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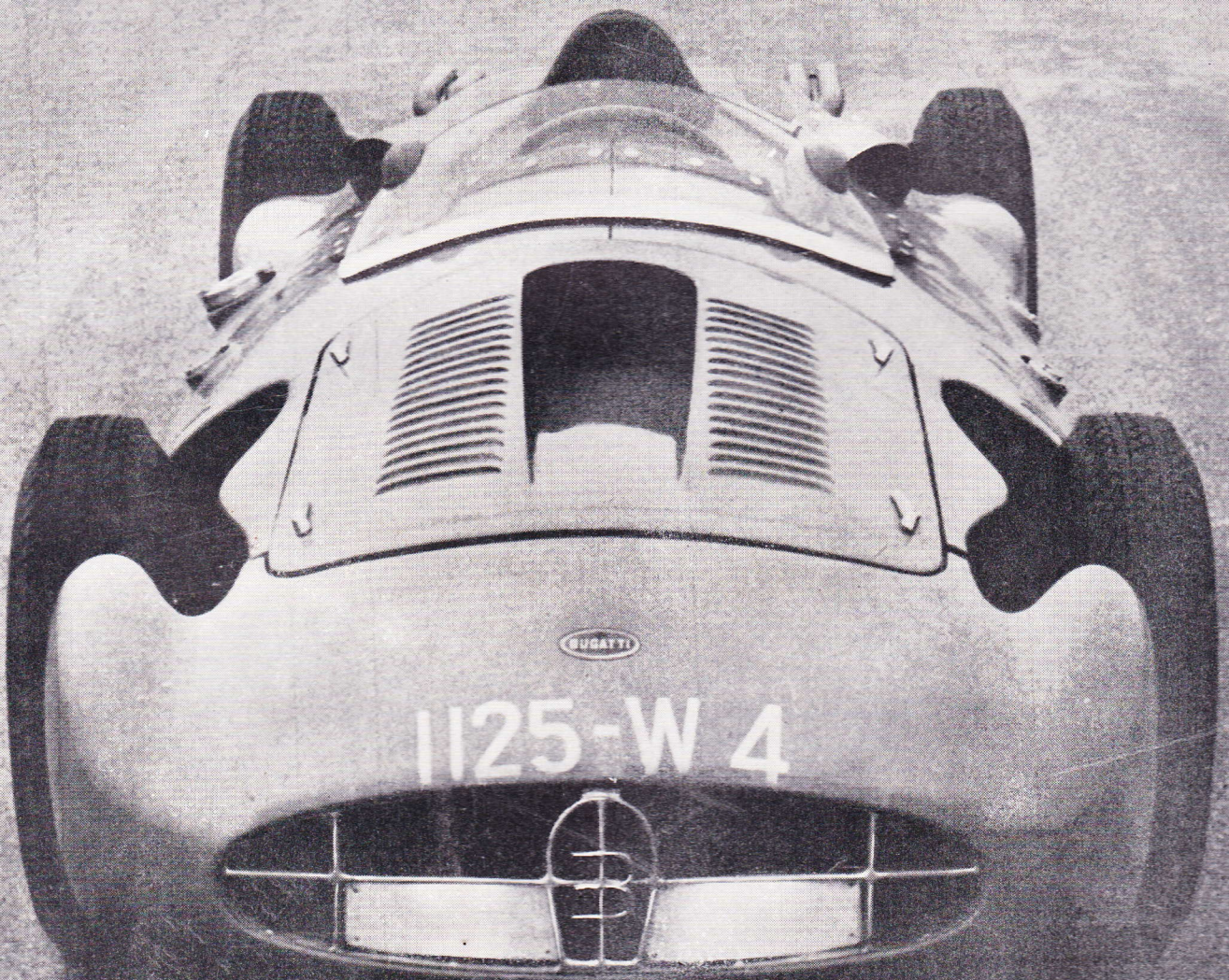
DECEMBER 2, 1955

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EVERY FRIDAY

Vol. 11 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE DILEMMA OF STIRLING MOSS : TORREY PINES SIX HOURS RACE : THE SPORT IN WALES
FEDDEN AND KENTISH BORDER TRIALS : R.I.A. IS 21 : MORE CAMERA CONTEST PICTURES

JOHN BOLSTER • TONY GAZE • NORMAN SMITH • JOHN WHITEHEAD • DENIS EDKINS

LAYSTALL CONGRATULATES

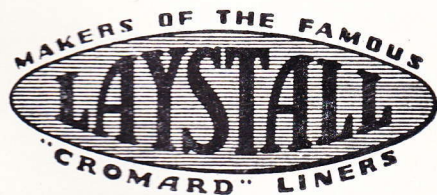


Photograph by courtesy of the "Motor Boat"

—DONALD CAMPBELL

on his record breaking achievement, when his jet powered Bluebird established worldwater speed record of 216.2 m.p.h. at Lake Mead, Nevada.

We are gratified to have once again—in a small way—contributed.



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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 11 No. 22 December 2, 1955

Managing Editor GREGOR GRANT

Associate Editor

C. POSTHUMUS

Road Tests and Technical

JOHN V. BOLSTER

Assistant Editor

F. WILSON McCOMB

Art Editor

THEO PAGE

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Northern Ireland

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Eire

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EDITORIAL

THE VALUE OF THE "MONTE"

QUITE apart from its advantages as one of the most widely publicized events in the world, the Monte Carlo Rally influences the design and development of equipment much more than people realize. For many years, Great Britain was considerably behind other countries in the general standing of certain components and equipment. Participation in the "Monte" has tended to accelerate development, particularly in heating, windscreen-wiping and washing, fog lighting, tyre treads and other items of interest to winter motorists. Up until quite recently, snow-treads were comparatively rare in this country, but now the majority of British manufacturers list them. The importance of suitable tyres for snow and ice conditions has been thoroughly brought home by Monte Carlo competitors. Reports of the superiority of certain tyres of foreign origin have goaded manufacturers into turning out efficient tread patterns, proved under the most exacting conditions. For years British-made car heaters were something of a joke, but today they are as good as any in the world. Much of the experimental and prototype equipment was tried out in the "Monte". In the same way, the standard of lighting, especially for fog, has improved to a remarkable extent, and things like two-speed windscreen wipers can deal with the heaviest snow or rain storms. An outright win in the famous classic will not only bring vastly increased orders to the successful manufacturer, but means a greater volume of business for the makers of the various components used.

TWO-WHEEL STRIKERS

A CONSIDERABLY large proportion of AUTOSPORT readers is interested in both motor-cycle and car racing. Consequently they will have a great deal of sympathy for Geoff Duke, Reg Armstrong, Phil Heath and Co., for the stiff six months' suspension sentence awarded to them by the F.I.M., following incidents in the 1955 Dutch T.T. It was alleged by the Dutch authorities that the riders concerned took part in what amounted to strike action, by refusing to ride unless certain starting moneys were increased. In point of fact, the sums concerned were of no interest to World Champion Duke and other factory team riders. Their decision was taken to support the "small men" of the two-wheeler world, namely those private owners who provide the biggest proportion of the field in International events. By imposing these harsh sentences, the F.I.M. penalized not only the actual dissenters, but world-famous riders who were actuated only by their own sporting instincts. In any case, the scale of remuneration is long due for revision—as anyone who has seen these boys perform will agree!

OUR COVER PICTURE

NEW "BUG": Molsheim's classic "horseshoe" is embodied in the radiator grille of the new Type 251 Grand Prix Bugatti. This novel machine, with twin-o.h.c. eight-cylinder engine set transversely behind the driver, was tested recently by Pierre Marco.

PIT & PADDOCK

DESPITE political upheavals in Argentina, the organizers of the annual Grand Prix at Buenos Aires are firm in their intention to hold the 1956 meeting on 22nd January. Jean Behra plans to make his racing return there with the Maserati team, probably driving the latest fuel injection machine with altered suspension.

IVOR BUEB has left the official Cooper team and is now an independent. He will race against works man Jim Russell at the Boxing Day Brands Hatch meeting.

STRAWNS in the wind? Peter de Paolo, old-time racing driver and 1925 winner of the Indianapolis "500", has been appointed competitions manager to the Ford Division. . . . Chevrolet and Pontiac, too, are linked by rumour with future racing activities.

AND they are saying that Briggs Cunningham and the Momo Corporation are entering a team of Chevrolet Corvettes for Le Mans and for the Rheims 12 Hours race.

THE F.F.S.A. (Federation Francaise des Sports Automobiles) remain adamant in their decision not to designate French racing, sports and touring Champions for 1955, but have decided to award Jean Behra a special "Coupe d'Honneur" for his achievements during the past season with Maserati cars.

BUSINESS commitments may force Gordini driver Robert Manzon to give up motor racing.

VERY pretty plastic-bodied streamlined "500" with flat-twin engine has been built by George Cousy of Paris for record purposes. A Formula 3 racing version is envisaged.

NEXT year's Rheims 12 Hours race may be split into two separate events for small (up to 1,100 c.c.?) and large capacity cars; first "12 Hours" would be from 11 a.m. to 11 p.m. on Saturday, 30th June, and the second from midnight to midday, 1st July.

INTERNATIONAL status has once again been conferred upon the Fuel Economy Run which was formerly organized by the Cheltenham M.C. and is now being run by the Hants and Berks M.C.



"You'll notice in a moment the genuine 'kick-in-the-back' acceleration."

NEW Scuderia Ferrari member Luigi Musso has been testing the eight-cylinder Lancia at the Modena aerodrome.

RUMOUR has it that Desmond Scannell's successor as B.R.D.C. secretary may be Ken Carter.

JIMMY BYRNES's Kieft-Bristol is being rebuilt by John Gordon down at a Paddington mews. New tubular frame and de Dion rear axle will be used.

VOLKSWAGEN concern have purchased the former Studebaker-Packard jet engine components factory at New Brunswick, U.S.A., for a new assembly plant.

PETER COLLINS will, it is reported, drive one of Tony Parravano's newly acquired 3-litre sports Maseratis in the Nassau race.

MIKE HAWTHORN is wrongly reported to have signed with Ferrari; his insistence on freedom to drive Jaguars in sports car races has caused the hitch. He recently had a brief trial with a G.P. Maserati at Modena and is testing the B.R.M.

GIUSEPPE FARINA, veteran Italian master, has not renewed his contract with Ferrari as yet. He says he may rejoin, or he may drive another marque, Italian or British. He foresees a serious challenge to the Continentals in Britain's Vanwalls, B.R.M.s and Connaughts next year.

ASTONIANS :
(Right) "Mort" Morris-Goodall welcomes treasurer Ralph Perry to the Aston Martin O.C.'s dinner / dance on 18th November.

EARLY news of the Great American International Mountain Rally give T. Kriplen/C. Richert as the winners with a Porsche; second, S. Blodgett/J. Rauch (Triumph TR2); third, W. Bulck/E. Bulck (Austin-Healey).

PAUL FRÈRE has been adjudged the Belgian Champion for 1955. His successes include first place in the Spa Production Car race with an Aston Martin, second place with Peter Collins at Le Mans, also in an Aston Martin, and fourth in the Belgian G.P. in a Ferrari "Super Squalo".

AND Willy Daetwyler is proclaimed Swiss Sports Car Champion for 1955. Hansjorg Gilomen is Racing Champion.

ONE of the Dunlop tyres and wheel of the late John Cobb's world land speed record-holding Railton is on exhibition at the Indian Industries Show at Delhi.

OWING to health reasons, F3 driver David Heath has had to give up motor racing.

WELL-EARNED new Austin Westminster A90 saloon was presented by B.M.C. to Mr. Richard Pape, author/adventurer who recently returned from a 17,000-mile drive in a second-hand Westminster from North Cape in Norway to Cape Town, South Africa. Mr. Pape will write a book describing his "Cape to Cape" adventures.



ONE FRONT AXLE HE CAN'T SAW IN HALF (left) is that of the new Ford Anglia which Colin Chapman, designer-driver of the swing-axle Lotus, is seen collecting from Hubert Dees, Ltd., of Sidcup.



SPORTS NEWS

B.R.D.C. AWARDS FOR MOSS, HAWTHORN, BROOKS, COLLINS AND SALVADORI

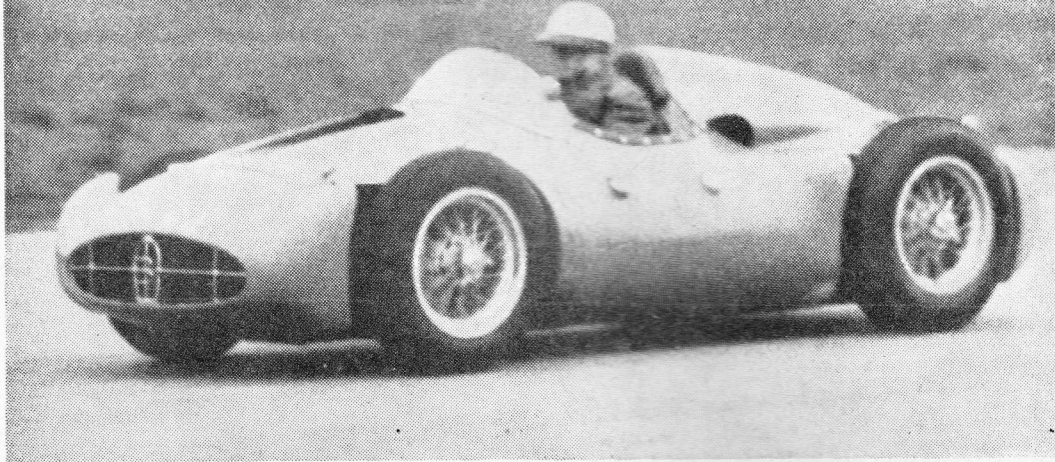
STIRLING MOSS has won his fifth Gold Star, awarded annually to the most successful British driver of the year by the B.R.D.C. He has also gained the Seaman Trophy for scoring the greatest number of points in foreign events. As a Mercedes-Benz team driver, Moss has achieved some remarkable victories this season, amongst them the Mille Miglia, the T.T., the Targa Florio (with Peter Collins), the British G.P. and the Oulton Park Gold Cup races, together with many creditable places in major Grands Prix which have contributed to his second place in the World Drivers' Championship to Juan Manuel Fangio.

Mike Hawthorn has been awarded the John Cobb Memorial Trophy, for his victories with Jaguars in the Sebring 12 Hours race and the Le Mans 24 Hours. This trophy is awarded, not necessarily annually, to the British driver of a British car achieving successes of outstanding character. Hawthorn also set the record lap in the Dundrod T.T.

The E.R.A. Club Trophy, an annual award to the British driver of a British car making the most meritorious performance of the year in an overseas International road race, goes to Tony Brooks for his fine Connaught victory in the Syracuse Grand Prix.

For sharing the fastest lap of the year on the Silverstone circuit, Peter Collins and Roy Salvadori are jointly awarded the Johnny Wakefield Trophy. Each recorded a speed of 98.48 m.p.h. during the B.R.D.C./Daily Express International Trophy race.

All these 1955 awards of the B.R.D.C. will be presented to those concerned by the Rt. Hon. the Earl Howe, P.C., C.B.E., V.R.D., on Friday, 9th December, when he will be presiding at the B.R.D.C. annual dinner-dance at the Dorchester Hotel, London.



AT ENTZHEIM: Veteran Bugatti racing driver Pierre Marco, now Director General of the famous Molsheim concern, seen at the wheel of the new Type 251 G.P. prototype at the Strasbourg-Entzheim airport on 22nd November. Speeds of 160 m.p.h. were attained during early tests.

MACAU MATTERS

As recorded briefly in our issue of 18th November, the second Grand Prix of Macau was won by R.A.F. Serviceman Robert Ritchie, driving an Austin-Healey 100. Second and third in this 234-mile race, over 60 laps of an interesting and much improved road circuit, were D. Steane (Mercedes-Benz) and N. Fullford (Triumph TR2). The Mercedes, however, was not the 300SL as early reports had it, but a new 190SL, making its first competition appearance in that Portuguese colony on the Chinese mainland. Other interesting cars competing were a DB3S Aston Martin, a Ferrari, some clever locally-built specials and Ken Delingpole's Mk. V Dellow, a car formerly well-known in British events, and driven at Macau by Malcolm Delingpole. Gracing the two-day meeting, which comprised a 100-mile saloon handicap, a ladies' race, a novices' race and the Grand Prix, was the Governor of Macau himself, together with other celebrities.

Highlight of the Grand Prix was the struggle between Ritchie's 2.6-litre Austin-Healey and Steane's 2-litre Mercedes after the Ferrari, leading initially, had dropped out. Ritchie was ahead at around half-distance, then had to pull in to refuel. This let the 190SL through to a substantial lead, but Ritchie's in-

spired handling of the Austin-Healey soon narrowed the gap, when Steane, in turn, had to halt for fuel, just getting away again as Ritchie came round the bend preceding the pits, to the great excitement of the populace. The Austin-Healey swept past on that lap, however, and steadily extended its lead until on the very last lap, Ritchie slowed for his pit. The Mercedes gained hand over fist, and as it burst round the last corner Ritchie, frantically waved on, spurred forward, to gain the chequered flag by a mere 2.9 secs. The excellence of the winner's driving was accentuated by his record lap despite the presence of the Ferrari and the DB3S Aston Martin. The latter car unfortunately blew a gasket early in the race, considerable time being lost in replacing it.

Ladies' race winner was Mrs. Jean Lam (XK 120 Jaguar), R. Hardwick (TR2) won the novice event, while the 100-mile saloon handicap proved a win for A. Stewart, driving his Fiat 600 with commendable skill and dash. D. Steane (DKW) was second and a Volkswagen came third.

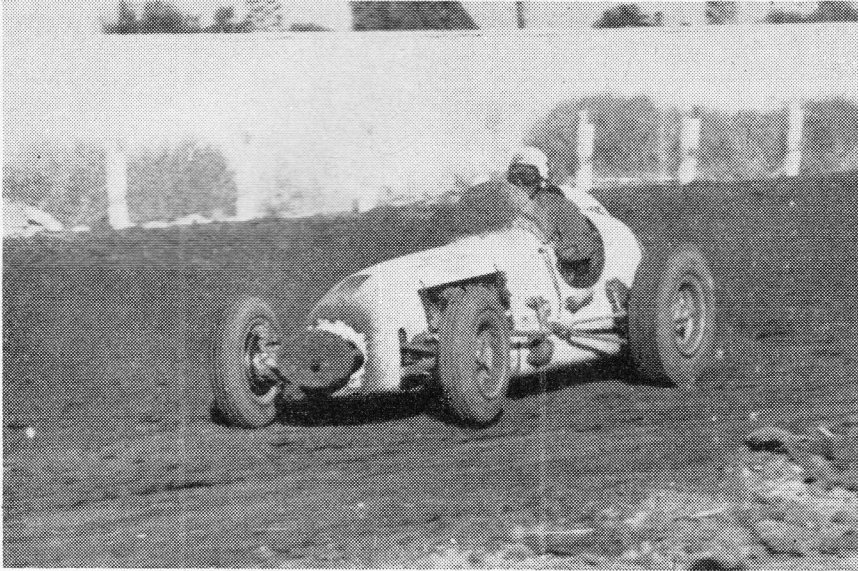
REX HAYS PRINTS AT HEAL'S

REX HAYS, well-known scale modeller, has produced a series of white-on-black prints from drawings of 11 types of famous sports cars. Priced at £2 2s. 0d. each, the prints are attractively framed in bevel white, and are on sale in the picture gallery of Heal & Son, Ltd., 195-199 Tottenham Court Road, London, W.1. The cars depicted are 1919 Vauxhall 30/98, 1924 Alvis 12/50, 1925 Sunbeam 3-litre, 1928 Bugatti Type 37, 1928 Frazer-Nash, 1929 Aston Martin, 1929 Mercedes-Benz, 1927 3-litre Bentley and 1930 4½-litre Bentley, 1929 Brooklands Riley "9", 1934 Zagato Alfa Romeo. Any one of these would make an attractive Christmas present.

NO successor to the A.A.A. as sponsors of American competitions will be named by the F.I.A. until 1957. All race sanctions will therefore be issued direct for next year.

AT MODENA: Tony Parravano, wealthy American sponsor of an ambitious International racing stable for 1956, seen during recent trials at the Modena aerodrome with Peter Collins, pulling a face as he adjusts his helmet, preparatory to trying one of the Parravano sports Maseratis.





MASK OF DUST: They're tough, mighty tough, in the West! This is Jimmy Bryan (Dean Van Lines Spl.) winning the Phoenix, Arizona, 100 Miles Championship over a dirt circuit on 6th November.

MECHANICS' NIGHT OUT

LAST Friday the Park Lane Hotel was invaded by the British Racing Mechanics' Social Club and a host of their friends, relations, and, of course, drivers and "patrons". For men, the dress was overalls or lounge suits, although a number of folk appeared in "soup and fish". One character said it was cheaper to pay a visit to Moss Bros. than purchase a new lounge suit—his best one could stand up by itself, due to Castrol "R".

In the chair was Ken Taylor, and beside him were Mr. and Mrs. Bill Lyons and Lord Essendon. Eric Bowler spoke on behalf of the club, to which "Lofty" England replied, and Sammy Davis toasted "The Guests". Then followed an excellent cabaret and dancing. Every year this function becomes more and more popular. Among the drivers present were Stirling Moss, Duncan Hamilton, George Abecassis, Les Leston, Cliff Davis, Peter Jopp, John Coombs, Ivor Bueb, John Young, John Cooper, Ian Burgess, Bertie Bradnack, Graham Whitehead, John Heath, Ron Flockhart, Mike Christie, Colin Chapman, etc. etc. David Murray and Wilkie came down from Scotland especially for the occasion. Among *chefs d'equipe* were to be seen Rodney Clarke (Connaught) and Marcus Chambers (B.M.C.).



THREE-POINTED STARS: Bryan Gentry of Cassells presents a copy of *Three-Pointed Star to Prince von Urach*, Daimler-Benz press chief, for the German concern's archives at a party held to celebrate the book's publication. The author, David Scott-Moncrieff, and his wife are on the right. Co-authors are Clarence Paget (left) and St. John Nixon (centre).

★

NEW BOY shows promise! (Left) Guildford M.C. president/racing driver Alan Brown receiving a rally Novice Award from his wife Anne, on the occasion of the Guildford M.C. dinner/dance on 18th November.

THE LATE PETER REECE

SELDOM has such a large number of personalities in motoring sport congregated to pay last respects to one of their number as was present at Anfield, Liverpool, on 24th November, for the funeral of Peter Reece, who lost his life in a road accident. Among those present were Cuth Harrison, Edward Harrison, Tommy Wise, Jack Sears, Archie Scott-Brown, Tom Paterson, Cyril Bold, Reg Phillips, Alan Rogers,



Geoff Holt, Reg Holt, Pat Prosser, John Broadhead, Denis Scott, David Warren, Mervyn Kearon, Gregor Grant, Francis Penn, Les Taylor, Jack Reece, Harold Morgan, Gillie Tyrer and dozens of representatives from motoring clubs all over the North of England.

BARRY DAVIES

IT is with deepest regret that we now have to record the death of Barry Blackburn Davies, who was passenger with the late Peter Reece when the latter was fatally injured in a car accident. Barry Davies, a great motoring enthusiast, came from Woolton, Liverpool. He was 32 years of age. To his wife Mary and family we extend our heartfelt sympathy in their bereavement.

BOURNEMOUTH OCCASION

MIKE HAWTHORN was guest of honour at the West Hants and Dorset C.C. annual dinner at the Grand Hotel, Bournemouth, last Friday, and it fell to him to make it generally known that the club were to lose the use of Ibsley for their annual race meeting. Mike said he particularly regretted this, for it was at one of these meetings that he had first raced a single-seater (a Cooper-Bristol). Mike was replying to the toast

of "The Guests", among whom were also Roy Salvadori, Syd Greene (Gilby Engineering) and Rodney Walkerley, who was as amusing as ever in proposing the toast to "The Club".

Roy Salvadori had come along to receive the Edwards Cup for his efforts with the Gilby Maserati in the *Formule Libre* race at Ibsley in the summer. The prizes that were awarded on this occasion also included the Fairhurst Trophy for the best aggregate over the year in club events, which was won by G. C. Langdon. Norman Griffiths, the club's social secretary, received the President's Cup, for which points were awarded for competition and organization over the year. Pauline Jesty, who until last December had been the Hon. Secretary, was presented with a record player in appreciation of her several years in club office.

BOXING DAY BRANDS

AMONGST further entries received by the B.R.S.C.C. for their 26th December meeting at Brands Hatch are Ken Tyrrell and George Wicken (Coopers), E. Lewis, N. Cunningham-Reid and B. Naylor with Lotus-Climaxes, J. Threlfall (Tojeiro-Bristol), D. G. Addicott with an Elva-Climax, and H. C. Taylor, 500 c.c. Clubman's Trophy winner this year, driving, not his usual Cooper-J.A.P. but the latest type Cooper-Norton, entered by Robin Jackson.

TOP SIX

READERS of the *Daily Mail* recently had the opportunity of winning some cash by entering the Motor Show Contest held by that newspaper. The entry that agreed with the judges' choice of the six men, out of a list of 20, who have made the greatest contribution to motoring, was sent in by J. B. Holmes, of St. Annes-on-Sea, Lancs, who receives £1,000. Thirteen other entrants tied and each collects £692 6s. 2d. The "top six" that the judges (and Mr. Holmes) picked were Gottlieb Daimler, John Boyd Dunlop, Sir Henry Royce, Henry Ford, Frederick R. Simms and Count de Dion.

MOTEL No. 3

CONTRARY to the prophecy of many, the Motel idea, pioneered in this country by Graham Lyon, has been eminently successful, a fact which will cause no surprise to those who have sampled the excellent board and accommodation offered by the Motels near Folkestone and in the New Forest. Now the third of the series has been opened, on the Exeter By-pass, within a mile or so of the city centre. Known as the Devon Motel, it is open to non-residents for food and drink, while residents can enjoy the amenities of self-contained apartments, with a private bathroom, radio and telephone and a garage attached. The Manager is Mr. I. M. Grant, and fuller details can be obtained from the London office at 14 Fitzhardinge Street, W.1. Tel.: WELbeck 5533.

B.T.D.A. ANNOUNCEMENTS

A BULLETIN issued by the British Trials Drivers' Association announces that Marcel Becquart has decided not to present his International Rally Trophy this year, owing to the cancellation of the Evian and other Continental rallies; it will be replaced by a Star awarded by the B.T.D.A. The most likely recipient is J. W. E. Banks, who leads J. P. Boardman by 24 points to 18. Placings in other B.T.D.A. competitions are given as follows:—

Trials Gold Star: J. C. Broadhead, 111 mks. in 7 events; R. F. Chappell, 109 in 6; J. S. Jenkins, 88 in 6; R. W. Faulkner, 74 in 4; E. J. Chandler, 62 in 4; M. H. Lawson, 61 in 5; R. C. Needham, 61 in 7; P. A. Barden, 53 in 4; T. P. Faulkner, 43 in 4; C. Corbishley, 42 in 4. (Up to and including High Peak Trial.)

Rally Gold Star: J. W. Waddington, 44; A. L. Yarranton, 28; K. N. Lee, 16. (Excluding Rally of the Dams and London Rally.)

Rally Silver Star: E. S. Sneath, 120 in 7; L. G. Windsor, 99 in 7; J. W. Waddington, 94 in 7. (Up to 12th November, 1955.)

Ladies' Silver Garter Competition: Mrs. R. Beaumont, 13; Miss A. Neil, 12; Mrs. Boher, 11. (Excluding Rally of the Dams and London Rally.)

Monte Carlo Challenge Trophy, 1955: R. J. Adams.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 39—JOHN WYER

NO calling in motor racing demands a greater degree of versatility, physical and mental endurance than that of team manager. Disciplinarian, psychologist, mathematician, technical expert—your team manager must be all of these. Drivers with race-tautened nerves demand tact and firmness; the racing of cars over durations ranging from 100 miles to 24 hours, on many differing circuits, requires an intimate mechanical knowledge; race "regs", fuels, fuel consumption, tyres, electrics, rivals' tactics and ability, circuit conditions—the team manager must be *au fait* with them all, whilst the ability to do without sleep is a further requisite. Small wonder that top-rate team managers are scarce! Amongst the few *maestros* of this complex art are Neubauer, Kensington Moir, Sammy Davis, "Lofty" England, Ugolini—and 45-year-old John L. Wyer of Aston Martin.

Right from the time he joined the Sunbeam Co. at Wolverhampton as an apprentice in 1927, John Wyer, tall, steely-eyed and impassive, has been steeped in the world of motors and motor racing. From Sunbeams he went to the Solex Carburetter concern, graduating to the Assistant General Managership until, in 1945, he left and joined the Monaco Engineering Co.'s noted racing establishment at Watford, there to become Managing Director. In 1950 David Brown offered Wyer the post of team manager to Aston Martin—and John Wyer has team-managed the famous Eltham *équipe* ever since, alongside his duties as development engineer and, during the past half-year, as a member of the board of directors.

If race victories set the status of a racing driver then, indeed, they also do for the team manager, and the Aston Martin victories in three successive Goodwood 9 Hours races, the 1954 T.T., the 1953 British Empire Trophy, and many, many others, are those of Parnell, Collins, Salvadori, and other men of the wheel, and of John Wyer.

C. P.

1063

and all that . . .

JOHN BOLSTER
TESTS



A "WORKS" RENAULT

IN France it is known as the "Quatre Chevaux". It is the "people's car", if ever there was one, and half a million of them have left the Renault factory since the war. Whether in the heart of Paris or the depths of the country, it will only be a few moments before a scuttling little rear-engined saloon buzzes purposefully by. Overloaded as a matter of course, it carries the Frenchman, his whole family, and all their impedimenta. One cannot now imagine France without that 750 c.c. giant, the Quatre Chevaux (usually written 4CV).

Yet in numerous rallies and races, the little four-door saloons are seen in action—and winning, too. At Le Mans, Montlhéry, the Mille Miglia, and countless other venues, their speed and endurance have been proved. Needless to say, the cars that race are very much faster than the everyday version, even though they are indistinguishable in appearance. As the works number of the normal car is 1062, the competition type is catalogued as 1063.

The chassis-cum-body structure is identical for both types. The independent four-wheel suspension—by wish-bones in front and swing axles behind—is also normal, but the competition car has two pairs of rear shock absorbers, and coarser teeth for the rack and pinion, to give quicker steering. The brakes are also larger.

A great deal of work is done on the engine. It has an iron block with wet liners, and this is standard, but the light alloy cylinder head has larger valves and ports. The crankshaft has standard size journals, but these are most carefully radiused into the webs, which are of increased section. The connecting rods are of light alloy, and the pistons are domed. The sump has double the normal capacity and the oil pressure is raised. There is, of course, a special camshaft.

The most impressive under-bonnet feature is the literally enormous twin-choke pump-type downdraught Solex carburetter. Curiously enough, both

PRELUDE to pleasure: John Bolster with François Landon of Regie Renault (left) and M. Colebet (right) of the Montlhéry circuit, in between the Bolster "1062" Renault and the works five-speed "1063" prior to testing.

chokes feed all four cylinders. The exhaust system is an outsize "bunch of bananas". Apart from that, the engine is indistinguishable externally from the standard article.

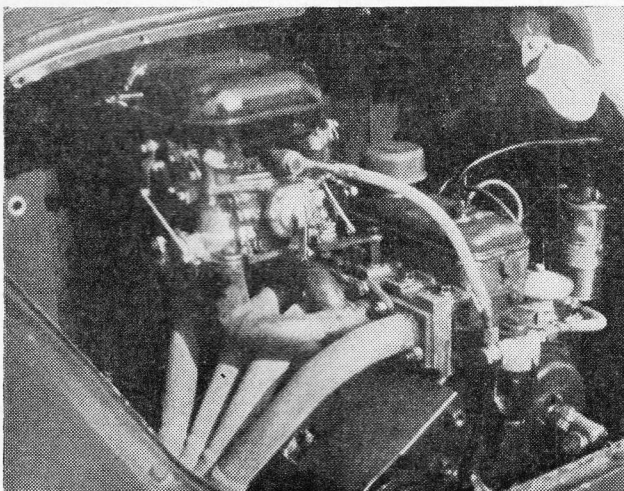
The normal wear for the 4CV is a three-speed gearbox. It definitely needs no more, owing to the tremendous low speed "punch" of the engine. However, the 1063 motor naturally operates in a higher band of revolutions than the series production, at the expense of the bottom end. Accordingly, two proprietary gearboxes have been made available, the four-speed Fapram and the five-speed Pons-Redele.

The latter unit is most ingenious. It employs the standard casing and even the normal gear lever. As this is a competition box, synchromesh has been deleted, and the ratios are extremely close. The fifth speed is in no sense an overdrive, in fact, with the final drive ratio normally employed (of which there are nine alternatives) it gives 21.8 k.p.h. per 1,000 r.p.m., as opposed to 23.2 k.p.h. for the standard three speed car.

Converted to m.p.h., the Pons-Redele box gives 21.5, 32.5, 48.4, 63.4 and 81.9 m.p.h. at 6,000 r.p.m. In France it costs about the equivalent of £120.

When I was invited to test a "works" Renault recently I set off for Montlhéry in my own 4CV. This is a mildly tuned standard car, having a 32 mm. pump-type carburetter, instead of the usual 22 mm. article, on an "Autobleu" manifold. On arrival I met François Landon, competition manager of Renaults, who put at my disposal a 1063 with five-speed box that had won its class in the Mille Miglia. The standard Renault develops 21 b.h.p. and mine probably produces about 28 b.h.p. The 1063 gives no less than 42 b.h.p. at 5,800 r.p.m. on a compression ratio of only 8.2 to 1, so it is not fussy about fuel.

I have handled numerous Renaults in all stages of tune, but this one really

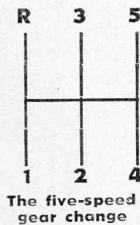


★
GASWORKS: Engine department of the 1063 Renault, showing the enormous twin-choke, pump-type Solex carburetter and special "bunch of bananas" exhaust manifold. Larger valves and ports with a light alloy cylinder head, light alloy connecting rods and domed pistons all contribute to the remarkable b.h.p. figure of 42 b.h.p. at 5,800 r.p.m.—from a 750!

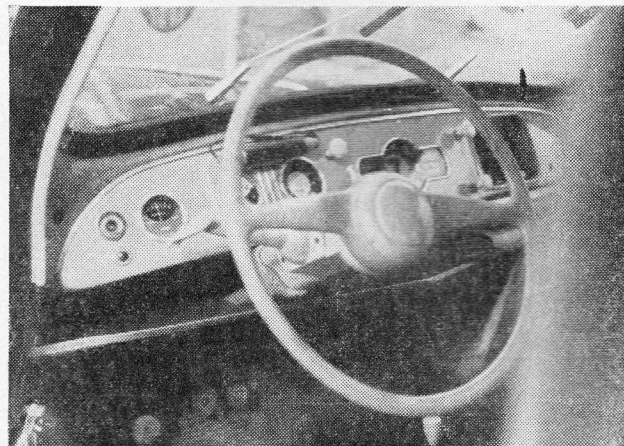
goes! The engine is not excessively rough or noisy, and although it has not the low-speed pulling powers of the production job, it is not really inflexible. To get the very best out of it, though, all those five speeds are there to be used.

In spite of being a saloon, the 1063 is just like a baby racing car to handle. On the Monthéry road circuit I at once found myself flicking up and down among the five speeds as if I had dived the car all my life. Thus, I could keep the little engine revving all the time, and the acceleration away from the bends was most impressive. This test circuit has no long straights, but I was able to exceed 6,000 r.p.m. on fifth speed at two places on each lap.

The central gear lever has reverse to the left and forward, in the normal position. First speed is opposite and back, with a light spring to keep one away from those two gears. There is a "U-change" from first to second, which is back and in the middle, and third is centrally in front. Then one comes back and to the right



★
 "TO EYE": The rev. counter on the 1063 is set immediately in front of the driver; remaining instruments are mounted as standard, in the centre of the dash.
 ★



for fourth and forward on the right for fifth. It's all much easier than it sounds, and I did not mourn the absence of synchromesh. The engine is instantly responsive, and one always has exactly the right gear for the job in this close-ratio box.

As regards handling and roadholding I would say that a Renault, in experienced hands, will corner faster than almost any small saloon in the world. However, it does require a special technique, and it takes a little while before the average driver can really corner on the limit. I found that even moderate engine tuning improved the handling of my own car, and the extra power of the 1063 is a great help when flinging the machine through a series of bends. The ride is harder than normal, but the wheels stay glued to the road over the worst bumps. The high-g geared steering is a useful safety measure when one has exaggerated rather seriously.

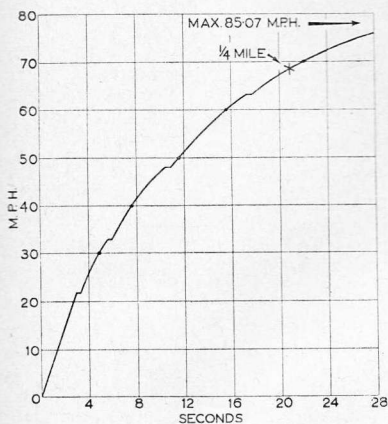
The maximum speed was determined on the banked track, and here the performance was all but incredible. This is a 750 c.c. four-door saloon, and the lap speed was 85.07 m.p.h. I repeat, it's incredible, for that means a level road speed approaching 90 m.p.h.! Of the acceleration figures, 0-60 m.p.h. in 15.6 secs., or the standing quarter-mile

in 20.8 secs., are examples from the repertoire of this lively little car.

One cannot but admire the 1063 Renault. Its reliability and stamina are proverbial, and it can keep up its phenomenal performance indefinitely. Above all, it is more fun to drive than almost anything else I know. Furthermore, it has more sheer character, personality—call it what you will—than many famous sports cars.

There is a postscript. The Renault people gave a lovely champagne party in their Paris showrooms, which I attended with your Editor. Afterwards, in the pouring rain, we strolled out into the Champs Elysées where I had parked my Renault. If you have never tried, in the dark, to identify one 4CV from 500 others, you may not be able to appreciate the agony of the situation. Truly, ownership of these delectable little vehicles has its sorrows as well as its pleasures!

ACCELERATION GRAPH



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Renault 1063 saloon. Price, in France, £850 approx., including Pons Redele five-speed gearbox.

Engine: Four cylinders 54.5 mm. x 80 mm. (747 c.c.). Pushrod operated overhead valves in light alloy head. 8.2 to 1 compression ratio. 42 b.h.p. at 5,800 r.p.m. Twin choke downdraught Solex carburetter. Delco coil and distributor.

Transmission: Single dry plate clutch. Five-speed gearbox in unit with rear-mounted engine, central remote control lever, ratios 5.17, 6.56, 8.78, 12.92 and 19.64 to 1. Spiral bevel final drive to independent swing axles.

Chassis: Combined chassis and body of welded steel pressings. Independent suspension all round by helical springs and telescopic dampers, parallel wishbones in front and swing axles behind. Hydraulic brakes. Bolt-on disc wheels fitted 135 x 400 mm. tyres.

Equipment: 6-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature and fuel gauges.

Dimensions: Wheelbase, 6 ft. 10 ins.; track, 4 ft.; overall length, 11 ft. 11 ins.; width, 4 ft. 8 ins.; turning circle, 27 ft. 6 ins.; weight, 11½ cwt.

Performance: Maximum speed, 85.07 m.p.h. Speeds in gears: 4th, 63 m.p.h.; 3rd, 48 m.p.h.; 2nd, 33 m.p.h.; 1st, 22 m.p.h. Standing quarter mile, 20.8 secs. Acceleration: 0-30 m.p.h., 4.8 secs.; 0-40 m.p.h., 7.6 secs.; 0-50 m.p.h., 11.6 secs.; 0-60 m.p.h., 15.6 secs.; 0-70 m.p.h., 22 secs.

SIMILAR — but different. Renault mechanics are busy tuning Bolster's 4CV, watched by "J.V.B." and François Landon, competition manager of Renault's, while behind is the 1063 which lapped Monthéry track at 85.07 m.p.h.

FUTURE CHAMPION? Stirling Moss in action with his Maserati, which he raced in between Mercedes-Benz team commitments this season.

slower than actual "works" machines. This has been the experience of practically everyone who has attempted to challenge the factories, and in Moss's own case it happened with his Maserati.

The World Championship naturally brings fame and prestige to the successful driver, but considerably more prestige to the country which builds the cars. It wasn't for nothing that Mercedes-Benz engaged both Fangio and Moss. If the Argentinian faltered in any way, the Germans considered that Moss would make sure of winning the title for the three-pointed star.

With Unterturkheim out of the picture, in so far as racing is concerned, the three countries concerned are Great Britain, Italy and France. The advent of the new Bugatti may excite many people, but those in full touch with Grand Prix racing cannot, as yet, take

THE DILEMMA OF STIRLING MOSS

Fangio, Hawthorn and Gonzalez his Main Rivals for World Championship

by Gregor Grant

LAST week Stirling Moss held a dinner party. To it he invited several members of the Press, but a sad occasion in Liverpool prevented me from accepting. The reason behind this dinner party was to find out whether or not the British public would resent his driving again for a foreign team. Actually it was not put quite like that, but if one asks individual pressmen to give their opinions on the subject, then it is simply another way of gauging public reaction.

Stirling laid his cards on the table; he stated openly that he had tried B.R.M., Vanwall and Connaught, and that he had received offers from other organizations, notably Maserati. He asked the guests present to give their views as to whether he should drive a British car, or an Italian machine. The majority vote appeared to be in favour of Italy—and this from British journalists!

In my opinion Moss is perfectly free to drive for whatever stable he chooses. As a professional racing driver it is up to him to ask for—and get—the best possible terms. Why it was necessary for him to seek advice is curious, to say the least. Few young men have such a balanced outlook on things in general, and while it may have been necessary for an up-and-coming driver to look for assistance in coming to decisions, it is not easy to explain why one who is reckoned to be one of the greatest drivers of all time, should put his problems in front of a group of newspapermen.

Stirling Moss obviously has the interests of Great Britain at heart; he has stated publicly on many occasions that if the right car were to be available he would drive it. Having tried all three of this country's Grand Prix contenders, he is reported to have said that Maserati possessed the best chances for the 1956 season. In other words, Moss is not prepared to admit that any of the three British cars mentioned are likely to be able to defeat the red cars of Italy. Yet, only a few weeks ago, a certain young man named Tony Brooks went to Syracuse with a Connaught, and vanquished

a full team of the latest Maseratis, led by Musso and Villolosi!

Admittedly, apart from this never-to-be-forgotten success, the efforts of British cars in G.P. racing have scarcely been encouraging. However, it is now pretty certain that this country will be in its strongest-ever position as regards race-worthy machines for the coming season. Like all nations, the problem facing Great Britain will be top-line drivers, and no matter how many promising youngsters there are, experienced G.P. conductors are vital. In Stirling Moss and Mike Hawthorn, this country possesses two of the world's best, and one must not overlook Peter Collins, although he has not had the G.P. experience of the other pair.

If there is any hope that the green cars will be raced with the proper backing, and sensible organization that goes into successful Continental equipés, then the trio would be applauded by almost everyone interested in motoring sport, if they joined up with a British team, not for reasons of patriotism, but for their belief in the future of British motor racing.

Nevertheless, there is one thing that will prevent Moss from signing up to drive a green car, and that is the World Championship. It is no secret that Stirling wishes to become Britain's first World Champion, as indeed it is the ambition of almost every driver in this country. He must feel, by reason of past successes, that he is perfectly capable of defeating Juan Manuel Fangio; other people are also convinced that he can do so. If he commits himself to driving a British car, then he may find himself up against Fangio, to say nothing of Gonzalez, in either Maserati or Ferrari—it may not be generally known that José Froilan Gonzalez will re-enter racing for 1956.

Moss could, of course, have accepted Tony Parravano's offer, but no matter how much money is behind a private stable, the cars invariably seem to be

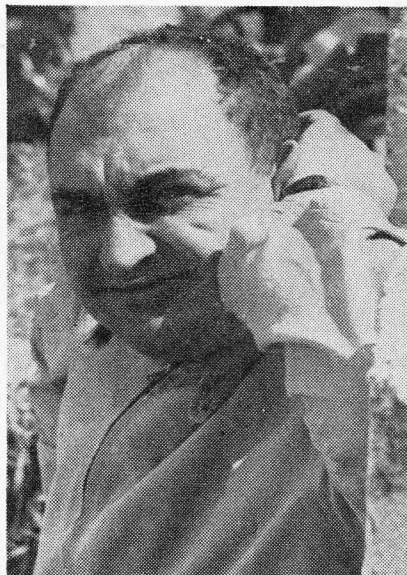
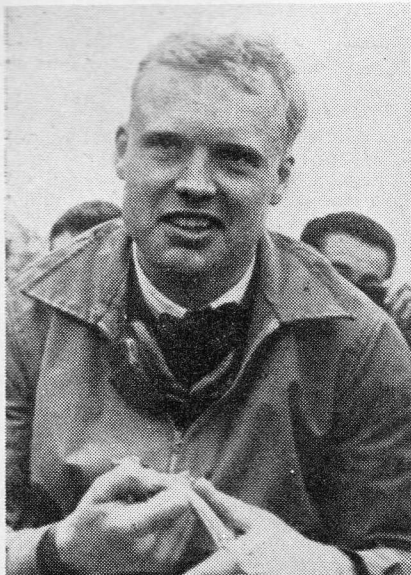
Molsheim seriously. It may well be that, for the umpteenth year running, the fortunes of the blue cars will once more rest with Monsieur Gordini.

Italy has Maserati and Ferrari, with strong but unfounded rumours of the re-entry of Alfa Romeo. Maserati have the necessary experience and know-how to build successful G.P. machines, and have not, so far as is known, been handicapped like Enzo Ferrari has by lack of finance, during the past decade. They have a strong team of technicians, a well-proved design, and have made considerable advances during the past several months—particularly in fuel-injection and braking.

Ferrari, on the other hand, have never been in a more favourable position. They have all of Lancia's cars and equipment, the backing of Fiat of Turin, the ear of the Italian Government, and



REIGNING CHAMPION Juan Manuel Fangio—future rival to Stirling Moss?



ACES ALL: (Left) Mike Hawthorn; (centre) Froilan Gonzalez; (right) Peter Collins, are all potential World Champions.

a background of extremely successful racing. No sensible person can afford to under-rate the chances of the "Prancing Horse", and there is every likelihood that the redesigned G.P. Ferrari will be the fastest of all 1956 machines.

Now let us examine the British cars. The B.R.M. is comparatively untried, but appears to have plenty of power. There are conflicting stories concerning road-holding, but Peter Collins was very enthusiastic about it at Oulton Park last September. The Vanwall has been rather like the famous curate's egg, but the provision of a new chassis will doubtless make it a formidable challenger. Connaught certainly proved its worth at Syracuse, but in the interval Maserati have obtained a great many more horses from their "six", and Send should not use the Sicilian race as a yardstick.

Still and all, until all three makes are tried in battle, conjecture is worse than useless. To make any sort of go of it, they must appear in every *grande epreuve*. If any of them hope to lure drivers of the calibre of Moss, Hawthorn and Collins, they must give a guarantee of some sort that they will have a full racing programme. Their aim should be to put well-prepared cars on the starting line of the World Championship events, and not to waste time and money in footling five-lap and 10-lap events which can contribute nothing to proving Grand Prix machinery. Organizers of other events may grumble, but did Daimler-Benz bother to prepare cars for events other than those of major importance?

No, the problem of what Stirling Moss should do next season is one that must be faced by himself alone. If it is the World Championship that he is mainly concerned with, then the chance of becoming Maserati's No. 1 was one that could not be lightly dismissed. In the same way, he might have gone to Ferrari, but knowing the Modena set-up, I am convinced that Enzo Ferrari would not acknowledge any superiority of Moss over Hawthorn, and would automatically offer the leading place in the team to Mike—winner of two *grandes epreuves*, and, when driving the D-type Jaguar, master of the great Fangio. Which leads to another side of the business, and that is the ability of Hawthorn to become World Champion.

In calculating the chances of Fangio and Moss, one is apt to forget that Hawthorn is one of the finest of all Grand Prix "naturals". Last season was not too happy a one for the "Farnham Flyer"; the Vanwall was by no means ready for full-scale racing, and the "Super Squalo" Ferrari was outclassed by the "silver arrows", and was none too reliable to boot. Yet this young man, far from fit as a result of the after-effects of injuries received in a crash, and still suffering from mental anguish not helped by a certain section of the Press, and a family bereavement, played a part in two major victories with British Jaguars—at Sebring, and Le Mans. Not only that, but he set up absolute records for the Sarthe and Dundrod circuits! Truly the path of Mike Hawthorn has not been strewn with roses. The French Press unsuccessfully tried to crucify him in reports of the Le Mans disaster, but motor-racing followers all over the world now realize that these false stories were born of malicious rumour, and the complete failure of certain irresponsible "journalists" to face facts.

It may not be generally realized that the B.R.M. people approached Mike Hawthorn immediately after Oulton Park to drive their car for them. Mike, of course, will be testing it out by the time these words appear in print.

Peter Collins shot into the headlines

ONE TRIAL of many made by Stirling Moss recently was at Modena with Tony Parravano's projected stable of sports and racing cars. Here is Moss in a sports Maserati, seen with Guerrino Bertocchi.

of the world's Press by reason of the Targa Florio. Like Moss and Hawthorn, he is very much sought after, but unlike them he has never been a member of a proper Grand Prix team. David Brown's Aston Martins have provided him with the opportunity to become an experienced racing driver, and in Formula events, outings with Thin Wall, Vanwall, Owen Maserati and B.R.M. have shown that he has the ability to handle Grand Prix machinery. He, too, must soon make the decision to drive British or Italian, as is the case with Tony Brooks. The latter, however, may decide that his career as a dental surgeon would be more successfully pursued were he to remain with a British stable.

Returning once again to Stirling Moss, I am quite convinced that he would have continued with Mercedes-Benz, had the Germans not withdrawn from racing. His association with Unterturkheim brought him world-wide fame, and victories in the Mille Miglia, Tourist Trophy, Targa Florio and British Grand Prix. Understandably he would like to add more victories to his list, with the World Championship as the most glittering prize of all. So it would seem that he is not convinced that he could achieve that object with a green car, and that is the reason why he has contracted to drive those famous red machines carrying the "Trident".





● UNITED STATES

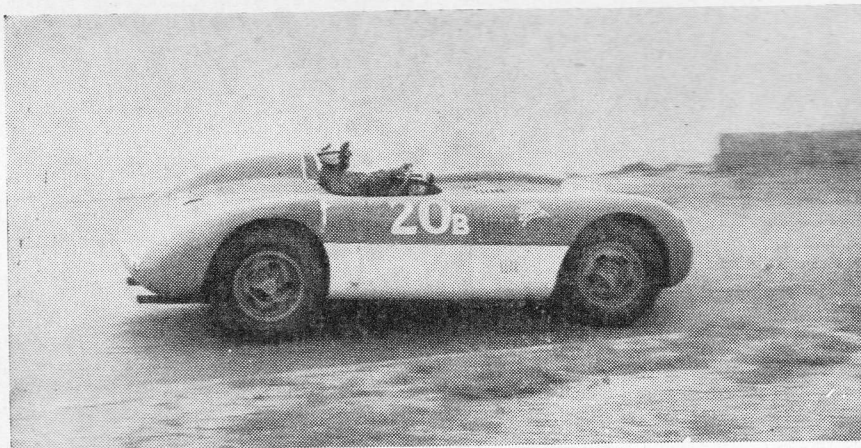
TORREY PINES "6 HOURS"

One long-distance race and several "shorts"
at successful Californian Two-day Meeting

by Dr. Vicente Alvarez

THE California Sports Car Club, with the co-operation of the San Diego Junior Chamber of Commerce, did a wonderful job of staging their two-day race programme on the Torrey Pines road course. A survey of this 2.7-mile circuit convinced the writer that it forms a most complete test of the drivers' skill and cars' power and roadholding. Unfortunately, though, the road surface is decidedly poor, thus impairing performance to a great extent. This course is located on the site of a former Army tank training camp (or something of the

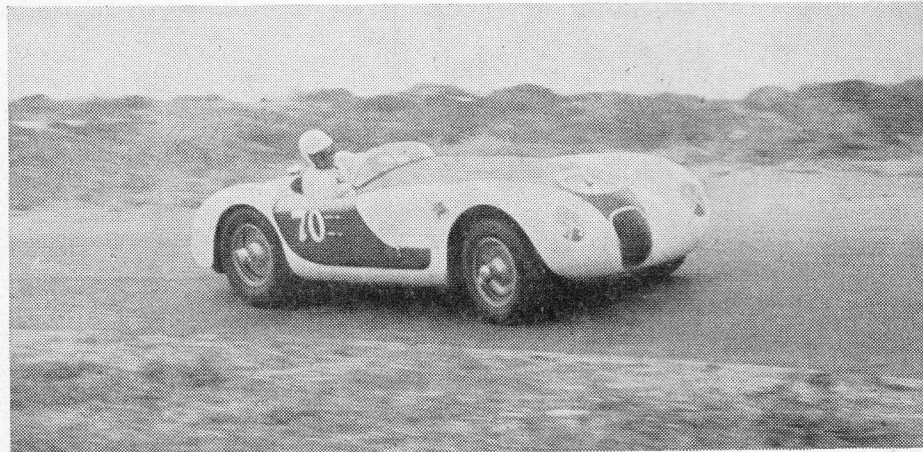
engine evidently had power to spare, and the brand-new Kurtis chassis seemed to hold the road to perfection, so Murphy was dominating the field with apparent ease. In a decidedly less comfortable position was Phil Hill, the brakes of the 300SL having faded during the early laps (Phil disclosed later the fact he had to keep pumping the pedal with his left foot, down the straights, in order to have some braking available). Another 300SL (Reventlow/Kessler) had already given up, after damaging the front end against the hay-bales. Woods



sort) and shows obvious signs of maltreatment by its previous tenants.

The First Day's Racing

The two-day meeting opened on Saturday noon, 22nd October, with a six-hour race. Fifty-five competitors (out of an entry list of 72) lined up at an angle on the main straight for a Le Mans start. An M.G.A. and an Austin-Healey were the first two to get away, but nearing the end of the first straight Bill Murphy was leading with a Buick-Kurtis. Phil Hill was second in a 300SL Mercedes-Benz, while third place was occupied by Pearce ("Pete") Woods' C-type Jaguar. Fighting on even terms with the big ones came an Austin-Healey 100S driven by Bill Pringle. These positions held through the first part of the race; the Buick



THEY'RE AWAY: Start of the "Six Hours" was in customary Le Mans style, an M.G.A. "doing a Moss" and leading away.

was playing safe with his Jaguar; it was a six-hour race, after all.

Changes of position occurred on the 65th lap, when Murphy broke a radius rod as he came out of the first turn, skidding along the second uphill stretch and stopping to safety on the outside shoulder of the road. Then Woods took the lead from Hill, to stay there to the finish. Thirty-four cars were still running at the end of the sixth hour; Woods covered a total of 146 laps, at an average of 65.70 m.p.h., crossing the line with one lap to the good on Hill.

The Second Day

A record crowd braved cold, windy and dismal weather to attend the big programme of sports car racing run on the second day of the Torrey Pines meeting. The course is located in the neighbourhood of one of the most beautiful beach resorts of the States, but the date was quite a bit off-season, and chilly sea-winds under a heavy overcast, in the middle of autumn, made people shiver even in sunny California.

The programme got under way at noon, with a 12-lap race for production cars up to 1,500 c.c. Twenty-six competitors faced the starter and the Porsche Spyder driven by Jean Kunstler took the lead on the first lap, to win in 31 mins. 34 secs., at an average of 61.60 m.p.h., after leading all the way. On a similar car, Dale Johnson followed him closely for the first six laps, only to drop back afterwards and eventually cross the tape in second position, eight seconds behind Kunstler. H. Hanford came in third, on an M.G.A. and Shilam Dennis, on a Porsche Super, was fourth.

Race number two, for production cars over 1,500 c.c., was an easy go-and-win for Bruce Kessler, on a 300SL Mercedes Benz. Kessler covered 13 laps (distance:

SURPRISE for the Jaguar and Mercedes contingents was provided by Bill Murphy in his Buick-powered Kurtis (left) who led for 65 laps, but retired with a broken radius rod.

FIRST HOME: (below) Six Hours winner was Pearce ("Pete") Woods, here putting his gaily coloured C-type Jaguar through a fast right-hander. He took the lead from Phil Hill's 300SL Mercedes-Benz in the late stages.



35.1 miles) in 32 mins. 13 secs., at 65.4 m.p.h. average. Ces Critchlow came in second, driving an XK 120M Jaguar; third position went to Bob Willett, with an Arnolt-Bristol, and fourth to Bob Weller, on an XK 140-MC.

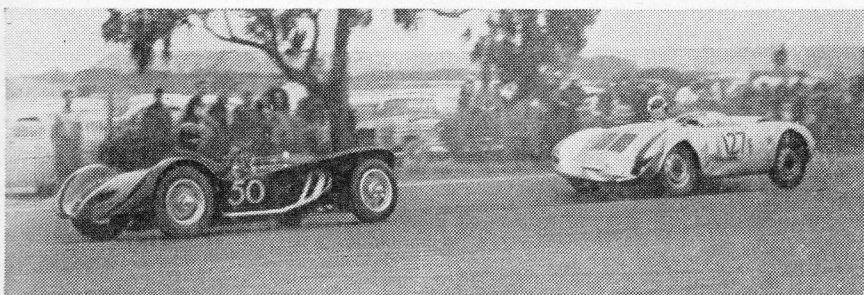
Six competitors were in the Ladies' Race, run over six laps, and Pat Sawyer won, at 57.7 m.p.h. average, after leading all the way, at the wheel of a TR2. Next in were H. C. Hoppe (Arnolt-Bristol) and Eunice Turner (Austin-Healey).

Fourth race was the thriller of the day, open for "modifieds" under 1,500 c.c. Twenty-eight starters for a 25-lap race and Jean Kunstler on a Porsche Spyder, got in front at the start and managed to open a safe gap on the field. For 10 laps he put up a nice exhibition of safe, cool driving, gradually bringing up a wide lead. No enemies were within sight, until Ken Miles began to hurry up, pushing his M.G. closer to the leader. Miles was really going and on the 10th lap he was riding in Kunstler's wake. And then the fun started. For several laps the two cars were travelling on the verge of a spin or a collision—they were tangling all the way around. Finally,

driver, Buchanan (11th overall) was first in category "G", with a Lotus Mk. 9.

Fifth race, for Formula III cars, did not amount to anything special; competition was nowhere to be seen, and John Fox drove his Cooper for a merry six-lap ride at 67.4 m.p.h. average. The rest of the competitors were much too worried about the poor running of their cars to even think of a possibility of crowding the leader.

Nineteen competitors, out of 30 entries, lined up for the final event of the day: the one-hour race for modified cars over 1,500 c.c. Bill Murphy took the lead for the first 10 laps, driving the Buick-powered Kurtis which had let him down on the day before, while leading the six-hours race. Then Tom Bamford made a bid, on his Cadillac-Allard. They ran one-two for a couple of laps, Bamford finally getting by. His old car quit, though, on the 22nd lap, pouring blue smoke. Chuck Daigh had taken over the chase, on a Mercury-powered Kurtis, at the point where Bamford had left off, and duelled with Murphy to the very last lap. A short portion of a stretch to go, and all Murphy could get



BEST DUEL of the second day (above) was that between Ken Miles (M.G. Spl., No. 50) and Jean Kunstler, here narrowly leading the 1,500 c.c. modified race with his Porsche Spyder.

PROVOCATIVE to M.G. TC-versus-TD arguments (right)—Jim Tunison's TC goes round the bend with apparent ease, but Thomas Baker has a hard time keeping his TD even on three wheels!

Miles put into action his extra power—mechanical and otherwise—and got by Kunstler, with 10 laps to go. With a clear way ahead, Miles managed to gain some ground for security on the runner-up and crossed the finish line a winner with 17 secs. lead over the Porsche

THEY'RE "OVER THERE": Production M.G.A.s are already making their appearance in American races. Here is Ken Miles, who finished 18th in the Six Hours race. He drove a works M.G.A. at Le Mans this year.

of a lead was a mere one tenth of a second, during the final dash. A tiny margin, but it did make a lot of difference. Murphy had covered 26 laps (70.2 miles) in 1 hour, 1 min. 3 secs., at an average of 68.5 m.p.h. Runner-up Chuck Daigh won first place in the "C" class.

Results

First Day (6 Hours Race)

1. Pearce Woods (Jaguar C-type); 2. Hill/Tilip/O'Shea (Mercedes 300SL); 3. Gough/Pringle (Austin-Healey 100S); 4. Edgar/J McAfee (Porsche Spyder); 5. W. R. Turner (Porsche Spyder); 6. Qvale/Gille-pie/Brero (Lancia Spyder).

Category Classification: "B" Modified: W. Ives Ennals (Allard J2X, 25th); "C" Modified: Pearce Woods (Jaguar C-type, 1st); "D" Modified: Gough/Pringle (Austin-Healey 100S, 3rd); "D" Production: Hill/Tilip/O'Shea (Mercedes-Benz 300SL, 2nd); "E" Modified: Williamson/Peterson (Arnolt-Bristol) 7th; "E" Production: Berry/Willett/Steel (Arnolt-Bristol, 10th); "F" Modified: Edgar/J. McAfee (Porsche Spyder, 4th); "F" Production: Barker/Drake (Porsche Speedster, 9th); "G" Modified: Betes (B.S.-Panhard, 30th); "H" Modified: Crouzet/Kite (D.B.-Panhard, 11th).

Index of Performance: Crouzet/Kite (D.B.-Panhard).

Second Day

Production cars under 1,500 c.c. (26 starters, 12 laps, 32.4 mile.): 1. Jean Kunstler (Porsche Spyder), 31 mins. 34 secs. (61.6 m.p.h.); 2. Dale Johnson (Porsche Spyder); 3. H. Hanford (M.G.A.); 4. Shillan Dennis (Porsche Surer).

Production cars over 1,500 c.c. (29 starters, 13 laps, 35.1 miles): 1. Bruce Kessler (Mercedes-Benz 300SL), 32 mins. 13 secs. (65.4 m.p.h.); 2. Ces Critchlow (Jaguar XK 120-1); 3. Bob Willett (Arnolt-Bristol); 4. Bob Weller (Jaguar XK 140-1C); 5. Bob Oker (Morgan Plus-1 our).

Class Winners: "C" Ces Critchlow; "D" Bruce Kessler; "E" Bob Willett.

Ladies' Race (6 starters, 6 laps, 16.2 miles): 1. Pat Sawyer (Triumph TR2), 16 mins. 51 secs. (57.7 m.p.h.); 2. H. C. Hoppe (Arnolt-Bristol); 3. Eunice Turner (Austin-Healey); 4. Norah Taylor (M.G. TD).

Class Winners: "D" Pat Sawyer; "E" H. C. Hoppe; "F" Norah Taylor.

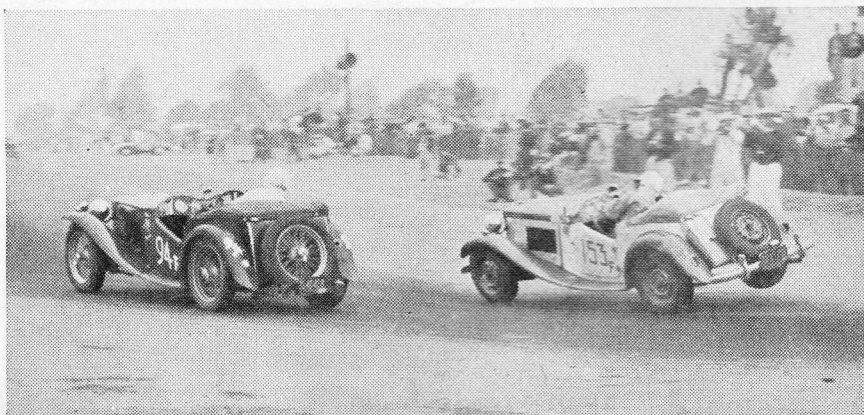
Modified, under 1,500 c.c. (28 starters, 25 laps, 67.5 mile.): 1. Ken Miles (M.G. Spl.), 58 mins. 55 secs. (68.8 m.p.h.); 2. Jean Kunstler (Porsche Spyder); 3. Bill Lowden (Osca MT4); 4. Jack McAfee (Porsche Spyder).

Class Winners: "F" Ken Miles; "G" G. Buchanan (Lotus Mk. IX), (11th overall); "H" Jack Duff (Panhard), (12th overall).

Formula 3 cars (5 laps, 16.2 miles): 1. John Fox (Cooper), 14 mins. 25 secs. (67.4 m.p.h.).

Modified cars, over 1,500 c.c. (19 starters, 26 laps, 70.2 mile.): 1. Bill Murphy (Buick-Kurtis), 1 hr. 1 min. 30 secs. (68.5 m.p.h.); 2. Chuck Daigh (Mercury Spl.); 3. Jack McAfee (Ferrari Mexico 4.9); 4. Ed Kretz (Triumph TR2); 5. Wally Edwards (Edwards Spl.).

Class Winners: "B" Bill Murphy; "C" Chuck Daigh; "D" Ed Kretz; "E" Robert Sawyer (Frazer-Nash), (8th overall).



• NEW ZEALAND
**THE THIRD
 GRAND PRIX
 AT ARDMORE**

Prospects of a great race, with Moss (Maserati), Parnell (Aston Martin), Brabham (Cooper), Jones (Maybach), Hunt (Maserati) and Whitehead (Ferrari) amongst contestants.

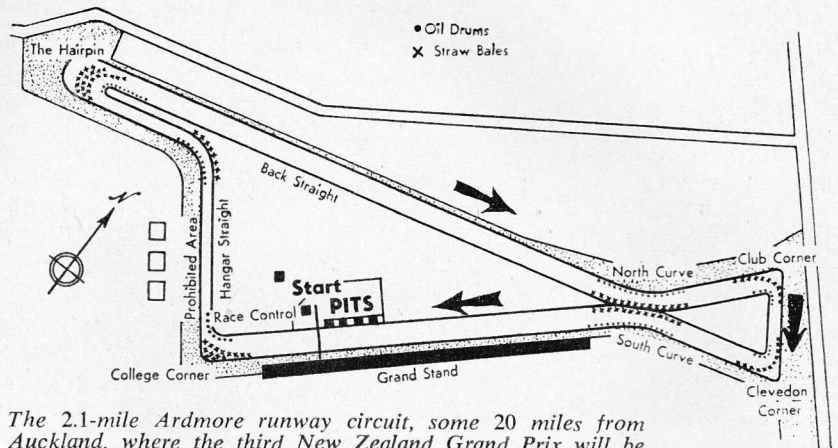
By **TONY GAZE**

ON 7th January, at a time when most thoughts in Europe are on the Monte Carlo Rally, Peter Whitehead and I will be starting our third New Zealand Grand Prix. Ardmore, where this race will be held, is a disused airfield about 20 miles from Auckland, near Papakura, famous as the home of Sir Edmund Hillary. The circuit is formed of two intersecting runways, linked by about $\frac{1}{2}$ mile of perimeter track, the lap measuring 2.1 miles, and the G.P. being over 100 laps.

Originally the full width was used, allowing the fast corners to be largely straightened out, but for 1955 the course was narrowed down, making it a bit slower but more road-like. The surface is fairly good tarmac, but owing to lack of traffic it perishes, and the top surface comes off, making it more and more slippery as the race goes on. In fact, as the grit is swept out by the wheels, it gathers in a thick bed, and if one should leave the groove in trying to pass on a corner, results are spectacular. Moreover, chunks of runway are no respecters of goggles or face.

Really vast grandstands are provided, and the pits are properly built and covered, unlike in Australia or South Africa. Just to ensure that Peter, myself, and others get no advantage from our previous outings, the circuit has been reversed, and is now clockwise.

The first race was in 1954, drawing Wharton (B.R.M.), Gould and Tuck (Coopers), Whitehead (Ferrari) and myself (H.W.M.) from Britain, and Jones (Maybach), Davison (H.W.M.-Jaguar) and Brabham (Cooper) amongst



The 2.1-mile Ardmore runway circuit, some 20 miles from Auckland, where the third New Zealand Grand Prix will be fought out. The direction for 1956 will be clockwise.

Australian entries. Local hopes centred on Roycroft and McMillan (Alfa Romeo) and Zambucka (Maserati). As with most first efforts, small mistakes were made by timekeepers and lap scorers, with the result that, when the B.R.M. lost its brakes and the race appeared to be won by the Maybach, with Ken second, Gaze (H.W.M.) third and Gould fourth, they were unable to convince Horace, who declared he had won, that, in fact, he hadn't. So protests flew in all directions, with an equal number of different results until eventually the order became Jones, Gould, Wharton, Gaze. Determined to have no more bothers, the organizers invited Dean Delamont of the R.A.C. over to see fair play in 1955, and this time everything went wonderfully. Ask Bira! He won a vast sum, followed by Peter and me in Ferraris.

Unfortunately for the crowd, the main grandstands being in front of the pits, there were very few stops, mine being the only one amongst the leading cars—very different from 1954, when Gould and I had three and Wharton two, not to mention Peter Whitehead's escape when the prop. shaft broke and whirled the cockpit into smoke and flame. I have been told that the reversed circuit is hoped to increase tyre wear, so that we can entertain the crowd with some wheel changes.

It is interesting to note that, although the lap times were the same, tyre wear

was halved this year. This means that as the cars were cornering faster through the tighter bends, the tyre compounds must have been vastly improved. Race times cannot be compared, since 1954 had rain, and 1955 was very hot.

Next year's race should be easily the best, for, as far as I know, Stirling Moss is taking his Maserati, Leslie Marr his G.P. Connaught with D-type Jaguar engine fitted, Reg Parnell one of those X cars, which should turn out to be the supercharged Aston Martin, Peter Whitehead has a new chassis for his 3-litre Ferrari, both his and mine now running on methanol. From Australia will come Jack Brabham with his latest Cooper-Bristol, Reg Hunt with his 2½-litre Maserati, Stan Jones with the Maybach, and probably Doug Whiteford with a Lago-Talbot. I also hear of a D-type. In N.Z. Fred Zambucka has one of those big, impressive 1939 8CLT Maseratis, and we hear that Ron Roycroft may have a Talbot. Davison's two-stage blown H.W.M., if going well, is still as fast as any, it being about 2 m.p.h. faster than the Ferrari on the straight.

There are so many other entries that there will be an Indianapolis type qualification, to go with the Indianapolis idea of lap money, which usually totals much more than the first prize—just to make you have a go! The hospitality at Auckland, by the way, is quite amazing, and if you are nice to President Reg Grierson he may take you sword fishing! And they make a handsome profit on this race, which seems to be a change from some International meetings.

CONVERSION BY CASTROL

A HANDY pocket scale for travellers abroad is now available free on request to C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London, W.1. Printed on stout card it incorporates scales for converting miles to kilometres, gallons to litres and lbs. per sq. in. to kg. per sq. cm., plus a set of kilometre scales in four different ratios.



"FOR HIS FIGHTING SPIRIT": Maserati No. 1 driver Jean Behra (second from right) receiving the Guild of Motoring Writers' "Driver of the Year" award from M. Jaques Lose of L'Argus de l'Automobile. On the extreme right is Charles Faroux, doyen of French motor racing.

FAIR-WEATHER FEDDEN

SUNLIGHT shone on autumnal woods at Tormarton, near Bristol, as 27 competitors assembled at the Compass Hotel on 19th November for the start of the Bristol M.C.C. and L.C.C.'s Roy Fedden Trophy Trial. There were eight sections, the first five hills being within three miles of Durdley and tackled before lunch. The fun started with Alf's Delight, which had a tricky negative camber and caught one or two, but Dunlop Fort and Breakheart Junior, which followed, were not particularly difficult. Heartbreak, a taped section beneath the trees, was all right for those with sufficient steering lock to negotiate it.

Breakheart caused more trouble. It is an old timber-hauling track winding up a steep gradient with high banks on each side, and fearsome steps projecting through the leaf surface, so that many who looked like succeeding were flung off course by the steps. Tony Marsh found his Dellow's first gear on the high side for this section.

Returning to a time check at the Compass Hotel, competitors then lunched and, after a decent interval, made their way to the Castle Combe circuit for a tie-deciding test which involved a left turn and stop astride a line. There followed Nettleton, a very steep climb with a rough surface near the top which put drivers off just when they were nursing their last few revs. out of the engines. Bernard Dees, remembering that this was the scene of

Provisional Results

Roy Fedden Trophy: M. H. Lawson (M. and L.), 0 marks lost, 14.0 secs. in special test.

Alexander Duckham Cup: G. J. Newman (Cannon VII), 0 marks lost, 15.4 secs.

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

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

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

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



WINNER of the Fedden Trophy was M. H. Lawson (above), who also won the Cheltenham Trial the previous week-end. He is seen on "Shrub", the last hill of the day.



"GOFF" IMHOF (right) tackles the steep gradient of "Club" in his special, of which even the horn is drilled!

Renée Chappell's arm-breaking accident a few years ago, hopped on the front axle of Rex's Cannonton when it appeared to be coming to a halt. But it hadn't—so Rex requested a re-run and shot up in fine style. Mike Lawson, who had been quietly doing well all day, made short work of Nettleton, and so did Jim Appleton.

There remained two hills—Club and Shrub, very steep but expertly tackled by most. Club was the more difficult, long-suffering passengers having to lean well out as the cars were turned on the gradient. Of the three who retired, Mike Cannon dropped out with a broken final drive on his all-independent Cannon 14.

AN unfortunate clash in dates meant that two North-Eastern clubs held their annual presentation and ball on 18th November within 15 miles of each other.

The Durham Automobile Club gathering was at the Three Tunns Hotel, Durham, where over 100 trophies were on show prior to the presentation. Amongst the guests were the Mayor and Mayoress of Durham City, the Deputy Chief Constable of Durham County and Mr. and Mrs. Bob Horne, representing the Association of North-Eastern and Cumberland Car Clubs. President, Alderman McIntyre, in a short and witty speech, summed up the year's successes, and bemoaned the fact that he had not won an award himself this year. This defect was remedied, however, by the Mayor of Durham, who later presented him with a plant pot as a token of sympathy.

Mrs. McIntyre presented the trophies, notable being the Victor Ludorum for Drivers, which this year is shared by Trevor Boothroyd and P. G. Walton, and the Victor Ludorum for Navigators,

NORTH-EAST NOTES by Denis Edkins

which will spend 1956 on the mantelpiece of John Dalkin. After all the silverware had been duly baptized, the company of well over 200 spent the rest of the night navigating their partners around the floor. Proceedings were, however, halted for a while whilst six daring souls underwent a dancing driving test round the pylons—won convincingly by club secretary Steve Taylor and his wife.

On the same night, the Darlington and District Motor Club were having their annual "do" at the Croft Spa Hotel. Guests of Honour included the Mayor and Mayoress of Darlington, ex-President John Neasham and Mrs. Neasham, and Mr. G. F. Fletcher, President of the Yorkshire A.C.U. Centre. The Club President, Mr. J. D. S. Stuart, made a fighting speech, defending motor club members against attacks which have been made in some quarters. The prizes were presented by Mrs. Neasham, P. G. Walton receiving yet another Premier Award, this time by proxy. Other well-known North-Eastern trophy winners

were Gordon Shanley, J. M. Dalkin and Syd Eddon.

The North-Eastern Association of Car Clubs held their annual presentation of awards at the Eden Arms Hotel, Rushyford, on Saturday, 12th November, when Mrs. R. B. Horne presented awards won at the hill-climbs and driving tests organized by the association during the year. Noticeable was Jack Lawson, who seemed to be acting as collector for all and sundry.

The results of the Newcastle Club's Navigation Rally on 13th November, organized by Jack Lawson, show that, once again, the boys were well and truly lost, even the winner losing 360 marks. For once, P. G. Walton had to give second place to the S. E. Bird/G. Chaytor combination. Lawson was even reported as asking crews to average a given number of seconds over a given number of feet!

Results

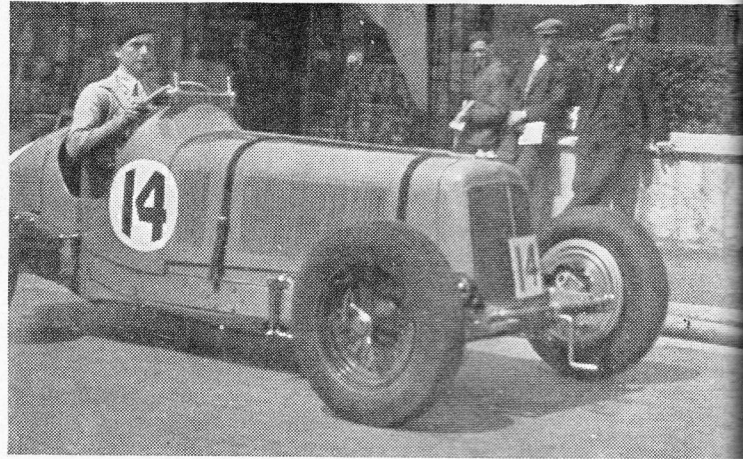
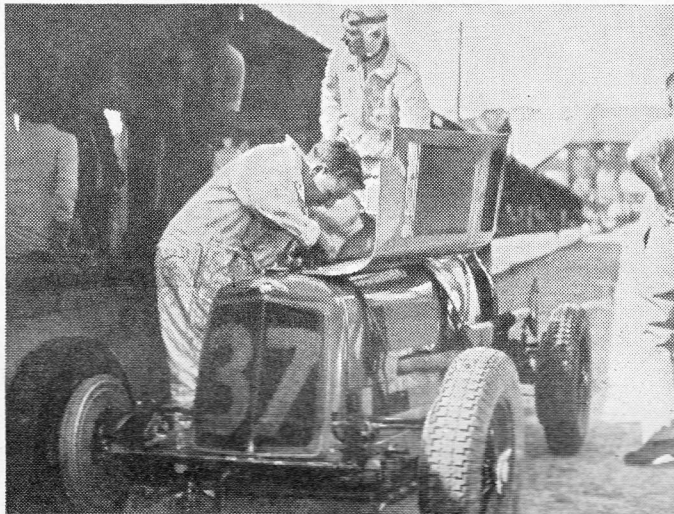
1, S. E. Bird; 2, P. G. Walton; 3, R. Goodhead; 4, T. Irvine; 5, P. W. E. Heppell.

21 THIS YEAR

By NORMAN SMITH

ONE biting cold, wet day—a day such as only the North of England can produce in early summer—a green single-seater racing car was off-loaded in the paddock of the new Aintree motor racing circuit prior to running in the Aintree "International 200", the first meeting over this new Northern course. Few people took particular notice as the car came out of its van, and fewer still prob-

FIRST APPEARANCE: Raymond Mays with R.I.A. during practice for the 1934 Mannin Moar race at Douglas, I.O.M. The E.R.A. was not yet au point, and non-started.



FIRST RACE: Trouble stalked the new car in the British Empire Trophy race at Brooklands, but Mays and Cook finished in 13th place. The radiator badge was subsequently changed to the familiar 3-ringed pattern.

R.I.A. made its first public trials at Brooklands everyone from the humblest spectator rejoiced. There were a few early set-backs, as in the Isle of Man races and the British Empire Trophy, but the year went out on a rising tide of success, with R.2.A. and R.3.A. (1,100 c.c. and 2,000 c.c. engines respectively) making a trio of green racers that set the tempo for the machines that followed them from the factory at Bourne, and whose fame and victories were to be achieved in almost every country and on almost every racing circuit for the next five years until war brought an end to things.

Eventually some 20 E.R.A.s all-told were built and of them two at least made themselves immortal—Bira's "Romulus" and Raymond Mays' black 2-litre (R.4.D.). The others all spent full and varied careers in the hands of their various owners and drivers, and yet perhaps, for sentimental reasons (I saw that

ably realized that the car—an E.R.A.—was R.I.A., the first of its breed and in its own way a truly historic racing car.

The date was Saturday, 29th May, 1954.

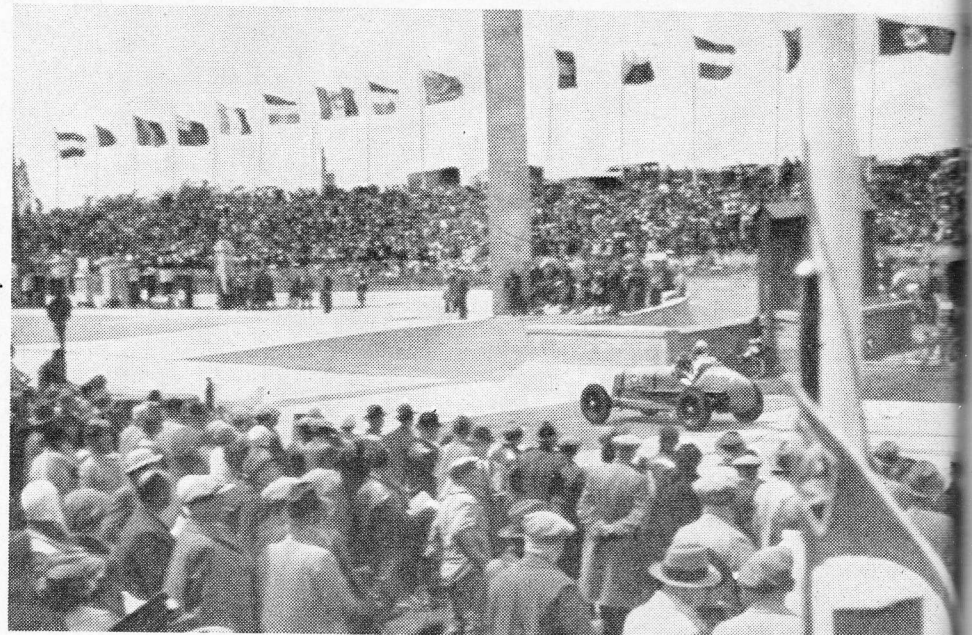
One sunny May afternoon a knot of interested people gathered round a large van that stood in the paddock of the Brooklands track to watch, with concealed eagerness, the unloading of a green single-seater racing car. The car was an E.R.A., its chassis number R.I.A., and on it were pinned the hopes of three men—three men who believed that the sleek machine, so slowly sliding out of its van, would restore some of Britain's motor racing prestige.

The date was Tuesday, 22nd May, 1934.

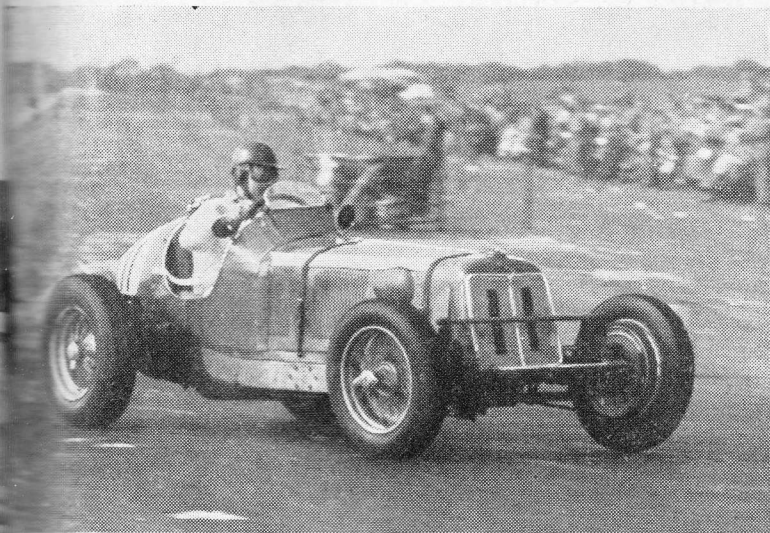
In the 20 years that had elapsed between R.I.A.'s first public debut at Brooklands and that awful afternoon at Aintree the three men (Raymond Mays, Peter Berthon and Humphrey Cook) did indeed see all their dreams come true, and although old R.I.A. could only claim as her chief honour the fact that she scored the first E.R.A. road racing victory (the 1934 Nuffield Trophy at Donington Park, driven by Raymond

Mays) she will surely occupy a unique niche in the affections of all pre-war motor racing enthusiasts.

Built solely for the purpose of challenging the Continentals, the E.R.A. was, in 1934, hailed with almost as much joy as was the B.R.M. in 1949, and when



SHARING A GREAT TRIUMPH: Before thousands of Germans at the Nürburgring, Raymond Mays headed a 1-3-4-5 victory for the British E.R.A.s in the 1935 Eifelrennen 1,500 c.c. race. R.I.A. was brought home third by Tim Rose-Richards.



★

TWENTY YEARS AFTER: R.I.A. still going strong in Alistair Birrell's hands during a 1954 race at Snetterton. The bonnet line has been lowered, and shock absorber mounting altered, but the E.R.A. remains otherwise largely as she was originally.

first E.R.A. win), R.I.A. will always remain to me the very epitome of the marque, and by virtue of its own very varied career it is as representative of the E.R.A. as any of the series. From the point of view of actual racing successes R.I.A. has no better record than any other E.R.A., but despite this she can point to a list of races, places, courses and countries that is almost a complete encyclopædia of motor racing.

Her first two seasons (1934 and 1935) were spent as part of the official works team and in that time she saw action under the guidance of Raymond Mays, Humphrey Cook, Tim Rose-Richards, Oliver Bertram and the German Grand Prix driver Prinz von Leiningen, ere going forth into private ownership when the B series came into general use in 1936. It was, however, only after the war that R.I.A. really became a private owner's car, passing through the hands of John Heath, Reg Parnell, Fred and Joe Ashmore, David Hampshire, Fotheringham-Parker, David Murray and Ron Flockhart in quick succession, to rest finally under the patient care of her present-day driver, Alistair Birrell. Three more names must yet be added to complete the roll call of drivers who have handled R.I.A.—the Hon. Brian Lewis, the Hon. Freddie Clifford, and, most important, the Norwegian "Ice Ace" Eugene Bjornstad, a fiery Scandinavian whose spirited handling of the car in April and May of 1937 gave R.I.A. what surely *must* have been her greatest win, at Turin, against a field of Italian-driven 6C Maseratis and a couple of British driven E.R.A.s.

Turin in 1937 had not been R.I.A.'s first taste of success by any means, for only two months after her debut Mays broke the 1,500 c.c. Mountain Lap record with her at Brooklands. To prove further the car's accelerative qualities Mays shortly afterwards drove R.I.A. to capture, also at Brooklands, the British and World's Class F S/S mile and kilometre records and he went on to take her up Shels'ey (as always in the rain!) to win the 1½-litre class before scoring E.R.A.'s first-ever road racing win in the 1934 Nuffield Trophy, run on a day that was as ghastly as that one last year at Aintree when I last saw the gallant old veteran in action.

In 1935 the latest works machine, then

R.4.B.—now world famous as R.4.D.—superseded R.I.A. as Raymond Mays' personal mount and in consequence R.I.A. lost her proud position as team leader. Nevertheless, she still valiantly played her part in the restoration and maintenance of our international motor racing prestige, one of her finer feats being the third place (Tim Rose-Richards driving) in the shattering E.R.A. first, third, fourth and fifth place victory in the 1,500 c.c. Eifelrennen at the Nürburgring. Of all her achievements, perhaps the least unhonoured and unsung were the two wins in Sweden early in 1947 when Reg Parnell collared both the Swedish Winter Grand Prix and the Vallentuna Grand Prix, on the latter occasion surprisingly beating the much more modern 16-valve Maserati and 4½-litre Talbot of Raymond Sommer and Louis Chiron.

Deserving, too, of mention was R.I.A.'s last "place" in a Continental Grand Prix when Fred Ashmore, a pillar of the immediate post-war racing scene, amazed the experts in the 1947 G.P. de Nice by finishing third to Villorosi's 4CL Maserati and Jean Pierre Wimille's tiny Simca, a performance which, for the oldest car in the race, was totally and completely unexpected.

Nowadays, R.I.A. is only seen in action in the British Isles, but she has, in her 20 years, "carried the flag" in as many countries and on as many different circuits as any other E.R.A. car. Spectators have seen her in France, in Holland, in Germany, in Switzerland and in Italy, whilst she has been to and raced in America, Finland, Sweden, Eire, Northern Ireland, the Isle of Man, Jersey, Scotland and, of course, this country. Just exactly how many starting flags she has faced is a matter for accurate research (my records show she made at least 93 actual starts in races, sprints, hill-climbs and record attempts), but she *did* race over the majority of the great circuits of the world—Nürburg 1935, Avus 1937, Silverstone 1948, Berne 1935, Dieppe 1935, Rheims 1947, Zandvoort 1948 and Dundrod 1952. Since withdrawing from the hurly-burly of post-war European races (R.I.A. ran in 11 Continental Grands Prix after 1946!) she became that typical British institution—the club and national race meeting competitor—and so thoroughly

has she covered the national racing calendar that she even raced at Brands Hatch, a course that did not permit of *Formule Libre* racing until the year 1954.

R.I.A.'s PRINCIPAL SUCCESSES

1934

Brooklands: August, British and International Class F records (R. Mays), s.s. mile, 96.08 m.p.h., s.s. kilo., 85.35 m.p.h. Shelsley Walsh: September, 1st, 1,500 c.c. class (R. Mays). Donington: October, 1st, Nuffield Trophy 100 miles race (R. Mays).

1935

Brooklands: March, Mountain Handicap, 1st (H. W. Cook). Syston Park Speed Trials: March, 1st, 1,500 c.c. class (H. W. Cook). Shelsley Walsh: May, 1st, 1,500 c.c. class; 2nd B.T.D. (R. Mays). Eifelrennen: June, 3rd, 1,500 c.c. race (T. E. Rose-Richards).

1937

Circuit of Turin: April, 1st (E. Bjornstad). Circuit of Naples: April, 3rd (E. Bjornstad). G.P. of Finland: May, 3rd (E. Bjornstad).

1947

Swedish Winter G.P.: February, 1st (R. Parnell). Vallentuna G.P.: February, 1st (R. Parnell). Longbridge Speed Trials: April, B.T.D., R. Parnell. Jersey Road Race: May, 4th (J. Ashmore). Nice G.P.: July, 3rd (J. Ashmore).

1948

British Empire Trophy, I.O.M.: May, 2nd (D. Hampshire). Bo'ness Hill-climb: June, 1st, 1,500 c.c. class (D. Hampshire).

1949

Bo'ness Hill-climb: June, 1st, 1,500 c.c. class (D. Hampshire). Weston Speed Trials: October, 1st, 1,500 c.c. class (D. Hampshire).

1951

Bo'ness Hill-climb: June, 1st, 1,500 c.c. class (D. Murray).

1952

Charterhall F. Libre race: April, 3rd (A. W. Birrell). Crimond: F. Libre, May, 2nd (A. W. Birrell). Lothian Sprint: June, B.T.D. (A. W. Birrell). Bo'ness Hill-climb: June, 1,500 c.c. class, 1st (R. Flockhart). Rest-and-Be-Thankful Hill-climb: July, 1,500 c.c. class, 1st (R. Flockhart). Charterhall: F. Libre, July, 2nd (A. W. Birrell). Turnberry National Trophy: August, 3rd (A. W. Birrell). Snetterton: 5-lap Invitation, September 1st (A. W. Birrell).

1953

Charterhall: F. Libre, April, 3rd (A. W. Birrell). Crystal Palace: E.R.A. race, May, 3rd (A. W. Birrell).

1954

Snetterton: E.R.A. Trophy, April, 2nd (A. W. Birrell). Snetterton: E.R.A. Anniversary Trophy, June, 1st (A. W. Birrell).

* * *

"AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

OWING to the fact that later M.G. TF, and MGA models are fitted with 1,500 c.c. engines, it has been decided to permit bored-out XPAG engines in earlier models. On Triumph TR2 and TR3, Austin-Healey "100", Sunbeam "Alpine" and Ford Anglia, the use of overdrives is permitted. After careful consideration the organizers have decided that the conversion of side-valve engines to o.h.v. units, or the substitution of a 2-o.h.c. cylinder head for a single-camshaft arrangement, does not come within the scope of series-production sports cars. This means also that later Morris Minor engines (o.h.v.) cannot be used on s.v. types, and that the o.h.v. engine may only have a single carburetter.

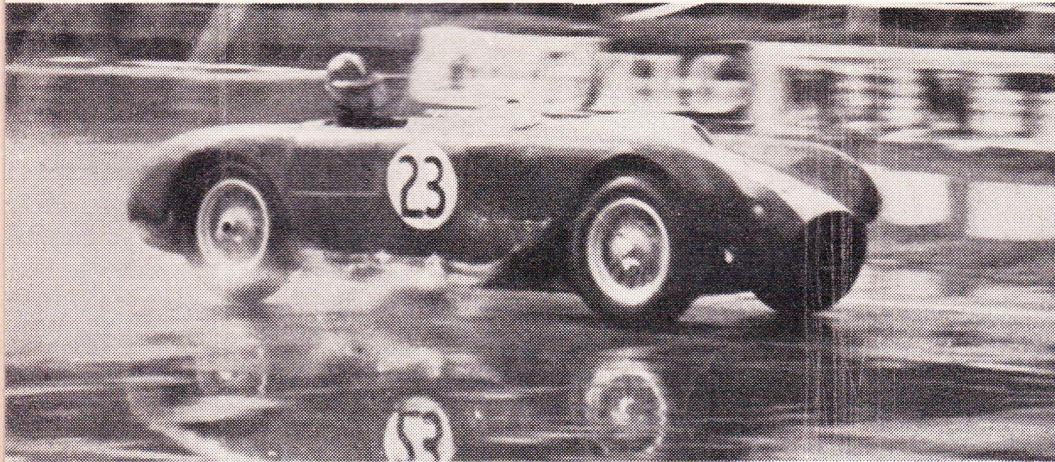
It is stressed that the use of twin carburetters in place of a single instrument, applies only to side-valve engines of under 1,200 c.c. However, proprietary aluminium alloy cylinder heads may be used in all cases, irrespective of capacity, so long as they are approved by the manufacturers of the cars concerned.

The number of qualifying events will be restricted to 12. Regulations will be issued as soon as venues are settled and will be published in full in AUTOSPORT.

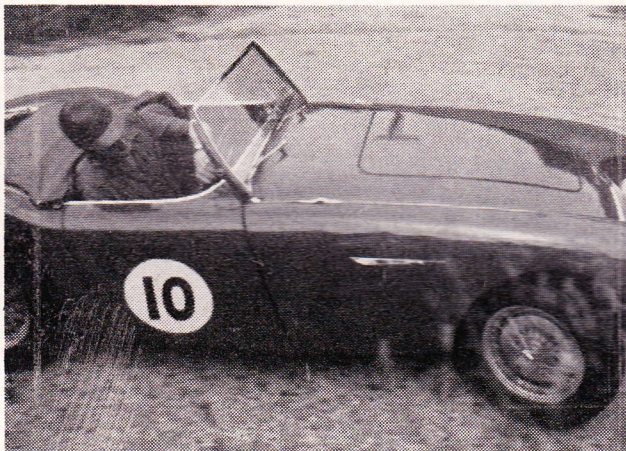
MORE PICTURES FROM AUTOSPORT'S INTERNATIONAL

A Further Selection of Readers' Entries

Cam

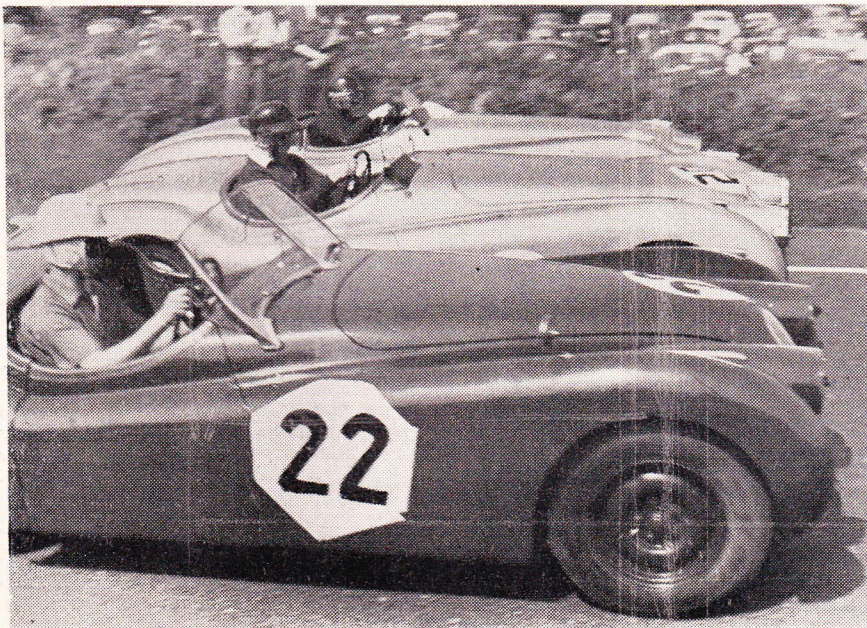


ARCHIE IN THE WET—featuring the Scott-Brown Lister-Bristol and photographed under difficult conditions by C. M. S. Bennett, Walpole House, Stowe School, Buckingham.



TIGHT IN on a hill-climb hairpin is an Austin-Healey caught in action by T. P. Priddy, 39 Warren Road, Worthing, Sussex.

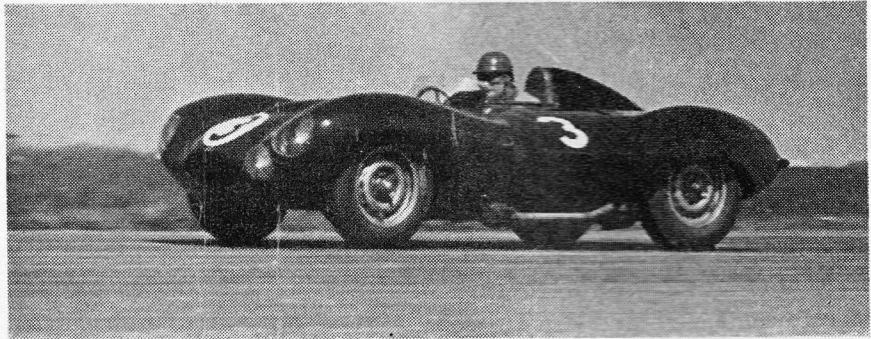
THREE OF A KIND at the start of this year's Leinster Trophy race are the XK 120s of Garvey, Heather and Bradshaw, pictured by T. B. Neary, Dunstaffnage, Stillorgan, Co. Dublin, Eire (below).



THEY'RE OFF! The start of the 1955 British Grand Prix at Aintree. The sun beats down on the tense scene, and amid the noise and smoke Leslie Marr whips up both hands to indicate that his Connaught has stalled. Picture by S. | Sgt. Anthony Palecki, 53rd W.R.S., R.A.F., Burtonwood, Lancs.



era Contest



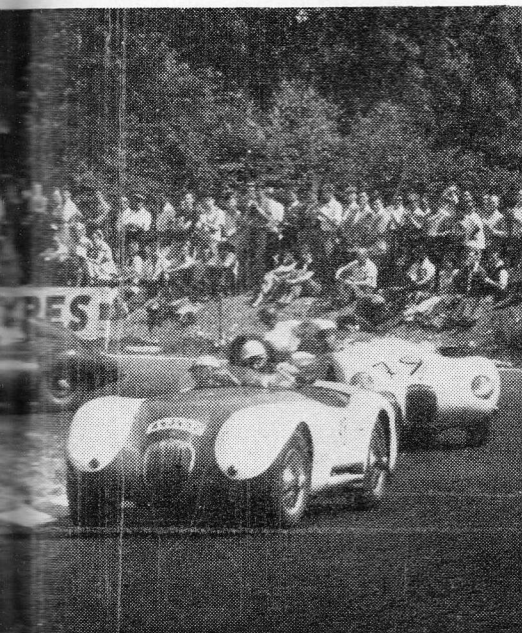
"DUNC" IN THE D-TYPE: Taken by K. Donald, 116 Foredown Drive, Portslade, Sussex, the picture above of Duncan Hamilton in the D-type Jaguar was taken at the Daily Express Silverstone meeting this year.

★

TIGHT-ROPE WALKING (right) or so it seems, on the telephone wires above the pits at Le Mans last June, the Esso balloon grins inanely down at the crowds. P. A. D. Rushforth of 4 Inf. Wkshps., R.E.M.E., B.A.O.R. 39, was there to record the scene.



COME FOR A SPIN at Brands Hatch! In the middle of a scrum at Druids Hill Bend, P. J. Crabbe (Tojeiro) revolves. Curt Lincoln (XK 120C), Roy Salvadori (hidden, Cooper-Maserati) and J. Barber (XK 120C) lead on, while N. Cunningham-Reid (Lister-Bristol) takes evasive action. The photographer was Michael F. Pitts, 1 Clifton Villas, London, W.9.



LOTUS AT THE PALACE: Colin Chapman takes the Lotus-M.G. into Ramp Bend at the Crystal Palace circuit. Man with the camera was D. A. Philpott, 54 Churston Drive, Morden, Surrey.

OLD SANDY is the name of this tricky hill, with Jim Appleton making a successful assault on the loose surface.

the idea being to measure the exact height reached. It would certainly have been a stopper had the surface been at all wet, but as it was, Newman, Carr, Chappell, David Cannon, Appleton and Barden all cleared the "Section Ends" flag, 141 ft. from the starting line. Old Sandy was a tricky one: a fairly easy initial climb was followed by a twist round a tree stump and the abrupt ascent of a sandbank. As is often the case, the least spectacular techniques brought results and Rex Chappell with his immaculate maroon Cannotton purred up where others had roared in vain and several of the other old hands did likewise.

Bush Allez I was easy and caused few failures, but Speed Copse drew the crowds. This old favourite starts with a steep hump, then down into a kind of bomb crater and (if you can) out again up a 45 deg. slope. The spectators loved it, and the competitors found it much easier than Shoot-up Hill,

It had a number of steep humps and many wheels became airborne. There was an intrusive tree stump near the top on which Jim Appleton caught and buckled his front wheel. Percy Barden caught a rear wheel on it and lost his hat; P. J. Nott almost stood on end and it was left to two entrants only to reach the top: Geoff Newman, who surprised the crowd by doing it easily, and R. E. Rushbrook, who brought them to their feet by doing it with a great struggle.

After lunch, the first climb was nearby Pebbledash. This stopped many people near the top, but Mike Lawson showed that it could be cleared with little fuss, and most of the experts followed his example. Illingworth's strange 1,000 c.c. J.A.P. twin-powered car found itself suspended in a small tree near the summit!

To the other end of the wood, then, for Blasted Stump. This had an awkward twist round a bush and back on to the straight—and that was as far as anyone reached. Geoff Newman reached section 6, but some scarcely got off the line, Mike Cannon scoring but one mark.

Chappell wins the "Kentish Border"

Kentish Border C.C. November Trial won by Rex Chappell (Cannotton). David Cannon runner-up in his first season

LAST year, the Kentish Border C.C.'s annual November Sporting Trial was mainly marked by Mud (not to mention the cars, competitors and spectators!). This year's event, however, held over the same excellent course on Forestry Commission land near Bexley, was almost completely Dry. This is not to say that it was by any means *too* easy, even for the experts contesting the R.A.C. Trials Championship—it just meant that they climbed farther up, and didn't get so dirty. No one climbed *al* the hills "clean", but the eventual winner, Rex Chappell, failed on only five of the 18 ascents. Runner-up was newcomer David Cannon, brother of well-known Michael, and showing great form in this, his first trials season. In fact, he scored the same marks as Chappell, a special braking-and-acceleration test having to be resorted to in order to settle the issue.

After assembly and scrutineering at the Bull Hotel, on A20 near Swanley, the procession moved off and prepared to tackle the first of the morning series of hills, Joyden's Wood Won. There was literally no real mud to be seen anywhere and Geoff Newman trundled up with no trouble at all. R. E. Rushbrook cleared it even more easily, to be followed by E. J. Chandler, who trundled at it more slowly still—and stopped at section 3. It was a twist and a hump near the start that was the snag, and the downfall of several who might have known better. The next hill, Bounce, was a misnomer, for bouncing was uncalled for, and everyone reached the top. Then followed Feetanditches, a special hill supposedly unclimbable,

which followed. Shooting up it was the last thing to do, for once wheelspin had set in, progress ceased there and then. Eleven of the 32 entrants had the right formula for success: to toddle up with the absolute minimum of revs. Chappell's climb was a model of restraint: he smoked his pipe and his passenger sat back as up they went. Geoff Newman's was the quietest climb of all, P. J. Nott was the only one to succeed with plenty of revs. and W. G. Macey tried too hard the other way and stalled his engine.

The last hill before lunch was called Pebblecombe II and proved most spec-

The latest Cannon has independent suspension all round, but Michael was not satisfied with the results as yet.

Mossy Bank was just that, and the dampest climb of the day. It had a tricky S-bend at the top which fixed everyone who reached it, except W. F. E. Armstrong and Newman, the latter negotiating the corner with a judicious burst of throttle. Up-Hill incorporated part of the morning's Shoot-up Hill and was a twisty climb between close-packed trees. Cuth Harrison's neat climb brought applause from the gallery, and he also received an ovation on the next climb, Bush Allez II, for an immaculate



NEW BOY David Cannon, seen on Old Sandy, took second place. This is his first season of trials driving, and shows great promise.



OVER THE TOP into Speed Copse goes the eventual winner, Rex Chappell. This was a familiar view of him during the day!

ascent. This hill had a particularly loose surface, only nine cars reaching the top. Armstrong was cheered as he reached the top by the greatest efforts of driver, passenger and engine after almost coming to rest half-way. Goff Imhof had the bad luck to break the drop-arm on a tree-stump, and in spite of a repair job using a spanner as a splint, he had to retire.

The same sandbank as was featured in Old Sandy found itself among The Laurels, next on the itinerary. Mike Cannon was one of the successful ones, and this time the independent rear wheels really seemed to dig in to good

effect. Haddon's Horror lived up to its name, and was a straight but steep one of great severity. Bouncing like mad, C. Pettit's passenger helped him to gain the top, only six others joining him. Pebblecombe was rather like Blasted Stump—a very tricky left-hand twist on to the main track, and Rex Chappell was the only one to get up it "clean"—no one else reached farther than section 4. Lastly we had Engine-uity, a fine finish to the day and a hill to remember. It was a long climb and had, near the top, two large craters with a kind of isthmus between. As there was a hefty hump just before them

which cut off the forward view, the fun was fast and furious as the cars came sailing over the top to dive into one or other of the holes. All the spectators had now congregated at this last spectacle, encroaching uncomfortably near the course until R. Kemp's car took a running jump at them: they moved forthwith. D. F. Bailey shot sideways into one hole, flipping his passenger out like a pea from a pod, while Pettit's passenger abandoned ship and ran for it as the car reared up on the hump. The whole thing seemed quite impossible until Geoff Newman managed to pick his way through and went on up; many more tried and failed, until the two last runs of the day. Mike Lawson and K. E. Dadswell roared straight to the top and the plaudits of the delighted audience brought down the curtain on another "Kentish Border".

Back at the Bull, food was welcomed by the weary competitors, while the production of detailed, Roneoed results before 6 p.m. set the seal on a well-run and most enjoyable event.

S. P. S.

Provisional Results

Best Performance: R. F. Chappell (Cannonton), 153 marks, 9.56 secs. for special test; 2. D. L. B. Cannon (Cannon 5), 153, 10.21 secs.; 3. G. J. Newman (Cannon 7), 150; 4. P. A. Barden (P.A.B.), 147.

Shackel Cup (best performance by K.B.C.C. member, not having previously won award in November Trial): W. F. E. Armstrong (Esmond), 137. **First Class Awards:** J. H. Appleton (Cannon 8), 137; B. H. Dees (P.A.B.), 136; **Second Class Awards:** N. Carr (Traford), 132; T. C. Harrison (Horford 3), 132; **Team Award** (Kentish Border C.C.): G. J. Newman, R. F. Chappell, D. L. B. Cannon.

CORRESPONDENCE

The Duke of Richmond and Gordon on "Noise"

TO the average citizen, I doubt if that rather fatuous claim that noise is integral with the sport cuts much more ice than that gag I always love of the huntin' chaps that, "foxes just love being hunted!" I wouldn't be surprised if it weren't, in a funny way, just the same type of brain that makes both cracks.

But there's another side to it all, and an important one: if noise had been avoidable at the beginning of motor cars, you bet they'd have made them silent. Look at the sleeve valve efforts, Silent Knight Daimler and all that! No one ever wanted noise. They had to have it. Yet, strangely enough, years after its acceptance as the price or necessary evil of performance, the issue got clouded and the noise grew to become a sort of hall-mark of performance. Rather like the spiv's padded shoulders being an advertisement of assumed muscle.

When I removed the silencer from my cherished ABC motorbike at Oxford, fitted a pair of beautiful copper pipes and got fined 30s., it was because the noise gave me the thrill of speed by suggesting the old thing was capable of a whale of a lot more than it really was.

Nowadays there are very few machines on which I couldn't scare the very daylight out of myself in comparative, if not very considerable, silence—so great is the performance which one can buy. With cars, the same thing goes except that the degree of silence possible is all that much greater.

So long as designers were struggling for power there was possibly some shred of an excuse for the toleration of noise, but today, with performance literally super-abundant, the last trace of that shred has gone.

To the connoisseur of motoring today, a raucous exhaust is as unacceptable as mechanical clatter, and to the motor racing spectator, modern performance is so breathtaking a spectacle that it requires no rowdy accompaniment.

Let's own, then, that exhaust noise and the clatter of machinery is as dead as Queen Anne and that the slick sort of speed of today is silent and effortless speed.

A movement towards silence in racing is a movement towards silence in all high-performance cars, and it will present the designers with a new and worthwhile problem. Judging from previous form, I fancy that designers would just devour this little problem. In less than no time they would be handing out just as much b.h.p. all over again—but with a difference. Quiet b.h.p.

I sincerely hope that your excellent and far-sighted suggestions in last week's issue will be followed and that they may inspire a further fillip to racing and to motor sport in general, to say nothing of technical advancement which, after all, must inevitably remain the principal *raison d'être* of the sport.

RICHMOND.

GOODWOOD, SUSSEX.

"Autosport" Championship

I WAS indeed very pleased to see that AUTOSPORT had made a valuable contribution to the sport by introducing a trophy for sports cars and stating the cars eligible. I have discussed this with many interested parties who all agree that it is a good thing. However, it does seem that one or two classes will be a walk-over for certain cars and that a fairer method would be that used by the Mid-Cheshire Car Club, by having the classes by a price method. The method as now put forward by AUTOSPORT will give the more expensive cars an easy win in their classes.

Perhaps some of your other enthusiastic readers would be so kind as to send in their opinions to you.

R. PLAYFORD.

BRENTWOOD.

More Correspondence overleaf

What Makes the Silver Arrows Go?

IN answer to the question asked in your correspondence column of last week, "What makes the Silver Arrows go?" I would say the answer mainly is in three words, backing, organization and preparation, not forgetting they had for their pilots two of the finest drivers in the world, and all that spells money.

I feel that we already have, in this country, the designers and machinery capable of matching and beating the German organization, but lack of funds and apathy on the part of the Government towards motor racing prevents this talent from being used to the full.

Undoubtedly, the "Silver Arrows" are wonderful machines, but haven't we something in the D-type Jaguars? If these team cars had been entered in as many sports car events, and had the same organization behind them as the Mercedes-Benz team, I think Herr Neubauer would have been more than a little worried—and don't forget that grand win by Connaughts at Syracuse, when the car was never fully extended.

J. C. LAND.

MOSELEY, BIRMINGHAM.

Remember Philip Flower?

I WAS glad to see the letter headed "Remember Philip Flower?" with its accompanying photograph, which appeared in your columns.

No one who was connected with trials in those days when competition was waged between different makes, and not between the same engine in different chassis, will ever forget this brilliant driver.

I was privileged, at that time, to be passenger to my dear friend the late Commander R. A. Macdermid, the leader of the "Three Musketeer" team of M.G.s. Mac had many times said to me, apropos of some difficult section, "If Philip can't get through here, nobody can." This shows what his fellow competitors thought of his ability. I fail to understand why the caption to the photograph describes him as, "the one-legged driver".*

Since the war I have been smitten with a disability which has made me unable to walk, and so the memories of Flower's successes have inspired me and made me appreciate how much he must have owed to his brother Lionel, for although hand controls enable one still to drive a car, the use of a muscular friend is essential when embarking or disembarking.

May I, sir, through your hospitality, extend seasonal greetings to all pre-war trials drivers and their crews.

HAROLD BIGGS.

ENFIELD, MIDDLESEX.

*[We regret that our caption to the photograph, accompanying W. J. Brunel's letter on the subject of Philip Flower, last week, was incorrect. Mr. Flower has both legs but is unable to use them.—Ed.]

Our Camera Contest

I HAVE often been tempted to put pen to paper regarding various controversies that have appeared in your correspondence columns but I have always stopped doing so due to my lack of technical knowledge, but this time I really feel I cannot resist expressing my very, very great disappointment in the results of your Camera Competition.

Are these really the best of the entries? Have no better results been forthcoming in spite of all the cameras one sees, from Brownies to Leicas, at Goodwood, Silverstone, Crystal Palace, Aintree, Brands Hatch, Oulton Park, Le Mans and so on?

Compared with the excellent photos in your last competition (the ones of the two 500s and the B.R.M. spinning spring to my mind immediately) I really am very disappointed.

After all, who is interested in an expression on a driver's face?

J. E. HAWKINS (MISS).

KENLEY, SURREY.

Magnesium Alloy in Racing

FURTHER to the letter from Mr. R. Emerson Tavener (issue 11th November), I should like to give my views on the explosion of Levegh's Mercedes at Le Mans.

The car exploded immediately on impact with the protective banking, agreed, but this primary explosion appeared to be caused by the fuel tank being burst and the petrol igniting.

It was some little time after this primary explosion that there was a secondary explosion and it was fairly obvious that this was caused by magnesium alloy.

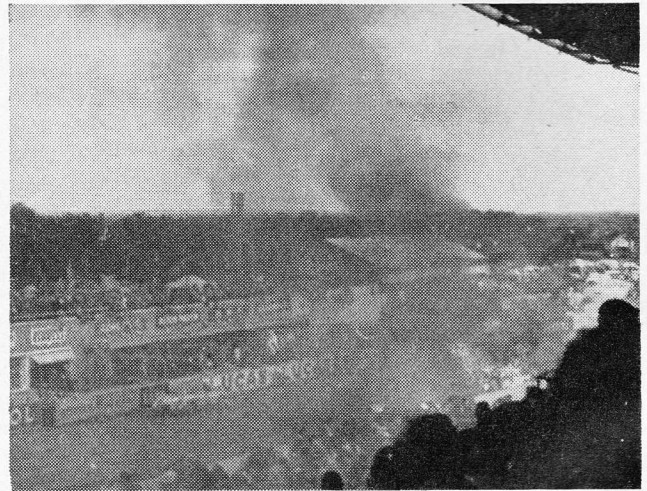
I am quite certain in my own mind that the magnesium alloy did not explode on impact, but only as a result of the intense heat caused by burning petrol and rubber.

I am enclosing three photographs which I took at the time,

which show: (1) initial explosion, (2) pit area approx. 30 secs. later, (3) secondary explosion. The third photograph was taken at least one minute after the first.

E. N. WILLIAMS.

STEETON, NR. KEIGHLEY, YORKS.



Levegh's crash at Le Mans (see letter above). The initial explosion.

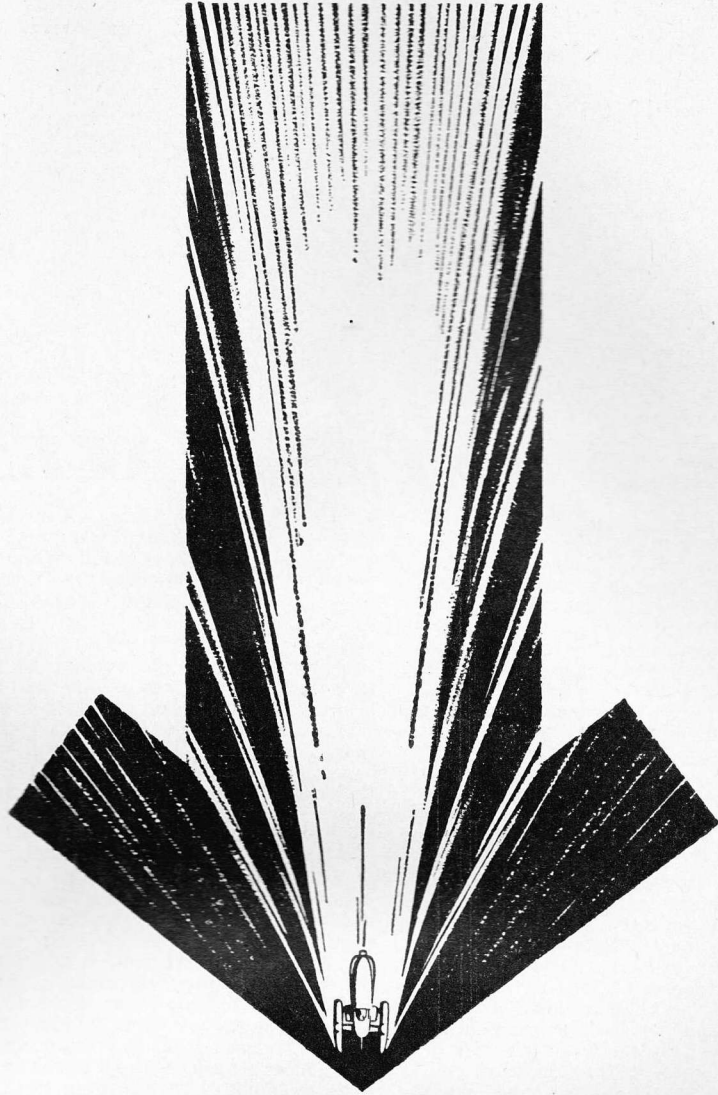


The view approximately 30 seconds after the initial explosion. Kling's Mercedes is at the pits.



Secondary explosion as the magnesium alloy on the Mercedes ignites—taken at least one minute after the first picture.

CONGRATULATIONS Donald Campbell!

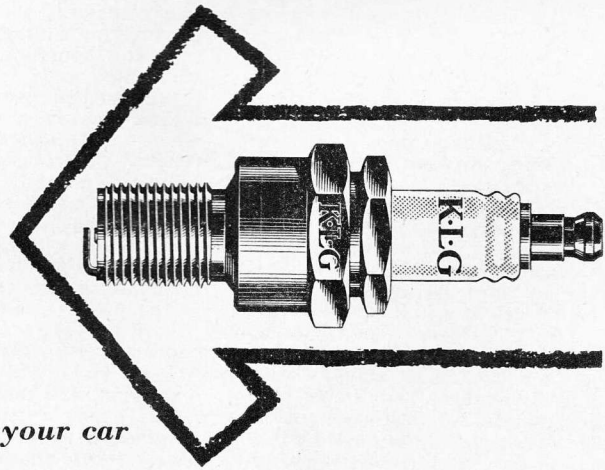


*At Ullswater and Lake Mead, Campbell used **K.L.G.** Ignition Equipment*

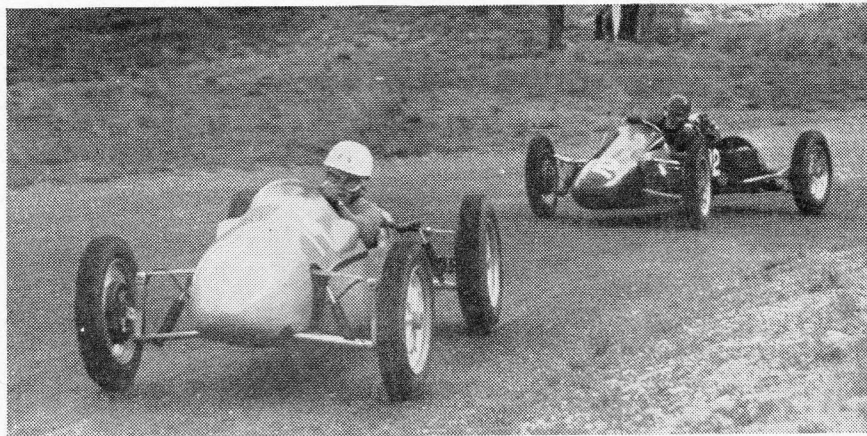
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THE SPORT IN WALES

IF we are to judge only by the marked increase in correspondence from these parts, it seems very evident that interest in motoring sport has been growing steadily in Wales over the past year or so, and continues to do so. New clubs are springing up rapidly to cope with the ever-increasing demands of the motoring enthusiast—so rapidly, of late, that a committee of representatives from all the South Wales clubs has recently been set up, to avoid the overlapping of events.

Whether he be the enthusiastic builder of a trials special, a "vintagent" or the owner of a sports racing car, the young Welshman is certainly beginning to make his presence felt in the field of motoring sport. And the sports car owner is not the only addict, for Welsh clubs put on many events for the family saloon owner as well. The even less fortunate, whose means of transport may be nothing more mechanical than a vintage bicycle, are still sports minded, as is evidenced by the large numbers of volunteers for marshalling duties in club events. Even schoolboys have abandoned horror comics for the much-thumbed copy of big brother's *AUTOSPORT*—and have been known to swap a Rugger International ticket for a Castle Combe one, which is saying a lot!

At the close of the 1955 racing season, it seems a good time to recall some of the successes of Welshmen in the sport, and to look briefly into the sort of club activity that is going on. In the Cardiff and Newport district alone, much promising effort is to be found.

Naturally, Welsh clubmen agree that the outstanding driver of the year is David Boshier-Jones, of the Welsh Counties C.C. This 24-year-old has had an extremely successful season with his Mark IX Cooper, fitted with a 1954 Norton engine rebuilt and converted to twin-plug head by Robin Jackson. Since taking delivery from Surbiton last Good Friday, David has certainly acquitted himself well in 500 c.c. racing, although he started racing only last year. It is understood that Team Lotus has asked him to race for them next season, and fellow-enthusiasts will wish him all the luck in the world, and watch his efforts with considerable interest.

The South Wales A.C. are to be congratulated on their well-organized hill-climbs at Castel Farm, near Bridgend. The last one, on 18th September, had 42 entrants, and a new record of 31.6

secs. was set up by Harry Giles (TR2), who beat David Bartlett by only 0.1 sec. Unfortunately, Mike Llewellyn couldn't get back from Dundrod in time to defend his record, but we look forward to seeing these three do battle with Jack Williamson (4½-litre Bentley) on Easter Monday, 1956, in an attempt to capture the Bailey Trophy which Jack now holds for the second successive year. Other club members who have given a good account of themselves are Lyndon Sims, well known for his Monte Carlo Rally efforts, and Mike Clay, who is now awaiting delivery of a Lotus-Climax for racing next season. Incidentally, it may not be generally known that the South Wales A.C. was founded in 1903. The present membership is 196, and at the A.G.M. on 31st October it was announced that the Welsh Rally would be reintroduced next year, in addition to the usual three meetings at Castel Farm.

Also very active are the Welsh Counties C.C., a newer club founded after the war. Apart from their main events, they meet every fortnight for small treasure hunts or map-reading exercises, and have laid on a busy winter season at their headquarters, the St. Mellon's Golf Club. R. F. Rivers Fletcher, an honorary member, started it off with a most enjoyable film show, and John Fenton of Mintex followed a fortnight later. Peter Collins has promised to come along and give a talk when his motoring commitments allow it. The competitive side is not being ignored, for committee member George Turner is working on a 150-mile night rally which, he threatens, will be "a little tougher this time". George himself is building a new trials special with ultra-light aluminium space-frame, aiming at a total weight of 6½ cwt. Another special-builder is Rickey Lewis, whose Ford-engined Lotus has done well at Castel Farm and gained a fourth place in the A.M.O.C.'s Oulton Park meeting. Monty Seal's Triumph TR2 was, until September, the fastest of its breed up Prescott—and it is tuned by another club member, Doug Lane. Like Monty Seal, Dennis Parsons is a very active participant with his 1934 "chaingang" Frazer-Nash, and invariably enters for the Land's End Trial. The sideboards of both Monty and Dennis must be groaning with silverware by now.

At the moment, lack of space prevents our looking into the efforts of the many other Welsh clubs farther afield

OUTSTANDING amongst Welsh drivers this past season has been 24-year-old David Boshier-Jones with his Jackson-headed Cooper-Norton, here seen leading Don Parker's Kieft at Cadwell Park.

from Cardiff. However, we hope to go into that question at a later date; for the meantime, let us wish them the best of luck in their good work, which, apart from catering for the average enthusiast, is giving young talent the chance to prove its ability and possibly aspire to greater things.

JOHN WHITEHEAD.

ROAD IMPRESSIONS OF THE NEW STANDARD VANGUARD

THE Standard Vanguard has, for some years, been a well-liked and hard-working car. It has had one "face lift" during its lifetime, but in general it has retained its original design features. Now, it has been decided that modernization is required, and instead of trying to improve the old model, a completely new car has been produced.

The Vanguard III immediately impresses because it is far better looking than its predecessors. An increase of no less than 8 ins. in the wheelbase helps greatly in this respect, but the new body is very cleverly styled to avoid the slab-sided or box effect that spoils so many cars. The rear passengers now sit ahead of the back wheel, and a much wider seat cushion is consequently accommodated. Yet, with all this extra room, a useful weight saving has been achieved. Truly, this is design progress.

An appreciable power increase has been obtained from the four-cylinder, 2,088 c.c. engine. The gearbox still has three speeds, but an optional overdrive now operates on top and second gears. The front suspension of the combined body and chassis is by helical springs and wishbones with a rearward inclination. Behind, the normal rear axle is located by its underslung semi-elliptic springs.

On the road, the new car is noticeably lively. The gearbox is controlled from a left-hand lever under the wheel, and the overdrive from a right-hand switch or an arm opposite to the gear lever. This works out very well in practice. In particular, second speed now becomes a very useful traffic gear, with the aid of the overdrive. Speedometer readings of 50 m.p.h. and 70 m.p.h. are available, according to the position of the switch.

A genuine maximum speed around 80 m.p.h. can be attained in top gear, the overdrive giving extremely effortless cruising, though affecting the ultimate velocity but little. The car runs straight and true, needing little holding at these relatively high speeds. The steering is quite light, becoming heavier during exceptionally fast cornering. The car rolls less than some comparable vehicles of other makes, and the tyre noise during cornering is not excessive.

Powerful brakes are a feature, and repeated use makes little difference to their response. The average user may expect a fuel consumption in the region of 30 m.p.g.

The new Standard Vanguard is a useful family-sized car that can afford considerable satisfaction to the man in a hurry. At a total price of £899 17s. it will appeal to many business-cum-family motorists.

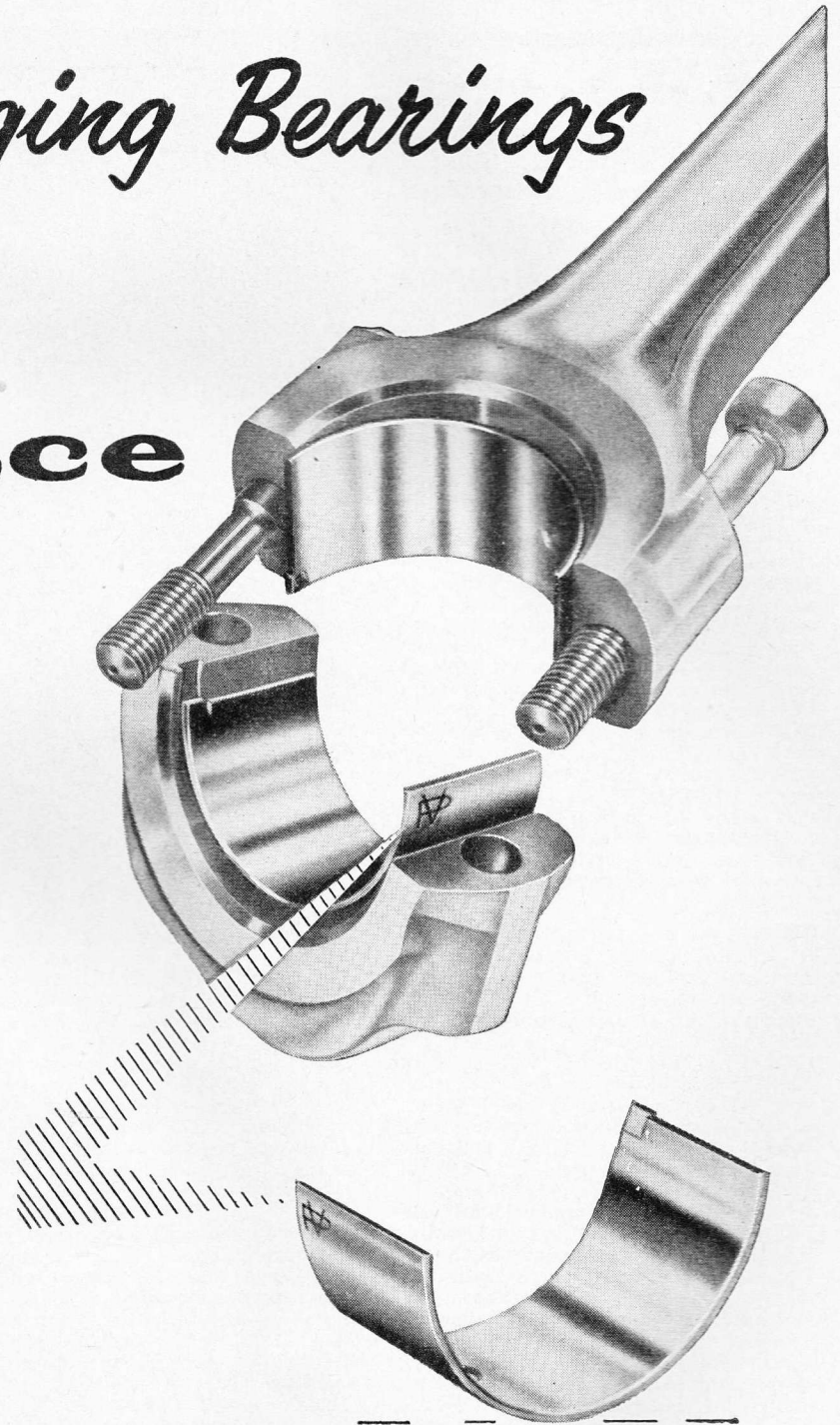
JOHN V. BOLSTER.

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NEWS FROM THE CLUBS

By Wilson McComb

My remarks last week regarding Sunday service in garages have brought a letter from a garage mechanic, Mr. Angell of Coventry, who has some pretty scathing things to say about the types who come to borrow tools (*I won't be a minute, old boy, it's just down the road. I'll leave five bob deposit*). "If the mechanic is mug enough to lend perhaps £2 worth of tools for 5s.", says Mr. Angell, "he can say goodbye to them five times out of ten".

But Mr. Angell has misunderstood me, for I was not objecting to garages which refuse to let me "scrounge tools to carry out my own repairs", as he puts it; of course such a practice is annoying, and I am not surprised that it makes him see red. I was asking, not for the loan of tools, but for *service* on a Sunday—and I was willing to pay for it. Eventually I found a garage where the job was done quickly and efficiently for the princely sum of threepence, and I can assure Mr. Angell that I shall be visiting that garage again—not because I want to "scrounge tools", but because I appreciate good service on the rare occasions when I encounter it.

* * *

BEFORE me lie announcements of four rallies scheduled to take place next week-end, so there isn't much time to chase up the details. On 10th/11th December the **Thames Estuary A.C.** will hold the usual curtain-raiser for the Cats' Eyes, namely, the Kittens' Eyes Rally, which this year does not start until 10.30 p.m. It is a "pairs" event, each two competitors completing one route card between them, and full details may be had from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea. . . . Also on 10th/11th December, the **North Midland M.C.** will run their third Moonlight Rally, which starts and finishes at Hope and will be followed by a film show; regs. from Mrs. Davida M. Pilkington, "Fairlawn", Middlewood Hospital, Sheffield, 6. . . . "No high-speed motoring necessary", says Mrs. L. M. Still of the **Harrow C.C.'s** "Petit Rally", to be repeated on 11th December. Write to her at 279 Edgware Road, Colindale, N.W.9, for full information. . . . A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancs, can tell you all about the short rally which the **Alvis O.C. (Northern)** will run on the same Sunday, 11th December. It will start at Langho and finish at Bolton-by-Bowland, which is almost as pleasingly alliterative as the Chiltern Car Club's Committee Cup Competition. . . . Hon. Secretary of the **Southsea M.C.** is now A. A. Hind, 9 Wigan Crescent, Belmont Park, Bedhampton, Havant, Hants. . . . **O.R.M.A.** social fixtures include a film show at the Town Hall, Kensington High Street, on 24th January, and the annual dance at the Feathers Hotel, Ealing Broadway, on 10th February. Tickets for these affairs may be had from Kent House, Market Place, Oxford Circus, London, W.1. . . .



A BENTLEY IN A TRIAL? Yes, but not just any old mud-plug—it's the Vintage Sports Car Club's Northern Trial, held on 19th November, in which R. L. Heath is seen ascending "Nelson's Column".

Sunday, 18th December, is the date of the **B.T.D.A.'s** annual general meeting, and the place is the St. Nicholas Hotel, Scarborough. . . . The **750 M.C.'s** Southern Centre have had to fix up their Christmas Dance at rather short notice, and ask us to announce that it will be held in the Highcliffe Hotel, Highcliffe, Hants, on 10th December; tickets from C. E. Carter, Queensmead, Arnolds Close, Barton-on-Sea, Hants. . . . Up comes another a.g.m.—this time that of the **Eastern Counties M.C.** at the Crown and Anchor, Ipswich, at 8 p.m. on 14th December. . . . Two days later, on 16th December, there is the **West Essex C.C.'s** Christmas party at the Three Jolly Wheelers, Woodford Bridge, which is free to club members. At the same hostelry on 21st December they will hear a talk by Rivers Fletcher, complete with films. . . . The **Bexley L.C.C.** extend a welcome to new members who might like a harmless event on 18th December. It starts at 9 a.m. from the Townley Road Car Park, Bexleyheath; for further particulars, telephone Mr. Francis at Bexleyheath 6349. . . . "Works support from one or two well-known lubricating companies" sounds an interesting feature of the **Northampton and D.C.C.'s** Christmas party, which starts at 8 p.m. in the Angel Hotel, Northampton, on 23rd December. . . . John Talbot, Trevithick Farm, St. Columb, Cornwall, has tickets for the **Cornwall Vintage C.C.'s** annual dinner at the Hotel Bristol, Newquay, and the date is next Friday, 9th December. . . . If you suffer from that after-Christmas feeling (and who wouldn't, after such a collection of motoring parties), then the **Romford Enthusiasts C.C.** reckon to eradicate it with "Ye Olde Christmas Rallye" on 27th December. They will finish at the Green Man, Navestock, with another party to bring the feeling right back again; details from J. W. Rose, "Newquay", 5 Hacton Lane, Hornchurch, Essex. . . . A.G.M. of the **Association of Northern Car Clubs** will be held at 7.30 p.m. on 18th January, 1956, in the White Swan Hotel, Halifax. . . . In Samson and Hercules House, Norwich, the **S.C.C. of Norfolk** will stage their annual dinner/dance on 13th December.

Some Recent Results

LEICESTERSHIRE C.C. WENTWORTH TROPHY TRIAL

30th October

Wentworth Trophy: (tie) W. H. Green (W.H.B. Spl.), and W. B. Hercock (Dellow), 81 marks lost, 12.0 secs. in test. **Second Class Award:** C. C. Robinson (Ausford), 85, 15.4.

HARROW C.C. SURREY SPORTING RALLY

13th November

Best performance: F. E. Still (Triumph TR2). **Navigator's Award:** J. L. Bushell. **Class A:** F. Denison (Standard 10). **Class B:** L. N. Needham (Triumph TR2). **Second Class Award:** C. G. Moore (Volkswagen). **Best Novice:** G. W. Carpenter (Volkswagen).

AIREDALE PIRATES M.C. AUTUMN RALLY

13th November

Premier Award: 1, K. A. Jones (Ford Consul), 39 marks lost; 2, B. Kelly (Ford Consul), 51; 3, P. Dennehy (Ford Zephyr), 73.

750 M.C. AUTUMN NIGHT RALLY

19th/20th November

Best Performance: L. N. Needham (Triumph TR2). **Navigator's Award:** L. N. Needham. **Visitor's Award:** G. Whiteaway (M.G. Magnette). **First Class Awards:** I. Ridd (Ford Popular); R. Watling-Greenwood (Morris Minor); H. Payne (Morris); H. Birkett (Ford Thames); G. Law (Ford); D. Roberts (Sunbeam-Talbot). **Second Class Awards:** S. Moore (M.G.); E. Shrimpton (M.G.); C. Dart (M.G.); C. Blackmore-Reid (Standard 10); J. Scott (Standard 8); M. Madan (Standard 10).

BEXLEY L.C.C. "SLOW HILL-CLIMB"

Vigo Hill, Kent, 20th November

Premier Award: J. Chitty (M.G.). **Runner-up:** K. Austin (M.G.).

CAMBRIDGE '50 C.C. AUTOCROSS

Green End (near Royston, Herts), 20th November

Open cars up to 1,200 c.c., and specials: H. W. Tucker Peake (Tucker-M.G.), 1 min. 40.0 secs. **B.T.D.** **Closed cars up to 1,200 c.c.:** J. Sheldrick (Volkswagen), 1 min. 52.0 secs. **Over 1,200 c.c.:** C. Smith (Ford Consul), 1 min. 57.4 secs.

FAIREY AVIATION M.C. & C.C. CHILTIERN 100 RALLY

20th November

Best performance: W. Browell/J. Wilson (Austin A30), 0 marks lost. **Class A:** W. Browell/J. Wilson. **Class B:** P. Treadgold/J. Knox-Gore (Ford Consul), 0. **Class C:** E. Fiddler/D. Balmford (Vincent 500), 41. **Team Award:** "Wee Free" (C. G. Moore, R. F. Cooper and F. V. Pound). **First Class Awards:** F. E. Still, Miss Windsor, M. R. Lambden, C. G. Moore and L. A. Wright.

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M.C.C. RALLY

IN our account of the M.C.C. National Rally we reported D. J. A. Smith (Renault 750), B. D. S. Ginn (TR2), D. O'M. Taylor (TR2) and Mrs. Anne Hall (DKW), as sharing best performance in the Hardknott Pass hill-climb test. This apparent anomaly was due to the fact that these were actually best performances in the Stanhope downhill braking test. Best Hardknott time was, in fact, made by H. B. Jacoby (TR2), with W. A. G. Goodall (Morgan) and W. Gunson (A.C. Ace) sharing second place. Our apologies to all concerned.

BIRMINGHAM Y.C.M.C. RALLY

BY all accounts the Birmingham Young Conservatives M.C.'s Border Rally on 12th/13th November was a highly confusing affair, in which two cars full of marshals became lost and the Secretary contracted pneumonia! In about 13 hours, the competitors covered some 270 miles of second class roads in the Welsh Border area, starting from Wellington and finishing at Redditch. Apart from one of the crews of marshals, no one went astray on the first section to Dolwen Junction, despite slight fog. After a break at this stage came a section involving 12 code letters and two map references derived therefrom, plus a stop-and-restart on a 1 in 5 hill and a garaging test in the early dawn.

Breakfast was taken at The Woodman, Clent, and there followed three regularity sections and a judgment test before all but six of the starters came wearily in to the finish control.

Results

Open Cars: 1. P. Hilton (M.G. TF), 45.2 marks lost; 2. P. G. Towers (Moran 4/4), 49.8; 3. J. A. Hushes (Morris Minor), 69.4.

Closed Cars: 1. D. P. Chadwick (Ford Anelia), 33.8; 2. R. T. Walton (Morris Minor), 40.8; 3. R. Chesterfield (Jowett Ja'elin), 49.2.

Team Prize: R. T. Walton, D. P. Chadwick and R. Simmons.

SOUTH ESSEX "OWL HOOT" RALLY

THE South Essex M.C.'s first "invitation" event was held on the night of 12th/13th November, and took the form of a rally which attracted 50 starters to Lamb's Garage, Woodford. Few survived the first section without penalty, for good navigation was at a premium during this 70-mile regularity test, in which the route to the St. Albans area was defined by six-figure references and the whole divided into three parts of different lengths. Crews then sought a signpost, of which details only had been given, to collect a route card and thus find the supper control at an hotel in the Chilterns.

At about two o'clock on Sunday morning the survivors began the second half of the event, with a route card and some tricky plotting to take them through Windsor, Watford, Slough, Chingford and, eventually, Ingatestown, the site of the only driving test. Over breakfast club members voted it the best rally held by the South Essex M.C. so far, while visiting drivers reckoned that it compared very favourably with the efforts of other clubs.

Results

Premier Award: K. W. J. Picken (Ford Consul).

Runner-up: A. F. Lappage (Ford Prefect).

Class B: A. E. Packer (Standard). **Class D:** A. R. Dench (Riley). **Class F:** L. S. de Meza (Allard).

Team Award: "The Bumblebees" (Lappage, J. Knight and D. S. Whitehead).

Coming Attractions

December 3rd. London M.C. 37th Gloucester Trial. Start, Royal George Hotel, Birdlip, Glos., 10.30 a.m.

East Anglian M.C. Night Navigation Rally. Start, Sudbury, Suffolk, 5.30 p.m.

M.G.C.C. (Irish Centre) Winter Trial, Eire.

Omagh M.C. Trial, N. Ireland.

December 3rd/4th. Bugatti O.C. Winter Rally.

Morgan 4/4 Club Night Rally. Start, Luton and Evesham, 10 p.m.

Hants and Berks M.C./J.U.H.U.L.M.C. Night Navigation Rally. Start, Five Horseshoes, Remenham Hill, near Henley.

December 4th. M.G.C.C. (N.E.) 8th Goathland Rally.

Malden and D.M.C. Winter Rally.

Liverpool M.C. December Rally. Start, Hare and Hounds, Tarbuck, near Liverpool, 9.30 a.m.

Hagley and D.L.C.C. Shropshire Trial and Rally. Start, Lyttelton Arms Hotel, Hagley, near Stourbridge.

Lindsey A.C. Semi-Sporting Trial. Start, Scotter Green, Yorks, 2 p.m.

Chiltern C.C. Chiltern Hills Trial. Old Merchant Taylors' M.C. Winter Rally. Start, "Durrants", Croxley Green, near Watford, 2 p.m.

Airedale Pirates M.C. Night Navigation Rally.

B.A.R.C. NAVIGATION RALLY

THIRTY-NINE competitors took part in a very intricate night navigation rally held by the B.A.R.C.'s S.W. Centre on 5th November, starting from the Little Testwood Country Club, Totton. The first of the four sections was made up of map references obtained by various calculations, these having to be inserted in a crossword puzzle which, when correctly constructed, gave the next control. Here the field tackled a regularity circuit which included the Zig Zag Hill near Melbury Abbas.

There followed another system of map references found by more calculations, bringing entrants to Cheddar for the night stop. Worse was to follow, as abstruse formulae were given to locate a number of manned controls, the set speed being 16 m.p.h. for the straight-line distance between them. At the end of this stretch came another regularity test. Last of all came a section involving a number of trigonometrical points, with calculations of still more appalling complexity. At the end of the section competitors had been told to visit a marshal who was within 1,000 yards of the control. He was, too—but at the other side of the Test River, approachable only by a 10-mile drive!

Results

Premier Award: A. F. Mark (Austin-Healey), 892 marks gained.

Navigator's Award: Miss J. D. Horner, 2. G. E. Todd (Ford Anglia), 837. 3. F. Downs (Sunbeam-Talbot), 722; 4. C. P. Hicks (Austin A50), 632; 5. E. R. Shillabeer (Austin), 528.

Navigator's Award (Average Speed Sections): K. M. Baldwick.

Club Fixtures

Monte Carlo Rally British Competitors' Club.—Dinner and discussion, 2nd December, Clarendon Hotel, London.

Lagonda Club.—Christmas Party and Prizegiving, 2nd December, Bonnington Hotel, London, 7.30 p.m.

West Essex C.C.—Annual dinner, 2nd December, Park Lane Hotel, London; Film show, 7th December, "Three Jolly Wheelers", Woodford Bridge, Essex.

Old Merchant Taylors' M.C.—Film show, 2nd December, "Durrants", Croxley Green, near Watford, 8 p.m.

Surrey S.M.C.—3rd Annual dinner, 2nd December, Mill House, Salfords, near Redhill, 7 for 7.30 p.m.

Cornwall Vintage C.C.—Meeting, 2nd December, Red Lion, St. Columb, Cornwall, 8 p.m. (Committee, 7.15 p.m.).

TR2 Owners' Association.—Social meeting, 2nd December, Otter Hotel, Ottershaw, near Chertsey, Surrey.

Mid-Surrey A.C.—Social meeting, 2nd December, Queen Adelaide Hotel, Ewell.

Cambridge '50 C.C.—Social meeting, 2nd December, Ancient Shepherds, Fenditton.

M.G.C.C. (Scottish)—Dinner-dance, 2nd December, Grosvenor Hotel, Edinburgh.

Lanarkshire C.C.—Dance and prizegiving, 2nd December, Town Hall, Hamilton.

Vintage S.C.C.—Social meetings: 2nd December, Manor Barn, Burley, Ringwood, Hants; 8th December, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; The Bell, Seend, near Devizes.

750 M.C.—Social meeting, 5th December, Abbey Hotel, North Circular Road, N.W.10.

Glossop and D.C.C.—Annual dinner-dance, 5th December, Royal Hotel, Hayfield, 7.30 p.m.

Oxford M.C.—Talk by Mrs. Nancy Mitchell, 5th December, George Restaurant, Oxford, 7.30 p.m.

Bexley L.C.C.—Social meeting, 5th December, Travellers' Home, Long Lane, Bexleyheath.

Bristol M.C. and L.C.C.—Social meeting, 6th December, Mauretania, Park Street, Bristol.

Sussex C. and M.C.C.—Social meeting, 6th December, Southwick Community Centre.

750 M.C. (East Anglian Centre).—Inaugural meeting, 6th December, Albert Hotel, Colchester, 8 p.m.

Coventry and Warwicks M.C.—Film show, 6th December, Fletchamstead Hotel, Fletchamstead Highway, Coventry.

Liverpool M.C.—Committee meeting, 6th December, Black Bull Hotel, Gateacre, Liverpool.

Alvis O.C. (Southern).—Social meeting, 6th December, Duke of York, Great West Road, Brentford, from 7.30 p.m.

B.A.R.C. (Yorks).—"Copley Caper", 6th December, Start, "Volunteer Arms", Copley, 7 p.m.

Berwick and D.M.C.—Annual dinner and prizegiving, 6th December.

BMW C.C.—Film show, 7th December, Eccleston Hotel, Victoria, 7.30 p.m.

Cheltenham M.C.—Film show and talk, 7th December, Priory Lawn, Cheltenham.

Wolsey Hornet S.C.—Social meeting, 7th December, Mason's Arms, Maddox Street, London, W.1.

North London M.C.—Social meeting, 7th December, Rising Sun, Chaseside, Southgate.

West Hants and Dorset C.C.—Social meeting, 8th December, Westbourne Hotel, Bournemouth.

Allard O.C.—Christmas party and dance, 8th December, Abbey Hotel, North Circular Road, N.W.10, 7.30 p.m.

Sunbac.—A.G.M., 8th December, Chamber of Commerce, New Street, Birmingham, 7.30 p.m.

Harrow C.C.—15th Annual dinner-dance, 8th December, Tithe Farm House, Eastcote Lane/Alexandra Avenue, South Harrow, 7.45 p.m.

Southsea M.C.—Annual general meeting, 8th December, The Leopard, Purbrook.

Buckingham and D.M.C.—Social meeting, 8th December, Swan Inn, Great Horwood, Bucks.

Lea-Francis O.C.—Annual dinner-dance, 8th December, The Toby Jug, Kingston By-pass, Tolworth Surrey, 7.30 p.m.

Romford Enthusiasts' C.C.—Quiz versus Billerica M.C., 8th December, The Drill, Gidea Park, Essex, 8.30 p.m.

LEA-FRANCIS O.C. NAVIGATION EVENT 20th November

Premier Award: Capt. N. H. Jackson (1½-litre sports).

Runner-up: E. K. Poynter (Ace of Spades saln.).

ROMFORD E.C.C. ESSEX RALLY

20th November

Premier Award: 1. Wilcox (Triumph TR2), 139 marks lost; 2. Perkin (Wolsey), 163; 3. Hill (Sunbeam-Talbot), 191; 4. Dench (Riley), 198.

Novice Award: Dillaway (Austin A40), 218.

KNOCK M.C.C. SEASON ENDS

Dellows First and Second in Open Car Class

THE Knock Motor Cycle Club ended their 1955 season with a closed trial on Saturday, 19th November. The trial started at Castlehill Road, Belfast, but all of the eight driving tests were held in a quarry at Bradshaw's Brae, where two laps of a short circuit were covered, with four tests on each.

A piece of expert marking at the first test caught many on the hop. Here the idea was to put the front wheels over three lines set at acute angles to each other. Also at an acute angle were the actual lines, a fact not discovered by some unfortunates until too late. It was probably this that cost Ronnie Martin (Renault) the runner-up place in the closed car section, as a brilliant first run in 29.2 secs. was blotted out by a penalty on the second attempt. Even Wilbert Todd (Ford Prefect) could not beat 30 secs., his second run time. Among the open cars Billy Chesney (Austin Special) had best in 25.8 secs.

The second test was a fast run round a tight circle, with plenty of slime to reduce friction. Chesney clocked 14.4 secs. on each of his two attempts, but on his first run Paddy Hopkirk (Triumph TR2) got this down to 14.2. Among the closed cars, Martin clocked 16 secs. each time and Todd, after a run in 15.8 secs., clipped this to 15.6, a time equalled by a newcomer, E. Uprichard (Ford Prefect).

Chesney was again consistent on the third test, a run around the bowl of a quarry-bed, with a "garaging" test midway. Chesney took 23.2 secs., a time equalled by B. R. Nelson (Triumph TR2) on his first run and bettered (22.2 secs.) on his second. Mervyn Glover (Dellow) got under 23 secs. each time to return the best aggregate.

On his first attempt at the last test Chesney lost the trial by collecting a penalty for striking a marker, although his second run, in 37.6 secs., was bettered only by Gordon McNally (Dellow) in 37.2 secs. This particular test showed Wilbert Todd's efficiency in placing a car just right for changes of direction and his runs in 41.8 secs. and 40.2 secs. were unequalled among the closed cars.

The results showed that Uprichard had finished runner-up in the closed car class—and the officials had to make

RUNNER-UP to Mervyn Glover in the Knock M.C.C. trial was Gordon McNally (right).



specific enquiries as to who Uprichard was. It transpired that he had joined Knock M.C.C. on the starting-line that very afternoon.

Results

Open car class: 1, Mervyn Glover (Dellow), 208.6; 2, Gordon McNally (Dellow), 209.2. **Closed car class:** 1, Wilbert Todd (Ford Prefect), 221.8; 2, E. Uprichard (Ford Prefect), 239.4.

TITTERINGTON—TRIALS CHAMPION!

Todd Wins Ulster Saloon Car Award

THE Ulster A.C.'s trial on 26th November was a routine monthly affair, but with the added interest that upon the results thereof depended the destination of the Haughton Trophy (for the best aggregate performance in closed cars). The Victor Ludorum Trophy in the open-to-all class had already been won by Desmond Titterington, and only the Haughton Trophy remained in doubt.

Last year the Haughton Trophy was fought out, right to the end, by Jim Dowling and Ernie Robb, Dowling's eventual victory being assisted by Robb's breaking a rear axle in the last trial of the season. This year the issue was between Robb and Wilbert Todd, the former using the Ford Popular which has now stood up to two seasons of harsh usage and Todd driving that remarkable vehicle which appears to be a normal Ford Prefect but which carries, among its battle honours, the 1955 Monte Carlo Rally, all of the Irish distance trials, many hill-climb awards and the Ulster Trophy Race.

The final trial started from Belfast, the entry at once embarking upon a lap of 23 miles which was covered twice, with nine driving tests in all. From the beginning, Billy Chesney (Austin Special) set about the task of demonstrating his ever-increasing ability to manoeuvre around obstacles with the minimum fuss and loss of time. The new "champ", Des Titterington, took things rather quietly in his TR2, his new McCandless still being under construction, leaving

Robin McKinney (TR2) and Sammy Moore (Dellow) to tackle Chesney's ascendancy.

But the major interest was, as already stated, in the Robb-Todd battle. For the first two tests this needle bout lived up to its name, then, in the third test, Robb slipped badly and dropped valuable marks, which more or less settled the issue. Even with this, Robb might have made amends, but that man Ronnie Martin (750 Renault), who has been coming more and more into the scene in Ulster trials, was progressing steadily through the field to annex the second place which would still have given Robb the Haughton Trophy.

W. A. McMASTER.

Results of Trial

1, Billy Chesney (Austin Spl.), 157.8 marks lost; 2, Sammy Moore (Dellow), 170.4; 3, Robin McKinney (Triumph), 172.8.

Closed cars up to 1,200 c.c.: 1, Wilbert Todd (Ford Prefect), 177.2; 2, Ronnie Martin (750 Renault), 181.2.

Annual Competitions

Victor Ferguson Memorial Trophy (best performance in U.A.C. trials during 1955): Desmond Titterington (Dellow).

J. W. Haughton Trophy (best closed car performance): Wilbert Todd (Ford Utility and Ford Prefect).

LINDSEY A.C. A.G.M.

FOR the coming year the following officials of the Lindsey A.C. were re-elected at their A.G.M. on 21st November: *President*, E. Harris; *Secretary*, N. Drury; *Treasurer*, R. G. Dexter.

EASTERN COUNTIES MASSACRE

THE sorting-out of a reciprocal bearing proved an insoluble problem to all but J. M. C. Shand/W. T. Harris in the Eastern Counties M.C.C.'s annual night navigation trial, which ended at Southwold on 19th November. No other competitor finished the 110-mile course, in which there were four sections, although there were 20 starters.

More News from the Clubs on page 720

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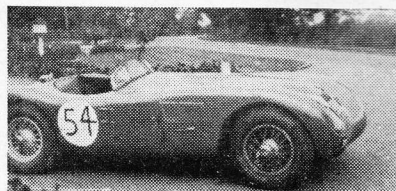
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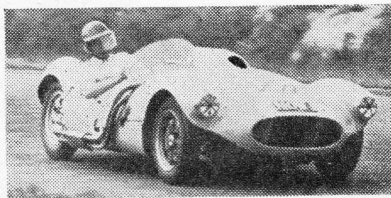
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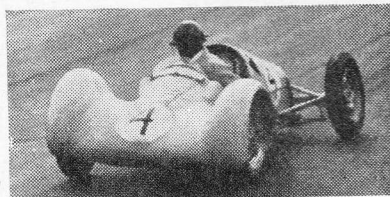
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Only One "Stopper" in Leinster M.C. Event

AFTER a spate of long-distance rallies and crossroads juzzing, the Leinster Motor Club G.V.B. Cup "mud" trial was like a breath of fresh air in an overheated room. Run, as last year, almost in the centre of Dublin City (that is at Rathfarnham Castle, three miles from O'Connell Bridge), the event drew practically every mud special in the country. Surely it is a sign of the times in Irish motoring sport that this meant but 16 cars. There was no Kevin Murray, no Jimmy Millard, no Jack Gibney or Paddy Le Fanu, all men who have been the backbone of every story about Irish mud for years. A few newcomers appeared, but hardly enough to give the impression that this branch of the sport is going to prosper.

The weather played too fair and left the organizers rather on the wrong foot, when they found that most of the entry could treat four of the six sections with something bordering contempt. The fifth was so easy that it bordered on a speed hill-climb and was scrubbed. The sixth, rejoicing under the name of Lemon Custard Pie, was not quite so funny. This involved going down into and up out of a little stream with a curved lead into the water that brought competitors along the stream bed for perhaps a few yards. Approached from the original direction this was too easy and after the second lap of the course the organizers sent the boys the opposite way through. Then the fun began; nobody got through clean, most scored four marks, a few scored six and Irwin Catherwood driving a Dellow with the not inconsiderable weight of Dudley Colley helping him along was most unlucky to run foul of the tapes in section 8.

The other sections were all too easy for most. This meant that the trial was lost and won in the driving tests, and here Stan Rutledge came into his own. Stan is not only a neat test driver but a very "cagey" one when performing on soft surfaces, and in the heel of the hunt he had gained so many marks in the tests that those who were his masters in the observed sections finished well behind him in marks.

Charlie Manders was another good man in the tests and if he had not dropped quite so many marks in these to Stan, he would have won the trial for

★
HEIGH-HO! Says Barney Manley (right), gazing at his simmering Ford Special after a particularly hectic section of the Leinster M.C.'s G.V.B. Cup Trial.



he was slightly better on the sections. The outstanding driver on sections was Irwin Catherwood, who scored 140 out of a possible 150. George Harrison and his Dellow were next best, but one of the surprises of the trial was the competence of Fred Bradshaw, a newcomer to the sport this year, and driving in his first mud trial ever. He dropped only 14 marks on the hills.

Several drivers had mechanical break-ages: Bill Young broke a half shaft on his Dellow, both Barney Manley and the one-time-famous ex-Jack Toohey, ex-Wilfie Fitsimons Ford boiled furiously and had to retire. Poor Dick Nash came all the way from Limerick only to have his Dellow's transmission pack up on the first lap.

This was a Hewison Championship trial: Stan Rutledge now finds himself with but three more mud trials until the end of the season plus a few suitable crossroads type events with the rest navigational affairs.

JACK O'DONOGHUE.

Results

Premier Award (G.V.B. Cup): J. S. Rutledge (Ford Spl.), 235.0. Visitors' Award: I. S. Catherwood (Dellow), 250.8. First Class Awards: C. H. W. Manders (Ford Spl.), 251.8; N. R. Young (Ford Spl.), 270.8; H. Lindsay (Ford Spl.), 290.2. Second Class Awards: F. Bradshaw (Ford Spl.), 292.6; H. Hillock (Ford Spl.), 293.6; J. Toohey (Dellow), 300.6.

THE RAMSGATE AUTUMN RALLY

THE second annual Ramsgate Autumn Rally, organized by the Margate and District Car Club, started from the High Rocks Hotel, Tunbridge Wells, on

Saturday, 19th November. There were 38 entrants. The first competitor started at 8 p.m. and four sections had to be completed before the one hour's compulsory break at Rake, Hants. In the first section it was required to cross a railway line, between the start and Oxted, at certain points which also had to be approached from a given direction.

The next three sections consisted of the Eight Clubs' method of finding a map reference, an average-speed section, and a difficult reversed route-card section. After the refuelling of cars and crews, the homeward route took entrants mainly along secondary roads, bypassing towns around the areas of Bognor Regis, Handcross, East Grinstead, Cranbrook and Tenterden, to Romney Marshes. After which, the route to the final control at Ramsgate followed the coast road through Hythe, Folkestone, Dover and Sandwich, the total distance being about 350 miles.

The first car arrived at Ramsgate at 9.45 a.m. on the Sunday morning, with the rest of the field following at definitely more than one-minute intervals. Driving tests then took place on the lower promenade, at the conclusion of which refreshments and the usual inquests were held at the San Clu Hotel, Ramsgate. Twenty-two competitors finished the course.

Provisional Results

Ramsgate Challenge Trophy: D. Bones (Ford Zephyr).

Open cars, over 1,300 c.c.: Dr. W. Bullen (Triumph TR2). Closed cars, up to 1,300 c.c.: P. Harris-Mayes (Volkswagen). Over 1,300 c.c.: Mrs. P. Bleckman (Ford Consul).

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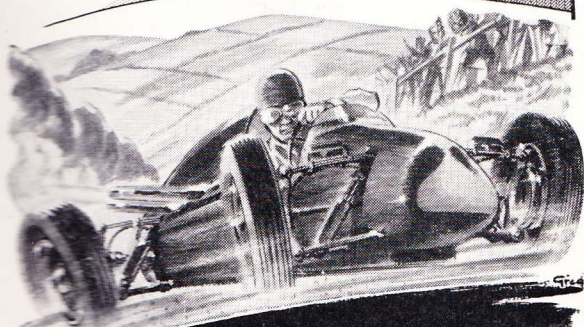
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