

INTERNATIONAL CAMERA CONTEST-THE WINNING PICTURES

AUTOSPORT

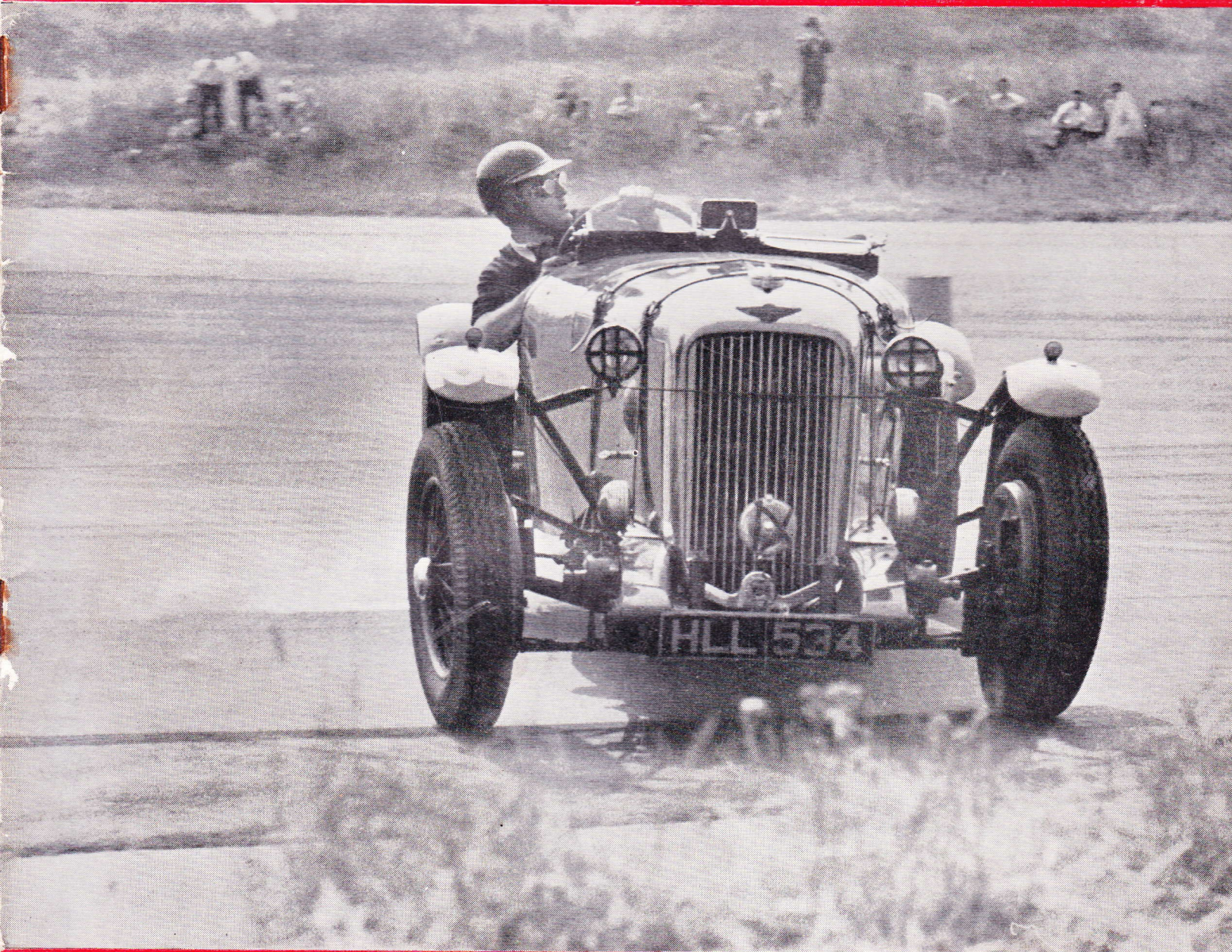
NOVEMBER 25, 1955

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EVERY FRIDAY

Vol. 11 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY



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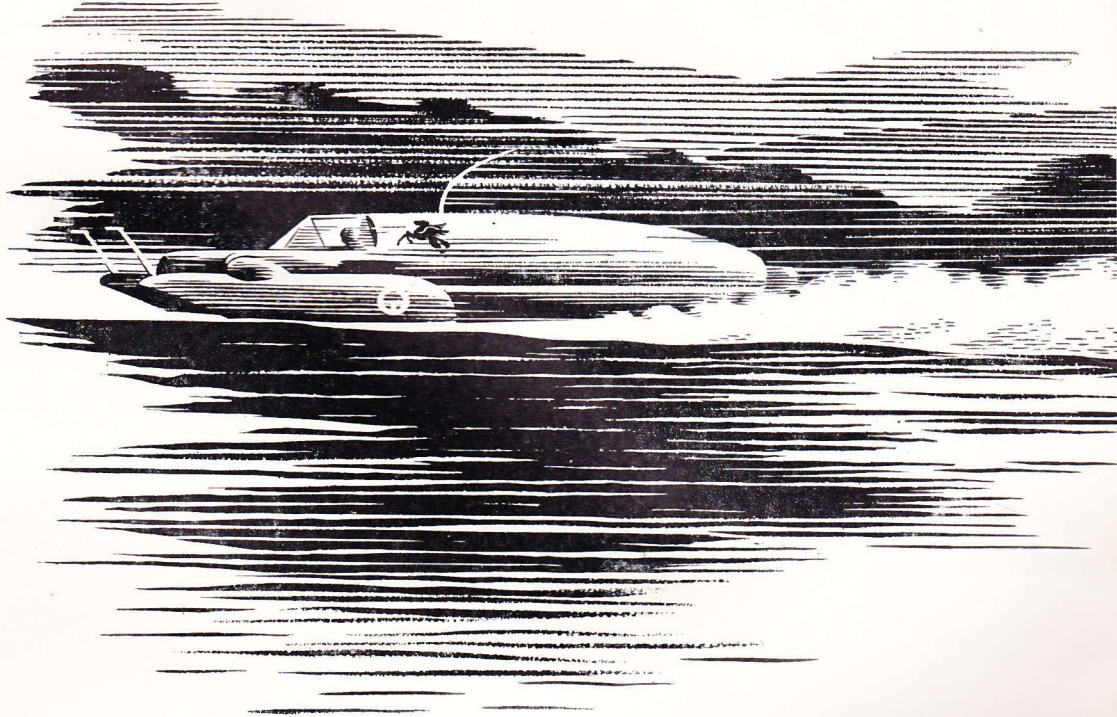
THE GORDINI STORY, PART 4 : BRABHAM'S VICTORY IN THE AUSTRALIAN GRAND PRIX
SACRAMENTO 100-MILER : NORTH MIDLAND M.C. SPORTING TRIAL : IS NOISE NECESSARY?

JOHN BOLSTER • GERARD CROMBAC AND JEAN BERNARDET • A. J. CARDY

NEW WORLD WATER-SPEED RECORD

(Subject to official confirmation)

Lake Mead, Nevada



CAMPBELL'S BLUEBIRD

used Mobiloil

and was fuelled by the makers of

Mobilgas SPECIAL



VACUUM OIL COMPANY LIMITED LONDON SW1

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 21 November 25, 1955

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EDITORIAL

SPORTS CARS AND RALLIES

THE decision of the French Government to ban open sports cars from rallies run over French territory is both senseless and mystifying. Although it is accepted that France does not build other than a few specialized machines, surely the outlawing of a very popular type of vehicle is a retrograde step? If this ban is enforced, several French rallies will lose the support of many British "regulars", whose sole interest in these events is the sheer joy of taking part in them with a sporting machine. For example, one can immediately anticipate a drop in entries from this country for the "Rallye des Alpes", an *épreuve* which has a fascination for sports car drivers. If vehicles built to sports-racing specifications were banned, one could more easily understand—but to object to normal series-production machines makes the whole thing completely incomprehensible. At Le Mans, the A.C.O. apparently still permits the entry of "tiddlers", presumably because the "Index of Performance" is about the only award that French-built cars stand a chance of winning. Yet the dangers of racing cars of varying speed differential together on the same circuit have been stressed by almost everyone interested in motor racing! It seems strange that one of the main outcomes of the Sarthe tragedy is to prevent owners of sports cars from competing in rallies. It is still not too late for the Automobile Club de France to persuade the Government that this was a mistaken decision.

SILENCE, PLEASE!

EXCESSIVE noise is worrying race organizers whose circuits lie adjacent to residential areas. The Duke of Richmond and Gordon, among other very influential people interested in motoring sport, believes that some effort should be made to minimize the noise emitted by racing engines. AUTOSPORT feels that the solution to the problem lies in the hands of race promoters. If a certain standard of silence was insisted on, it would not only set an example to all road users, but would cut down the risk of legal action by residents to curtail, or stop altogether, motor racing in certain areas. Few object to the hum of a well-tuned sports car fitted with normal exhaust and silencing equipment; it is the crackle from open pipes which offends the ear and causes the general public to complain. Those in control of motoring sport can check the nuisance where circuit racing is concerned—as can the various motor-cycle bodies. If a start is made on sports cars, then who knows but that it may lead to a banishing of noise-emitting machines from our highways, and the substitution of pride of ownership in cars which are as silent as human ingenuity can make them!

OUR COVER PICTURE

WINNING WAYS—so far as racing is concerned—may not be evident in this week's cover. But the skill of Leica enthusiast T. J. Duval, who captured this amusing incident at exactly the right moment, wins him first prize in AUTOSPORT's International Camera Contest. Full results are given on page 672.



THE SOCIAL WHIRL: "Notables" at George Wicken's recent party—(left) Mrs. Ken Carter, host George Wicken and Mrs. May Forbes. (Above) In this group are Robin Law, Steve Lancefield, Ken Carter, Gregor Grant, Mrs. Lancefield, "Big" Bill Whitehouse, Peter Jogg and John Brown.

(Below) Seen at Prosser's cocktail party in Glasgow during the Scottish Show—(l. to r.)—Mr. Hibberd, President of the S.M.T.A., Ninian Sanderson, Mr. Francis of Nuffield's, Peter Hughes, David Prosser, Pat Prosser and Mr. Bowles of Nuffield's.

PIT & PADDOCK

LE MANS organizers are having date troubles. The proposed switch with the Supercortemaggiore race, down for 24th June, cannot be effected, and with the French G.P. meeting on 1st July, and other fixtures, the dates may now be 21st/22nd July.

SWITCH-ROUND of Italian drivers is reported, Luigi Musso having gone from Maserati to Ferrari, and Umberto Maglioli from Ferrari to Maserati.

RONNIE ADAMS, again driving an official Jaguar in the Monte Carlo Rally, will have as his crew Frank Bigger and Derek Johnston of Dunmurry. Bigger has "Monte'd" with Cecil Vard before, but this is Johnston's first time, although he has won the Circuit of Ireland in recent years.

WILBERT TODD, who is using a Ford Zephyr this time, made his Monte début last year and, as then, will be accompanied by Brian McCaldin.



THE Owen Racing Organization hope to have a team of three Formula 1 B.R.M.s in good trim and ready to race by the beginning of next season. O.R.M.A. members will have an opportunity to see the new cars in action at Folkingham early next spring.

CONGRATULATIONS to Robin (B.B.C.) Richards and his wife on the birth of a second daughter last week.

WE hear that two works Aston Martins will be going to Sebring in March for the Florida 12 Hours race; drivers will include Roy Salvadori and probably Reg Parnell.

MISS BETTY HAIG has placed an order for an Elva with Coventry-Climax engine. She will drive it in British and foreign hill-climbs.

THE Crystal Palace circuit is to have an asphalt "skin" at the cost of £6,000, the L.C.C. Parks Committee announce.

CAPT. R. L. WOODS'S Aston Martin which won the touring car class at the Tarrant Rushton sprint (30th October) was not a DB2/4 as our caption stated, but a DB2 fitted with DB3S engine—the very car which once belonged to Rob Walker and which John Bolster tested for this journal.

HARRY SCHELL is negotiating with Officine Maserati to join their team for 1956. Their latest car has a six-cylinder engine with direct fuel injection, and is said to produce 290 b.h.p.

GEORGE WICKEN'S appeal against his disqualification in September's B.R.S.C.C. 100 miles race at Silverstone has been upheld. His second place to Jack Westcott is therefore confirmed, putting David Boshier-Jones down to third position.

THEY SAY DEPT.: That Fangio may drive in the Nassau races in the Bahamas, where he should come up against Stirling Moss, probably driving an Austin-Healey. . . . That Tony Parravano is offering fantastic financial inducements to recruit drivers to his new European stable. Not only Moss, Collins and Brooks, but Castellotti, Perdiss, von Frankenberg and Mancini are possible members. . . . That veteran driver Goffredo Zehender may become Parravano's competition manager. Amongst projects is an Indianapolis Parravano Spl. with 4.4-litre Ferrari engine in a Kurtis-Kraft chassis. . . . That Ferrari's 1956 G.P. models will have 12 cylinder engines.



"No marks for this one—we just put it in for the laugh!"

SPORTS NEWS

LOTUS LONGEVITY

THAT Lotuses are fast has been very thoroughly demonstrated during the past racing season. That Lotuses are also durable, when handled by many different drivers, has been equally impressively demonstrated in recent weeks by the works Mk. 9 car with Coventry-Climax engine. On Wednesday, 16th November, this machine was taken down to Brands Hatch for demonstration and test purposes, and completed over 240 laps of the 1½-mile circuit, at full racing speeds, in the hands of 12 different racing drivers. Excellent times were put up by all, including 61.2 secs. by Reg Bicknell—which bettered the existing absolute sports car lap record of 61.6 secs.; 61.6 secs. by Alan Brown, 61.7 secs. by Ivor Bueb and Graham Hill, 62.8 secs. by George Wicken and 62.9 secs. by Dennis Taylor. Others who drove the car were Ken Tyrrell, David Boshier-Jones, John Brown, F. Hobart-Smith and, of course, *chef d'équipe* Colin Chapman.

The Lotus was running virtually non-stop from 10 a.m. to about 4.30 p.m., each driver taking two spells, each of about 10-12 laps. Prior to this the car had completed several thousand miles in road tests by *Autosport* and another journal, had withstood a day's less expert handling at the Guild of Motoring Writers' Test Day at Goodwood, and had been driven hard for seven hours continuously in the Tourist Trophy race. Yet it was before the T.T. that the car had its last major overhaul, being virtually untouched since that time.

PETER REECE



THE death of Peter Reece in a road accident last week-end has robbed motoring sport of one of its most popular personalities, and the writer of a close friend. Peter was brought up in a motor car. Trials, rallies, speed events,



IN THE MIDDLE OF THINGS for 19 years, Desmond Scannell, retiring Secretary of the British Racing Drivers' Club, will be greatly missed by all concerned with motor racing. This busy scene at Silverstone before the 1953 British G.P. shows Desmond conversing with one of the Maserati drivers. Also in the picture are Lord Essendon, Earl Howe, Sammy Davis, Kenneth Evans, Mike Hawthorn, Ascari and Fangio.

THE TOUR OF BELGIUM

CONTESTED by 200 cars over a 1,300-kilometre course in Belgium and Luxembourg, the Seventh Tour de Belgique (11th/12th November) brought success in the four capacity classes to Meier/Laguer (DKW) in the up to 1,000 c.c. class, Jean and Felix Motard (Ford Anglia), 1,000-1,300 c.c.; Driessen/Rebettez (Porsche), 1,300-1,600 c.c.; and Thomaes/Hilkman (Chevrolet Corvette) over 1,600 c.c. One hundred and thirty-one competitors finished the two-day contest, run in mixed weather.

races, driving tests, hill-climbs—he excelled in them all. For such a slightly-built person, his stamina was amazing, and few will forget the remarkable performance which he and his cousin Jack put up in the Monte Carlo Rally with what is now the Ford Popular.

Peter Reece had a good word for everybody. He was not interested in competing in events merely for the sake of winning. His love for the sport was the thing that mattered, and his joyous sense of humour made him probably the most well-liked of all sporting drivers. Abroad he was respected for his driving ability, and his performances in events such as the Tulip and Lyon-Charbonnières rallies were applauded by hard-bitten Continentals, generally reluctant to give praise unless it is thoroughly deserved.

In a life of many successes, Peter caused Northern hats to be hurled high when he won the International Sports Car Race at Oulton Park last September with a Morgan, driving in that polished style which he had achieved by reason of experience.

Yes, indeed, the loss of Peter Reece is a tragic blow. He will be mourned by countless friends, and thousands of others whom he never met. To his father and mother, Mr. and Mrs. Stanley Blake Reece, and to his wife, Doreen, I offer on behalf of all readers of *AUTOSPORT*, the deepest possible sympathy.

GREGOR GRANT.

MOSS FOR PALM SPRINGS?

THE California Sports Car Club, organizers of the Palm Springs races on 3rd/4th December, announce that Stirling Moss may drive at this meeting as he is at present in America. Tony Parravano, whose name rumour has linked with that of Moss, has booked several entries, his drivers including Carroll Shelby, and others expected to appear are Phil Hill (Ferrari Monza), Pete Loveley (Porsche Cooper), Ernie McAfee (Ferrari Monza) and Ken Miles (M.G. Special). At Palm Springs there will be seven races on 3rd December and five the following day, main events over the 2.3-mile airport course being the races for cars up to and over 1,500 c.c. in capacity.

THE LOTUS MK. IX

OWING to an unfortunate error, a photograph was published accompanying last week's road test report by John Bolster of the Lotus Mark IX purporting to show an engine of M.G. manufacture. As many readers will have noticed, the power unit was that of an Austin-Healey 100S, shortly to be the subject of a Bolster road test.

M.C.C. DINNER-DANCE

THE annual dinner-dance of the Motor Cycling Club was held last Friday at the Park Lane Hotel, London. In the chair was Major Reggie Marians, the Club Captain, who, with Mrs. Marians, received the guests. Mr. Arthur Bourne (*Autocar*) proposed the toast of the club, to which Major Marians responded. Mr. Leslie Freeman spoke of "The Guests", the reply being made by the Editor of *AUTOSPORT*.

Major Marians, in reviewing the club's activities during 1955, mentioned that the various events had attracted well over 1,200 competitors—an average of about 200 for each event. In the recent M.C.C. Rally to Hastings Jackie Masters said that only one protest had been received.



POPULAR WINNER: Jack Brabham, one of Australia's finest drivers, who won with his rear-engined Cooper-Bristol.

EACH year the Australian Grand Prix is held in a different state. This year, on 10th October, South Australia were the hosts at the 1.3-mile Port Wakefield circuit. Leading Australian cars and drivers are attracted to this event, and amongst the several interesting cars taking part was Stan Jones's well-known Maybach (you may remember its New Zealand victory over the B.R.M.), now fitted with new brakes, fuel injection and a body vaguely resembling the "open" Mercedes. Reg Hunt's Maserati was also entered, this being the ex-Fangio car which won the 1953 Italian Grand Prix and has since been fitted with a 1954 engine. A quartet of Cooper-Bristols appeared in the names of T. Hawke, K. Neale, S. Coffey and J. Brabham, the latter being the rear-engined car which Jack Brabham used at Aintree and Snetterton. The Continental atmosphere was completed by Doug Whiteford's Lago-Talbot, which sported recent modifications to its suspension, reputed to improve handling.

On the Saturday preceding the Grand Prix, saloon and production sports car races were held in the morning and the afternoon was devoted to two 20-lap heats for the Grand Prix, the first seven cars in each heat being passed into Monday's final.

The day of the Grand Prix saw the grid line-up for the 80-lap, 104-mile final as follows:—

R. Hunt (Maserati)	S. Jones (Maybach)
T. Hawke (Cooper-Bristol)	J. Brabham (Cooper-Bristol)
K. Neale (Cooper-Bristol)	M. Trenberth (Vincent Spl.)
D. Whiteford (Lago-Talbot)	E. Norman (Zephyr Spl.)

Other starters were S. Coffey (Cooper-Bristol), W. Craig (Alta-Holden), G. Patterson (Cooper 1,000), M. Rainey (Cooper Mk. 9), C. Whatmore (Jaguar), B. Walton (Walton), K. Ristone (Ristone), C. Morris (A.C.), R. McEwen (Healey), S. Smith (Healey), W. Wilcox (Ford Special), S. Tillett (M.G. TC), R. Bennett-Reid (M.G. K3).

At flag-fall Jones swept his Maybach into the lead, closely pursued by Hunt's Maserati, the Cooper-Bristols of Brabham, Hawke and Neale, Patterson's Cooper 1,000, Trenberth's Vincent 1,000 and Norman's blown Zephyr Special. Down the back straight Hunt forced his Maserati ahead of the Maybach and led at the end of the first lap. The leading cars were bunched together and for the next few laps the spectators were treated to an exciting dice, the cars being visible for practically the entire length of the short, flat circuit.

JACK BRABHAM'S VICTORY IN THE AUSTRALIAN G.P.

Five seconds between the first three cars in exciting Port Wakefield race

With six laps covered the positions were unchanged and a few hundred yards covered the leading six cars. Brabham had pulled his Cooper-Bristol to within a few feet of Jones, and a couple of laps later passed the Maybach to gain second place. Hawke, in his recently acquired Cooper-Bristol was driving with great verve and holding fourth position ahead of Patterson's Cooper 1,000, which was motoring to good effect amongst the leaders but was destined to retire shortly afterwards.

At the end of the 17th lap, Hunt was holding a clear lead in his Maserati ahead of Brabham, Jones, Hawkes, Patterson and Whiteford's Lago-Talbot, these five cars being in fairly close company. Further behind and dropping back slightly were Neale's Cooper-Bristol, Norman's Zephyr Special and Whatmore's Jaguar. Quarter-distance, and Brabham had closed up slightly on Hunt and Hawkes's determined driving had brought his Cooper-Bristol into third place ahead of the Maybach. Whiteford entangled his Lago-Talbot with some straw bales and lost valuable seconds reversing out. At this stage Murray Rainey retired his Mark IX Cooper with a broken universal joint. Excitement mounted as Brabham's Cooper-Bristol moved closer to the Maserati of Hunt, and on the 25th lap the two cars came down the straight side by side. Brabham took the inside at the corner and emerged first, now in the lead.

The halfway mark saw Brabham still leading from Hunt, with Jones's Maybach dropping farther back and being challenged by the Lago-Talbot. Being passed shortly afterwards, Jones pulled the Maybach into the pits with a locked clutch and could not restart. Entering the straight Stan Coffey spun his Cooper-Bristol, which rolled over on the soft edge and came to rest with its race well and truly finished, Coffey being lucky to escape with a broken nose and abrasions. Bringing up the rear but still motoring well were Trenberth's Vincent Special, Norman's Zephyr Special, Whatmore's Jaguar, Craig's Alta-Holden, Wilcox's Ford Special and Neale's Cooper-Bristol; Whatmore dropped farther back as he stopped to change a damaged wheel on the Jaguar.

With 10 laps to go Brabham still had his rear-engined Cooper-Bristol in front, with the Maserati in second place and Hawkes battling to hold third position from Whiteford, the Lago-Talbot finally getting by the Cooper-Bristol. On the 78th lap of the 80-lap event a blocked fuel filter robbed Hawkes of a certain fourth place, the Cooper-Bristol coming to rest on the back leg of the course, too far to be pushed over the line in the three minutes allowed; hard luck after a fine drive.

To the acclaim of the crowd Jack Brabham received the chequered flag, a popular winner. Within five seconds both the Maserati of Reg Hunt and the Lago-Talbot of Doug Whiteford had crossed the line; English, Italian and French cars in the first three places. It was definitely an exciting race which

bodes well for the future of Australian motor racing, the prospects of which look exceedingly healthy with public enthusiasm and suitable vehicles steadily on the increase.

A. J. CARDY.

Results

1, J. Brabham (Cooper-Bristol); 2, R. Hunt (Maserati); 3, D. Whiteford (Lago-Talbot); 4, K. Neale (Cooper-Bristol); 5, M. Trenberth (Vincent 1000).
Winner's time: 1 hr. 26 mins. 44.43 secs. (72.5 m.p.h.).

JAGUAR/LE MANS COLOUR FILM

WITH reference to the colour film, "Jaguars at Le Mans, 1955", presented in London on 7th November, and reviewed in our issue dated 11th November, the producers, Random Film Productions, Ltd., inform us that on that occasion the film was shown on a screen size intended for 35 mm. projection, using arc-light—such as, in fact, was used for the preliminary Walt Disney cartoons. Their 16 mm. Kodachrome print was then shown on the same size screen, illuminated by a single 750 watt bulb! Obviously under proper conditions the quality of colour is as excellent as the film itself. We repeat, "Jaguars at Le Mans, 1955" is a film that all should see.

BROOKS FOR BRANDS HATCH

ONE of the first entries for the B.R.S.C.C.'s race meeting at Brands Hatch on Boxing Day is Tony Brooks, Syracuse G.P. winner, driving John Riseley-Prichard's 2-litre Connaught. Over 100 cars will be competing in races for Formula 3, 1,200 c.c. and unlimited sports, and *Formule Libre* racing cars. The day's racing begins at 11 a.m. and ends at around 4 p.m. There will also be Christmas carols, a barbecue, and a "guess who" Father Christmas arriving by helicopter.



LADIES' RACE at the recent Grand Prix meeting at Macau, Portuguese colony on the Chinese mainland, was won by Mrs. Jean Lam, seen here with the XK 120 Jaguar she drove.

THE PEAK CIRCUIT PROJECT

FEELING is growing in local motoring circles that the Derbyshire City Council's proposals for a road racing circuit in the Peak National Park between Ashborne and Buxton are likely to be dropped, we are informed.

Although Alderman C. F. White, Chairman of the Council, commented recently: "No one with the authority to do so has said that the scheme has been dropped," it seems obvious that the Parliamentary and Boundaries Committee of the Council is no longer pursuing its researches into motor racing with the vigour which was shown earlier. The scheme provoked extensive opposition, and the Peak Park planning board has expressed itself against the idea in principle. Perhaps the greatest blow, however, to the circuit plan, although not to sporting interests generally, was the news that racing is definitely to start again at Donington Park when it is released by the War Office in 1957.

Mr. Arthur Taylor, secretary of the Pathfinders and Derby M.C., summed up the situation by stating: "Motoring enthusiasts were astonished at the opposition which greeted the Peak Circuit proposals. Naturally we welcomed the scheme, for at that time it seemed that Donington was as far away as ever. Of the two, it seems to us Donington is preferable. The road circuit is on private land and is a well-known course already. There can be far fewer objections to it."

And Reg Parnell, who used to race at Donington prior to the war, added, "I do not see how the Peak Circuit will get international dates if it is run simultaneously with Donington. I would rather see Donington back in the calendar than any other new and untried circuit."



DR. BAKER
MEMORIAL FUND

DR. MARK GREGORY BAKER was a familiar figure at race meetings at

Silverstone and elsewhere, ever ready to assist drivers injured in accidents. The opportunity now arises for drivers and others to show their appreciation of his ever-willing help by contributing to a memorial fund for Dr. Baker, who died trying to save two workmen who were trapped down a gas-filled well at a Ticknall (Derbyshire) farm.

Many racing motorists have already donated to the Fund, which has now reached a sum of £1,300, and contributions have been received from members of the Vintage S.C.C., the Bentley D.C. and the B.R.D.C. Dr. Baker, honorary medical officer at Silverstone, was a familiar figure around his Ashby-de-la-Zouch home in his own vintage Bentley. The Fund is to be used for a medical scholarship at Sheffield University, where Dr. Baker met his wife Ailsa, who is continuing his practice.

A TEN-INCH double-sided gramophone record of the old V16 B.R.M.s in action at Goodwood, 1950, and at Snetterton and Ibsley, 1954, can be purchased from the O.R.M.A., P.O. Box 323, Kent House, Market Place, Oxford Circus, W.1, price 17s. 6d. including postage.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

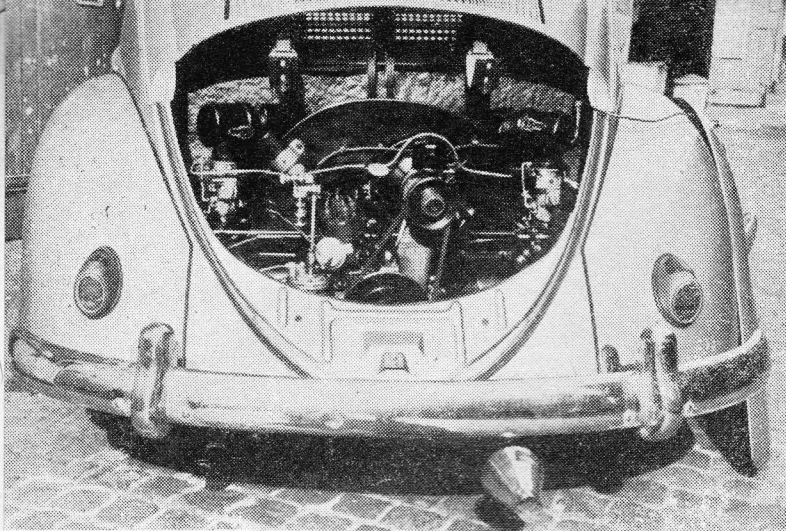
No. 38—TONY BROOKS

FROM tentative club racing to victory in an International Formula 1 Grand Prix within four seasons—that is the astonishing record of 23-year-old C. A. S. (Tony) Brooks. His Sicilian feat with the 2½-litre Connaught, when he so unobtrusively but so efficiently lifted the Syracuse G.P. from beneath the noses of five fleet works Maseratis and two works Gordinis, left the Italian *cognoscenti* gasping, and took British racing circles by storm. He had, after all, scored the first major Formula Grand Prix win in a British car for a mere 31 years. . . . Motor racing Brooks loves—obviously—and fast cornering is his particular *forte*, but limelight? No! After his triumph, this quiet and most unassuming young man from Dukinfield, Cheshire—"this young British revelation" said the locals—fled from the fêting to the Connaught *équipe* van, there to don normal clothes and mingle unknown with the crowd.

"CAS" Brooks is a dental student at a Manchester dental hospital. He started racing with a Healey Silverstone in 1952. By 1953 he was handling a Le Mans Replica Frazer-Nash, and his mounting successes and fine style, particularly at Goodwood, were beginning to attract notice. By 1954 he was driving the works de Dion-axled Nash, and by 1955 that notable talent spotter John Wyer confirmed his ever-growing esteem for Tony's ability by signing him up for Aston Martin. He drove with the team in the Le Mans, Goodwood Nine Hours and T.T. races, and also had his first introduction to single-seater racing with John Riseley-Prichard's ex-Rob Walker 2-litre Connaught, going strongly amongst faster "stuff" at Aintree and Castle Combe. Then the Connaught works offered him their 1½-litre sports car for Aintree, where he finished second to Chapman's Lotus after an exciting duel with Les Leston. A month later came Syracuse, a works invitation to Brooks to go out there with Leston—and that brilliant victory. . . .

Where does he go from there? One hopes with a British team, although negotiations are currently afoot with the American Tony Parravano's projected European stable of Ferraris, Maseratis and Aston Martins. But wherever he goes, one thing is sure—Tony Brooks will contribute greatly to the ever-mounting International reputation of British racing drivers.

C. P.



POWER ASTERN:
The Volkswagen air-cooled flat-four unit, as modified by Tarrant and Frazer, Ltd., has twin Solex down-draught carburettors and modified induction system. Brisker pick-up and effortless high-speed cruising is realized when running on "cheap" petrol.

★

AUTOSPORT, NOVEMBER 25, 1955

very hard. In bumpy country lanes, taken at low speed, a sharp up-and-down movement makes itself felt. There is a lack of leg room in the rear compartment, and one deplores the absence of a speedometer trip recorder, petrol gauge (reserve tap notwithstanding), and door pockets and map tray.

Yet the Volkswagen is a very important car as export figures show. Hard wear, easy high-speed cruising, and the knowledge that, come what may, the journey will be completed, add up to a thoroughly good vehicle. The hard driver with a big annual mileage will forgive it its few deficiencies. At over £700 the

A Twin-Carburettor Volkswagen

JOHN BOLSTER ROAD-TESTS A LIVELY VARIATION ON A CONTINENTAL THEME

THE phenomenal success of the Volkswagen is, to many, one of the greatest surprises of the age. It lacks the superficial attraction of some of its competitors; indeed, the separate mudguards joined by running boards, the shallow screen and blind rear quarters, all serve to emphasize that this is a pre-war design.

Yet the Volkswagen goes from strength to strength. This is simply because it has gained an excellent reputation for long-wearing qualities, and it is known to be backed up by a world-wide service organization second to none. In other words, you buy miles when you buy one of these cars. The top gear ratio is extremely high for a small car, and the engine breathing is artificially restricted, so that no harm can be done by the sort of driver who remains "flat out" all day.

In this country, where opportunities for continuous high speed do not exist, a good case can be made out for a less obstructed induction system. We can do with all the acceleration we can get, too, in negotiating the ever-growing mass of traffic. Messrs. Tarrant and Frazer, Ltd., of Winchester Mews, N.W.3, have been working on just these lines, but they have been extremely careful not to make available a brilliant performance at the expense of reliability. The "flat-four" engine is given twin carburettors, in place of the somewhat tortuous single carburettor manifold, but nothing is done to the valves or the compression ratio.

When T. and F. submitted a car for trial recently, they asked me to use cheap petrol. This underlines the low compression ratio, yet the increase in performance is most marked. Volkswagens, unfortunately, have very "fast" speedometers, but the instrument was recalibrated before acceleration tests were taken, and the maximum speed was the mean of timed runs taken in both directions.

Compared with figures obtained on a standard car by a contemporary, the maximum speed of the tuned vehicle was up by some 4 m.p.h. More important, the time for the standing quarter-mile was reduced by no less than 1.8 seconds, and the 0-50 m.p.h. figure by 2.9 seconds. A "race" with a normal model proved that the difference was very marked, in

fact, I was able to make rings round it under all conditions.

The slow running and flexibility were in no way affected by the conversion; furthermore, the two new carburettor silencers ensured that there was no extra noise. An overall fuel consumption of 31.3 m.p.g. was recorded, which included the acceleration tests and much flat-out work. Reasonable driving should give 35 m.p.g. consistently.

The tuning kit consists of one extra Solex down-draught carburettor, for the previous single instrument is pressed into service as one of the "twins". Different settings are, of course, required. The induction pipes have exhaust heating to avoid distribution and deposition troubles, and there is a balance pipe between the two units. Additional throttle linkage is also supplied. The price of all this is £38, and an additional £10 is charged for fitting, if the owner feels disinclined to carry out this work himself.

It remains to appraise the performance of the Volkswagen from the user's point of view. The best feature is the effortless high-speed cruising, and the car is almost as quiet as a conventional vehicle under these conditions. In traffic, one must use the gear lever a great deal, but the box is one of the nicest I know, with good synchromesh, and a light, sensitive central control.

At lower speeds, the machine is rather on the noisy side. The gears all have an appreciable hum, and the cooling fan for the air-cooled engine adds its quota to the busy round. Many drivers would dismiss this as functional, and it could only be regarded as objectionable by the ultra-fastidious. There is some "drumming" if the windows are fully opened.

The roadholding is adequate under normal conditions, though the cornering power is to some extent restricted by the larger slip angle of the rear tyres compared with the front. This is barely perceptible until the car is driven near its limit, but beyond this point a sharp tail slide must be corrected. The independent swing-axle rear suspension, coupled with the very far back engine position, contributes to this.

Quite acceptable riding comfort is given when the car is fully laden, but when one drives alone the suspension is

de luxe saloon is not a cheap small car, but it could work out to be a wise investment, regarded as fairly fast and ultra-dependable transport. Furthermore, for only an extra £38, Tarrant and Frazer can endow it with quite a lively performance.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Volkswagen de luxe saloon. Price £740 2s. 0d. including P.T. Extra: Tarrant and Frazer twin-carburettor installation, £38.

Engine: Four cylinders, horizontally opposed, air-cooled, 77 mm. x 64 mm. (1192 c.c.), pushrod operated overhead valves. Twin down-draught Solex carburettors, Bosch coil ignition.

Chassis: Composite body and chassis construction with tubular central backbone. Trailing arm independent front suspension with laminated torsion bars. Swing axle independent rear suspension on circular torsion bars. Telescopic shock absorbers. Hydraulic brakes in 9 ins. drums. Bolt-on disc wheels, fitted 5.60-15 ins. tyres.

Transmission: Single dry-plate clutch. Four-speed all-indirect gearbox with synchromesh on upper three gears and central remote control, ratios 3.61, 5.41, 8.27, and 15.84 to 1. Spiral bevel final drive. Universally jointed half-shafts.

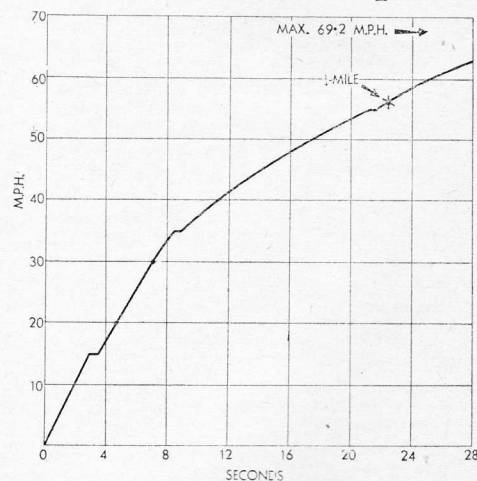
Equipment: 6-volt lighting and starting. Speedometer. Warning lights for oil, dynamo, charge, indicators and main headlamp beam. Self-cancelling wipers. Reserve fuel tap.

Dimensions: Wheelbase, 7 ft. 10½ ins.; track, front 4 ft. 2½ ins., rear 4 ft. 1 in.; overall length, 13 ft. 4½ ins.; overall width, 5 ft. 0½ ins.; weight, 14 cwt.

Performance: Maximum speed, 69.2 m.p.h. Speeds in gears, 3rd 55, 2nd 35, 1st 15 m.p.h. Standing quarter-mile, 22.4 secs. Acceleration, 0-30 m.p.h. 7 secs., 0-40 m.p.h. 11.2 secs., 0-50 m.p.h. 17.6 secs., 0-60 m.p.h. 25 secs.

Fuel Consumption: Driven hard, 31.3 m.p.g.

Acceleration Graph



IS NOISE NECESSARY?

by GREGOR GRANT

A SPORTS car passes through a small country town on a Sunday afternoon. As it accelerates away, possibly two or three people from, say, a hundred strollers will thrill to the note of a hearty exhaust. The remainder will think: "What an unearthly din!"

In truth, we live in an age of unceasing racket. Small two-stroke motor-cycles and scooters crackle their way; faster machines emit even louder notes; jet fighters swoop down from miles up in the air, their shrieks often accompanied by ear-splitting bangs. Heavy lorries thunder on the highways, and even many of London's taxicabs possess exhaust notes like a B.R.M. Much of the din is totally unnecessary, and, with the exercise of a little commonsense, it could be cut to a minimum.

Naturally, the desire to draw attention to oneself is the major cause of crackling exhausts. In fact, quite a number of people purchase sports cars and motor-cycles which are known to have a "healthy" exhaust note, simply because they believe that power goes with noise. On the other hand, I know owners of well-known sports cars who comment with satisfaction: "I like them much better now since they've cut down that stupid booming exhaust!"

In the same way, many race-promoters are convinced that the popularity of sports car racing depends on how much noise is emitted. They believe that the public will not get the same impression of speed if cars are made silent. Yet, at Le Mans last year, one of the things that amazed onlookers was the comparative silence of the new M.G.s. Apart from the screaming which accompanies racing tyre treads on wet roads, these machines were dead quiet, and created a most favourable impression among the general public.

Silence in Sports Car Races

The Duke of Richmond and Gordon, to whom motor racing in Great Britain owes a great deal, maintains that organizers of sports car races should demand a certain degree of silence, and thus set an example to all road users. He, quite rightly, feels that there is a fascination about cars which can attain high speeds without the ear-splitting exhaust note and engine clatter of the modern sports-racing machine. One of the most remarkable experiences of all is to travel in the Fiat turbine car. Inside this vehicle, travelling at well over 120 m.p.h., there is not the slightest sign of engine noise. The whistling of the wind and the hum of the tyres are the only sounds heard. From outside, the car rushes past in uncanny silence; a slight blue haze from the tail is the sole evidence of a power-unit. As I watched it circulating the Castelfusano circuit near Rome, I immediately had an insight of what motoring would be like in the future.

Steam locomotives pulling hundreds of tons of weight do produce noise, but a steam road-car can be built which will operate in almost complete silence—almost as quiet, in fact, as a battery-electric vehicle, easily the most silent of all modern road vehicles. For some

reason the steam engine was supplanted entirely by the internal combustion power-unit, and battery-electric vehicles, without a chain of charging stations, are completely unsuited to modern passenger car requirements. Instead, the world on wheels is propelled by a series of sharp explosions, the noise of which varies, according to the machine, from a gentle purr to a raucous cacophony of sound.

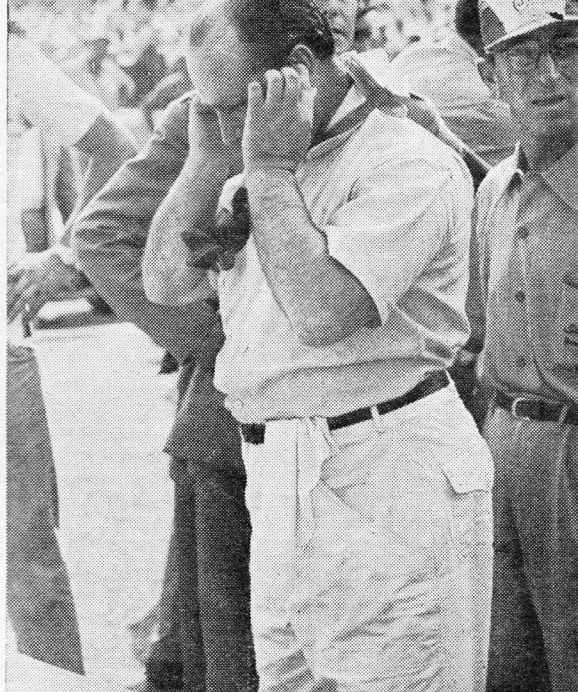
When Sir Henry Royce produced his earliest cars, the freedom from noise and vibration commended them to every thinking person. Instead of whirring chains, grinding gears, the "thump-thump" of the clattery engine, and the "pop-pop-bang" from the exhaust, the Rolls-Royces glided along in ghost-like silence. Indeed, the term "Silver Ghost" as applied to later vehicles, is probably the most apt description ever coined for a motor car. Nowadays even Rolls-Royces (and their sister Bentleys) have audible exhausts, and the majority of the world's most silent motor vehicles appear to come from the U.S.A.

Scientists have produced machines which can accurately measure sound in units called decibels. One decibel is approximately the lowest limit of audibility, and about 140 decibels the absolute maximum which the human ear can stand. For example, the roar from a Grand Prix racing engine, heard close to, may be as high as 120 decibels—which comes dangerously near to "ear-drum-busting" noise. One or two sports-racing car engines emit just as much sound, the 300SLR Mercedes-Benz being almost as noisy as its 2½-litre G.P. stablemate. The supercharged B.R.M. may have been as high as 135 decibels, as anyone who has stood near it on the starting line will agree.

However, as Grand Prix racing is intended to produce the maximum possible performance from an engine of a given capacity, the control of exhaust noise would be difficult—unless, of course, the F.I.A. placed a maximum on the amount of decibels produced at a given distance. On the other hand, as sports car racing is intended (?) to be racing with machines which are basically those used for normal road work, it would be quite simple to lay down hard and fast rules for the controlled emission of noise. Sound-measuring machines could be installed in the paddock, and readings taken from various distances, as well as close by, right up the rev. range. In this way, the emission of loud exhaust notes could effectively be regulated, and residents near circuits would have little cause for complaint.

Nuisance to Residents

In actual fact, the people who live near racing circuits must be considered. Very often, during practice and race day, they are subjected to a terrific din from racing engines. Many of them accept the discomfort, but quite a few have reasonable grounds for complaint—and what is more, the complainants could quite easily cause trouble for promoters. It will be recalled that racing at Brooklands was permitted only when silencers and fish-tails were fitted to machines. Admittedly, the incorporation of a



"Brooklands can" often turned a comparatively quiet machine into a noisy one, but in general, the sharp crackle of the majority of racing engines was converted into a more gentle note. Many entrants grumbled that the rules limited power-outputs and caused carburation problems, but it was the same for everyone, and certainly did not limit speeds!

Proposed Silencing Rules for Championship

I am inclined to agree with the Duke of Richmond and Gordon that the noise from sports cars should be controlled. In organizing the AUTOSPORT Series Production Sports Car Championship, silencers which conform to legal requirements are insisted on in the forthcoming regulations. I propose to go further than this, and will recommend that all competing machines may be required to pass a sound test, measured in terms of decibels at a given distance. We shall endeavour to procure the necessary equipment, and to have it operated by experts. In this way, it is hoped to cut down all unnecessary noise.

Some people will criticize AUTOSPORT for taking this step, but when someone like the Duke of Richmond and Gordon, who has spent his life in the betterment of motoring sport, points out the seriousness of offending the general public, then we feel that anything that will reduce exhaust noise from modern high-performance machines will more than justify the measures.

Formula 3 machines are, of course, offenders in the matter of noise. The staccato bark from their high-compression, single-cylinder engines can be heard for miles, providing an even greater source of annoyance to the disinterested public than multi-cylinder machines. It would be interesting to see whether or not well-engineered silencing would cut down lap speeds to any great extent! The lead in the matter of quieter F3 cars should be taken by the B.R.S.C.C. which controls the destinies of "500s" in this country.

Some scientists maintain that about 160 decibels is sufficient to set one's hair on fire by means of the heat generated. All I can say is that if certain sports-racing machines become any noisier, the vast majority of spectators are going to become very bald in the near future!

GORDINI "THE SORCERER"

The Story of a Talented Italian Engineer/Driver, of how he came to France, and how his Cars have upheld the French Colours these Past Twenty Years

Part 4—1949-1951

By Gérard Crombac and Jean Bernardet

This is the fourth in the series of articles covering the life and achievements of Amedée Gordini. We are indebted to the French monthly review, "L'Automobile", for supplying technical information, drawings and photographs, and to M. Gordini himself for his co-operation in the search for accuracy in the history of his achievements.—G. Crombac.

WITH Part III of this series, published on 29th April, 1955, we left the Gordini story at the close of a successful 1948 season of Formula 2 and sports car racing. For 1949, Gordini did not produce anything new in the shape of single-seater car or engine. In fact, the season began with a severe setback in the death of Jean-Pierre Wimille, killed at the wheel of a 1,430 c.c. Gordini during practice for a race in South America. The loss of this brilliant driver reverberated throughout France.

When the European season opened, Gordini was able to secure the services of the Argentinian Juan Manuel Fangio, then a newcomer to the G.P. world, but clearly a very brilliant one. He drove one of the little single-seaters from Paris in the Marseilles G.P., there to win both his heat and the final, while his compatriot, Benedetto Campos, completed the Simca-Gordini triumph by winning the second heat! In the Circuit of Angoulême, Trintignant won from Manzon, also netting the fastest lap, but at Aix-les-Bains he was kept at bay by Sterzi's V12, 2-litre Ferrari and had to rest content with second position.

For the first post-war Le Mans 24 Hours race, everyone anxiously awaited the latest from Simca-Gordini. It proved to be a very handsome and very fast open sports car, of a shape similar to

one of the existing 2-litre cars. Most unfortunately, however, the cars were driven to the circuit on the morning of the race, and one knows that at Le Mans no such thing is allowed. Amedée Gordini had very reluctantly to non-start, and only the Veyron/Scaron car of the preceding year came to the line—but not for long. The cars were next sent to Spa for the Belgian 24 Hours race, and if they did not win anything, at least Trintignant broke the absolute sports car lap record, held since pre-war days by Raymond Sommer.

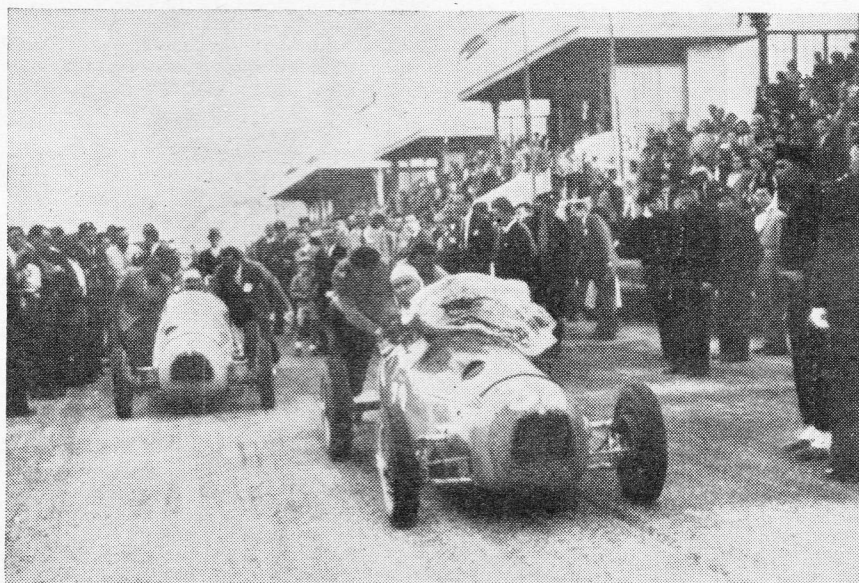
At the A.C.F.'s French G.P. at Comminges later that season—that sports car race in which Britain's John Heath finished second with an H.W.M.-Alta—José Scaron came home third, and winner of the 1,500 c.c. class. In the Bol d'Or, Robert Manzon also brought a Gordini

machine to victory, but this was an ordinary production Simca coupé fitted with a souped-up 1,210 c.c. engine. Second came Fièvre in the 1939 car which had given victory to Cayla in this race in 1947. Next came the Mont Ventoux hill-climb, the scene for a magnificent performance by the Gordini équipe, when Manzon again broke the 1,500 c.c. record for the long hill. Finally, in the Prix de Lemans at Lausanne, Switzerland, Raymond Sommer was an easy winner followed by Manzon and Trintignant—and Hans Stuck's German AFM could not touch the Gordinis. This was a comforting 1-2-3 wind-up to a not-so-successful season for Gordini. The tie-up with Simca still prevented him from changing the basic design of his

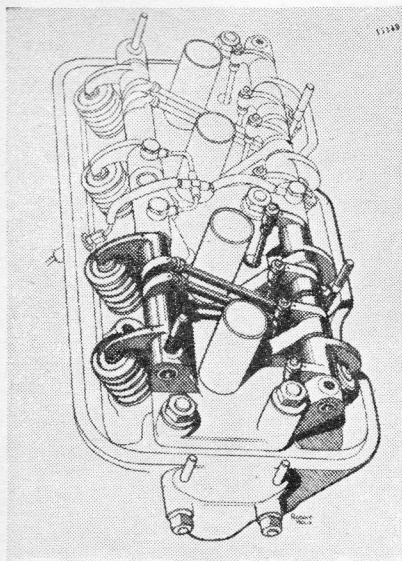


TWO STARS of the past, seen (above) with Amedée Gordini. On the left is Raymond Sommer; on the right Jean-Pierre Wimille. Both were killed in racing, Wimille when practising with a Simca-Gordini in South America early in 1949.

WONDER of the 1949 season (left) was newcomer Juan Manuel Fangio from Argentina, who won six races that season, including the Marseilles G.P., when he drove for Gordini. He is seen after that victory.



engine, and from increasing its size to two litres, but something clearly had to be done in order to achieve some success during the following season. So that winter a Wade supercharger was imported from Britain, and duly fitted to one of the 1½-litre engines. It was mounted in front of the unit, sucking from a single Solex carburettor on the near side, and though power did not greatly increase, 145 b.h.p. was realized, while output at low revs. was markedly improved, and



CHANGING, EVER CHANGING: In his constant quest for power, Gordini evolved this BMW-style transverse push-rod arrangement. The rockers proved too heavy, and persistently broke, but Gordini persevered and eventually achieved some measure of success before finally changing to a twin overhead camshaft cylinder head.

the engine gave trouble during practice, and they hastily reverted to atmospheric induction for the race. It is indeed regrettable to record that, despite its high promise, the sole outright success during the 1950 season of the blown car was at the Mont Ventoux hill-climb, where Hans Stuck's pre-war record with the 6-litre G.P. Auto Union was sent tottering by Trintignant, while Manzon put in a practice climb at over 100 k.p.h. average—a feat which has yet to be equalled. Moreover, at the actual meeting, Manzon and Simon also smashed Stuck's old record. In the Albi Formula 1 G.P., Trintignant got home third behind Rosier and Gonzalez.

But oddly enough, the unblown cars went as well as ever during the 1950 round of races. At Roubaix, Manzon was second; in the Circuit du Médoc Simon and Loyer were first and second; at Aix-les-Bains Simon and Trintignant scored second and third. In the Formula 2 race at the Swiss G.P. meeting Trintignant and Manzon were second and third; at Angoulême Simon took second place; in the Coupe des Petites Cylindrées at Rheims Simon was second; at Geneva Trintignant and Simon took the first two places; at Cadours Aldo Gordini was placed second, and at Mettet, Belgium, and Périgueux, France, Manzon scored two outright victories with Simon second in the latter event. In that year's Monaco G.P., notorious for a multiple

pile-up on the first lap, the blown Simcas of Trintignant and Manzon were amongst the nine cars eliminated.

In a more sedate form of competition during 1950, namely the Monte Carlo Rally, the Simca team prepared by Gordini achieved marked success, with Scaron/Pascal carrying off the 1½-litre class, and Quinlin/Behra the 1,100 c.c. class. This was the first appearance of Jean Behra at the wheel of a Gordini-prepared car. He was then, of course, French motor-cycling champion, riding Guzzi machines.

Le Mans was again feverishly expected, and this time Gordini's cars were ready in time. They proved to be exquisitely built "berlinettes", fitted with the supercharged engine which had proved unsuccessful at Pau. Fangio drove one of them, but magneto trouble put an end to his efforts, while the open cars were no more successful. Gordini's cup was certainly filled to the brim that day.

Fortunately the return of international motor racing brought the first post-war international meeting at Nürburgring—and with it a pleasing come-back for Gordini. The racing cars were clearly incapable of keeping up with Ascari's 2-litre F2 Ferrari, but in the sports car race Trintignant was the winner in an open 1,500 c.c. car, while Manzon drove the success home by winning the 1,100 c.c. class.

1951

Once more, at the end of 1950, Amedée Gordini realized that his cars were outmoded, and that new designs were essential. After all, he could scarcely hope to challenge Alfa Romeo of Milan with what were basically souped-up touring engines, about 12 years out of date at that! In 1949, he had decided to build a 4½-litre machine, entrusting the design of the power-unit and the de Dion gearbox-cum-rear axle assembly to M. Piquetto, who had been associated with Ettore Bugatti for many years.

One recalls the friendly relations between Gordini and the Maserati brothers, who had sold their original concern to Signor Orsi, and had already formed a new company to build 1,100 c.c. and 1,300 c.c. sports-racing cars under the name of Osca. Gordini and the Maserati brothers had agreed to a certain amount of collaboration in the design of a 4½-litre Formula 1 engine. In actual fact, only the Osca version saw the light of day. Bira's machine, which British race-

BELGIAN 24 HOURS: The start of the 1949 race at Spa, with two 1,430 c.c. sports Gordinis getting away ahead of the eventual winner, Chinetti (2-litre Ferrari). Neither of the French cars finished.

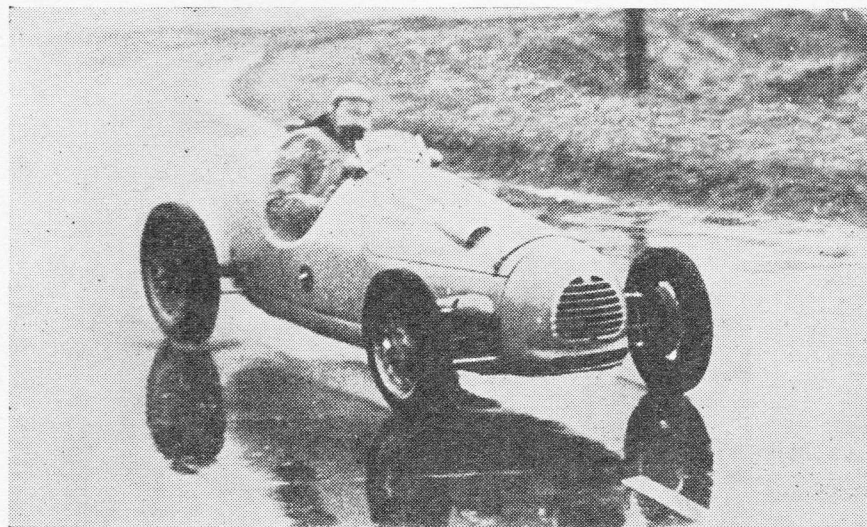
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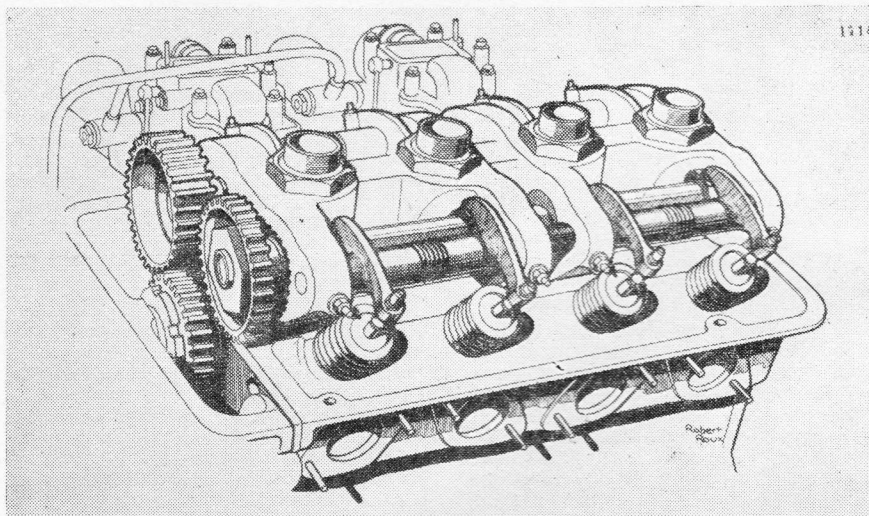
SWISS SWISH: Practising under difficulties for the 1949 Prix de Lemans at Lausanne is Raymond Sommer, who won with the 1,430 c.c. single-seater. Manzon and Trintignant were second and third with similar cars.

with it the average speed around a circuit, as testing showed. Thus was born the first Gordini truly complying with Formula 1.

1950

The first Simca-Gordini equipped with the Wade supercharger was entered for that traditional curtain-raiser of the season, the Pau G.P. at Easter-time. But





DOUBLE-KNOCKER: Amedée Gordini's first twin-o.h.c. head was produced for the 1951 season. The camshafts were driven by a train of gears, the drive going to the inlet camshaft via a pinion of considerable width, meshing with the driving pinion on its front portion, and with the exhaust pinion at the rear; 105 b.h.p., using methanol, was achieved. The lengthy plug tubes can be seen in the illustration on the right, which also reveals the excellent head form and breathing characteristics.

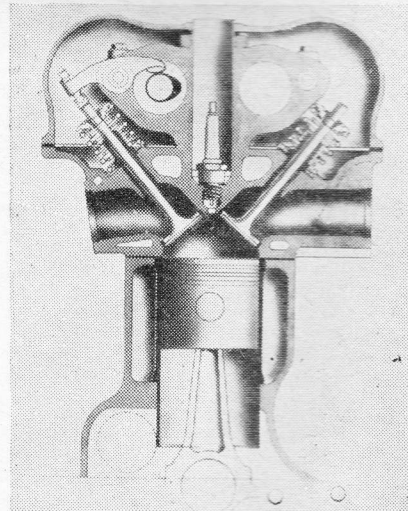
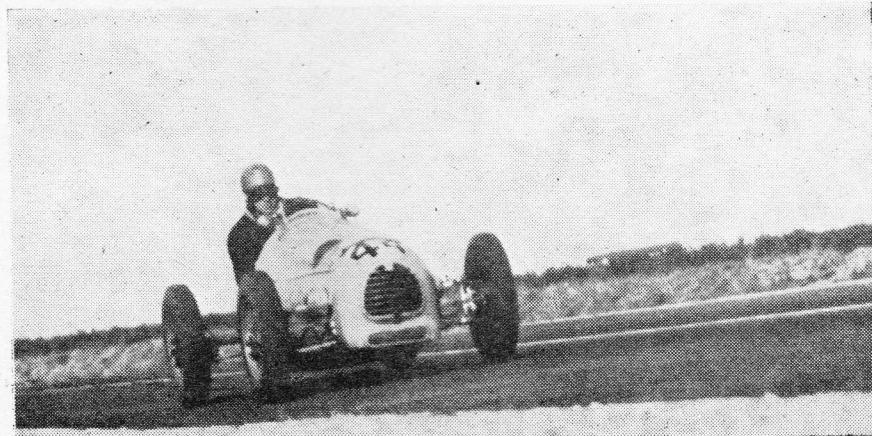
goers saw performing well at Goodwood, had a modified Maserati 4CLT chassis and body, the V12 engine being of 78 mm. x 78mm.

There does not appear to be any valid reason why Gordini did not go ahead with his own project, unless Simca vetoed the plans entirely. However, he was authorized to go ahead with an entirely new 1½-litre engine, having twin overhead camshafts and four cylinders. It is quite likely that the Simca people visualized a 1½-litre sports car, rather than the forgotten 4½-litre project. Anyway Gordini produced his new engine which, with its 78 mm. x 78 mm. dimensions, had similar combustion chambers and porting to the proposed V12.

FAILURE FOR FANGIO: The great Argentinian in the Simca-Gordini "berlinette" taking the Esses at Le Mans in 1950—his first drive in the famous 24 Hours race. He was eliminated with magneto trouble.

★

SUCCESS FOR CLAES: Belgian driver Johnny Claes won the 1951 Frontières G.P. in Belgium with a push-rod Simca-Gordini.



twin-o.h.c. unit. He realized the importance of being able to whip off and replace cylinder heads without long delays. Consequently the two overhead camshafts operated the valves via short rockers with orthodox tappet adjustment. Both camshafts were driven by a train of gears from the nose of the crankshaft. A peculiarity of the layout was that the drive went to the inlet camshaft through a pinion of considerable width, mesh-

It is interesting to place on record that much of Gordini's early experiences as a mechanic were incorporated in the



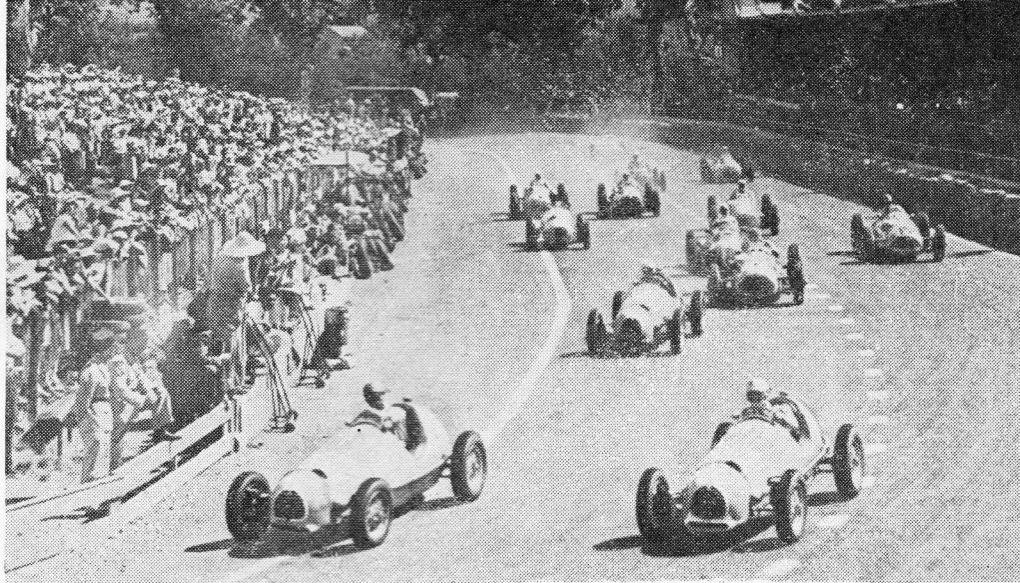
ing with the driving pinion on its front portion, and with the exhaust camshaft pinion at the rear. Specification of the unit was as follows:—

Engine: Four cylinders 78 x 78 mm. (1,490.7 c.c.). Valve timing: inlet opens 30° B.T.D.C., closes 60° A.B.D.C.; exhaust opens 57° B.T.D.C., closes 25° A.B.D.C.; total overlap, 50°. Valve lift: inlet, 9.9 mm., exhaust, 9.77 mm. Diameters: inlet, 37 mm., exhaust, 35 mm. Crankshaft supported on six Vandervell bearings. Two double-choke 35 mm. carburetors: one 14 mm. plug per cylinder: Scintilla Vertex ignition. Wet sump lubrication with single oil pump. 8.8 to 1 compression ratio (petrol), 96 b.h.p. Higher ratio (methanol), 105 b.h.p.

The engine, which actually weighed much less than the push-rod unit, was installed in the 1950 chassis. Brake drums were increased to 280 mm. x 40 mm., 5.00 x 15 tyres were used in front,

and 6.50 x 15 on the rear. Fuel capacity was 110 litres.

The entire 1951 season remains for the mechanics as a long epic of broken camshaft mountings. But the year was not barren of victories for Gordini, his biggest success being in the Formula 1 G.P. at Albi, when Trintignant defeated the 4½-litre Talbots. He had broken the average speed record for the race finishing at over 100 m.p.h. and collecting fastest lap in the process. Lesser victories were obtained at Chimay, when John Claes with a pushrod-engined car won both heats of the Frontières G.P.; in the Circuit de l'Entre Sambre-et-Meuse at Mettet, also in Belgium, where Manzon, Simon and Trintignant came through to a triumphant 1-2-3 victory; at Les Sables d'Olonne, where the team repeated this feat, this time with Simon leading Manzon and Behra; and in the Circuit of Cadours, where the Gordini trio scored



GOOD GETAWAY was a noted feature of the small, light Gordini racing cars. Above is the scene at the start of the 1951 Albi G.P., with the Parisian machines leading the bigger Talbots away. Trintignant won the race with the Wade-supercharged Gordini from Rosier and Chiron in 4½-litre Talbots.

★

(Left) At Rouen the same season, the Gordinis were again briskly off the mark, as this superb photograph shows. Behind are Moss (H.W.M.) and Whitehead (Ferrari). The eventual winner was Marzotto (Ferrari).



their third 1-2-3 victory, Trintignant winning from Manzon and Behra, and the latter, warming up to motor racing, setting up the fastest lap.

For sports car events, the new engine was naturally installed in the well-known open car, but also in a "berlinette". All three Le Mans cars had troubles, but the Bol d'Or saw the traditional José Scaron victory, despite the fact that he stopped in the middle of the race to change a camshaft on his twin o.h.c. engine.

In Belgium's Liège-Rome-Liège rally, Lesurque and Trintignant in the Simca-Gordini "berlinette" were second in general classification and won their class.

Undeniably the Gordini machines in their 1951 form were too fragile, but an additional handicap was that they were raced too much, seldom getting the overhaul they deserved, so close was one event to the next. It was in May of that year, at the Bois de Boulogne meeting in Paris, that Gordini's bolt was shot with Simca, for none of the équipe's cars achieved a good position at the finish, although Juan Fangio made the fastest lap with the blown car before trouble brought him to the pits.

Shortly afterwards the official announcement came from the Simca concern that they were severing their connections with Gordini. This was a sad blow to "The Sorcerer", but undaunted, he soon found backers, and with their help he carried on his racing programme. Henceforth his cars became known simply as Gordinis, and now that he was no longer obliged to adhere to touring car design basis for advertisement purposes, he speedily got down to the design of a new six cylinder racing engine for the 1952 season. Fitted in an improved chassis, this unit was destined to provide a few shocks for the opposing Ferraris from Italy.

(To be continued)

"OFFIES" EN MASSE: Every car in the National Championship race was powered by the well-proved 4½-litre Meyer-Drake Offenhauser engine with fuel injection.

pushed to their starting positions and drivers were called to listen to last-minute instructions from Gordon Betz, A.A.A. West Coast representative. Eighteen cars took the green flag for a flying start. One hundred laps to go, but they got off in a three-lap-trophy-dash fashion, which was promising. George Amick took the lead on the first lap, with Sweikert right on his heels. O'Connor, Bryan, Reece and Elder followed the pace-setters in that order. Yellow flags appeared on the 24th lap as Len Sutton stalled on the first turn after spinning on account of a broken radius rod—the same trouble that put Reece out four laps later. The green flag told all was clear, 10 laps later, and the race resumed its furious pace, with Amick still in front and Sweikert wildly trying to overtake him. On the 45th lap he made it, coming out of the second turn, but only through overdrifting, and coming into the stretch on an exceedingly precarious line, he saw Amick open the gap again. Thomson, in third place, was busy in keeping Bryan at bay; and, some ground behind, Elder, Linden, O'Connor and George were fighting their own battle.

Sweikert finally took the lead from Amick on the 66th lap, and Bryan got by Thomson on the 78th. These positions did not change until the 89th lap, when Amick went through the outer fence on the second turn, to avoid hitting

(Continued on opposite page)

• UNITED STATES SACRAMENTO 100 MILER

MORE than 12,000 spectators were in the grandstands at the start of the 100 miles National Championship race run on the Sacramento, California, one-mile oval, under the management of J. C. "Aggie" Agajanian, race-car owner and promoter. The meeting proved a distinct success (which seems to be the rule with "Aggie's" enterprises) and the stellar entries put up a race worthy of their reputation. A visit to the pits prior to the race did not show much of variety as far as cars were concerned; all of them housing the same old reliable Indianapolis-proved 4.5-litre Meyer Drake, in its latest version with fuel injection. Chassis were of the conventional dirt-track type, mostly equipped with disc brakes. It was, indeed, an evenly matched field, and this fact became evident as the qualifying trials got under way: Bob Sweikert, Indianapolis winner and National Champion for 1955, won the "pole" position with a mark of 37.07 secs. for the lap; a new record. George Amick got the outside berth on the front row as he made the lap in 37.70 secs. Next two places went to Johnny Thomson, with 37.94 secs., and the defending national champion, Jimmy Bryan, in 38.01 secs.

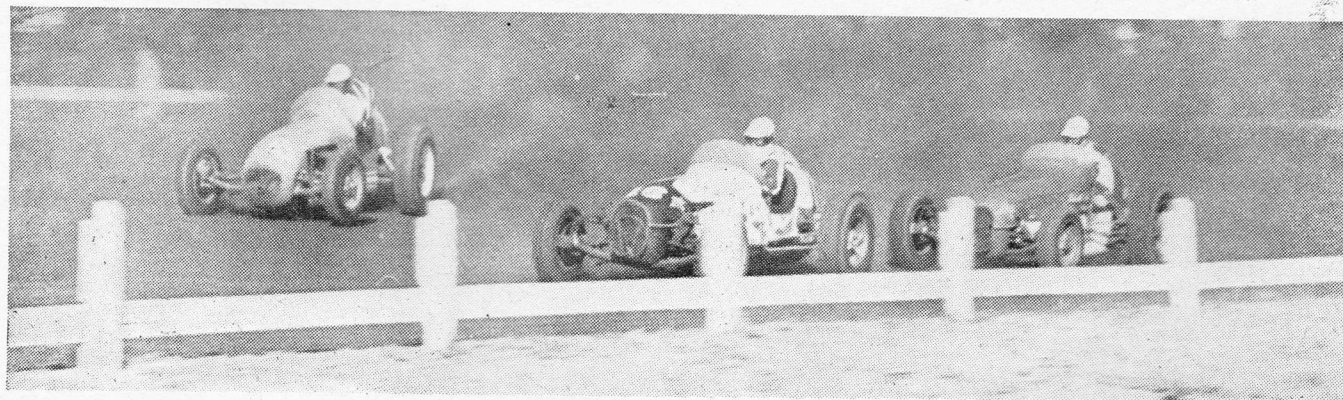
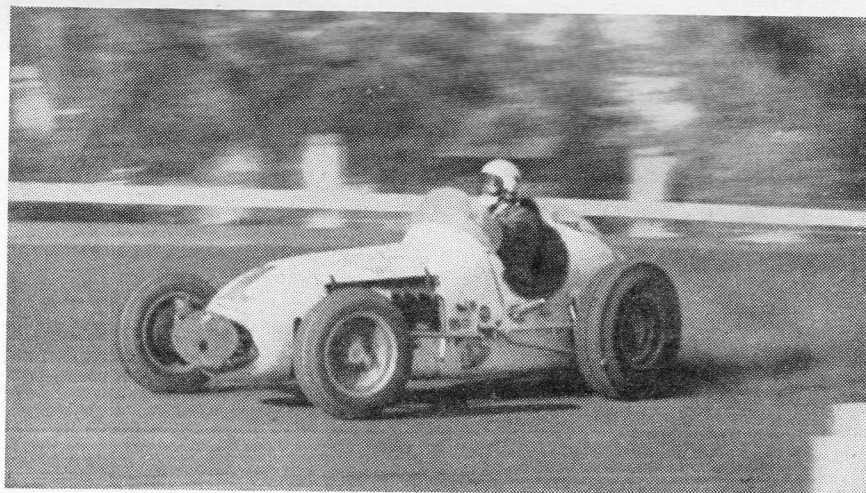
As time trials were over, a colourful antique car parade took care of the intermission. The racing cars were then

UNEXPECTED WINNER (right), lying third with two laps to go, was Jimmy Bryan, here putting the power on as he comes through a curve on the dirt-surfaced Sacramento track.

SWEIKERT COMES THROUGH: (Below) Elisian and Tolan, hugging the inside, are passed by "the Champ", who finally lost the race through fuel trouble.



CHAMPION UNDISPUTED FOR 1955, though he only finished third at Sacramento, is Bob Sweikert.



EARLS COURT AGAIN

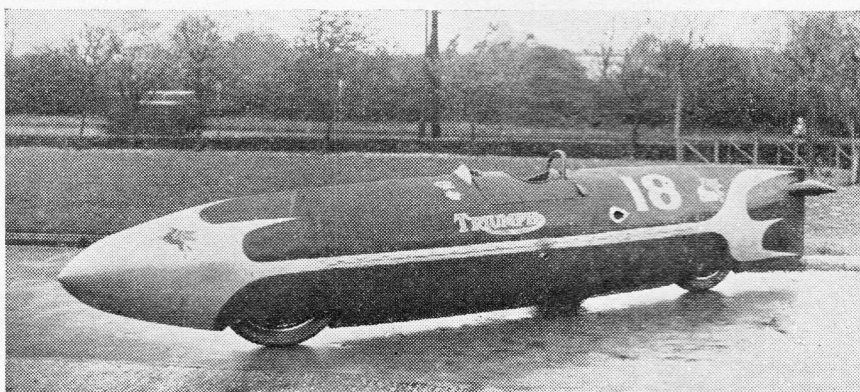
John Bolster Has a Quick Look at the Two and Three-Wheelers

IN the last few years, an astonishing change has taken place in the Cycle and Motor-cycle Show. Time was when near-racing "five-hundreds" and "three-fifties" were on almost every stand, and it wasn't done to be caught looking at a two-stroke. Now, it's strictly an exhibition of utility machines, with scooters and three-wheeled cars very much in evidence.

There are so many scooters, of British and Continental origin (mostly the latter), that one cannot describe them all. In general, there are two types of scooter, the relatively powerful luxury job and the ultra-light austerity model. One may pay over £200 for a de-luxe two-seater, and travel at anything up to 60 m.p.h. Four-speed gearboxes are normal, and engines of as much as 225 c.c. may be found.

The smaller models range from 48 c.c. to 98 c.c., and generally have two speeds. They cost only half as much as their more lordly brothers, and the electric starters of the super dooper scooters are replaced by foot power in these simplified machines. The great B.S.A. factory are introducing two new scooters, one in each camp. The "Beeza" is a shaft-driven side-valve four-stroke of 198 c.c. It has four speeds, electric starting, total enclosure, and a most attractive appearance, and costs £204. The B.S.A. "Dandy" is a two-stroke scooter of 70 c.c. and costs a few shillings over £74.

In general, the newer scooters all have larger wheels than the pioneer Lambretta. This famous machine can now be had with an almost unlimited range of accessories, even including a radio and dummy knock-off racing wheels! The new Kieft turns out to be of German origin, and the sales literature refers to "refrigeration" and "lubrification" among other technicalities. As well as scooters, one



"I DO HOPE THE EDITOR DOESN'T WANT ME TO ROAD-TEST IT!" says John Bolster of the American Johnny Allen's amazing 193 m.p.h. two-wheeled projectile, based on the 650 c.c. vertical twin Triumph. Its length is 15 ft. 8 ins., it has no suspension, and braking is by parachute!

finds a colossal number of pedal-assisted motor-cycles of just under 50 c.c. capacity. These ultra-light machines, which are so popular on the Continent, are now called "Mopeds".

Many Three-wheelers

Three-wheeled cars are in considerable profusion, and there is a refreshing lack of uniformity in design. The best-seller in this country is our old friend the Bond Minicar, which also appears to have the best power/weight ratio. It has a 197 c.c. Villiers engine driving the front wheel, and at a price, including P.T., of £278 13s. 2d., it provides practical transportation as well as being great fun to drive.

The Gordon is a good looking little car with a tubular single backbone frame. It has rubber suspension in front, and helical springs behind, the 197 c.c. Villiers engine driving only the offside back wheel. The 346 c.c. A.C. Petite has a genuine saloon body. It has been improved in detail, and all three wheels are now interchangeable. It is quite heavily constructed, with hydraulic brakes, bumpers, and a full 12-volt lighting and starting system, so the price of just over £362 is distinctly moderate. The 750 c.c. Reliant is the biggest tricycle, and can be ordered with a plastic hard-top, while the Messerschmitt has a reversible dyno-starter, for going backwards without a reverse gear.

Scooters and three-wheelers are much in the news, because they alleviate our parking problems in big cities. Yet, high-

speed machinery is the greatest interest of most of us. Thus, one gravitates to the Triumph stand, to see that incredible projectile with which Johnny Allen achieved 193 m.p.h.

It consists of the whole rear portion of a 650 c.c. Triumph twin. In front of this sits the rider, 2½ ins. from the ground, as in a car, and then the front wheel is fixed ahead of his toes. It has no suspension, is 15 ft. 8 ins. long, and has a parachute as a brake. I do hope the Editor doesn't want me to road test it!

Sacramento 100 Miler—continued

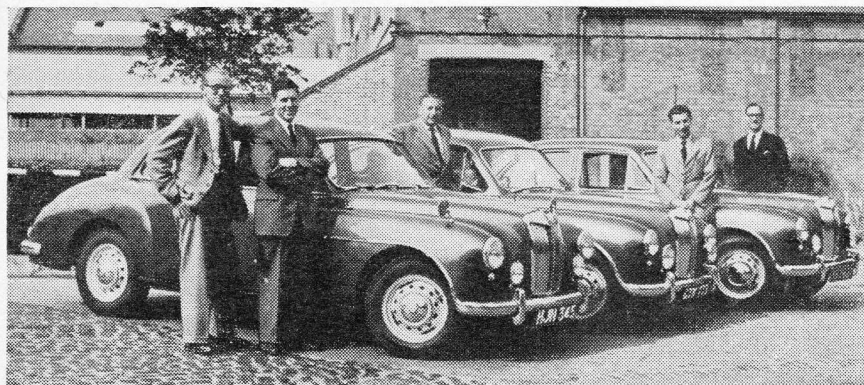
Elder, who had spun ahead of him. Amick jumped off the embankment and rolled over, the car landing on top of him; he came out of this wreck with only a few bruises, though. Yellow flag again, and when the race track was clear, Sweikert had strangely slowed down, being passed by a few of the slower cars. With only two laps to go, Bryan got into the lead, to the surprise of the spectators; then Thomson also passed Sweikert, who had to rest content with third place at the finish. This unexpected ending climaxed a thrill-packed show. Bryan thus annexed his ninth 100-lap dirt-track race of 1955, but even so, he could not get close enough to Sweikert in the run for the year's National title. Sweikert tops the ranking with a safe margin, and to prove he is a real "Champ" he has won the Mid-West Sprint Championship for the year as well.

When the race was over, Sweikert mechanics reported an almost empty fuel tank in Bob's car, instead of the usual 15-gallon after race balance, and traced his failure to fuel trouble.

Results

1, Jimmy Bryan (Dean Van Lines Spl.), 1 hr. 9 mins. 36 secs.; 2, Johnny Thomson (Schmidt Spl.); 3, Bob Sweikert (Zing Spl.); 4, Andy Linden (D.A. Lubricant Spl.); 5, Pat O'Connor (Lammers Spl.).

With the A.A.A. Contest Board retiring from racing, the last National Championship event, the 100-miler run at Phoenix, Arizona, on 6th November, was also the last big race sanctioned by the major U.S.A. institution. This fact meant, naturally, a particular appeal to the race fans and so a record crowd attended, although the crown for the year was well secure on Sweikert's head. The race, for the Bobbie Ball Memorial Trophy, proved another victory for Jimmy Bryan, but was marred by the death of Jack McGrath after a crash.



STARS and their cars. Three motor-cycle racing champions seen recently at the M.G. works at Abingdon, each with their own Magnette saloon. L. to r., we have M.G. General Manager John Thorndyke, Geoff Duke (1951, '53, '54, '55 500 c.c. champion), Bob Foster (1950 350 c.c. champion), Bill Lomas (1955 350 c.c. champion) and T. H. Bowns of Sales Liaison.

Class Distinction in the "Midland"

Three Categories for North
Midland M.C.'s 10th Annual Trial

THE North Midland M.C. celebrate their 10th anniversary this year, and because of this the Autumn Sporting Trial seemed to take on a new look. The event attracted 40-odd entries made up of standard cars, in closed and open form, and out-and-out trials specials. So it was that a very mixed bag was standing in readiness at 10.30 last Sunday morning at the Miner's Standard Hotel, Winstler.

Moving off to the dicing grounds, the standard cars led the way to a long grassy climb which was more or less a straight run. Even on this first hill the pattern of the day could almost be seen, for when Ken Scales came along in his now-rather-old but always-very-willing Ford Anglia 10, he waltzed up where others were toiling. R. Mitton, for example, had some difficulty getting his Consul 35 yards away from the start and B. H. Thompson had to battle to take his Hilman Minx to Section 7. John Dalton did rather better in his glistening Ford Prefect. Of the Volkswagens which performed, Reg Frolich's was by far the zippiest. In fact, this run appeared to be the quickest until Eric Hodgson (Renault) and A. H. Leigh (H.R.G.) came along; both these boys treated the whole affair like a speed hill-climb.

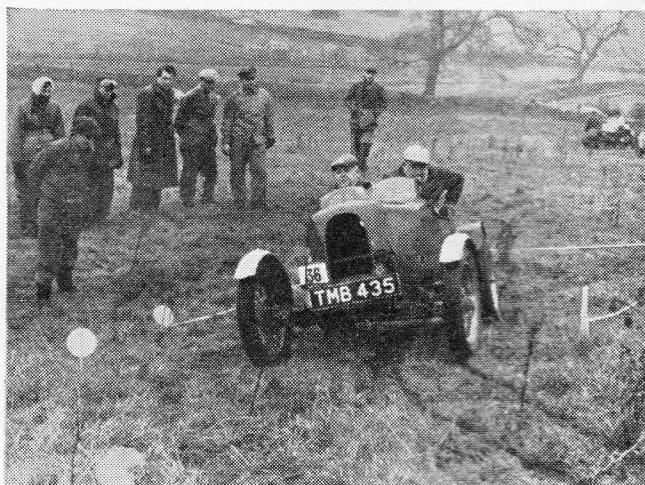
Tricky Stuff for the Specials

Having sent the "Standards" on before, the specials came to attempt a very twisty manoeuvre which Tony Alldred had laid out on the grass by the wall. Two tight turns in the 50-yard section had everyone guessing, especially after A. H. Smith (Morford) had taken the top off it in a very praiseworthy attempt. Stan Jenkins (Austin) made a very clean approach, but when his rear wheels slipped down into the hollow Stanley couldn't go on.

Ron Needham (Needham Spl.) and Norman Carr (Trafford) both made straightforward attempts without success. Then Bernard Noble (B.A.R.) brought a bit of gui'e but still with no luck. Ron Stallard did get round the corner, only for his engine to stall. Of the later efforts, those of Cuth Harrison (Harford) and Jack Broadhead (J.C.B.) were outstanding.

Moving over to the other side of the Grattondale Valley, several more sections

★
LEADER at the lunch break was Norman Carr (Trafford), seen tackling Middleton Youlgrave, but he fared poorly in the afternoon and did not gain an award.
★



were plotted, all on grass. The planners had been a bit foxed by the weather but were not worried, for two laps of this course were planned and if sections were too hard or too easy in the morning, they were altered for the p.m. performances.

This was so in the case of the Rock Farm sections, where Rock Farm 1 was set between pine woods overlooking the valley. On the left of the field was a straight climb for the standard machines and on the right a long twisting section for the specials. Of the standard class the leading men Frolich, Hodgson, Leigh and Ernest Sneath (Morgan), who was also well in the hunt, had no trouble here. S. Parish (Austin 7) was going well and showing up such things as TR2s in a chugging old-fashioned sort of way.

The specials were making heavy weather of their task and although several such as Cuth Harrison, Reg Phillips (Fairley), Jack Broadhead (J.C.B.) and Cyril Corbishley (C.C.S.4) managed the awkward left-hander, the rise beyond defeated them. Full marks, by the way, to Cyril Corbishley, who was up with the best of them. Although Cyril did not do this with one hand tied behind his back, it was very nearly so; his left hand was in a sling!

Lunchtime Scoreboard

Lunchtime, back at the Miner's Standard, gave Norman Carr as leading the one-off wallahs, with Eric Hodgson (Renault) and Reg Frolich (Volkswagen) heading the standard cars, one mark

only separating these rear-engined machines.

After lunch several of the sections were altered, and so was Norman Carr's luck. Eric Hodgson and Reg Frolich pressed on, as did H. Leigh and Ernest Sneath in the open cars, these four getting over some most difficult going. But the afternoon brought changes of fortune to the lightweights, and Stan Jenkins found that his usual steadiness without fireworks was paying off. Johnny Broadhead, too, was putting in a bit of nifty work which was to stand him in good stead. But of the post-lunch performances, none could be better than Reg Phillips' showing on Rock Farm 1. This section hadn't been altered all day, nor had it been climbed until the beaming Reg appeared. Using a most delicate application of throttle with a perfect line, Reg (and, of course, Peggy) chugged slowly but serenely up to the top. This climb alone deserved a special award (the present rate of exchange is one Reg Phillips autograph for two of Fangio's).

The North Midland club attracted a fine standard car entry for the event. Judging by the expressions of delight from the drivers of these machines, the N.M.M.C. may have started something, and good luck to 'em they deserve it.

WILSON ROGERS.

Provisional Results

Standard Closed Cars: 1, E. Hodgson (Renault); 2, R. Frolich (Volkswagen).

Standard Open Cars: 1, A. H. Leigh (H.R.G.); 2, E. Sneath (Morgan).

Special Cars: 1, J. S. Jenkins (Austin Spl.); 2, J. C. Broadhead (J.C.B.).

LAWSON WINS AGAIN IN FEDDEN TROPHY TRIAL

FOLLOWING on his victory in the Cheltenham M.C.'s trial, Mike Lawson scored another win in last Saturday's Fedden Trophy Trial, run by the Bristol M.C. and L.C.C. Runner up was Geoff Newman, and third was Rex Chappell. Report and pictures will be published next week.

Provisional Results

Roy Fedden Trophy: M. H. Lawson (M. and L.), 0 mks lost, 14.0 secs, in special test.
Alexander Duckham Cup: G. J. Newman (Cannon VII), 0 m rks, 15.4 secs.

Daphne Trophy: R. Chappell (Cannon), 1.

Club Cup: E. J. Chandler (Chandler), 7.

First Class Awards: D. L. B. Cannon (Cannon V), 5; G. Petrit (Deeford), 6; J. Deeley (Cranford), 7. **Second Class Awards:** B. J. Bodenham (Austin), 7; F. T. Lewis (Squimigerous), 8.

Team Award: "The Midlanders" (R. Kemp, F. T. Lewis and F. E. Wall).



★
LIST TO STARBOARD is developed by Reg Phillips's Fairley Special, also at Middleton Youlgrave. Reg was the only competitor to climb the Rock Farm 1 section.
★

NORTHERN NOTES

THE Annual Dinner and Dance of the Lancashire and Cheshire Car Club was held at the Grand Hotel, Manchester. Mr. R. A. Davies presided at this most successful function organized by Len Clarkson and Joe Hill. In addition to organizing the show Joe Hill, along with Jack Broadhead, seemed to take away most of the silverware charmingly presented by Mrs. Gale, wife of the club chairman, Alistair Gale.

Jack Broadhead's trials car, the J.C.B., uses an Elva-type Ford engine which must surely account for its great urge, as demonstrated in the Pennine Trial the other week-end. The Pennine, by the way, although a closed-to-club event is always a "classic" in the type of hill it includes. For this a lot of the thanks must go to Harry Tregenza, always hard-working and ever-smiling. Harry, of course, has his own trials car, the Terrier, which hasn't been seen in action lately. Nor will be. Its owner has an awful lot of more serious work on his hands just now, but looks forward to the time when he can compete again. The almost uncanny spell of dry weather made this year's Pennine hills less threatening than they have been in the past and Cromwell Wood has been known to extract heavier toll than it did. Even so there was still enough bite left in them to sort out the results without resort to the special test figures, even though only by one spot.

It was a little unusual, but none the less pleasant, to see Maurice Wilde winning the Navigator's Award as Cuth Harrison's passenger. Maurice, although not at the trials wheel these days, can hardly be said to be inactive if he continues to operate as Cuth's passenger! Don Rayner gave his battle-scarred Allard its annual outing and collected the opposite class award.

The Mid-Cheshire Motor Club boys are, quite rightly, feeling proud of themselves, for their Sporting Trial for 1956 is an R.A.C. qualifying date. In view of the club's comparatively brief existence, it has done well, not only in this regard but also in the racing world, too. After all, one of Britain's most attractive race meetings this year was the Mid-Cheshire Gold Cup meeting at Oulton Park on 24th September.



THE "PENNINE": Cuth Harrison, one of the North's most stalwart supporters, and passenger Maurice Wilde seen on the middle slopes of Birdholme while winning the Yorkshire S.C.C.'s Pennine Trial by one mark from Johnny Broadhead.

Still on the subject of trials, many enthusiasts of this game await Bert Cryer's latest effort, which, according to all reports, is virtually complete. Norman Coates says he can lift it comfortably at either end—but have you seen Norman Coates's shoulders?

Alan Hopkinson has happily returned to trials in a car built by Fred Harrison. Alan is still getting the feel of things in his come-back and he and Fred were overheard, during a lunch-break the other day, hatching up some rather revolutionary ideas. Which could easily bring back to Alan the success he enjoyed in this game only a few years ago.

Ken Wharton still has notions about building another trials car and is often to be seen spectating at mud puzzles. General opinion is that if Ken gets down to it again someone would have to sit up!

WILSON ROGERS.

PHIL HILL AGAIN

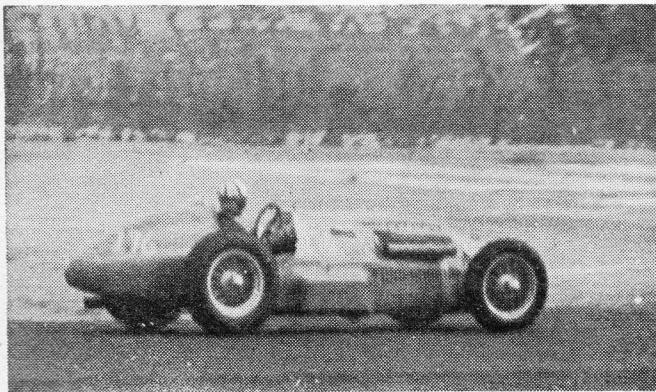
DRIVING the Ferrari Monza owned by Eleanor von Neumann, Phil Hill won the 50-lap, 115-mile National Grand Central sports car race in Southern California on 13th November. The races, sponsored by the Los Angeles region of the S.C.C.A., drew over 15,000 spectators, who watched Hill take the

lead at the first corner, and hold it unchallenged to the chequered flag. Before half-distance he had lapped the entire field, save for Ernie McAfee's 4.4-litre Ferrari—and this car he lapped on the final round of the race. Third finisher was Jack McAfee in a 4.9-litre Mexico Ferrari. Hill's average on the very fast circuit was 103.2 m.p.h.

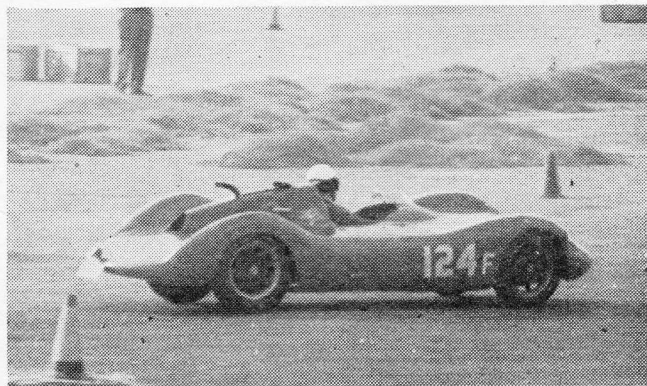
The 1,500 c.c. race over the same distance fell to Peter Loveley in the Porsche-engined Cooper at a 90 m.p.h. average, after an exciting duel with Bill Thomas and Johnny von Neumann (550 Porsches). Thomas spun off, dropping back, von Neumann was second, and Jack McAfee collected his second "third" of the day in another Porsche.

Dale Johnson (Porsche Speedster) won the 1,500 c.c. production car race over 15 laps, Rudy Cleye (Mercedes-Benz 300SL) won the over 1,500 c.c. race, and Terry Hall in a 4½-litre Grand Prix Talbot of the old Formula 1 type won the 10-lap "unrestricted" event with ease. Final event in this very "British"-style meeting was for Formula 3 cars, winner being Dr. Leon Becker (Mark 9 Cooper) with Morrow (J.B.S.) second and J. Trimble (Cooper Mark 6) third. Nine cars started in this event, indicative of the mounting popularity of this class in the United States.

ELMAR KOLEHMAINEN.



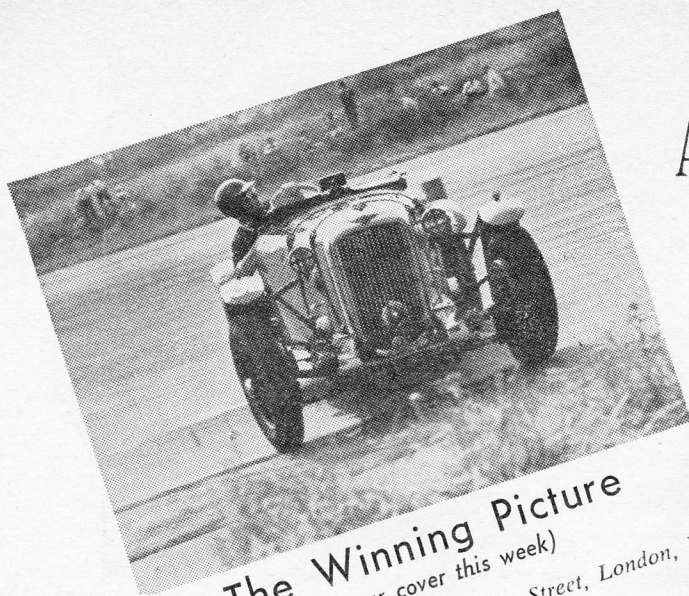
RARA AVIS—for California, is the old Formula 1 4½-litre Talbot of Terry Hall, here winning the "unrestricted" or Formule Libre race at the S.C.C.A.'s National Grand Central meeting.



LOVELEY JOB: Peter Loveley's 1½-litre Porsche-engined Cooper bears a family resemblance to the British Climax-powered machine. It won the 1,500 c.c. race after a keen struggle with two 550 Porsches.

AUTOSPORT'S INTERNATIONAL

Camera Contest



The Winning Picture

(on our cover this week)

T. J. Duval, 7 North Audley Street, London, W.1.

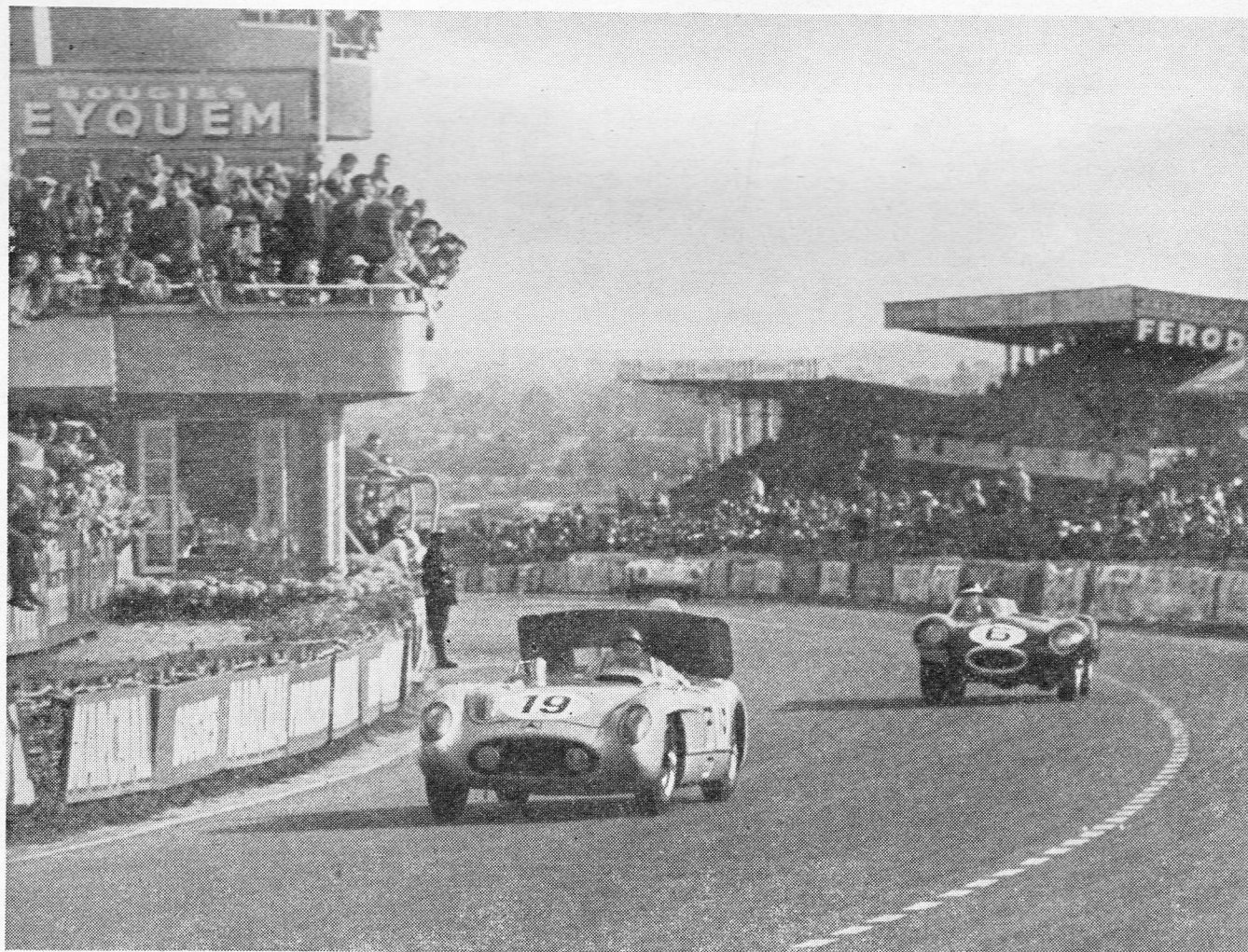
Second Prize

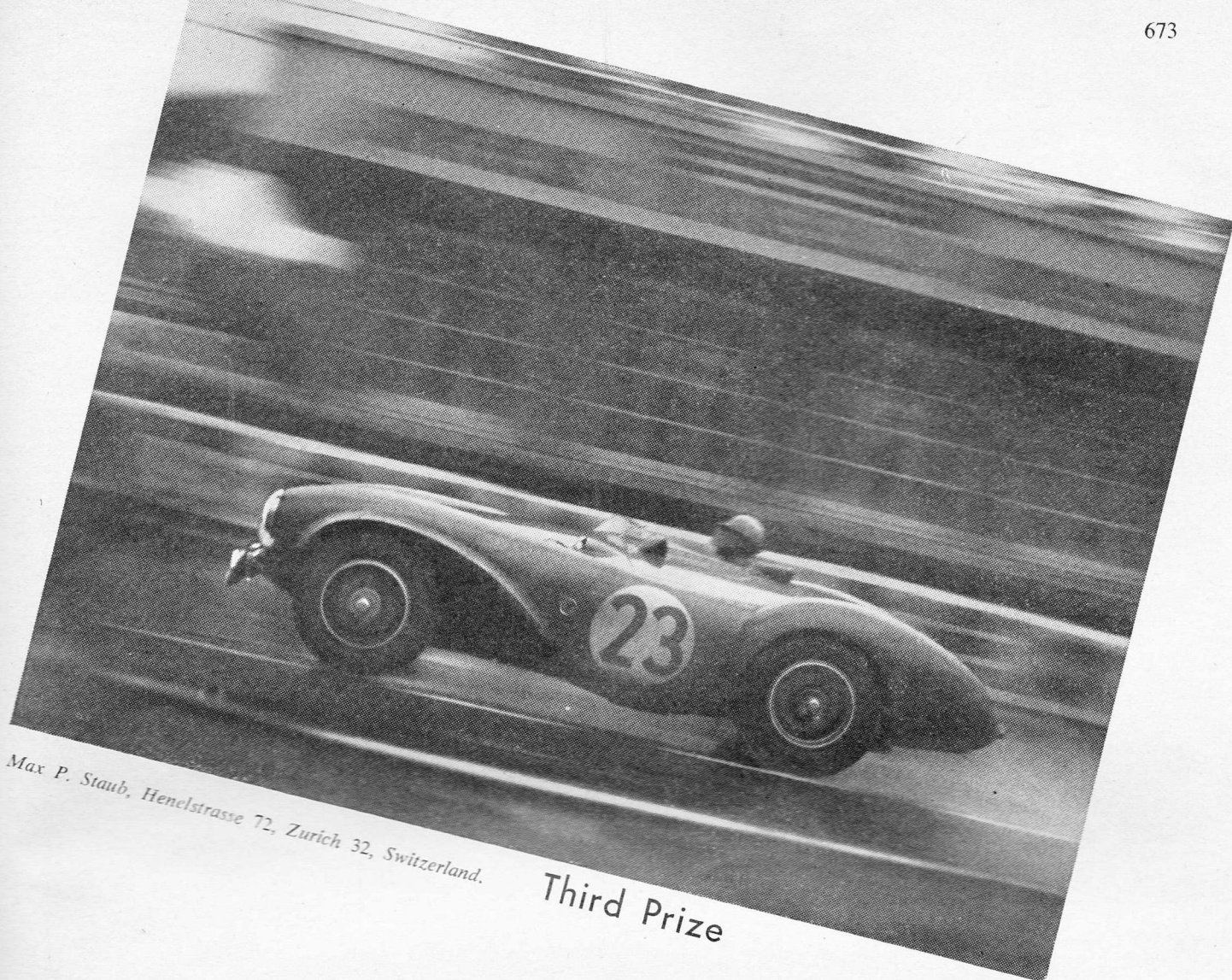
W. E. Hogg, *The Dairy*, Sonning-on-Thames, Berks.

FROM the very large entry received in the 1955 AUTOSPORT International Camera Contest, the first prize of £20 has been awarded to an American, resident in London, Mr. T. J. Duval, whose winning photograph of a Lagonda in dire trouble at Silverstone is reproduced on our cover. The expression on the driver's face is well worth studying: obviously he has not the slightest idea of where the car is going to finish up, and the whole picture reflects the lighter side of motoring sport—which often occurs at club meetings.

Second prize of £10 goes to Mr. W. E. Hogg, of Sonning-on-Thames, with an excellent long-range shot of the Fangio-Hawthorn duel in the 1955 Le Mans 24 Hours Race. This is a picture of which any professional would be proud, and provides an unusual view of the circuit towards the Dunlop Bridge. Artist Max P. Staub, of Switzerland, receives the third prize of £5 for his excellent photograph of the Collins/Frère Aston Martin, also taken at Le Mans.

Mr. S. J. Legerstee, of Arnhem, Holland, is adjudged to have submitted the best photograph from an overseas reader.





Max P. Staub, Henelstrasse 72, Zurich 32, Switzerland.

Third Prize

His picture shows Eugenio Castellotti's Lancia at Spa, during the 1955 Belgian Grand Prix. Runner-up is Mike Williams of Wellington, New Zealand, with a shot of Gibbons (Cooper-J.A.P.) in a hill-climb event, the driver's arms being a trifle mixed-up. He wins a consolation prize of £2 2s. Consolation prizes of £2 2s. also go to H. W. G. Elwes, B.A.O.R., Germany (Behra's Maserati passing a Panhard at Nürburgring), A. B. Fox, Donnington (Collins's Maserati at Silverstone), Miss

M. D. Herring, Bournemouth (Relay Race change-over), E. C. Brown, London (Salvadori's Maserati), C. J. Jackson, Welwyn Garden City (Fangio and Moss in company at Aintree), Staff Sgt. Palecki, Burtonwood (Jim Russell), and D. E. Jay, Salisbury (Emeryson v. Connaught at Crystal Palace).

Next week more photographs will be published, which will be paid for at our usual rates.

More entries overleaf . . .

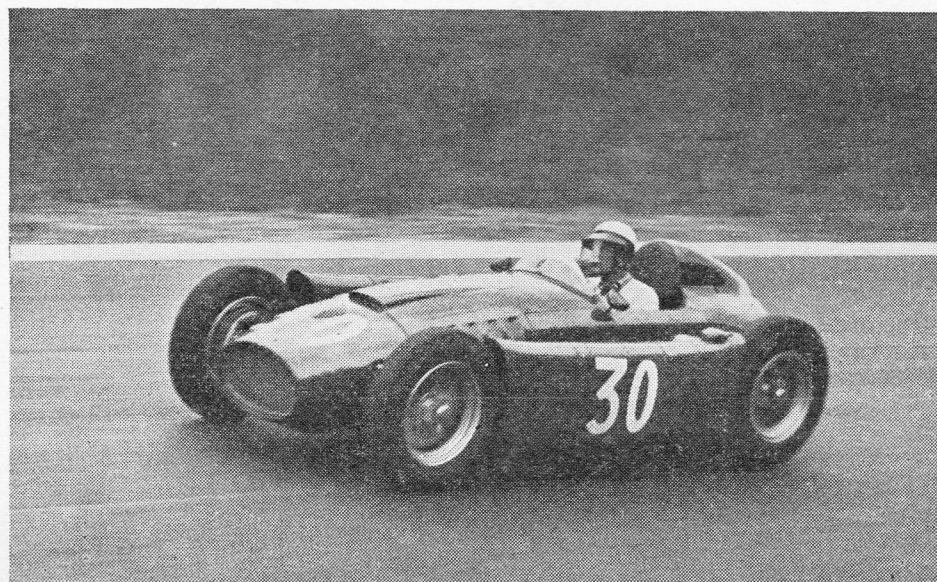
The Winning Technique

For his winning shot, T. J. Duval used a Leica 3F and a 13.5 cm., f4.5 Hektor lens. Exposure was 1/500 sec. at f5.6 on Ilford H.P.3 film, developed in M&B Promicrol, and the picture was taken from the paddock enclosure on the inside of Woodcote Corner at Silverstone.

Good equipment, certainly, but to produce a picture like this, and it was one of a large collection of superb prints submitted by Mr. Duval, the photographer has to be a master of his technique—and to be right "on the ball" to catch the dramatic moment.

Best Overseas Entry (other than the first three places)

S. J. Legerstee, Handelstraat 3, Arnhem, Holland.



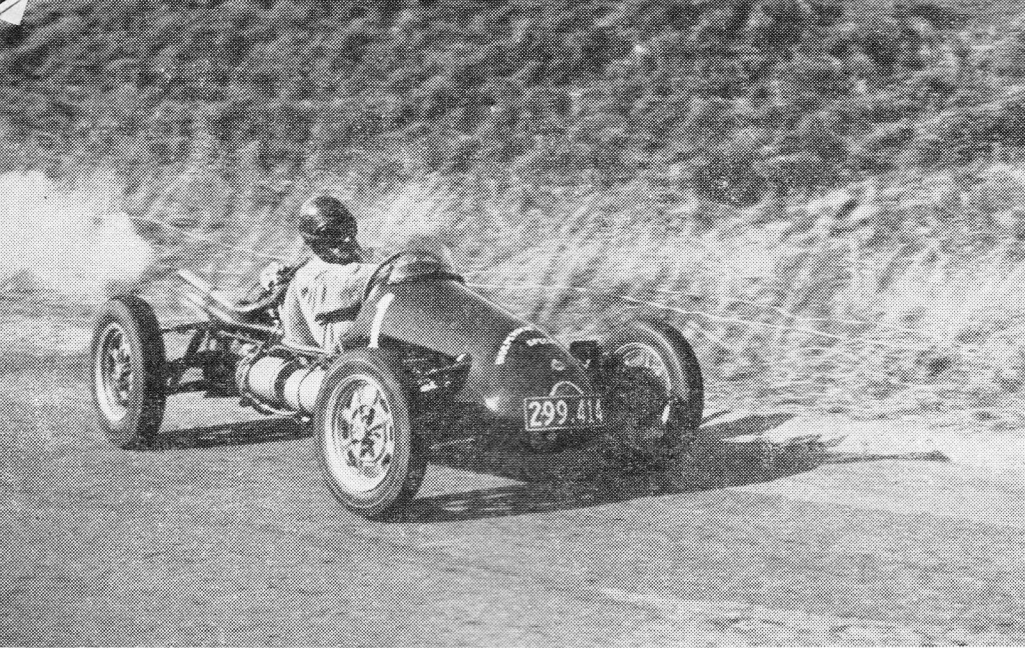
AUTOSPORT, NOVEMBER 25, 1955

AUTOSPORT'S INTERNATIONAL *Camera Contest*

Consolation Prizes

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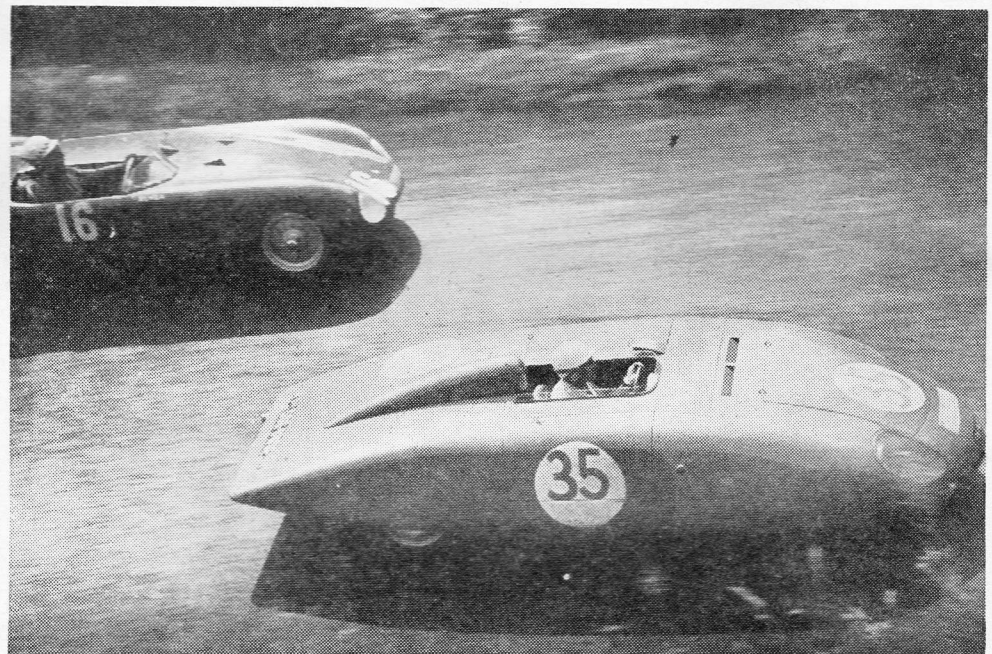
THIS LIVELY PICTURE of Bob Gibbons (1100 Cooper-J.A.P.), New Zealand hill-climb champion, was taken by Mike Williams, c/o O.S.A.C., P.O. Box 1015, Wellington, New Zealand.



★

A DRAMATIC SHOT of Jean Behra (1½-litre Maserati) overtaking one of the 750 c.c. D.B.-Panhard during the Nürburgring 500 km. race, taken by H. W. G. Elwes, 2nd Btn., Scots Guards, B.A.O.R. 44, Germany.

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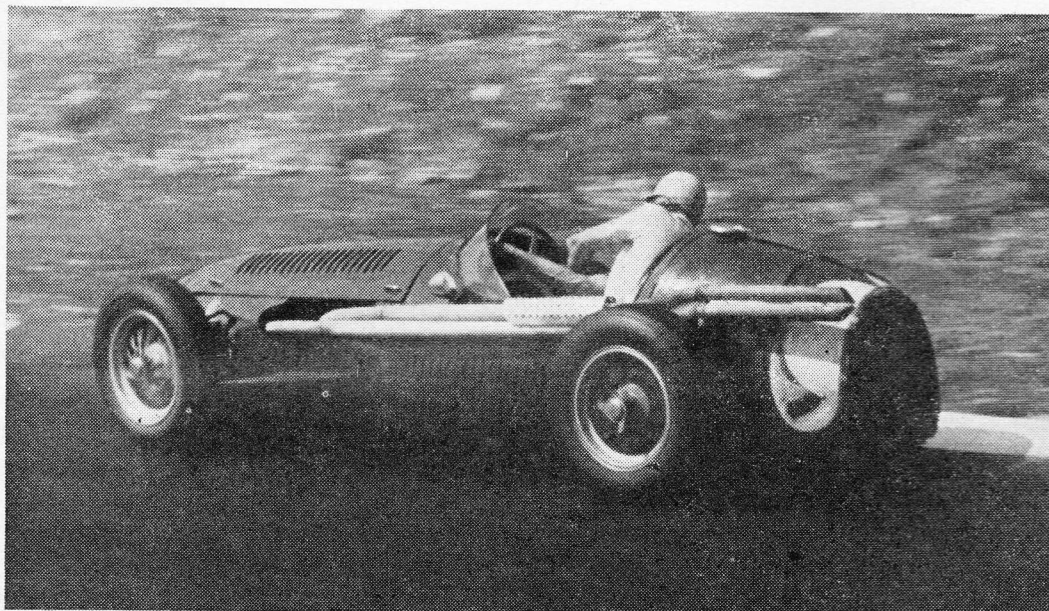


★

ALL THE EXCITEMENT of the annual Six-Hours Relay Race at Silverstone, captured by Miss M. D. Herring, 54 West Overcliff Drive, Bournemouth, Hants. Taken from the pit balcony, the picture shows the change-over of the A.C. Ace team sash, while a pit signal is held out to another competitor.

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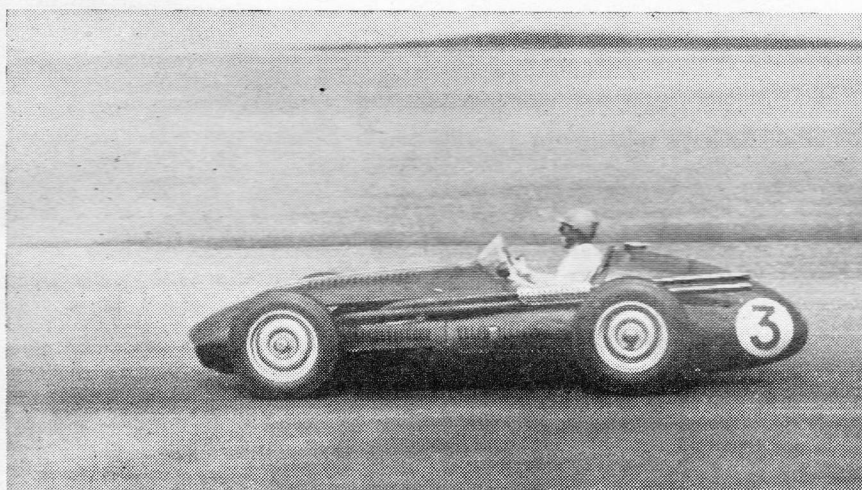




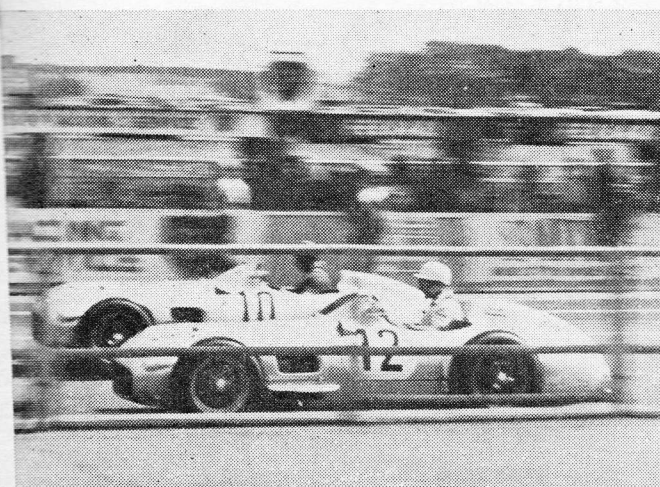
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WELL WOUND UP on a corner at Brands Hatch is Roy Salvadori in the Gilby Eng. Maserati, during its tail-less period. Just look at those tensed and tangled arms! The photograph was taken by E. C. Brown, 11 Postled Road, Catford, London, S.E.6.

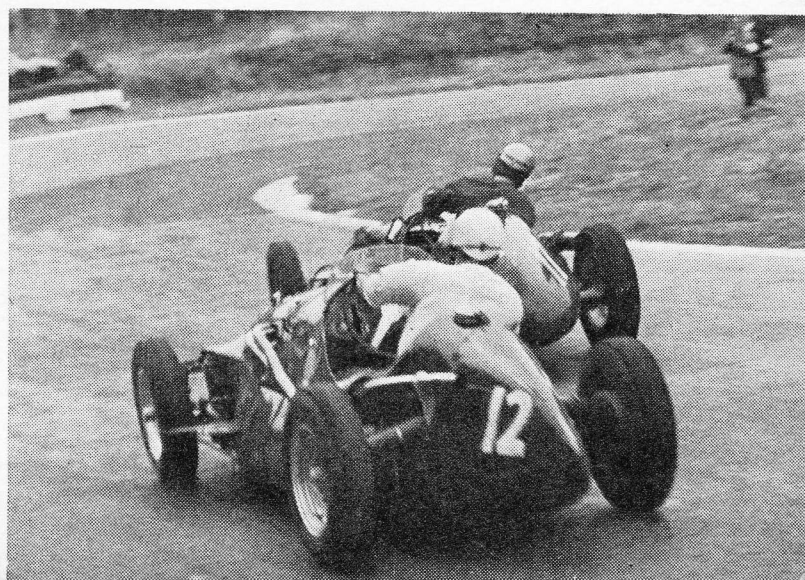
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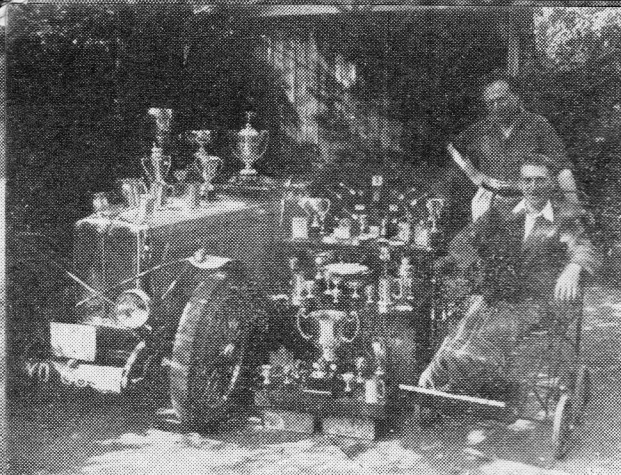


SPEED SHOT (above left) of Peter Collins in the Owen Maserati at Silverstone, by A. B. Fox, 110 Hayward Avenue, Donnington, Wellington, Shropshire. "Oh, me poor plates!" seems to be expressed by Jim Russell (above, right) caught at Aintree by the camera of S./Sgt. Anthony Palecki, 53rd W.R.S., R.A.F. Burtonwood, near Warrington, Lancs. A Crystal Palace batt'e (below) with Paul Emery leading a Connaught into a bend, and captured by D. E. Jay, Post Office, Broadshalke, Salisbury, Wilts.



▲ *NECK AND NECK* in the lead during the British Grand Prix at Aintree this year are Mercedes-Benz pilots Fangio and Moss. The photographer was C. J. Jackson, 3 Haynes Close, Welwyn Garden City Herts.





Philip S. Flower, the one-legged driver, with his M.G. and some of the trials trophies he won before the war.

★

CORRESPONDENCE

More on Magnesium

MAGNESIUM and its alloys are not prone to explosive combustion when present in the form of tubes, rolled sections or castings. Magnesium powder is certainly used in pyrotechnics but usually needs a fairly strong initiator to start combustion, and as far as I know there are no components on motor vehicles made of magnesium powder. It should be remembered that magnesium powder is not unique in that it will burn in air. All metals which form oxides will burn if present in a sufficiently finely divided form. No doubt one has heard of dust explosions which are due to the oxidation of minute particles of matter.

If Mr. Emerson Tavener cares to make the experiment, he could set fire to a magnesium structure to see what would happen, and it would not be explosive or spectacular in any way.

It does seem, however, that the two tragic instances at Le Mans and Dundrod have been due to the bursting of fuel tanks with consequent liberation of highly inflammable liquid and vapour needing only a spark from a lighter flint to set off an explosion. When one realises that exhaust system temperatures usually exceed the fuel flash point, it is easy to see why the highly explosive vapour from a burst tank coming in contact with very hot components leads to a violent conflagration.

I think the answer to this problem does not lie in the choice of one alloy as against another, so much as adopting rigid measures to see that fuel tanks cannot split or burst under violent impact and liberate a cloud of highly inflammable liquid and vapour.

W. HAYES.

NORTHWICH.

Fog and Sidelights

IN the TV Driving Club (11th November) the Road Research Laboratory announced that they had been conducting experiments which had led them to "discover" that the motorist is well advised to use a headlamp if he has to drive in daytime fog. One wonders why it has taken the R.R.L. so long to come to this conclusion; the writer "discovered" it 25 years ago and wrote to the Ministry of Transport on the subject; more recently, when making our instructional film "Rode Safely" we included some fog scenes with the commentary... "but in daytime fog switch on the dipped headlamp... sidelamps are useless... you can't see them until long after you've seen the vehicle itself... whereas a headlamp gives ample warning of approach long before the dark bulk of the vehicle would have come into view if he'd had sidelamps only..."

This film was made two years ago, and was shown to the Ministry of Transport in Berkeley Square just 12 months ago; it is significant that the TV spokesman said that the R.R.L. had been conducting experiments over the last 12 months?

Twenty-five years' experience has proved the advice to be sound and the B.B.C. are to be congratulated on bringing it to the notice of viewers; their action may well lead to a reduction in this winter's crop of fog accidents.

May we suggest that this advice be included in the next reprint of the Highway Code, together with a dozen similar points included in our film, but not yet "discovered" by the Ministry.

THE HORSMAN SCHOOL OF MOTORING, LIMITED,
E. LAMBERT, MANAGING DIRECTOR.

LIVERPOOL.

Remember Philip Flower?

I NOTICED the letter on page 541 of your 28th October issue, under the signature of P. S. Flower of Parkstone, Dorset. I wonder if your readers knew of this wonderfully clever driver, who was without use of his legs? His record would surely be highly creditable for anyone with all their limbs. In pre-war days, around 1936-37, he and his brother Lionel could be seen in most first-class trials, driving a J2 M.G. He made best performances of the day in the Knott Cup, Sugden Trophy, Hunt Trophy, Hare Cup, Allan Trophy, Midland Cup, Hartwell Cup and Simon Trophy Trials, and won many other awards. What performances for a disabled man!

W. J. BRUNELL.

BETCHWORTH, SURREY.

Unsporting?

ENCLOSED is a cutting* from *Empire News* for your perusal.

It seems to me that such a ridiculous statement is mudslinging at motoring sport in general and at its thousands of followers.

TREVOR GAUNT.

BIRMINGHAM, 17.

* The cutting reads: "Motor-cycling enthusiast Geoffrey Calvert, of Tyneside, writes suggesting Eric Oliver, four times world sidecar champion, as 'Sportsman of the Year'. My view is that any event dependent upon a power-driven machine does not come in the category of sport." This is a typical example of the lay ignorance of motor and motor-cycle sporting affairs, in which media far greater opportunities arise for sportsmanship and courage than on a cricket field or golf course. But it is comforting to remember that Sportsmen of the Year elected in the past include Geoff Duke while Stirling Moss has run high in the lists.

Whispering Campaign

I FEEL compelled to join in the battle of words raging on the subject of "Whispering Campaign".

I find it impossible to agree or disagree entirely with either side, but considering the damage being done to the British motor industry by some "patriots" who on principle run down any British product, I think that their exclamations should be slightly curbed. In this country the V.W. is not an economical proposition. For the same price one can buy several makes of comfortable family saloons with ample luggage space, which the V.W. certainly cannot pride itself on.

On the other hand, I think it is high time that our own manufacturers should produce engines that don't wear out in 30,000 miles, and chassis that will stand up to not as good road surfaces as those found in the U.K. Everything is not new in the V.W., I have owned a Tatra in 1937 which could boast most V.W. features.

H. HAHN.

PETERBOROUGH.

Different, rather than Better?

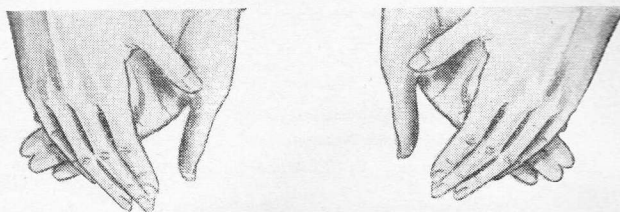
HAVING just read your correspondence, I feel Mr. Fall's letter calls for some comment. He says in his letter that he hopes his next car will be a Lancia, but might I suggest that before he buys it he considers what British firms have to offer? If he buys an "Appia" he pays £1,876 7s., while an Aurelia costs £2,326 7s., compared with £1,343 17s. for a 2.4-litre Jaguar: need I say more? A *Gran Turismo* Lancia is £3,173 17s., while a Jensen "541", for instance, with all modifications, costs approximately £2,200. In recent road tests the Jensen has shown itself the equal, and in certain ways superior in performance to the Lancia, and it certainly does not give anything to the Italian car in appearance. If the Jensen doesn't appeal to Mr. Fall what about the Aston Martin DB2-4? If after studying the British cars available Mr. Fall still buys a Lancia it will confirm my belief that a large majority of people buy foreign cars to have something different rather than better.

While on the subject of British cars v. the rest may I remind your readers that Britain still produces "the best car in the world", a fact, I may point out, that is undisputed.

W. D. BERTRAM.

EDINBURGH.

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



*A round
of applause for*
**JIM
RUSSELL**

500 cc Champion for 1955

Among the many outstanding victories in the 500 c.c. Championship achieved by Jim Russell and his race-winning Cooper, were the following important events:

1st *Aintree BRITISH GRAND PRIX MEETING*
500 c.c. RACE

1st *Brands Hatch DAILY TELEGRAPH
INTERNATIONAL CHALLENGE TROPHY*
500 c.c. RACE

1st *Aintree DAILY TELEGRAPH MEETING*
500 c.c. RACE



RECENT RESULTS

OLD MERCHANT TAYLORS' M.C. FIREWORK RALLY

5th November

Premier Award: E. W. Palmer (A.C.O.C.).
Best O.M.T. Member: I. R. F. Sharp; 2. R. T. R. Jenkins. **Visitors:** 2. L. G. Eckett (M.C.A.C.); 3. (tie) S. G. Caston (M.C.A.C.), M. R. G. Eyre (750 M.C.) and J. G. Innes (Herts County A. and A.C.).

LAGONDA CLUB NOVEMBER HANDICAP

12th November

Winner: J. W. Crocker (16/80 Lagonda).
Navigator's Award: K. J. Nichols. **Best Visitor:** D. Hogg (A.C.). **Best Member:** M. H. Wilby.
Awards of Merit: W. Waters (Standard), D. R. Mitchell (Aston Martin), G. Bowthorpe (Al.L.), G. S. Ross-Watt (Volkswagen).

LINDSEY A.C. NIGHT NAVIGATION TRIAL

12th November

Premier Award: (tie) A. H. Phillipe (Standard) and F. A. Keightley (Ailey); 3. E. Harris (Humber); 4. C. A. Plumtree (Ford Consul).

NOTTINGHAM S.C.C. AUTUMN TRIAL

13th November

Autumn Cup: Mr. and Mrs. J. P. Attenborough (Morris Minor), 21 marks lost. **Tankard:** D. D. Barclay (Ford Consul), 22. **First Class Awards:** J. R. Crow (M.G. 1½-litre), 23; R. J. Pritchard (Morgan 4/4), 27. **Second Class Awards:** T. Barlow (Austin A50), 33; J. Taylor (Ford), 33; S. G. Housley (Hilman Minx), 34.

NEWCASTLE & D.M.C. NAVIGATION TRIAL

13th November

Best Performance: 1. S. E. Bird; 2. P. G. Walton; 3. R. Goodhead; 4. T. Irvine; 5. P. W. E. Heppell.

VINTAGE S.C.C. NORTHERN TRIAL

19th November

Best Performance: D. P. Harris (Frazer-Nash), 211 marks.

Class A (short wheelbase): 1. S. R. Waine (Rhode Hawk), 184; 2. W. L. T. Winder (Humber), 180; 3. C. W. Morgan (Austin), 175. **Class B (long wheelbase):** 1. M. O. Attock (Alvis Silver Eagle), 200; 2. G. H. Hood (Le-Francis), 193; 3. W. K. Beaumont (Riley), 151. **Best Vintage performance:** M. O. Attock (Alvis). **Best Post-Vintage Thoroughbred:** W. K. Beaumont (Riley).

NORTHAMPTON AND D.C.C.

GROSE TROPHY TRIAL

20th November

Premier Award: 1. H. R. Smart; 2. C. H. Bayley; 3. W. H. Grey; 4. H. Illingworth.

B.R.S.C.C. "CENTO MIGLIO" RALLY

20th November

Best Performance: 1. C. Shove (Fiat 1100 TV), 3 marks lost; 2. I. H. Smith (Austin A90), 74; 3. D. S. Hall (Austin A30), 102; 4. G. W. Forster (Sunbeam-Talbot), 132; 5. W./Cdr. F. B. Sowrey (Morris Minor), 293; 6. H. F. Day (A.C.), 295; 7. H. R. Har ey-Moffatt (M.G. Magnette), 315; 8. I. W. R. Martin (Morris Minor), 319.

BEXLEY L.C.C.'s OPENING RUN

J. ROBERTS won the opening run of the Bexley L.C.C., held on 6th November, with J. Lucas second and F. Theobald third. Social meetings are held each Monday evening in the Traveller's Home, Long Lane, Bexley-heath.

YORKSHIRE WINTER TRIAL

A SHORT but extremely tricky course, and timekeeping down to the last second, beat many of the club's experts in the Ilkley and District Motor Club's "Winter Trial" held on Sunday, 20th November.

The trial, which started from Otley, had an excellent entry for a closed-to-club event and even the organizers were agreeably surprised to see 41 of the entry of 44 leave the start.

The route of just under 70 miles covered the Wharfedale, Washburndales and Nidderdale area of Yorkshire, and although route-carded required considerable concentration; the club's leading regularity-trial driver, J. R. Ramsbottom (TR2), missed a check completely.

Results

Best Performance: F. W. Payne (Austin A90 Westminster), 1 mark lost; 2. C. W. Whiteley (Ford Zephyr), 3; 3. G. Dracup (2½-litre Riley), 7.

BOOK REVIEWS

Title: *Three-Pointed Star.*

Author: David Scott-Moncrieff, with St. John Nixon and Clarence Paget.

Size: 5½ ins. x 8½ ins. 360 pages, numerous half-tone and line illustrations.

Publishers: Cassell & Co., Ltd., 37-38 St. Andrew's Hill, London, E.C.4.

Price: 25s. net.

BUNTY SCOTT-MONCRIEFF, with his collaborators St. John Nixon and Clarence Paget, has done a fine job of the story of Mercedes-Benz in the finely produced *Three-Pointed Star*. The history of the famous German concern is one that has resulted in several volumes devoted to the subject, but Bunty's book is more than a mere record. Although written in the third person, it is impossible to hide the tremendous enthusiasm for the marque which caused it to be written. As the Duke of Richmond and Gordon says in his preface: "To write the history of Mercedes and Benz is, substantially, to write the history of motoring, at least in its first quarter-century. . . ."

The stories of Karl Benz and Gottlieb Daimler are indeed romantic ones. Benz suffered great privations to realize an ideal; Daimler devoted his whole life to engineering and it was his engine that really gave birth to the modern motor car. The first Mercedes was produced in 1900, after the death of Gottlieb Daimler, and was designed by Wilhelm Maybach, inspired by Paul Daimler's 1899 P.D. The car was so named as a compliment to Emile Jellinek, Consul in Nice for Austria-Hungary, whose daughter was christened Mercedes. Thereafter all the products of the German Daimler company were known by that name, until 1926 when the cars became Mercedes-Benz.

Mercedes No. 1 can be said to have revolutionized the design of passenger vehicles. With its pressed steel frame, honeycomb radiator, gate-change gearbox, efficient carburation, mechanically operated inlet valves and proper throttle control, it was copied by practically every manufacturer in the world. Rated at 30-35 h.p., the lusty four-cylinder engine had a bore and stroke of 116 mm. and 140 mm.

Mercedes soon achieved a great reputation for high-performance machines, and their racing history is unsurpassed. The famous 60 h.p. and 90 h.p. road racing cars came out in 1904, being followed by the 100 in 1905. A year later came the six cylinder 120, but the 1908 "130" saw a return to four-cylinders. The 4½-litre G.P. "115" of 1914 was also a "four", as was the 2-litre, supercharged "125" of 1921-22. One and a half-litre cars were also built for the 1922 Targa Florio.

With Ferdinand Porsche came the eight-cylinder, 2-litre, supercharged "130/150" of 1923-24. In 1928 arrived the now classic SS and SSK 7.1-litre models, developed from the six-cylinder, 6.8-litre "S" of 1927—the well-known "36/220". These big machines scored many victories, and helped Rudolf Caracciola on the way to fame.

However, one could go on and on, mentioning this and that. *Three Pointed Star* leaves out nothing. One can relive the great races of the past, share the anxieties and successes of the drivers, in this saga of a world-famous motor manufacturing concern which has proved time and again that motor racing is part and parcel of continued development work in the production of high-performance vehicles.

G.

Title: *Rudolf Caracciola.*

Author: Autobiography, Translated by Charles Meisl.

Size: 5½ ins. x 8½ ins. 175 pp., 44 illustrations.

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

Price: 15s. net.

THE name Rudolf Caracciola has become a legend of our time, and in his autobiography the great German driver tells the story of how he first began motor racing with a Fafnir and eventually became a member of the Mercedes-Benz team. His first event with a Mercedes was in 1923, when he won the A.D.A.C. Rally. Apart from the 1932 season when he drove an Alfa Romeo (and won the German and other G.P.s), he remained faithful to the ringed star.

During a career high-lighted by scores of victories in all manner of motor sporting events, this remarkable man scored no less than 22 Grand Prix victories. In the wet he was virtually unbeatable, and his delicacy of touch enabled him to drive on slippery roads at speeds which no others could match. He possessed extraordinary eyesight, and appeared to be capable of seeing through the thickest haze, or in blinding spray.

In his book "Rudi" tells us his innermost secrets; from the bottom most pit of despair to the pinnacle of success, all the emotions of a racing driver are revealed. There are stories, too, about his team-mates and rivals—Stuck, von Brauchitsch, Fagioli, Nuvolari, Varzi, Trossi, Chiron, Rosemeyer, Lang, Birkin, Campbell and so on, but, strangely enough, there is no reference to Seaman!

As regards his accident at Indianapolis in 1946, "Caratsch" says that it may have been caused by a bird but, at any rate, something hit him very hard on the temple! His crash at Berne with the 300SL he blames on a locking rear brake.

G.

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from every angle



"The simple elegance of her line is just perfect."



"Such a luxurious interior is rare these days—"



"Performance gets top marks from me."

Everyone's pleased with the M.G. Magnette! It combines the spirited performance of a true sporting thoroughbred with the elegance and comfort of a luxury saloon. Facia panel and interior woodwork are of solid walnut. Deep, comfortable seating is upholstered in real leather. Carpeting is sumptuous. And with all this luxury goes a liveliness of acceleration that is quite exceptional. At cruising speeds the inimitable Magnette grips the road tightly—rides smoothly, silently and safely. Ask your M.G. dealer for a demonstration.

REMEMBER

Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.



1½ LITRE MAGNETTE

Safety fast!



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NEWS FROM THE CLUBS

By Wilson McComb

FOR sheer exasperation, there is nothing to compare with the hopeless quest for garage assistance on a Sunday. Last week I found myself in dire need of a $\frac{1}{4}$ in. Whitworth die— $\frac{1}{8}$ in. and $\frac{1}{16}$ in. I had, and $\frac{1}{4}$ in. B.S.F. as well, but the quarter Whit. must have buried itself in the sawdust under the bench, or somewhere. Four garages on a busy by-pass were visited before I found one that did not receive me with an offhand, "Petrol only!", and twice I encountered infuriated motorists who had been refused even the loan of a spanner. Garage staffs, like everyone else, are entitled to some leisure, but as people use the roads more on Sunday than on any other day, then surely Sunday is the day to offer at least a modicum of service.

ONCE again the events of the immediate future are mainly of a social nature, but on 11th December the **Newcastle and D.M.C.** will hold their 100 to 150-mile Hunter Cup trial, which starts and finishes at Allendale. Invited are the Berwick and D.M.C., B.A.R.C. (Yorks), Cumberland S.C.C., Darlington and D.M.C., Durham A.C., Hartlepool and D.M.C. and King's College M.C., and entries should be sent to R. B. Horn, 3 Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3. . . . One of the cheeriest club bulletins which we have seen for a long time is the first effort of the **Dolomite Association** for owners of pre-war Triumph models. They now boast a membership of over 100, gracefully giving this column most of the credit for this state of affairs, and advise us that the membership secretary is Mrs. H. L. Blackburn, The Cottage, Syke Lane, Ogden, Halifax, Yorks. . . . Talking of club bulletins, one cannot help congratulating J. P. Doncaster and W. T. Spouse, of the **A.C. Owners' Club**, for the magnificent way in which they have tackled the unenviable task of succeeding ex-editor George Grigs. . . . Too late now to apply for tickets for tonight's **B.A.R.C. (East Sussex)** dinner/dance, but from L. M. Lomax, 26 Grassington Road, Eastbourne, you can have regs. for a night rally on 10th December; W. W. Paul, Flat 2, 14 Hardwick Road, Eastbourne, has tickets for the New Year's Eve Dance at Seaford. . . . **Shenstone and D.C.C.** members are invited to a Christmas party at the Swan with Two Necks, Longdon, near Lichfield, on 16th December; admission free, please note. . . . Members of neighbouring clubs will be welcome at the **Old Merchant Taylors' M.C.'s** next film show, to be held at "Durrants", Croxley Green, near Watford, at 8 p.m. next Friday, 2nd December; again, admission is free. Two days later comes the Winter Rally on 4th December, a 50-mile navigational affair which also starts from "Durrants"; details from G. Connelly 98 St. Martin's Lane, London, W.C.2. . . . Don Laver will be M.C. at the **Hants and Berks M.C.'s** Christmas party, planned for 9th December at the Hawley Hotel, Blackwater, and tickets may be had from the Johnses, Douglas and Joan, at 48 Reading Road, Woodley, Berks. . . . **Glossop and D.C.C.**, now in the process of applying

STABLE of the Border Reivers includes not only John Somervail's Austin-Healey, but also the horse Duncormack, seen performing a trickier-than-it-seems manoeuvre in the hands of Jill Somervail. A driver was meant to be in the car—but couldn't be found when the time came!



for R.A.C. recognition, have an absolute host of functions coming off soon. Next Thursday, 1st December, brings the Twenty Questions Rally; 5th December is the date of their annual dinner/dance; on 15th December members will hear a talk on rally organization (and competing therein); on 9th January they will christen a new clubroom, if that is what you do to a clubroom; on 29th January there is a standard car trial, and 25th/26th February brings an all-night navigational run. We cannot possibly go into details here, so for further information write to Peter Swann, "Ausford" (there's enthusiasm for you!), Woodhead Road, Glossop. . . . The **Hagley and D.L.C.C.** announce that their Hon. Sec., J. W. Cox, is resigning at the end of the year, and provisionally, pending the A.G.M. on 15th February, is being succeeded by G. I. Tucker, of 115 Bewdley Hill, Kidderminster, to whom all correspondence should be sent. . . . Another outpost of the far-flung 750 M.C. empire is being established in East Anglia, and all members, past, present—and future—will be welcome at the Albert Hotel, Colchester, at 8 p.m. on 6th December. The Secretary of this new centre is D. Golding, of 82 Shrub End Road, Colchester. . . . The **Club Lotus** has now been well and truly planted, following the inaugural meeting held recently. Ian Smith has been elected Hon. Sec. (address, 347 Goswell Road, London, E.C.1) and a regular meeting place established at Ken Smith's *estaminet*, The Jolly Farmers, Enfield Road, Enfield, where the next meeting will be held on 13th December. . . . On 25th/26th February, the **Cirencester C.C.** will be holding their Spring Rally (and it's not Christmas yet!). It will be a 300-mile affair, the invited clubs being the Oxford, London, Hants and Berks, M.G. (S.W.), Bristol, Cheltenham and Morgan 4/4 Club. Regs. will be available from F. R. Parkes, 31 Ashcroft Road, Cirencester.

GAIETY AT GUILDFORD

GUEST of honour at the Guildford M.C.'s annual dinner-dance, held last Friday in the Lion Hotel, was Denis Jenkinson. "I must apologize for not appearing to stand up", said the diminutive "Jenks" when replying to a toast, "but if I hadn't been made this size, Stirling wouldn't have taken me with him on the Mille Miglia—and that would have broken my heart".

Alan Brown, the club's president, announced after proposing the loyal toast that he was presenting a new award for

the best annual performance in speed events. Jack Smith, proposing "The Club", said that a new tie was also available and reviewed the past history of the Guildford M.C., which since its inception in November, 1953, has grown to a membership of around 200. D. U. A. Padmore toasted "The Guests", and Robin Richards brought a riotous end to formal decorum with one of his well-known speeches. Then Mrs. Alan Brown presented the year's awards, and the dance was on, with R. D. Jennings and W. D. J. Roscoe seeing to it that all present enjoyed themselves to the utmost.

WIRRAL "100" M.C. A.G.M.

OFFICERS elected at the Wirral "100" M.C.'s annual general meeting, held on 13th November, are as follows: President, Major A. Lewis-Jones, M.C.; J.P.; Vice-Presidents, J. Bentley, E. Lambert, R. Carr, G. N. Osborne, W. E. Smith, V. Warrington and J. Winn; Chairman, C. Abbott; Secretary, R. M. Craig, 1 Brookhurst Cottage, Allport Road, Bromborough; Treasurer, L. A. Cranshaw, A.C.I.L.; Racing Secretary, R. W. Francis; J. Knowles; Social Secretary, Mrs. P. Abbott; Press Secretary, E. Baines.

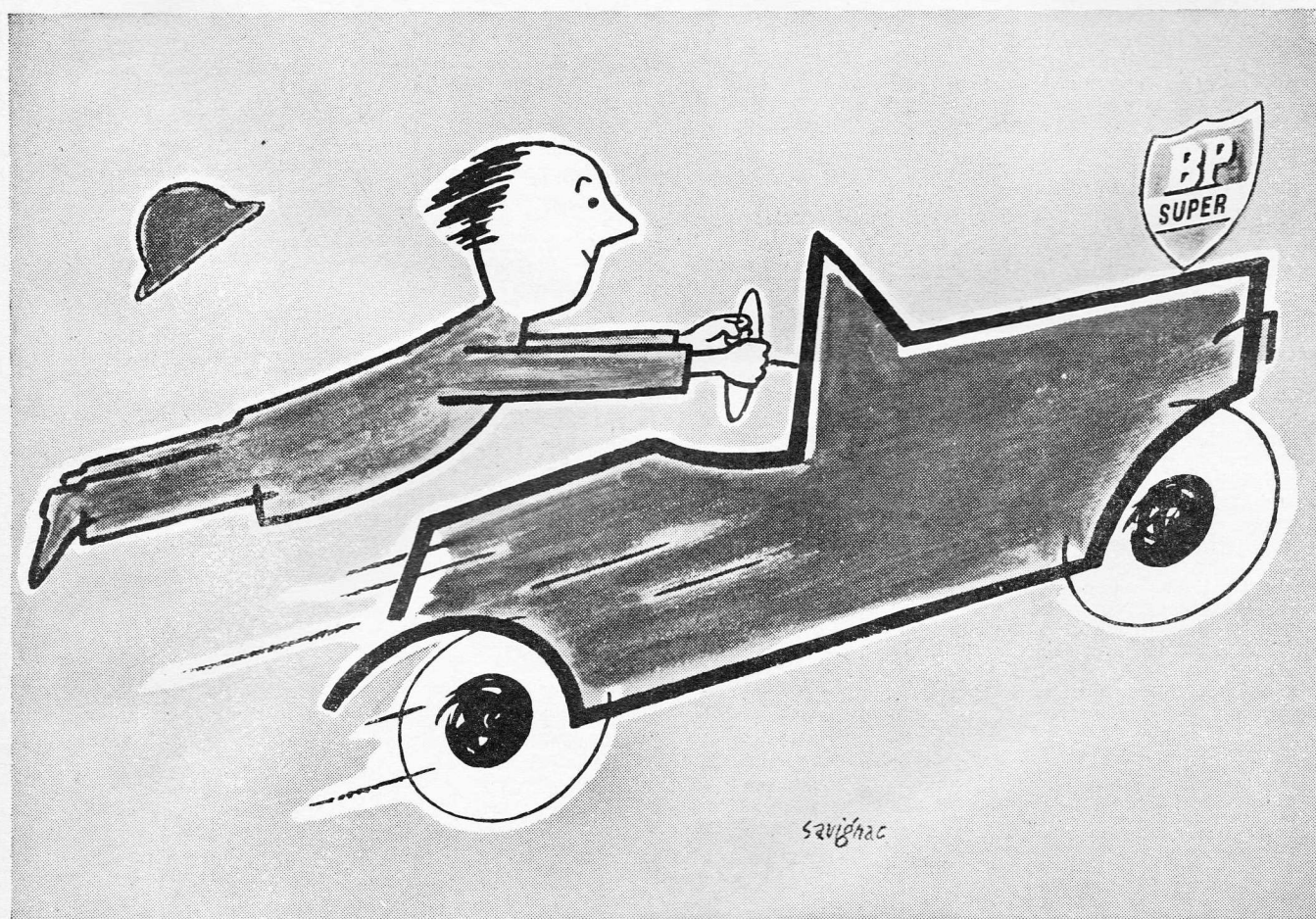
NAVIGATION IN LANCs

REGULATIONS for the Lancashire A.C.'s autumn navigational rally, held on 13th November, stressed that the event would be a difficult one for navigators, and this was certainly true. The route was divided into 20 sections, each with its own route card, which made use of such complexities as latitude, longitude, back bearings, angles, base lines and compass bearings. Out of 48 crews, only one reached the finish without missing a single check, and the premier award went to T. Warburton, navigator to F. Snaylam (Triumph TR2). Only one check was missed by P. Hindley (driver, E. Vanner, Ford), and two by J. M. McCartney (driver, J. Bullough, Sunbeam-Talbot).

"MONTE" COMPETITORS' DINNER

ALL entrants and crews for the 1956 Monte Carlo Rally will be welcome at a dinner and open discussion in the Clarendon Hotel, London, W.9, on 2nd December. It is organized by the Monte Carlo Rally British Competitors' Club, and tickets (17s. 6d.) are obtainable from Major Raymond Gough, 2 Malcolm Court, 38 The Avenue, Branksome Park, Bournemouth.

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KILKENNY WINTER TRIAL

METHINKS that soon, if this spate of navigation trials does not ease off, there will not be a by-road in the length and breadth of Mother Ireland which hasn't had its visitation from the boys who play with motor-cars each week-end. The Kilkenny Motor Club ran their Winter Navigation Trial on 30th October, and nearly 30 crews of hopefuls turned out on a fine sunny Sunday morning to go haring around the third-class roads of Counties Kilkenny, Leix, Offaly and Carlow in another frenzied chase after elusive check points and controls.

Kilkenny have a reputation for forcing their victims over tough country and making them do rough tests to boot. This time the roads were reasonably non-damaging, except for one or two short sections, and the eight tests varied from not-so-rough to very-nearly-smooth. Navigational mayhem reigned within minutes of leaving the start, when a cunningly placed first control near Freshford found the innocents by-passing the spot they were seeking, being lured down a short cut that did not figure on the map but which boasted a perfectly good tar-macadamed surface. This started the rot, and phenomenal avoidances were the order of the day. The Anglias of Terry Statham and Frank Aldritt collided, and that put paid to their rallying for the day. Brian Nixon (Anglia) side-swiped an M.G., and by the time the rally reached Control 2 at Ballynaslee several other cars bore scars of battle and many crews bore worried expressions.

An absolute newcomer, P. Smyth in a Volkswagen, showed the experts how to perform the first test moderately quickly. Seven further checks and three more controls brought the rally to Portleix and a lunch break, a secret check along the route catching 19 ahead of scheduled average speeds. After lunch, nobody seemed to get particularly off route or het up over navigation, and the route led back to Kilkenny in a tight but tortuous circle through the Stradbally/Timahoe hill country, and thence into the Castlecomer area of north Co. Kilkenny to finish nice and early in Kilkenny City. Four more tests happened *en route*.

JACK O'DONOGHUE.

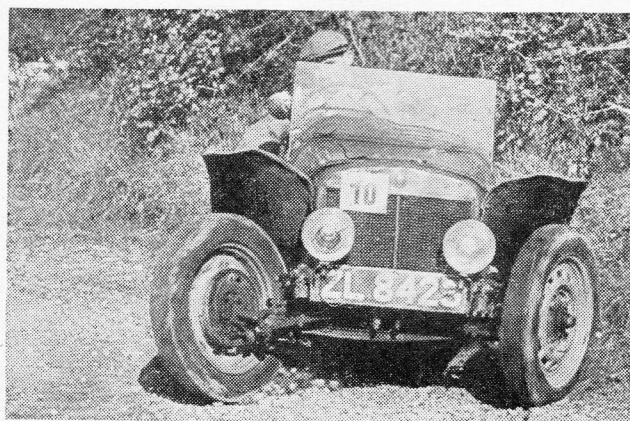
Results

Premier Award: E. Connell (M.M.4), 269.9 marks lost.

Class 1 (Open Cars): 1, E. Connell (M.M.4), 269.9; 2, H. Hillock (Ford Spl.), 398.2; 3, P. B. Hopkirk (Triumph TR2), 516.

Class 2 (Saloons): 1, S. M. Logan (Volkswagen), 282.5; 2, J. D. O'Leary (Volkswagen), 318; 3, R. A. Meyer (Volkswagen), 321.8.

Navigators' Awards: D. Reynolds (Connell) and M. Bryan (Logan).



★
SLIDING into a bank goes H. Hillock's Ford Special, but he also slid into second place in his class, despite this contretemps, in the Kilkenny M.C.'s Winter Trial.
★

Coming Attractions

November 26th. *Sevenoaks and D.M.C. Barbecue Rally.* Start, *Whitley Forest, near Sevenoaks, Kent, 7.30 p.m.*

M.G.C.C. (S.W.) Driving Test Meeting, Bristol Tramway Depot, Winterstoke Road, Bristol. Start, 2 p.m.

Ulster A.C. Trial, N. Ireland.

November 26th/27th. *Herefordshire M.C. Night Navigation Rally.* Start, *Lyde Motor Works, near Hereford, 7.30 p.m.*

Riley M.C. (N.W. Centre) Welsh/Blackpool Rally. Start, *Oxford, Birmingham, Swansea, Leeds and Manchester, 8 a.m.*

Herts County A. and A.C. Nocturne. Start, *Brimpton Grange Hotel, near Wheatley, Oxon., 8 p.m.*

Loughborough College M.C. Annual Christmas Night Rally. Start, *Loughborough and Buxton.*
East Surrey M.C. Woodcote Night Navigation Rally.

November 27th. *Kentish Border C.C. 13th Annual Sporting Trial.* Start, *Bull Hotel, Birchwood, near Swanley, Kent, 10.30 p.m.*

Leicestershire C.C. John Bull and L.C.C. Trophies Trial. Start, *Fox and Hounds, Skeffington, 10.30 a.m.*

Lancashire and Cheshire C.C. "Rally Petite". Start, *Dixon Arms, Chelford, 2.15 p.m.*

Brighton and Hove M.C. November Rally. Start, *Madeira Drive Arches, Brighton, 2 p.m.*

Cornwall Vintage C.C. President's Trophy Rally. Start, *Carr's Garage, Plymouth Road, Tavistock, 11 a.m.*

Silsden M.C. Autumn Rally. Start, *Wilkinson's Quarry, Cringles, Silsden, Yorks, 9.30 a.m.*

Cambridge University A.C. Little Rally.

Midlands M.E.C. Miniature Rally.
R.A.F.A.M.C. Blake Trophy Rally
S.C.C. of Norfolk Signpost Rally.

Connacht M.C. Winter Trial, Eire.

November 30th. *Southsea M.C. Arnold Trophy Rally.* Start, *Royal Oak, Langstone, 7.15 p.m.*

December 1st. *Glossop and D.C.C. Twenty Questions Rally.* Start, *Market Place, Glossop, 7.30 p.m.*

Club Fixtures

B.A.R.C. (East Sussex).—Annual Dinner/Dance, 25th November, Cavendish Hotel, Eastbourne.

Hants and Berks M.C.—Navigation lecture, 25th November, New Inn, Eversley, 8 p.m.

Bristol M.C. and L.C.C.—Film show, 25th November, Mauretania, Park Street, Bristol, 7.30 p.m.

Coventry and Warwicks M.C.—Evening Run, 25th November. Start, Sportsmans Arms, Allesley, 7 p.m.

M.G.C.C. (S.W.).—Dinner/Dance, 25th November, Paradise Roadhouse, Redhill (Bristol-Bridgwater Road).

Chester M.C.—Supper and film show, 25th November, Gaumont Theatre, Chester, 7.30 p.m.

R.A.F.A.M.C.—1st Birthday Dance, 25th November, St. Saviour's Hall, Oxtou, Birkenhead.

Mid-Cheshire M.C.—Annual Supper/Dance, 25th November, Angel Hotel, Knutsford, 9 p.m.

Cambridge '50 C.C.—Meeting, 25th November, Ancient Shepherds, Fenditton.

B.A.R.C. (Yorks).—Evening Run, 26th November. Start, 4.30 p.m. from Victoria Hotel, Bradford.

Bentley D.C.—West Region A.G.M., 26th November Halfway House, Sidmouth Road, Aylesbeare, Exeter, 8 p.m.; meetings, 26th November, Elcot Park Hotel, Newbury, Berks; 28th November, The Hogsmill, Worcester Park, Surrey.

Cemian M.C.—Social Run, 27th November. Start, from Grasshopper, near Westerham, Kent, 2.15 p.m.

Renault O.C.—A.G.M. and film show, 27th November, Denmark Hotel, South Kensington.

Billericay M.C.—Scavenger hunt, 27th November. Start, Duke's Head, Landon Common, Billericay, 3 p.m.

Bexley L.C.C.—Meeting, 28th November, Traveller's Home, Long Lane, Bexleyheath.

750 M.C.—Meetings, 28th November, Sheer House Hotel, Byfleet, Surrey; 1st December, Red Lion, Knowle, Warwicks.

Lagonda Club.—Meeting, 29th November, Red Lion, Holme-on-Spalding Moor.

Sussex C. and M.C.C.—Meeting, 29th November, Southwick and Fishersgate Community Centre, Southwick.

West Essex C.C.—Zenith Talk on Carburation, 29th November, St. Margaret's Hall, Ripple Road, Barking, Essex.

Eastern Counties M.C.—Meeting, 29th November, Red Lion, Martlesham, near Woodbridge.

U.H.U.I.M.C.—"Yoo-hoo Ballyhoo" (Annual Dance), 29th November, Abbey Hotel, North Circular Road, London, N.W.10, 7.30 p.m.

Northampton and D.M.C.—Meeting, 29th November, White Hills Hotel, Harborough Road, Northampton.

North London M.C.—Meeting, 30th November, Rising Sun, Chase Side, Southgate.

Chiltern C.C.—Meeting, 30th November, George Hotel, Beaconsfield.

A.M.O.C.—Film show, 30th November, British Council Cinema, Hanover Street, London, W.1, 7 p.m.

A.C.O.C.—Film show, 30th November, Marlborough Head, North Audley Street, London, 8 p.m.

Liverpool M.C.—Meeting, 30th November, Royal Hotel, Stanley Road, Hoylake.

Ulster A.C.—Annual General Meeting, 30th November, Donegal Chambers, Donegal Place, Belfast, 7.30 p.m.

Cheltenham M.C.—Film show and Lucas talk, 30th November, Priory Lawn, High Street, Cheltenham, 7.30 p.m.

B.A.R.C. (S.W.).—Film show, 30th November, Little Testwood Country Club, near Totton, Southampton.

Harrow C.C.—Meeting, 1st December, Battle Axes, Aldenham.

Vintage S.C.C.—Meetings, 1st December: Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose and Crown, Elham, near Folkestone, Kent.

Nottingham S.C.C.—Meeting, 1st December, Boat Inn, Trent Road, Beeston.

Buckingham and D.M.C.—Meeting, 1st December, Swan Inn, Great Horwood, Bucks.

Sunbac.—Meeting, 1st December, Royal Oak, Lozells Road, Birmingham, 6.

Surrey Sporting M.C.—Meeting, 1st December, Warwick Hotel, Redhill.

Glossop and D.C.C.—Evening Run, 1st December. Start, 7.30 p.m. from Glossop Market Place.

Alvis Register.—Meeting, 1st December, The Punchbowl, Warwick, from 7.30 p.m.



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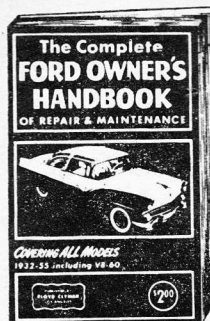
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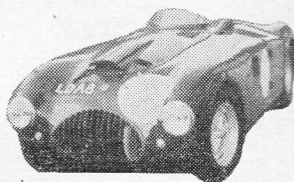
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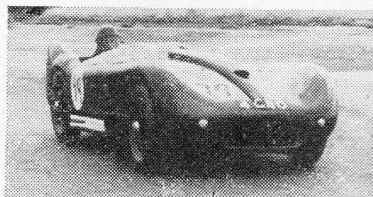
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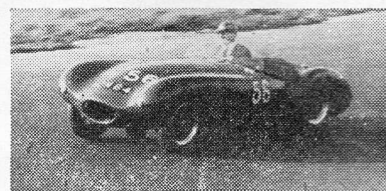
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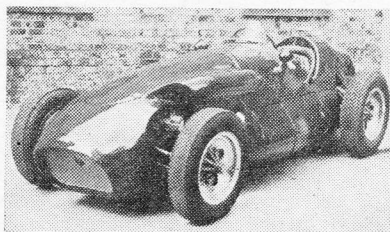
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ROWLAND SMITH, The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturdays.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

WANTED. Mark VI COOPER-J.A.P. Price and particulars to Peter Ellis, 3 Sun Street, Billericay. Phone 98.

500 C.C. CARS, Marwyns, etc. Sell me your dear old model, but reserve right to drive.—Harry Ashworth, "Grey Brig", Common Edge Road, Blackpool.

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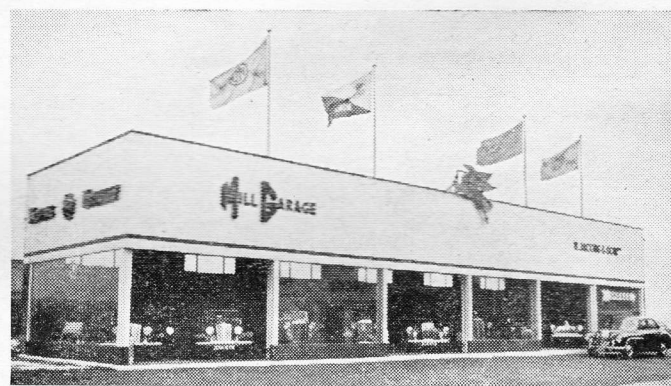
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SPECIALISTS



SEXTON TROPHY PRESENTED TO M. D. D. HEATHER

THE Royal Irish Automobile Club entertained a number of the notabilities in Irish motor sporting circles on the night of 10th November, at the R.I.A.C. headquarters in Dawson Street, Dublin. Mr. W. J. Freeman, chairman of the Competitions Committee, presented the Walter Sexton Memorial Trophy to Michael Heather for his achievements in Irish speed events during the 1955 season. Mr. Freeman congratulated Michael on his fine performances during his first season, and mentioned his outstanding win with his XK 120 at the Cork races as well as his B.T.D.s in the Dunganvar and Stepaside hill-climbs.

"Anto" Coleman received the runner-up plaque, and that hardy perennial of Irish speed, Joe Flynn, received the third place award. Joe has been driving in this championship competition since its inception seven seasons ago, and has now got three "thirds", three "seconds" and

a "first" on his sideboard—surely a record that will stand for some considerable time to come. All three drivers pleaded for more speed events in next years calendar and all three drivers, each in his own way, paid tribute to the clubs and officials who make our speed events possible.

J. O'D.

OTHER ROADS v. OURS

ALL our readers who suffer from Britain's overcrowded and archaic road system, choked cities and pathetic lack of parking space (and there can be very few who do not) will be interested to hear of an exhibition recently seen in London, which has now commenced a tour of Britain. Organized by the Institution of Highway Engineers and the Cement and Concrete Association it is an exhibition of photographs of roads, bridges and garages from all over the world, which provides most impressive evidence of the way in which other

countries are tackling their highway problems. Perhaps the most interesting of all are the photographs of the urban motorways, showing the solution to the problem of through-town traffic, and of which the half-measure of the West Cromwell Road extension plan in London is the only example of its kind in Great Britain. The programme of the exhibition tour is: **28th-30th Nov.,** Bristol; **6th-8th Dec.,** Edinburgh; **16th-20th Jan.,** Birmingham; **24th-26th Jan.,** Manchester; **30th Jan.-1st Feb.,** Belfast; **27th-29th Feb.,** Newcastle; **4th-8th April,** Leeds; **Not fixed,** Sheffield.


CIRENCESTER C.C. MEETING

THE Cirencester C.C. held their annual general meeting on 8th November, and appointed the following officials: President, Sir D. Gamble; Chairman, S. R. A. Mead; Town Secretary, F. R. Parkes, 31 Ashcroft Road, Cirencester; Royal Agricultural College Secretary, J. C. R. Trevelyan.

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- Metal parts plated
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Height 4' to Seat Level. Weight 32 lb.
Size dismantled 5' x 2'9" x 3"
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FIRST AGAIN into production with Fibreglass bodies in U.K. Sets of open body shells now from only £69 10s. ex works.

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FIRST AGAIN to offer tubular chassis for Ford 10 with wishbone and coil spring IFS. Rack and Pinion steering. Coil spring damper unit suspension all round. Now only £125.

FORD 10 HYDRAULIC BRAKE CONVERSION SETS

FIRST AGAIN to offer hydraulic conversion for the popular Ford 10 components. Suitable for Girling type Ford 10 brakes, as used on so many Ford 10 specials, Lotus, Buckler, etc. Tremendous improvement in braking. Only £13.

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3

OF THESE CARS FOR CHRISTMAS



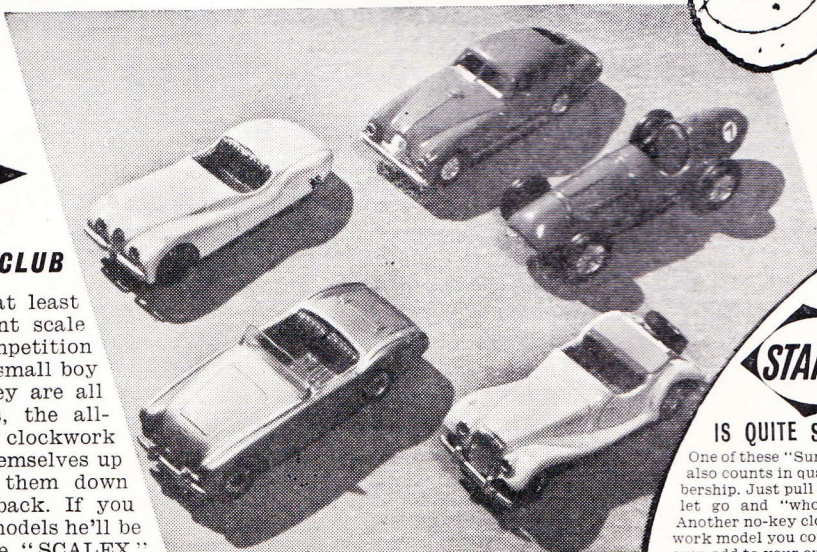
ENTITLE HIM
TO JOIN THE



RACING DRIVERS' CLUB

You'll want to give at least one of these excellent scale model racing and competition cars to at least one small boy this Christmas. They are all "SCALEX" models, the all-metal, 'no-key' clockwork cars that wind themselves up when you press them down and pull them back. If you give him three models he'll be able to join the "SCALEX" Racing Drivers' Club, to wear the badge and to carry the Membership Card. So if you really want to top the popularity poll this year give all the small boys you know three models each all round!

Prices are modest enough **4/11d to 5/9d** each model.



STARTEX

IS QUITE SOMETHING, TOO!

One of these "Sunbeam Alpine" models also counts in qualifying for club membership. Just pull out the "self-starter", let go and "whoom!"—away it goes. Another no-key clockwork model you could even add to your own collection. These cost **6/11d** each.



"SCALEX" and "STARTEX" are both made by MINIMODELS LIMITED, Havant, Hants.

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SFT700S 92/6

Complete with cable switch and bracket



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