

**THE GRAND PRIX GORDINI**—Exclusive THEO PAGE Drawing

# AUTOSPORT

DECEMBER 9, 1955

1/6

EVERY FRIDAY

Vol. II No. 23

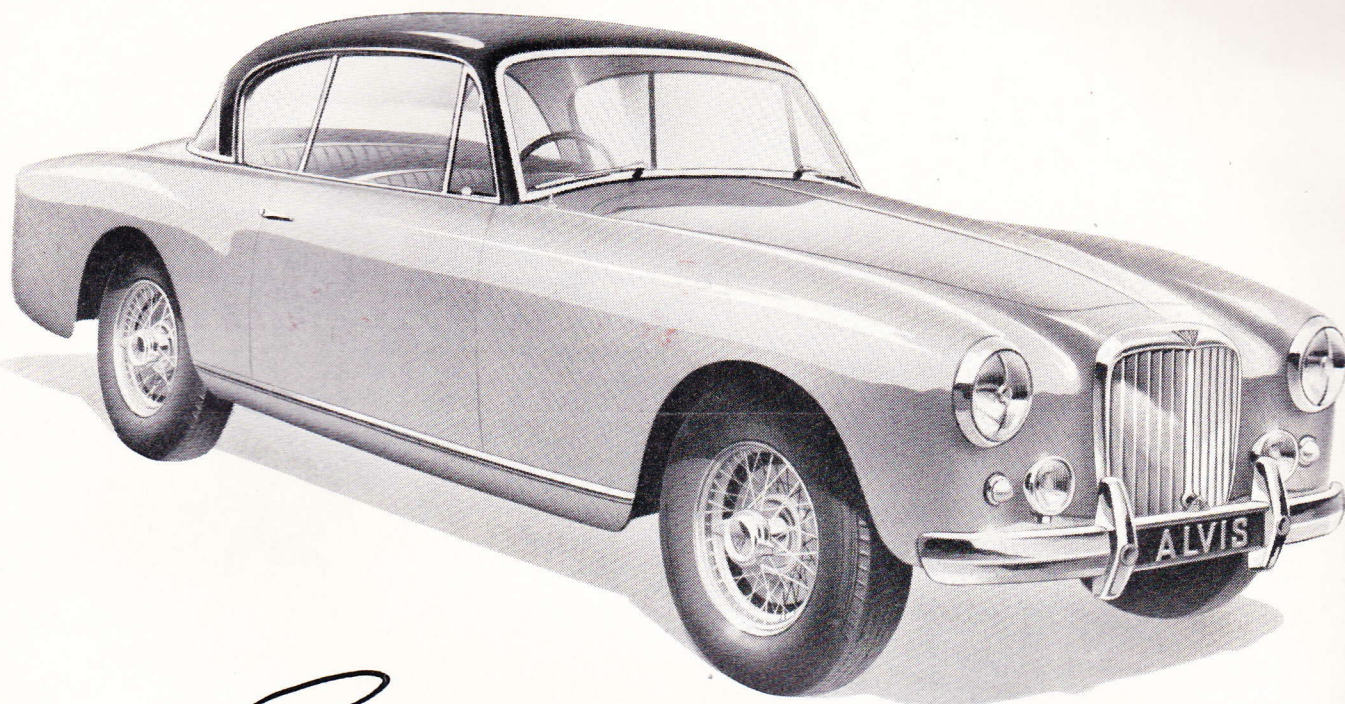
BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

THE AUSTIN-HEALEY 100S ROAD-TESTED : COMPETITION BY CORVETTE : PRETORIA CENTENARY HANDICAP  
ITALIAN VIEWPOINT ON THE SYRACUSE G.P. : THE GLOUCESTER AND CHILTERN TRIALS : AMERICAN ANGLE  
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY  
Vol. II No. 23 December 9, 1955

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## EDITORIAL

### MOTOR SPORTING FILMS

RECENTLY some excellent documentary films have been produced dealing with the sport of motoring. In the main, these are sponsored by the oil concerns, and provide a first-rate record of activities in various branches of the Sport. Usually they are technically correct, which cannot always be said for productions that emanate from the big studios. Random Films Productions, Christine Bruce Productions, the Shell Film Unit, Esso, Stanley Schofield (Castrol), the products of these are familiar to thousands of club members, and are of great assistance in promoting social life in our Sport during the winter months. One or two films have been outstandingly successful at the box office, notably *Monte Carlo Story*, but in the main, the general public has little chance of seeing them. The entertainment value of many of these specialized productions is extremely high, and AUTOSPORT is convinced that an astute booking agent might do well to have a look at a selection of them, with a view to putting them out for general release. It would do a great deal to educate the public on what really happens in motoring sport, and would offset some of the "tripe" which has been dished up as authentic motor racing films in the past. The remarkable success of *Genevieve* shows what well-handled motoring material can do. Superb colour photography assisted by CinemaScope, was productive of marvellous shots of racing in *Such Men Are Dangerous*, but the artificiality of the leading actors tended to spoil what might well have been the best motor racing film of all time. Directors would do well to study that old Cagney classic, *The Crowd Roars*, as an example of a well-made motor-racing film.

### STIRLING MOSS DECIDES

AFTER trying out B.R.M., Vanwall and Connaught, Stirling Moss, in his quest for the World Championship, has finally decided to throw in his lot with Officine Maserati, and will drive for the Italian concern in all major *grandes épreuves*. All will wish Moss the best of luck. It was not an easy choice, as he will not have the powerful organization and technical prowess of the Germans behind him for 1956, although Maserati must be regarded as being formidable challengers for top honours. However, one must not lightly dismiss other makes. Ferrari and the three British cars mentioned may provide far more powerful opposition than is generally anticipated—and there are still a few top-line drivers who have not so far signed up on the dotted line. One could imagine a trio like Hawthorn, Collins and Parnell as constituting a threat to any team—a perfect mixture of skill, speed and experience! Then what about Fangio, Gonzalez and Castellotti? Whoever joins what, it should provide a most intriguing season!

### OUR COVER PICTURE

INTO THE SUNSHINE of the Eades fields in Staffordshire plunges Alan Hopkinson in his fibreglass-bodied trials special, after tackling Ashby's Gully during the Chase Trophy Trial on 6th November. This pleasingly pastoral photograph was taken by Francis Penn.



## PIT and PADDOCK

READERS are asked to note that, owing to the Christmas holiday, the issue of AUTOSPORT dated Friday, 23rd December, will be on sale one day early; the issue dated Friday, 30th December, may reach some newsagents a day late.

AS was announced in last week's issue of AUTOSPORT, Stirling Moss will drive for Officine Maserati in Grands Prix next season. He may, however, be seen at the wheel of a British make in sports-car events.

MIKE HAWTHORN will lead Jaguars again next season, but no announcement has been made from Coventry as to who will make up the rest of the team.

IN response to many requests, Alfa Romeo are to introduce a new sports model, possibly based on "1900" components, to be called the 2000 "Sportiva".

GERMAN motor sporting authorities are not hiding the fact that the withdrawal of Mercedes-Benz may result in greatly reduced attendances at Nürburg-ring.

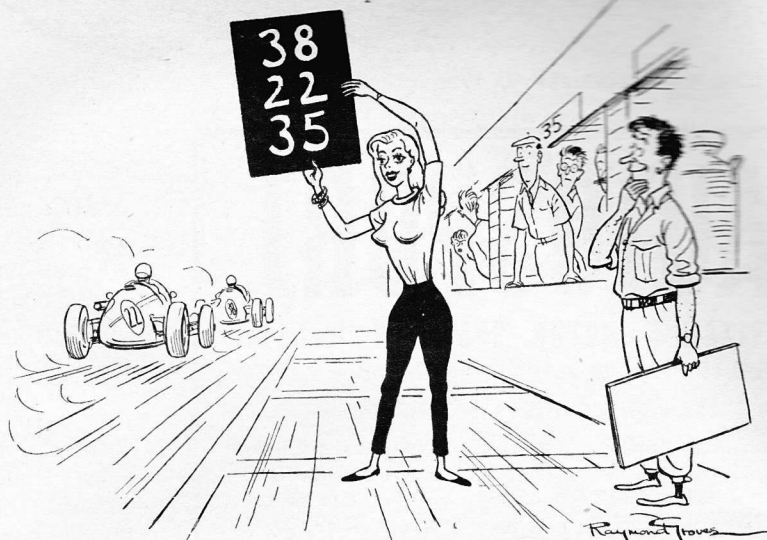
MERCEDES-BENZ will, it seems, continue to operate a racing service for private owners of 300SLs, 190SLs, etc., with Karl Kling in charge of the department.

THE young Belgian driver Olivier Gendebien, who crashed during practice for the Dundrod T.T., returned to the wheel of a sports Ferrari recently, driving an experimental machine at Modena for many laps in pouring rain during tests.

LE MANS date is still unsettled. Now the organizers are seeking to "swap" with the Rouen G.P., due to be run on 8th July.

A PARTICULARLY delectable Type 375 Ferrari "America" cabriolet has been built to the order of ex-King Leopold of Belgium.

KIEFT exponent Tommy Bridger has acquired a Mk. IX Cooper.



RIO DE JANEIRO G.P., due on 4th December, was cancelled. Also "off" is the Sao Paulo race, booked in the Calendar for 18th December.

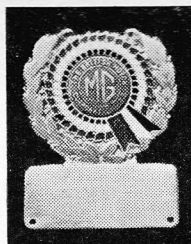
THE Alfa Romeo concern, which began as A.L.F.A. in 1906, based on Darracq designs, celebrate their 50th birthday next year. They will hold grand "manifestations" at Castelfusano, outside Rome, and at Monza, with competitions for Alfa Romeo owners, and a Giulietta Berlina amongst the prizes.

SIXTY-YEAR-OLD Pierre Marco, Director-General of Bugatti at Molsheim, has been made a Chevalier of the Legion of Honour.

Wow! They speak of making next year's Targa Florio a *Formule Libre* affair, and mixing the racing and sports cars together! And just to make sure they come, the prize fund is being augmented.

PROJECTED design by Alec Issigonis for Alvis, now alas, shelved, is said to feature a V8 engine, and all-round independent suspension, both torsion bar and hydraulic systems having been experimented with. Issigonis is now back with B.M.C. . . . New Morris Minor?

NEW MEDAL, introduced by B.M.C., is to be awarded to individual and team winners driving B.M.C. cars in 1956 European race and rally events. There will be six types, each measuring approx. 2 ins. x 1½ ins., for the six marques.



### NEW CASTROL FILMS

SHOWN in London on Wednesday, 30th November, at the British Council Cinema in Hanover Street, W.1, were three brilliant new Castrol racing films in colour, entitled "Flying Ice", "Rendezvous at the Ring" and "Grand Prix Trio".

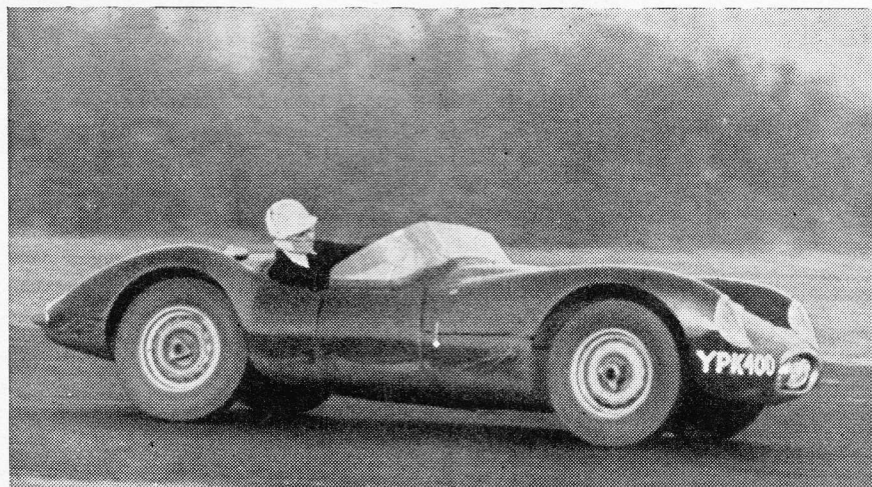
"Flying Ice" is a spectacular 13½ mins. of Swedish ice race filming, and shows some masterly driving on frozen Lake Freden by local stars, in cars such as 1900 Alfa Romeos, Peugeot 203s, etc., and—far more frightening—intrepid motor-cyclists careering around a short, speedway style course of ice and snow at incredible speeds and angles, kept vaguely upright only by the aid of sharp tyre spikes.

"Rendezvous at the Ring" also features motor-cycles, and gives a magnificent picture of a motor-cycle *grande épreuve*, the German Grand Prix at Nürburg. To see the bright red Gilera and M.V. "fours", Germany's black BMWs and Britain's silver Nortons as "stills" in the paddock is pleasure enough, but to see them in action on that circuit of circuits, with men like Duke, Armstrong, Masetti, Surtees and Bandiera in the saddle is intensely exciting and emphasizes the point so often made, that racing motor-cyclists should make good racing motorists.

Yet in "Grand Prix Trio" it is good to get back to cars, and in a mere 25 mins. this fine film takes one through three 1955 classics: the G.P. of Europe at Monaco, and the Dutch and British G.P.s. Monaco, of course, is eminently photogenic, and the cameramen make the most of it, aided by the colour contrasts offered by silver Mercedes, red Ferraris and Maseratis, blue Gordinis and the lone green Vanwall. Highlights of the Dutch race are Gould's off-course antics in the ex-Bira Maserati and Musso's spin, both at the foot of the Hunzerug corner. The devastating but exciting Mercedes walkover in the British G.P. at Aintree is admirably dealt with by Raymond Baxter, who so capably commentates in the three films. All are Stanley Schofield productions, made on 16 mm. Kodachrome.

C. P.

**ROUSING RETIREMENT:** He may have given up motor racing, but Tommy Sopwith seems to be enjoying himself at Castle Combe during last week-end's Bugatti O.C. Winter Rally. This event included several high speed laps of the famous West Country circuit, during which Tommy and his Cooper-Jaguar lapped most of the field more than once.





# SPORTS NEWS

## MOSS FOR MASERATI

THE following letter has been received from Mr. Alfred Moss, regarding Stirling Moss's plans for 1956:—

*I have to announce that, after very careful consideration and in the light of the advice given to my son, Stirling Moss, by leading personalities in the field of motor sport, he has decided to join the firm of Maserati as No. 1 driver for the year 1956.*

*It is felt that, while the new British Formula 1 cars are very good, they require further tests and modifications and will not be ready to compete on even terms with the Continental challenge until well into the season: therefore, as a professional driver, he feels that he must continue to drive for a foreign firm until the necessary developments are completed and an adequate number of cars are built to ensure a full season's racing.*

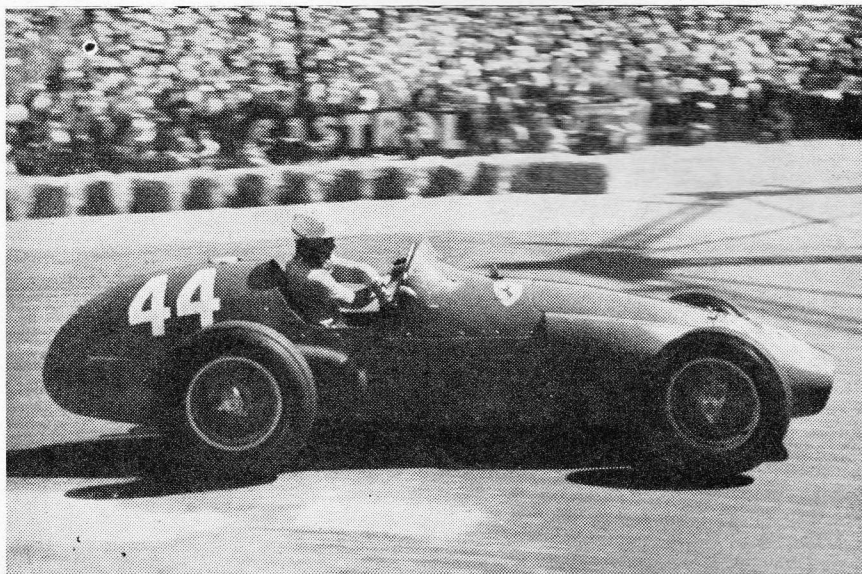
*Stirling would very much have liked to drive solely for Britain, but as he has decided that he cannot do so this year, he has insisted that he should be free to drive British cars in six of the major sports car events, and the Maserati company have agreed to release him for this purpose.*

*Alfred E. Moss.*

## SCOTT-BROWN (2.5-LITRE CONNAUGHT)

AS Tony Brooks has already agreed to drive John Riseley-Prichard's 2-litre Connaught at Brands Hatch on Boxing Day, the 2½-litre Connaught with which he won the Syracuse G.P. will be driven by Archie Scott-Brown. It will be Archie's first race in an out-and-out Formula 1 car.

Brooks, however, will drive a "Lap of Honour" in the Connaught, which will give British enthusiasts their first chance to applaud publicly his great Sicilian victory.



**CROSSED ARMS:** This picture of G.P. of Europe winner Maurice Trintignant taking the Gasometer turn at Monaco was taken by expert photographer Alan R. Smith. It provides an interesting comparison with the Salvadori shot taken at Brands Hatch by E. C. Brown, and published in our International Camera Contest feature (25th November issue).

## ECURIE ECOSSE AND SEBRING

DAVID MURRAY'S "Ecurie Ecosse" has received an invitation to send two cars to Sebring for the International 12 Hours Race. However, as no starting money is available, the cost would be prohibitive—approximately £3,000. Thus the Americans are unlikely to see the blue D-type Jaguars in action in their premier road race.

## A REDEX OCCASION

MR. WAYNE V. MYERS of ReDex, Ltd., was host to several members of the Press, and to delegates from all over the world of the concern, at the Kensington Palace Hotel, London, on 29th November. After dinner, it was announced that the company was offering over £1,200 in bonus money to ReDex users in the forthcoming Monte Carlo Rally, with £500 for an outright win. Danny Carter's Christine Bruce production of the ReDex Round Australia Trial was shown, a most exciting and admirably photographed record of the epic event. Also shown was a colour film of the 1955 event, not quite so successful as the professionally produced one.

## THE NEW CORVETTE

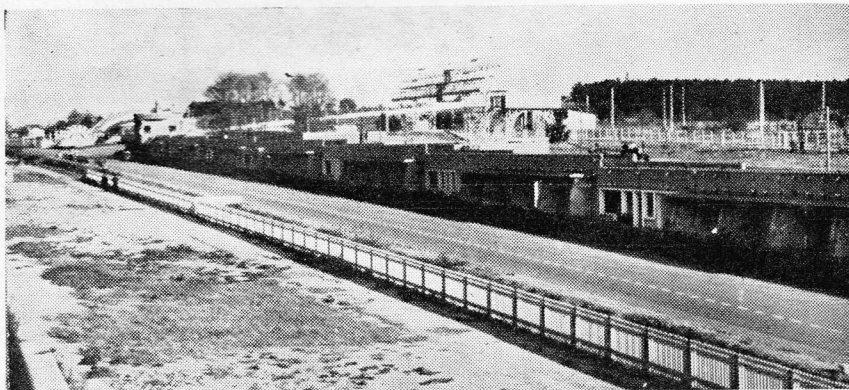
EARLY information on the 1956 Chevrolet sports Corvette reveal it to have entirely new and very clean bodywork, three-speed gearbox with normal clutch drive available as optional to automatic transmission, three-spoke steering wheel, button-operated, and automatically raised nylon "top", over two seats, arranged with an obvious thought to competition regulations.

## JAGUARS TO RACE IN 1956

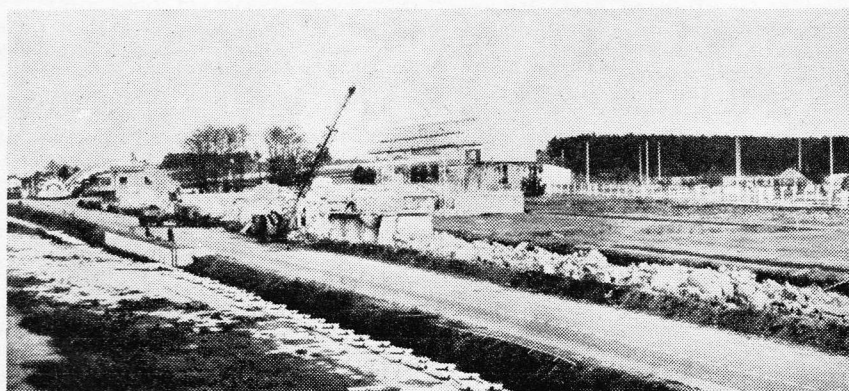
MR. W. LYONS has announced that Jaguar Cars, Ltd., will continue to race in 1956, and will be at Le Mans with a full team. So far, Mike Hawthorn is the only driver to have signed a contract, but team-building is rapidly under way.

## ADVICE FOR CIRCUIT MANAGERS

MANAGERS of racing circuits are naturally very much concerned about safety precautions at the present time, and many courses are likely to be altered considerably for this reason within the near future. They may be interested to hear of the Motor Racing Circuit Advisory Office, which was started in 1951 by John Hugenoltz, managing director of the Zandvoort circuit, and which has already assisted organizers in many parts of Europe and the U.S.A. The address of the Advisory Office is Raadhuisplein, Zandvoort, Holland.



**BEFORE AND AFTER** pictures (above and below) of the Le Mans pit area, undergoing drastic alterations in the interests of safety. The original pits are now rubble; a new, three-tier pits building embodying a public grandstand will be erected farther back, and the corner much modified in line.





# THE 26th MONTE CARLO RALLY

A Most Difficult Route Embracing the Massif Central and the Alps

THAT the XXVI Rallye Automobile Monte Carlo will be difficult is certain. Few of the crews taking part will have any illusions concerning the combined route from Paris to Monaco. Even if the weather is fairly mild, there are sections which are extremely arduous—particularly if the crews are not too familiar with them. This applies to what most Continental rally drivers refer to as "Lyon-Charbonnières" country—only in the case of that event the route is covered the opposite way—and in the spring!

From Paris to Chambéry is more or less straightforward, the main risk being secret checks and/or "speed traps" in 50 k.p.h. limits. The route runs through Fontainebleau, Sens, Tonnerre, Montbard, Beaune, Châlons-sur-Saône, Louhans, Bourg, Belley to Chambéry. The average speed is, of course, secret, as is the location of the various controls. It is expected to be between 50 and 60 k.p.h., but certainly not above that speed. Grand touring and modified series production vehicles will have to maintain an average of about 7 per cent. higher than standard touring cars.

From Chambéry, competitors take N512 to St. Pierre d'Entremont—a tricky climb, with numerous sharp bends and a generally slippery road surface. From the last-named village, the road winds over the Massif de la Chartreuse, via the Cols du Cucheron and de la Porte, the last-named normally being snow-covered during the winter months; as much of the route is through wooded country, rutted frozen snow is fairly general. The descent of the "Porte" requires great care, as there are many hairpin bends all the way down to Grenoble.

The route now crosses the River Isère to Sassenage, then round the Gorges du Furon up to the winter sports centre of Villard-du-Lans, about 3,300 ft. in the Lans mountains. Then comes the dreaded Gorges de la Bourne, where the cars leave N531 at the Goule Norre bridge to take D103 to St. Julien, and then over the mountains of Grande Larvée, Fourmillière, Varême and Beurre, through the famous tunnel and down the tortuous Col de la Rousset to Dié. The Rousset can be very difficult, not only by reason of its appalling surface, but by the fact that snow often hides large boulders. If dry, the main hazard will be the loose gravel surface.

From Dié along the Drôme valley is fairly easy going—weather permitting, of course—until the Col de Cabre is reached, which can be extremely trying in low cloud, or during heavy snow. To Sisteron and Digne is straightforward, but after Barrême, instead of the familiar Castellane-Grasse section, the organizers have put in St. André-des-Alpes, St. Julien and Annot, followed by Puget-Théniers, la Rochette, and the mountainous country behind Nice.

In place of a nice main road section to finish up with, crews will have to contend with a series of twists and turns, with always the prospect of secret time checks where least expected. Just before clocking in at Monaco, "survivors" take part in a downhill speed-cum-

braking test, probably on the twistiest 1,000 yards section of La Turbie.

The "Mountain Circuit" follows, of course, after a day's rest, but many experienced rallymen would not be surprised to discover that this preliminary Paris-Monaco classification test will be responsible for a considerable amount of sorting-out. It is small wonder that tyres will play a major part in the event. Snow and ice must be expected in both Massif Central and Alps. In any case, the new routes to Paris may cause some trouble. Glasgow, Lisbon and Munich folk have to go via Le Puy, which can be more than a little bothersome, particularly through Aurillac and St. Flour.

Paris, Rome and Athens people converge on Klagenfurt, and wintry conditions are not unknown in Austria! The travellers from Stockholm have nothing in the way of high mountains, and their route is normally kept fairly clear. Nevertheless, this route could be as difficult as any, for sudden snowstorms in Sweden have been known to defeat a small army of snowploughs. On all routes, of course, there is the risk of fog—easily the worst enemy of rally crews.

Anyway, with about 2,600 miles of winter motoring ahead of them before Monte Carlo is reached, competitors realize that this is no holiday jaunt. Fatigue will play a major part in the rally, and there will be more cars crewed by three or four folk than there have been in any of the post-war series.

G.

## THE C.S.I. AND RALLIES

Important Decisions Imminent at January Meeting

A COMMISSION composed of delegates from England, France, Italy and Germany is meeting in Paris at the moment to prepare the agenda for the *Commission Sportive Internationale*, meeting next January in Monte Carlo. They are discussing the introduction of a new Formula 2 for 1957 (which might be unofficially introduced for 1956 if sufficient support is found with organizers and manufacturers); and modifications to the "Appendix J" which describes sports cars. It is known that the French delegate will ask for a revision of the *sport de série* class, due to the unfortunate decision of the French Government to ban sports cars in rallies. The idea is that cars built in large quantity but which do not qualify for the "Grand Tourisme" class, due to insufficient number of seats, lack of windows, etc., should be grouped into a new class like *grand tourisme spécial*, or words to this effect, which would enable them to take part in rallies.

It must be realized that the ban on sports cars in rallies is not a move inspired by jealous French manufacturers who want to annoy British sports car constructors; in fact, a car like the Dyna-Junior, the only sports car in the French market, is banned from sporting events at the moment; it is not allowed in rallies and is unsuitable for circuit racing against DBs, and the like.

The Le Mans crash happened at a very unfortunate time, when the French Government was about to take drastic measures to prevent serious accidents happening in rallies. At a meeting organized at the end of last winter, M. Pérouse, then President of the *Fédération Française des Sports Automobiles*, read a letter to journalists, from the official in charge of road safety in France. It was disclosed that a secret check had been made over a few years on rallies, and that as one instance, on the Rheims-Paris stage of one of the Monte Carlo rallies, no car had averaged less than 60 m.p.h. Also a British car had been involved in an accident (in which the British driver was not to blame, however) after having averaged nearly 70 m.p.h. since it had crossed the French frontier a few hundred miles away from the place of the accident. As a result of these

disclosures it was then strongly recommended to the rally organizers to adhere to the suggested scheme of secret checks which is now legally enforced.

As for the ban on production sports cars, the government representatives were absolutely firm in banning them from the road, for while they agreed that cars like M.G., Triumph, etc., should not be barred from rallying, on the other hand thinly-disguised racing cars like the 2-litre Maserati are in the same class. It is, therefore, their suggestion that the French F.I.A. representative should try to have accepted that the production sports car class be modified. After all, there is no real difference between, say, a Dyna-Junior with winding windows (*grand tourisme*) and another one with side-screens (*sport de série*).

GÉRARD CROMBAC.

### A CHANGE FOR THE BETTER

DRIVERS of current Standard Eights and Tens will welcome a new gear lever extension knob now being marketed by Weston Electric Units, Ltd., Station Road, Foulridge, Colne, Lancs. On installing one on a staff Eight, we were surprised how much such a simple device improves an already excellent gear change. It consists of a heavily chromed extension, slightly cranked upwards and about 2 ins. long, fitted with a plain round plastic knob. It replaces the existing conical rubber knob, which in warm or damp conditions can be unpleasant to handle. The extended version is smooth to the touch and comes to hand very conveniently indeed; we can thoroughly recommend it. The price is 7s. 6d., including postage, from the above address.

### NO "WORKS" RACING M.G.s

THAT which was rumoured has now been confirmed, and the M.G. Car Company will not be competing officially in any 1956 racing events. They will continue to participate in major rallies at home and abroad, however, and will give a measure of support to M.G. private owners in their motor racing activities. The reason for the withdrawal is that the volume of orders for production MGA and other models will keep all factory departments fully occupied for many months to come.



## TRIBUTE FROM AVON

At the Savoy on 1st December the directors of the Avon Tyre & Rubber Co., Ltd., gave a dinner to Mr. David Brown to celebrate the racing successes of Aston Martin during 1955. In the chair was Mr. Charles Mason of Avon's, who rather shook the 25 guests by announcing that each would have to make a speech not exceeding 2 mins. in length. As this was after a superb dinner, no one had much difficulty in being bright and cheerful. Then followed an amusing contest, thought up by P.R.O. Philip Hutchings, which involved guessing the makes of cars on a projected screen; the fact that said cars were secondary to some glamorous beauties brought in the question of concentration and will-power, as the "montages" were shown for only 3 secs.

To assist the celebrations, that admirable host Charles Mason invited Reg Parnell, Peter Collins, Roy Salvadori and Dennis Poore. Peter Walker and Tony Brooks were unable to be present, but other Aston Martin personalities included David Brown Jr., John Wyer, Peter Miller, Jack Stirling, Dennis Buckley and Alan Dakers. Representing the Press were Tommy Wisdom, Christopher Jennings, Gregor Grant, Dudley Noble and John Eason Gibson.

## WEST ESSEX DINNER-DANCE

LAST Friday, the West Essex C.C. held its annual dinner-dance at the Park Lane Hotel. In the chair was the President, the Hon. Gerald Lascelles, who welcomed the guests, to which toast John Wyer replied. Later, the Hon. Mrs. Gerald Lascelles presented a formidable array of silverware to the various prizewinners.

This was an extremely bright affair, assisted by a first-rate band. Among the many motor sporting personalities present were Roy Salvadori, Syd Greene, Cliff Davis, Ken Wharton, Rivers-Fletcher, John Young, John Keeling, Robin Carnegie and Dick Richards. Guests at the President's table were Mr. and Mrs. E. W. Rankin, Mr. and Mrs. Gregor Grant, Mr. and Mrs. George Matthews, Mr. and Mrs. W. O. C. Sewell and Mr. and Mrs. John Wyer.

## SNETTERTON M.R.C. OCCASION

THE second annual dinner-dance of the Snetterton Motor Racing Club was held at the Lido Ballroom, Norwich on 23rd November. Over 200 enthusiasts assembled for an enjoyable evening which included dinner, dancing and cabaret.

In his speech the President, the Earl of Kimberley, congratulated Jim Russell (who comes from Downham Market, Norfolk, and started his racing career at Snetterton) on his F3 National Championship; he also made reference to the very exciting duel between Roy Salvadori and Peter Walker at the West Essex C.C.'s International meeting at Snetterton on 13th August. It was during this duel that Peter Walker put in a lap at 92 m.p.h., thus winning the handsome Vanwall Trophy, which was on display with the other club trophies and prizes awarded for the season's events. Thus ended the second year of the Snetterton Motor Racing Club, which has already over 700 members and looks forward to a most ambitious season in 1956.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

## No. 40—SHEILA VAN DAMM

THAT Sheila Van Damm is to give up car rallying after the "Monte" in January is a matter for universal regret in motoring circles. But as the youngest daughter of Vivian Van Damm, proprietor of London's Windmill Theatre, and herself a director, the tempo of business is forcing Sheila away from the Sunbeam-Talbots and Sunbeams with which she has performed so brilliantly since her first rally in November, 1950.

Her record is outstanding. She has won Coupes des Dames in most of Europe's big International rallies, including the Monte Carlo of 1953 and 1955, the 1953 and 1954 Alpines, the R.A.C. of 1953 and 1955, and the Tulip, Austrian Alpine, Viking and Geneva rallies of 1954. Furthermore, she was a member of the winning team in the 1953 Great American Mountain Rallye, and won the Ladies' Section of the European Touring Championship outright in 1954 and 1955, always accompanied by her faithful *aide*, Mrs. Anne Hall, and also, on many occasions, by Mrs. Françoise Clark. It was in 1953 that Sheila became the first woman driver from Britain to win one of the coveted Coupes des Alpes in the Alpine Rally.

Wherever she has travelled in quest of rally awards, this cheerful and very pleasant person has proved an admirable ambassador for Britain, making friends in every country and showing the motoring world what British girls can do. Not solely in rallies, either, for early in 1953 Sheila took one of the then-new Sunbeam Alpines through the flying kilometre on the Jabbeke highway in Belgium at a speed of 120.135 m.p.h., comparing well with Stirling Moss's 120.459 m.p.h. in the same car.

May the forthcoming Monte Carlo Rally see the Van Damm *équipe* achieve a truly *Grande Finale* with a third victory in the Coupe des Dames, and may Sheila find time from business affairs thereafter to grace many more events with her presence, if only as a spectator.

C. P.



"The Austin-Healey is a very attractive sports-touring car, with enough performance for the amateur racing driver who wants to take in the odd club event. . . ." The 100S, based on the standard model, was built expressly for competition work. The new grandstand at Brands Hatch imparts appropriate competition background to this picture of Bolster in Raymond Flower's T.T. car.

WAY back in 1952, Donald Healey was producing a specialized type of sports car in small quantities. I was thus greatly intrigued when I was let into the well-kept secret that an entirely new model was to be introduced. This was to be nothing less than the first production car at a moderate price with a genuine 100 m.p.h. performance.

JOHN BOLSTER TESTS

## THE AUSTIN-HEALEY 100S

*A Fast and Controllable Sports Machine  
with an excellent Competition Record*

"Meet me at Ostend," said Donald, and there I became the first journalist ever to drive the Healey, which we now know so well. It was at once obvious that this new Austin-engined car really had something, and we therefore rushed through the road test report to appear in the first Motor Show number of AUTOSPORT. We recorded a mean maximum speed of 106.05 m.p.h. at Jabbeke, and at a basic price of £850 this was certainly the Car of the Show. It is now history, of course, that only a merger with Austins saved Donald from being suffocated under a mountain of order forms and cheques, so great was the immediate success of the car!

The Austin-Healey is a very attractive sports-touring car, with enough performance for the amateur racing driver who wants to take in the odd club event. However, it was decided to lay down a limited number of chassis built expressly for competition work. Thus was born the Austin-Healey 100S, and "S" stands for Sebring, where the model achieved its first victory.

The "100S" follows the design of the normal car closely, though it can at once be distinguished by a smaller oval air intake and the absence of bumpers. There is a light, box-section pressed-steel frame, and the body and undershield are

additional stressed members. In front, the suspension is by wishbones and helical springs, with an anti-roll torsion bar. Behind, the axle is on underslung semi-elliptic springs, reinforced by a Panhard rod. Armstrong R.X.P. dampers are employed all round.

The engine is the well-known Austin 2,660 c.c. unit, but it is greatly modified for continuous high speed use. A hardened Nitralloy crankshaft, special connecting rods, and solid-skirt pistons are used, with tri-metallic steel-backed bearings. There is an entirely new light alloy cylinder head, with separate inlet ports, and the inlet valves are of Silchrome, with K.E. 965 for the exhausts. The special camshaft has extra lift and dwell, and the two large S.U. carburettors have a cold air intake.

The gearbox has four very close ratios, and the axle gives the exciting figure of 2.92 to 1, there being no overdrive on this model. Perhaps the most interesting feature is the employment of Dunlop disc brakes.

The actual "100S" which I tested belonged to Raymond Flower. It had

recently competed in the T.T., and had not, in fact, received any overhaul since that gruelling contest. It had been fitted with a standard full-width screen, which I laid flat upon the scuttle during the speed tests. In theory, the folded screen forms a deflector for the benefit of driver and passenger. In practice, the cold air of the early morning almost blew my teeth out, and so I restored the screen to the normal position as soon as the maximum speed runs were concluded! There was no cover over the passenger's seat, and I was unable to remove the extra luggage grid because sea water had corroded the bolts during the crossing, it appeared.

On taking over the car, I found that the steering wheel was too close to me. Luckily the column was adjustable, but even in its most forward position, the beautiful wooden-rimmed wheel still crowded me a little. One sat well down inside the body, and in all other respects the driving position was admirable.

For London use, the racing-type clutch was somewhat fierce at times. On the open road, however, it was ideal, gripping instantly after every change, and allowing the very best use to be made of the ultra-close ratio gearbox. The short, central lever was well placed, and the accelerator pedal permitted "heel-and-toe". The engine produced so much torque that violent wheelspin could be induced with the 8.98 to 1 bottom gear.

For some reason which is difficult to explain, the "100S" handled better the faster it was driven. At low speeds, round traffic islands, or on sharp, bumpy bends, it behaved like an ordinary touring car. To my great surprise, though, its behaviour round the 80 to 100 m.p.h. type of corner was exceptionally good. For this purpose, the 3.88 to 1 third gear was ideal, and I was charmed with

121.6 m.p.h. was reached by J.V.B. without difficulty, whilst the car's behaviour on fast bends was exceptionally good.





the way the car responded on a series of fast bends—always a much more searching test than the negotiation of a single curve.

An early morning journey on deserted roads was sheer poetry in this car. Whenever the speed fell towards the 100 m.p.h. mark, I dropped down into that marvellous third gear. Then, as the road straightened, in went the top speed, and one ran up towards the 120 m.p.h. area with the engine turning over at a relatively moderate rate. The speedometer was as optimistic as these things usually are, and I noticed that it was claiming 135 m.p.h. on more than one occasion. I timed the car at 121.6 m.p.h., but I should imagine that, with a single aero screen and in perfect tune, it would comfortably exceed 125 m.p.h. The disc brakes are superb, though requiring fairly heavy pedal pressure.

That, then, is the Austin-Healey 100S.

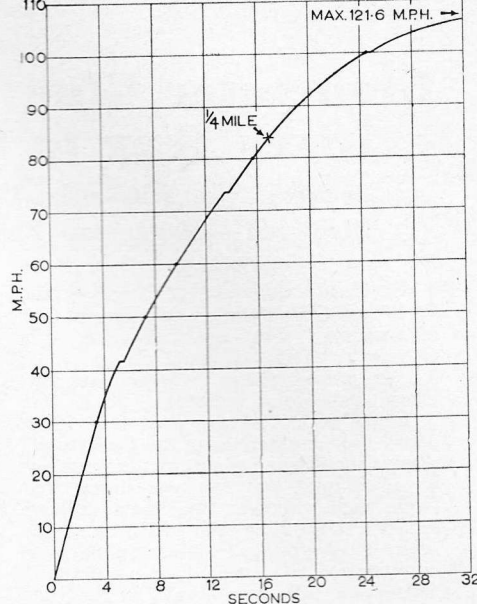
From racing results, one knows that it is a competition car of merit, with an enviable record for reliability in the longer events. As an everyday road car, it is a little noisy for town use, but its manner of going at the higher speeds has an ease to delight even the most experienced driver.

At present, the makers are so busy turning out normal models that the "100S" has been put on one side. However, most of the special "bits" can be had for the "100", or one can buy the "100M", which has a tuned engine, anti-roll torsion bar, special shock absorbers, and so forth.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Austin-Healey 100S Competition two-seater. Price £1,250 including P.T. (export only).

**Engine:** Four cylinders, 87.3 mm. x 111.1 mm. 2,660 c.c.). Pushrod operated overhead valves in light alloy head. 132 b.h.p. at 4,700 r.p.m.



#### Acceleration Graph

8.3 to 1 compression ratio. Twin S.U. carburettors. Lucas coil and distributor.

**Transmission:** Borg and Beck racing single dry plate clutch. Four-speed gearbox with synchromesh on upper three ratios and short central remote control lever, ratios 2.92, 3.88, 5.57 and 8.98 to 1. Hardy Spicer open propeller shaft. Spiral bevel rear axle.

**Chassis:** Pressed-steel box-section frame, reinforced by body and undershield. Independent front suspension by wishbones and helical springs with anti-roll torsion bar. Burman cam and lever steering with adjustable column. Rear axle on underslung semi-elliptic springs. Armstrong hydraulic dampers all round. 5.50 x 15 ins. Dunlop racing tyres on knock-on wire wheels. Dunlop disc brakes.

**Equipment:** 12-volt lighting and starting. Speedometer, rev. counter, fuel, oil pressure, oil temperature, and water temperature gauges.

**Dimensions:** Wheelbase, 7 ft. 6 ins. Track, front 4 ft. 1 1/2 ins., rear 4 ft. 2 1/2 ins. Overall length, 12 ft. 4 ins.; width, 5 ft. 0 1/2 in. Turning circle, 35 ft. Weight, 17 1/2 cwt.

**Performance:** Maximum speed, 121.6 m.p.h. Speeds in gears: 3rd, 100 m.p.h.; 2nd, 73 m.p.h.; 1st, 42 m.p.h. Standing quarter mile, 16.8 secs. Acceleration: 0-30 m.p.h., 3.4 secs.; 0-50 m.p.h., 7.2 secs.; 0-60 m.p.h., 9.8 secs.; 0-80 m.p.h., 15.4 secs.; 0-100 m.p.h., 24.4 secs. Fuel consumption, 20 m.p.g. (approx.).



*PLEASURES of cornering the Austin-Healey 100S are enhanced by the most "usable" ultra-close ratio four-speed gearbox.*

## BOOK REVIEW

**Title:** Henry's Wonderful Model T.

**Author:** Floyd Clymer.

**219 pp. Over 500 illustrations.**

**Publishers:** McGraw-Hill Book Co., Inc., 330 West 42nd Street, New York, 36. Also obtainable from Floyd Clymer, 1268 S. Alvarado Street, Los Angeles, 6.

**Price:** \$5.95 (post paid).

THIS is a remarkably good book, quite the best that Clymer has ever done. We can read things about Model Ts that we never knew before, and laugh again at the old jokes, many of which originated in Henry Ford's own publicity office. The famous trick Ts, as used by the Keystone Cops, Laurel and Hardy and others fill us with glee. That enormous wheelbase model, which went round corners in a right-angle shape, is seen with Stan at the wheel, and Ollie sitting nonchalantly in the back seat.

The drawings and photographs are excellent, bringing the whole history of the "Tin Lizzie" into clear relief. She must have been a rattling good auto, when one realizes that Henry sold over 14,000,000 of the things. She certainly made a nation car-conscious, and the history of Twentieth Century U.S.A. is closely bound up with that lovable machine with its two-speed kick-gear and epicyclic transmission. The variety of uses to which the "T" was put passes comprehen-

sion. One sees a farmer with a load that would not disgrace a Scammell five-tonner, or a doctor setting off for a holiday, complete with luggage and family—all nine of them. Some interesting shots are published of trans-continental races in which the Lizzies shone—stripped down to the bare essentials. There are the roadster models, custom-built products of an elegant age, college raceabouts, special sedans and tourers—even limousines. No motor car ever appeared in such a variety of guises, but still looked like a Lizzie.

The technical enthusiast will find all the information he wants of the "T", with every possible modification listed. There are scores of drawings, showing every aspect of that remarkable design, and a year-by-year progress report which gives an accurate picture of the whole story of the car's development, between 1908 and 1927.

Floyd Clymer will receive the grateful thanks of many older people for reviving many wonderful memories of the Tin Lizzie era, and provide younger readers with the opportunity to learn all about a vehicle which revolutionized the entire world of motoring. In truth, this is one of the best automobile books ever to come out of the U.S.A. The standard of production is extremely high. Of the dozens of Ford jokes printed, we like best the salesman with a man and wife; behind him is a poster. "Ford the Universal Car—will Plow Fields, Saw Wood, Generate Electricity, Store Grain, Pump Water, Run Stock Shears, Many Other Uses". The potential customer says, "Ma wants to know—will it change the baby's diapers?"

G.



## Gloucester Glue Gives Way to Gradient

Bernard Dees Wins from Chandler and Highwood—Marsh and Phillips Retire

LAST Saturday was, for the London Motor Club's trial enthusiasts, a day of surprises. For one thing, the 37th Gloucester Trial attracted an entry of 35 (including many Northerners), of whom only four non-started, and that is pretty good for any mud trial these days. For another thing, the Gloucester, always renowned for a particularly gooey brand of mud, was this year almost free from such viscosity, the most difficult sections depending for their sting on really steep gradient, clever taping, or a combination of both. Finally, Bernard Dees, who although always in the running seldom wins a trial outright, on this occasion defeated the combined might of the trials world to carry off the Gloucester Cup. Experts such as Geoff Newman, Rex Chappell, Johnny Jenkins and Cuth Harrison had to be content with a first-class award.

This year the well-known Gloucester sections were somewhat modified, being split into a Longridge group (seven hills) and a Henwood group (five hills). Competitors started as usual from the "Royal George" at Birdlip, the odd numbers going first to Longridge and the even numbers to Henwood. The sun shone brilliantly, although it was satisfyingly damp underfoot, as we made our way first to Longridge to find that old terror, Sawmills, masquerading as "Longridge 1". As always, the gradient looked terrifying and quite insurmountable, and that is how Ackernley, Alan Hopkinson and Fred Harrison found it. Then Percy Barden set the fashion with a lovely, fuss-free climb, and afterwards few failed except the Dellow. Cotton—rather surprisingly—used too little throttle and halted before reaching the halfway hump.

Longridge 2 was much more difficult; the surface was not so soft, but the earth was loose and the hill so off-cambered that car after car crabbed its way up, sliding off to the left despite all efforts of the driver to keep it out of the undergrowth. Lawson, Appleton, Needham—all suffered the same fate, as did Jack Broadhead despite a most ferocious attempt. A. Parsons (Dellow) couldn't even get away from the starting line, and although

*TREES (Right) almost surround the P.A.B. Special of Bernard Dees as the Gloucester Cup winner tries vainly to climb Hill 4.*

★

*TREES (Below) got in the way of E. Reynolds on Hill 2. They couldn't get his "Tufnol" - bodied Dellow away from the tree, so they took the tree away from the Dellow.*



"Goff" Imhof shook the steering wheel as a dog shakes a bone, he, too, came to rest. The first man to achieve a clean climb was Cuth Harrison—driver, passenger and car all leaping high in the air in a series of mighty bounces. Then came another crop of failures, until Geoff Newman arrived as first of the even

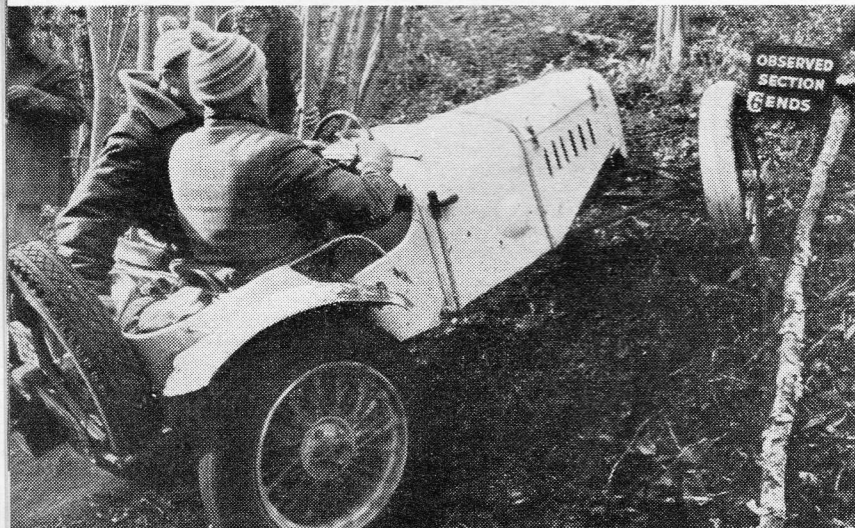
number brigade, far ahead of the remainder. Most of them managed this hill, including even T. Bellm's Dellow, but those who failed included Hollingworth, Chappell and Corbishley.

Walking on to the next section, we encountered Tony Marsh, who was also walking. This seemed curious, as he was carrying number 20, and was not yet due in these parts. It transpired that the unfortunate Tony—the only competitor eligible for a Gloucester Goblet—had broken the crownwheel of his Dellow after climbing all but one of the Henwood sections.

Longridge 3 was a brute; from a very restricted starting area, it wound its way steeply up between the trees with potholes in all the wrong places, the bends becoming progressively more difficult until, finally, they were downright impossible. To round the final left-hander would have involved taking the "Sub-section 6" board along with one, and this nobody had the temerity to do. The odd numbers cleared only Sub-section 4; then along came Newman again, to trickle gently up until his front wheels were level with that marker board.

★

*ONLY FIVE other competitors got as high as Ernest Chandler (Chandler Special) on Hill 3, and no-one passed the "Section Ends" marker. Chandler finished second, only four marks behind Dees.*





Others who joined him in Sub-section 5 were Chappell, Highwood, Kemp, Chandler and Dees.

If there be a superlative form of "impossible", then that is the word for Longridge 4. This ran parallel to Longridge 3 but was steeper and, at first, straighter. At the worst of the gradient came a tree-stump, with too little space to get around it and a danger—had one sufficient "way" on—of flipping over backwards if one charged it. But no one did charge it, for most of the entry didn't even come within fighting distance of it. Of the entire field only Newman and, much later, Johnny Jenkins climbed until they had one front wheel tight against the stump.

Norman Carr, passengered by expert Pat Atkinson, was the last of the odd-number crowd to tackle the long slopes of Longridge 5, and the first to surmount them; oddly enough, it was also his first success of the day. This hill remained difficult to the end, and Carr was joined on the dizzy heights of fame only by Newman, Chappell, Highwood, Chandler and Dees. Longridge 6 was Foxpath, which is always easier than it looks. Parsons's Dellow came to rest in the first sub-section, Fred Harrison unexpectedly failed in the last one, and everyone else sailed to the top except poor Reg Phillips, who had broken his steering and was compelled to retire.

Michael Lawson, running halfway through the odd numbers, was the first

to clear the switchback surface of Longridge 7 and the only one of the early starters to do so; his success came from a masterly display of throttle control. Even Newman failed early, but Hollingworth reached the top shortly afterwards, followed by Chappell. Highwood got no further than Newman, then Corbishley reached the top, and there followed a long succession of failures until the very last man, Bernard Dees, showed that he, too, knew how to handle an accelerator.

On the whole the Henwood sections were easier, with one exception. A score of drivers climbed Hill 8, which like most sections seemed a little less troublesome for the late starters. The first man to attempt it was Newman, who failed, and Highwood was the first to get through. Then came another "stopper"—Hill 9, whose most prominent feature was a piece of timber barring the way out of Sub-section 2, but this did nothing to help the results because the entire entry failed at the same point.

Hill 10, a straight steep climb, was another section which started by being a terror and then, when the leaves cleared, proved relatively simple. Newman, Hollingworth, Chappell, Phillips, Ron Faulkner, Highwood and Corbishley all failed, Tony Marsh being the first man with a clean sheet, but few of the remainder came to rest before the "Section Ends" card. This was followed by Gulf, which, like Foxpath, looks very much worse than it is with its combination of

a running stream, thick mud, ruts and tree roots—but only Parsons was unable to get through. Last of all came Grassy Bank, and this was so incredibly easy that not only did Parsons score his only "clean" of the day—he did so with his Dellow's handbrake on, having forgotten to release it before leaving the line!

With such a sorting-out amongst the hills, it is of academic interest only that Geoff Newman made best time in the two special tests (14.3 secs. in the first, 11.2 in the second), which were to be used as tie-deciders. Of the 12 hills, Dees climbed nine, Chandler eight, and Highwood seven, with his delightfully-named "Exspence". Modern trials specials, with their superbly tuned Ford engines, light tubular chassis, alloy radiators and even, in some cases, fibreglass bodies, are so perfectly designed for the job in hand (it seems to the writer) that anything short of the vertical matters little to their drivers.

F. W. McC.

#### Results

**Gloucester Cup:** B. H. Dees (P.A.B.), 64 marks gained.

**Thomas Cup:** E. J. Chandler (Chandler), 60.

**Committee Cup:** P. Highwood (Exspence), 59.

**First Class Awards:** J. Jenkins (Austin Spl.), 58; R. F. Chappell (Cannon), 57; G. J. Newman (Cannon 7), 56; T. C. Harrison (Harford 3), 56.

**Second Class Awards:** R. Kemp (Cannon 9), 55; R. Davis (Austin Spl.), 55; M. H. Lawson (M and L), 54; N. Carr (Trafford), 54.

**Team Award:** Dees, Chandler and J. Appleton (aggregate, 175).

**NORTHERNERS** Norman Carr and Pat Atkinson (below) caught in mid-bounce on Hill 3.



THIRD, one mark behind Chandler, was P. Highwood, seen above on the unclimbable Hill 3.



## NEW AMERICAN MODELS

AMERICAN MOTORS gave a Press showing of their completely new-looking 1956 Ramblers on 17th November in the ballroom of the Statler Hotel. Larger in appearance, the exterior width is actually two inches less but the over-all length has been moderately increased for greater trunk space. The new engine with an increase of more than 30 per cent. power, representing the result of eight years' research, develops 120 horsepower and has a compression ratio of 7.47 to 1 and a displacement of 195.6 cubic inches. It has aluminium pistons with four rings, forged four-bearing crankshaft, high-lift camshaft, full-length water jackets, full-pressure lubrication system and external sweep-type exhaust manifold. An almost 50 per cent. increase in effective braking area provides added safety to the 1956 cars. The roomy new Cross Country

station wagon was among the cars exhibited, but the new Cross Country hard-top convertible station wagon will not make its appearance until after the first of the year.

Ford is experimenting with fuel injection. A 1955 Lincoln, equipped with an American Bosch fuel-injection system, has been under test for several months at DuPont, and the car developed from 6 to 7 per cent. more power than a comparable car with carburetted engine; because the engine runs cooler, an increase of as many as five mechanical octane numbers is also possible. Fuels of higher volatility can be used because of its resistance to vapour lock. Thunderbird engineers had hoped to introduce the system in next year's model, but Ford's Central Engineering staff turned it down. Lincoln has not been turned down yet.

Small compact heat exchangers for

automotive gas turbines are a step nearer as a result of a simplified method of design developed by Ford Motor Company.

Hudson Motors have introduced their 1956 cars with a new look called V-line styling. The V-shaped grille is highlighted by a modern inner mesh pattern and the side panels continue the V-line pattern. The 1956 Hornet has a new, powerful 220-horsepower V-8 engine with a compression ratio of 9.55 to 1 and a displacement of 352 cubic inches. The overhead valve engine has a short-stroke, low-friction design for greater power and better fuel economy and features a new high-lift camshaft, a twin-throat down-draft carburettor, five main bearings, and is 100 per cent. counter-balanced. The horsepower of the Championship Six has been increased to 165 with a compression ratio of 7.5 to 1.

RUTH SANDS BENTLEY.



# Italian Viewpoint on SYRACUSE

*A translation of the report on the Syracuse Grand Prix, published in "AUTO-ITALIANA" on 10th November, 1955, under the heading . . .*

Amaro epilogo di una stagione infruttuosa

Il binomio Brooks-Connaught trionfa a Siracusa

Nel pomeriggio del 29 ottobre, mentre si disputava la prova ufficiale del V Gran Premio di Siracusa, il binomio Brooks-Connaught trionfava.

Il Maserati 2500 F. 1. venne guidato da Luigi Musso e Lino Caporaso.

La corsa, invece, è andata così: Brooks, che ha guidato la gara, ha vinto con un tempo di 1h 15m 38s. Il Maserati 2500 F. 1. è stato guidato da Luigi Musso e Lino Caporaso.

"Bitter end to an unfruitful season"

Il binomio Brooks-Connaught trionfa a Siracusa. Il Maserati 2500 F. 1. è stato guidato da Luigi Musso e Lino Caporaso. La corsa, invece, è andata così: Brooks, che ha guidato la gara, ha vinto con un tempo di 1h 15m 38s. Il Maserati 2500 F. 1. è stato guidato da Luigi Musso e Lino Caporaso.

**WE** make no apology for reverting to the subject of the Syracuse Grand Prix, and Tony Brooks's fine victory there with a Formula 1 Connaught. The profound impression made upon the Italians by this British driver and his British car is fully evident in this interesting report from the well-known journal, "Auto-Italiana".

It was in the afternoon of 29th October while official practice for the fifth Grand Prix of Syracuse was going on, that—strolling from one pit to another—we often paused before the headquarters of the Connaught. After all, our curiosity was fully justified. Carefully observing everything, as reporters do, we wanted to discover what there was—interesting and new—in the two cars to be driven by Brooks and Leston, which made their maiden bow earlier this year at Goodwood. In fact, as our bearded British colleague Jenkinson—do you remember him alongside Stirling Moss during the last Mille Miglia?—reminded us, its real start was made at Silverstone during the traditional meeting for the *Daily Express* International Trophy, when the results were received with a certain amount of indifference. Subsequently the cars—designed by Mike Oliver and built in a small works at Send, on the outskirts of London, took part last July on the Aintree circuit in the British Grand Prix, Formula 1; on that occasion, too, the test did not amount to more than a modest and not very convincing exhibition.

We have just mentioned our dogged pauses before the pit containing the British cars; we might just as well spend

our time there, for there could be nothing new or sensational in the Formula 1 Maserati 2500, which had by now been brought to perfection and had come here to Syracuse to give a quiet demonstration of efficiency, with the firm's official team, managed by Lugo and Bertocchi, and we could certainly expect nothing more from the very modest Gordini and the two Ferraris of Scarlatti and Vidilles, well proven by the past services they have rendered.

We left the course in the late afternoon of that same Saturday, after watching the last tests, while the first shadows of the evening were enveloping the semi-permanent circuit and the gardens of Syracuse, warmed by the hot gusts of the North African wind, charged the atmosphere with penetrating and exciting perfumes. We regained Syracuse fully reassured; the technical and sporting results of the fifth Grand Prix clearly appeared to have already taken on a definite shape. To our way of thinking the race would merely be a demonstrative walk-over for Maserati, who were only interested in a further confirmatory test of their car, and an approximate ascertainment of the progress realized in the works after the results of the Italian Grand Prix. At the most it would be interesting to observe, independently of the undoubted result of the race, the behaviour of the new Connaughts, if only because of the remarkable features and new points in design which they embodied.

But the race developed in quite a different manner from what could logically have been expected. It became a clear win for the foreign car, complete mastery on the part of our guests, a game "made in England", whilst on our side both men and machines were beaten

as if our pre-eminence, arduously built up over so many years of strenuous activity, had suddenly collapsed under the heavy blows inflicted upon us by foreign industry and drivers during our recent inglorious season.

But before settling down to technical considerations or to views suggested by the reports on this dramatic fifth Grand Prix, let us enjoy objectively the purely sportive feeling aroused in us by this race, during the brief two and a half hours lived in such *tempo prestissimo*, leaving aside national flags and colours and merely considering the race as a sporting event and a demonstration of power and confidence as offered by the British car and its pilot. Never at Syracuse has a Grand Prix race been run with such a combination of restlessness, drama and speed, to hold one's attention with such absorbing interest.

This keenly contested race produced 159.382 kilometres an hour as an overall average, with a mean speed of 164.720 k.p.h. per lap; the going, then, was really fast. This maintained "speed ceiling" was due first of all to Musso and then to Brooks; both of them drove defiantly right from the start and there was no pause in their aggressive action.

In fact, not once did the two adversaries give the impression that one had taken an unexpected advantage over the other; they both gave proof of prompt and efficient reaction to any such attempt, and this continuous fighting spirit soon created the impression that the decision would come towards the end, and the laps piled up without their monotony weakening interest in the race.

After some 40 laps the behaviour of Brooks and his Connaught became more dominating, whereas Luigi Musso's Maserati revealed an appreciable inferiority in comparison with the Britisher, since the former began to lose two or three seconds on each lap.

It was then that we got the convincing impression that the foreign car was the superior one and that the young driver, Brooks, was full of youthful energy and decision. Courageous, tenacious Musso and his Maserati could do nothing more to combat the smooth and confident progress of the Connaught.

At this point we are compelled to say that the new British "2500" certainly passed the Syracuse test in the most brilliant manner—in fact, we would say that it succeeded in the most unforeseen manner. Not every day do we see a

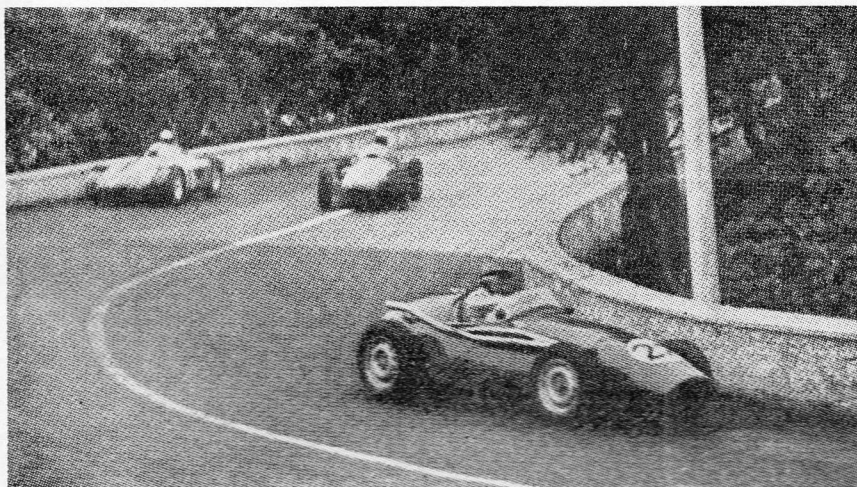


make entered for such a gruelling circuit with two cars, one of which arrives first and the other ninth after 385 kilometres of violent fast racing. The engineers at the small works in Send and British motoring circles now know that they can count on a racing car of proven efficiency. The gearbox is of Armstrong-Siddeley pre-selector type, controlled by a small lever on the dashboard. The disc-type brakes revealed themselves to be most efficient. The car is provided with three tanks, one at the rear and two detachable side tanks; the bodywork can, therefore, be removed in a few seconds.

The Alta engine is a four-cylinder in line, the valves being operated by double overhead camshafts; two large double-choke carburettors are provided. The

victory and all the honours accompanying it are his and his alone. The loser must accept his defeat.

Luigi Musso bravely put everything into his race and lived fully up to his reputation. He dared his all to win victory for his sponsors and not once did he seem to be discouraged even when defeat appeared to be unavoidable. Neither must we forget to mention the courageous effort of Villoresi, who was truly prodigal of all the verve gained from long experience. The Britisher, Gould, and the Americans, Schell and Shelby, with their valuable contributions on the Syracuse circuit, confirmed the capabilities of the foreign drivers. We can say but little of the Gordinis (two) and Ferraris (two), which gave distinct signs of inferiority.



"Auto-Italiana's" caption to this picture reads: "Defying all predictions, the Connaught of the British driver, Brooks, clearly dominated the Syracuse contest, also putting up a new record for the lap. Here he is seen all-out on a bend with the Maserati of the formidable Luigi Musso close behind, followed by another car of the same make, the streamlined Maserati of the American driver, Schell."

total cylinder capacity amounts to 2,471 c.c. and the output at 6,400 r.p.m. is 240 h.p.; weight to B.H.P. ratio equals 2.96 kg./h.p. As regards road-holding, manoeuvrability, overall equilibrium and braking, this car is really admirable. Brooks gave the impression that he felt quite at ease on the bends and had a reserve of power at his command. Both of the Connaughts were shod with Pirelli tyres, which turned out to be efficient and safe.

Brooks was simply fantastic. In this lad from Albion we had to admire an incomparable display of talent, steering capacity, sang-froid, style and class revealing the qualities of a champion already following the footsteps of his valiant countrymen Stirling Moss, Collins and Hawthorn. Within seven days, in the important Targa Florio and the Syracuse Grand Prix, the British school has revealed its champions—and what champions!

The Maserati has, then, been beaten in the Syracuse Grand Prix and, we would add, it has been beaten unexpectedly. That fact being admitted, we would be neglecting our duty and prejudicing the Italian automobile industry if we were to put forward excuses. Illusions are useless and misleading: one of the aspects of car racing is that it is peculiarly relentless, unforeseeable and decisive. The winner is always right and the palm of

The race began at exactly 2.45 p.m., Signor Russo, M.P., a leading official of the Commission for Sicilian Regional Touring, dropping the starting flag for the 15 competitors, of whom nine drove Maseratis (five for the makers—Musso, Villoresi, Schell, Shelby and Piotti) and four on their own account (Rosier, Gould, Salvadori, Volonterio), two Connaughts (Brooks and Leston), two Gordinis (Manzon and Pollet) and two Ferraris (Scarlatti and Vidilles).

Musso, in the first row with Villoresi and Brooks, immediately took the lead, followed by Villoresi, Schell and Brooks; Leston, Manzon and Shelby were closely at their heels. With lightning action Brooks gained third position at the fourth lap and at the eighth he placed himself second in front of Villoresi, and finally at the 15th lap he took over command from Musso. On the other hand Leston (with the streamlined Connaught) could not keep to the initial pace and had to stop several times, thus losing some precious time. But Schell and Shelby obstinately and progressively improved their positions until they obtained the post of honour behind the three leaders.

At the 21st lap Musso irresistibly and tenaciously caught up with his British competitor, but in the following lap the latter—driving a car which was evidently faster than the Maserati—took the lead again. Even before the race was half

through Brooks, Musso, Villoresi and Shelby were the competitors speeding "all out", all the others having been passed once, twice and even several times. Gigi Villoresi continued to keep third place nearly two minutes behind the first driver, on whom he constantly lost at least 4 secs. per lap. At the 35th lap Villoresi and Shelby were passed too, so that the struggle was practically confined to Brooks and Musso—a little less than 100 metres behind the former, when the spectators rose to their feet and anxiously followed the duel.

The two Gordini drivers, Manzon and Pollet, and Rosier, Vidilles, Salvadori and Volonterio had in the meantime abandoned the race. In spite of the encouragement he received from the crowd, Musso continued to lose ground and after 40 laps the distance between him and the Britisher had increased to 20 secs.; after 50 laps it was half a minute and at the 60th lap 40 secs. divided the two adversaries. In the meantime, at the 55th round Brooks made the best lap with 2 mins. .02 sec. at an average speed of 164.726 k.p.h.

Towards the 60th lap Musso regained part of the lost ground, completing three laps at a very high speed, but later on, during the last few laps, the Italian began to lose again, whilst at the 70th lap Brooks finished his triumphal march at top speed.

Gigi Villoresi, Schell and Shelby finished the race one lap behind. Of the other arrivals, we may mention the unconcerned attitude of Piotti and Scarlatti.

Sincere and well-deserved praise is due to the organization, which appeared to function practically and perfectly, as is now always the case with the enthusiastic managers of the concern which runs the Circuit of Syracuse, among whom Cav. D'Amico Urso and Dr. Boccadifuoco do so much. Renzo Castagneto is still the clever, firm and expert manager of the actual race, during which Commander Siciliani represented the C.S.A.I. with full authority.

The engineer, Sig. Di Macco, timed the competitors ably and punctually.

VINCENZO GARGOTTA.

## PADDED COMFORT

KAROBES, the well-known manufacturers of seat covers, have put on the market a useful cushion, known as "Trixi". It is, in fact, three foam rubber pads, covered in gay rayon material and joined together in such a way that they can be used as a small thick cushion or a large thin one. The size, opened out, is 15 x 12 ins. and it folds to 5 x 5 x 12 ins., with carrying handles at one end. The price is 35s. and the address, Karobes, Ltd., Leamington Spa, Warwick.

ITALIAN Scuderia Guastalla is to be under the management of Franco Cornacchia; cars will include Formula 1 Maseratis, to be driven by Gerino Gerini and Piotti, and a number of sports "Masers", with Moroni, Pinzero and Cornacchia to call on as drivers.

OSCA are working on a 750 c.c sports car, which Cagianca should be driving next season.

THE new G.P. Bugatti-type 251 may make only one 1956 appearance—in the French G.P. at Rheims.



Addison Austin in the Chevrolet Corvette at Thompson has left the Thunderbird far back, beyond the parked car inside the circuit. This, the sharpest bend on the course, demonstrates that the Corvette does not lean unduly.

what would happen to a well-prepared car in serious U.S. competition.

Meanwhile, the sound of Detroit war drums changed in tone and America is told loudly of Chevrolet's stock car success in winning virtually every NASCAR event entered this year. Next comes word of a 1956 Dodge, setting 306 new A.A.A. records on the salt of Bonneville, stressing speed runs of 114 m.p.h. in addition to 31,244 miles of endurance. No sooner said, when a 1956 Chevrolet,

## COMPETITION BY CORVETTE

*Experiences at Thompson, Watkins Glen and elsewhere establish raceworthiness of Chevrolet's 4.3-litre V8 sports car*

It is with intense interest that your writer watches the complete reversal of American automobile manufacturers' sales policy in regard to competitive events. Chevrolet first introduced the Corvette sports car in 1953 and advertised it as a non-competitive car in which the owner could enjoy merely the "fun of driving". The first Corvette to be delivered on the eastern seaboard of the U.S. was ordered by Briggs Cunningham and it was this car that I tested for a New York motoring magazine. Frankly, the car had many faults, suffering mainly from quite poor cornering adhesive qualities on rough road surfaces and consequently being a far from ideal proposition for the speed-seeking average U.S. motorist. I thoroughly agreed with the factory, thinking that these cars were not intended for racing.

Luckily, I happened to meet the famous Indianapolis "500" race driver, Mauri Rose, at General Motors' remarkable Motorama a few weeks after my experiences with that original six-cylinder Corvette. Mr. Rose is given to extreme

tact but none the less managed to inform me that there was much in store for the U.S. sports car as offered by General Motors, where he is employed as a director-engineer of the Corvette division. Knowing Mr. Rose as a fine sportsman and brilliant driver, I decided thereupon, to follow the Corvette programme most carefully.

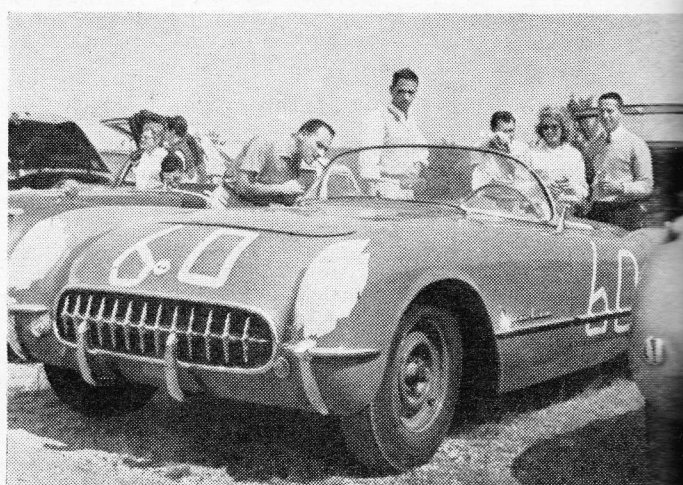
By BENJAMIN WEST

I have not been disappointed. And luck again is at my side. A close friend of mine is, of all fortunate combinations, a first line S.C.C.A. competition driver, an owner of a local Chevrolet agency of considerable size, and a man willing to allow me to drive his new specially ordered V8 Corvette to my heart's desire. In fact, the Corvette was ordered by this Mr. Addison W. Austin for the express purpose of demonstrating to ourselves and AUTOSPORT readers exactly

driven by Zorra Duntov, set production car records in climbing Pike's Peak, a feat advertised on TV, by folk singer Burl Ives, and in every major U.S. newspaper and magazine . . . all before the car was publicly shown. And a beehive of activity is Ford's new proving ground, now being rushed to completion at the foot of that famous Pike's Peak run. The next item should be—factory-prepared teams at Sebring, Le Mans, and onwards.

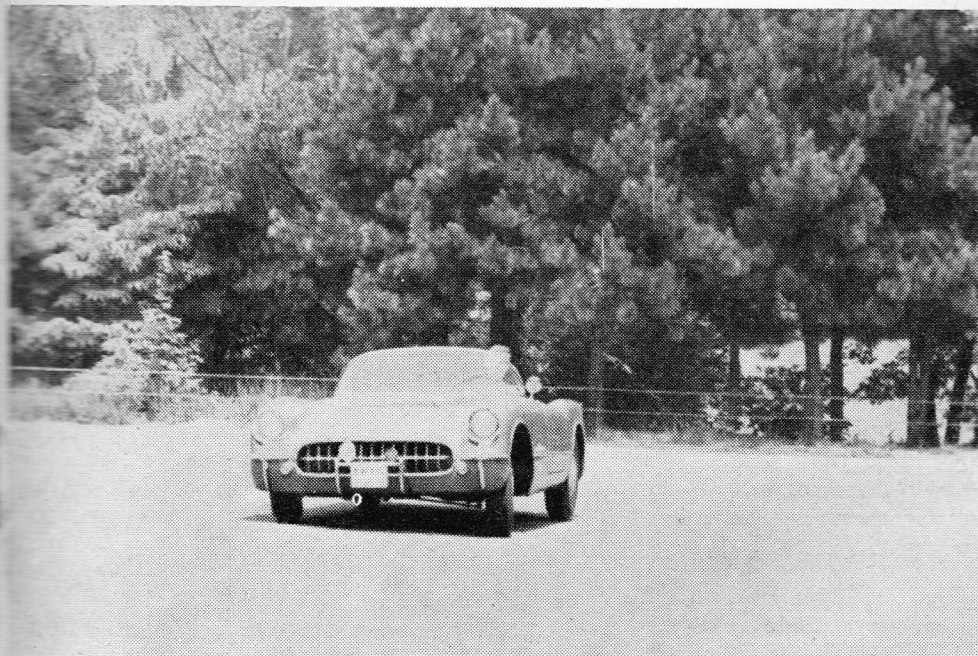
So much for trends "Mercedes". . . . Let's get to the facts on our particular Corvette. Ordered 1st June, the car finally arrived 22nd July. This delay was due, no doubt, to strict stipulations by Mr. Austin to omit "luxury" equipment. Almost all Corvettes come from their special assembly line burdened with extras, hence a wait is standard if one orders "no radio, heater, white wall tyres, etc." Austin forgot to say "no windshield water squirt equipment," so this was factory fitted. It did not weigh enough to remove, however.

In stunning red, the car body lines



**WELL-TAPED:** For racing purposes the headlights and various body joints on the Corvette were carefully taped-up. As a production American sports car, the Chevrolet attracted many fans before the start of the Thompson meeting.





were virtually unchanged since the pioneer o.h.v. six. But it was very apparent that much development has been carried out by the fibreglass division of G.M. Gone entirely were the wavy surface faults found in all early Corvettes. The door latches and trunk fastenings were in good alignment and stayed so through some very rugged going. The lacquer was of excellent quality and well sprayed on, as some severe flying stone tests were to show. As usual, the handsome white and red leather-plastic upholstery was neatly installed and of unusually fine quality. Comfortwise, the cockpit and its two individual seats are ideal for man-sized pilots, Austin tipping the scales at some 210 pounds.

Seat belts were installed impromptu, no deliberate provision having been made for such items. As there is no side contouring of the seat base cushions to secure one's thighs, a wide belt is in order, as is a fascia grip for the passenger.

The windscreen proved impossible to remove quickly, in fact requiring almost an hour of shop work. So all events were entered with this "wind brake" in effect. As the car does quite well at speeds over the century, it seems not out of place to reckon Austin one position better for each race run, had a race screen been fitted. But I must write this secretly, and know what Austin will remark upon reading.

The o.h.v., 4,344 c.c. V8 stock (four-throat carburettor and special cam) engine was found in perfect tune upon delivery. Austin's own excellent shop test equipment verified our ears and spine sensations after trial runs. A slight resetting of the float level was required after some 3,000 miles and several events, and the factory specified sparking plugs (A.C. 43-5s) were too cold for modest motor-ing. Going to A.C. 44-5s cured such

minor fouling and it was later proved that the car would race on either type plugs. When the car was well run in, the 43-5s were left in place for all usage. Further changes were to Firestone Champion 6.70 x 15 tyres *with tubes*. (This grade tyre is the most inexpensive Firestone, chosen by many drivers "who know" for the reason that such shoes have less synthetic rubber content in the tread mixture and consequently provide superior adhesive qualities. They wear out sooner, but grip better while they last.)

My own first trial of the car proved that the Corvette engineering staff have indeed succeeded in improving the road-holding of the V8. True, the car does not have the soft ride of its American competitor, the Ford Thunderbird, but neither does it break away on all four wheels at low speeds with consequent appalling tyre wear. (A Thunderbird raced at Thompson early in the season made the required 10 laps, about 15

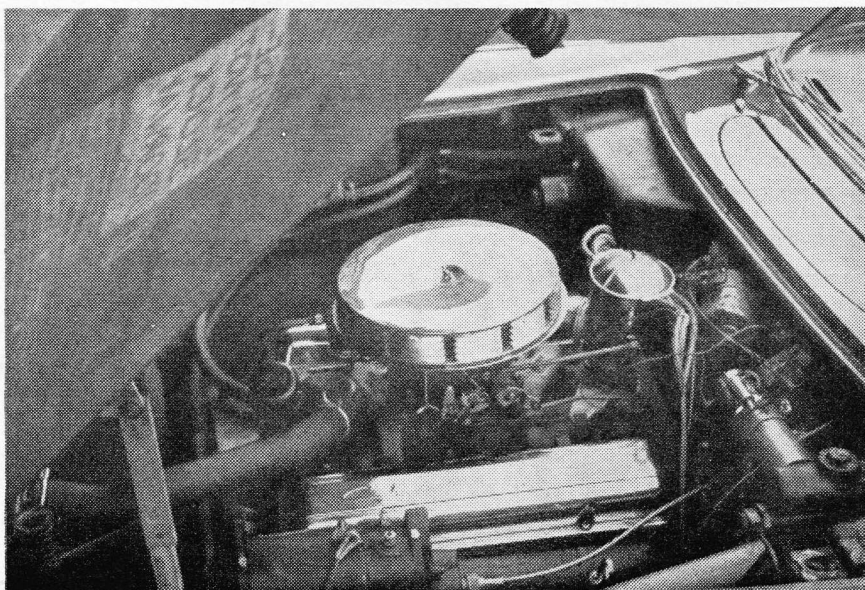
*NO ROLL: The Corvette at "full bank", its owner negotiating a 100 degree bend at full bore, defies usual transatlantic traditions of suspension "sloppiness".*

miles, and came in with a stock left front "shoe" completely gone through to the casing fabric—and was subsequently refitted with the best Pirellis.) The new Corvette does howl a bit on sharp, low speed bends, as do the best Mercedes of passenger type. But it has been my experience that such tyre noise at polite speeds can mean excellent traction at full tilt if the geometry and so on are right. And it is thus with the Corvette.

The Corvette 16:1 steering requires  $3\frac{1}{4}$  swings lock to lock, is pleasantly light and just right for the novice driver who is encountering a helm system somewhat better than the 20:1 sort prevalent on most of our stock vehicles, including the Thunderbird. Note particularly that this vastly improved Corvette does not have ball-joint suspension (standard on all other 1955 Chevrolets) but uses an adaptation of their 1954 stock car A arms i.f.s. design. A further note is that the new V8 engine weighs at least 100 pounds less than the old 6. And some careful parts-catalogue searching tells that Corvette aero type dampers are not stock passenger items.

Austin's first competitive trial of the car was to have been a stiff hill-climb event up Mount Washington, New Hampshire. Heavy rains made mess of the road and the cars were offered an acceleration trial on a nearby airport runway instead. This consisted of about a  $\frac{1}{4}$ -mile sprint from standstill to a pylon marker and return. The Corvette ran against many Jag. 140Ms and placed second in its class following a 120M (fitted with special gears) by two seconds. Considering that Austin made a rather wide tour in rounding the marker on his first run, this performance seemed promising.

Next came a race at Thompson which showed how not to race-start a Corvette. One must realize that, in order to compete with cars having conventional 4-speed boxes, the GM two-ratio "auto-



*ROOM TO BREATHE: Underbonnet space of this competition version of the Corvette is uncluttered with power steering, power-assisted brake mechanism or other luxuries sold optionally.*



## SPECIFICATION OF THE CORVETTE

**Car Tested:** Chevrolet Corvette sports 2-seater. Price \$3,200 delivered (approx.).

**Engine:** V8, 3½ ins. x 3 ins. bore and stroke, 235.5 cu. ins. (4,344 c.c.). Pushrods to overhead valves. 8:1 comp. ratio. 195 developed b.h.p. at 4,200 r.p.m. Carter 4 throat carburetter, automatic choke. Delco Remy coil and distributor.

**Transmission:** Powerglide automatic type, reverse and bottom gears are planetary, top direct, all through torque converter. Ratios: top, 3.55; low, 6.46; low plus converter, 13.57. Central control lever. Hotchkiss drive, semi-floating hypoid gear rear axle.

**Chassis:** Box section steel frame passing above rear axle. I.f.s. by wishbones and helical springs with rack and pinion steering. Semi-elliptic rear springs. Telescopic type dampers. Bolt-on, pierced disc wheels. 6.70 x 15 tubeless tyres. Bendix hydraulic brakes, 11 ins. drums, 2 ins. F., 1½ ins. R. width.

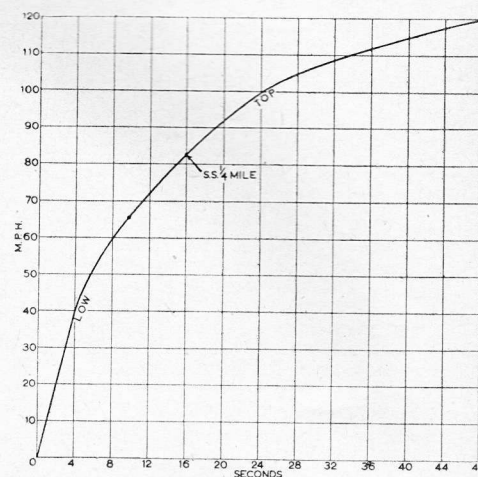
**Equipment:** 12 volt Delco lights and starting, speedometer, rev. counter, ammeter, water tem-

perature, oil pressure, fuel level gauges. Self-parking wipers. Optional: radio, heater, demister, water squirt screen clearer, WW tyres, directionals.

**Turning Circle:** 43 ft. to left, 39 ft. to right. Weight, 2,800 lb. at kerb. 48 per cent. load on rear. Ground clearance, 6½ ins.

**Performance:** Maximum speed, 123 m.p.h. Speeds in gears, 62 m.p.h. is shiftpoint for low to top in HI range setting of control lever. Speeds to 76 m.p.h. were obtained by use of LO (LO may be safely engaged at such speeds for engine brake by use of "double clutch method" wherein control is pulled into neutral while engine is revved up). Acceleration (approximate average taken over three-month period of tests), 0-30 m.p.h. 3.1 secs., 0-40 m.p.h. 4.2 secs., 0-50 m.p.h. 6.1 secs., 0-60 m.p.h. 8.5 secs., 0-70 m.p.h. 11 secs., 0-80 m.p.h. 14.1 secs., 0-90 m.p.h. 18.5 secs., 0-100 m.p.h. 24.5 secs. Standing quarter-mile, 16 secs.

**Fuel Consumption:** Driven hard, 16 m.p.g. Average 20 m.p.g.



## Acceleration Graph

of the driver, above the steering column.

Rather like old-time vehicles of sport, one finds the glove compartments to be in the windowless doors, that the nylon and Plexiglass side curtains are not ideal for side vision, that the nylon top rubs one's cap busily on slight bumps, and that the vision line upwards ahead is sharply cut off by said hood. This completely disappearing top may well be called a one-man affair . . . for only the man who has fully practised putting it up can manage the job neatly. The very tidy trunk space must be cleared if one must seek tools or the spare wheel, and the deeply recessed licence plate oft becomes conveniently obscured behind its plastic window by misting, mud or dust . . . to the baffled constabularies' deep concern.

Much has been said concerning the disadvantages and advantages of fibreglass bodyshells, but few actually know what it costs in time and money should one be shattered . . . and shattered is exactly what happens. One case occurred where an owner creamed the entire side of his Corvette from the door rearwards. A factory team of three was required by the local dealer to fix things up and the job took a total of three weeks, counting waiting time. The bill rendered was some \$900 and the owner's insurance company took loud exception, saying that the panelbeating of ordinary metalwork in similar mishaps would have totalled under \$200. The factory was sorry but could do nothing. That was the price of fibreglass repair.

I think the much rumoured-about 1956 Corvettes will doubtless turn out fine cars minus many of these minor defects, and that fibreglass repair charges will be lowered. One thing I know for sure. The 1956 Powerpack V8 four door pillarless salon Chevrolet has acceleration *phenomenal*, due to a 9.2 compression ratio, improved breathing, and a slightly altered cam, gaining smoothness throughout the power range. This atomic-like engine, dropped into a Corvette, should put it well ahead of many very expensive creations and bring the American sportsman a truly good sports car. Let's all pray that the new GM pride and joy is just that and not a beast burdened under automatic window raisers and useless chrome adornments. If Mr. Rose has his way our prayers will be answered.

matic" gearbox requires special techniques. One trick is starting. Analyse a low gear coupled with converter giving a 13.57 bottom gear effect, with final drive 3.55:1, torque at 3,000 r.p.m. rated 260 ft./lbs. and race weight, with driver, of approximately 3,000 lbs. Being remarkably sturdy, the "Powerglide" box will withstand revving to some 3,000 r.p.m. and whipping into low range at standstill. On road surfaces with excellent adhesion this can whisk the car away neatly. The start line at Thompson resulted in some of the most magnificent wheelspin seen in years. A lesson was learned, but the only other U.S.-built entry, a lone 'Bird, was easily led to the finish.

We then set sights for the big race at Watkins Glen, and found over 20 140MC "Jags," sharing the class with no Thunderbirds entered. Starting (properly) in 10th row, Austin easily held position with a Mercedes 300SL directly astern, and overtook two of the Jaguars before entering the first bend. Here was a hell-for-leather event, in which the Corvette hounded many excellent drivers in top-tuned cars and showed 123 m.p.h. on the straight. The technique of passing "Jags." was by now well established and is as follows. Hold the low gear direct (6.46) up to around 6,000 r.p.m. and listen for the "Jag." ahead to change up from second to third (or watch his smoke if you like). As the "Jag." changes, whip into high ratio (3.55) with full throttle and pull ahead if all goes well. Once leading, the Corvette will hold its own through any bend . . . if the brakes are not cooking.

But consider the day's warmth at this last Watkins Glen. The tarmac on the bend in front of the grandstand was melting to a point where the flag marshal soon stuck his slow flag deeply into the road surface and any giddy young pilots who insisted on speed at such points provided unpleasant thrills on each lap. Such experts as Sherwood Johnston, overall winner in Cunningham's D Jaguar, were very content to motor through much of this event . . . Bill Lloyd remarking that his Maserati would have done better in a swamp. The Corvette brakes were factory-fitted Delco and were proving that passenger car equipment has its limits. Austin was making do with his expert downshifting of the Powerglide and an "occasional"

brake pedal. The Corvette eventually took two rapid bends in very far-reaching fashion and lost a place or two so doing. Finishing position was 10th overall, and seventh in class. The best Jag. was third in the class and it can be mentioned that the 300SL "Merc." passed Austin finally at the 10th lap when the Corvette brakes were very sad indeed.

Hereafter, the stock brake linings were removed and the 158 square inches shoe area relined with Raybestos heavy duty. The brake efficiency improved enormously and no further trouble was encountered. It is calculated that the Corvette brakes have 109 square inches to the ton . . . more than adequate for all ordinary usage. The safe tyre loading is theoretically 900 lb. above kerb weight, and the car weight figures 13.71 lb. per h.p. (The Thunderbird is listed 425 lb. tyre loading, 15.55 lb./h.p.)

Following Watkins Glen came an S.C.C.A. event at Thompson, in which the Corvette took third place behind two beautifully piloted Jag. 140MCs. Another big time race was entered at Hagerstown, Maryland, in which the Austin entry was awarded "Best Performance in a U.S. car" and again proved itself able to catch other class runners on the long runways. Ending up the season, Austin ran once more at Thompson and won first in class, third overall. A Porsche Spyder 550 was first, an Austin-Healey 100S was second, and a hurried 300SL spun out after Austin rode its tail-lights for some laps. Behind Austin came a Jaguar 120M, an Austin-Healey 100, one or two 140 Jaguars, and a Lotus Mark 9 which did not last to finish. Thus ended the season.

Before closing this review some mention should be made of the everyday features offered by Corvettes. The unpadded facia is still grievously laid out with a much-too-small tachometer well out of easy eye scan at panel centre, and the oil pressure dial virtually forgotten at extreme right of the horizontal cluster. Perhaps we should be grateful that it is a dial with needle and not a light.

Speaking of lights, one can never, never drive off in a Corvette without releasing the hand-brake, as a dazzling ruby diamond lamp virtually blinds the eyes in mid-day as warning. This startling device is nicely located dead ahead



# AMERICAN ANGLE

by Ruth Sands Bentley

New York City, November 27, 1955.

## Great American Mountain Rallye

**B**ANG, went the third iron rod as it hit the pavement! Knocking down all three barriers in his garaging test to ensure losing only 45 points and staying ahead of second-place Kriplen, Stewart Blodgett (Triumph TR2) made the mistake of also knocking over a supporting can and losing an unexpected additional 10 points—and first place by just two points to Donald Kriplen (Porsche Speedster).

At the end of the Great American Mountain Rallye yesterday morning, the leaders were:—

Stewart Blodgett and John Baugh (Triumph TR2), 202; Donald Kriplen and Charles Rickert (Porsche Speedster), 218; Walbridge Bailey and Inge Bailey (V.W.), 219; William Bulck and Emil Bulck (Austin-Healey 100), 226; John Ryan and Richard Turney (M.G. Magnette), 233; William Baldwin and John Harrison (M.G., TD), 243.

In fact, the first 12 of the 57 cars in the Rallye were all close, and each driver knew that by stopping his car short of the barrier in the garaging tests, two points would be assessed per inch. On the other hand, if the car's bumper accidentally knocked down the bar—balanced between two closely spaced marker cans barely a car's width—15 points for each of the three stops would be the penalty.

The elimination tests were held last night under the lights of the I.B.M. parking area in Poughkeepsie, New York, and some cars which appeared to have their bumpers almost flush with the barrier were actually inches away. With a fast forward run, and braking; a reverse hair-pin, and braking; and then another forward, scores were mounting rapidly. The measurer would call: "17 inches!", and the scorer would answer: "34 points lost"; then "9 inches", and "18 points lost", etc. By the time Blodgett (winner of the Rallye two years ago) made his run, 45 lost points would still mean victory for him—but he was not counting on knocking down one of the stanchions too!

Third-place winner Emil Bulck, who finished second last year, had the disheartening experience—after an excellent garaging performance which would have meant a tie for first place—of not using his handbrake on one of his three stops and losing 15 points. Instructions read, "As you come to a full stop, the handbrake must be fully applied". Walbridge Bailey (Austin-Healey) won fourth place. Points amassed for the first four places were 257, 259, 272, 295.

Sponsored by the Motor Sports Club of America under A.A.A. sanction in affiliation with F.I.A., the event was much better organized this year than last. Check points, managed by Ross Merriitt,

were entirely manned by personnel from the Long Island Sports Car Club who used Longines Olympic timers and had their car radios tuned into W.W.V. (the U.S. Time Observatory). At the prize-giving, the applause accorded the timers and checkers was deafening.

While Lincoln Gap gave most trouble last year, this year's difficult spot was Smuggler's Notch—just north of Stowe, Vermont, in the skiing area. Even the club's president, Bob Grier, who with George Spagna went ahead of the Rallye to check the roads, slid on the ice on Smuggler's Notch and landed in a ditch. He had a long delay before his Chrysler 300 was back on the road. It was on Smuggler's Notch that Bill Baldwin lost first place by sliding and hitting the rear of his car against the mountain; the half-hour tail-light repair lost him 9½ minutes, or 50 points, at the next control. And last year's winner, Bill Grauds, spent a couple of hours digging his new 1956 Oldsmobile out of the ditch on White Face Mountain. Making a run for the icy climb, Grauds came upon some bogged-down sports cars and a tow truck—too much interference for an icy climb!

Three Hillman Huskies, entered by Rootes Motors Inc., won the Production Touring Team Trophy, and gained second in the factory team class. Drivers were J. Herson, B. Krag and J. Penn, all of whom are Rootes dealers in the Eastern States.

Most courageous entrant was 75-year-old Mrs. Martha Schweighofer who came all the way from Iowa to navigate for her son H. M. Schweighofer in his Porsche. The Schweighofers finished high up the range to qualify for the final elimination trials.

## Nassau Nears

**N**EXT week an automotive exodus takes place at Miami when the S.S. *Queen of Nassau* sails for the Bahamas. Guaranteeing speed and excitement, among the 141 entries, will be some 17 Ferraris and five D-type Jaguars, the latter to be driven by Sherwood Johnston, Jack Rutherford, Ernest Erickson, Charles Wallace and Loyal Katskee. Never have so many Ds competed at one time on this side of the Atlantic, and seldom has a race sounded more promising than the Nassau Trophy.

## Duane is Director

**D**UANE CARTER of Speedway City, Indiana, has been appointed Director of Racing for the United States Auto Club, the new organization which will succeed the Contest Board of the American Automobile Association as the governing body of international racing

in the U.S.A. Carter, who began track racing in California in 1932 while a student at Fresno State College and later drove midgets until the outbreak of World War II, is well known in racing circles. During the war he was a field representative on British Rolls-Royce engines for the Packard Corporation, working under the supervision of the Air Service Command in England until VJ Day.

Carter resumed his racing career in 1946 and has driven in eight 500-mile races at the Indianapolis Motor Speedway, finishing fourth in 1952 at an average speed of 125.259 m.p.h. In 1951, he was A.A.A. Mid-West sprint car champion. He has driven in three Mexican road races, but is probably better known to the sports car fraternity for co-driving the Cunningham coupé with Phil Walters in the 1952 Le Mans 24-hour race.

## Chanteclair Chatter

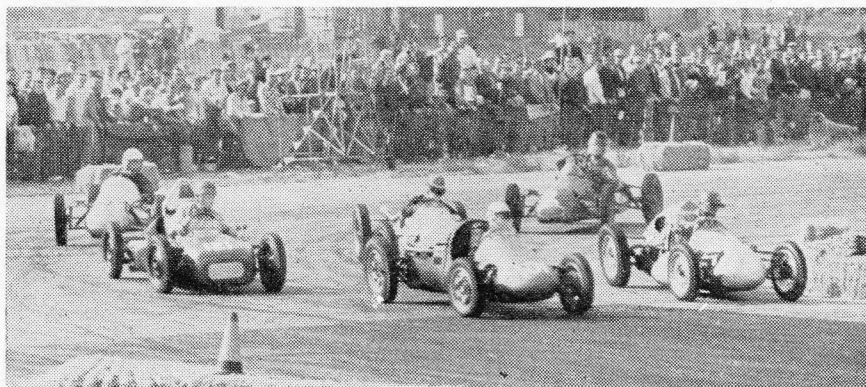
**A** GAY group lunching with Alec Ulmann and editors Harvey Janes and Diana Bartley of *Auto Age* recently at René Dreyfus's restaurant were Baron de Graffenried, Harry Schell, Louis Chiron, Count Lurani and publisher Canestrini during a stop-over in New York en route from Venezuela to Europe.

## S.C.C.A. and their "PALS"

**P**.A.L. (Police Athletic League), a benevolent organization which provides recreational centres for children throughout Greater New York City in an effort to keep youngsters off the streets in overcrowded areas and to curb juvenile delinquency, has just completed a racing programme. The activity was planned by Esso Standard Oil Company, who contributed over 500 Schuco Micro-Racers to P.A.L., and were assisted in their effort by the New York Region of the Sports Car Club of America. Competition in the neighbourhood centres was keen; although white lines marked the courses, the cars were difficult to manage and usually not more than one or two out of eight crossed the finish line to get the chequered flag. During the several weeks of competition, S.C.C.A. racing drivers Bill Procter, John Bentley and John Gordon Benett showed up at the various headquarters to give the chequered flag to the cars and to talk to the youngsters about safety practices used in club events. The winning child from each area met on Herb Sheldon's N.B.C. television programme for the finals last Friday, and were driven to the rooftop studio by members of the

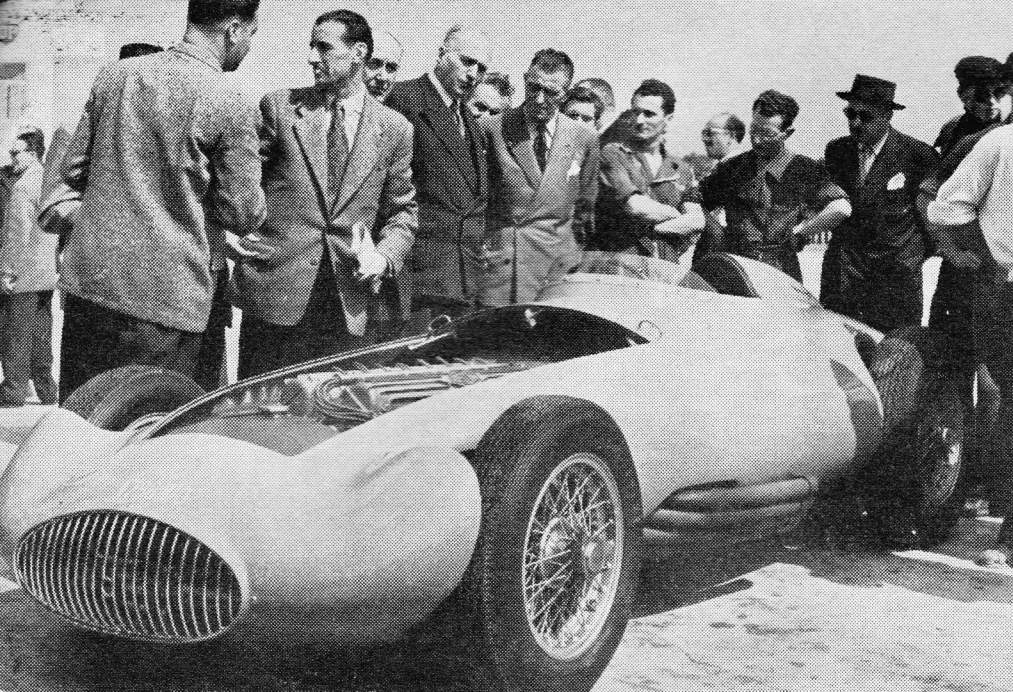
(Continued on page 740)

NOT a British airfield, but California! This animated first-lap Formula 3 scene, at the S.C.C.A. (Los Angeles section) National Grand Central meeting on 13th November, shows Morrow's J.B.S. about to take the lead from an assorted field. Eventual winner was Dr. Leon Becker (Mk. 9 Cooper).





# THE GRA



PREMIÈRE showing of the new car took place at Montlhéry in the summer of this year. In the centre of this group (in light suit) is "Le Sorcier", Amedée Gordini.

1956, the third year of the current Grand Prix Formula 1, promises to be full of interest and unequalled for many years in the colour range which we may expect to see in every starting grid. The absence of silver will make competition fiercer, now that Mercedes-Benz have withdrawn their all-conquering machines, and the ubiquitous red of Italy will be relieved by at least two other colours. Green may be worn by no less than three marques, if the plans of Connaught, Vanwall and B.R.M. all come to fruition, and the blue of France should be carried by both Bugatti and Gordini. The unusual, transverse-engined Bugatti is still an unknown quantity from the practical point of view, and the straight-eight Gordini has so far proved disappointing, but it is intriguing to speculate about the prospects of these two rival teams from a country which has not been notably successful in post-war Grand Prix racing.

The G.P. Gordini made its first appearance last September in the Italian Grand Prix at Monza, but retired after eight laps with valve trouble, and retired again in the Syracuse Grand Prix on 23rd October. Its full-width frontal aspect closely resembles that of the Bugatti—so closely, indeed, that it will be difficult to tell their noses apart if Bugatti abandon the "EB" front grille—and like the Bugatti, it is powered by

a twin-o.h.c. straight-eight engine. However, the Gordini's engine is fitted in the more conventional position ahead of the driver; the power output is quoted as 256 b.h.p. at 7,300 r.p.m., against a vaguely rumoured 270 b.h.p. for the Bugatti. Both cars have five-speed gearboxes, but whereas with the Bugatti the power goes therefrom to the popular de Dion rear end layout, Gordini have bade farewell to their unreliable old rigid rear axle with an unusual form of independent rear suspension. The suspension links take the shape of two opposing "L"s to each wheel, with torsion bar springing and Messier dampers. Disc brakes of Messier design are also employed, mounted inboard at the rear and outboard at the front. The Gordini's front suspension is of the same unconventional type, while Bugatti have become even more unconventional by reverting to a rigid front axle.

In all other respects, too, there are interesting differences in the designs of the two French contenders for G.P. honours. Although both have tubular chassis, the Gordini utilizes single side-members of relatively large diameter, whereas the Bugatti has twin parallel side-members of smaller diameter. Although both engines are straight-eight 2½ litres, the bore and stroke of the Gordini are 75 x 70 mm. against the Bugatti's 76 x 68.5. Both use four twin-

choke carburetters, but the Gordini's are made by Solex, the Bugatti's are Webbers. Finally there is the greatest difference of all—that the Gordini is forward-engined and the Bugatti endowed with a rear-mounted unit. In the country which has produced both the Simca and the 4CV Renault, the *estaminets* will surely echo with endless argument on this point alone.

Difficulties have impeded Amedée Gordini's career throughout, as related fully in "Gordini the Sorcerer", which is being serialized in AUTOSPORT. In the case of his new "eight", however, not only has this machine yet to achieve full raceworthiness, but Gordini must then find front-rank drivers to take it creditably through Europe's Grands Prix. Jean Behra is with Maserati, Maurice Trintignant is hovering between Ferrari and Bugatti, André Simon has yet to recover his old form after prolonged illness; while Jacques Pollet and Hernando da Silva Ramos give much promise but have some way to go yet before attaining top G.P. driver status. Nor have the chances of new French talent appearing been helped by France's much attenuated 1955 season, following the Le Mans disaster.

As ever, the Gordini has been produced on a strictly limited budget, and it may be that firm financial aid will be necessary if the small Paris concern is to complete development of their latest car. The advent of the new Bugatti, moreover, could halve Gordini's chances of securing material support, a state of affairs which is unlikely to strengthen France's chances in future Grands Prix.

## Specification

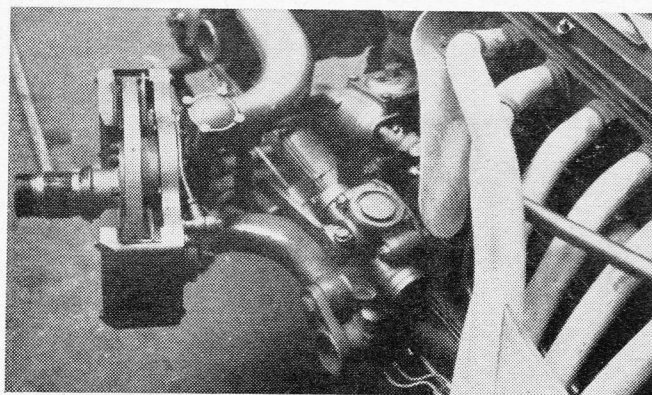
**Engine:** Eight cylinders in line, 75 x 70 mm. (2.498 c.c.). Output quoted as 256 b.h.p. at 7,300 r.p.m. Twin overhead camshafts driven by train of gears from forward end of crankshaft. Mechanical fuel pump. Forward-mounted water pump. Single Scintilla magneto, skew driven from front of crankshaft. Four Solex twin-choke carburetters.

**Chassis:** Single, large-diameter tubing.

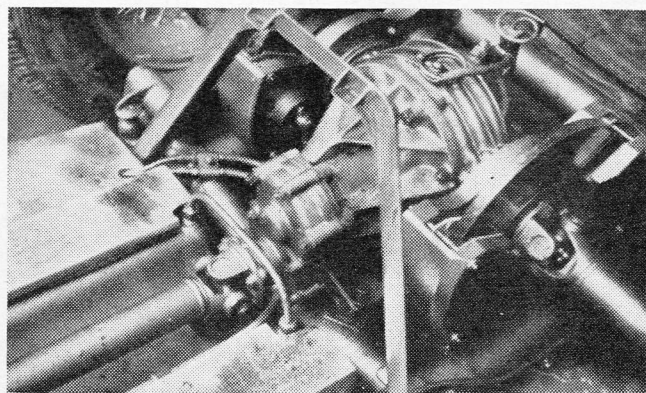
**Suspension:** Independent all round by torsion bars and opposed L-shaped links. Messier dampers.

**Transmission, Brakes, etc:** Five-speed gearbox mounted behind engine. Chassis-mounted final drive. Short universally-jointed drive shafts to rear wheels. Messier disc brakes, outboard front, inboard rear. Duplicated hydraulic braking system (independent master cylinders). Tyres, 550 x 16 ins. front, 700 x 16 ins. rear.

**Weight:** Dry, 650 kgs. (1,430 lb.). Starting line trim, 875 kgs. (1,925 lb.).



FORE-END: Visible are the disc brakes and the opposed L-shape suspension links, one at the top and one at the bottom of each king pin.



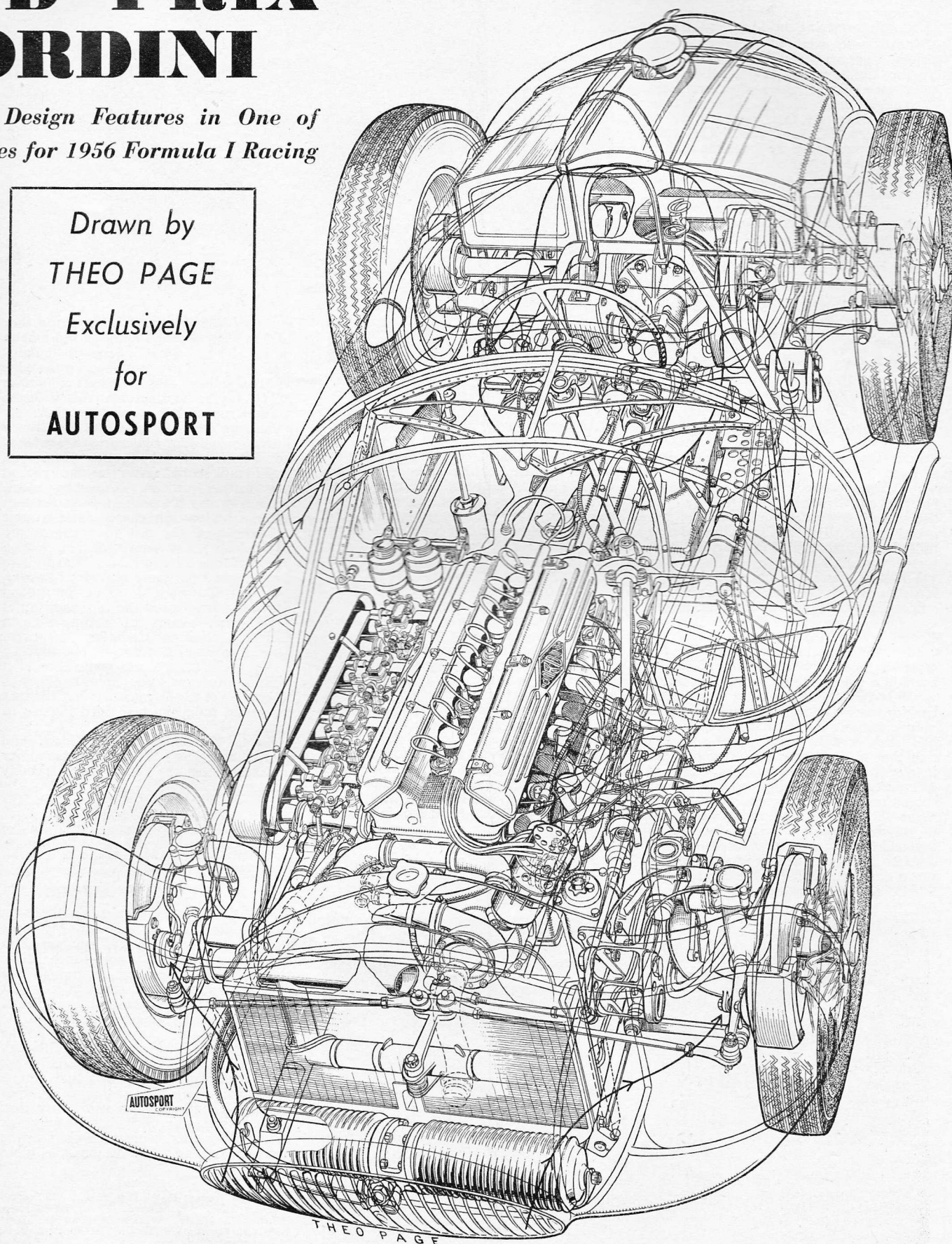
AFT: Here the disc brakes are mounted inboard, closely flanking the chassis-mounted differential. The independent rear suspension is similar to the front.



# AND PRIX GORDINI

*Novel Design Features in One of  
the Hopes for 1956 Formula I Racing*

Drawn by  
**THEO PAGE**  
Exclusively  
for  
**AUTOSPORT**





*GOING DOWN the steep chalk slope of Section 4, Percy Barden continues non-stop towards his runner-up award.*

THE sole surviving mud-trial in the area north and west of London is the annual Chiltern Hills Trophy Trial, run by the Chiltern Car Club. The 11th such event took place between High Wycombe and Marlow, Bucks, last Sunday, when, in fact, no member of the Chiltern C.C. took part. The entry of 18 cars was made up from the invited clubs: the London, Falcon, Hants and Berks, North London Enthusiasts, Maidstone and Mid-Kent, Kentish Border and 750. A number of the entrants came over from "The Gloucester", held the previous day, but Bernard Dees had to be content with sixth place, the Chiltern Hills Trophy going to A. M. Erskine for a very fine performance, devoid of unnecessary fireworks, in a red Ford



## The Chiltern Hills Trial

*A. M. Erskine wins Chiltern Hills Trophy in fine weather trial : P. A. Barden runner-up*

Special that was unique in being called a Ford Special. Percy Barden ran a very close second, only two marks behind, and virtually lost the trial on the seventh hill when he stopped on the initial hump. He, in fact, climbed five hills "clean", to Erskine's four, but that was not enough to make up the leeway.

The first three climbs were in High Heavens Wood, the first one being fairly straightforward (and upward) but having a tight left-hand twist right at the top. Touching the marker tapes was forbidden and this finished the section for most of those who attained any height. Faulkner reached nine before touching, as did Percy Barden, but last man, Erskine, went all the way to make the only clear run on that hill. Section 2 had such a tight initial turn round a tree that no one managed to get round it to score more than one mark. Section 3 had two such twists, so that some scored one and most scored two—but no more—before the contingent moved off to a chalk quarry where the special test and Section 4 were situated.

After the test, which was an uphill sprint in which Ron Faulkner made B.T.D. in the Paul Special, we had a

look at Section 4, which was a spectacular affair, on the side of a steep chalk bank. The boys were required to follow a zig-zag course up and down this bank, the gradient steepening and the tapes getting closer with each pitch. With some air in the tyres for a change, six managed 10 marks and we all went back to Marlow for lunch.

J. C. Smith also had the job of replacing his steering drag link which had snapped in the middle, and succeeded in getting mobile again in the afternoon, when we went to Shillingridge Wood for the remaining eight sections. Section 5 involved a left turn in a hollow, then hard up a very steep hump. One after another the wheels spun helplessly until R. Davis came along in the only Austin 7-powered car, and cleared the section easily. Following his tracks, Messrs. Dees, Smart, Barden and Erskine also cleared it with varying struggles, then on to Section 6, which looked horrifying, but which was conquered by eight com-

petitors. Charging off up a slope they had to clear a sharp hump (front wheels in the air) and a gully (crew in the air). Bernard Dees's car grounded on the edge of the gully and Formula 3 driver H. C. Taylor became entangled with the marker ropes after a spirited attack.

Section 7, as we have said, was Percy Barden's undoing, but many others fared no better. J. C. Smith, Dees and Erskine all scored seven; no one reached any further up the steepening slope. Section 8 was a complex in-and-out of a large hollow but caused little trouble to most, and the last four climbs ran parallel up a leaf-strewn hillside, Section 11 providing the most fun. Hardly two cars reached the same altitude; however, two that did were those of Smith and Barden, who cleared the top, the former amid great clouds of steam from a furiously boiling radiator. Bernard Dees also reached the top, but touched a tape near the bottom and although it went unobserved, was sporting enough to confess it to the marshal; but for that he would have finished third instead of sixth.

So to the finish at the Coach and Horses near High Wycombe, where over a welcome tea the results were speedily produced.

S. P. S.

### Provisional Results

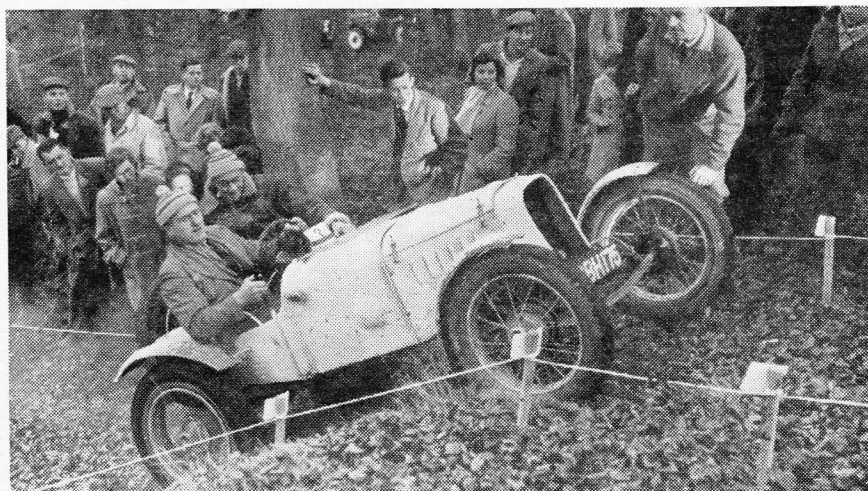
**Best Performance:** A. M. Erskine (Ford Spl.), 82 marks; 2, P. A. Barden (P.A.B.), 80; 3, J. C. Smith (J.C.S.), 75; 4, R. Davis (Austin Spl.), 74; 5, M. Hazlewood (M.H.S.), 70.

### RALLY IN MINIATURE

LOWSONFORD was once again the start and finish point for the Midlands M.E.C. Miniature Rally, run on 27th November. The 29 competitors found the 160-mile route, which ran to the Cambrian border and back, a fair test of both driving and navigating skill. A couple of tie-deciding tests added to the day's enjoyment. No one completed the road section with a clean sheet, although no rough surfaces or navigational tricks were included. The provisional results were available in full within an hour of the finish, and these awarded Ray Best (A40 Sports) the Mayman Trophy for best performance, with the donors of the award, Mr. and Mrs. Mayman, a close second.

### Results

**Mayman Trophy:** R. W. Best (Austin A40 Sports). **Under 1,500 c.c., Closed:** 1, L. B. Mayman (Morris); 2, H. W. Whitehouse (Morris). **Over 1,500 c.c., Closed:** 1, E. N. Ludlow (Ford); 2, D. P. Miller (Jaguar). **Open cars:** 1, K. N. Ballisat (Triumph).





# CORRESPONDENCE

## "Nine Hours" Flashback

I AM pleased to be assured that, after all, Mr. Bolster's remarks that my accident at Goodwood during the "Nine Hours" "was due to a piece of clottishness" were not intended to apply to me, and that he does not hold me responsible for the accident. (One makes so many mistakes in a long experience of motor racing that it is pleasant to be in the clear at times!)

I have received so many nice letters and messages from drivers and others, all of whom confirmed that there was oil on the track. Several of the writers have said that when the cars passing the spot before me slid, they expected the rest to slide and thought an accident was bound to occur. This makes me wonder whether we could not have some form of oil-on-the-track signal at night. Could not the marshals at the various corners have Aldis lamps equipped with lenses showing the "oil on the course" signal (yellow and red), and a yellow and a red lens. We could not expect them to recognize oil on the course in the dark, but once a few drivers started to slide at least the rest would be warned.

In one of the earlier "Nine Hours" in which I drove at Goodwood, Messrs. Lucas provided overhead signalling apparatus for night use, and I am wondering what snags there were with this, as it was not used again.

ANTHONY CROOK.

CATERHAM HILL, SURREY.

[AUTOSPORT agrees that no driver can do much about it when there is oil on the course, especially at night, and AUTOSPORT does not, of course, hold Tony Crook responsible for the accident.—Ed.]

## What Made The "Silver Arrows" Go?

SO Mr. Semeraro wants to know what made the "Silver Arrows" go! Quite simply, Fangio and Moss, backed by superb organization. Where would the "Silver Arrow" team have been without these two fantastic drivers? Quite simply—nowhere. No other marque was consistently backed last season, in either Formula 1 *Grandes Epreuves* or Sports Car Championships, by two team mates of such high quality.

And further, what gave Mercedes the World's Sports Car Championship? A bad change over in the Targa Florio by Ferrari, and lack of participation by Jaguar.

Read carefully between the lines of race results, Mr. Semeraro, and you will get a different picture—not one of a walkover, but one of lack of concentrated participation by other marques.

Your non-technical reader.

AUDREY L. FIELD.

EL OBEID, SUDAN.

READER A. F. Semeraro's letter will no doubt unleash upon you a flood of letters trying to discover the various contributing factors of Mercedes success. Some may say they had ample time for preparation during the period at the end of the war and their re-entry into International competition; others, no doubt, will quickly point out the part played by their drivers of various nationalities. Maybe some will put it down to the slide-rule of their pit backroom boys . . . ?

I, for my part, should like to repeat the phrase Herr Neubauer used after this year's Golden Jubilee T.T., which, when related to you by me then, was quoted in your Editorial of the 23rd September issue. To me, his exclamation is the key to the mystery. He said: "You can't beat the system".

We now know of the Mercedes decision to withdraw from competition, but we may well bear in mind that a system was successfully employed. Probably the system of reducing the risk of failure by a well-studied process of elimination, by sticking to a successful machine, successful drivers and a team which worked with perfect co-ordination. When you have the first two and you are lacking the latter you are sunk. Let our team managers be hard and demand maximum efficiency, even if this might make them unpopular or objects for cartoonists; surely it will make them architects of victory.

We can produce the cars, we have the drivers eager to handle them; let us find men capable to organize them into the backbone of success and it will soon become obvious that no "black magic" was employed to propel the Silver Arrows first past the chequered flag.

E. HUPPERT.

LONDON, N.W.2.

## Our Camera Contest

I WAS most interested in the photograph on the cover of your issue dated 25th November, and must congratulate Mr. T. J. Duval, who took it.

I think, in fairness to the driver, I should point out that the situation was caused by the locking of a front brake, as he doesn't normally corner like that!

As a matter of interest this car was one of a pair prepared for the 1936 Le Mans race which, of course, was not run. These two cars did, however, compete with some success in other races that year, in England and abroad.

Both cars are still in this Club, the one illustrated being in original form, while the other has in post-war years been shortened and lowered.

M. H. WILBY, LAGONDA CLUB.

HAMPSTEAD, N.W.3.

## International Dates

WHILST all motor racing enthusiasts will applaud the long-awaited decision of the F.I.A. to reduce the number of events in the International Calendar, I, for one, am quite amazed at the manner in which they have done so.

It would appear to be completely wrong that Australia should have nine International events, whereas this country, which is one of the foremost in the motor racing world, should have only five. Not only is this country of greater importance than Australia, but there is a greater likelihood of its events attracting International entries, since few will be prepared to make the long journey to that distant part of the world.

It is only right that France and Italy should have 10 International events, for they are the real motor racing countries. However, the sport is becoming increasingly important in Great Britain, and so I would suggest that her allocation should be raised to eight, at the expense of countries such as Australia, where the sport is only in its childhood.

May I close by expressing my very sincere thanks for such a grand magazine. To me AUTOSPORT is the finest value for money it is possible to obtain. However, I would be very grateful if you were to include the positions in the B.R.D.C. Gold Star competition at regular intervals during the season.

J. J. R. LORD.

MALVERN, WORCS.

## Moss and the World Championship

WHILE the Stirling Moss "Press Conference" may savour slightly of Hollywood tactics and be a sorry indication of the present "Johnny Ray" attitude of a certain section of the public to racing drivers, it must be admitted that he is faced with a difficult problem. He admits that he is seeking the World's Championship in the face of the reliable Fangio, the spectacular and rapid Gonzalez and the modest, experienced and cagey Mike Hawthorn. That he should seek the fastest possible mount, in a season in which there will probably be a marked equality of performance, is quite understandable.

The oldest and truest saw of motor racing remains that "in order to win a motor race, one must cross the finishing line". This is fairly easy to accomplish, given skill and experience, when driving immeasurably the fastest car in the race, or when following another man, due to team orders, driving an equally superior car. It is not so simple, however, when facing equally skilled drivers—all going out to win—in cars of equal, or even comparative, performance and it is obvious, to anyone with a well-maintained record of the past few seasons, that his three opponents share an ability to "finish" and "finish" very fast no matter what opposition they may face. Sitting under an umbrella, in a devastated chariot, near the finishing line, may appeal to the public, but it doesn't win races and it would seem that a record of finishes in places, in unexceptional motor cars, is a far better indication of a driver's merits than a succession of wins and second places in, class by class and race by race, the fastest cars the world has yet seen. Let us get down to facts and scrub fantasy, if a realistic outlook is to be achieved. Next season is going to be very interesting and Stirling Moss has my sympathy in his search for the fastest mount. So far nobody knows if he has made the right decision.

JAMES BOOTHBY.

BRIGHTON, SUSSEX.

J. W. FERGUSON, of 77 High Street, Burnham-on-Crouch, Essex, would like to hear from any reader concerning performance data, etc., of the Riley "Gamecock".

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



## • SOUTH AFRICA

# PRETORIA CENTENARY HANDICAP

*Frank Brodie (M.G.) wins his last race before retiring*

DRIVERS from Rhodesia and Portuguese East Africa journeyed to the Grand Central circuit on 12th November to compete with sportsmen from all over the Union of South Africa, in the Pretoria Motor Club's 100-mile Pretoria Centenary Handicap—last event counting towards this year's South African Car Championship. It should have been the deciding tussle between the holder, Bill Jennings of Cape Town, and Frank Brodie of Johannesburg, but as Jennings did not appear and Brodie won the main event, Brodie became the holder for 1956. He then announced his retirement from motor racing, so that the Pretoria Centenary meeting was a fitting swan-song for a very fine sportsman and a first-class driver.

The programme consisted of two 30-mile heats for the main event, a passenger car race (licensed, with at least two seats, but modifications by owners allowed), a production car race, and finally the main event over 75 miles.

Heat 1 proved quite uneventful, the first man away, C. E. Reeves in a Ford special, having just enough time over the 12 laps to come home ahead of Macpherson (Austin-Healey) from Rhodesia, who had motored most impressively through the field from eighth to finish second, ahead of R. Hudson (Austin-Healey).

Heat 2 brought the faster boys to the line, and from the rapid way that other Rhodesian Chris Annesley took the lead in his M.G. Special, on lap 5, it was obvious that a great fight could be expected between him and Frank Brodie (M.G. Special) in the big race, not to mention Campbell from Durban, Pierce (Johannesburg) and Humphreys (Cape Town). Brodie took second place to Annesley, with Campbell ("B.R.M."-J.A.P.) third.

The passenger car race provided a comparison, if one can be made, between Brodie's driving in a Ford V8 saloon and Macpherson's handling of the Healey. Starting two minutes ahead of the Healey, Brodie's control of the big saloon on this very tight course was a joy to watch but the Healey, really motoring at last and the fastest car of the day through most of the corners, gradually reduced the gap and to the cheers of the crowd, squeezed past on the 13th lap, to snatch third place on the finishing straight from Savage in an M.G. TC, who had had a five-minute advantage at the start. The race was won by Wilson's hotbed-up Morris Minor which was never challenged throughout the race due to a 9½-minute handicap. Celliers's Peugeot 203 followed Wilson home. Van Bergen, with the amazing supercharged BMW 319 saloon, had the misfortune to break his crankshaft on the first lap, so the crowd were denied the sight of this car's excellent road-holding and cornering abilities.

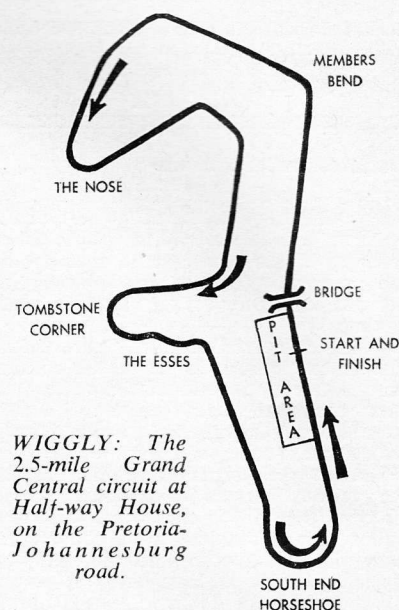
Due to the very harsh nature of the road surface, much feverish activity could now be seen in the pits, as tyres were checked and changed. In some

cases this took so long that cars were virtually on the line for the Centenary Handicap before the tyre pressures were finally checked and the perspiring mechanics had only hope left. From the start the day had been very, very hot, as it can only be in Africa at this time of the year.

Out of an initial entry of 31 cars, 20 actually got away in fine style, but after only one lap it became obvious that the intense heat and the arduous nature of the course were to claim their fair share of unfortunates before long. After four laps Blignaut's supercharged M.G. came in, still looking very smart, but very hot indeed, the rather-too-hasty removal of the radiator cap producing an unpleasantly hot shower for the pit staff and surrounding area! This stop dropped Blignaut 10 places, and although the car restarted it was forced to retire for good two laps later. Meanwhile C. E. Reeves, the first man away, was still over a lap ahead of the rest of the field and circulating most sedately in his Ford Special. The Austin-Healey contingent, starting third, fourth, fifth and sixth, were finding that they just could not get down to their handicap, let alone beat it, and from lap six they dropped farther and farther back until only Macpherson was left in the hunt. In fact, so superior was his handling of the blue car that he eventually finished a lap and a half in front of the next Healey home, that of N. Nicolau from Lourenço Marques.

By lap 12 the single-seater M.G. Specials of Brodie, Annesley, Miller and Hutchons, with Van der Vyver's "B.R.M."-Cooper, had really got wound up, and were lying fifth, fourth, eighth, ninth and sixth respectively, with the blue Healey grimly hanging on to seventh place. Brodie now really poured it on, nipped past Annesley on lap 14, and got down to overhauling the three smaller cars which were still going strong out in front. Annesley stuck to him until lap 23, when Brodie pulled away, then shot into the lead on lap 26. That lap proved to be Annesley's last, as his clutch decided it had had enough and Chris became a rather disconsolate spectator, in sight of the end of a grand race, after having travelled 700 miles to compete. Van der Vyver had also got lost somewhere *en route*, and dropped from fifth on lap 23 to ninth on lap 24. Annesley's retirement reduced the field to 12, and the final lap produced only 11 cars to receive the chequered flag. Frank Brodie came in a very cool and comfortable winner while I. Fraser-Jones in the Scuderia Lupini Cooper-Porsche opened many eyes with his quiet second place, having slipped past Reeves (third) on the 29th lap. Shiers (M.G.) started second and finished fourth while Miller and Hutchons were fifth and sixth. Macpherson's popular flying blue Healey finished seventh to the obvious joy of the crowd.

BARRY COUPLAND.



*WIGGLY: The 2.5-mile Grand Central circuit at Half-way House, on the Pretoria-Johannesburg road.*

### Results

**Passenger Car Race, 15 laps:** 1, G. R. Wilson (Morris Minor); 2, C. R. Celliers (Peugeot); 3, C. G. S. Macpherson (Austin-Healey).

**Production Car Race, 15 laps:** 1, C. G. M. Luis (Fiat 1100); 2, C. R. Celliers (Peugeot); 3, M. Silberman (M.G.).

**Centenary Handicap Final, 30 laps:** 1, Frank Brodie (M.G. Special); 2, Ian Fraser-Jones (Cooper-Porsche); 3, C. E. Reeves (Ford Prefect Special); 4, Alan Shiers (M.G. Special).

### American Angle, continued from page 735

S.C.C.A. Television cameras were panned on the street below as the cavalcade arrived.

"Here comes Vincent Sardi with a couple of the winners in his beautiful Austin-Healey 100S", cried Sheldon as the first car drew near. "Hi, Vince!" Restaurateur Sardi and his young passengers waved a happy greeting. Other children arrived in the cars of Bert Wheeler (Mercedes 190SL), John Gordon Benett (Jaguar XK 140MC), Alexis Dawdyoff (M.G. TD), David Ash (Lancia Spyder), Miss Patty Stevenson (Triumph TR2), Douglas Morgan (Jaguar coupé), Walter Luftman (Mercedes 300SL) and Fred Rocchio (Jaguar SS100).

The winners of the final races were crowned by Herb Sheldon, after which Doug Morgan, President of the New York Region, S.C.C.A., presented a trophy to Inspector King of the Traffic Police Department, complimenting him on the fine work P.A.L. is doing in teaching the children about safety in driving. Accepting the trophy for P.A.L., Inspector King praised the success of the racing programme and said there is a possibility that it might be repeated throughout the country. He wound up with "We in the New York Police Department think the sports car drivers are our better drivers".

### FROM "VACUUM" TO "MOBIL"

FROM 1st December the name of the Vacuum Oil Co., Ltd., was changed to the Mobil Oil Company, Ltd. Reasons are two-fold: first, the "vacuum" process of distilling crude oil is now supplemented by other processes; secondly, the company is anxious to link its name more closely with the many petroleum products now sold in this country and overseas under brand names incorporating the name "Mobil".



# NEWS FROM THE CLUBS

By Wilson McComb

LAST week-end I made a trip to Birdlip for the London M.C.'s Gloucester Trial, and between sections encountered Donald Pitt, who is seldom seen on a racing circuit these days but always makes a point of assisting with the "Gloucester". As a result I had two odd experiences; first, following my Morris Minor in another Minor and being *baulked*; second, chasing the other Minor with my own and being unable to keep pace! The "other Minor" was, of course, one to which Pitt had fitted his twin-carburettor conversion, and I had to admit that it was more zestful than my own, although mine also has two carburettors fitted. Pitt tells me that he has now disposed of the fantastic Appleton Special (which, by the way, still holds some International Class G records), and when not working on Minors is hatching out a brand-new special which apparently promises well.

It was bound to happen—all those "one-make" clubs, and at last a proposed **Jaguar Owner Drivers' Club**. Interested parties should contact R. G. Playford, 18 Friars Street, Sudbury, Suffolk, Phone, Sudbury 2025. . . . Regulations are now available for the **Cambridge University A.C.'s** "Miniature Monte". This annual rally is open this time to members of the B.A.R.C., Combined Universities A.C., London M.C., M.G.C.C., Lancs and Ches C.C., Yorkshire S.C.C. and Sunbac. The route is about 450 miles long, starting from Harrogate and Northampton on 28th January and finishing near Selby, Yorks, on 29th. Further information from P. G. Riviere, Magdalene College, Cambridge; entries close on 21st January.

The **North London E.C.C.** are having a field day on 18th December. First there is their "family" Christmas Trial in the morning, followed by a Christmas lunch at the Red Lion, Hatfield, followed by the A.G.M., followed by a film show! Quite a programme.

The **Bexley L.C.C.** are holding an all-day rally, also on Sunday, 18th, starting from Townley Road Car Park, Bexleyheath, from 9 a.m. New members will be welcome on this run and will be further welcome at the club room, The Traveller's Home, Long Lane, Bexleyheath, any Monday evening. . . . The



**PLASTERED:** In the Bentley D.C.'s hill-climb at Firle, Sussex, on 4th September, George Burton was handicapped by having his right arm in plaster, but drove his 4½-litre Bentley just as well as usual to gain the "Fastest Bentley" award.

**Eastern Counties M.C.** announce that their A.G.M. has been postponed from next Wednesday (14th) to 4th January at the Crown and Anchor Hotel, Ipswich, at 8 p.m. The club's Christmas Party is to be held on 21st December at the Regal Café, Felixstowe, at 7.30 p.m.

. . . Another Christmas Party (with another change of date) is that of the **Cemian M.C.** This is now to be held on 16th December at the Clarence, Dover Street, London, W.1. . . . **A.C. Owners' Club** Press Secretary, George Grigs, has recently been elected to Vice-Presidency of the club. . . . **Sunbac** are holding their annual dinner-dance on 5th January at the Town Hall, Sutton Coldfield. . . . The **Jersey M.C. and L.C.C.** announce a change of secretaryship, following the resignation of Mr. C. Bradley. The new Hon. Secretary is Major R. L. G. Haworth, Jersey M.C. and L.C.C., 27 Hill Street, St. Helier, Jersey, C.I. . . . On New Year's Eve the **B.A.R.C. (Sussex)** will hold a N.Y.E. dance at the Seaford Head Hotel, Seaford, from 8.15 to midnight. Tickets, price 12s. 6d., are obtainable from W. W. Paul, Flat 2, 14 Hardwick Road, Eastbourne, Sussex. . . . Two forthcoming events for the **Midlands M.E.C.** are the Yuletide Party at The Boot, Lapworth, Warwicks, on 21st December, and the "Bridge Party" Evening Trial on 22nd January. Regs. from Len Hill, at 8 Skelcher Road, Shirley, Birmingham. . . . The **Yorkshire S.C.C.** Annual Dance and Prizegiving takes place on 3rd February at Craiglands Hotel, Ilkley. . . . The annual Christmas Driving Tests of the **B.A.R.C. (N.W.)** will be

held on the New Brighton Promenade on Boxing Day. Entries are limited to 50 and must reach I. R. Broughton, 45 Woolacombe Road, Liverpool, 16, by 19th December. . . . Members of the **Guildford M.C.** should mark 11th January in their nice new diaries as the date of an Extraordinary General Meeting in the Wooden Bridge Hotel, Guildford. . . . **M.C.C.** secretary Jackie Masters wants to thank all who have acted as officials this year, but wishes some would return their flags, armlets, notices and so forth to 76 Kinnerton Street, Knightsbridge, London, S.W.1.

## PLYMOUTH M.C. "MANCUNIAN RALLY"

LATE on Saturday night, 19th November, 26 competitors left the Club H.Q. at the Elfordleigh Hotel, Plympton, and set off on 150 miles of one of the most difficult routes ever used for this event. A special feature of this year's route was that it was specifically designed to keep competitors out of inhabited areas, so as to cause the least possible disturbance to the public. Narrow Devon lanes, with many misleading junctions, sorted out the competitors, so that by the commencement of the first special timed stage, one competitor was 30 minutes early and several never arrived at all. From this stage, near Whiddon Down, the drivers had some really hard work, up hills and down valleys for many miles via Yeoford and Crediton to Haldon, where the second timed stage took place. By this time, more competitors had retired, with sick motors and navigators and tired brakes and drivers. Those who were still in the running after this control, left Chudleigh and climbed via Huish Cross and Five Lanes to Lustleigh, and so on to Sanduck, where the start of the most difficult special stage was shrouded in fog. The end of this section after five consecutive time controls, lay at the East Dart Hotel, Postbridge, from whence competitors returned to Club H.Q. at 5.30 a.m. and a well-earned breakfast. The premier award was won by J. Pascoe (Austin A40) navigated by J. Ruston. The team award was won by Messrs. Jefferies, Hay and Builder.



★  
**TR 2s WEREN'T THOUGHT OF** when these Triumph models first appeared, but their owners (unaccountably absent from the picture) like them well enough to have formed the **Dolomite Owners' Association**.  
★



## BIJOU BRANDS

### Another 250 M.R.C. Race Meeting

THE Kentish hills and dales around Fawkham, near the A20 main road, echoed once again to the crackle of single-cylinder engines last Sunday. Astute ears could have detected, perhaps, that these were not "500" sounds, but even smaller units, working hard as they raced round the 1½-mile Brands Hatch circuit. The occasion was the 250 M.R.C.'s third race meeting, and that this young club is at last feeling its feet was evident in that, whereas the first meeting brought forth two cars only, this time there were nine.

True, that field of nine was remorselessly reduced as the afternoon went on by mechanical mishaps, until only three cars turned out to contest the final race, but if 75 per cent. of the plots being hatched in backyard sheds and small workshops achieve fruition, then next year's 250 Club race meetings (six are planned) will be far busier affairs than those of 1955.

To say that last Sunday's racing was exciting would be stretching things somewhat, but interesting it certainly was, if only to observe the varying approaches of keen 250 types. There are two schools of thought on this vital question of getting a motor car on its four wheels and out to the grid, without exceeding the £150 price limit. First, those like the Harrises, *père et fils*, H.

Pickett, Arthur ("Montlhéry") Owen, and Maurice Gomm, who acquire an existing Formula 3 chassis—a Cooper, J.B.S., Arnott or what-have-you, and fit whatever ½-litre motor-cycle engine is available therein; and secondly, the more ambitious and technically minded, like E. W. Bennett, Matt Ball and F. J. McArdell, who design and build their own chassis from scratch. The results so far, in this first, tentative year, have favoured the "ready mades" rather than the "roll-your-owns", but the latter are picking up ground, as last Sunday's results show.

Race 1, over five laps, was won by Ken Harris (the son) in his ex-Ken Smith special with four-valve Rudge motor; second was Pickett's J.B.S.-J.A.P., a car built from parts obtained from the late Alf Bottoms's works at Feltham, and third was Bennett's 100 per cent. home-built special with two-stroke DKW engine—a beautifully made little car with neat fibreglass nose (the tail will be ready next time!). Jerseyman Arthur Owen's Cooper-J.A.P. broke a cam follower and raced no further that day—a pity.

Prior to Race 2, M. Ball's self-built and very promising Yellow Ball with MOV Velocette engine spun violently, bending a drive shaft. Pickett in the J.B.S. had a walkover, followed by McArdell in that other neat "one-off", the Birsay, with near-horizontally mounted Triumph Tiger 70 unit. Ken Harris had a monumental blow-up in the Smith's engine department, bits of four-valve Rudge unit dropping off as it

came to a sad halt. Thus by Race 3 the active field was down to four. This time it was Brackenbury (no, not Charles of pre-war days) who won in Gomm's Cooper-Velocette, with Pickett and the Bennett-DKW following in. "Pop" Harris's Arnott was the casualty this time, stopping in a cloud of smoke.

The fourth race was over 10 laps—a long way indeed, but four cars started and three finished, in the order Pickett, Bennett and Gomm, whose Cooper-Velocette lost five laps when a float chamber loosened. The Yellow Ball, half-shaft straightened in a vice, turned out, but one unhappy lap revealed that a wheel had also been bent, and the car had to retire. Last event of the day, another five-lapper, brought a second win for Brackenbury, with Forster in Pickett's J.B.S. next, while third yet again was the Bennett-DKW. This machine, clearly, had reliability if not speed, whereas speed and not reliability characterized some of its rivals! Never mind, they all have until next April to seek a combination of both, and with that achieved the standard of driving will doubtless rise, and Formula 3 skill be more closely approached than at present. Average speeds so far are below the 50 m.p.h. mark, compared with the 68-70 m.p.h. of the F3 cars.

Present "on the sidelines" were Charles and John Cooper, while John Bolster also looked in on this new branch of the sport. So did a praiseworthy number of spectators, many of whom journeyed considerable distances to attend. C. P.



LADIES' PRIZE in the M.G.C.C.'s Goathland Rally was awarded to Mrs. E. R. Einhorn (Ford Zephyr), seen getting the "off" signal from the club's new secretary, Archie Sinclair.

## Fiat Wins the Goathland Rally

Alan Stross First in M.G.C.C. Event

clutch. Back at the finish at Whitby, three well-thought-out driving tests were held where the finishers attempted to pull up marks they had lost on the road.

The rally was the first Northern competition outing for two new motor cars. These were the M.G. MGA driven by Ken Lee (a member of the winning team) and the Phase III Standard Vanguard driven by P. L. Edwards to win the big closed car award.

The event was preceded the Saturday evening by a Christmas party at the H.Q., The Metropole Hotel, Whitby, at which Mr. John Thornley, the General Manager of the M.G. Car Company, was present.

PETER CRAVEN.

### Provisional Results

Paragon Trophy (best performance): A. Stross (Fiat 1100 TV), 128 points lost.

Nuffield Trophy (best M.G.C.C. member driving an M.G. car): E. C. Cartwright (M.G. TC), 192. Ladies' Prize: Mrs. E. R. Einhorn (Ford Zephyr), 562. Novice Award: L. Banks (Morris), 423. Up to 1,500 c.c., open: R. J. Dack (M.G. TD), 240. Up to 1,500 c.c., closed: K. G. M. Pointing (Fiat 1100), 218. Over 1,500 c.c., open: A. Birkett (Triumph TR2), 226. Over 1,500 c.c., closed: P. L. Edwards (Standard Vanguard Phase III), 197.

Team Award: K. N. Lee (M.G. MGA), R. J. Dack and D. Butterwick (M.G. 1½ saloon).

U.H.U.L.M.C./HANTS & BERKS M.C. NIGHT NAVIGATION RALLY

3rd/4th December

Premier Award: C. P. Rogers (H. and B.), 34 marks lost.

Runner-up: J. Bremner (U.H.U.), 45.

First Class Awards: J. V. Dibble (H. and B.), 48; R. S. K. Burnham (H. and B.), 56; K. J. S. Walker (H. and B.), 56; S. C. Hutton (H. and B.), 57; I. Harris (H. and B.), 57; M. S. Igglesden (H. and B.), 61; H. Birkett (H. and B./U.H.U.), 68.

Best Novice: K. Hartridge (H. and B.), 120.

ALTHOUGH Stuart Marks, who plotted the course for this year's Goathland Rally (organized by the M.G. Car Club's North Eastern Centre), expected that 75 per cent. of the entry would finish the course unpenalized, only 20 of the 53 starters finished the road section at all without missing controls.

The rally started from Pickering on Sunday, 4th December, for a route of about 90 miles through the moors and dales of North Yorkshire finishing at Whitby. Many of the better-known local hazards, including the steep unsurfaced drop of Rosedale Chimney into the village of Rosedale, were included, and the route lay, in the main, over minor and unsurfaced roads, which were not rough enough to slow down the drivers, but which were hard to find on the map.

Route finding in the morning was by a route card and one map reference, and

in the afternoon by a series of map references. The penultimate time control caught out the entire entry. It was situated on the higher and most northerly of two roads which were parallel on the map. One was shown as being surfaced and the other as being unsurfaced, but through disrepair and the recent surfacing of one of them, the roads appeared on the ground to be the opposite. This confused all the hard-worked navigators and even the winner, Alan Stross, lost two minutes here—the only marks he lost at all on the road. Also penalized were E. Cartwright and Peter Edwards—both award winners.

R. A. Hudson (Healey) was extremely unlucky and had to drop out through a holed sump before reaching the first control. Another retirement was Peter Bolton (Morgan), who entered a control from the wrong direction and decided not to continue because of a slipping

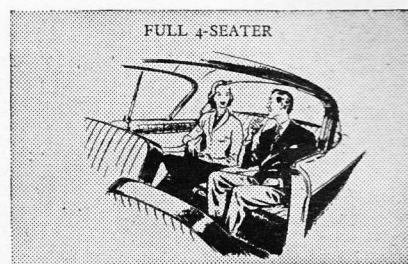




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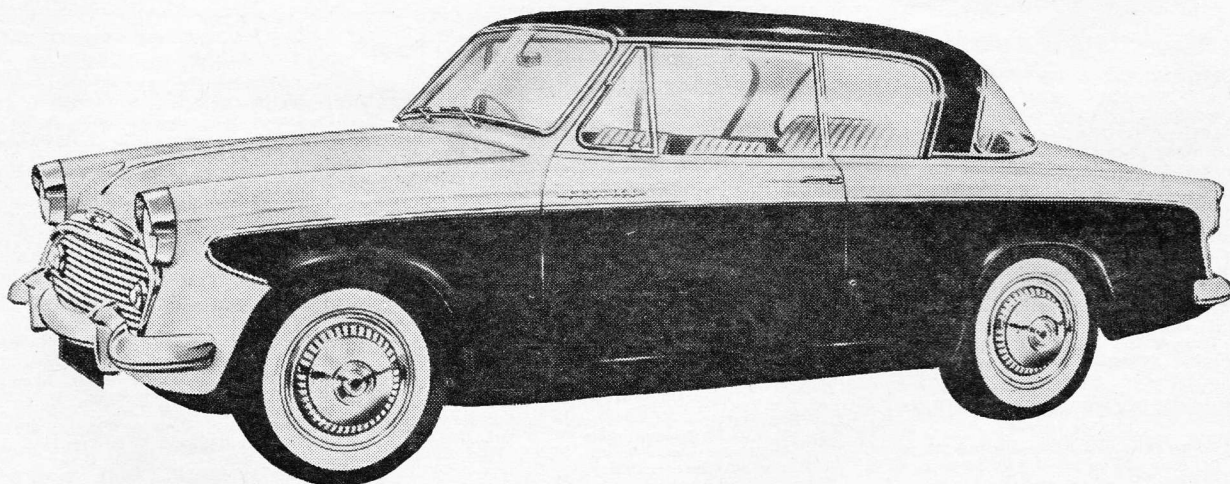
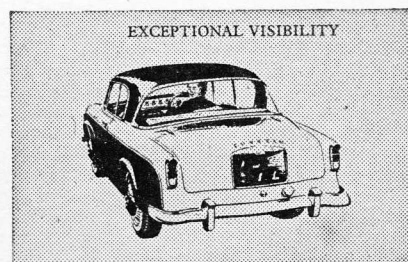
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## Northern Journey

### Another Waddington Success

THE Lincs and Cheshire C.C. "Rally Petite", held this year on 27th November, is at once a rally proper and a social occasion. The start at the Dixon Arms, Chelford, is at the reasonable hour of 2.15 p.m., but a compulsory one-hour stop during the 107-mile run means that half of this mileage is covered in the hours of darkness. Even so, there is plenty of time for competitors and officials to help themselves to a merry evening at the hostelry from which the event starts—except, that is, for those of the audit staff who occupy their time in finding the winner.

On this occasion the result of their two hours of work meant that the Hollingdrake Trophy went to that energetic young man, John Waddington, who did his tour in a Fiat 1100TV.

A record entry of 60 drivers left Chelford for Wildboardclough and some of the lesser-known roads that lie between there and Alsop-en-le-Dale. At North Rhode, near Congleton, there was a time control which generally was not too difficult to reach, and the first test was laid out there.

From the start line a garage was entered forward from which point a reverse through a "U" brought the cars into another garage. A flying finish completed a movement which F. Dando (Sunbeam) and Alan Culver (Austin-Healey) did in 18 secs. These were the best, but Peter Morpeth (Triumph TR2), John Waddington (Fiat) and A. C. Whatmough (Sunbeam-Talbot) were only a second slower.

A second test sited on a T road included three forwards and two reverses which took a little longer. This test was, however, denied to at least one competitor since A. Chesworth (Citroën) wrecked his gearbox on the first manoeuvre. The Axe Edge (near the Cat and the Fiddle) test gave a further advantage to Alan Culver and A. C. Whatmough, so that these men were probably feeling quite bucked at the compulsory stop at New Inns, Alsop-en-le-Dale, which was, of course, a time control.

There were others who had reason to be happy, such as Joe Hill (Renault) and Paul Heald (Triumph TR2), for they were going well, but some had found the route immediately before Alsop rather wearing.

The 52 miles of the evening episode lay through Altonsfeld and Wetton to the outskirts of Leek and then via the Goyt Valley, where lay a passage control, and back to Chelford.

This control served its purpose with some of the unsuspecting, but there were several who came on time to the finish. Unfortunately one or two did not, such as Leslie Crellen who inverted his 1934 Austin Seven, and J. Reed (Triumph TR2) who lapsed at Leek. Both drivers were reported "all right" and most of the remainder got together to natter over a rally which although miniature in miles was adequate in amusement.

The weather? Perfect for the job.

WILSON ROGERS.

#### Provisional Results

**Best Performance:** (The Hollingdrake Trophy) John Waddington (Fiat); 2, Alan Culver (Austin-Healey); 3, A. H. Hill (Renault); 4, J. H. Taylor (Triumph TR2).

## Meeting in Ulster

### Uncertainty about Ulster Trophy and T.T. Races

THE annual general meeting of the Ulster A.C. was held in Belfast on Wednesday, 30th November, and drew a crowded attendance. What most people present wanted to hear was a statement on the future of both the Ulster Trophy and Tourist Trophy Races. Just prior to the meeting the financial statement had been circulated and this, as prepared up to the end of the financial year (30th September), gave no grounds for optimism on the future.

Unfortunately, such information was not forthcoming, for, upon the chairman (Commodore Shillington) pointing out that, because of the financial year ending only two weeks after the T.T., the accounts were not quite complete, the members then moved that any discussion on finances (with especial reference to the T.T.) be deferred until a special general meeting to be convened in February. Desmond Titterton was among those who did not regard this as a wise move, pointing out that since the date allocated to the Ulster Trophy was in May, the meeting in February would be a bit late for decisions one way or the other. However, the meeting decided otherwise.

This took much of the "meat" out of the deliberations, since the accounts,

however incomplete, did reveal the need for some very careful thinking. This need was acknowledged by the chairman and council members and the promise was given that the February meeting would be given all relevant information. The chairman revealed that the club had already made an application to the R.A.C. for the promotion of the T.T. in 1956.

All of which brought the meeting to the general discussion period and right away, by tradition almost, the Circuit of Ireland Trial received the first mention. Dick Robinson wanted this event re-named "Rally" and the R.A.C. invited to institute a British Rally Drivers' Championship, to be decided over rallies held in England, Scotland, Wales and Ireland. Ernie Robb didn't agree with this, pointing out that an Irish competitor in this championship would be forced to make three cross-Channel trips. He wanted the Circuit to remain more or less as it was, but said that, with many specialist suppliers of tuning equipment now in operation, all catalogued "mods" or those obtainable through normal trade channels should be permitted. So far as the ordinary U.A.C. trials were concerned, he also wanted Dellowes and specials restricted to ordinary tyres while standard cars should be permitted to use special tyres. Wilbert Todd wanted all passengers "turfed out" while the cars were taking tests in the Circuit of Ireland.

Desmond Montgomery asked for a revival of veteran car events in Ulster. He spoke of the enthusiasm he had seen at the recent London-Brighton run and thought that some of that could be transferred to Ulster. The chairman said that the suggestion was interesting and would be considered, but also pointed out that the committee would welcome assistance in any promotion of this kind.

The following officials were re-elected: Mr. J. W. Houghton, president; Mr. Harry Ferguson, Capt. R. L. Henderson, Mr. F. M. Heyn and Mr. W. M. May, M.P., vice-presidents; Commodore C. A. R. Shillington, chairman; Gordon Neill, hon. secretary; Jack Kirkwood, hon. asst. secretary; Derek Johnston, hon. treasurer; committee—Harry Cowzer, Charles Eyre Maunsell, Sydney Pentland, Tom Richmond and Bob Taylor.

W. A. McMASTER.

## Recent Results

### M.G.C.C. (S.W.) DRIVING TESTS

26th November

**Best Performance:** M. D. King (Triumph TR2). **Best M.G.:** J. D. Hall. **Saloon cars:** R. King (Ford 8). **Open cars:** C. J. Toomer (Triumph TR2). **Ladies' Award:** Jean White-Smith (Triumph TR2).

### BRENT VALE M.C.

#### "EGGS & BACON" NIGHT RALLY

26th/27th November

**Premier Award:** J. Rohan/K. J. Rohan (M.G. Magnette).

**Visitors' Award:** W. Rosson/M. Gammon (Volks-wagen).

**Novice Award:** J. L. Shears/H. Harding (Austin A50). **Team Award:** W. Rosson, F. C. Palmer and S. L. Shears. **Navigators' Awards:** 1, M. Gammon; 2, K. J. Rohan; 3, J. Leanheart.

### CIRENCESTER C.C. TREASURE HUNT

27th November

1, M. Miller (Austin A40 Countryman), 162 points; 2, F. R. Smith (Wolsley 4/44), 128½; 3, P. S. Bartlett (Ford), 102.

**Best Treasure:** B. Hargreaves (Austin A40 Pickup). **Booby Prize:** C. G. Young (M.G. J2).

### RILEY M.C. WELSH-BLACKPOOL RALLY

26th/27th November

**Outright Winner:** J. Barnes (Riley 2½-litre). **Novice Award:** J. B. Smylie (1½-litre saloon).

**Burkhardt Trophy:** G. Booth (1½-litre Sprite).

**Team Trophy:** J. Barnes (2½-litre), Dr. D. Malcolm (2½-litre), Dr. P. H. Smith (Pathfinder).

**Class Awards:** 9 h.p.: J. H. Smythe, 1½-litre: A. C. Powner, 2½-litre: D. C. Graham. **First Class Awards:** A. Farrar, G. R. Booth, D. Graham, Dr. D. Malcolm, G. Cocker, G. D. Dawson.

### BILLERICAY M.C. SCAVENGER HUNT

27 November

1, Mrs. E. Dixon (Rover), 42 pts.; 2, C. Giachardi (Morris Minor), 41; 3, N. Enkel (M.G.), 39.

### SILSDEN M.C. RALLY

27th November

**Best Performance and First in touring car class:** 1, K. G. M. Pointing (Fiat), 46 marks lost; 2, S. D. Richardson (Austin), 50; 3, Miss E. M. Richardson (Morris), 69.

**Sports Cars:** 1, H. McDermid (M.G. TA), 69; 2, W. A. Stanley (Ford Spl.), 152; 3, W. G. Galling (M.G. TF), 300.

### R.A.F.A.M.C. BLAKE TROPHY RALLY

27th November

**Outright Winner:** N. I. Dearnley/O. G. Stirling (Sunbeam Alpine).

**Class A:** J. Broadhurst/W. Neale (Morris Minor). **Class B:** R. C. Nesbitt/K. S. Harland (Austin A40). **Class C:** B. Whiteway/D. J. McNaught (Sunbeam-Talbot). **Class D/E:** L. Windsor/B. C. Harrocks (M.G. TF).

### EAST ANGLIAN M.C. NIGHT NAVIGATION RALLY

3rd December

**Best Performance:** N. S. Morley/G. E. Morley (Ford Prefect), 150 marks lost.

**Novice Award:** W. O. Nunn/W. Gaunt (Jowett), 330.

**General Classification:** 1, N. S. Morley/G. E. Morley; 2, R. S. Pawsey/R. M. Rash (Hillman), 170; 3, W. O. Nunn/W. Gaunt; 4, R. R. Rayner/W. Barlow (Ford Consul), 495; 5, L. J. Coe/N. G. Perkins (Triumph TR2), 835; 6, J. Clark/M. King (Vauxhall), 915; 7, A. G. Bragg/C. W. Vigar (Standard 8), 970; 8, J. D. Short/C. U. M. Walther (Standard 10), 1,025; 9, D. G. Last/A. A. Wright (Hillman), 1,135; 10, J. E. Steggall/T. E. Marsh (Ford Anglia), 1,295.



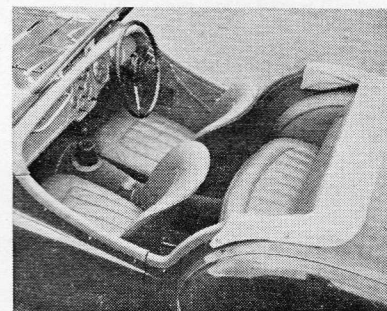
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## KENTISH BARBECUE

THERE were 31 starters in the Sevenoaks and D.M.C.'s Barbecue Rally, a 70-mile event on 26th November, and although required to average only 20 m.p.h. throughout, most crews were late at time controls. The first section, with nine route cards in 24 miles of country lanes to the S.E. of Sevenoaks, really worried the competitors and even the eventual winners, Eric Mason and Derek Smith, lost points here.

Section 2 involved crossing over the railway line between Leigh and Godstone in alternate directions, with a secret check and astronomical penalties for taking the wrong direction. However, both this and the last section, where quite a number of competitors had clean sheets, proved easier than the first, in spite of thick mists and frosted windscreens. The rally ended near Biggin Hill where the 25 finishers found a welcome log fire, hot dogs and liquid refreshment.

## Results

Outright Winner: E. Mason (M.G. TC).  
Touring cars: C. Blackmoore-Reed (Standard 10).  
Sports cars: C. Jones (Morgan Plus Four). Runner-up Award: R. Bourne (Standard 10).

## NEW ALVIS O.C. OFFICIALS

THE following new officials have been appointed for the Alvis Owners' Club: Assistant Secretary—P. Harrison, 30 Redesdale Street, Chelsea, S.W.3; Midland Section Secretary—A. White, 333 Heath Road South, Northfield, Birmingham, 31.

## M.G. NIGHT TRIAL

NIGHT trials seem to be a popular form of amusement, or, at least, so it would seem if the M.G. Car Club (Irish Centre) event run on Friday, 18th November, was any criterion. The entry of nearly 40 cars was the best of the year in this part of the country for anything outside the odd "big" rally. A heartening sign too was that the trial carried no honour-and-glory marks, i.e., it was not a Hewison event. However, we must bear in mind that the M.G.C.C. are easily the most popular runners-of-events in the Dublin area. The customers were not disappointed; from the word go this trial went with a swing.

Navigation was reasonably difficult and 17 crews, or nearly 50 per cent. of the starters, either dropped marks on the road or failed to finish. Fashionably the route stayed far away from the Dublin Mountains, in fact nary a mile of it traversed Sheet 16. Instead, competitors were led in a merry dance along the by-roads south of Drogheda on Sheet 13. From the writer's point of view this was just dandy because the country south of Drogheda is relatively flat and wee Fiat 600s like flat country when carrying crews of three.

Starting from Dublin Airport the route went north to a place called the Leas where a "go-forward, reverse-a-bit, go forward-<sup>other-way</sup>" test was laid on. Paddy Hopkirk and his TR2 won this test, and two others as well, before the night was out. The second test included a 180 deg. reverse around a pylon. Noel Gleeson sat his Volkswagen up on its tail for all the world like a dog begging for a bone, and when the front wheels returned smartly to earth at least one front shock absorber gave up the ghost.

Tests 4 and 5 were accelerate-brake-accelerate affairs and the TR2 boys had

## Coming Attractions

**December 9th/11th.** Nassau International Races (S), Bahamas.

**December 10th.** B.A.R.C. (East Sussex) Night Touring Rally. Start, Cavendish Hotel, Burlington Place, Eastbourne, 6.45 p.m.  
Scottish S.C.C. Anniversary Run. Start, Gibson's Garage, Merrylee Road, Glasgow, 1.30 p.m.  
Armagh and D.M.C. and C.C. Trial, N. Ireland.

**December 10th/11th.** Morecambe C.C. Illuminations Rally.

Thames Estuary A.C. "Kittens' Eyes" Rally.

North Midland M.C. 3rd Moonlight Rally. Start, Old Hall Hotel, Hope, 11 p.m.

Per Ardua M.C. Kenley Rally. Start, Officers' Mess, R.A.F. Kenley, Surrey, 8.30 p.m.

**December 11th.** Newcastle and D.M.C. Hunter Cup Trial. Start, Golden Lion, Allendale, Northumberland, 10.15 a.m.

Harrow C.C. "Petit Rally". Start, Batchworth Heath, near Rickmansworth, 10 a.m.

West Hants and Dorset C.C. Christmas Cup Trial. Start, Dear Brothers' Garage, Ferndown, Dorset, 9 a.m.

Alvis O.C. (Northern) Rally. Start, Petre Arms, Langho, near Blackburn, 1.30 p.m.

Falkirk and D.M.C. Yuletide Rally. Start, Falkirk Ice Rink, 12 noon.

**December 15th.** Romford Enthusiasts' C.C. Evening Rally. Start, The Drill, Gidea Park, Essex, 7.45 p.m.

a field day (night?). Then came a dice around a grass triangle where Sam Logan proved the star performer and Des Jones put his A30 into a dyke. The last test not so very far from Swords proved to be a wide open manoeuvre on an elongated cross-roads. Not surprisingly, the boys with the "poke" had this one well taped, but it was notable for two things. First, it gave those who could do so a chance to show their prowess at the fashionable game of throwing the nose of their cars as opposed to the old-fashioned game of throwing the tail. Secondly, a newcomer called R. Redmond (DKW) showed that he could drive as well as the best.

There were navigational shinnanigans for some around the seashore by-roads between Prospect, Swords and the finish at Malahide. By midnight, results were out and Paddy Hopkirk had added another scalp to his belt. This was a good and very typical M.G. Club night of fun, with the best entry in an Irish trial since the big Irish Rally last September.

JACK O'DONOGHUE.

## Results

Premier Award: P. B. Hopkirk (TR2), 133.6 marks lost.

Saloons (Experts): 1, S. M. Logan (Volkswagen), 142.8; 2, W. J. O'Donoghue (Fiat 600), 154.0; 3, D. Connolly (Volkswagen), 159.0. Saloons (Novices): R. Redmond (DKW), 180.8. Sports Cars: L. Beshoff (TR2), 165.2. Specials: F. Bradshaw (Ford), 163.6. Best Newcomer: W. Kilroy (TR2), 291.4.

## Club Fixtures

B.R.D.C.—Annual dinner/dance, 9th December, Dorchester Hotel, Park Lane, London, 7.30 p.m.

Chester M.C.—Shell quiz and film show, 9th December, Shell Club, Stanney Lane, Ellesmere Port, 8 p.m.; Supper and film show, 13th December, Gaumont Restaurant, 7.30 p.m.; A.G.M., 14th December, Naval Room, Queen Hotel, City Road, 7.30 p.m.

Sevenoaks & D.M.C.—Annual dinner/dance, 9th December, Bligh's Hotel, Sevenoaks.

Cornwall Vintage C.C.—Annual dinner, 9th December, Hotel Bristol, Newquay, 7.30 for 8 p.m.

Hants & Berks M.C.—Birthday party, 9th December, Hawley Hotel, Blackwater, Hants, 7.30 for 8 p.m.

East Anglian M.C.—Annual dinner/dance, 9th December, George Hotel, Colchester.

Bolton-le-Moors C.C.—A.G.M. and supper, 9th December, Turton Conservative Club, near Bolton, 8 p.m.

Cambridge '50 C.C.—Social meeting, 9th December, Ancient Shepherds, Fenditton.

750 M.C.—Southern Centre Christmas dance, 10th December, Highcliffe Hotel, Sea Road, Highcliffe, Hants, 8.30 p.m.; Social meetings: 12th December, Royal Thorne Hotel, Wythenshawe, Manchester; Maybush Inn, near Standlake, Oxon, 13th December, Railway Inn, Patchway, Bristol; 14th December, Neville Arms, Kinoulton, Notts.

Bentley D.C.—Scottish Region annual dinner/dance, 10th December, Deanton House Hotel, Doune, Perthshire; Social meetings: 10th December, Rock Inn, Chiddingstone, Kent; 12th December, Shipley Bridge Inn, Bunstow, Surrey; 14th December, King's Head, Old Bexley; 15th December, King's Head, Roehampton, London.

B.A.R.C.—Dinner/dance, 10th December, Hyde Park Hotel, Knightsbridge, London, S.W.1.

Riley M.C. (Scotland)—Annual dinner/dance, 10th December, Covenanters' Inn, Aberfoyle.

M.G.C.C. (S.W.)—A.G.M. and film show, 10th December, Ship Hotel, Alverstton, 5.30 p.m.

East Surrey M.C.—Reedham Orphanage children's party, 11th December.

Leicestershire C.C.—Social Run, 11th December. Start, 2.30 p.m., Lee Street Car Park, Leicester.

Bexley L.C.C.—Social meeting, 12th December, Travellers' Home, Long Lane, Bexleyheath.

Bristol M.C. & L.C.C.—Social meeting, 13th December, Mauretania, Park Street, Bristol.

Lagonda Club—Social meetings: 13th December, Petre Arms, Langho, near Blackburn, Lancs; 15th December, Coach and Horses, Avery Row, Grosvenor Street, London, W.1.

Sussex C. & M.C.C.—Social meeting, 13th December, Southwick & Fishersgate Community Centre, Southwick.

Sporting C.C. of Norfolk—Annual dinner/dance, 13th December, Samson & Hercules House, Norwich.

Northampton & D.C.C.—Social meeting and film show, 13th December, White Hills Hotel, 8 p.m.

Club Lotus—Social meeting, 13th December, Jolly Farmers, Enfield Road, Enfield.

Billerica M.C.—Film show, 13th December, Duke's Head, Laindon Common, Billericay, Essex. Members of Romford E.C.C. and South Essex M.C. welcome.

Lea-Francis O.C.—Social meeting, 13th December, Albert Hotel, Kingston Hill, Surrey.

North London M.C.—Social meeting, 14th December, Rising Sun, Chase Side, Southgate.

B.A.R.C. (S.W.)—Christmas party, 14th December, Little Testwood Country Club, Totton, Southampton.

Gosport M.C.—Talk by Mike Hawthorn, 14th December, Restaurant, Lee Tower, Lee-on-Solent, 7 p.m.

Liverpool M.C.—Social meeting, 14th December, Hare & Hounds, Tarbuck, near Liverpool.

Glossop & D.C.C.—Talk on Rally Organization and Competition, 15th December, Royal Oak, Sheffield Road, Glossop, 7.45 p.m.

B.A.R.C. (Yorkshire)—Annual dinner/dance, 15th December, Queens Hotel, Leeds.

Vintage S.C.C.—Social meetings: 15th December, White Lion Hotel, Cobham, Surrey; Mill Inn, Withington, near Cheltenham, Glos.; Cavisham Arms, Brindle, near Preston, Lancs.

Singer O.C.—Social meeting, 15th December, Three Cranes, Queen Street, Sheffield.

Buckingham & D.M.C.—Social meeting, 15th December, Swan Inn, Great Horwood, Bucks.

Sunbae—Social meeting, 15th December, Royal Oak, Lozells Road, Birmingham, 6.

Surrey Sporting M.C.—Social meeting, 15th December, Warwick Hotel, Redhill.

More News from the Clubs on page 752

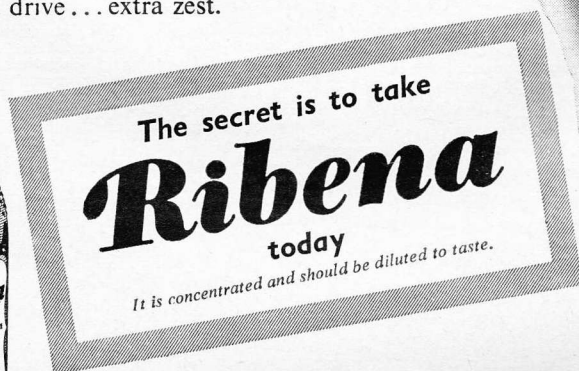


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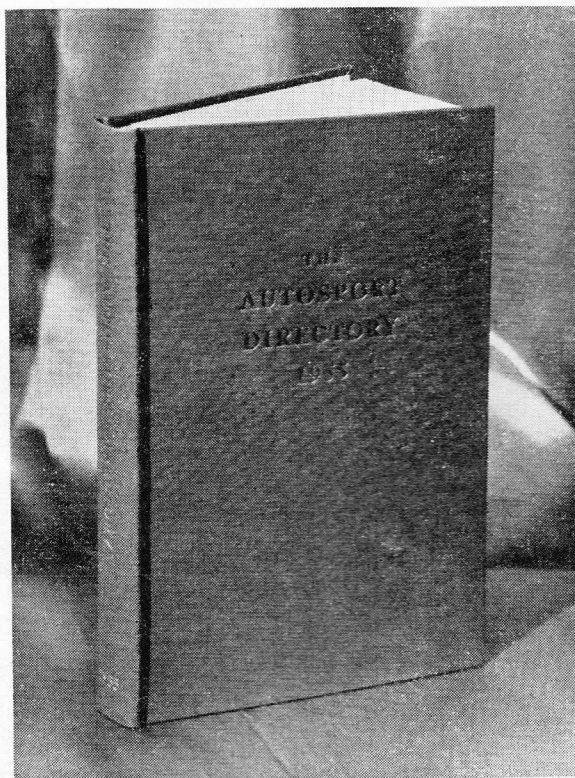
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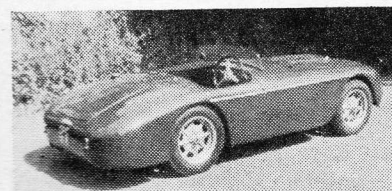
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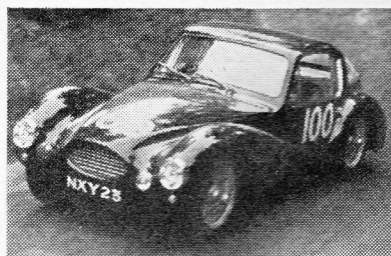
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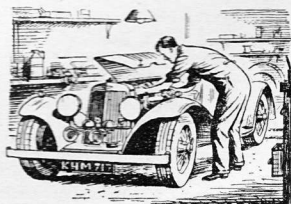
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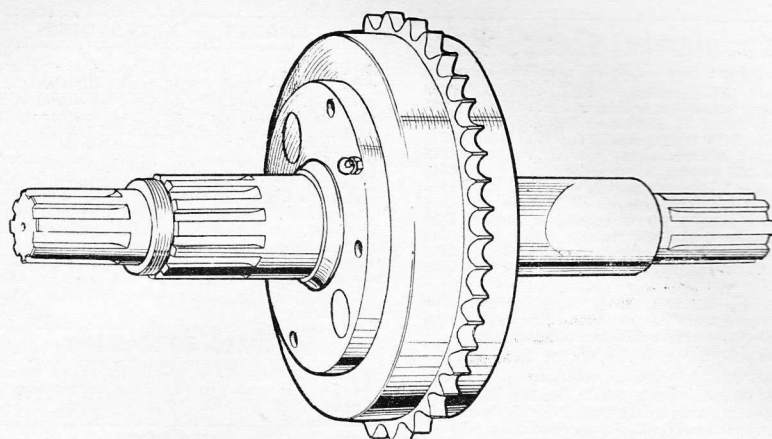
By M. F. Matthews

To builders of motorcycle-engined cars, I would like to pass on a suggestion for a chain-driven differential, particularly suitable for I.R.S. or I.F.S. on 500 c.c. amateur specials (if there are any left). I have modified a diff. for my F.W.D. 500 using a B.S.A. 3-wheeler car unit, this having the advantage of an inboard brake drum.

First, the teeth on the bronze worm wheel were machined off to reduce weight. The sprocket used was from a Rudge motor-cycle (45 teeth) and was  $\frac{3}{16}$  in. thick. This amount was machined from the centre of the worm wheel, the sprocket inserted, located by ten  $\frac{1}{4}$  in. steel dowels and the unit reassembled. Thus the standard B.S.A. diff. was converted from worm and wheel to chain and sprocket drive.

As it was intended to run the diff. unenclosed, in bearings mounted on two vertical plates, provision had to be made for lubrication. The two flanges, which bolt on either side of the worm wheel, each had two holes (slightly over 1 in. diam.) to permit oil flow. These were blanked off with cylinder core plugs brazed in position. The diff. unit was then completely oil tight and, to provide a means of lubrication, a  $\frac{1}{4}$  in. B.S.F. hole was tapped in one flange and a grease nipple screwed in.

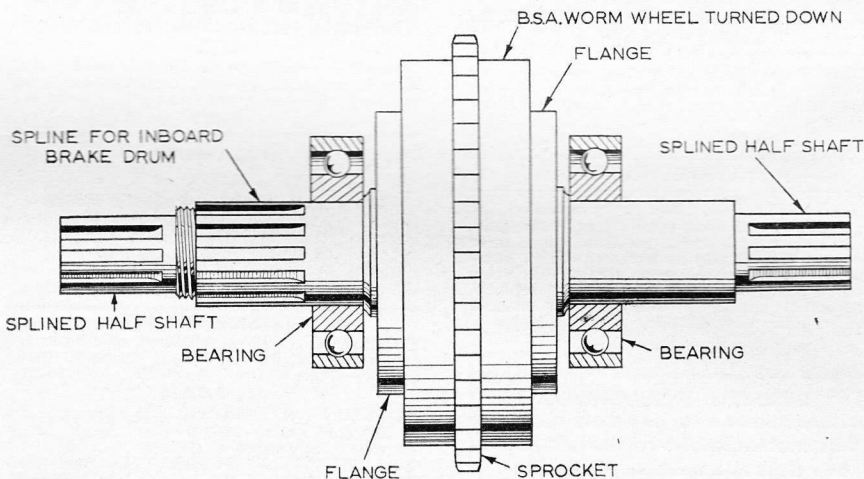
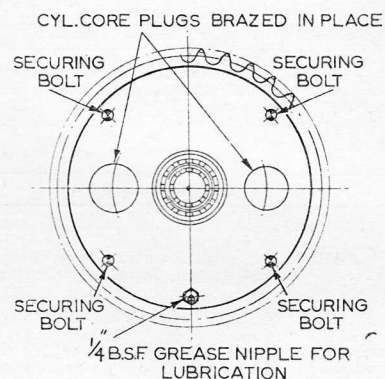
Readers' contributions which are published in "Workshop Corner" will be paid for at the usual rates. Sketches and diagrams need not be carefully prepared, as they may be redrawn by staff artists.



Above is shown the complete differential unit, on the right are details of the side flanges, and below is a part-sectioned view of the unit.

The original B.S.A. bearings and housings were used for attachment to the vertical plates. A Singer hydraulic brake assembly was then substituted for the original B.S.A. mechanical system (a frightful arrangement anyway), and enabled the B.S.A. brake drum to be used.

This arrangement is simple and cheap to carry out, although I do not suggest that it excels in efficiency. Nor can I claim that it works, unfortunately! Being in H.M. Forces abroad, I have not yet completed my "five hundred".



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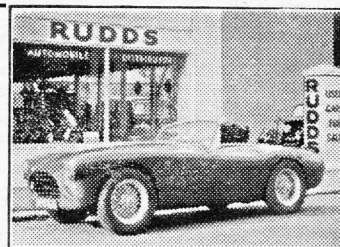
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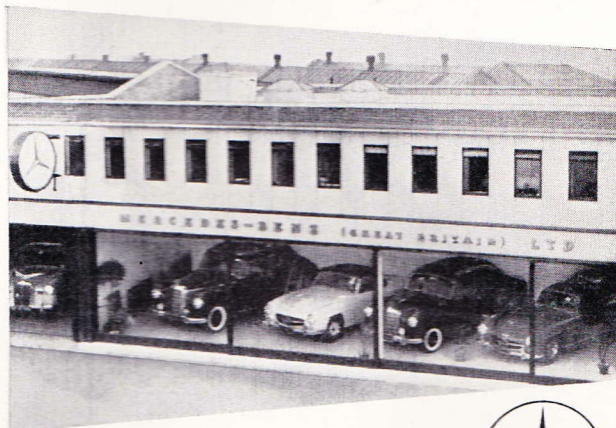
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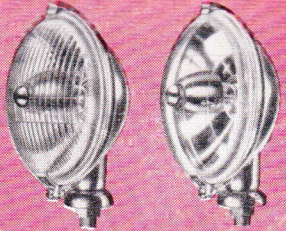
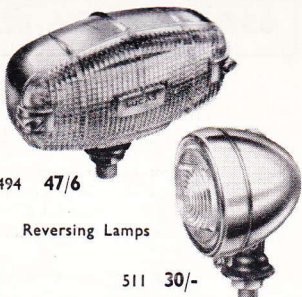

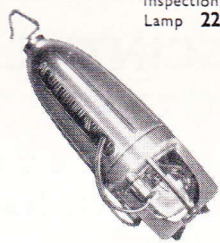

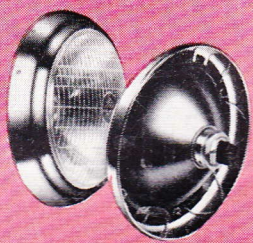
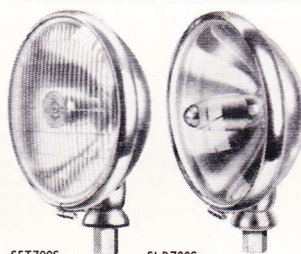


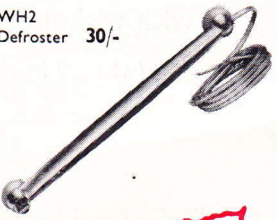
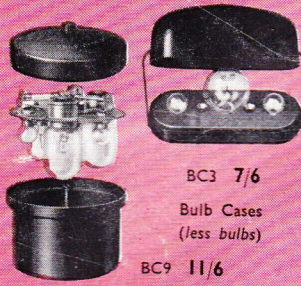
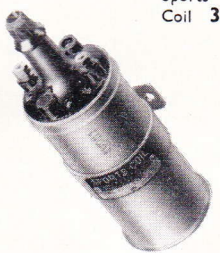
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