

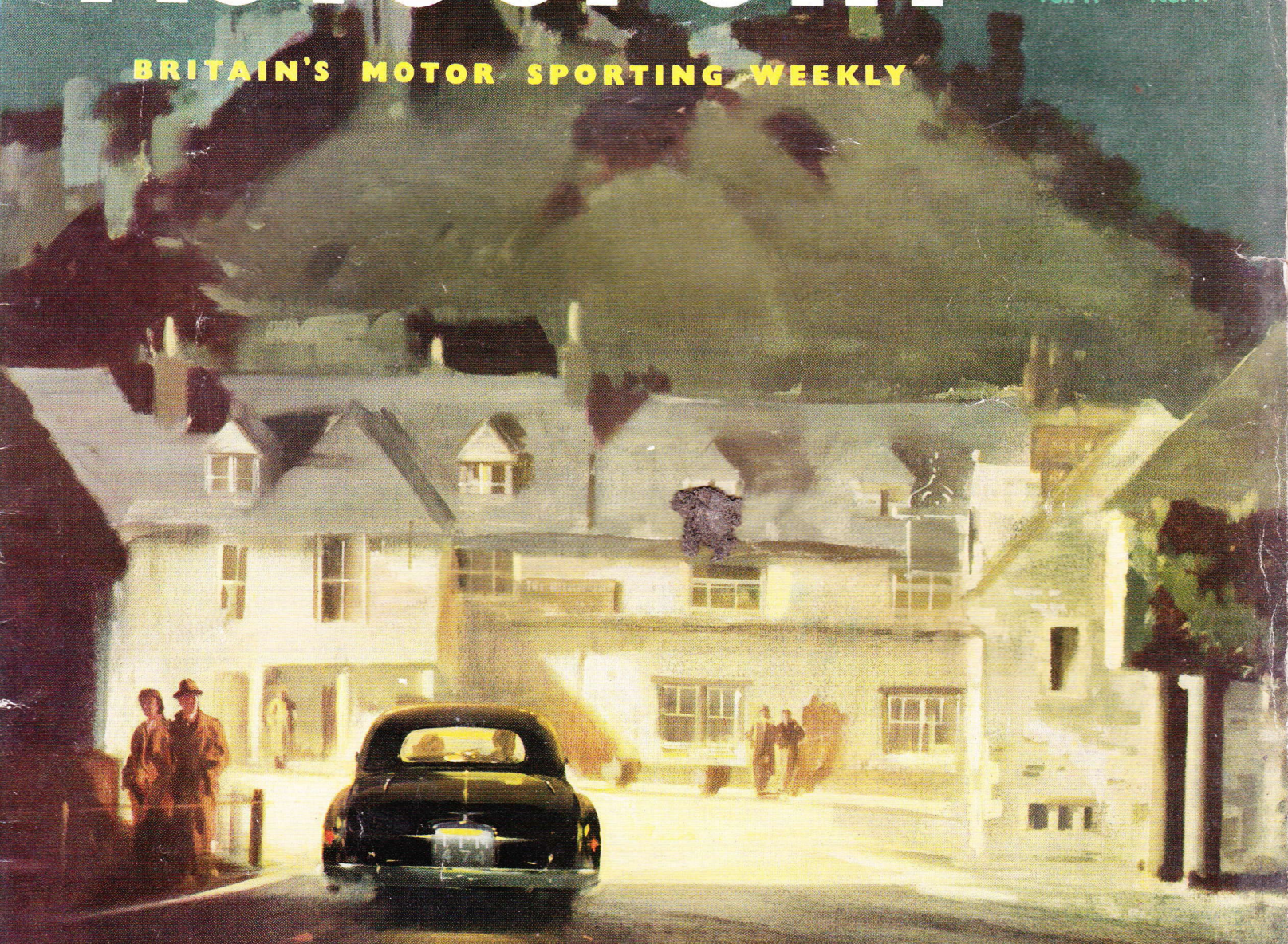
# AUTOSPORT

OCTOBER 28, 1955

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EVERY FRIDAY  
Vol. 11 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY



## LUCAS

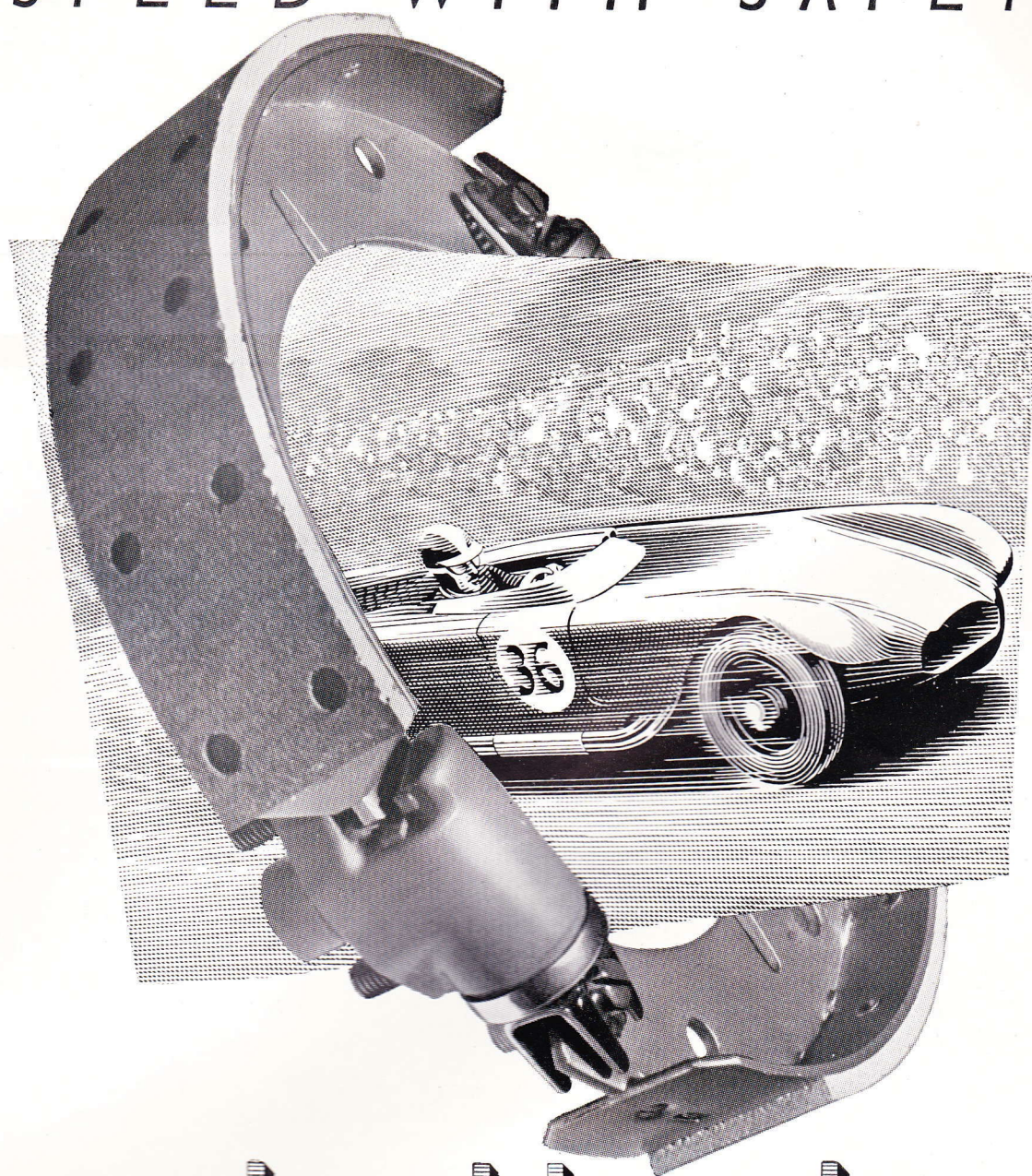
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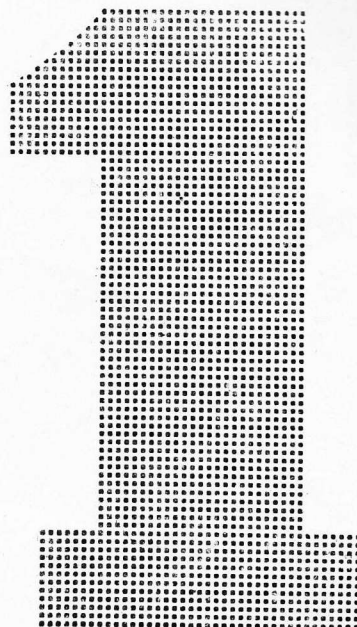
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Brabham**

*(Cooper-Bristol)*

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Australian  
Grand Prix**

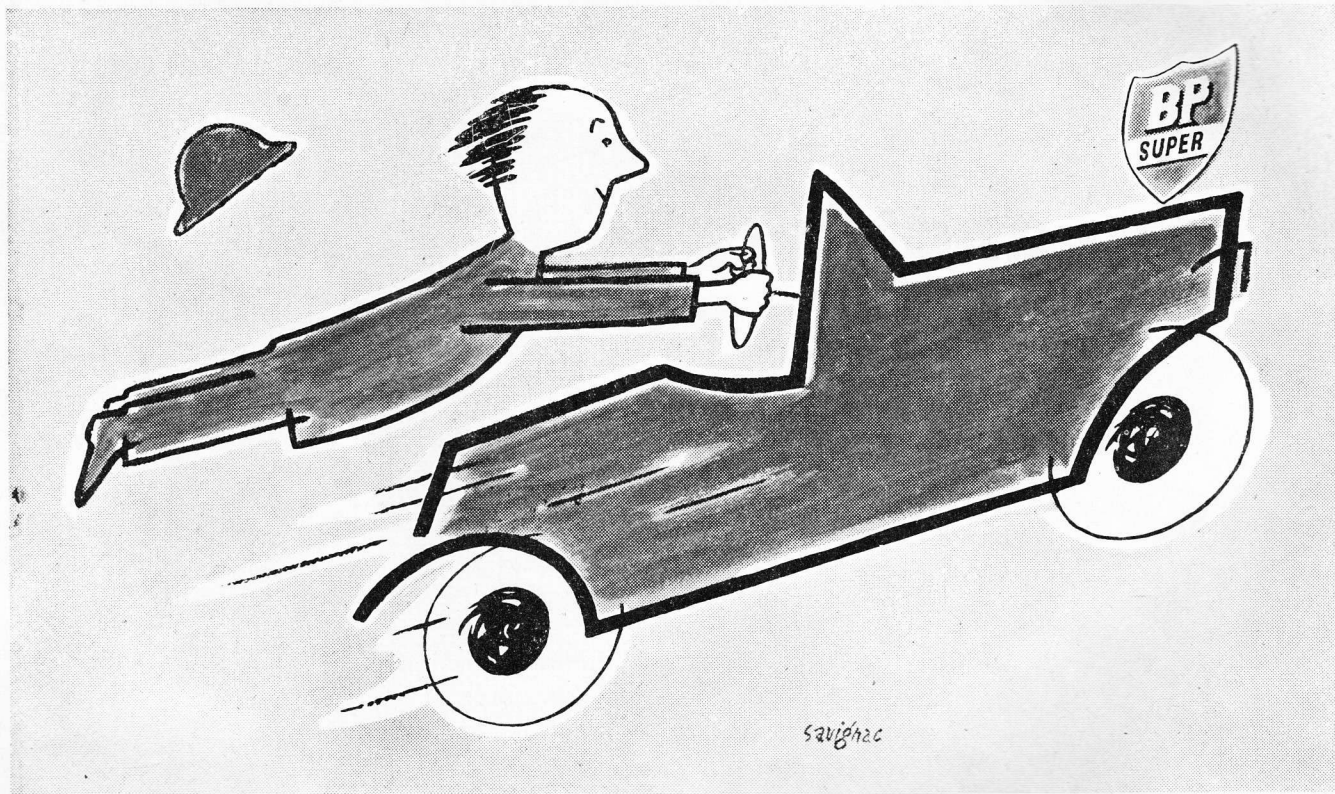
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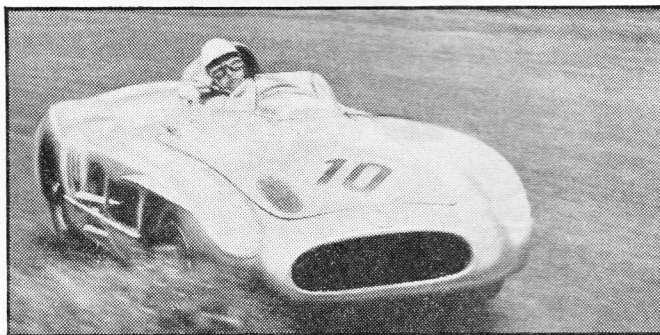
## For more energy per gallon

**N**EW BP Super is the petrol with more energy per gallon. It puts new life into your car from the very first fill. No matter what make or year of car you own, you'll find it pulls better on new BP Super.

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Also, new BP Super is specially blended for winter use. It prevents stalling, loss of power and the high petrol consumption caused by carburettor icing.



*Photograph by courtesy of "Motor Racing"*

### Mercedes take first three places at Dundrod Successes on new BP Super in RAC International T.T.

In the fastest T.T. of all time, Stirling Moss came first with an average speed of 88.32 m.p.h., and second and third places were taken by J. M. Fangio and G. von Tripps. All three were driving Mercedes Benz 300 SLR cars, using new BP Super. It shows what superb performance you can get from a super petrol. Whatever your car, new BP Super gives you greater freedom from engine-knock and more energy per gallon.



## Change up to new BP Super!

*it's specially blended for winter use*



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 17

October 28, 1955

Managing Editor GREGOR GRANT

Associate Editor  
C. POSTHUMUS

Assistant Editor  
F. WILSON McCOMB

Road Tests and Technical  
JOHN V. BOLSTER

Art Editor  
THEO PAGE

## CORRESPONDENTS

North of England	WILSON ROGERS
Northern Ireland	W. A. McMASTER
Eire	JACK O'DONOGHUE
Continental	GERARD CROMBAC
	MAURICE GATSONIDES JOHN CLAES
Western Germany	ALAN BRUCE
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Scandinavia	HANS FRIES
U.S.A.	RUTH SANDS BENTLEY
South America	Dr. VICENTE ALVAREZ
Canada	RODERICK THURGOOD

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

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## EDITORIAL

### CONNAUGHT'S CONTINENTAL COUP

AT last a ranking Grand Prix has been won by a British driver in a British-built car. Last Sunday at Syracuse, Tony Brooks drove a works-entered Connaught to victory against strong Maserati and Gordini opposition, although he was driving a Formula 1 machine for the first time. This success should be a tremendous fillip to Connaughts for next season's International racing, and it is to be hoped that the long trip to Sicily brings fruit to the gallant Send concern in the way of generous support for full-scale team racing. Great Britain now has a golden opportunity to present cars on the starting line of the *grandes épreuves* which may restore the prestige of British automobile engineering lost to Germany by the many successes of the silver cars from Unterturkheim. We have the drivers, and it now remains to give them machines worthy of their skill. This Connaught success may prove to be the turning point of the threatened export of top-line British pilots to Continental stables. After all, this country's motor industry is the second largest in the world and should be perfectly capable of proving to the rest of the world that Stuttgart, Milano and Torino do not have the monopoly of engineering brains.

To do this needs proper finance, and it is all the more credit to Brooks and Connaughts that for the first time since the war, a British G.P. car has met and defeated a full works team from Italy—in this case, Maserati, and on their home ground!

### EXIT THE RINGED STAR

WITH a highly successful competitions season behind them, Daimler-Benz A.G. have announced a complete withdrawal from motor racing. The reason given is to lift the strain from their development section, and to permit the lessons gained in racing to be incorporated in production vehicles. Quite a logical decision, one must admit, but one which does give rise to the belief that a new flood of propaganda may emanate from Stuttgart suggesting that the true reason was "lack of opposition". By withdrawing now the word "invincibility" will almost certainly be associated with the silver-painted machines—just as happened in pre-war days. An unbelievable amount of publicity has been obtained by their competition successes, and although it is generally stated that the piston engine has many years of life in front of it, one must be prepared to see developments in other fields. Just as they have proved the possibilities of fuel injection as applied to motor vehicles, Stuttgart's back-room boys are perfectly capable of re-entering organized racing with some alternative form of power-unit—gas-turbines, for example! There is more behind this withdrawal than meets the eye, even considering the repercussions of the Le Mans disaster, and the possibility that regulations for the types of vehicle to be permitted in International sports car racing may be completely revised by the Commission Sportif of the F.I.A. Nevertheless, greatly increased production shows the tremendous effect of successful racing on sales.



ANNUAL Dinner of the B.A.R.C. takes place in the Great Room, Grosvenor House, on Friday, 4th November. Guest of Honour will be Stirling Moss, who will be presented with the newly inaugurated B.A.R.C. Gold Medal.

KEN DOWNING, well-known driver of Connaught sports and racing cars in recent years, is on his way to South Africa, where he is taking up residence.

It is now officially confirmed that 1955 European Touring Champion is Werner Engel, the Mercedes-Benz driver.

JOHN AND HAZELL MORGAN threw a most successful pre-show party at their Latymer Court flat. Dozens of people in the motor sporting world were present, including Targa Florio winner Stirling Moss.

AH-HAH! New Formula 1 Alfa Romeo is now reported on the stocks. It is said to have a twin o.h.c., 12-cylinder fuel injection engine of unconventional type. The prototype will probably be tested by the young Italian driver, Cesare Perdisa.



TAKING A LOOK at the new Sunbeam Rapier at Earls Court are the joint Targa Florio winners Stirling Moss (at wheel) and Peter Collins, in company with Alfred Moss (on left), Miss Pat Moss and John Cutts.

## PIT AND PADDOCK

ALL readers will be sorry to hear that popular Jack Walton is out of action at his home near Harrogate, Yorks. AUTOSPORT wishes him a speedy recovery.

YES, Fangio will drive a Maserati in the G.P. of Venezuela at Caracas on 6th November. After that he will return to his homeland, Argentina, via Peru.

TITLE of the Grand Prix of Europe for 1956 will probably go to the Italian G.P. at Monza on 2nd September.

THREE TR2 Triumphs driven by M. Gatsonides, H. Goettgens and F. Minartz, took first three places in the 2-litre class of the recent A.D.A.C. Rheinlandfahrt, a rally type event which included 22 laps of the "long" Nürburg-ring circuit, i.e., some 4 miles longer than the Grand Prix layout.

RESULTS of the Boxing Day race meeting at Brands Hatch will not affect F3 Championship placings.

B.M.C. have two Coupes des Dames aspirants for the "Monte", Nancy Mitchell/Doreen Reece (Magnetite) and Mrs. Johns/Pat Moss (A90).

AN addition to the list of International events counting for the 1956 European Touring Championship will be the Acropolis Rally in Greece, due to take place from 26th to 29th April.

TO Colin (Lotus) Chapman, whose Stand 61 we elevated to the Earls Court gallery, we humbly apologize. Last week's issue went to press before the Show had opened, and the inclusion of Lotus in the accessories section led to a misunderstanding.

FROM London to Glasgow—the next Motor Show is Scotland's, their 40th; taking place in the Kelvin Hall from 11th to 19th November. Exhibits will comprise cars, accessories and commercial vehicles.

ANDRÉ GUELF, Moroccan champion, is hoping to drive a Gordini in the G.P. of Venezuela at Caracas next month.

**BRAKE MAN:**  
Bob Aston (right) has been appointed Competition Manager for Mintex.



CONGRATULATIONS to Desmond Titterton, Jaguar driver, whose engagement is announced to Patricia Elizabeth Davis of Belfast. . .

AND to John Dalton, Austin-Healey driver, to Norleen Keyworth of West Bridgeford, Notts.

FULL list of eligible cars and permitted modifications for the AUTOSPORT Production Sports Car Championship will be published in next week's issue. This contest is arousing tremendous interest.

KEN RICHARDSON was quick on the ball at Earls Court to approach two-times Liège-Rome-Liège winner Johnnie Claes to drive for Standards in the Monte Carlo Rally.

JOY COOKE will officially drive for Ford in the "Monte". Jack and Peter Reece have split up, the latter going to B.M.C. Dennis Scott and Stan Asbury have teamed up for Dagenham.



*Raymond Jones*  
"All the heart-stopping excitement of finding an interpreter, and they want to know the way to the cloakroom . . .!"



# SPORTS NEWS

## NEW MOTOR RACING AWARD

A NEW award, the B.A.R.C. Gold Medal, has been instituted by the British Automobile Racing Club for presentation on occasions of outstanding achievement in motor racing, by a British subject. First recipient will be Stirling Moss, in honour of his Mille Miglia, British G.P., T.T. and Targa Florio victories this season. The medal will not necessarily be awarded annually.

## MONTE CARLO RALLY—1956

REGULATIONS have now been received for the XXVI Rallye Automobile Monte Carlo, and, as anticipated, show many changes from previous events. Starting points are Athens, Glasgow, Lisbon, Munich, Paris, Rome and Stockholm. All routes converge on Paris, from which city the route to Monaco includes two classification tests, one a long-distance regularity affair, and the other a 1,000 metres acceleration and braking test downhill. The circuit "races" will not be held. A mountain circuit test will take place reserved for the 90 best-placed crews.

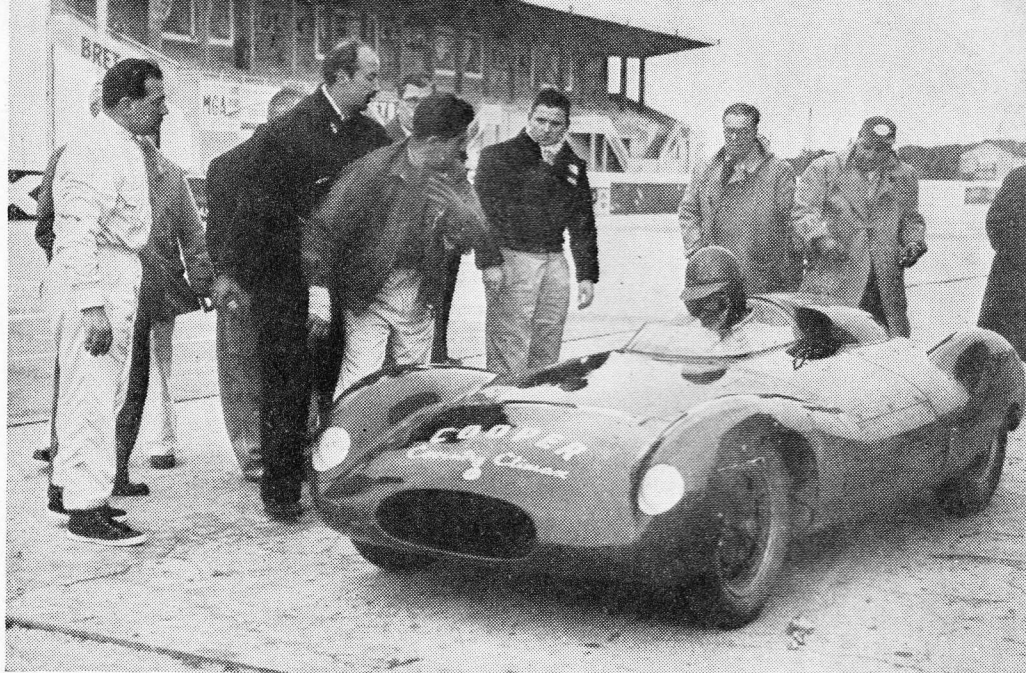
There are groups for normal series production touring cars, Grand Touring series production cars, and special series touring production machines. These are sub-divided into four categories: (1) above 2,000 c.c.; (2) 1,500-2,000 c.c.; (3) 750-1,300 c.c.; (4) under 750 c.c. Entry fees have been increased to 35,000 francs per car.

Total distance from each starting control exceeds 4,000 kilometres, the Paris-Monaco stage being of 1,030 kilometres. It is almost certain that few, if any, competitors will achieve this stage without penalization, as many of the sections are those familiar to Liège-Rome-Liège, Tour de France and Lyons-Charbonnières competitors.

## LE MANS CHANGES?

FROM Paris comes news of proposed changes in the 24 Hours race at Le Mans. French motor-racing circles anticipate that there will be a capacity limit, possibly of 2,500 c.c., and that a minimum weight according to capacity will be enforced. It is also expected that full width windscreens, two separate seats, and the banning of fuel tanks from the driving compartment will be demanded.

The present regulations admitting purely prototype machines may be revised, but this step is opposed by several concerns who regard Le Mans as ideal for the testing and developing of future production machines.



URGED ON by Jim Russell, Jerseyman Bill Knight sets off in the sports Cooper-Climax on the Monthéry run which gained him and co-driver Arthur Owen (extreme left) six International Class G records. On the right are Charles and John Cooper, manufacturers of the car.

## THE COOPER RECORDS

EMINENTLY successful was the attack on International Class G records at Monthéry on 17th October by Jim Russell, Arthur Owen and Bill Knight, with a production sports 1,100 c.c. Cooper-Climax. Their target was the dozen records between 50 km. and six hours, and they took every one. For the opening attack, Jim Russell drove the car, setting off at 8.55 a.m. and rapidly acquiring the 50 km., 50 miles, 100 km., 100 miles, 200 km. and one hour class records at speeds comfortably in advance of the preceding figures, set up by Capt. George Eyston with an M.G. as far back as 1934. Russell's standing lap of the 1.58-mile *piste de vitesse* was achieved in 56.4 secs., an average of 101.79 m.p.h. and an outright standing start record for the circuit. His best "flying" lap was in 43 secs. dead, a speed of 132.56 m.p.h.

At around midday the attack was resumed, the Jerseyman Owen and Knight now relaying the driving. A brisk wind was blowing, and rain fell during the afternoon, but the Cooper circulated strongly, and in a trouble-free run collected the 200 miles, 500 km., three hours, 500 miles, 1,000 km., and six-hour records, all the former property of the French D.B. driven by Bonnet, Moynet and the late Pierre Levegh, in October, 1953.

The successful Cooper, with rear-mounted single o.h.c. Coventry-Climax

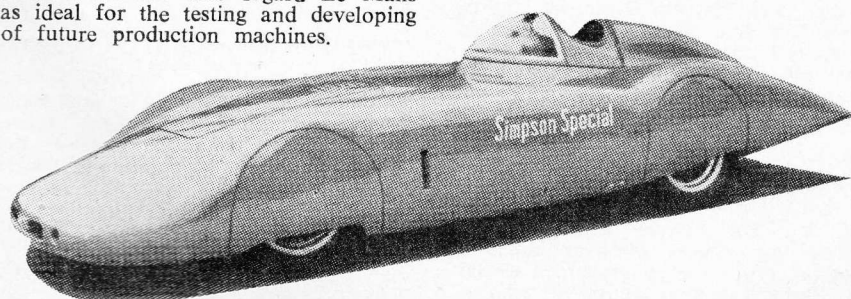
engine, carried full equipment of lights, horn, battery, etc., and two seats, the driver being positioned centrally, and ran on Dunlop tyres, Esso Extra pump fuel and Essolube oil. Other components employed included K.L.G. plugs, Terry valve springs, Hepolite pistons, Lockheed brakes with Ferodo linings, and Lucas ignition. Fuel consumption average during the runs was 35 m.p.g. Final gearing, giving a maximum speed of about 140 m.p.h., was as used at Le Mans.

As to the drivers, all followers of motor racing will know of 35-year-old Jim Russell's racing achievements with Formula 3 and 1,100 c.c. Coopers; he is the British 500 c.c. National Champion for 1955. Arthur Owen, aged 40, is a company director in a jewellery business and lives at St. Helier, Jersey; motor racing and ski-ing are his hobbies. Bill Knight comes from St. Martin, Jersey, where he runs a motor business. A former Brooklands racing motor-cyclist, he was an R.A.F. bomber pilot during the war, being awarded the A.F.C. All three, incidentally, used "Timex" shock-resistant watches during their Monthéry run.

The International Class G (751-1,100 c.c.) records broken, subject to F.I.A. confirmation, are the following:—

**Driver:** Jim Russell, 50 km. 128.27 m.p.h., 50 miles 127.73 m.p.h., 100 km. 127.36 m.p.h., 100 miles 125.86 m.p.h., 200 km. 125.37 m.p.h., 1 Hour 125.34 m.p.h.

**Drivers:** Arthur Owen, Bill Knight, 200 miles 118.35 m.p.h., 500 km. 115.30 m.p.h., 3 Hours 115.26 m.p.h., 500 miles 112.88 m.p.h., 1,000 km. 111.55 m.p.h., 6 Hours 111.63 m.p.h.



NOT A COOPER, this one (left), but the special 1,500 c.c. twin o.h.c. Osca with which Tony Bettenhausen and Marshall Lewis recently broke 15 Class F International records on the Bonneville salt flats, Utah, U.S.A. Figures, awaiting confirmation, ranged from 132.15 m.p.h. for 12 hours to 160.42 m.p.h. over 10 miles (flying start).





**CONGRATULATIONS**, Tony Brooks, congratulations, Connaught, on a magnificent performance! Hands extend from right and left to greet the be-lauded winner of the Syracuse Grand Prix.

lapping at slightly over 100 m.p.h. Villoresi stopped for plugs, and lost over a lap. Schell also had trouble and fell back. On lap 55 Brooks broke the late Onofre Marimon's circuit record by the remarkable margin of nearly 5 k.p.h. The British driver was now in the lead and Musso could do nothing about it. The Italian was not only out-driven, but out-paced. Horace Gould (Maserati) drove exceptionally well, and was only beaten to third place by Villoresi near the end.

Tony Brooks finally won by 51 secs. from Musso, the Connaught never

## CONNAUGHT'S GREAT VICTORY

DRIVING the "open" version of the fuel-injected, Grand Prix Connaught, Tony Brooks made history by being the first British driver of a British-built F1 car to win a ranking G.P. since the war. During his triumphant progress, Brooks covered his 55th lap of the 5½ kilometres circuit in 2 mins. 0.2 sec. at the record-breaking speed of 164.720 k.p.h. (102.357 m.p.h.).

Horace Gould (Maserati) came fourth, behind the works Maseratis of Musso and Villoresi. Les Leston (Connaught) was seventh, delayed by a spin, possibly resulting from failing brakes on the aerodynamic car, while Roy Salvadori (Maserati) finished ninth after mechanical trouble.

### THE ENTRY LIST

Maserati: L. Musso, H. Schell, L. Villoresi, R. Mieres (works entries); R. Salvadori, H. H. Gould, L. Rosier, L. Pionti, O. Volonterio.

Connaught: L. Leston, C. A. S. Brooks.

Gordini: R. Manzon, J. Pollet.

Ferrari: G. Scarlatti, J. C. Vidilles.

### Tony Brooks Wins Syracuse G.P. from Works Maseratis and Breaks Lap Record at over 100 m.p.h.

Over 50,000 spectators were present when the 15 machines lined up for the start, with Villoresi (Maserati), Schell (Maserati) and Brooks (Connaught) occupying the front row. Villoresi took the lead, followed by Schell, with Brooks close behind. Musso then screamed through, and went ahead on the second lap with Villoresi in second place, finding it difficult to shake off the persistent Brooks who shot ahead of his experienced rival on the ninth tour.

Manzon and Pollet, both in Gordinis, were early retirements, as was Rosier's Maserati. Brooks was fascinating the crowds by his skilful driving and causing conjecture as to why the green Connaught was going so rapidly. In point of fact, few except out-and-out enthusiasts there had ever heard of the marque before.

Brooks and Musso diced it out, both

missing a beat despite 70 laps (239.3 miles) at nearly 100 m.p.h. Once again a British driver has proved to be a top-liner, and there is little doubt that the 22-year-old dentist is one of the stars of the future. He broke the lap record no less than three times, never exceeded 6,200 r.p.m. (engine goes up to seven thou.) and was slowed down by Mike Oliver during the closing laps. The pace of the British car greatly surprised the organizers, and they ordered its 2½-litre Alta engine to be stripped after the race for verification of capacity.

### Provisional Results

1. C. A. S. Brooks (Connaught), 2 hrs. 24 mins. 55.7 secs., 159.392 k.p.h. (99.04 m.p.h.); 2. Luigi Musso (Maserati), 2 hrs. 25 mins. 46.2 secs.; 3. Luigi Villoresi (Maserati), 2 laps behind; 4. Horace Gould (Maserati), 2 laps; 5. Harry Schell (Maserati), 2 laps.  
Fastest lap: Brooks, 2 mins. 0.2 sec., 164.720 k.p.h. (102.357 m.p.h.). Circuit Record.

### GONZALEZ RETURNS

JOSÉ FROILAN GONZALEZ is re-entering racing and will drive a Maserati in the forthcoming G.P. of Venezuela. Cesare Perdisa will also return to the wheel of a Maserati in December, when he takes part in the Nassau races.

### TOTAL WITHDRAWAL FROM RACING BY MERCEDES

THE three-pointed star of Mercedes-Benz will be absent, not only from Grand Prix racing after this year, but also from sports car events, in which they have been so successful. This surprise announcement was made at Stuttgart on the occasion of a ceremony commemorating the marque's triple victory in the three International Championships of 1955—World Drivers, World Sports Cars and European Touring—the ceremony being attended by Fangio, Moss, Kling, Collins and other racing drivers. The statement, made by Technical Director, Prof. Fritz Nallinger on behalf of Dr. Fritz Koenecke, chairman of the board of Daimler-Benz directors, is as follows:—

"You already know of our decision to withdraw temporarily from Grand Prix racing. The Board of Directors of our company have now also made the

far-reaching decision not to participate for some time in sports car events.

For more than two years our design and development departments have wholeheartedly devoted their energy and skill, irrespective of personal considerations, to the task which we had to impose upon them. This task has now been accomplished.

We have all profited greatly by the experience gained in racing car competition. Now further development of our production programme makes it advisable to employ our highly-qualified personnel in the manufacture of production cars—the field most valuable to our many customers throughout the world."

### SUNBEAMS AT THE DORCHESTER

LAST Friday's Sunbeam-Talbot O.C. annual dinner-dance had a record attendance. Many personalities in the motor sporting world were present, including Reg Parnell, Mike Hawthorn, Ken Wharton, Sheila Van Damm, Norman Garrad, John Bolster, George Hartwell, etc. etc. There were no speeches, which saved a considerable amount of dancing time.

### HE TOOK HIS VOICE TO A PARTY

AFTER the Bentley Drivers' Club annual dinner-dance at the Dorchester last Saturday, Dr. Arnold Stenhouse welcomed the guests and produced a pleasant surprise—a tape-recorded speech by President Stanley Sedgwick, who is

at present convalescing in a Midhurst nursing home.

Like all B.D.C. affairs this was a great success, dominated by a couple of exquisitely prepared examples of W. O. Bentley's masterpiece.

### MERCEDES IN TOWN

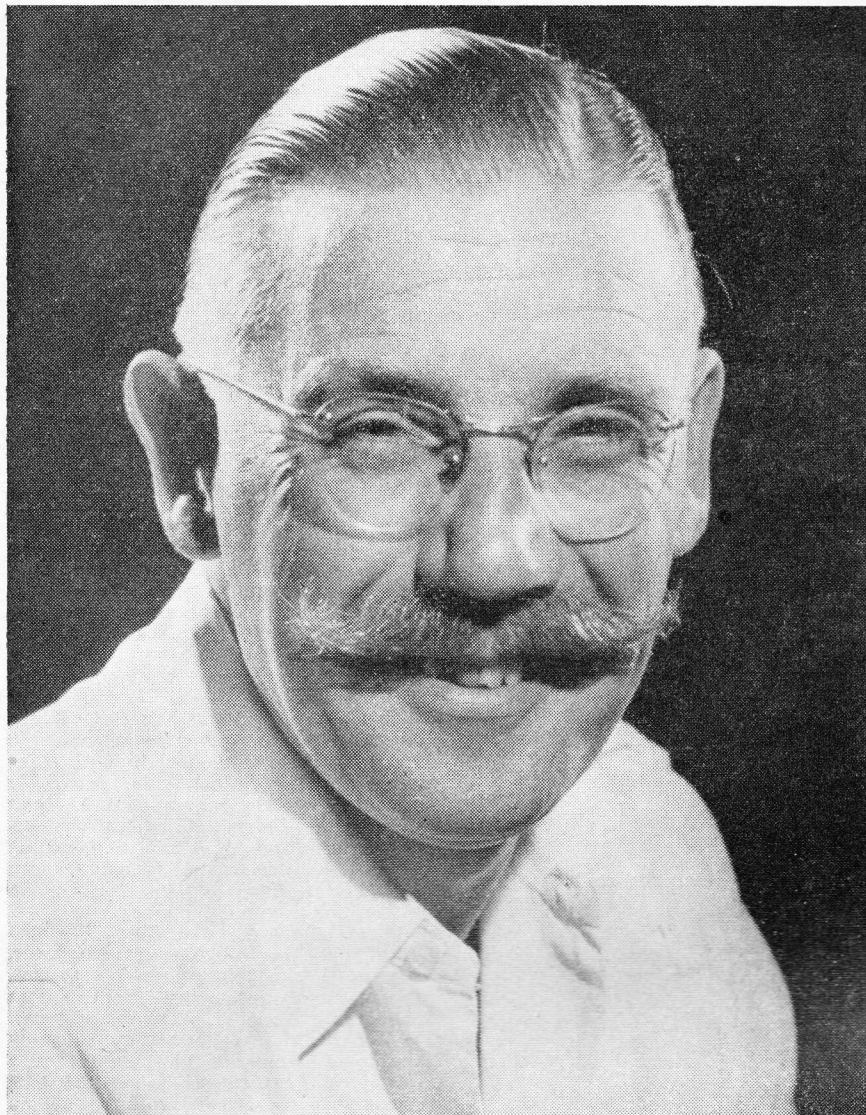
MERCEDES-BENZ held a highly successful Press reception at the Dorchester Hotel on 17th October, when Stirling Moss, just back from Sicily, gave his impressions of the Targa Florio. Co-winner Peter Collins was also present, as was Rudolf Caracciola, pre-war Merc. star. A superb example, in bright red, of the 190SL sports car, and a 300S saloon were on show.

### WORLD SPORTS CAR CHAMPIONSHIP, 1956

SEVEN events, one each in Argentina, United States, Italy, Germany, France, British Isles and Mexico, make up the qualifying events for the World Sports Car Championship of 1956. They are:

Buenos Aires 1,000 km., 15th January; Sebring 12 Hours, 25th March; Mille Miglia, 28th/29th April; Nürburgring 1,000 km., 27th May; Le Mans 24 Hours, 9th/10th June; R.A.C. Tourist Trophy, 15th September; Carrera Panamericana, 19th/23rd November.





Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 34—CLIFF DAVIS

THE cheery grin and moustache depicted above have been a familiar sight at British race meetings during the past five seasons, and their owner's unabating enthusiasm for the Sport is a surety of their continued appearance for a long time to come. Cliff Davis, one-time business partner with Reg Bicknell, jumped into prominence with JOY 500, that beautiful little Cooper-M.G. with Ferrari-inspired, naked aluminium bodywork. With it he practically cornered the 1½-litre sports car class in British Club racing, romping from victory to victory at Goodwood, Boreham, Silverstone, Charterhall, Snetterton, Castle Combe, Douglas, I.O.M., and elsewhere. Then came LOY 500, a 2-litre Bristol-engined machine of similar external aspect to the beloved JOY, but designed and built by John Tojeiro. Just how many races he won with this car even Cliff doesn't know, but besides doing the victory rounds at most of the British circuits he made his mark on Continental soil in 1953, when he crossed to Zandvoort, Holland—giving his sleek silver "Toj" a reluctant coat of green to comply with "regs."—and won the 2-litre International race there at a notably rapid canter. The following May he went to Hedemora, Sweden, but had to give best to two locally owned Ferraris in his class, a hint, perhaps, that his hard-worked engine was getting a little past it.

This year he acquired a Lotus-Bristol, though the spell, it seemed, was broken, and he has yet to regain his stupendous winning vein of 1952-1953. As a London car dealer, Cliff Davis's life is a busy one, and nowadays he races less frequently, but will still find time, for the second successive year, to co-drive with this magazine's Editor in the Monte Carlo Rally next January. He will be 38 this Sunday, 30th October. Happy birthday, Cliff!

C.P.

### 1956 MOTOR SHOWS

DATES accorded to the various International Motor Shows in Europe for 1956 include the following: Amsterdam, 23rd February/4th March; Copenhagen, 24th February/4th March; Geneva, 8th/18th March; Vienna, 11th/18th March; Stockholm, 16th/25th March; Turin, 21st April/2nd May; Paris, 4th/14th October; London, 17th/27th October.

### THE BIRSAY "250"

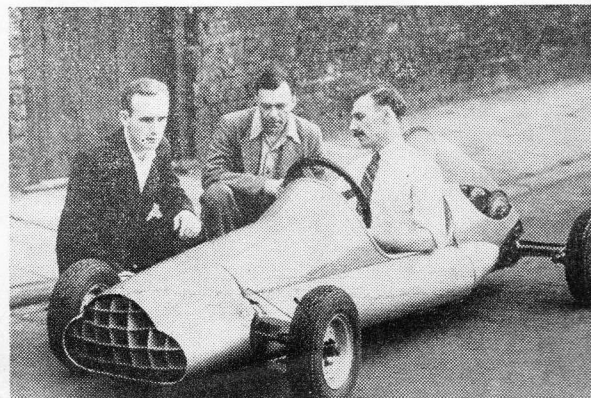
THE 250 Motor Racing Club was formed some 18 months ago with the laudable object of providing motor racing at lower cost, setting £150 as the top price limit less tyres. Once the Club was launched, enthusiasts got down to the job of building their cars, amongst them being Frederick McArdell of Leeds, whose new Birsay machine, having been thrashed around local "courses", is ready for the Club's first race meeting.

There is much that is unusual in Mr. McArdell's little machine, designed by one who is a Royal Ordnance jig and tool draughtsman. From the front bulkhead to the integral fireproof bulkhead aft of the cockpit it is of stressed skin construction. A short backbone, attached by two brackets to this bulkhead, extends aft, carrying the horizontally mounted engine, gearbox, rear drive and suspension.

The engine will be a tuned Triumph 249 c.c. "Tiger" unit, but for testing an older unit was used initially, later substituted by a 350 o.h.v. J.A.P. which produced some very brisk test motoring. Suspension of the Birsay is independent all round, with unequal-length wishbones and variable-rate tension springs at the front, and twin transverse leaf springs at the rear. Transmission is by chains from the engine to the gearbox, and from the gearbox to a centre shaft, running in a bearing housing attached to the backbone. One side of this shaft carries a brake assembly and Hardy Spicer disc, to which is coupled one half-shaft, and the other end of the shaft carries the drive sprocket, Hardy Spicer disc and half-shaft.

Total weight of the machine is slightly under 3 cwt., 8 ins. x 4 ins. Michelin tyres are fitted, and cornering and road holding are pronounced excellent. Two 4 in. brakes are fitted at the front, and a single cable-operated 6 in. brake is mounted at the rear. Practically no parts have been adapted to the design, for designer McArdell and co-builders Jack Butcher and Rupert Steels make all their own patterns, jigs and special tools. Its cost amounts to about £160 (£150 plus tyres—250 M.R.C. regulation!) Over a dozen local drivers have now tried the car, and are enthusiastic—one or two to the extent of starting to build their own 250s.

(Below) Frederick McArdell and co-constructors Jack Butcher and Rupert Steels with the neat little 250 c.c. Birsay.

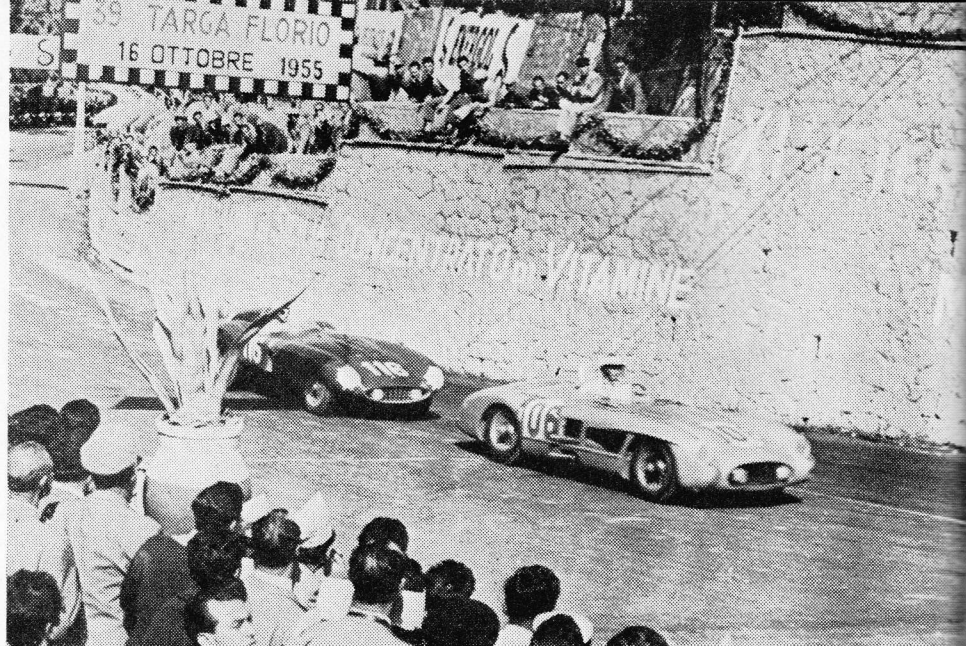




*John Fitch (Mercedes) holds Manzon's 3.5-litre Ferrari at bay coming through the stands area at Cerda.*

Now that the rush of getting pictures and copy back to England, so that AUTOSPORT could appear on Wednesday at Earls Court with the full story of the Targa Florio, is over, one must admit that the performance of Stirling Moss and Peter Collins really shook the motor racing world. To turn in laps faster than world champion Juan Manuel Fangio was fantastic enough, but to win after two separate prangs was unbelievable. Although Fangio was delayed by about two minutes with a filler cap that refused to open, he was still some 2½ minutes behind the Moss/Collins machine at the finish.

Had there been an individual world



## SPOTLIGHT ON SICILY

**All-out effort by Mercedes-Benz in Targa Florio—  
Brilliance of the three British drivers—Stirling  
Moss most successful Sports-racing Pilot of 1955**

BY GREGOR GRANT

championship for sports cars, Stirling Moss would have won comfortably, with outright victories in the Mille Miglia, R.A.C. Tourist Trophy and now the Targa Florio. In none of these races was he restrained as was the case in other events. He simply outdrove every other driver, showing complete mastery of cars and circuits. Moss very definitely is the

outstanding driver of 1955, with all due deference to Fangio for his championship title.

Peter Collins put up a superb show. When Stirl. came in after his adventure in the mountains, Pete simply climbed into the battered car and started to pull back the lost minutes. As a matter of interest, his first tour was done in

44 mins. 20 secs., which included re-fuelling, etc., and was actually 51 secs. faster than Fangio's identical lap. His second circuit took 43 mins. 28 secs.—31 secs. better than Fangio's best. Next time round he smacked a wall, but even so did 44 mins. 15 secs. Just to prove that bashes don't mean a thing, he recorded 43 mins. 37 secs. before handing back to Moss.

Des Titterton was a model of consistency, and one has only to study the appended table to wonder how on earth anyone could circulate the incredibly difficult Madonie course with so little variation in times. He has a wonderfully relaxed style of driving, and nothing appears to fluster the Irishman, even when John Fitch brought the car in with a sadly battered rear end.

Scuderia Ferrari may have lost the championship through a tactical error. Castellotti, like Moss, did four laps before handing over, but Manzon was pulled in after only a couple of tours. Unless the 3.5-litre Ferrari had suddenly developed an unholy thirst for fuel, this was most peculiar as the regulations stated that no driver could be at the wheel for more than six successive laps. It meant that much time was lost in handing over, and then taking over the car, so that Manzon could do one circuit. At one time most people were convinced that Castellotti was going to try to get away with it, but Mercedes were fully aware of a possible infringement. Had he not come in, Neubauer would have been down at the race control office brandishing 1,000 lira "protest" notes.

Maglioli and Sighinolfi were never really in the picture with the other works Ferrari, but Carroll Shelby had brought Tony Parravano's 750S up into fifth place when co-driver Munaron pranged it good and properly. The Texan is a first-rate conductor, and takes his motor racing extremely seriously. Luigi Musso went extremely well with the 3-litre Maserati, but the car succumbed to back axle trouble after Villorosi took over. It was good to see "Gigi" back at the wheel. There can be no more popular person than the grey-haired Italian who, time and again, has shown that he is far more interested in upholding the prestige of his native country than any personal triumphs.



*Castellotti hands over the Ferrari to Manzon after four laps; this change-over may have cost Ferrari the World's Sports Car Championship.*



## The First Four—Progress Report

Driver	1	2	3	4	5	6	7	8	9	10	11	12	13
Moss ...	44' 0"	43'39"	43' 7"	52'35"	X	X	X	X	43'53"	43'37"	43'20"	44'21"	44'28"
Collins ...	X	X	X	X	44'20"	43'28"	44'15"	43'41"	X	X	X	X	X
Fangio ...	46' 3"	44'38"	44'28"	44'16"	45'11"	X	X	X	44'43"	44'30"	44'25"	43'59"	44' 9"
Kling ...	X	X	X	X	X	46'36"	46' 0"	45'21"	X	X	X	X	X
Castellotti ...	45'15"	44'32"	44'18"	44'22"	X	X	44'46"	45'16"	45'14"	44'38"	X	44'46"	44'23"
Manzon ...	X	X	X	X	47' 6"	46' 7"	X	X	X	X	49'39"	X	X
Titterington ...	46'53"	45'33"	45'21"	45'19"	45' 0"	X	X	X	45'23"	45'13"	44'37"	44'36"	45'13"
Fitch ...	X	X	X	X	X	46' 4"	45'45"	46'50"	X	X	X	X	X

Figures in heavy type include duration of pit-stops.

The speed of Cabianca's new 1½-litre Osca was a revelation. This little machine was always up among the "big stuff", running away from the majority of the 2-litres. Mancini went like a bomb in the Paravano 2-litre Maserati, but this car was eliminated by a broken oil pipe. Giuseppe Musso impressed in another 2-litre Maserati, and Giardini was another "press on" type whose efforts supported by another Mancini gained the 2-litre category. Signorina de Fillipis conducted her Maserati with considerable verve, but it was rather shattering to George Eyston when he was doing his best to prevent children in a village from committing suicide, to realize

that one of the drivers was a woman!

Mercedes-Benz went in deep to win this race. They invaded Palermo with over 40 mechanics, six transporters, 15 sports-racing and touring machines, and at least three short-wave mobile radio stations. To give drivers and mechanics the maximum amount of rest, they fixed up accommodation on the night preceding the race at less than five kilometres from the start. All types of car were available for continuous practice in addition to 300SLR. Moss covered many laps on his 220A, several of them at speeds in excess of those achieved by the majority of the "Gran Turismo" entrants in the actual race.

Despite this lavish preparation, the general opinion is that the expenditure is fully justified. Daimler-Benz A.G. are, at the present time, producing far greater numbers of vehicles than at any time since their formation. Their racing programme is part of the publicity and development side of the business and, as such, is treated with the importance it deserves.

General organization of the Targa Florio is happy-go-lucky. However, although the crowds were never under complete police control, there were no accidents involving spectators. There were, of course, several crashes, but no driver was injured. Press facilities were adequate, but there was little information issued apart from what appeared on the scoreboard.

Car parking was a nightmare, and the jam of vehicles leaving the circuit was as bad as any I have experienced. A level-crossing near Cerda caused colossal hold-ups, trains obviously being held back until after the race, then permitted to go through.

Still and all, this unique event is well worth a visit. On many parts of the tortuous 72 kilometres circuit it is possible to see a large part of the course. For this reason hundreds of hardy souls travel up into the mountains the night before the race and camp.



## B.M.C. CENTURIES AT MONTLHERY

Five Production Cars Cover over 100 miles in the Hour—  
Bob Porter does 108 miles with Three Passengers in Riley  
Pathfinder—John Gott's 112.36 miles with Le Mans M.G.

LAST week-end B.M.C. achieved a remarkable performance at Montlhéry when five production vehicles each achieved over 100 miles in the hour. Weather conditions could scarcely have been worse, near-gales and driving rain sweeping across the track during the attempts.

A most notable feat was returned by Bob Porter who, in a Riley Pathfinder with three adult passengers, covered 108.03 miles in the hour. Ron Flockhart (Austin-Healey) did 104.32 m.i.h., Ken Wharton (M.G. A), 102.54, John Gott (Austin-Westminster) 101.99 m.i.h., and the same driver in a Wolseley 6/90, 101.2 m.i.h.

Gott then took out a Le Mans-type M.G. A, and covered 112.36 miles in the hour. During an earlier attempt, a tyre blew out at more than three-quarters distance, and Gott had to start all over again. Thus the rally driver actually travelled nearly 400 miles at over 100 m.p.h. in three different machines.

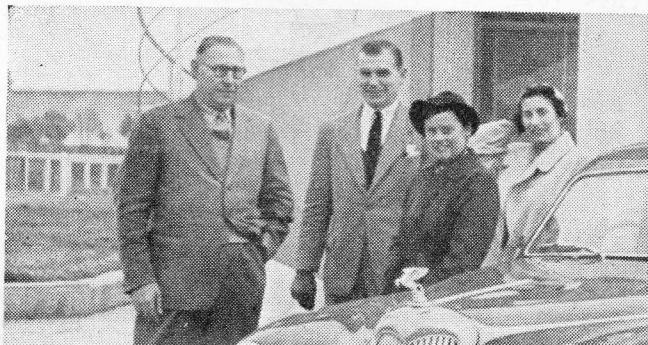
The sole modifications to vehicles were those under groups 3 and 4 of the F.I.A. regulations. All cars ran on normal pump fuel, both oil and fuel tanks being sealed by the R.A.C. Flockhart went out in the Austin-Healey during the worst spell of weather, the wind being so high that his speed was cut to about 100 m.p.h. on portions of the track: the wipers could hardly cope with the torrential rain. Both Wharton and Flockhart drove with hood and sidescreens up.

Signalling was difficult, pit signs being blown from mechanics' hands as they stood in the driving rain. Wharton said that the conditions were the worst he had ever seen at Montlhéry.

The successful high-speed demonstration was in the hands of B.M.C. competitions manager, Marcus Chambers. Timekeeping was the responsibility of the Automobile Club de France.



(Top) John Gott (A90) in the wet. (Below) Bob Porter, passengers R. Jeffs, Molly Porter and Mrs. S. Porter, and Riley Pathfinder—over 108 miles in the hour. (Left) L. to R. Bob Porter, John Gott, Marcus Chambers and Ron Flockhart are in this group with the Austin-Healey.





# ACCESSORIES AND COMPONENTS

## A Review of the Gallery Exhibits at Earls Court

IN 1952 (which seems an awfully long time ago, somehow) the writer headed his review of accessories, "Not so much like a Christmas tree". In 1953, he referred to the heartening number of manufacturers who used the "chequered flag motif" in their displays. This year it must be admitted that the Earls Court gallery is less like a Christmas tree than ever, while less than a dozen firms place any emphasis on competition successes in displaying their wares. The 1955 show of accessories is frankly disappointing, for there are very few new products and even the displays are, in many cases, merely a re-hash of those used in earlier years.

However, it would be a dreary gallery indeed which was devoid of any interesting item, so let us take a look at them—and this year, just for a change, let us do so alphabetically. We start off well with **Andre (Components), Ltd.**, for the friction-type telescopic damper made by this old-established concern has now been adapted for dashboard control. On Stand 225 will be seen the device which gives that old, old expression, "Andre Telecontrol", a new lease of life. There is something new, too, on Stand 384, where the **Automotive Products Co.**,

**Ltd.**, show their Thompson suspension joints. One of the many interesting features of this new joint is that it allows a suspension design which gives more space for the engine, etc., without reducing the steering lock. As such, it will doubtless interest special builders who like to hatch out their own suspension designs.

As usual, **Bluemel Bros., Ltd.**, have a fine range of steering wheels and the like on Stand 246, while the enthusiast will note with pleasure that the **Borg and Beck Co., Ltd.** (Stand 370) refer to the successes of their clutches as fitted to such cars as Aston Martin, Jaguar, B.R.M., Cooper, Bristol and H.W.M. On Stand 455, that of **Bosch, Ltd.**, he may examine a mock-up of the fuel injection equipment used on so many Mercedes-Benz models.

The name of **British Belting and Asbestos, Ltd.**, possibly fails to strike a chord, until on Stand 268 we see it translated into Mintex, the brake lining used in competitions by many well-known folk. More familiar is **British Jaeger Instruments, Ltd.**, which also means Smith and K.L.G., thus spoiling our

alphabetical sequence entirely. However, it is worth noting that these people have a magnetic tachometer covering the range 5,000 to 16,000 r.p.m. (although it is not shown on Stand 259), and that they are always ready to help rally competitors with the loan of corrected speedometers, clocks, etc. **David Brown and Sons (Huddersfield), Ltd.**, are, of course, one of the Aston Martin and Lagonda group, or *vice versa*, but Stand 248 is devoted to some of the many types of gears which they produce. The display includes a new spiral bevel final drive unit, which is designed specifically for cars with de Dion rear suspension: the casing incorporates a vertical channel for lateral location of the de Dion tube.

One of the most imaginative exhibits in the entire show may be found on Stand 289, that of **Burgess Products, Ltd.** Using only standard Burgess silencers and air-cleaners, etc., a delightful "spaceman" has been built up and mounted on a space-ship made in the same way. With the aid of ultra-violet lighting and fluorescent paints, the whole display has been made so intriguing that one is apt to overlook the more soberly

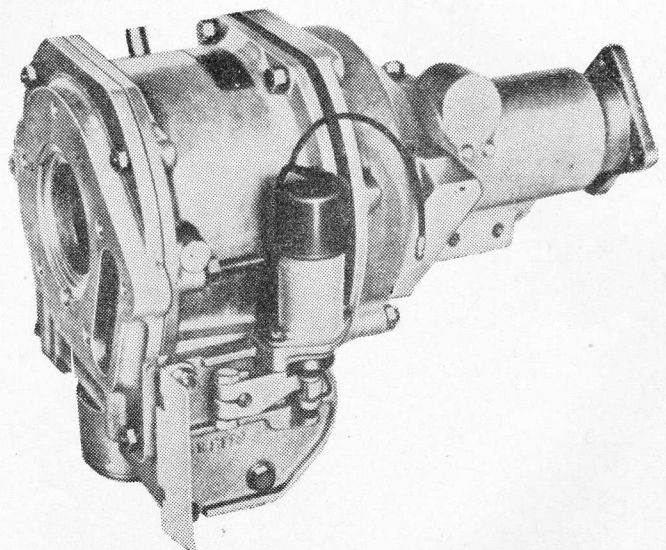
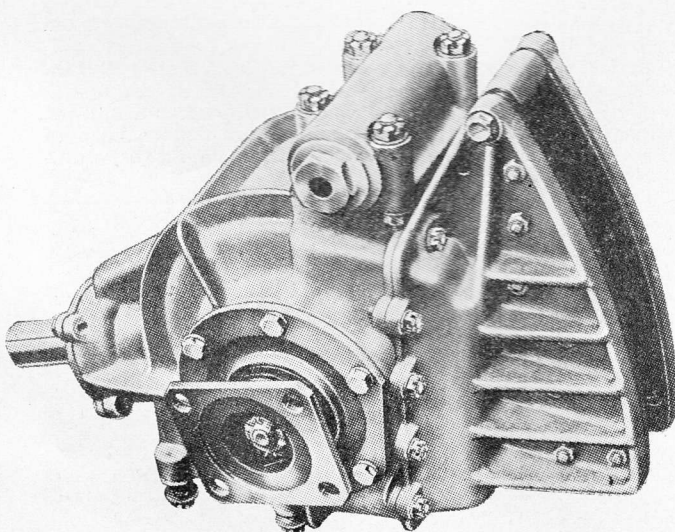
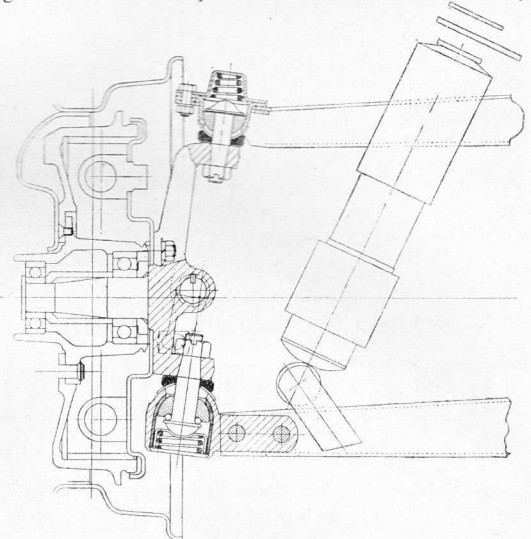


(Left) The new "Roadmaster" anti-glare visor, which fits most types of crash helmet.

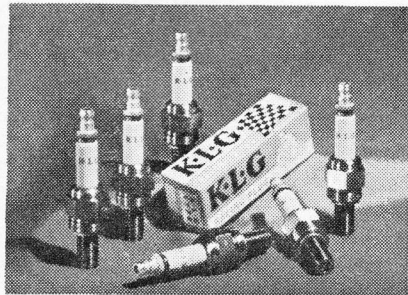
(Right) A suspension design utilizing the Automotive Products Company's Thompson suspension joint.

(Below, left) A new final drive unit designed by David Brown, Ltd., for use with de Dion rear suspension.

(Below, right) Laycock-de Normanville's well-known overdrive unit, used on over 30 British cars.



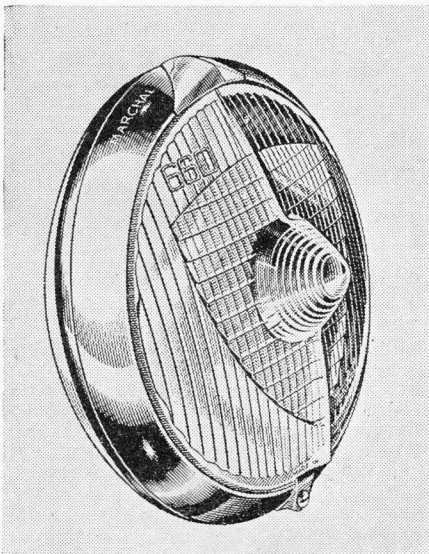
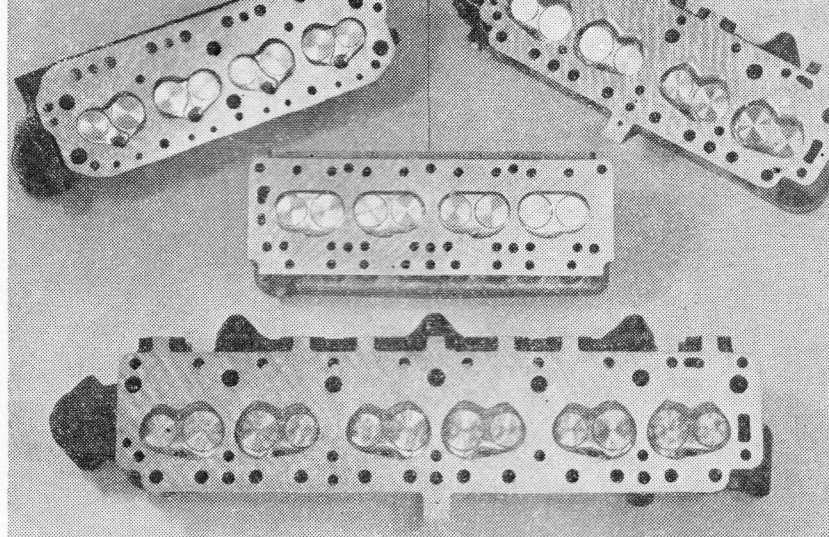




(Left) The latest 10 mm. K.L.G. sparking plugs.

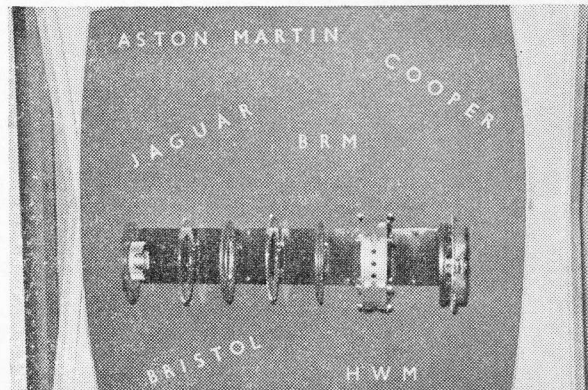
(Right) Some of Laystall's special cylinder heads.

(Right, below) The Borg and Beck multi-plate clutch.



(Left) Marchal's new Type 660 fog lamp.

(Below) The unusual crossflow radiator of the Standard Vanguard III.



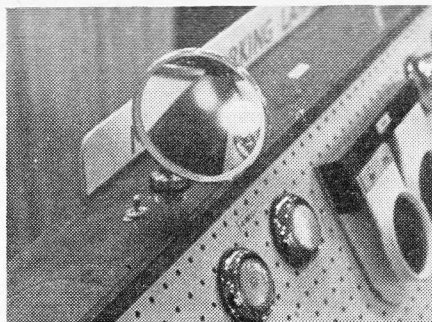
displayed components. These include the electrically operated Burgess Vibro paint-sprayer, and silencers for such cars as the Rover, Austin-Healey, Triumph TR2, Aston Martin, Standard 8 (14 ins. long, and surely the smallest silencer in the show!), Sunbeam and Rolls-Royce (chromium-plated, of course!).

**Butlers, Ltd.**, show their popular lamps and accessories on Stand 429, and sparking plugs are, of course, the feature of **Champion** on Stand 218. **William Clark (Spare Parts), Ltd.**, better known as "Nobby", have on Stand 457 a quick-fitting amber shield for use on the top half of driving lamps during foggy conditions. Quite new, and rather startling, is the crossflow radiator displayed by the **Coventry Radiator and Presswork Co., Ltd.** (Stand 368). There are no header and trough tank, as we know them, but two vertical side tanks, and the coolant is passed from one to the other by an impeller. This radiator is used on the latest Standard Vanguard, but it is so low in height that we feel sure it will be of interest to those who build more sporting machinery.

We are already familiar with the plastic and other products of **Creators, Ltd.**, on Stand 448, and with the "Boomerang" wing mirror of **Desmo, Ltd.**, on Stand 263. The **E.N.V. Engineering Co., Ltd.** (Stand 388) have a fine collection of back axle and other gears, and **Eversure Accessories, Ltd.** (Stand 437) show their well-known "Fill-acan" in both one- and two-gallon sizes. **Ferodo, Ltd.**, occupy Stand 298. Again there is a reminder that these brake lining people know something about competitions, and again (as with Min-tex) there is hospitality for those of The Sport.

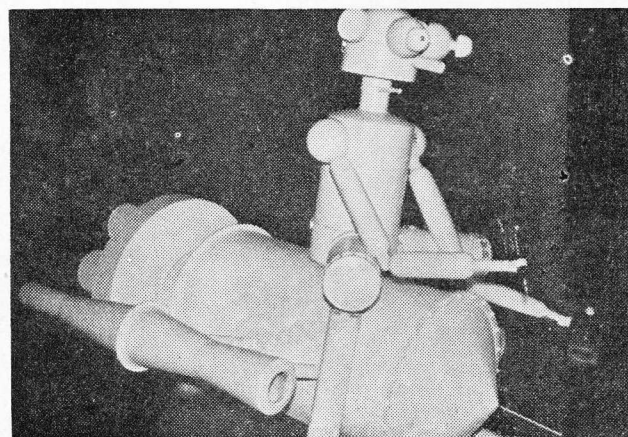
A new type of anti-glare visor, for use

with crash helmets and incorporating a specially designed universal mounting, is seen on Stand 430. This is made by the **Fish Optical Co., Ltd.**, manufacturers of "Roadmaster" glasses for night driving. They now make sunglasses for daytime use, as well, together with ladies' models of a different style.



(Above) Parking lamp and wing mirror are neatly combined in this new Remax accessory.

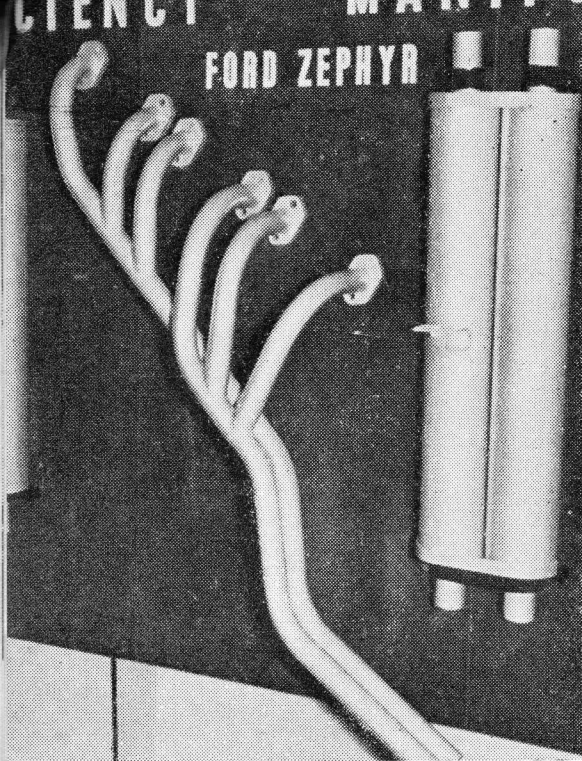
(Right) Made of silencers, tail pipes, air cleaners, etc., and lit by ultra-violet ray lamps, the Burgess "spaceman" is a startling exhibit.



Arriving at Stand 318, we return to the pleasant odour of competitions, for **Girling, Ltd.**, are obviously proud of their successes in the racing world and devote some space on the stand to saying so. **Hardy, Spicer and Co., Ltd.**, means only one thing to the motorist, and he need not visit Stand 245 to know that it is universal joints. Another famous name in motoring is that of **Douglas Holt, Ltd.**, whose products form first aid for many an ailing motor-car. New on Stand 389 is a tyre paint (both black and white), a de-icing liquid, also available in less concentrated form for windscreen washers, and a sealing compound for windscreen joints, etc.

The **Key-Leather Co., Ltd.** (Stand 405) have added to their range of car heaters, and also show a new exterior sun visor. **K.L.G. Sparking Plugs, Ltd.** (Stand 260) are actually beside British Jaeger—but not alphabetically. They have reintroduced their platinum-pointed plugs, and





★  
(Left) The Servais twin-branch exhaust system for the Ford Zephyr, with twin silencers.

(Right) A new screen-washer is this Lucas model, which differs from all the others in being operated by an electric motor and centrifugal pump.



they are available in both 10 and 14 mm. sizes. On Stand 267 you can learn a lot about overdrives from **Laycock Engineering, Ltd.**, makers of the Laycock de Normanville unit which is now fitted as standard or optional equipment on so many British sports cars. Also of interest to the enthusiast is Stand 232, where the **Laystall Engineering Co., Ltd.**, display Laystall-Lucas cylinder heads suitable for a wide range of sporting and not-so-sporting machines.

A new disc brake unit, and the new "Brakemaster" power-assisted braking system, are shown by the **Lockheed Hydraulic Brake Co., Ltd.**, on Stand 373. **Lodge Plugs, Ltd.**, have on Stand 243 some attractive photographs underlining their successes with Lancia, Maserati and B.R.M. **London Bankside Products, Ltd.** (Stand 449) have a new and larger edition of their "Sparto" tail lamp glass-cum-reflector, and are working on a new screenwasher which incorporates a tube mounted on the wiper arm, instead of a remote jet.

**Joseph Lucas, Ltd.** (Stands 317, 316, 254 and 253) is a name known to every British motorist. The latest of their countless electrical products is a motor-driven windscreen washer, actuated by a push button, and there is also a new type of "Windtone" horn. **Marchal Distributors, Ltd.**, have two new lamps on Stand 323; there is the 662, which is a driving lamp, and the 660 foglamp.

An interesting exhibit on Stand 376, that of **Marston Excelsior, Ltd.**, is a flexible fuel tank used on the D-type Jaguar. Fire, due to the splitting of a fuel tank, is all too often the immediate outcome of a race accident these days, and more manufacturers may well turn their attention to this type.

Surprisingly, not a word about the Round Australia Trial may be seen on the **Wayne V. Myers** stand, Number 309, although this is the company which makes Redex. Similarly, no mention of winter rallies and rallying will be found on Stand 221, although it belongs to the **Parsons Chain Co., Ltd. Remax, Ltd.** (Stand 367) have something absolutely new, in the shape of a wing mirror which incorporates a neat parking lamp. Also new, and most intriguing, is a gadget shown by the well-known magneto people, **Scintilla, Ltd.** (Stand 425).

They have, believe it or not, an electrically operated saw which will cut Dunlopillo!

The writer at first thought **Rubery, Owen and Co., Ltd.**, would have nothing to interest his readers on Stand 224. But Shorrock superchargers are now included in the Rubery, Owen organization, and he later returned to see a Morris Minor blower occupying a prominent position on the stand.

Two types of silencer are tested for back pressure on Stand 400 by **Servais Silencers, Ltd.**, and there is also an imposing array of special exhaust systems for such cars as A.C., Ford Anglia, Ford Consul, Morris Minor (s.v. and o.h.v.) and M.G. For the Ford Zephyr there is a twin-branch outfit, and they are developing one for the Anglia as well. **Solex, Ltd.** (Stand 219) again show their clever exhibit of an "exploded" carburetter, and carburetters are also the theme of **S.U., Ltd.** (Stand 234). The **Triplex Safety Glass Co., Ltd.**, are so contemporary as to be almost futuristic on Stand 346, but **Tudor Accessories, Ltd.**, settle for a more familiar display technique on Stand 290. Tudor have a device which hands you a lighted cigarette—and what more could any rally driver want?

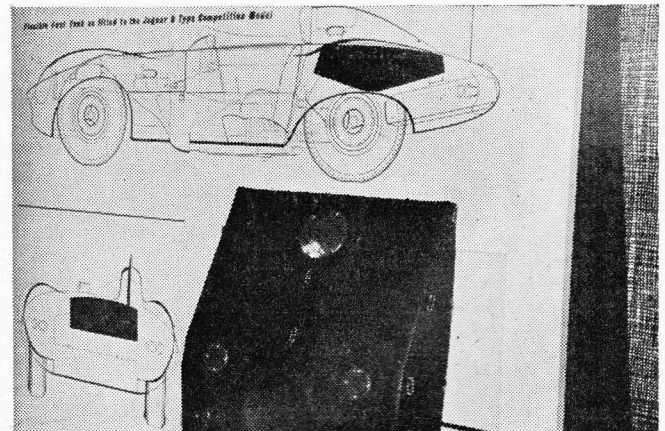
Andre are not alone in having remote control for dampers, as a somewhat similar device is now made by **Universal Dampers, Ltd.**, manufacturers of Rotoflo and Teloflo units. It may be examined on Stand 442, but is at present available only

as an optional extra on Armstrong-Siddeleys. Passing rapidly through the remainder of the alphabet, we note that Stand 320 (**Vandervell Products, Ltd.**) is so sober and dignified that it looks like a B.R.M. transporter, which surely wasn't intended. The **Wico-Pacy Sales Corporation, Ltd.**, makers of the 3s. 6d. Wipac sparking plug, are on Stand 369, and **Wilmot-Breeden, Ltd.**, and **Wingard, Ltd.**, on Stands 328 and 363, respectively. Last of all, we come to the **Zenith Carburetter Co., Ltd.**, whose neat little fuel filter on Stand 226 now incorporates a new type of filter element.

All the tyre manufacturers' stands will be found in Avenue "P", but as there are 14 of them, space cannot be given to a detailed review. However, it is worth noting the new **Dunlop** road speed tyre on Stand 213, the illuminated transparencies of racing scenes on the **Avon** stand (Number 205), the "S.D.S." and "X" tyres shown by **Michelin** on Stand 203, and the speed model tyre of **Pirelli** on Stand 206.

**Tyresoles, Ltd.**, are celebrating their 21st birthday and also two Monte Carlo victories, but they are tucked away on Stand 468, in the Transport Service Equipment Section. Nevertheless, this section is well worth a visit, for if you want to wash an elephant (and who hasn't wanted to wash an elephant), then on Stand 529 you will find pictorial proof that it can be done with the Washmobile equipment of the **U.S. Autowash Co. (London), Ltd.** F. W. McC.

★  
(Right) **Marston Excelsior, Ltd.**, show light alloy radiators for Aston Martin and Jaguar competition models, and this flexible fuel tank which is fitted to the D-type.





# CORRESPONDENCE

## Autocross

As a motoring enthusiast or, should I say, immature moron, I read "So Cross's" letter in AUTOSPORT with great interest, but it is a pity he was so cross that he could not put his name to this letter. I have not attended an Autocross meeting held during the last month; so I could not have been at the one "So Cross" attended; nevertheless, I feel what I have to say, in respect to his criticisms, is justified as I merely put forward some points that I do not think he has considered.

If "So Cross" would like to see some really delectable head-gear and leg wear, and other examples of moronic clothing, then I suggest he turns up this year's AUTOSPORTS dated 29th April, 22nd July and 9th September.

It is not uncommon—it being done at international meetings at Silverstone—for officials of a meeting to drive around a circuit, sometimes with passengers who might be important persons, to give instructions to marshals who very often are their friends, including lady friends and, if in so doing they pass persons they know, it is only polite to greet them, if only with a smile. My friend "So Cross" may never have organized, or have been concerned with organizing a motoring event, least of all an Autocross, but a megaphone is a suitable piece of equipment to have as it serves admirably to amplify the voice, and cars are useful to transport articles, even an insignificant thing such as a bottle of lemonade for, maybe, a thirsty and hard-working marshal.

"So Cross" marred his letter by not clearly stating all the facts pertinent to the incidents about which he is complaining. He does not state whether the "sportsman" drove in front, or behind the competitors who "were still completing their laps". Maybe I am incredulous by nature, but I do not believe the inference "So Cross" gives that the competitors were hindered by the presence of the "sportsman". In fact, I am sure I would be right in saying that the "sportsman" drove behind the competitors and they were not conscious of his presence on the circuit.

I am sorry "So Cross", who must be initiated into the organization of an Autocross as this was the first one he attended, should treat we immature morons with such contempt, but despite this, I enjoy being one.

J. R. DAVY.

EWELL, SURREY.

I HAVE not yet seen an Autocross, but from your letter "Autocross Antics" they seem to be rather jolly affairs.

I feel that the letter should have been signed "Bad Liver" and I think the club concerned should consider themselves lucky that "So Cross" did not compete. He is so obviously the wrong type. Perhaps he was jealous?

I am not afraid to give my name.

R. J. HARTER.

ST. ALBANS.

YOUR correspondent "So Cross", without doubt ashamed to sign his correct name, seems to have attended an Autocross meeting at which I also was a spectator. Far from objecting to the clothes worn by the marshals and officials, I could see no reason for complaint. Surely the choice of clothes is not to be controlled? Further the delivering of lemonade to the flag marshals at the corners was very much an act of kindness as they were covered in flying dust most of the time, and must have been extremely thirsty since they did not leave their posts in order to keep the meeting going with a swing.

Had your contributor been in a calmer mood at the time he wrote you, he would undoubtedly have remembered all the hard work put into organizing the many pleasant events run by this club, and the time that our excellent secretary must devote to our interests.

I will sign off "Even More Cross", but not for the same reasons.

R. H. VAUGHAN.

SHIRLEY, SURREY.

M.G. Car Club, S.E. Centre.

## Marshal Aid at Castle Combe

HAVING read the letter from Mr. F. A. Bostock in AUTOSPORT, 14th October, regarding the marshal in the paddock at Castle Combe, I would like to second his opinion on the

grand way he did so much to make the racing enjoyable for us too.

I feel that I must be the invalid Mr. Bostock mentions, as the marshal who was very considerate to us, answers his description perfectly.

How nice it is to find a marshal who is really helpful, though I must say I have never come across anyone to equal this fine sportsman at Castle Combe, and I have been to a good many meetings in my day.

I would like to conclude by saying that I thought the racing at Castle Combe was excellent. In fact, quite one of the best meetings I have ever attended.

PARKSTONE, DORSET.

PHILIP S. FLOWER.

## Co-promotion

THE references by Wilson McComb in "News from the Clubs" to "co-promotion" did not cover what I feel is the main drawback—the problem of marrying several different organizations and allocating responsibilities. This, I think, applies more to rallies than to race meetings. The success of an event depends on the organizers working as a team, in close co-operation, and unless co-promoters are situated near to each other—or have members with plenty of spare time—this ideal is hard to achieve. That it has been achieved is, of course, greatly to the credit of the clubs concerned; but at what cost in extra time and trouble?

A further factor is the reluctance to share the organization when one's club can cope adequately on its own. Some time ago I asked the secretary of a "collective organization" how he managed to promote events successfully with the number of clubs involved—and he replied: "by ignoring them and doing things my own way!"

The main argument for co-promotion seems to be that it will result in large entry lists—but wherein lies the difference between three clubs jointly organizing a sprint and one organizing club inviting seven others? To my mind, the latter should produce the bigger field.

Large fixture lists are a direct outcome of the increase in numbers of recognized clubs. Whereas a few years ago the R.A.C. adopted (for a time) a stern policy on recognition of new clubs, it appears that now the limitations are on events organized; and being in favour of freedom, I would not say that this is wrong. I suggest that the only reasons against large numbers of events on any one day are (a) possible annoyance to the public, with anti-motor sport repercussions; (b) danger of small entry lists.

Dare I predict that (a) will diminish as motor sport gains in popularity? As for (b), in the preparation of the competitions calendar most of the major clashes are avoided, and of the remaining events many are far apart, and many would surely have small entries whatever other events were being held. In short, is there really a problem at all? I have never heard anyone say that there are too many football games each week-end.

CHIPPENHAM, WILTS.

HUGH MURLAND.

## Aston Martin v. Maserati

IN a recent issue of AUTOSPORT, John Bolster, in his Tourist Trophy commentary, remarked that the Maseratis appeared to have the legs of the Aston Martins. This is hardly borne out by the figures quoted in your issue of 7th October, viz:

### Aston Martin:

Best lap: 4 mins. 45 secs.  
Flying Kilometre: 142.1 m.p.h.

### Maserati:

Best lap: 4 mins. 50 secs.  
Flying Kilometre: 140.1 m.p.h.

### ASTON MARTIN LIMITED.

J. L. WYER, Director.

[John Bolster's assumption was based on the fact that in the early stages Behra's 3-litre Maserati led the Astons. However, figures speak for themselves, and John Wyer is perfectly right in raising this point.—Ed.]

The Editor is not bound to be in agreement with opinions expressed by readers.

## BOOK REVIEW

ONE of the funniest books that has come our way for some time is *Bees Under My Bonnet*, by Ronnie Collier and Russell Brockbank. Priced at 7s. 6d., it is published by Motor Racing Publications, Ltd., and contains some extremely comical comments on motoring affairs, of which the Goldbrick International Trophy is a gem of its kind.

Basil Cardew writes the foreword, and disclaims all knowledge of one "Bascombe Mildew". In fact, the whole book is a lampoon, and a *must* for all who see the lighter side of motoring and sporting activities.

G.



To the scribe, newly returned from the glamour of the Paris Salon, this year's London show lacks a certain *panache*. It is true that much fine engineering may be seen, but the renaissance, the sheer artistic joy, that is so obviously inspiring the better Continental constructors, is not yet here. One feels that the hard-headed business man of Coventry is happier gloating over his balance sheets than drifting his latest speed model through a fast bend. Be that as it may, Earls Court, 1955, is a very interesting exhibition.

In attempting to analyze the technical trends, a curious feature at once becomes apparent. That is the popularity of brilliant two-colour schemes,



JOHN BOLSTER

## REPORTS on EARLS COURT, 1955

*New Models of Technical Interest—More Powerful Engines, Gay Colours, Amongst 1956 Tendencies*

and the obvious demand for "de luxe" or "special equipment" models. Let us not make the mistake of dismissing this as purely trivial; it is something that goes very deep, and gives a clue to the inner thought processes of the modern motorist.

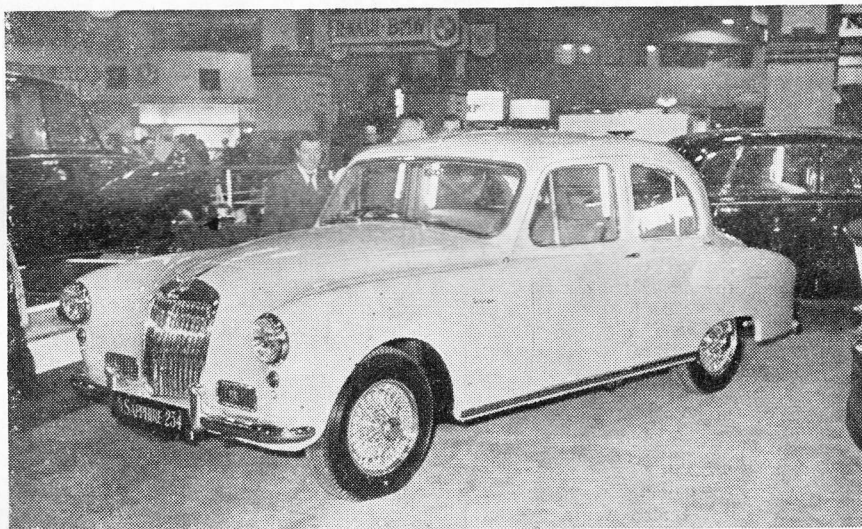
In spite of frequent statements to the contrary, the man in the car knows more about motor vehicles in general than ever before. He knows that the great houses are giving such service, so many fast, reliable miles with every car, as a few years ago would have seemed impossible. Yet he cannot bear the thought of driving a mere replica of all the other excellent but dreary vehicles in the queue. In this Elizabethan age, he is not afraid to express his personality in all his possessions. He needs to feel pride of ownership in his home, his clothes, but above all in his car.

At long last he is through with conservatism, and he begins to understand why the more advanced Continental cars are beautiful. So, although this is not a remarkable show from a styling point of view, the stage is all set for next year or the year after.

From the mechanical standpoint, this might be called the high-compression show. Ratios are creeping up, with the Americans, if anything, slightly in the

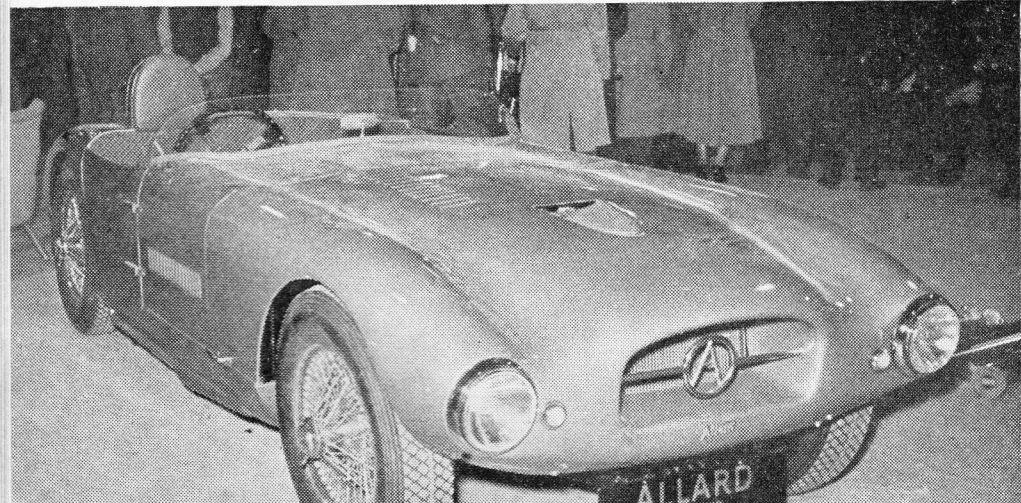
lead. They think nothing of employing such "racing" figures as 9 to 1, and yet their big engines are second to none in smoothness and flexibility. O.h.v. heads in light alloy now pass without remark, and longer effective piston ring life is being secured, particularly in the scraper ring department.

Induction design progresses, with further gains for the water heated manifold. The new Solex carburetter brings the automatic choke to the smallest and cheapest cars. Nevertheless, it is in the field of fuel economy that the best work has been done, and one is repeatedly surprised to find that the new



**FAST "FOUR":** (Above) The new Sapphire 234 by Armstrong Siddeley has a 2.3-litre four-cylinder engine with inclined o.h.v. and twin carburetters, producing 120 b.h.p.

**POWERFUL "EIGHT":** (Left) The V8 Cadillac-engined J2R Allard, which follows current fashion, as set by Mercedes and Maserati, with a circled "A" radiator motif.



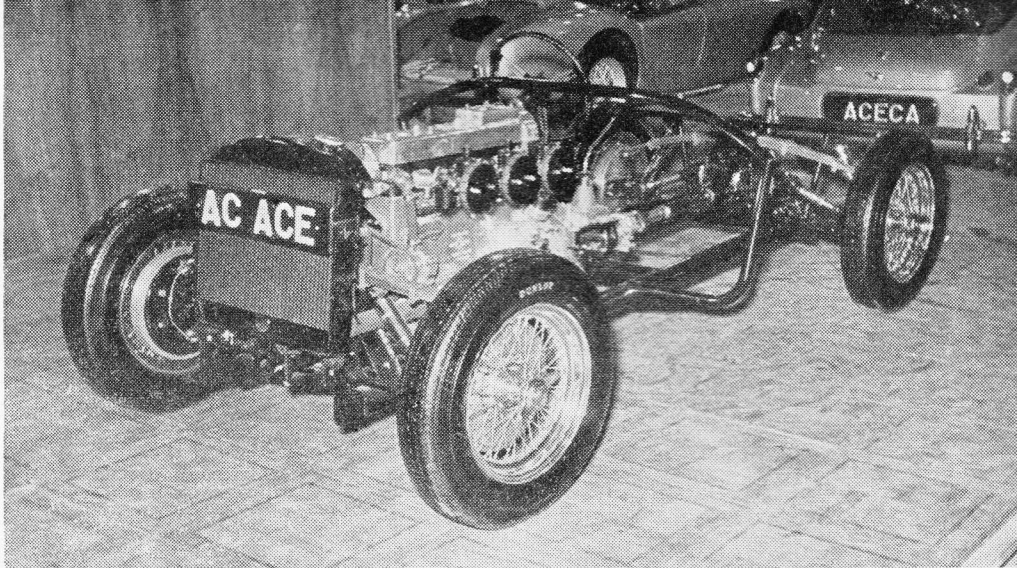
models not only go faster, but do it on less petrol.

Transmission systems are in the melting pot. Two-pedal control is becoming common on all but the most sporting vehicles. Fully automatic gear-boxes are regarded as normal wear in America, and they are beginning to become available for our larger-engined



cars. Rolls-Royce, Armstrong Siddeley, Jaguar and Austin, for instance, will supply this type of transmission, and it can also be ordered for the biggest Mercedes-Benz model. Lanchester pioneer the use of a fully automatic box for a car of only just over 1½-litre capacity. In this case, however, no transatlantic patents are involved, the British Hobbs system being used.

Less radical are those layouts which delete the clutch pedal, but still demand manual gear selection. In France, this solution is extremely popular, thanks to the readily available Ferlec electric clutch. This inexpensive device renders stalling of the engine or crashing of the gears a virtual impossibility for even the veriest novice. It is featured on one of the baby Renaults at Earls Court. The Citroën system is hydraulic instead of electrical, but the Lockheed Manu-



**ALL-INDEPENDENT:** The advanced tubular chassis, with all wheels independently suspended, of the A.C. Ace and Aceca, two of the most graceful machines at the Show.



**EXOTIC:** (Above) Ultra-modern tail treatment on the "La Espada" Cadillac open two-seater, the V8 engine of which develops 270 b.h.p.

**ELEGANT:** (Below) The DB3S Aston Martin is one of the most beautifully finished cars at the Show. Adding glamour to the picture is Eunice Gayson.



matic equipment relies on solenoid-controlled and vacuum operated command. This is a delightfully ingenious invention, and the way in which it speeds up, or slows down, the engine, to secure completely smooth changes, is as uncanny as it is effective. It is already fitted as standard to the Armstrong Siddeley Sapphire 236.

Turning from the general to the particular, the high-performance car is well represented at Earls Court, even if one regrets a few Continental absences. Late to arrive, but much appreciated when it did, was the delectable little Alfa Romeo Spyder that charmed us at Paris. The pretty Giulietta coupé is also there for our delight. The Lancia Spyder, too, is present, and one greatly applauds the new floor-mounted gear lever instead of the previous steering column location. This is a car that repays the closest scrutiny, such details as the all-weather equipment being both neat and practical.

The 3.2-litre V8 BMW appears as a white two-seater with five speeds and detachable hard-top. The lines are superb, but I would either want to have more than 140 b.h.p. or pay less than £4,188. One can acquire 240 b.h.p. from Mercedes-Benz for £4,392, or 210 b.h.p. from Jaguar for £1,830, for instance.

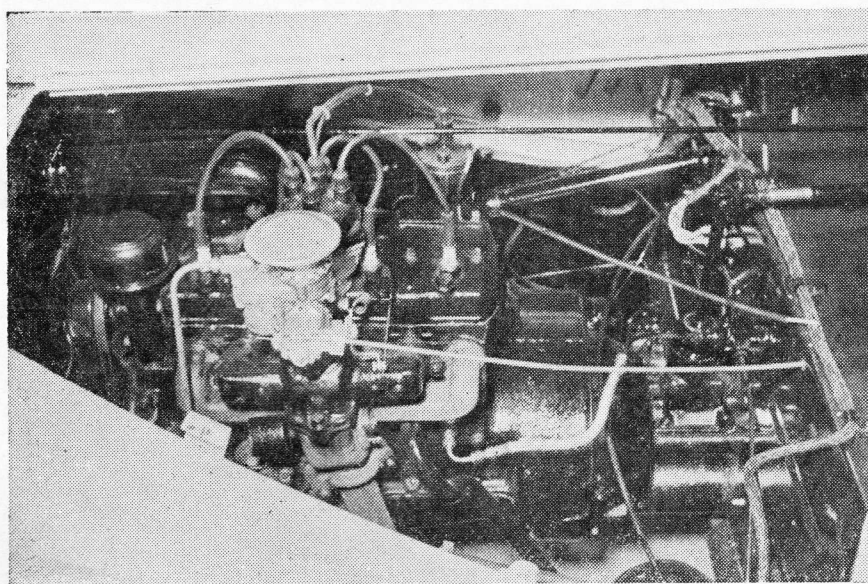
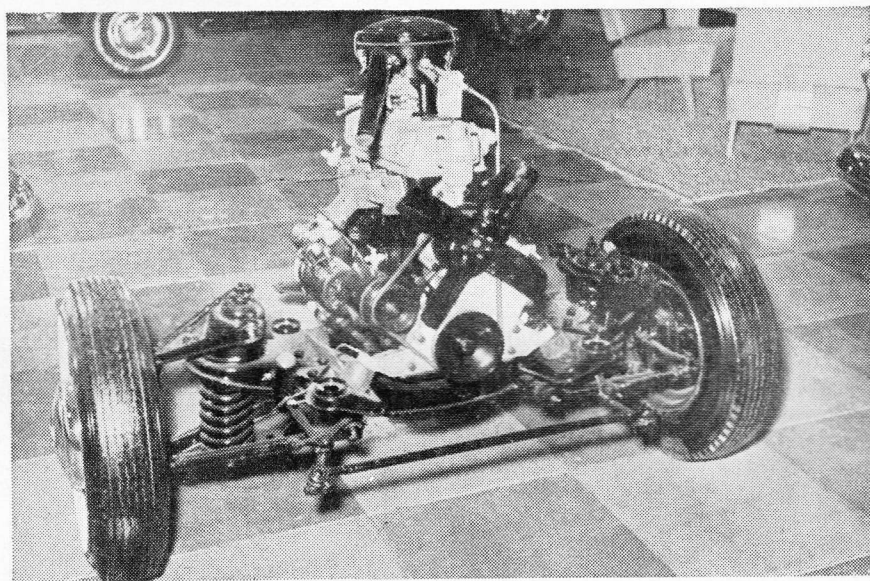
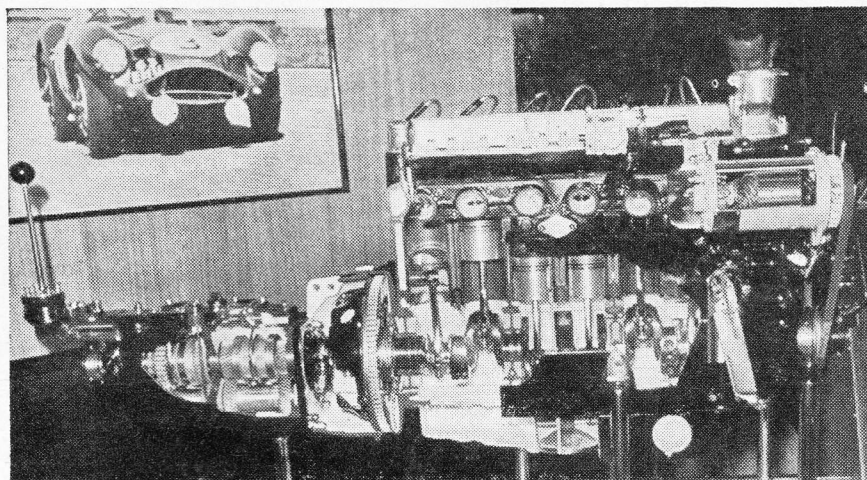
#### Value for Money—The XK 140

Speaking of Jaguars, the grey XK 140 hard-top is the Mecca of many visitors. With greatly improved roadholding and brakes and a simply tremendous performance, this really beautiful sports car *de luxe* does Britain the greatest possible credit. If it cost twice as much it would still be value for money, judged by current international standards.

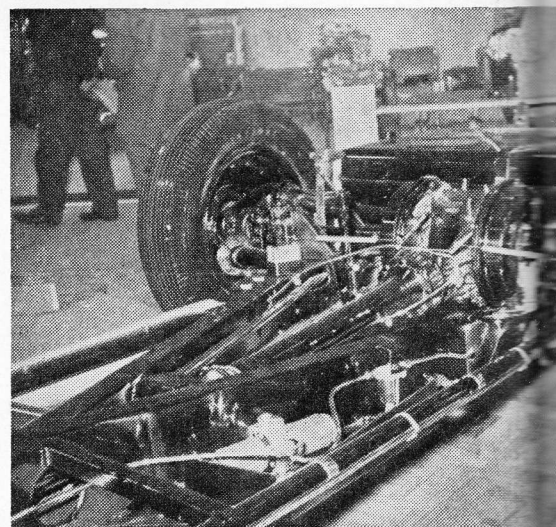
Then there is the 2.4-litre Jaguar, which can probably be called "the car of the show". Very compact for a roomy saloon, its potential performance is obviously high. The twin-cam engine is a joy to examine, and with bigger carburettors it would immediately become a formidable sports/racing unit. The ingenious cantilever rear suspension appreciably reduces unsprung weight.

A most interesting newcomer is the 2.3-litre Armstrong Siddeley. Surpris-





**POWER PACKS:** (Top) On the Aston Martin stand was this effectively displayed and partially sectioned engine. (Centre) The Borgward models are technically interesting, and on their stand was displayed this complete engine-cum-front-suspension unit. (Above) The new Ford Anglia engine is almost lost in the roomy engine compartment of the Series II Morgan 4/4. A long linkage is necessary for the gear change.

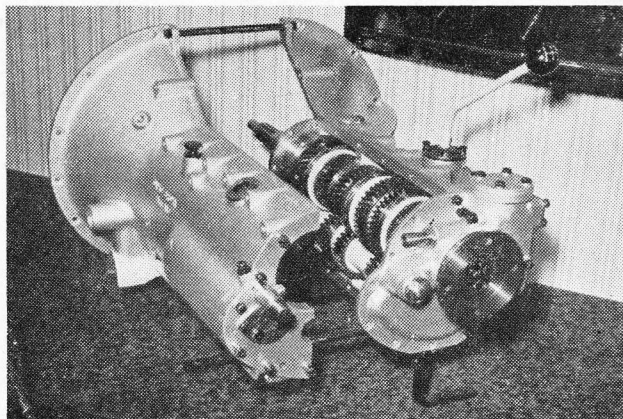
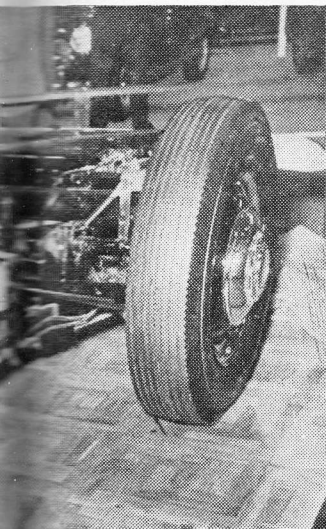


ingly, a box-section frame of classical design is its basis, but there is novelty in the two contrasting types of engine that may be chosen. The first of these is a fairly "soft" six-cylinder unit that develops 85 b.h.p. smoothly and silently. The other is a "hot-stuff" four-cylinder, with inclined valves and twin carburettors. It produces no less than 120 b.h.p., and is of extremely rigid construction for sustained high output.

For many people, this will be their first sight of the new MGA. This attractive sports two-seater is obviously destined for great popular acclaim, and it should bring in even more dollars than its predecessor. The well-known Austin-Healey has been greatly improved by the adoption of a new, close-ratio, four-speed gearbox. This removes the Achilles heel of this model, and the de Normanville overdrive can be manually operated on third and top speeds.

The phenomenally successful Triumph TR2 can also be had in TR3 form. Using bigger carburettors, this version has a 95 b.h.p. output, and there are





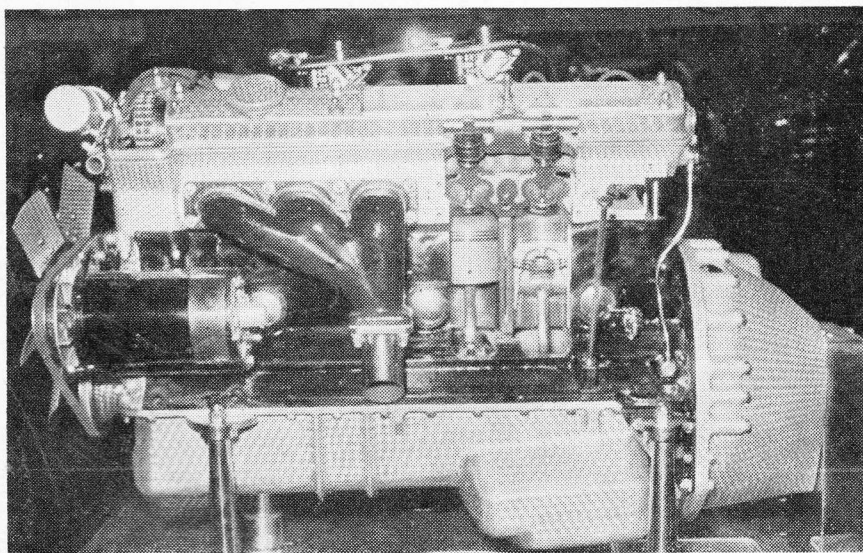
*D.B. DETAILS included this stripped Lagonda chassis (left). Visible at the rear end is the torsion bar independent rear suspension and inboard rear brakes. Above is the David Brown five-speed gearbox, shown with the casing opened.*



*FIBREGLASS is the material for the handsome bodywork of the Jensen 541. The radiator shutter is adjustable.*



*OFFICIAL INSPECTION of the exhibits by Sir William Rootes, W. Lyons (Jaguar) and Brian Rootes (below, right) took in the new Sunbeam Rapier (above) and the new 2.4-litre Jaguar engine (below, left).*



other small detail refinements; the price difference is only some £35. The "all-independent" A.C. comes in open two-seater and coupé forms. With the latter body, the "Aceca", extra precautions have been taken to ensure mechanical silence. The appearance, in both cases, is delightful.

The entirely new Sunbeam Rapier scores an immediate bull's-eye for appearance. It is a two-door, four-seater, hard-top with a wrap-around rear window. In spite of its particularly dashing lines, it contrives to be exceptionally roomy. The four-cylinder engine has a "square" dimension of 76.2 mm. (1,390 c.c.). Structurally, the floor pressings and propeller shaft tunnel form the basis of the frameless body-cum-chassis. Ninety m.p.h. is claimed, and the total price is £985.

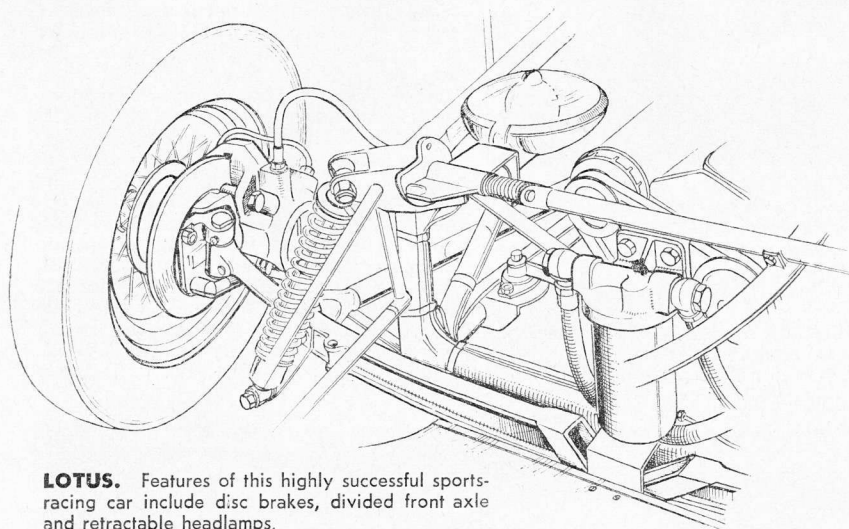
In addition to the celebrated DB2-4, Aston Martin exhibit their new hard-top. This differs in having a separate luggage boot instead of a swept tail, but the dimensions of both bodies are broadly similar. Some worthwhile improvements are incorporated in all models, notably a fly-off hand brake and an improved rear axle. The lower



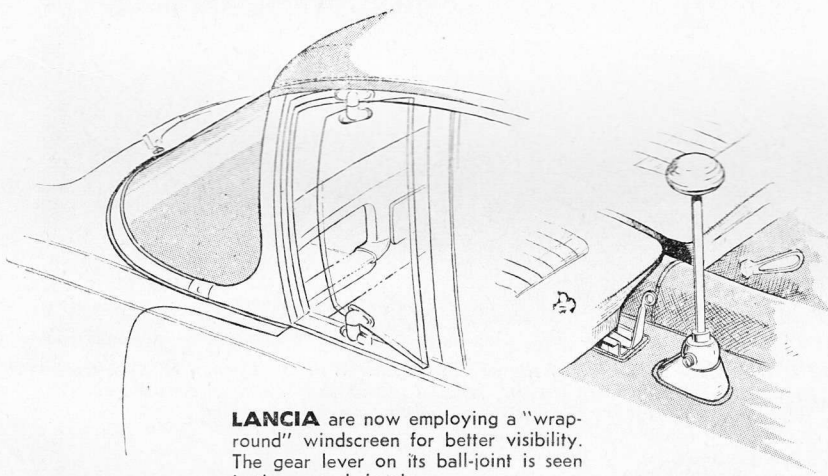


# Earls Court Sketchbook

BY THEO PAGE

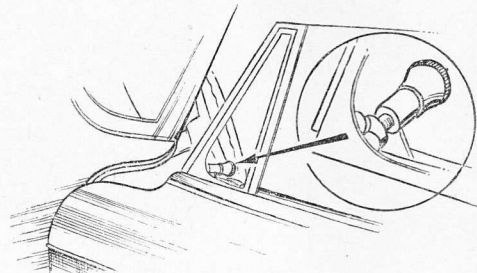
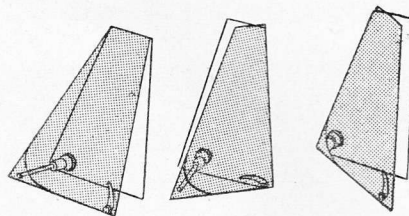
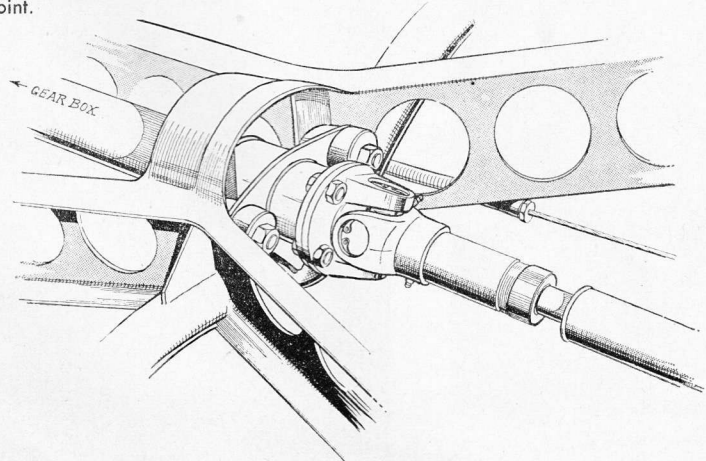


**LOTUS.** Features of this highly successful sports-racing car include disc brakes, divided front axle and retractable headlamps.

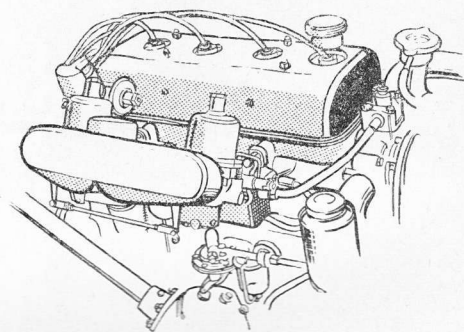


**LANCIA** are now employing a "wrap-round" windscreen for better visibility. The gear lever on its ball-joint is seen in the second sketch.

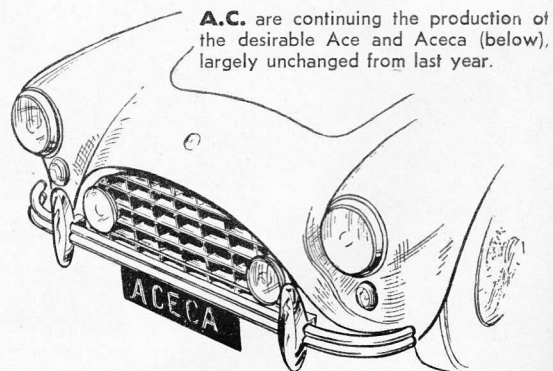
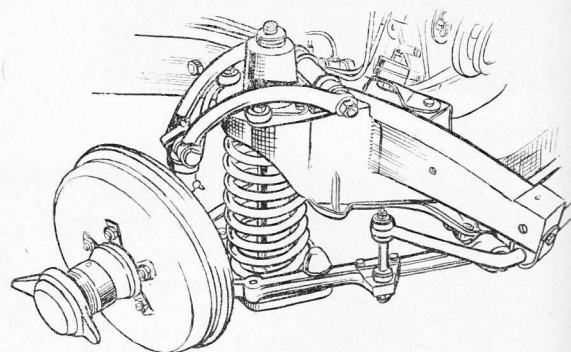
**SINGER.** To reduce the length of the propeller shaft on the new Hunter 75, the gearbox shaft is extended and a steady bearing provided at the forward universal joint.



**BMW.** The beautiful new 507 two-seater has these universal ventilator windows among a wealth of interesting detail.



**ARMSTRONG-SIDDELEY.** The new 2.3-litre Sapphire 234 has a four-cylinder engine of the same cylinder dimensions (90 x 90) as the existing 3½-litre model, but produces 120 b.h.p. to the 125 of the earlier engine. Below is seen the front suspension.



**A.C.** are continuing the production of the desirable Ace and Aceca (below), largely unchanged from last year.



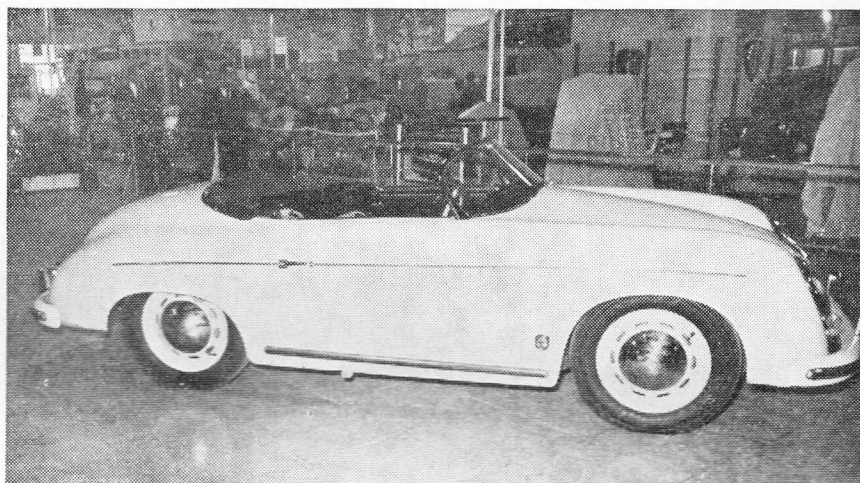


**"SPORTING" CZECH:** (Above) Pseudo-wire wheels are fitted to this 1,100 c.c., all-independently sprung Skoda saloon from Czechoslovakia.

**SPORTING GERMAN:** (Right) Amongst the competition-proved exhibits on the Porsche stand is this Speedster model with open bodywork and 1,582 c.c. flat-four engine.

scuttle section no longer opens with the bonnet, to the great benefit of body rigidity. The production version of the DB3S sports-racer is undoubtedly the best finished car in the whole show. The associated Lagonda exhibit shows similar constructional standards, applied to a luxury car with all wheels independently sprung.

Our old friend, the 3-litre Alvis, has at last been given the new look and, in a single bound, becomes one of our most handsome cars. The Allard



the 4 o.h.c., 85 mm. x 66 mm. (1,498 c.c.) engine from the Spyder, and must be a most delectable carriage. The usual Volkswagen models are shown, but the new Karmann coupé is regrettably absent.

Among the "tiddlers", the 4 c.v. Renault and the 2 c.v. Citroën continue their Paris rivalry, flanked by Morris, Austin, Standard and Ford. We again meet the Simca Aronde and the remarkable two-cylinder Panhard, but the Skoda is a welcome visitor from behind the Iron Curtain. Coming in 1,089 c.c. and 1,221 c.c. sizes, it has independent suspension all round, with swing axles at the rear.

Returning to sports cars, the Morgan retains its individualistic appearance.

(Continued on page 550)

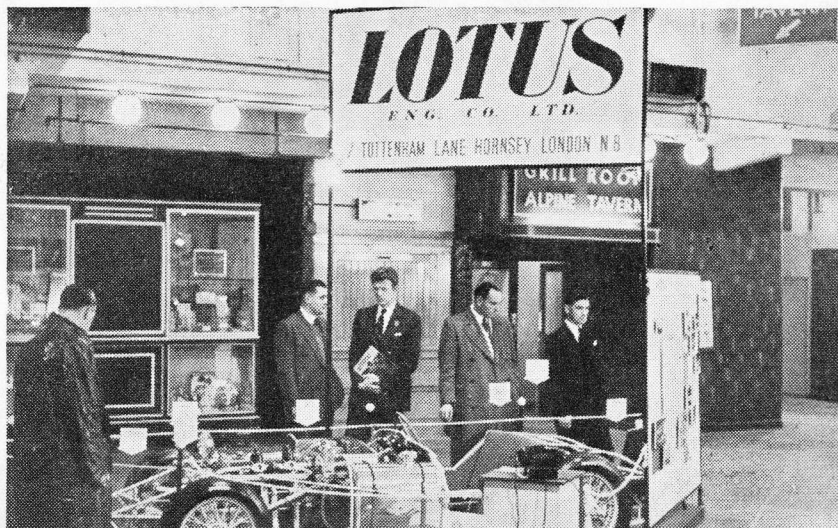


**PREFECT-BASED** is the new Ford Squire estate car (above), which should prove well-suited as a competition "équipe" car.

returns, Cadillac-engined, a powerful monster if ever there was one.

Entering the luxury fold, the Bentley "S" is a very large car, with 4.9 litres of engine and an automatic gearbox. It is beautifully made and every detail is a joy, but its abnormally low compression ratio of 6.6 to 1 gives it a 10 m.p.h. deficit compared with the faster Americans. No doubt the "Continental" version can hold its own, however. The well-known Bristol 405 appears as a saloon or coupé, but only the 9 ft. 6 ins. wheelbase chassis is available, and one mourns the shorter 404. The new 3½-litre Daimler is all that the name

**EYE - OPENER** (right) to many Earls Court visitors was the Lotus, exhibited in disc-braked chassis form, with Coventry Climax 1,100 c.c. engine installed.





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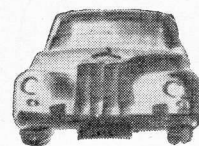
A.C.



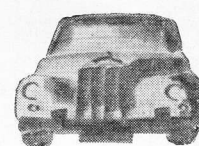
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ALVIS



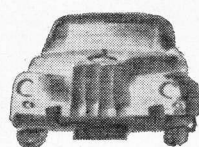
ARMSTRONG SIDDELEY



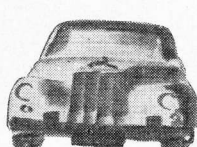
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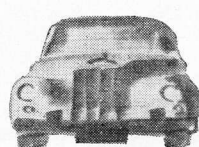
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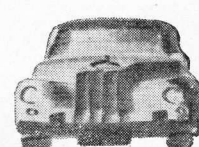
AUSTIN-HEALEY



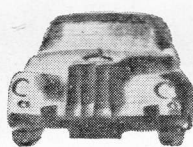
RILEY



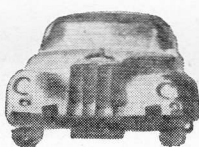
BRISTOL



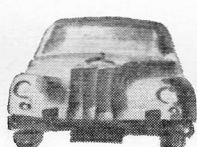
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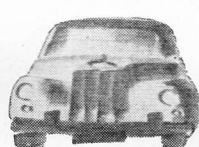
DAIMLER



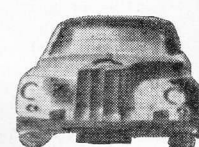
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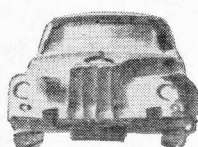
FRAZER-NASH



HEALEY



HILLMAN



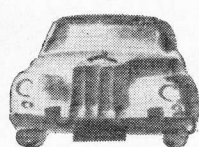
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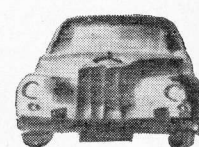
JAGUAR



JENSEN



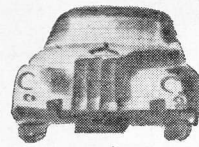
JOWETT



LAGONDA



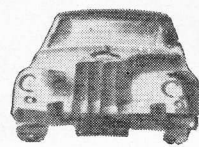
LANCHESTER



LEA FRANCIS



M.G.



MORGAN



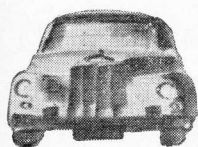
MORRIS

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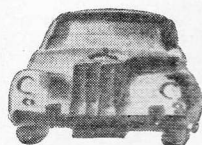
# bearings and bushes



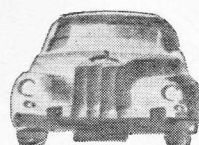
STANDARD



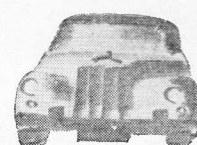
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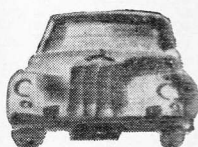
TRIUMPH



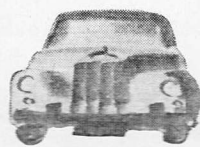
VAUXHALL



WOLSELEY



VOLVO



PEUGEOT



HOLDEN



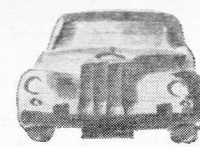
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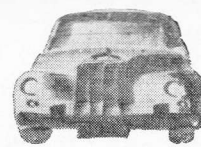
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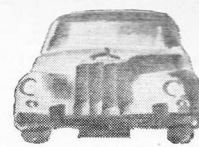
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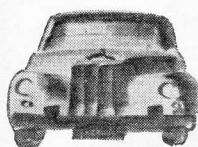
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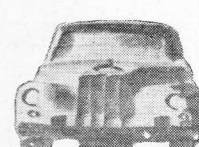
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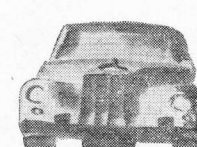
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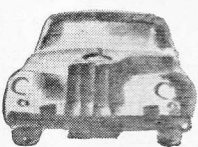
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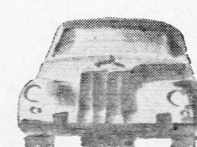
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SIATA

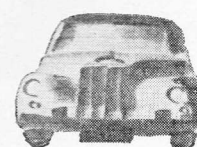


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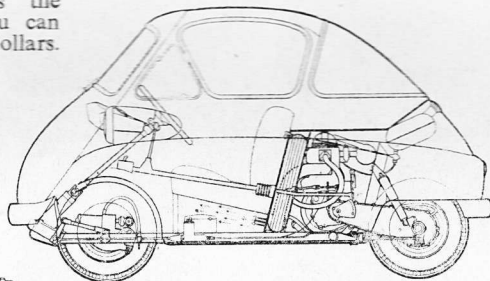
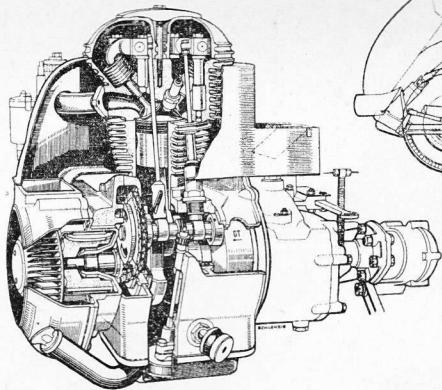
**QUIET MOMENT** at AUTOSPORT'S stand, No. 68, where countless enthusiasts and many sporting celebrities have called. Amongst early visitors were Reg Parnell, Stirling Moss, Mike Hawthorn, Aurelio Lampredi, Peter Collins, John Cooper, John Claes, Ivor Bueb, Archie Scott-Brown and Ken Wharton.

The TR2-engined version does not differ from the last one we road-tested, but there is a new, cheaper model with the Ford 1,172 c.c. engine and gearbox. Selling at £638, this car can have its performance augmented with all the special equipment now available for the Ford motor. The Singer appears with a new twin-cam head that usefully augments its performance.

Perhaps the most important exhibit, from the point of view of the racing enthusiast, is that of Lotus Engineering Co., Ltd. Though not officially a car display, this stand in the Accessory and Component Section happens to be right on the corner of the main floor. On it is shown a Lotus chassis, with 1,100 c.c. Coventry-Climax engine. All the details of the helically sprung space frame, from the front swing axles to the de Dion tube, are readily examined. Here are the disc brakes exposed to view, and at last one can study this race-winner in comfort, instead of stealing furtive glances in the paddock.

#### U.S. "Glamour" Cars

There is a brave galaxy of the better American cars, and two "glamour" machines are shown. One is the Lincoln "Continental", which you can buy if you have a great many dollars.



**ISETTAS FROM ISLEWORTH.** Originally Italian and now in full production by BMW the well-known Isetta monocoupe, shown on the BMW stand amongst more exotic four-wheelers, is being marketed in Britain by A.F.N., Ltd., of Isleworth, Middlesex. Inclusive of import duty and purchase tax, the price is £415. The sectional drawing above shows the compactness of the little vehicle, and that on the left, the details of the 245 c.c. 12 b.h.p. BMW engine, which provides a maximum speed of 50 m.p.h. with a fuel consumption of some 74 m.p.g.



The other is the Cadillac "La Espada", a 270 b.h.p. open two-seater prototype. As a recent AUTOSPORT test of the Packard showed, a standard American luxury saloon can achieve a timed 110 m.p.h.

It remains to mention the Carriage Work Section, and here London lags behind Paris. As always, the British craftsmanship is superb, but the design

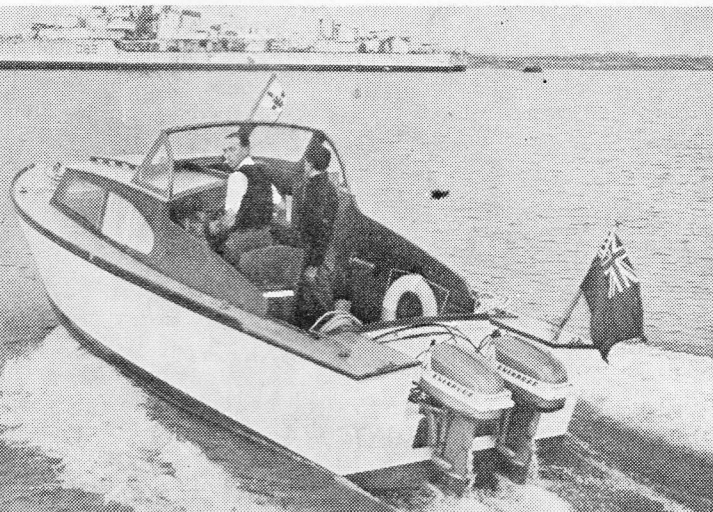
is conservative in the extreme. Oh, for a little Continental fresh air to relieve the stuffy atmosphere! Just because a car is large and extremely expensive, that is no reason why it should look old-fashioned.

Once again a "Docker-Daimler" is attracting large crowds. Painted ivory with zebra skin upholstery, and with every metal part gold plated, it is just the thing for running round to the labour exchange to collect your dole. It is, of course, beautifully made, but the shape is redolent of the decadent 1930s.

Earls Court, 1955, is not the best motor show ever. Still, it does reveal the beginning of certain trends which have immense possibilities. Best of all, the public are crowding round, and buying, the cars that are designed for tomorrow, with never a backwards glance at yesterday.

#### FROM WHEELS TO WATER

**THE** number of competition and other motorists who take pleasurable leisure in boating after strenuous wheeled activity is considerable, as evidenced by the marked interest shown in the marine section at Earls Court this year. Many a clever design feature is to be spotted amongst the boats and their power units, and one notes the names Healey, Austin, Morris and Coventry Climax amongst the more attractive stands. Yet another with a motoring background is that of University Marine, Ltd., an offshoot of University Motors, which handles the American range of Evinrude outboard units in this country. These engines, whose superb standard of manufacture might stand as an example to more than one car designer, are available in horsepower ranges from 3 to 25, all of two-cylinder, two-stroke type. A new 21-foot outboard cruiser, for river and sea travel, designed for use with any of these units, is of sufficient compactness to be towed on a trailer behind a normal family car. Builders in the U.K. are Aeromarine, Ltd., of Emsworth, Hants, and University Marine, Ltd., of 7 Hertford Street, London, W.1, are the sponsors.



**DESIGNED** to use single or paired Evinrude outboard motors is this new 21-foot cruiser, built by Aeromarine, Ltd., for University Marine, Ltd., and costing £595 with-out engines.



# NEWS FROM THE CLUBS

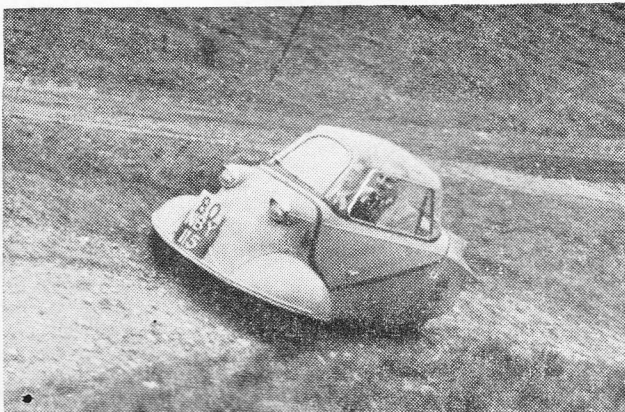
By Wilson McComb

It was bound to happen, and in fact I've been waiting for the letter to arrive . . . G. D. Speight, hon. secretary of the Rapier Register, writes to make it clear that his organization in no way caters for owners of "any other model bearing a similar name". Perhaps the next post will bring a letter in like vein from the Lagonda Club.

Really, these manufacturers should be more considerate. Think of the confusion in the Fiat "500" Club when the "600" model was announced—and what will the TR2 Owners' Association do about the TR3? One imagines that, sooner or later, the Sunbeam-Talbot Owners' Club will have to shed a portion of their title. But one organization has stood fast—the Morgan 4/4 Club, whose constancy has been rewarded with a brand new model.

ON into winter's darkness with a flourishing collection of night rallies, with what little daylight there is being occupied with mud trials. The Chester M.C. are promoting on 6th November what is hoped will be an annual event: the first Martini Trophy Rally, said Trophy being presented by the vermouth vendors. It is a closed event, but details may be obtained from Miss V. Seal, 57 Brook Lane, Newton, Chester. . . . The well-known Chase Trophy Trial also takes place on 6th November. Organized by the Shenstone & D.C.C. it is also open to members of Sunbac, Hagley, Leicestershire, Sheffield & Hallamshire, North Midland, Coventry & Warwick M.C. and B.A.R.C. The course starts from near Lichfield, and entries close on 31st October, with E. K. Ashby, 21 Branton Hill Lane, Aldridge, Staffs. . . . B.A.R.C. (South Western Centre) are holding their Night Navigation Rally on the same week-end (5th/6th November) and have invited the Gosport, Hants & Berks, London, M.G., 750, Southsea and West Hants & Dorset

**RATE OF CLIMB**  
of the three Messerschmitts competing in the M.C.C. Derbyshire Trial was not enough to gain any awards, but D. J. Tingey's machine is seen happily ascending the path above Litton Slack.



clubs. The course is around 250 miles in length, starting and finishing near Southampton, entries close on 31st October and the Secretary of the Meeting is W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants. . . . The R.A.F.A.M.C. are holding a short route-card rally on the afternoon of 30th October, starting at 2 p.m. from the club headquarters at Alton House, Birkenhead. . . . The Lindsey A.C. are running a night rally on 12th November, details of which can be obtained from E. Harris, Fern Villa, Epworth, via Doncaster, Yorks. . . . The Yorkshire S.C.C.'s Pennine Sporting Trial takes place on 13th November. Parties interested in this closed event should apply to P. J. Clay, Hollings Mill, Sowerby Bridge, Yorks. . . . Another closed trial is that of the Ikley & D.M.C., on 20th November. This, however, is a road event and details are obtainable from D. Leech, 1 Sylvan View, Kerry Hill, Horsforth, Yorks. . . . The Riley M.C.'s North-Western Welsh-Blackpool Rally is scheduled for 26th/27th November, starting from Oxford, Birmingham, Swansea, Leeds and Manchester, and finishing at Blackpool. It will be about 260 miles in length and entrants (club members only) should apply to E. M. Wainwright, 10 St. Michael's Avenue, Bramhall, Cheshire. . . . A fairly new but lively club is the Airedale M.C. (woof, woof!) and enthusiasts in the area may like to contact George Scott, 6 Westwood Grove, Ecclehill, Bradford, 2. . . . The second annual Ramsgate Rally of the Margate & D.C.C. is to be held on 19th/20th

November. Clubs invited are the B.A.R.C., Hants & Berks, Mid-Surrey, Sevenoaks, C.S.M.A., Maidstone & Mid-Kent and London, and the 400-mile route starts from near Tunbridge Wells and finishes at Ramsgate. Entries close on 9th November and the man to write to is S. W. Ingram, 1 Union Crescent, Margate, Kent. . . . A new Kentish club is the Bexley L.C.C., just getting under way. Enquiries should be made to A. Francis, 116 Dorchester Avenue, Bexley, Kent. Their first function will be a social run on 6th November, leaving the car park, Townley Road, Bexleyheath, at 10.30 a.m. . . . Members of the Midlands M.C.C. will be contesting their Miniature Rally on 27th November over a 160-mile route in the Cotswolds. Information from Len Hill, of 8 Skelcher Road, Shirley, Birmingham. . . . The newly formed Billericay M.C. announce that their hon. secretary is D. L. Greenfield, "Delcie", Berry Lane, Laindon, Basildon, Essex. . . . Another new organization in the formative stages is the Amilcar Register. Sqn.-Ldr. E. J. Lisle, Officers Mess, H.Q.B.C., R.A.F. High Wycombe, Bucks, is anxious to hear from any owners of these interesting machines, with a view to "getting together" on the matter. . . . After the Derbyshire Trial, the next item on the M.C.C. trials programme is the Exeter Trial, that classic winter annual which will take place on 6th/7th January next. Regulations are available as usual from Jackie Masters, at 76 Kinnerton Street, Knightsbridge, London, S.W.1.

## Some Recent Results

### M.C.C. DERBYSHIRE TRIAL

7th/8th October

**Class 4. First class awards:** W. E. Wonnacott (L.R.G. Spl.), A. E. Cleghorn (Dellow), M. J. Barker (Dellow S), A. E. Hay (M.G. TD), W. S. Bennett (Dellow), W. F. Mead (Dellow S), I. A. Betteridge (Dellow), J. W. Christopher (Scarlet Runner), H. W. Tucker-Peake (Tucker-M.G.), C. R. Parsons (Dellow), Mrs. N. Parsons (Dellow), G. S. Edwards (Dellow), E. H. Dennis (H.R.G.), J. Mansell (Dellow), J. T. Skinner (Dellow), Mrs. M. E. Woodall (Ford), D. J. Parsons (Frazer-Nash). **Second class awards:** W. G. M. Crews (Dellow), T. Bellm (Dellow), F. P. Barker (Dellow S), G. C. Turner (Ford), D. G. Fleming (Ford), D. H. C. Woodbridge (Buckler), W. A. G. Goodall (Morgan Plus Four). **Third Class Awards:** R. J. P. Morley (Austin Grasshopper S), J. J. Palmes (M.G. TC), E. P. Herbert (M.G. TD), J. E. Bates (Dellow), N. E. Denison (Dellow), B. J. Thorne (Morgan Plus Four), E. W. James (Morgan Plus Four), A. G. Norgard (H.R.G.), J. H. Leigh (H.R.G.), R. I. Clarke (Triumph TR2), A. R. Bick (Dellow).

**Team award:** C. R. Parsons, Mrs. N. Parsons and G. S. Edwards (Dellows). **Class 5. First class award:** A. C. Hobbs (Renault 750). **Second class awards:** R. E. Warren (Standard Vanguard), K. W. Hobbs (Renault 750). **Third class awards:** J. P. Davis (Ford), B. H. Thompson (Hillman Husky), A. W. Leaver (Vauxhall).

### SUNBEAM REGISTER SANDHURST RALLY

9th October

**Concours d'Élégance:** 1. C. F. Louth (1913 12/16 Sunbeam); 2. T. J. Mockridge (1935 Talbot 105). **Driving Tests** 1. T. J. Mockridge (1935 Talbot 105); 2. A. M. H. Jones (1927 Sunbeam 3-litre).

### SUNBEAM-TALBOT O.C. "RALLYE IBSLEY"

8th October

**Premier Award:** J. Tweedale (Humber Super Snipe). **Runner-up:** F. W. Scott (Hillman Minx). **Ladies' Award:** Miss G. Norman (Hillman Husky). **Most Meritorious Performance:** G. Baster (Sunbeam).

### LINDSEY A.C. GOATHLAND RALLY

15th/16th October

**Best Performance:** J. H. Fornington (M.G. Magnette); 2. A. Hirst (Austin A50); 3. P. Pumfrey (Ford Consul); 4. J. Robinson (Morris).

### AIREDALE M.C. RALLY

9th October

**Best Performance:** B. Chippendale (Morris), 24 marks lost; 2. G. Scott (M.G. TF), 26; T. Lanfranchi (Dellow), 41; B. Kelly (Ford), 42; J. Lee (Ford), 44.

### EDINBURGH U.M.C. RALLY

16th October

**Best Performance:** S. C. E. Spink (Morris), 1 point lost; 2. J. J. A. Maw (TR2), 5; 3. D. M. Smith (S.S.A.), 11; 4. D. Mackenzie (M.G. Magnette), 41.

**Team Award:** D. M. Smith, R. O. White.

### WARRINGTON & D.M.C. AUTUMN RALLY

16th October

**Best Performance:** R. A. Dando (TR2). **Class A:** H. K. Mather (Morris Minor). **Classes B & C:** T. A. Royle (M.G.). **Class D:** J. Greenwood (Austin A90). **Class E:** R. J. Whitfield (TR2).

### FORCES M.C. WEST COUNTRY RALLY

16th October

**Best Performance:** Capt. W. H. R. Waters/2nd Lt. H. Blaikie (Standard 8), 4 marks lost. **First Class Awards:** Lt. H. Wright (Morris Minor), 9; Capt. H. G. Robertson (Morris Minor), 10; 2nd Lt. J. F. S. Bidaood (Riley 9), 10; Col. G. C. S. Coode (Jowett Javelin), 11. **Second Class Awards:** Lt. R. L. MacIntosh (Ford Consul), 12; R. P. Lapase (Jowett Javelin), 13; 2nd Lt. D. Grixoni (Ford Popular), 16; Lt. D. R. Mackintosh (Talbot), 18. **Team Award:** Lt. I. G. Duffin (Morris 8), Lt. H. Wright, 2nd Lt. J. F. S. Bidaood.



## THE RALLY OF THE DAMS

Snaylam (TR2) Wins Regent Trophy

ALL the work the Sheffield and Hallamshire Motor Club put into the 650 miles of route-planning for the Rally of the Dams must have been well worth while when 175 entry forms were received. Even better—when the information came back from the four starting points, Harrogate, Manchester, London and Bristol, it was found that only five had non-started.

The rest were faced with a 30 m.p.h. average, which included a tough night navigation run, on a clear but very cold night as it was on Saturday, 15th October.

Headquarters were located at the Grand Hotel, Sheffield, and very soon stories were coming back there of trials and tribulations. By midnight 11 drivers had packed it up. Navigator-illness had put paid to two attempts but ditches had also held some attraction, and mechanical faults were in evidence. M. P. Winsor (Ford Zodiac) went out when the front suspension gave trouble. P. F. M. Telling (Sunbeam) had the electrics go phut, and back axle faults put paid to K. Large's run in his Triumph TR2.

All routes converged at the Peveril of the Peak Hotel at Thorpe, near Ashbourne. After a refreshment break of one hour, competitors entered immediately the night navigation section which lay in the hard going of the Peak District, eventually emerging at Bawtry.

It was here that most of the marks were lost, and it was not only the map reference guides which caused the trouble. By way of the North Riding of Yorkshire a breakfast halt was made at Ilkley, where some interim inquiries were held. Jimmy Ray, with Jeff Dixon alongside, was going strongly in the Triumph TR2, while a similar car was being handled well by H. E. Rumsey and navigated smartly by P. P. Roberts. Of the several lady entrants, including Miss Pat Moss, Mrs. Johns was showing an expert hand in the Austin A40.

A second road book was handed out after breakfast, which pointed out the final leg of the run. This sent the "field" up north again and from here past the Dams, from which the rally takes its title, to the only two tests in



IT'S BIGGER THAN A BICYCLE . . . Champion cyclist Reg Harris arrived at the Sheffield tests with a much-dented Jaguar.

the event, both located on a macadamized surface at the Arts and Crafts School at Sheffield.

The Sheffield and Hallamshire Club had hoped to sort things out without reference to the final tests and they came very near to this ideal.

But before the tests were reached there were many more who had waved goodbye to an award. A. D. P. Jenkinson (Ford Zodiac), Mike Wilson (M.G.), A. Bilbrough (Standard 8), D. J. S. Allen (Morris), P. A. Stirling (Austin), Capt. M. F. Jackson (TR2), N. P. Freeland (Morris Minor) had all retired. On the other hand Mrs. Anne Hall, with Noreen Scott as navigator, was going very well in the DKW.

The cruellest luck of all caught up with Mrs. L. Baker and companion Jill Twyford, who had to call it off only 30 miles from the finish when their Triumph TR2 developed a bad leak.

Eighty-eight cars battled through to the tests, one of which was the well-known "three garages" layout, while the other was a variation on the zig-zag theme.

Fred Snaylam (Triumph TR2) and

Harry Jacoby in a similar car did not realize that Best Performance hung on their performances but it was so. With lively drives Fred just carried the day. Rain had started just as the tests began, but fortunately too late to mar a well-organized event. The organizing club had got down to detail in putting this on, even to issuing met. reports three times during the night, laid on from Bawtry Met. Station, and recording reports of the run from time to time.

It was only fitting that such preparations should be capped with the words of praise which came from many competitors.

WILSON ROGERS.

### SHENSTONE'S 5th BUXTON RALLY

AN entry of 70, only three of whom non-started, was received for the Shenstone and D.C.C.'s 5th Buxton Rally on 8th October. The 224-mile route included two navigational sections, one involving a series of crossings of the River Dove, the other a 24-mile stretch from Oulton Park to Buxton, defined by 17 map references.

Before Oulton Park had been reached, 12 competitors had retired and 27 more been penalized, while the second stage left only 10 with clean sheets. At Oulton Park competitors had to cover two laps in a combined high speed-plus-regularity test, then negotiate another whose finish line was hidden by a dip in the road—so that many passed over the "astride" line at high speed. R. B. White (Healey Silverstone) and D. H. Holland (Austin A40 drophead) were prominent in these tests, while L. Newey inverted his Standard 10 at Lodge Corner and went on to finish not only the test, but also the rally. In the final test, held at Buxton, C. B. Taylor (Triumph TR2) confirmed his claim on the premier award by making the best time of the day.

#### Results

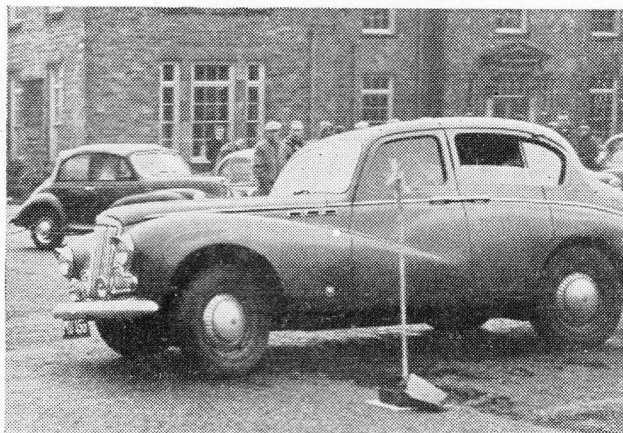
**Buxton Trophy:** C. B. Taylor (Triumph TR2).

**Best Open Car:** A. Benrose (Austin-Healey). **Best Closed Car:** R. W. Best (Austin A40). **Best All-Female Crew:** Mrs. D. M. Osborn (Triumph TR2). **Vintage Award:** Not awarded. **Team Award:** A. Benrose (Austin-Healey), A. E. Gather (Jaguar) and J. F. Dalton (Aston Martin).

**Class Awards:** S. B. Bowskill (Riley), R. G. Streather (M.G.), J. W. Rowley (Lancia), A. Payne (Ford) and H. C. Burrows (Standard Vanguard).

**First Class Awards:** R. B. Beck (Ford), F. D. Woodhall (Austin-Healey), A. E. Gather (Jaguar), J. F. Dalton (Aston Martin), D. H. Holland (Austin), N. B. Jarrett (Standard) and W. S. Underwood (Standard). **Souvenir Awards:** None eligible.

**Esme Finnemore Cup (best navigator):** 1, F. E. Day; 2, D. C. R. Esce; 3, F. E. Ainley; 4, E. H. Smith.



★  
*OUT OF 170 STARTERS, only 88 got through the Rally of the Dams to take part in the final tests. A. C. Whatmough (Sunbeam) was among that select band.*  
★



# 12 INTERNATIONAL RECORDS

At Montlhery twelve International class G  
records for 1,100 c.c. cars were broken by a Cooper Climax.

Drivers were Jim Russell, Arthur Owen and Bill Knight.

(Subject to official confirmation)

on  
**DUNLOP**





## In Ireland, the Circuit of Clare . . . .

ABOUT four years ago, the Circuit of Clare started off as a nice gentle Sunday afternoon event wherein navigation, and the other things that go towards making a trial tough, were of no import. Since then it has grown in stature, and the 1955 version was certainly one of the best trials that it has been this correspondent's pleasure to attend.

The games started from Limerick at 10 a.m. on Sunday, 9th October, and the first half of the event wound up through Clarecastle and via the Cliffs of Moher to a lunch break at Lisdoonvarna. There were six tests in all, "open" enough to give everybody a reasonable chance, but with sufficient forethought in their planning to necessitate precise driving.

The best of the pre-lunch tests was laid out in a large quarry near Ennistimon, and Fred Morris's M.G. TF (a rare motor-car in Irish trials) found the quickest route in 30.4 secs., just 0.6 sec. faster than Sam Logan (Volkswagen).

There were no pre-lunch casualties, but Hopkirk was obliged to have a hasty welding job done to his handbrake linkage while other crews were enjoying lunch.

If the meal gave anyone a feeling of complacency, there was a rude awakening during the second half of the trial. Control "Morgan" was *The road junction north of the "D" of O'Donoghue's Chair (this is where our R.I.A.C. Steward sat back and messed up his road-book in the Irish Rally)* . . . cheeky lot, this Limerick crowd! However, the road to the control was a veritable nightmare. Pot-hole followed pot-hole, ridge after ridge and hairpin bend upon hairpin with nary a let-up for nearly 30 miles. Every farmer in the area seemed to be spending the Sabbath holy by moving large droves of cattle along the route.

A nice dicey test at O'Donoghue's Chair gave everyone the chance to prove his prowess with a handbrake; Hopkirk

*NO MISTAKING where this is! Without the "EIR" plate on Paddy Tynan's Minor, one can still identify this Circuit of Clare scene as thoroughly Irish.*

drove a neat 46.6 secs. to record B.T.D., but by far the finest effort was that of Paddy Tynan, whose 52.6 secs. was second best time—in a Morris Minor saloon. From "Morgan" through Cloon-usker, Knockbrack and a test (Hopkirk again), to Elm Hill, and still the scrap with the clock went on, most of the entry fighting a losing battle.

Major Keane holed the sump of his Minor, and Sean Fitzgerald got so off-route that he drove the opposite way to the rest of the field; a head-on collision between his TR2 and J. J. O'Connor's Consul did no good to either car. Val Baker stopped "The Thing" to render first aid, and lost so much time that he had to retire. Dr. Gar O'Brien came along to assist, and also lost all chance of an award.

One by one, and somewhat erratically, those that were left in the running filtered in to the final control just outside Limerick. Five had fallen by the wayside, 17 had lost marks on the road, and only seven crews had clean sheets to show after a fabulous day's motoring.

J. O'DONOGHUE.

### Results

**Premier Award:** P. B. Hopkirk (Triumph TR2). 220.2 marks lost.

**Open cars:** 1. P. B. Hopkirk (TR2), 220.2; 2. F. R. Morris (M.G. TF), 278.2; 3. D. A. Conway (M.G. TD), 295.2.

**Saloons up to 1,300 c.c.:** 1. S. M. Logan (Volkswagen), 241.2; 2. G. Dyer (Ford Anglia), 245.0; 3. T. V. Connolly (Volkswagen), 269.8. **Over 1,300 c.c.:** 1. F. McDonagh (Hillman), 277.6; 2. D. J. McCarthy (Hillman), 283.2; 3. Miss M. O'Sullivan (Humber), 623.6.

**Special Souvenir Award:** A. D. McBride (Ford Anglia). **Navigators' Awards:** to navigators of P. Hopkirk, G. Dyer, T. Connolly, F. McDonagh, F. Morris, J. Jermyn, D. McCarthy and D. Conway.

THE Berwick Club's Border Rally gained for itself last year the notoriety of the Mille Miglia. That the tradition was upheld again this year may be gauged from the fact that only seven competitors finished with clean sheets on the road, but this was a tribute to organizers Jack and Willy Stoddart—not the weather—this year.

When the 51 starters had assembled in Berwick early on the morning of 16th October, the scrutineers found that six entries had to be transferred to the class for modified cars. The first man was off at 8.31 a.m., and other competitors followed at minute intervals to a point 11 miles from Berwick where the acceleration and braking test was held. P. G. Walton (Vauxhall) was notably fast with 31.2 secs. and excitement was provided by G. Shanley (Ford) and D. L. Cavers (Austin A70), who were apparently doing a different test. Shanley's gyrations finally caused him to withdraw.

Only 15 mins. were allowed for the next section, one giving competitors their first taste of what Borderers call "roads of a non-damaging nature". Fourteen miles farther on lay Eglingham, and a farm steading and track reverberated to the exhaust notes of competitors. Two more short sections led to Scots Gap, and it was about here that F. Buglass (M.G. TF) retired with sump and big-ends awash. There followed a long dice across a moor which tested the

## . . . . and in Scotland, the Border Rally

agility of navigators in opening gates, while a herd of cows on the road provided a setting for J. Clark (Sunbeam-Talbot) to practise "pylon-dicing".

Redesdale Forest and sundry other green roads took competitors finally to Carter Bar and thence to Bonchester Bridge, where, over a picnic lunch, they received details of the second part of the route and learned that Billy Potts (Austin-Healey), last year's winner, was among those with lost marks. A. Curry (Riley 9) was minus 270 after removing a stone from his carburetter.

That the first part of the route had been comparatively easy, compared with that to follow, was soon all too apparent. The route was notably accurate throughout, all the more remarkable when it was learned that the Stoddarts had measured it with a kilometre speedometer and later converted! Round about Hawick the organizers had found some interesting roads, and the field then hopped from the valleys Teviot to Borthwick, Borthwick to Ettrick, Ettrick to Yarrow and then by Tweed to Lauderdale. No "hop" was of more than 12 miles, two were less than two—12 sections in 98 miles, at an average of 30 m.p.h., and there certainly was a premium on close time-keeping!

It was in Yarrow that, on very slippery roads, J. I. Smith (Fiat 1100TV) embraced a bridge and J. Renfrew

(Triumph TR2) a marker post, to the detriment both of their cars and their chances of continuing. On the tie-deciding stop and restart test, Bob McPherson (BMW) was notably fast at 16.6 secs.; much lower down the scale, Scott Watson (DKW) wished that he had tackled the steep loose surface in reverse with his front-wheel-drive mount!

Between Melrose and Lauderdale, over by the Housebyres, there is a grass track which claimed the sumps of G. Gibson (Magneite), and of both F. Potts and I. Moore (Morris Minors). D. Steven (Ford Popular) kindly made way for quicker traffic, and there were many "flying finishes" at the end of the section. With the exception of one short two-mile section, the rest was easy and the first car was back in Kelso at 4.08 p.m. 210 miles from Berwick as the crow does not fly! Results were out by 7 p.m., and that ever-popular Monte Carlo veteran, Phil Walton, celebrated his 21st award.

### Provisional Results

**Premier Award:** P. G. Walton (Vauxhall Velox mod.), also first in Specials Class. 2. N. L. Paterson (M.G. TD), also first Open under 1,500 c.c. 3. J. C. Bain (Triumph TR2), also first Open over 1,500 c.c. 4. Dr. G. Waugh (Ford Anglia), also first Closed under 1,500 c.c. 5. I. Scott Watson (DKW). 6. W. P. Cleland (Ford Zephyr), also first Closed over 1,500 c.c.

**Team Award:** N. L. Paterson, R. W. Dalgligh (Triumph TR2), and D. Jack (Sunbeam).



**M.G.C.C. WESTON RALLY**

THE M.G. Car Club's fifth Weston Rally was held on October 8th/9th in the West of England. The results list which was published recently shows that the best performance was made by S. Moore, in an M.G. TF, and to him goes the Nuffield Rally Cup. No competitor completed the road section without loss of marks.

The rally started in the early evening from four different controls: Marlow (Bucks), Birmingham, Cardiff, and Bristol. The routes all converged on Tewkesbury where there was a refuelling point. Thereafter, there was a map reference section during which competitors collected code words and this lasted up to and including the 11th control near Little Malvern. From there the second part of the rally began, composed of three separate "Eight Clubs" sections. The route was a devious one through Herefordshire and into Monmouthshire, where a control at Abergavenny most hospitably run by Colin Hughes Davies and Richard Picton-Turbervill ended this particular section. From there competitors were provided with a marked map which led them through South Wales into the breakfast control at Tewkesbury. By breakfast well over half of the competitors had failed to maintain their schedules. Thereafter the road section became very much more simple and the day route consisted mainly of some tests which were held at Charmey Down, Lulsgate Bottom and finally on the sea front at Weston-super-Mare.

The standard of navigation required throughout the rally proved too much for most competitors. As an example, one competitor spent over 1½ hours getting from one control to another—a distance of only four miles! However, in spite of all, Moore in the M.G. proved that provided one kept one's head, the rally was not impossibly difficult.

Reg. Harris, better known in the cycling world, driving a Mark 7 Jaguar, did not have a very successful rally, and retired at the end of the first part of the Eight Clubs section. Those who did well in the tests at Weston-super-Mare included Geof Bear (M.G.), Richard Davis (Sunbeam-Talbot), Trevor Cornish (TR2) and Ian Burgess (Zephyr). Archie Lusty (TR2) arrived very late at the final control but nevertheless put up a spirited performance in the tests.

(Results were published last week.)

**DINNER TIME**

ONCE again the season of feasting and merrymaking is with us, and we have received notification of the following annual dinners: **Thames Estuary A.C.**, 11th November, Queen's Hotel, Westcliffe. Tickets, price 30s., from F. R. Venables, 8 Chapman's Close, Leigh-on-Sea, Essex; **Motor Cycling Club**, 18th November, Park Lane Hotel, London, W.1. Tickets, price 31s. 6d., from Major R. I. Mariani, 26 St. John's Wood Terrace, London, N.W.8; **B.A.R.C. (N.W. Centre)**, 18th November, Exchange Hotel, Liverpool. Tickets price 30s. (55s. double) from I. R. Broughton, "Raithcraig", 45 Woolacombe Road, Liverpool 16; **B.A.R.C. (East Sussex)**, 25th November, Cavendish Hotel, Eastbourne. Tickets, price 21s., from R. C. Matthews, c/o Messrs. Caffyns, Ltd., Meads Road, Eastbourne.

**Coming Attractions**

**October 29th. B.A.R.C. (East Sussex)** Night Navigation Rally. Start, Fairlight Cove Hotel, 6.30 p.m.  
**Durham A.C. Autumn Rally.** Start, Cock of the North, Durham, 11 p.m.

**Volkswagen Club (Ireland) Navigation Trial, Eire.**

**Omagh M.C. Trial, N. Ireland.**

**Larne M.C. Trial, N. Ireland.**

**October 29th/30th. Blackpool and Fylde M.C. Rally Driving Tests, and Inter-Area Challenge Match, North Shore, Blackpool.**

**Falcon M.C. Guy Fawkes "200" Trial.** Start, London, Taunton and Birmingham.

**Combined Universities M.C. Fifth Inter-Varsity Rally.** Start, Buxton, St. Neots and Virginia Water.

**Sunbac Airline Rally.** Start, Bull-i-th-Thorn Inn, near Ashbourne, 11 p.m.

**Tunbridge Wells M.C. Fifth Annual Night Navigation Rally.**

**October 30th. 750 M.C./West Hants and Dorset C.C. Speed Trials, Tarrant Rushton Airfield, near Blandford, Dorset.** Start, 1 p.m.

**Sunbac Vesey Cup Trial, Shropshire.** Start, 10.30 a.m.

**Northumbrian C.C. Guy Fawkes Rally.** Start, Gosforth Park Hotel, Newcastle-upon-Tyne, 3 p.m.

**Leicestershire C.C. Wentworth Trophy Trial.**

**Cemian M.C. Chiltern Rally.** Start, Old Green Man, Batchworth Heath.

**R.A.F.A. M.C. Navigational Trial.** Start, Alton House, Birkenhead, 2 p.m.

**Buckingham and D.M.C. "Operation Signpost".** Start, Swan Inn, Great Horwood, 2 p.m.

**Peterborough M.C. All-Day Rally.**

**Kilkenny M.C. Winter Navigation Trial, Eire.**

**THE TR2 OWNERS' ASSOCIATION**

TWENTY-THREE Triumph TR2 owners turned up at the Otter Hotel, Otter-shaw, near Chertsey, for a meeting of the TR2 Owners' Association, and it was agreed to form a local branch with headquarters at the hotel. The first meeting will be held on 4th November, when a representative of the Standard Motor Co. will be present, and subsequent meetings will be on the first Friday of each month. Details of the Association's plans may be had from A. Warren-Lambert, Bridge House, 181 Queen Victoria Street, London, E.C.4.

**ULSTER TRIALS COMMENCE**

ANOTHER season of Ulster reliability trials opened on Saturday, 15th October, with a not-too-serious driveability run over two laps of a 12-mile circuit in the southern suburbs of Belfast. Quite a number of the regular trialists were absentees, but to offset this, there were as many newcomers on the line, bringing the total to the rela-

tively small one of 26 starters, with 12 open cars and 14 closed cars.

Eight driving tests were held, four on each circuit, and throughout the trial Gordon McNally (Dellow) and Robin McKinney (TR2) vied with each other for top marks. Eventually the decision went to McNally, with 165.6 marks lost. Robin McKinney was second with 175.6 and Dick Robinson (M.G. TD) third with 179.8 (he probably lost that precious 4.2 secs. on the "sprint" undertaken by drivers at the fourth test, poor Dick being just out of hospital following a cartilage removal).

In the closed car class, David Archibald's very super 750 Renault just managed, with 193.8 marks, to keep ahead of Cecil Molyneux's Austin A30 with 195.2. Jim Hamilton (Ford Prefect) was third with 199.8.

W. A. McM.

**LONDON RALLY RESULTS**

IN the final results of the London M.C. London Rally, the only notable amendment to the provisional results published in our issue of 23rd September, is that Colin and John Shove have been promoted from a "Best Twenty" award to a "Best Ten", with only 55 marks lost instead of the 70 previously announced.

**Club Fixtures**

**Hants & Berks M.C.**—Film show, 28th October, California-in-England, 8 p.m.

**Cambridge '50 C.C.**—Meeting, 28th October, Ancient Shepherds, Fenditton.

**Eastern Counties M.C.**—Evening run, 29th October, Start 6 p.m., Shingle Street.

**Bentley D.C.**—Meetings: 29th October, Halfway House Hotel, Aylesbeare, Devon; Elcot Park Hotel, Newbury, Berks.

**Burnham-on-Sea M.C.**—Evening run, 29th October, starting 8 p.m. from Royal Clarence Hotel.

**B.A.R.C. (Yorks).**—Meeting, 1st November, White Hart, Pool-in-Wharfedale.

**Coventry & Warwicks M.C.**—Meeting, 1st November, Fletchamstead Hotel, Fletchamstead Highway, Coventry.

**Sussex C. & M.C.C.**—Meeting, 1st November, Southwick and Fishersgate Community Centre, Southwick.

**750 M.C.**—Meetings: 1st November, Dog and Gun, Banbury, Oxon; 3rd November, Red Lion, Knowle, Warwick.

**North London M.C.**—Meeting, 3rd November, Rising Sun, Chase Side, Southgate.

**West Essex C.C.**—Film show, 2nd November, Three Jolly Wheelers, Woodford Bridge.

**Wolsley Hornet S.C.**—Meetings: 2nd November, Mason's Arms, Maddox Street, London, W.1; 3rd November, Bull's Head, Horse Fair, Birmingham.

**Midlands M.E.C.**—Film show, 2nd November, White Swan, Edmund Street, Birmingham, 7.45 p.m. All welcome.

**Forces M.C.**—Meeting, 3rd November, The Crown, Brewer Street, London, W.1.

**Surrey Sporting M.C.**—Meeting, 3rd November, Warwick Hotel, Redhill.

**Sunbac.**—Meeting, 3rd November, Royal Oak, Lozells Road, Birmingham 6.

**Singer O.C.**—Meeting, 3rd November, Prince of Wales, Eccleshall Road, South Sheffield.

**Nottingham S.C.C.**—Meeting, 3rd November, Travellers' Rest, Plains Road, Mapperly.

**Vintage S.C.C.**—Meetings: 3rd November, Phoenix Hotel, Hartley Wintney, Hants; Rose and Crown, Elham, near Folkestone, Kent; Scott's, Rose Street, Edinburgh.

**Harrow C.C.**—Meeting, 3rd November, Battleaxe Inn, Aldenham.

**King's College M.C.**—Meeting, 3rd November, Union Society, King's College, Newcastle-upon-Tyne.

**Singer O.C.**—Meeting, 3rd November, Three Cranes, Queen Street, Sheffield.

**Buckingham & D.M.C.**—Meeting, 3rd November, The Swan Inn, Great Horwood, Bucks.



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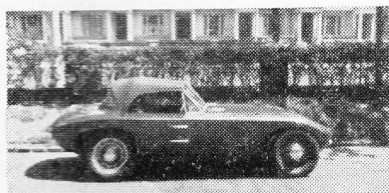
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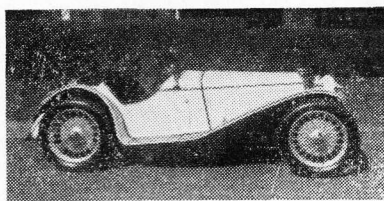
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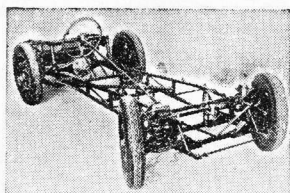
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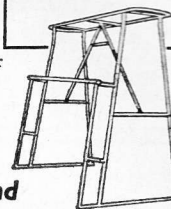
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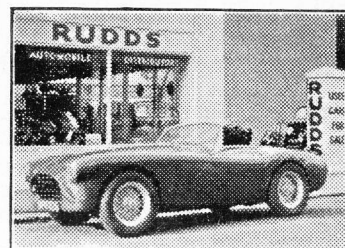
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