer ticked up the miles! We started from Virginia Water, but other competitors left from Plymouth, Bristol, Ilfracombe, Salisbury and Birmingham. These routes converged at Bridgwater in Somerset, and this first leg was for us an *ad lib* run with only the risk of a secret check against those averaging over 40 m.p.h. We joined up with two other Healeys: E. Ross had

per (TR2) was fastest here, in 32.6 secs., but Dr. Spare's Morgan was only 0.4 sec. slower. The marking system on all these tests was such that the fastest man in each class collected no penalty marks, and the others in his class scored one mark per second in excess of the first man's time.

While downing a cup of coffee and a sandwich, we frantically finished the remaining plotting that we had thought we had plenty of time for, and shot off into the night towards the first group of checks north of Bovey Tracey. Soon after plunging into the maze of "white" roads we were brought up, all standing, behind a queue of stationary cars. Apparently A. G. Norgard's H.R.G. had rammed the bank and was across the road, but a quickly formed working party had him into the nearest gateway in a trice and we were all on the move again. ("Pull up the ladder, Jack. . .")

It was soon after this interlude that the enormity of the task ahead became apparent. This section was cunningly laid out so that three O.S. sheets were in constant use and, in fact, one time control appeared on all three of them. The route hopped to and fro, from one map to another, to the point where, misinterpreting a sequence of four checks, we caused a panic by arriving suddenly at the final control of the section, nearly an hour before the first car was due! Realizing our error, we whipped the card from the very jaws of the time-stamp and tore off into the darkness again. We will draw a veil over those bleak, lost hours, when to meet a competing car, even coming in the opposite direction, was a ray of hope. The whole area was a mountainous wilderness of tiny, unidentifiable lanes; suffice it to say that we lost so much time that, exceeding the time limit allowed, we were "deemed to have retired". However, we were not the only ones, and marks were generally lost by the hundred; in fact, this section caused the exclusion of nearly a third of the entry. As mentioned earlier, the winner, B. W. Fursdon had a clean run, and his team-mates, Silverthorne and Neate, lost only 10 marks each. Next man was Morgan (TR2) with 40 marks lost, then Brain (TR2) with 50.

Dawn was breaking magnificently as we reached control 17 near Dartmeet and passed through Widecombe-in-the-Moor as the sun backed the horizon with a blaze of pink, silhouetting the strangely turreted church tower. It was broad daylight when we reached the end-of-section control—for the second time—and we gratefully took aboard bacon and eggs and enjoyed a 30-minute break.

On checking out we were handed a route card. It looked an innocent, straightforward route card, it was headed "Average Speed 20 m.p.h." and we could now see where we were going. Obviously the worst was over and we were due for a gentle run to Paignton. The appearance of a card at the side of the road with DRAKE on it, reminded us that there were route checks still to be noted, and liable to be anywhere on the route. Also we soon found ourselves off the main roads and before long involved in as tortuous a route as that of the night section. The roads became worse and the dicing became more intensive, including a special stage that had to be covered



DRIVING SCHOOL instructor D. R. Clarke uses the school A40 convertible for rallies and is seen in action in the final tests on Plymouth Hoe. A large number of spectators watched the fun.

in 10 mins. and a timed hill-climb on which J. B. Banbury (Morgan) made best time. We did rather better on this section, being only 3 mins. late at Paignton (with one route check having passed by, unobserved). The rough section had caused Ken some concern, for the Healey's sump is only some five inches above a level road and in fact the other two Healeys that accompanied us at the start both grounded, incurring damage and their retirement, although Dudmesh carried a spare sump in the boot and fitted it pretty smartly. About 25 cars reached Paignton unpenalized for that section and after another breakfast stop (it was now about 9 a.m.) we set out for Davidstow, where tests 4 and 5 were to be held (No. 3 had been scrubbed). Test 4 was a crossroads test on a concrete surface with a loose dressing of gravel, and a gentle right foot was called for. Dr. Spare took his Morgan around fastest here with G. N. Dear (M.G.) next, then P. G. Cooper (TR2). Test 5 was a high speed test around the drums over a large portion of the intersection of two runways, and "Tiny" Lewis drove his blue Morgan very spiritedly to record the best time of 54.8 secs., followed by Messrs. Yarranton and Spare, both also Morgan-mounted and sharing the same time of 55.2 secs. It was on this test that Silverthorne rolled the Renault.

And that was substantially that. From Davidstow, it was a straightforward run to the final control at Plymouth, and a lunch break, to be followed by the final two tests on Plymouth Hoe; these did not figure in the general marking, but carried an award of their own, and were also to be used as tie deciders. Among the little cars, R. S. Prout's A30 was fastest with 77.7 secs. aggregate, and fastest of all was Banbury's Morgan with 68.4—quite close enough to be exciting. One test was a four-garage affair and the other involved two garages, back-to-back, followed by a wiggle-woggle—or words to that effect.

So we dispersed, to soak up some of the sunshine that had blazed all day, or to find a quiet place to crawl into and sleep; somewhere that kept still and had nothing to do with maps! It was agreed that it had been an excellent rally. There had been rapid motoring over difficult country and some of the toughest night navigation imaginable, but that's how it should be. Personally it had been greatly enjoyed, not the least aspect of it being the conducting of the Austin Healey, a most satisfying vehicle. The incredibly flexible A90 engine, with its beefy power; the light, accurate steering (superb roadholding and absence of tyre scream on corners being the result of Ken fitting a new set of Michelin "Silents"—not even "X"s); the comfortable and roomy cockpit; the overdrive, which latter largely gets around using that unfortunately awkward gear-change; and the superb brakes—all going to make rapid travel easy, safe—and great fun.

S. P. S.

Provisional Results

Best Performance: B. W. Fursdon (Renault 750), 3.8 marks lost. **Navigator's Awards:** J. L. Carleton-Stiff. **Runner-up:** S. D. Silverthorne (Renault 750), 25.4; 3. W. H. Morgan (TR2), 47.1.

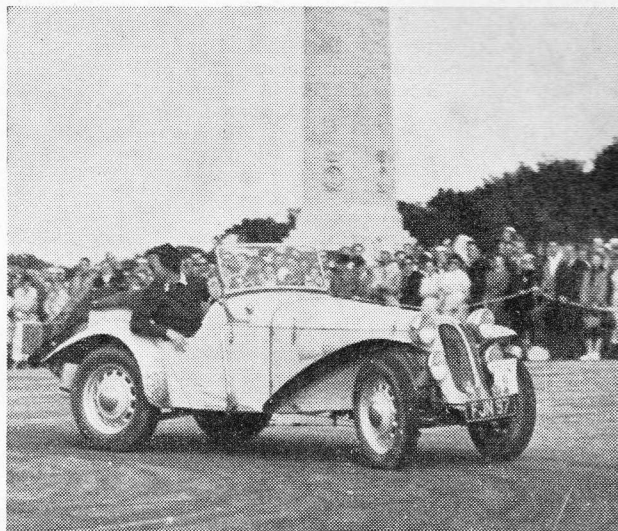
Class Awards. Production Touring Cars, up to 1,000 c.c.: A. S. Kennard (Renault 750), 234. **1,001-1,300 c.c.:** A. Newsham (Ford). **Over 1,300 c.c.:** P. D. Sapsed (Vauxhall Cresta), 123.1. **Grand Touring and Modified Touring Cars:** B. W. Fursdon (Renault 750), 3.8. **Production Sports Cars and Specials, up to 1,600 c.c.:** M. P. W. Britton (M.G.), 148.8. **Over 1,600 c.c.:** W. H. Morgan (TR2), 47.1.



SCARRED from a night encounter with the Devon countryside, G. Smerdon's Zephyr goes through the final tests at Plymouth.

★

GOING ASTERN in the tests is well-known Dellow driver, Mrs. Parsons.



Special Awards. Best "non-Trade" entrant: B. W. Fursdon (Renault 750), 3.8. **Best Vauxhall:** P. D. Sapsed (Cresta), 123.1. **Best Wolseley/M.G.:** M. P. W. Britton (M.G.), 148.8. **Best Triumph/Standard:** W. H. Morgan (TR2), 47.1. **Best Morgan:** I. D. L. Lewis, 119.1. **Best Ford:** A. Newsham (Anglia). **Best Rootes Group car:** E. W. Judge (S.-Talbot 90), 259.1. **Best of any other make:** B. W. Fursdon (Renault 750), 3.8. **Best Special:** P. W. McNaughtan (3-litre Sunbeam Spl.),

162.1. **Best starter from Virginia Water:** J. W. Brain (TR2), 108.3; **from Plymouth:** B. W. Fursdon (Renault 750), 3.8; **from Bristol:** I. D. L. Lewis (Morgan), 119.1; **from Ilfracombe:** A. B. Napper (TR2), 333.0; **from Salisbury:** S. D. Silverthorne (Renault 750), 25.4; **from Birmingham:** A. Newsham (Ford). **Best in Final Tests:** J. B. Banbury (Morgan).

Team Award: B. W. Fursdon, S. D. Silverthorne and R. Neate (all Renault 750s).

CAMBRIDGE CAPERS

SUNDAY, 12th June, was a busy motoring day in the Cambridge area when enthusiasts had the opportunity to try their luck in no less than three different events. Biggest event was the Cambridge '50 club's "Prize of Gold" Rally. This was a 120-mile one-day rally sponsored by a local cinema, which offered many valuable prizes, including a new Pye radio. Soon after the first car had left the start, it started to rain, a condition of weather that continued for most of the afternoon. This, together with a 28 m.p.h. average, caused confusion in the ranks of the ralliers so that no more than 11 cars were finally classed as finishers.

While all this hectic motoring was going on some of a less exacting kind was being done by members of the Cambridge University Auto Club, who were celebrating "May Week" with a treasure hunt. The weather, if unkind to ralliers, was even worse for treasure hunters who found it difficult enough to follow the prescribed route let alone hunt for unlikely objects by the wayside.

Meanwhile, fun of a different kind was

happening at Conington, where the newly formed East Anglian A. C. was holding its first race meeting, a Stock Car race on grass. Unfortunately, here, too, the elements played their part, deterring drivers from attending and then making the track so slippery that speeds were low as little wheels spun in the mud, while the length of the course robbed spectators of the wheel to wheel battles they had come to see.

A week previously a hot sun had graced the Bedford Auto Enthusiasts Club's first Autocross meeting, held at Wendy, near Cambridge. This was a friendly little meeting where dicing vied with family picnics for importance, and the Secretary of the meeting found time to catch an outside trout in a nearby stream! However, there was some keen racing in which b.t.d. fell to Alf Thomas driving a TR2 Morgan, closely followed by Dick Colton in a similar Vanguard-engined car. A particularly good performance over this smooth grass course was made by Frank Balmforth's little Austin 7, which beat most of the T-type M.G.s that were present.

J. RICHARD ALEY.

CORRESPONDENCE

Daimler-Benz and Motor Racing

MR. LEAPINGWELL, whose letter appears in your issue of 24th June, is not well informed. Mercedes have no desire to organize or control any motor race; their racing department is too fully occupied in preparing and running its cars in both Grands Prix and sports car events.

Mr. Leapingwell should also remember that the present Mercedes racing organization is probably the oldest and most experienced of any, its racing manager having held that position since 1926. They are thus far too experienced to seek cheap publicity out of this sad event, although it was necessary to make a statement contradicting some of the wild rumours current on the Continent.

The tragedy of Le Mans is one of the saddest lessons to be learned from racing, and Daimler-Benz naturally wishes to avoid its cars and drivers becoming involved in accidents in future races. Therefore the Company has decided to inform race organizers beforehand, that if they are not happy about the safety arrangements of any circuit, they prefer not to race there until such arrangements have been improved. Such action can, of course, be taken by any entrant in any motor race. There is no question of Mercedes dictating, nor have they used the word "approve" in connection with any circuit. Dr. Koenecke has, however, stated that the policy of Daimler-Benz is "not to sacrifice in further racing events our respect for human lives to technical development".

JERRY AMES.

WALTON-ON-THAMES, SURREY.

[Jerry Ames is Mercedes' Press Relations representative in the U.K.—Ed.]

WITH reference to the letter in your issue of the 24th June from R. E. Leapingwell, regarding the endeavours of Daimler-Benz A.G. to contribute to the future safety of spectators and the continuance of the sport; may I in my turn enquire of Mr. Leapingwell from whom he gained the "confounded cheek" (his own expression) to criticize any person or body of persons who seek in any way to contribute to such a worthy cause?

If Mr. Leapingwell has anything to contribute to the matter, I suggest it would be more to his credit and to the future advancement of the sport if he were to confine himself to constructive suggestion based on informed facts, and leave ridicule and abuse to those who have no other assets.

EDWIN H. KING.

MANCHESTER, 15.

I AM in agreement with R. E. Leapingwell's letter in the 24th June issue.

Safety precautions at motor races are the responsibility of the race organizers, and the F.I.A. are responsible for regulating the behaviour of drivers so as to ensure the safety of other competitors and the public. In this the F.I.A. is aided and sometimes supplemented by the responsible national body. It is also reasonable that Daimler-Benz or any other competitor in a race may express concern about the adequacy of the safety precautions; however, the expression of this concern is usually made to the responsible people in private and not to the world at large through the medium of the public Press—unless one has a publicity axe to grind—and then it simply becomes bad taste and doubtful publicity. Cheek is certainly a mild word for publicly capitalizing on an extremely sad tragedy. It is rather strange that, after competing on all the major tracks of the world for the past year, Daimler-Benz officials should suddenly decide that they are all potential arenas of sudden death—something which any sensible follower of the sport has known all along.

More cheek from Daimler-Benz came in the form of a public Press statement to the effect that they would withdraw from formula racing at the end of 1955 because "technically they have learned all that they need know and the answers to engineering problems which they have gleaned after one year of racing were now embodied in their production cars, thereby making them technically perfect". If words to this effect were actually said then their cheek is truly remarkable! I was not aware that Mercedes-Benz cars could negotiate any horizontal change of direction of any road without having to decrease forward velocity from the maximum of which the vehicle is capable, that Mercedes-Benz cars accelerate or decelerate, as conditions require, practically instantaneously. In fact, I had not been aware of other than the fact that

Daimler-Benz were indeed fortunate in having obtained the services of two of the world's most formidable drivers.

There is no doubt for me and many others but that the result of the reappearance on the scene of motor racing of Daimler-Benz' Experimental Department has been like a fresh breath of technical air blowing through the conventional test-house, but if this advantage gained entails the acceptance by all of us of brazen and tactless publicity capers, then by all means let Daimler-Benz "pick up their marbles and go home" at the end of 1955 or sooner. And if, at some future date, they decide to accept racing organizers' invitations to come motor racing, it is to be hoped that they will do so with a more dignified realization of what is expected of an invited competitor and what is not expected. It is also to be hoped that Daimler-Benz officials will, in the wake of the Le Mans disaster, have learned that good publicity sometimes requires that a sorrowful silence be maintained. This is also commensurate with the mourning habits of our Western World.

"MOTOR RACING IS DANGEROUS".

LONDON, N.20.

"Slow" Cars at Le Mans

AS a driver of one of the slowest cars in the recent Le Mans race, may I be allowed to answer Mr. Coltart's letter which was published in your issue of 24th June?

This gentleman is entitled to his views and, if he thinks the sight of a team of cars finishing this gruelling race intact is ludicrous, I have no quarrel with him. If he had sat in one of those cars on that last lap and listened to the applause of the public all the way round the circuit he might have felt that his opinion was not, perhaps, that of the majority.

What I do challenge is his inference that I was a menace to the other drivers. Mr. Coltart may or may not know what is demanded of the drivers of the slower cars in this great race. They cannot always take the normal line through a corner for fear of getting in someone's way. They have to drive whilst worrying about what is behind as well as what is before. They cannot relax their concentration for an instant, not even on the Mulsanne straight, and let Mr. Coltart not forget that even in rather adverse weather conditions these "slow" cars were averaging about 85 m.p.h.

Unless Mr. Coltart can produce one of the other 121 drivers in this race to substantiate his statement that I was a menace, I would like him, through your columns, to apologize.

B. M. MORRIS-GOODALL.

LONDON, W.C.2.

Does Racing Improve The Breed?

"... MOST modern manufacturers could evolve production machines as fast, if not faster, than existing sports-racing vehicles..." says your Editorial of 24th June. This amazes me, but since it is your opinion, it must be well-informed, and I am left wondering why such manufacturers prefer the inconvenience and expense of producing special projectiles which, contrary to the opinion of one of your correspondents, are nothing if not "tailored purely for the job in hand", and cannot truly be said to be particularly "less stable" than any other cars, but would collect crowds of bloodthirsty policemen and jocular rubbernecks if parked outside the local.

One cannot open a motoring periodical without being informed that "racing improves the breed" and it would be nice to give this myth a semblance of decency by reverting to a state in which sports-car races would be races for sports cars, and one might go as of yore, and buy oneself a "Replica" without regard to the need of very blue eyes as well as of much money!

You are exactly right in proclaiming the desirability of judicious revision of race regulations and adjustment of disparity in speeds. Of course, only asinine stupidity can enable anyone to suppose that danger can be eliminated from racing by panic measures, or by reducing speeds, retarding development, or miraculously producing many more "top-line drivers".

It is topical to suggest that if we are to restrict racing, we might quite well restrict Wimbledon also, where a stampeding crowd charged some motor cars and injured some of its members.

We could abolish the general Press, where I saw it stated that the Dutch G.P. was horribly dull, with the inference that it was so described because the doctors and stretcher-bearers went there for nothing and nobody was killed, thus precluding the use of front page headlines.

DR. EDWARD MANTON.

LONDON, N.W.2.

P.S.—AUTOSPORT becomes more and more indispensable.

More Correspondence on page 836

BRITISH RACING & SPORTS CAR CLUB LIMITED

ANNOUNCE THE

**DAILY
HERALD****INTERNATIONAL TROPHY
MEETING****AT OULTON PARK Saturday, 27th August, 1955**

PROGRAMME**The "Daily Herald" International Trophy
Race for Sports Cars****SUPPORTED BY****EVENTS FOR STANDARD PRODUCTION SALOON CARS
AND FORMULA III RACING CARS****Total Prize Money approx. £2,000**

REGULATIONS AVAILABLE FROM**British Racing & Sports Car Club Limited
35 STRAND, LONDON, W.C.2****TELEGRAMS
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Correspondence—continued

Celebrities at Goodwood

A CROWD of racing enthusiasts gather together to see car racing. They do not, however, as Brian Kemp suggests, come together to watch Windmill Girls in their show costumes riding Vespas. I hate to seem to have a warped sense of humour, but surely we could get away from somewhat puerile and fantastic ideas as this.

The result would be (a) the driving of the main races and the competition would diminish, (b) the spectators' attention would be distracted from the real drivers, (c) gradually less famous drivers would visit Goodwood, and (d) the fun would wear out like racing tyres. The act of the authorities in putting on a celebrities race was indeed a good one, but must we spoil our form and let deteriorate what was an excellent meeting?

I would also add that since this is a motor racing meeting, greyhounds, Reg Harris, helicopter and a band leader might not be popular amongst the enthusiasts.

REV. JEAN DE L'ARCROIX.

SEVENOAKS.

Commentaries at Goodwood

WHILST agreeing in the main with the complaints appearing in your correspondence columns recently concerning public address commentaries, I would suggest that anyone finding fault with the announcers at the last Goodwood Members' Meeting must be hard to please.

R. M. ANDREWS.

BUSHEY HEATH, HERTS.

Handicapping at Goodwood

I WAS rather amused to read your article on the Members' Day at Goodwood on the 18th where you mention the high standard of handicapping.

Commenting on the three Ladies' Races that have been run this year, I am rather surprised that handicapping is mentioned; in the first event on 26th March the handicap given to the winner must have embarrassed the driver; on the second event on Whit-Monday, the handicapping so far as the winner of the previous ladies' event was concerned was in reverse, she hadn't got an earthly and here again the winner was given a more favourable handicap after the programme had been printed; as regards the Members' Meeting on 18th June, again the winner apparently thinking the handicap was too difficult after practice must have used her feminine charm to get 10 secs. better handicap and it seems incredible that the handicapper can be influenced by ineffective practice laps by a newcomer; the only time a handicap should be changed is when he is likely to lose face through a car putting up such a performance in practice that it will obviously win.

As an entrant I think the driver who increases her performance to the extent of getting the fastest lap at each meeting should stand an equal chance of winning with any newcomer who through faulty assessment by the handicapper is "given" the race.

C. G. H. DUNHAM.

ASHRIDGE PARK, HERTS.

Production Touring Cars

FOR some obscure reason, best known to himself, John Bolster appears to regard my letter as a personal attack. Everyone else has accepted it for what it was—primarily a criticism of the International regulations governing touring car races. Many letters have been published from ordinary motorists expressing bewilderment over the differences in competing cars and similar cars as owned by the "man-in-the-street".

Admittedly, I criticized John's statement that *all* the cars in the Touring Car Race were "considerably hotted up". I also said I would not quarrel with a statement that the *majority* of the cars could with reason be so described. John does not propose to withdraw anything he said—for that matter, neither do I.

He says now that the DKW "bigger jets, chokes and exhaust system" constitute hotting-up. Admittedly these things enhance its performance—at the same time, jets and chokes are one of the very few things that may be changed under International regulations in any competition for Normal Series Production Touring cars; the slightly increased diameter exhaust pipe is a listed manufacturer's extra.

Compared with the engine and chassis modifications carried out to many of the other cars, this leaves the Silverstone DKWs conspicuously akin to their brother DKWs. Again, the en-

hanced performance obtainable is available at negligible cost, whereas considerable expenditure is necessary to obtain the extra performance demonstrated by various other makes.

It is good of John to tell us what can be done with a two-stroke—I wonder if he knows the latest Auto Union DKW b.h.p. figures without structural modifications?—these are considerably higher than the DKWs gave which ran at Silverstone.

I note he admits it would be better if "tuning" were not allowed in production touring car races—does he really think that his word "tuning" covers the official dispensation in Appendix "J" that a manufacturer can introduce any alterations and/or additions to engine and chassis that will increase the performance and road-holding and then run as a "Special Series Production Touring Car", while carrying on the good work the individual entrant can, in addition to all these modifications, do anything more he likes on the same lines, always provided he writes out a list for the organizers! These cars are then talked and written about as similar to those owned by the ordinary motorist. Without comment, one might quote Article 18 of Appendix "J". "Since special series production touring cars are, in the *spirit* of these present regulations, *only* normal series production touring cars which have been modified . . ." (the italics are mine).

Whether or not anyone is a fool who does not take full advantage of the regulations is, perhaps, more a matter of opinion—finance may come into it, or even principle. I think it might be better for someone such as a motoring journalist to attempt to get such things on a more realistic basis, rather than encourage their continuance.

John Bolster's remarks about the Frazer-Nash are quite uncalled-for and irrelevant to the matter under discussion. In the circumstances, we have no option but to ask your co-operation in publishing the facts as to how it came about that a non-standard radiator was on the T.T. Frazer-Nash. We had been experimenting with this light alloy radiator for some time, but had experienced some overheating troubles. We sent it back to the manufacturers for modification, but, on test, the trouble was still there. Returned again for further modification, the manufacturers asked if we would try it out under racing conditions, and that is why it was on the car in practice for the T.T.

Unfortunately, during the last practice period the evening before the race, Odlum was knocked off the road by another driver and the car was very badly damaged. We promised Odlum that the car would be ready for the race, which demanded flat-out all-night work by our mechanics with the help of several of our owners, and the change-over of the radiator was completely overlooked in the scramble.

Apart from regulations, we only stood to lose by keeping this experimental radiator, as our standard radiator is race-proven—the only gain would be a saving in total weight of a few pounds, in itself obviously not worth risk of loss of the Production Car Award. A standard radiator was fitted to the other Frazer-Nash.

W. H. ALDINGTON,
For A.F.N. LIMITED.

ISLEWORTH.

Brands Hatch Trains Young Drivers

WE regret to say that we must take exception to your reporter's advice about the "quantity and quality" of B.R. and S.C.C. meetings in the write-up of the racing at Brands Hatch on 12th June. It is true, the weather was unpleasant and for spectators it was not an interesting day's racing.

There is, however, another point of view to be put forward before considering a reduction in the number of meetings. Your journal has often commented on the need for new drivers to supplement and in time replace the present all-too-few top-class F1 names. In these days, comparatively few private individuals can afford to own Grand Prix machines or to race abroad, until they are well established in the game. F3 is a good starting point for aspiring G.P. drivers. Then, surely, it is desirable to give young drivers a fair opportunity of obtaining racing experience? In this light, nine meetings a year at Brands hardly seems excessive.

H. I. TAWSE,
G. J. BOARKE.

WESTERHAM, KENT.

D. B. STANLEY JACKSON, of 24 Carisbrooke Road, St. Leonards, Sussex, who owns a 1938 Adler Triumph Junior, would like to hear from other owners of this model.

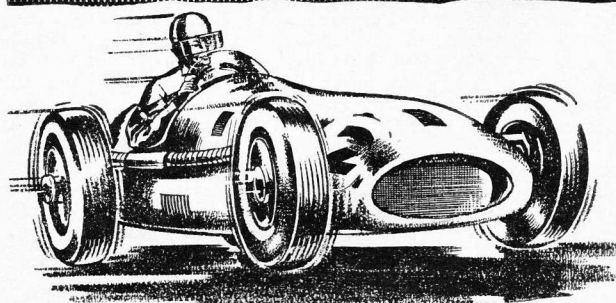
We are delighted to receive letters intended for publication. The Editor is not, of course, bound to be in agreement with opinions expressed by readers.

AINTREE

R.A.C.

BRITISH

GRAND PRIX



SPONSORED BY THE
Daily Telegraph
 SATURDAY JULY 16

11.00	—	500 cc. RACE	PROGRAMME	2.30 to 5.40	—	R.A.C. BRITISH
12.00	—	SPORTS CAR RACE		approx.	—	GRAND PRIX

RACING ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB

NOT BOOKABLE IN ADVANCE

	£	s.	d.
STEEPLECHASE ENCLOSURE including Big Embankment ...	5	0	
Limited unreserved accommodation in the Canal Stand will be available at an additional 2s. 6d.			
WEST ENCLOSURE ...	5	0	

BOOKABLE IN ADVANCE

(or on the day, if available)

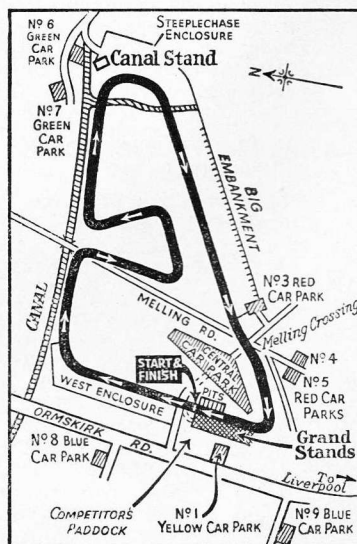
Advance booking at the reduced rates will close at 5 p.m. on Wednesday, 13th July.

	In Advance	On the Day
	£ s. d.	£ s. d.
COUNTY STAND		
Reserved Balcony Seat (covered) or Reserved Roof Seat (uncovered) ...	SOLD OUT	
Recommended Car Park—Central (situated within the course).		

AINTREE AND TATTS STANDS	
Reserved Roof Seat (uncovered)	SOLD OUT
Recommended Car Park—Central (situated within the course).	
All Stand tickets include admission to the Promenade Enclosures.	

PROMENADE ENCLOSURES—Admission to the partly covered terraces in front of Aintree and/or Tat's Stands ...	1 2 6 1 5 0
Recommended Car Park—Central (situated within the course).	
All Stand and Promenade tickets include admission to the PADDOCK, but the number of spectators admitted at any one time will be limited.	

ADMISSION DETAILS



Application for tickets should be made to the

BOOKABLE IN ADVANCE

(or on the day, if available)

	In Advance	On the Day
	£ s. d.	£ s. d.
COMBINED ADMISSION and on-the-course parking in the STEEPLECHASE or WEST ENCLOSURES.		
Car and all occupants ...	1 6 0	1 10 0
Motor-cycle combination and all passengers ...	1 0 0	1 3 0
Solo motor-cycle, driver and one passenger ...	13 0	15 0
Coaches (WEST ENCLOSURE only):		
Single-deck and all occupants ...	7 15 0	8 10 0
Double-deck and all occupants...	12 5 0	13 10 0

CAR PARKS

Car Park locations are shown in the plan on the left. It is advisable to book in advance.

The CENTRAL CAR PARK is situated within the course—vehicles will not be able to enter or leave during racing.

No. 1 Yellow—County Stand patrons only.	SOLD OUT
Central—Stand and Promenade patrons only	10 0 10 0
Pass-out checks will NOT be available for the following car parks:	
No. 3 Red	10 0 10 0
Nos. 4 and 5 Red; 6 and 7 Green; 8 and 9 Blue	5 0 5 0
Motor-cycles: Combinations at car rate; Solos at half car rate.	
COACHES	
Nos. 8 and 9 Blue only	10 0 10 0

AINTREE AUTOMOBILE RACING CO., LIVERPOOL 9

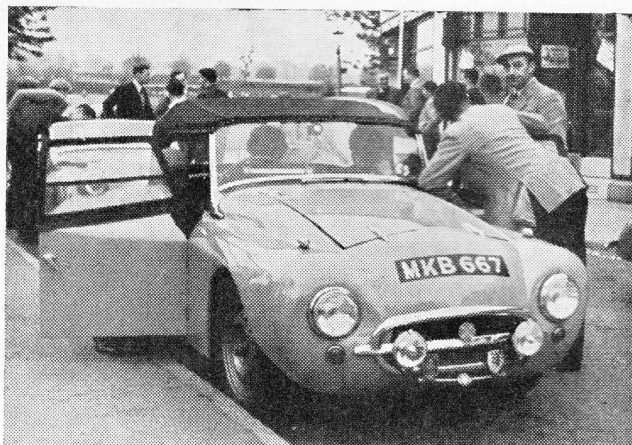
NEWS FROM THE CLUBS

By Wilson McComb

IN last week's issue, Charlie Graham wrote about the decline in Scottish motoring sport, particularly Formula 3 events. Our Scottish friends have, of course, been very unlucky in suffering such a dearth of suitable circuits, but the problem has now reached the stage where events are being cancelled at established venues such as Beveridge Park and Bo'ness. Graham himself drove 80 miles to Bo'ness to find that the meeting had been cancelled. This situation is most unfortunate in a country which has produced such very fine drivers, both before and since the war.

REGULATIONS are now available for the Formula 3 scratch and handicap races that are included in the August Bank Holiday race meeting at Cadwell Park, run by the **Louth & D.M.C.C.** Secretary of the meeting is Chas. Wilkinson, 140 Eastgate, Louth, Lincs, and entries close on 15th July. . . . The big event of the year for the members of the **Veteran Car Club** (next to the Brighton Run, of course) will be the Silver Jubilee International Rally from the 6th-10th July, which we announced a few weeks ago. However, on 23rd July, the S.W. Centre are holding their Salisbury Rally, Run, Driving Tests and *Concours d'Elegance*. This is open to members driving pre-1917 cars and should be an interesting spectacle for readers in Salisbury on that day. . . . The **Irish M.R.C.** announce that they are reviving the Irish Rally, which was last run in 1937. The new event will take place from 23rd-25th September, starting from Dublin and two other points to suit southern and northern competitors. Mileage will be between 800 and 900, and regulations will be available shortly from the **I.M.R.C.**, 37 Exchequer Street, Dublin. . . . The **Hagley & D.L.C.C.** and the **Shenstone C.C.** are holding an inter-club driving test battle on Sunday (3rd) at the premises of Messrs. Scaffolding Ltd., Bickenhill, which should be worth a visit. . . . The **R.A.F.A. M.C.** are running a full-scale rally to mark the completion of the club's first year. This is the Battle of Britain Rally, to be held on 10th-11th September, and covering 250 miles in North Wales. There are valuable trophies to be won and members of the **R.A.F.A.** should contact the

★
WHAT IS IT No. 1:
F. Marsh's plastic-bodied Ford special at the start of the Liverpool M.C. Jean's Gold Cup Rally on 28th May.



secretary at Alton House, 17 Shrewsbury Road, Oxtou, Birkenhead. . . . An autocross meeting will be held on 10th July by the **Leicestershire C.C.**, the course being at Springfield Farm, near Tilton. Classes are for trials specials, sports cars and saloons, and entries must reach W. B. Hercock, 21 Spencefield Lane, Leicester, by 7th July. . . . Meetings of the **Coventry and Warwickshire M.C.** have been changed, and will now be held on the first Tuesday of every month at the Fletchamstead Hotel, Fletchamstead Highway, Coventry, starting next Tuesday. There will be no meeting there in August. . . . Likewise, the **Midland Area of the Wolseley Hornet Special Club** are now meeting on the first Thursday of every month, from 8 p.m. onwards, at the Bull's Head, Horse Fair, Birmingham, instead of the Red Lion. They have been invited by the Vickers-Armstrong (Supermarine) C. and M.C.C. to take part in a navigation trial on 24th July, starting from the White Horse, Ampfield, Hants. Entries from W.H.S.C. members must reach J. L. McArthur, 3 The Bungalows, Hook Road, Ampfield, not later than 16th July. . . . Sunday, 10th July, is the date scheduled for the **Oxford M.C.'s** annual driving test meeting, which will be held at Kidlington Airport. It will consist of six non-damaging tests, with four classes for open and closed cars, over and under 1½ litres. M. J. Hall, Old Bank House, Bicester, Oxon, will close the entry list next Thursday, 7th July.

FALCON M.C.'s MID-SUMMER TRIAL

THE Mid-Summer Trial, organized by the Falcon M.C. on 19th June, attracted an entry of 30 cars of all types, including family saloons complete with

families. Starting from Mardley Hill, near Welwyn, competitors negotiated five tests and two time checks before a refreshment stop at Frisden. Following a further test on Tunnel Hill, a cloud-burst made the observed section on Telegraph Hill a great deal more difficult than the club had intended, and soaked the open car crews into the bargain. The first clean climb of High Heath Hill, which boasted a hairpin bend on a gradient of 1 in 4, was made by H. H. Alderton (P.S.M.), but W. E. Wonnacott's L.R.G. made the whole thing look easy. The final test was a climb of Sapseds Stopper, which lived up to its name and stopped everybody, the highest climbs being recorded by the M.G.s of C. N. Needham and Alan Barnes.

Provisional Results

Best Performance: J. P. Davis (Ford), 16 marks lost.

Best Open Car: D. B. Farrell (Allard), 17. **Best Saloon:** R. H. Porter (Volkswagen), 32. **Best Special:** F. P. Barker (Dellow), 23. **First Class Awards:** H. H. Alderton (P.S.M.), 25; J. Betteridge (Dellow), 31; P. G. Riviere (L.R.G.), 31. **Second Class Awards:** A. W. Barnes (M.G.), 37; W. E. Wonnacott (L.R.G.), 38; D. G. Flemming (Ford), 39.

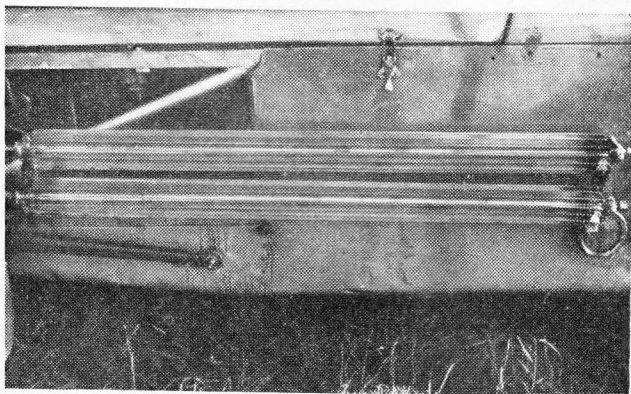
MAIDSTONE AND MID-KENT HASTINGS RALLY

SIXTY-FIVE competitors left Brands Hatch Stadium on the evening of Friday, 17th June, after four driving tests on the circuit. They were taking part in the Maidstone and Mid-Kent M.C.'s Hastings Rally, a B.T.D.A. Silver Star event. Two controls, at the Tudor House, Bearsted, and Broadwater Forest, Tunbridge Wells, were visited three times by each competitor. The first car arrived at Hastings at 12.40 p.m. on Saturday, when a driving test was held on the 1 in 6 gradient of Richmond Hill. Three further tests on the front concluded the event, apart from a *concours d'elegance* held on Prince's Parade the following day.

Results

Hastings Challenge Trophy: P. A. Barden (Triumph TR2), 60.5 marks lost. **Committee Challenge Cup (runner-up):** A. Firmin (Triumph TR2), 69.0. **Class A:** J. R. Sidwell (Standard 10), 93.1. **Class B:** J. Durrant (Sunbeam), 129.2. **Class D:** J. Shove (M.G. TF), 87.9. **Class E:** P. C. Wadham (Triumph TR2), 72.9. **Class F:** A. Walton-Jones (Jaguar XK 140), 137.8. **Team Award:** P. W. S. White (Morgan) and P. C. Wadham (Triumph). **Epps Challenge Trophy:** D. Bailey (Standard 10). **F. Waugh Challenge Trophy:** F. E. Still (Triumph TR2). **Navigators' Awards:** V. Mathews, S. Fletcher, G. W. Tanner, W. E. Medcalfe, J. Shove, W. H. Wadham, R. W. Huggitt. **Best All-Lady Crew:** Miss A. Wingrove/Miss F. Castle (Austin-Healey).

Concours d'Elegance. Maidstone Challenge Trophy: Mrs. M. Hickman (1935 Austin Seven Sports).



★
WHAT IS IT No. 2:
Oil cooler fitted to the side of Len Gibbs's Farina-headed Ford-engined Lotus, photographed at the last B.A.R.C. members Goodwood meeting.

EIRE ECHOES

By

Jack O'Donoghue

MOTOR racing South of the Border has received a rather severe blow with the announcement that there will be no Wakefield Trophy International Race this year. Following last year's fatal accident on the Curragh circuit, the Irish Motor Racing Club decided that any further races there would be fraught with too much risk for spectators and started searching around for another course. Several months ago it was widely publicized (but like Brer Rabbit, AUTOSPORT said nuttin') that a new course near Navan in Co. Meath was going to be used this year. Alas, the R.I.A.C. were unable to pass this in its present state for a number of reasons and, as no other was readily available, there will be no Wakefield Trophy this year. However, the I.M.R.C. and the Meath County Council are co-operating to have everything perfect for motor racing next year, and let these columns be the first to announce that 1956 will see the Trophy races over this new circuit near Navan.

If Racing Club are denied the opportunity of staging a big race this year, that does not mean that they intend to rest on their oars; instead, they are re-visiting the Irish Rally on 23rd, 24th and 25th September. This event will certainly rival the U.A.C. Circuit of Ireland for prominence and every effort is being made to attract works support. The organizers are hopeful that they will be able to offer substantial money prizes both for individual successes and for one-make team awards in particular, in each class. There will be three starting

points; Dublin, "Somewhere in the South" and also "Somewhere North of the Border". Of further interest is the fact that this event has been granted Hewison status. This rally is not a new affair. Back in 1937, Ulsterman Alex McVicker won the last Irish Rally held driving a Lagonda Rapier. However, I believe that within a few days the I.M.R.C. are going to issue preliminary information about the rally and I know that Wilfie Fitzsimmons, Ivan Webb, and Co., are hard at work now covering thousands of miles to choose a suitable course.

FOR the benefit of those on the hunt for Sexton Trophy points, we would like to remind them that the Wicklow Hill-Climb on the day following the Leinster Trophy (*i.e.*, on Sunday, 10th July) has been given Sexton status; so has the Munster club's car race at Cork on the following Saturday (16th). Methinks there will be a few rather breathless motor-cars around by the time the three events are over!

FOLLOWING the grousing heard in the paddock at the Phoenix Park races about scrutineers, remould and retread tyres, the R.I.A.C. now make it quite clear that *neither* remoulds nor retreads will be allowed in any races here. However, both types of tyre will pass for hill-climbs and sprints.

HEWISON Trophy regulations for the coming season have been drawn up

and should be in the hands of club secretaries in a short time. These show but one major change from last season, and it should be noted and appreciated that the R.I.A.C. have gone to considerable trouble in an endeavour to please everyone who competes in trials and rallies. The only major change is that observed section trials are being allowed again this year and the names of several traditional "mud" events have been included in the list. This Hewison business is a major headache for organizers everywhere, because the various factions keep on looking for the type of event that suits their cars best and they seem to want these all the time to the exclusion of everything else. There is no compulsion on any club to run a particular type (rally, crossroads or mud) this year, and the R.I.A.C. hope that the law of averages will prevail. If it does, the production car boys will get their just share of rallies while the specialists will have an equal share of mud, and the twain shall meet in crossroads test trials.

Here is the list of Hewison events for the 1955/56 season, eight best to count: I.M.R.C. Irish Rally; Munster 20-Hour Trial; Kilkenny Winter Trial; Leinster G.V.B. Trial; Connacht Winter Trial; M.G.C.C. Winter Trial; I.M.R.C. Winter Rally or Spring Trial; D.U. Winter Rally; D.U. Grafton Cup Trial; Connacht Henderson Cup Trial; Tipperary Traders' Cup Trial; M.G. Experts' Trial; Trials Drivers' Cup Trial; Leinster Le Fanu Cup Trial; Circuit of Munster. There is the possibility that another "tough" country event will be added to the list after the next R.I.A.C. meeting, but until such has been made a certainty we will omit the name of the event.

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Some Recent Results

B.R.S.C.C. (N.W.) DRIVING TESTS

Oulton Park, 11th June

Closed, up to 1,000 c.c.: 1, Dr. T. L. Pilkington, 520.4 marks lost; 2, W. G. Martin, 523.8; 3, A. H. Hill, 556.5. **Up to 1,500 c.c.:** 1, A. Newsham, 567.9; 2, G. Bickerton, 616.4; 3, W. A. Cassel, 623.4. **Up to 2,000 c.c.:** 1, A. C. Whatmough, 622.8; 2, D. Strange, 698.1; 3, N. T. Bradley, 711.7.

Open, up to 1,500 c.c.: 1, A. D. Alldred, 527.8; 2, R. Moores, 599.5; 3, A. Twemlow, 619.0. **Up to 2,000 c.c.:** 1, R. A. Gouldbourne, 430.6; 2, H. Jacoby, 512.2; 3, J. A. Ashall, 543.1.

Team Award: R. A. Gouldbourne (Triumph TR2), W. B. Holland (Triumph TR2), and P. Simister (Ford Anglia).

Inter-Centre Trophy: B.R.S.C.C. N.W. Centre.

ILKLEY & D.M.C. ILKLEY RALLY

11th/12th June

Premier Award: 1, J. C. Ramsbottom (Triumph TR2), 90 marks gained; 2, C. R. Hanson (Austin-Healey), 73; 3, H. Dickinson (Ford Zephyr), 70; 4, D. E. Clarke (Ford Anglia), 28; 5, A. Richardson (Ford Anglia), 20; 6, C. Whiteley (Morgan), —8.

Opposite Class Award: D. E. Clarke. **Team Award:** Ramsbottom, Hanson and Whiteley.

WOLVERHAMPTON & SOUTH STAFFS C.C. MIDSUMMER RALLY

12th June

Outright Winner: J. B. Holt, 230 marks lost. **Best Performance by a W.S.S.C.C. Member:** A. Day, 320. **Best Performance by a Visitor:** L. G. Keys (Stafford & D.C.C.), 400. **Best Lady Driver:** Mrs. S. G. Hill, 750. **Class 1:** 1, M. W. Warner, 400; 2, R. B. Scoffham, 460; 3, F. J. Hook, 520. **Class 2:** 1, J. Rollason, 740; 2, W. Walker, 1,000; 3, J. H. Wainwright, 1,750. **Class 3:** 1, M. W. Gould, 780; 2, B. Harper, 2,290; 3, T. W. Talbot, 3,340. **Best Vintage or Thoroughbred Car:** J. W. Rowley, 990. **Team Prize:** H. Foster, 820; M. W. Warner, 400; F. J. Hook, 520.

SHEFFIELD & HALLAMSHIRE M.C. KENNING TROPHY TRIAL

12th June

Kenning Trophy: R. A. Hopkinson (M.G. TF), 182.5 secs.

Bisby Trophy: Dr. T. L. Pilkington (Austin A30), 201.3 secs. **Open Class:** 2, J. S. Jenkins (Ford Spl.), 189.9; 3, A. Alldred (M.G. TD), 194.9. **Closed Class:** 2, C. A. Beresford (Morris Minor), 201.5; 3, K. A. Scales (Ford 10 Anglia), 203.7. **Noice Award:** P. Kay (Morris Spl.), 199.0.

SUNBAC SPORTING HALFDAY

12th June

B.T.D.: L. J. Tracey (Dellow S), 120.0 secs.

Class A Runner-up: F. D. Woodhall (Ford), and H. L. Livingston (Dellow S), 120.2 (tie). **Class B:** 1, R. B. James (Triumph TR2), 122.2; 2, D. O'M. Taylor (Triumph TR2), 126.2; 3, G. G. Hunt (Triumph TR2), 129.6. **Class C:** 1, J. F. Livingston (Standard), 136.0; 2, J. F. Livingston (Standard), 136.4; 3, H. L. Livingston (Standard), 137.8. **Ladies' Prize:** Mrs. D. M. Osborn (Triumph TR2), 139.0. **Noice Prize:** B. Reynolds (Dellow), 158.4.

★
INTO A SLIDE (right) goes N. T. Bradley's Ford Zephyr as he brakes at the end of a ¼-mile sprint, one of the Oulton Park tests held by the B.R.S.C.C.'s Northern Centre on 11th June.
★



CHILTERN C.C. TOURING RALLY

12th June

President's Cup: A. N. Lowe (Morris Minor), (Dellow); 2, J. C. Smith (Sunbeam-Talbot); 3, B. Bowman (Fiat 1100).

Team Award: Wood, Bowman and A. D. Wilkinson (Triumph TR2).

BIRMINGHAM Y.C.M.C. SYCON TROPHY RALLY

12th June

Premier Award: 1, W. J. Pointon (Rover 75), 36 points lost; 2, R. J. Walton (Morris Minor), 38; 3, S. Keen (Ford Anglia), 41.

WARRINGTON & D.M.C. RALLY

18th/19th June

Best Performance: Mrs. V. Taylor (Sunbeam-Talbot), 15 marks lost.

Navigator's Award: K. V. Taylor, 2, H. Greenwood (Triumph TR2), 55; 3, W. E. Sinclair (Renault), 65. **First Class Award:** R. Whiteley (Triumph TR2), 125.

S.C.C. OF NORFOLK DRIVING TESTS

Swannington Aerodrome, 19th June

Up to 1,600 c.c., closed: R. Goddard (Ford Anglia). **Open:** G. Tibbenham (M.G. TF). **Over 1,600, closed:** R. Winch (Jaguar). **Open:** D. R. Burrell (Triumph TR2).

Ladies' Award: Mrs. B. K. Burrell (Triumph TR2).

EASTWOOD & D.M.C. PRESIDENT'S CUP TRIAL

19th June

President's Cup: A. N. Lowe (Morris Minor), 290 marks lost.

Club Cup (runner-up): H. A. Shaw (Austin A70), 386.

First Class Awards: J. D. Wagstaff (Triumph TR2), 466; J. P. Attenborough (Morris Minor), 497.

ROMFORD E.M.C. SPEED HILL-CLIMB

Stapleford Aerodrome, 19th June

B.T.D.: 1, G. E. Calcott (M.G.), 44.15 secs.; 2, A. E. Ruffitt (Grenville Spl.), 44.20; 3, M. J. Gray (Mercury-M.G.), 45.52; 4, R. Keogh (TR2), 46.97.

Handicap Award: 1, D. Howard (Singer 9); 2, L. Duffy (Salmon). **Up to 1,100 c.c.:** 1, Dr. C. McCarthy (DKW), 50.42; 2, L. Turtle (Austin Spl.), 50.91. **1,101-1,500 c.c.:** 1, G. E. Calcott (M.G.), 44.15; 2, C. Singleton (M.G.), 48.86. **Over 1,500 c.c.:** 1, A. E. Ruffitt (Grenville Spl.), 44.20; 2, M. J. Gray (Mercury-M.G.), 45.52.

NORTH MIDLAND M.C. MIDSUMMER ROAD AND TEST TRIAL

19th June

Best Performance: A. Alldred (M.G. TD). **Best in opposite class:** Dr. T. L. Pilkington (Austin A30). **2nd, open class:** P. F. Lloyd (Land Rover). **2nd, closed:** D. Allen (Hillman).

KNOCK M.C.C. 12-HOUR NIGHT TRIAL

24th/25th June

Closed Cars up to 1,300 c.c.: 1, Jim Dowling (Ford Anglia), 281.7 marks lost. **First Class Awards:** Paddy Newell (Ford Anglia), 300.8; Wilbert Todd (Ford Prefect), 302.1; David Archibald (Renault 750), 302.7; Cecil Molyneaux (Austin A30), 302.8; J. H. MacFarlane (Austin A30), 303.1; Victor Stanfield (Austin A30), 306.

Closed Cars over 1,300 c.c.: 1, Sydney Pentland (1911 Citroën). **First Class Awards:** Esdale Dowling (1,390 Hillman), 305.4; Charles Maunsell (1,390 Hillman), 313.3; J. Allen (1,250 M.G.), 325.4.

Open Cars, any capacity: 1, Derek Johnston (M.G. TF), 278.2. **First Class Awards:** F. Robinson (M.G. TF), 278.8; Gordon McNally (1,172 Dellow), 278.9; Bob McMillan (Triumph TR2), 289.2; Billy McDonagh (1,172 Richford), 294.

Team Award: Austin A30 team (Stanfield, Molyneaux and MacFarlane).

Special Award (best performance by driver not previous winner in Knock M.C.C. events): David Archibald (Renault).

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MARSH AGAIN AT PRESCOTT

But Tommy Sopwith Sets New Sports Car
Record with 1,100 c.c. Cooper-Climax

GREATEST surprise of all at last Sunday's Bugatti O.C. members' hill-climb, at Prescott, was the startling performance of Tommy Sopwith in his 1,100 c.c. Coventry-Climax. Not only did he break the existing sports car class record by 5.6 secs., but shattered the out-and-out sports car figures established jointly by Dennis Poore (Aston Martin) and E. P. Scragg (Alfa-Jaguar) last year.

Sopwith's first run resulted in an astonishing 47.18 secs., which he cut to 47.05 secs. on his second run. None of the larger sports cars could get anywhere near these figures, next best being Alex Francis in his well-worn H.R.G.-Mercury with 48.38, Sydney Allard (Allard), 49.05, Tony Everard (Aston Martin), 49.38, and G. E. Pinkerton (Allard-Cadillac), 49.95. Jack Newton's neat Killeen was best of the 1,500s, with 50.19.

Boshier-Jones (Cooper) headed Formula 3 with 45.46, narrowly defeating H. C. Taylor (Cooper). Austen May's car was not in form, and the record-holder had to be content with third place. Miss Brock (Cooper) did well in returning 50.09, after stopping on her first run.

Cyril Tooley gave evidence of a new hill-climb star in the making, by doing 45.54 in the famous Steyr-Allard. That remarkable Bugatti of Peter Stubberfield's whined up in 45.56, and Broad's E.R.A. had a joyous exhaust note as it was hurtled up in 46.66 secs. Wilcocks did 46.85 in the Steyr-Allard.

Tony Marsh dominated the 2 and 3-cylinder category, returning 44.42 with the unblown Cooper, and 44.65 with the supercharged version. Reg Phillips and Dick Henderson tied for third place with 46.14 in their Coopers. Rivers Fletcher did 46.66, and Roy Adcock, 46.81—also in Coopers.

Thus Marsh's time stood as best of the day, but Ken Wharton's hill record of 43.70 secs. still remains to be broken.

Altogether an excellent meeting, which was very strongly supported. Sopwith's extraordinary climbs appear to suggest that in future sprints and hill-climbs the 1,100 c.c. sports class will bear watching as a thrills-provider.

Sports Cars

Up to 1,100 c.c.: 1, Tom Sopwith (Cooper-Climax), 47.05*; 2, Ashleigh Cleave (Morris), 53.45; 3, J. B. Wilson (Morris Minor), 66.99.

1,101-1,500 c.c.: 1, Jack Newton (Killeen), 50.19; 2, C. G. Escott (Lester-M.G.), 50.50; 3, R. E. Hargrave (Kieft-M.G.), 51.27.

1,501-3,000 c.c.: 1, P. A. Everard (Aston Martin), 49.38; 2, K. W. Eaton (Lister-Bristol), 50.18; 3, Ken Rudd (A.C. Ace), 50.79.

Over 3,000 c.c.: 1, Alex Francis (H.R.G.-Mercury), 48.38; 2, Sydney Allard (Allard), 49.05; 3, G. E. Pinkerton (Allard-Cadillac), 49.95.

* New sports car record.

Racing Cars

Formula 3: 1, D. Boshier-Jones (Cooper), 45.46; 2, H. C. Taylor (Cooper), 45.98; 3, C. A. N. May (Cooper), 47.16.

Formule Libre: 1, C. P. Tooley (Steyr-Allard), 45.54; 2, Peter Stubberfield (Bugatti), 45.56; 3, J. Broad (E.R.A.), 46.66.

Formule Libre (2 or 3 cylinders, over 500 c.c.): 1, Tony Marsh (Cooper), 44.42; 2, Tony Marsh (Cooper S), 44.65; 3, Dick Henderson (Cooper) and Reg Phillips (Cooper), 46.14.

Bugatti Handicap: 1, Mike Halton (2-litre), 41.28 (nett); 2, Peter Gaskell (2-litre), 42.72; 3, T. Robins (2.3 S), 45.03.

B.A.R.C. EASTBOURNE RALLY

THERE has been yet another re-shuffle of the results of the B.A.R.C.'s Eastbourne Rally, held on 11th June. The winner (the third so far, and believed to be final!) is now Ian Mantle (M.G. TF) instead of Mike Hughes (Ford Anglia), who is to be awarded a special runner-up trophy. Basil Bowman (Fiat 1100), the first announced winner, retains his class award and L. N. Stanley (Morris Special) who lost his second class award in the first re-shuffle of results has had it returned. Take a deep breath. . .

THE BRIGHTON RALLY

By winning the Brighton Rally, on 25th June, in a Fiat 1100, Basil Bowman became the first driver to win this event in a saloon car. Organized by the Brighton and Hove M.C. and open to seven other clubs, this was a qualifying event for the B.T.D.A. "Silver Star" rally championship.

Of the 59 starters from the Brighton and Kingston By-Pass starting controls, only two were penalized for lateness at Goodwood, after a 57½-mile road section, which included a common route from Billingshurst to the circuit, where three laps had to be covered as regularly as possible and as close as competitors dared to set maximum speeds. Of the three drivers who attained complete regularity, H. Appleby (Jowett Jupiter) did so at his fixed maximum. A hill test on a loose surface ended the morning's rallying, while the first of the afternoon was of the downhill coasting variety, on Brighton seafront, where

B. D. S. Ginn's TR2 managed 36.2 secs. Bowman indulged in some energetic bouncing and some drivers lost too many marks to make up later on.

J. H. Stewart overturned his Morris 8 at the hairpin test, but he was soon back in the fray with the dents hammered out and a bandage round his arm. Tony Bray (Ford Spl. S.) made best time in this and two other tests, as well as tying for top place in the morning's hill manoeuvre. In the final one he shared fastest time with A. C. Westwood (Dellow), Appleby and L. N. Stanley (Morris Spl.).

Lorna Snow's blue and white XK 120 drophead was awarded the Pavilion Trophy in Sunday's *concours d'élégance*, for the best car also competing in the rally, while the Mermaid Trophy for the most attractive ensemble of car and lady went to Jack Bond's sky-blue Daimler Conquest Roadster with petite, dark-skinned Miss Nirvana Sims as passenger.

Provisional Results

Clayton Trophy (best performance): B. Bowman (Fiat 1100), 183.19 marks lost.

Best Special: A. F. Bray (T.E.S.T. 1), 188.62.

Class Awards. Up to 1,000 c.c., closed: 1, J. V. W. Bidwell (Morris Minor), 214.0; 2, J. F. Thomas (Austin A30), 216.0. Up to 1,300 c.c., open: 1, F. L. A. Rourke (M.G.), 193.19; 2, A. C. Westwood (Dellow), 194.69. 1,001-1,300 c.c., closed: 1, P. Elbra (Ford Anglia), 196.09; 2, J. Potter (Ford Anglia), 211.88. 1,301-2,000 c.c., open: 1, P. W. S. White (Morgan), 186.4; 2, B. D. S. Ginn (Triumph TR2), 187.21. 1,301-2,000 c.c., closed: 1, E. D. Woolley (Porsche), 192.4; 2, P. L. Pulver (Lancia Aprilia), 203.8. Over 2,000 c.c., open: 1, W. W. Paul (Jaguar XK 120), 207.4; 2, F. G. Startup (Austin-Healey), 210.27. Over 2,000 c.c., closed: 1, A. B. Fraser (Sunbeam-Talbot "90"), 193.21; 2, J. C. Smith (Sunbeam-Talbot "90"), 198.91. Specials and supercharged cars: 1, P. J. Sargent (M.G. Spl.).

Concours d'Élégance

Mermaid Trophy (most attractive car and lady ensemble): J. Bond and Miss N. Sims (Daimler Conquest Roadster).

Brighton Trophy (opposite class): T. Greenley and Miss J. Whittington (A.C. Aceca).

Pavilion Trophy (best car also in rally): Mrs. L. D. Snow (Jaguar XK 120 drophead).

Class Awards. Veteran and Edwardian: D. R. Grossmark (1909 Napier). Vintage: Major H. L. Pownall (1929 Bentley Speed Six). Pre-war saloons: Raymond Way (1937 Rolls-Royce). Pre-war open cars: John Craig (1934 N.E. Magnette).

Post-war cars. Saloons up to £550: tie between R. V. Webb (Austin A30), J. W. K. Allan (Hillman Californian), and Major P. G. Hibberd (Hillman Californian). Saloon up to £900: D. Potter (Riley Pathfinder). Open up to £900: R. F. Hockey (Austin-Healey). Saloons up to £1,200: L. M. Lomax (Humber Super Snipe). Open up to £1,200: J. Bond (Daimler Conquest Roadster). Saloons up to £2,000: E. Edgerton (Armstrong Siddeley Sapphire). Open up to £2,000: C. F. Widman (Alvis TC 21-100 drophead). Saloons over £2,000: B. S. Cannell (Bentley "S"). Open over £2,000: Raymond Way (Cadillac).

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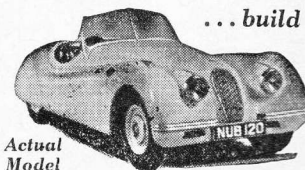
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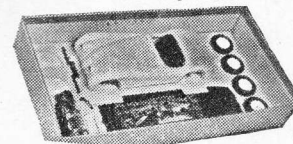
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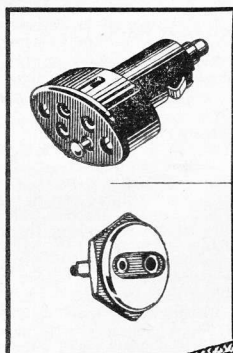
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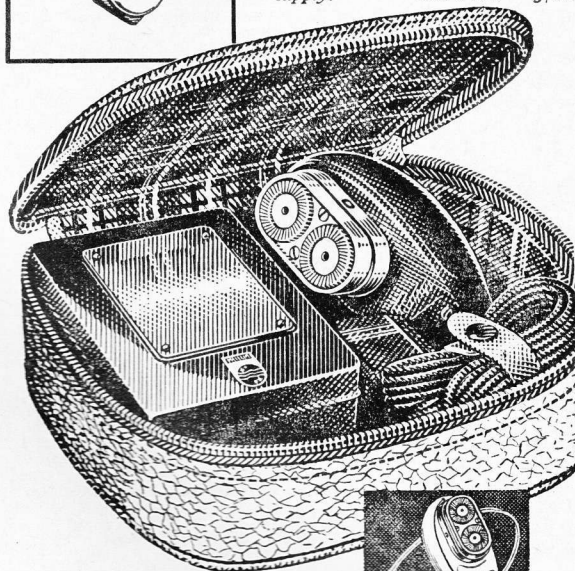


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BOOK REVIEWS

Title: "Targa Florio".

Author: W. F. Bradley.

Size: 5½ ins. x 8½ ins., 161 pp. plus index, 30 photographs and map.

Price: 15s.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, W.C.2.

PROBABLY no event in all the history of motor racing has ever caught the imagination so much as the world-famous Targa Florio, which has been held in Sicily since 1906. With its romantic setting, amongst mountain roads, its rocks, dust and sheer precipices, its bandits and other colourful features, this is the race which launched a hundred boys' stories of motor racing, with ultra-lucid illustrations of leaping cars as accompaniment.

Mr. W. F. Bradley, who reported the Targa Florio for many years, driving round the tortuous Madonie circuit during the actual race by special permission, is probably more qualified than any person—other than the ever-enthusiastic sponsor, Vincenzo Florio, himself—to write on this exciting subject, and his book is packed with interest from cover to cover.

Much of the descriptive matter naturally comes from the author's own reports of over 20 years ago. Interlaced with his accounts of each race the author presents fascinating asides on such allied subjects as the Sicilian brigands and the Mafia, the dispute between Darracqs and their driver Louis Wagner, the notorious Varzi-Nuvolari rivalry, and the doings of Leon Duray, "ballyhoo" specialist driver from the U.S.A., whom Florio invited to Monza.

One is surprised, in reading how Georges Boillot met his death as a pilot during the Great War, that he attacked seven German Messerschmitts—a make of aircraft which came much later into existence. Such aberration is rare in this most readable and absorbing book, however, while the photographs are unique and superb. One could wish for twice as many, each twice as large, but at 15s. *Targa Florio* is fine value indeed.

C. P.

Title: "The Racer".

Author: Hans Ruesch.

Size: 5½ x 6½ ins. 188 pp.

Price: 9s. 6d. net.

Publishers: Hurst and Blackett, Stratford Place, London.

HANS RUESCH'S book is the one which was considerably butchered to make the popular film *Such Men are Dangerous*. In *The Racer*, the hero is a young German named Erich Lester, whose determination to succeed as a Grand Prix driver for a works team results in a most unlikeable personality, with utter ruthlessness as the main characteristic. His rivals, although given fancy names, are easily recognizable as famous pre-war "aces", but drivers of the type of Lester would certainly not have been tolerated in any form of motoring sport. Nevertheless, the story is written with the knowledge founded on Ruesch's own racing experiences, and the background is highly authentic. The Mille Miglia chapter is founded on fact, for did not Tazio Nuvolari win by adopting similar tactics?

The Geyer team manager Herr Knoll is strangely reminiscent of Alfred Neubauer, and, in fact, the entire set-up is very Mercedes-Benz; one can also recognize in Karl von Ewald many of the mannerisms that belong to Rudolf Caracciola.

Taking it by and large, Ruesch's novel is one of the best ever written with a motor-racing background, and contains many chapters which, for true excitement, would be difficult to equal. The enthusiast will acclaim the descriptions of the various *grandes épreuves*, although the Mille Miglia remains as the outstanding section of this most enthralling volume.

G.

"THE MOTOR" YEAR BOOK, 1955

EDITED once again by Laurence Pomeroy and Rodney Walkerley, *The Motor Year Book* is even more comprehensive than its predecessors. Priced at 15s. net, its 264 pages contain reviews of 1955 cars, sporting events and technical progress, and also a new photogravure section and the ever-popular selection of Brockbank drawings. It is published by Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

CANNON CUP FOR COOPER

DOWN in the forest something stirred—on 19th June it was 24 members of the Southsea Motor Club enjoying themselves immensely in their annual Cannon Cup Rally; this has replaced the trial which they used to run for the amusement of the stalwarts who had spent the whole winter season marshalling for the benefit of the serious trials competitors.

Starting from Portsdown Hill, the route led them by devious ways and off to the New Forest in the neighbourhood of the Rufus Stone, with five route checks and two time controls to keep them on the way which they should go. Great emphasis was laid on the fact that this was *not* a race, and the penalties for being early at a time check were just as dire as those for lateness; so far as one could see, however, they were a model bunch of motorists, and this threat was not implemented.

The second time control was on the old Stony Cross airfield, where an appetite for lunch was then ensured by a brace of strenuous special tests. The pair of TR2s somewhat naturally shone on these, but a most polished performance was given in the closed class by David Smith in an Austin A30 doing, one gathered, his very first special test.

After a lunch stop at the Sir Walter Tyrrell hostelry, the field indulged in a tour round the forest which eventually led them to the tea place at Minstead, but on the way, at the first of the three time controls, a diabolical little hill awaited the unsuspecting crews. Local knowledge gave the gradient as 1 in 4, and the test was a simple stop-and-restart to a flying finish; the trick was that the surface was large shingle set proud in rough concrete; the test could perhaps have been called "aggregate times" and was made even more difficult by a light drizzle. Several of the saloons were unable to reach the stop-and-restart line at all, including the Citroën of D. W. H. Freer which waded to and fro about its back wheels like an angry cobra. The outstanding performance here was by T. A. Davison's V8-powered Special, which was just the job for the surface.

Marks were lost for seconds, or part thereof, below the average time for the class, open or closed, on each of the three tests, and should a tie develop the result was to be determined by totalling the actual times of the chaps involved. As it happened this was called into play, as a tie was found between Ted Cooper

Coming Attractions

July 2nd. *Nottingham S.C.C. Race Meeting, Oulton Park, Tarporley, Cheshire.*

M.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 10.30 a.m.

Royal Scottish A.C. National Hill-climb, Rest-and-be-Thankful, Argyll. Start, 2 p.m.

July 2nd/3rd. *Cemian M.C. Third Coronation Rally. Start, Phœnix Hotel, Hartley Wintney, Hants, from 9.30 p.m.*

B.A.R.C. (N.W. Centre) Inter-Centre Rally.

North Midland M.C. Midsummer Moonlight Rally.

July 3rd. *Bolzano Mendola Hill-climb (S, T), Bolzano, Italy.*

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

Sevenoaks and D.M.C./M.G.C.C. Sprint Meeting, Brands Hatch, near Farningham, Kent. Start, 2 p.m.

Lancashire and Cheshire C.C. Autocross, Eaton, near Tarporley, Ches. Start, 11.30 a.m.

Westmorland M.C. Summer Regularity Trial. Start, 1.30 p.m. from Rugby Ground, Shap Road, Kendal.

Berkhamsted M.C. and C.C. Lockhart and Bossingham Cups Trial. Start, 10.30 a.m. from "The Shanty", Bourne End, Herts.

Hagley and D.L.C.C./Shenstone C.C. "Sporting Day". Start, 10.30 a.m. Messrs. Scaffolding, Ltd., Bickenhill.

West Essex C.C. Gymkhana, Skinners Farm, Abridge, Essex.

Birmingham Y.C.M.C. East Midlands Rally. Start, 10 a.m. from School Road, Wythall.

July 6th/10th. *Veteran C.C. Silver Jubilee International Rally. Start, 11 a.m. 6th July, London, Cambridge, York, Chester, Bristol. Arrive Stratford-on-Avon, 7th July.*

July 7th. *Jersey M.C. and L.C.C. Sand Racing.*

with his Austin Westminster and David Smith in the little 'un, which reflects very great credit on the baby and its conductor; actual times, of course, favoured the larger car, though not by all that much, so Cooper gets the premier award and Smith the award for the opposite class. For the open classes, the Maxwell Trophy was the major award, and this went to Richard Mason with his TR2, who defeated his rival, W. H. Wadham, similarly mounted, by a narrow margin; the award for the opposite class, open under 1,500 c.c., was won by Ted Watkins in his Ford 10.

D. P.

Club Fixtures

Vintage S.C.—Meetings: 1st July, Manor Barn Hotel, Burley, Ringwood, Hants; 7th July, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose & Crown, Elham, near Folkestone, Kent.

Cambridge '50 M.C.—Meeting, 1st July, Ancient Shepherds, Fenditton, near Cambridge.

750 M.C.—Meetings: 1st July, Heilk Moon, Barclose, near Carlisle; 4th July, Abbey Hotel, North Circular Road, Stonebridge Park, London; 7th July, Red Lion, Knowle.

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

Cheltenham M.C.—Dance, 2nd July, Priory Lawn, Cheltenham.

Sunbeam Register—"Wolverhampton Weekend", 2nd/3rd July.

Leicestershire C.C.—Social run, 3rd July. Start, Lee Street Car Park, 2.30 p.m.

Oxford M.C.—Meeting, 4th July, Rose Revived, Newbridge.

Northampton & D.C.C.—Night run, 5th July, Start from Weedon Road Industrial Estate, 7.30 p.m.

B.A.R.C. (Yorks)—Meeting, 5th July, White Hart, Poole-in-Wharfedale.

Coventry and Warwicks M.C.—Meeting, 5th July, Fletchamstead Hotel, Coventry.

Sussex C. & M.C.C.—Meeting, 5th July, Southwick & Fishersgate Community Centre, Southwick.

North London M.C.—Meeting, 6th July, Rising Sun, Chase Side, Southgate.

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

Lancashire & Cheshire C.C.—Visit to Lancashire County Police H.Q. Driving School, Hutton, near Preston, 6th July. Meet at entrance, 6.30 p.m.

Wolseley Hornet Special Club—Meetings: 6th July, Mason's Arms, Maddox Street, London, W.1; 7th July, Bull's Head, Horse Fair, Birmingham.

Harrow C.C.—Meeting, 7th July, Battle Axes, Aldenham.

Nottingham S.C.C.—Meeting, 7th July, Travellers' Rest, Plains Road, Mapperley.

Singer O.C.—Meeting, 7th July, Prince of Wales, Eccleshall Road South, Sheffield; Quiz versus M.G.C.C., 7th July, Freemason's Arms, Hampstead, N.W.3.

Sunbac—Meeting, 7th July, Royal Oak, Lozells Road, Birmingham, 6.

Buckingham & D.M.C.—Meeting, 7th July, Folly Inn, Adstock, Bucks.

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

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M.G. PA, 1936, 2-seater, in original form. No amateur mods., resprayed Continental blue, good upholstery and tyres, brakes relined, new crown wheel and pinion, new road springs and shockers, mains and big ends remetalled, recond. dynamo, mahogany dashboard french polished, quiet motor, large exhaust, 33 m.p.g. Present ownership 3½ years. Private sale, £170.—FOR 7560.

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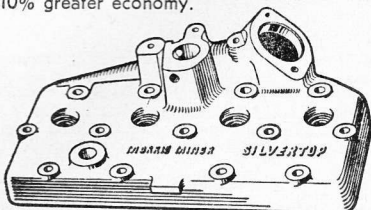
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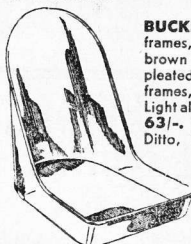
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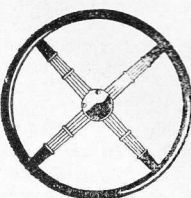
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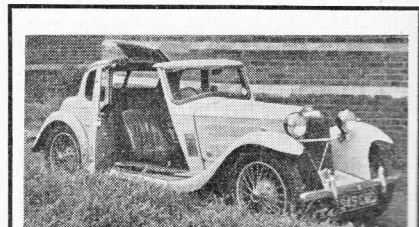
1934 TALBOT saloon, 13.2 h.p. Two owners only since new. Mechanically very sound. Good reliable car. To clear. £60.—Evans & Cutler Ltd., North Street Garage, Toines. Phone 2340.

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Orders to AUTOSPORT, Souvenir Photos Dept., 159 Praed Street, London, W.2.

Classified Advertisements—continued

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SITUATIONS VACANT

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

PANEL BEATERS/COACH PAINTERS wanted for good class of work, good rates.—Apply by letter only, Anthony Crook Motors, Limited, Royal Garage, Esher Road, Hersham, Surrey.

THE ENGINE DEVELOPMENT DIVISION of Rubery Owen & Co., Ltd., require Skilled machinists for their Prototype Machine Shop.—Details please, to the Manager at Bourne, Lincs.

SITUATIONS WANTED

MANAGER.—Ex-public school enthusiast, under 30, experienced all branches trade, excellent sales record, requires progressive position.—Box 1817.

SPARES AND ACCESSORIES

GENUINE AUSTIN A70 engine, complete less dynamo, starter and flywheel, type 75 ENV preselector gearbox, new spares 135 M Delehay, six push rods, one timing chain, six new pistons complete with rings, one crankshaft fan pulley, complete set of inlet and exhaust valves and guides, pair clutch liners, one camshaft, complete set engine lock plates. Offers.—Popesgrove, London, 3770.

THE FOLLOWING USEFUL PARTS for sale: Set 14 ins. Electron brake drums, with Girling 2 L.S. brakes in light alloy; Alta i.f.s. unit complete, sliding pillar type; 2-litre supercharged Alta engine, ex my sprint car, perfect order, over 200 b.h.p. Reasonable prices accepted for the above.—Norris, "Farnley", Vineyards Road, Northaw, Herts. Phone evenings or weekends, Cuffley 2840.

THOMSON'S HARDSURFACED ROCKERS, M.G., Wolseley, 6s. each exchange, rocker bushes 5s., v/guides 3s. 10d., many other spares in stock. C.O.D. service. S.A.E. list.—102 KINGSTON ROAD, WIMBLEDON, S.W.19. LIBerty 8498.

TW 16 ins. wire wheels, new 5.50 tyres, also twin spare carrier. Suit M.G. £14.—80 Whitehall Road, Chingford, E.4.

SPEED EQUIPMENT

MARSHALL supercharger, good condition, complete with manifold, induction pipe and SU for TD. £20.—Handy, Helles Mess, Catterick Camp, Yorks.

USED superchargers and other speed equipment for sale and wanted.—Speed equipment dept., Rudds, 65/69 Victoria Road, Worthing 7773-4.

SUPERCHARGERS

ARNOTT, Marshall, Shorrocks superchargers in perfect condition, for Bristol, M.G., Morris, Singer 1100, Wolseley 6/80, etc., from £17 10s. complete kit.—Rudds, 69 Victoria Road, Worthing 7773-4.

WINDSCREENS

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

WANTED

GEARBOX, with or without clutch housing, four-speed, synchro, central change suitable for Ford Consul engine.—R. E. Dickinson, "Southview", Church Lane, Dore, Sheffield. Tel. 73685.

J.A.P. VEE-TWIN engine, preferably post-war. Seen London or Birmingham areas.—Mitchell, 52 Farlow Road, B'ham, 31.

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

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

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1948/51 HEALEY wanted.—Allen, 33 Square, St. Annes.

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A.C. DISTRIBUTORS, South-West Lancashire, Wirral and North Wales, Brown & Peacock (Wirral), Ltd., Threeways Garage Clatterbridge. Tel.: Thornton Hough 325. Demonstrations with A.C. Ace and Aceca. Trade inquiries invited.

RUDDS OF WORTHING, distributors of Ace sports, Aceca coupé and 2-litre saloons. Demonstrations of any model. Service, tuning, spares.—Adjacent Central Station, Worthing 7773-4.

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IMMEDIATE DELIVERY, red, black leather.—Johnson and Brown, 268-270 High Street, Bromley, Kent. RAVensbourne 8841.

S. & W. MOTORS, LTD., Abington Street, S. Northampton. County Distributors for all Austin products. Telephone: Northampton 32711-2-3.

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ALAN BROWN offers from stock all FIAT models at: The Onslow Motor Company, Ltd., 28 Onslow Street, Guildford. Tel.: 67227. Flat Distributors for Mid-Surrey, East Sussex, West Hants.

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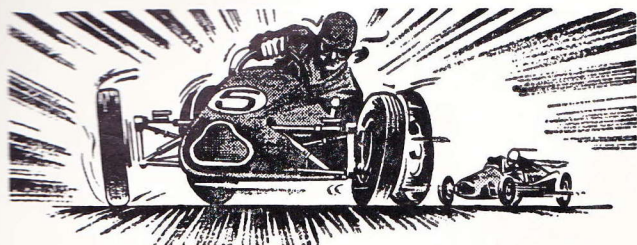
SOUTHERN COUNTIES GARAGES, LTD., Appointed Retailers Triumph TR2. Demonstrations, Spares. Service.—Ifield Road, Crawley, Tel. 366-7.

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