

AUTOSPORT

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BRITAIN'S MOTOR SPORTING

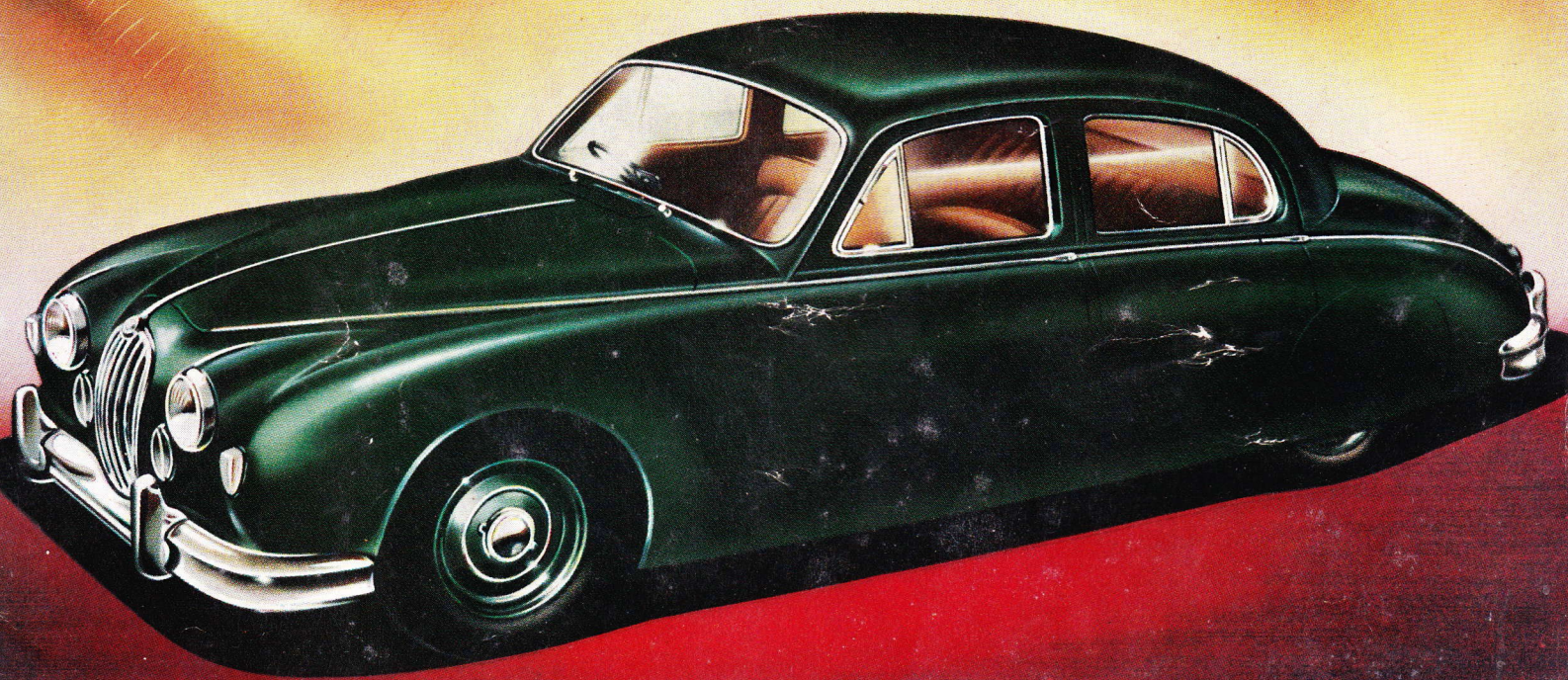
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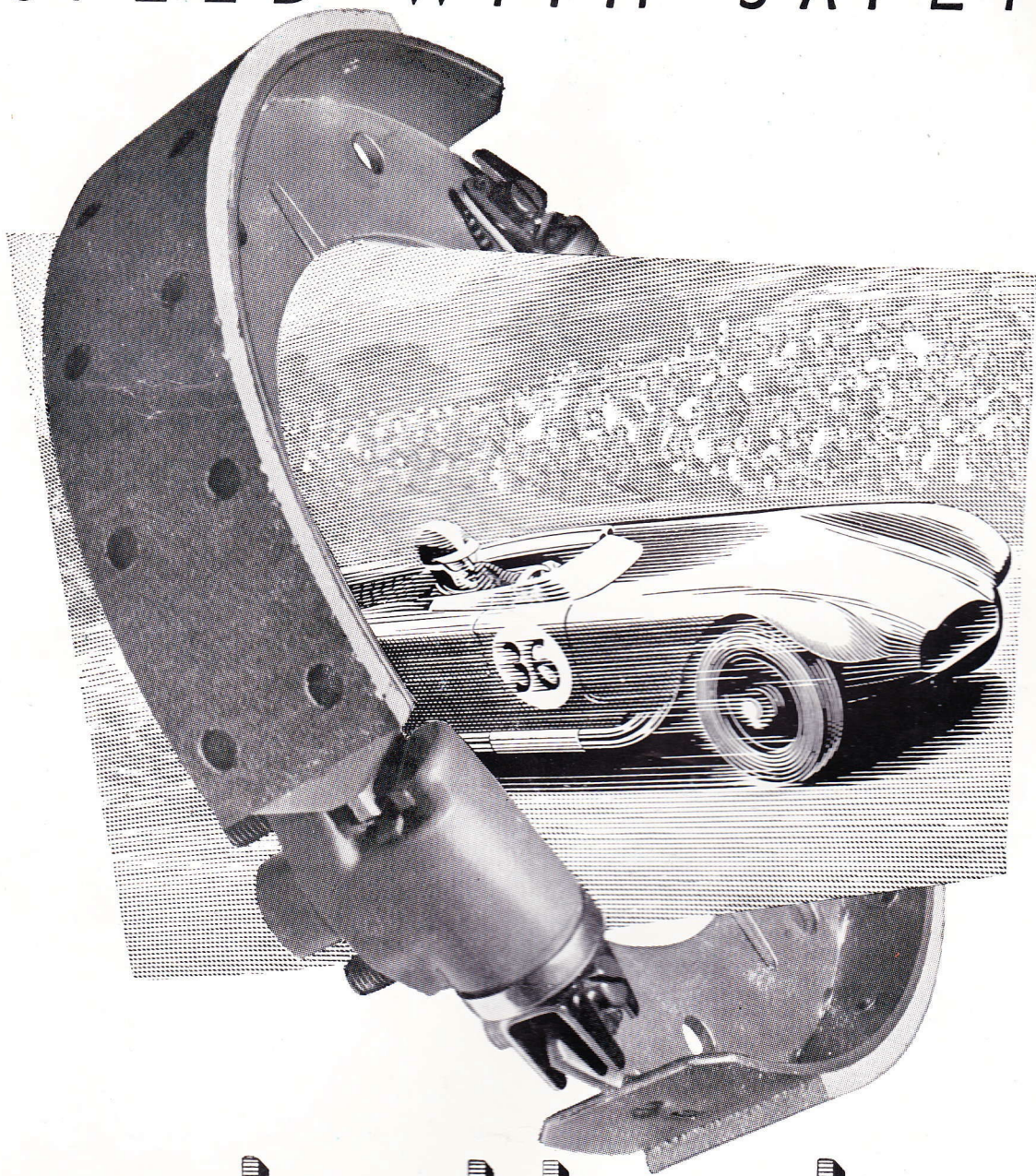
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 25

December 23, 1955

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EDITORIAL

TRIALS CHAMPION

Geoff Newman, like Ken Wharton, is the only driver to have won the R.A.C. Trials Championship more than once. His was a convincing victory, and his performance on at least two of the very difficult hills gave his fellow-competitors something on which to ponder. Newman's machine, one of the several built by the enterprising Cannon family, achieved a new high standard of traction, and blipped its way up muddy banks with the ease of a tracked vehicle. When one considers that the modern trials car, with its efficient Ford Ten engine, has to make use of perfectly standard tyre treads and a free differential, it is all the more creditable that seemingly impossible feats are attempted—and achieved. Car trials are one of the most highly specialized forms of motoring sport, and, as organized today, cause very little anxiety to police, land-owners and the general public. Main road motoring is cut down to a minimum; the job in hand is to conquer difficult terrain, and organizers have an almost unlimited selection of devilish sections from which to choose. Trials are also the finest training for drivers of International rally class: it is significant that past champions such as Ken Wharton, Cuth Harrison and Reg Phillips are recognized as being among this country's top-line rally drivers.

THE SILVER ARROWS

In this issue, a former P.R.O. for Daimler-Benz A.G. gives his answer to the oft-asked query: "What makes the 'Silver Arrows' go?" It is indeed a lesson in how to go motor racing on the grand scale, and as a means to an end. The meticulous organization, technical achievements and grim determination to succeed, are items that contribute to the many victories achieved. Naturally the Germans had to have the best drivers possible, and few can deny that their choice of Fangio and Moss played a major part in the "Silver Arrows" success story. It is obvious that the racing programme of Mercedes-Benz has been fully justified: it brought a remarkable amount of prestige, and has resulted in the greatest output of various units ever experienced in Unterturkheim. It is also to be remarked upon, that the overwhelming superiority of Mercedes-Benz over their rivals has coincided with a tremendous increase in the sale of German-built vehicles in all export markets. In fact, ever since the first 300SL appeared in the 1952 Mille Miglia, the re-entry into organized motor racing was planned as a long-term operation. That results were achieved so rapidly, and so convincingly, is proof enough of the professional touch which all those concerned brought to the sport of motor racing, and used for propaganda purposes.

Only one other nation, Italy, has consistently taken a similarly realistic attitude towards the value of racing to the motor industry and as an instrument of national propaganda. When will the big British manufacturers wake up to the fact that this "vulgar" motor racing business is vital to the prosperity of our automobile industry?

PIT and PADDOCK

EARL HOWE journeyed from London to Scarborough and back on the same day with his Aston Martin, to be present at the R.A.C.'s Trials Championship.

ONE of the hills climbed by Trials Champion Geoff Newman defeated the local farmer's tractor.

NEW holder of the AUTOSPORT Navigator's trophy in the B.T.D.A.'s Gold Star Rally competition is J. M. Wood, J. W. Waddington's usual passenger.

DICK PROTHEROE'S "mystery" works offer mentioned at Motor Show time, turns out to have been with B.M.C. Now that M.G.s have decided not to race, he has been left without a drive—bad luck.

"DOUG" LAWTON of the Hagley Club will be co-driving with "Chick" Henn in the "Monte" in a Rover 90. Candidates for the Comfort award?

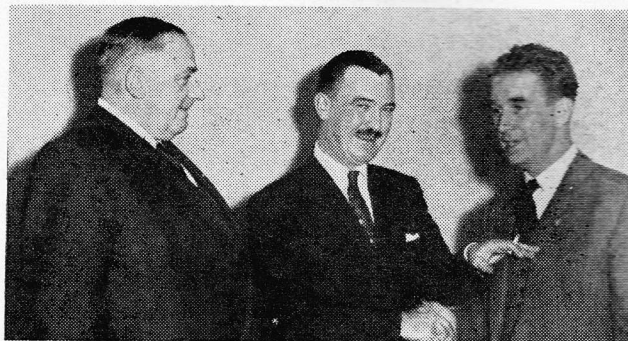
A MONUMENT to the great French driver Jean-Pierre Wimille, killed in the Argentine in 1949, is to be erected in Paris.

THEY SAY DEPT. . . . That Peter Collins has signed with Ferrari to drive in Grands Prix next season, but will remain faithful to Aston Martin for sports car racing. . . . That the old-established firm of Fiat may return to competitions at Le Mans next year. . . . That formidable representation by British manufacturers' teams is likely in next April's Mille Miglia.

THE General Committee of the Scottish M.T.A. have decided, at a recent meeting in Glasgow, that the next Scottish Motor Show will take place in November, 1957, and not in 1956 as originally planned.

MONTÉ CARLO will be one of the compulsory halts in next year's Tulip Rally. Start of the special stages will be from Champagnoles.

SEEN at the Berwick & D.M.C. annual prizegiving recently are A. J. Stoddart, the Editor and P. G. Walton. All three will be competing in the "Monte".



READERS are reminded that answers to the Christmas Quiz, on pages 796-797 of this week's issue, should be sent on a postcard to reach us by Wednesday, 4th January, 1956.

PER MALLING, co-winner with Gunnar Fadum of the 1955 Monte Carlo Rally in a Sunbeam, is driving a Panther in the 1956 event.

EX-FERRARI team manager Nello Ugolini will remain in motor racing. He has joined the rival Maserati équipe in a similar capacity!

THE Targa Florio and the Syracuse G.P. are in danger of being cancelled next year, if the Palermo road authorities have their way. They are seeking to ban all road racing in Sicily during 1956.

GILBERTE THIRION and Lise Renaud (Renault) are entries for the "Coupe des Dames" in the "Monte".

LADIES and Gentlemen, the toast is "Our Readers", coupled with the wish of the Editor and staff of AUTOSPORT that you will have the merriest of merry Christmases, and the happiest possible motoring for 1956. This is the sixth Christmas of the magazine's existence, and we are grateful for the continued and ever-increasing goodwill, which has enabled the world's only weekly magazine devoted entirely to motoring sport to go from strength to strength.



TWO-PINT Tankard is received by Aston Martin team manager John Wyer on behalf of Roy Salvadori, away in Italy.



U.S.A.F. TROPHY, a magnificent award surmounted by a replica of a U.S.A.F. bomber, was presented to George Abecassis.

AT THE RUBENS Hotel, on the occasion of the A.M.O.C. "Aston Martini" cocktail party, Reg Parnell, Mrs. Stewart, Dudley Coram, John Wyer and Marquis Camden take a look at the Richard Stallebrass Trophy.

JACQUES PERON (Osca) is declared winner of the Ecurie Noire (Lyon) Challenge Trophy for competitions in 1956. Runner-up was Pouderoux (Citroën).

DESPITE wet, slippery conditions at Brands Hatch, Archie Scott-Brown has been going extremely well during practice with the 2½-litre G.P. Connaught, lapping comfortably in 63.8 secs., a speed of around 70 m.p.h., comparing well with Ivor Bueb's absolute record in the dry (with an F3 Cooper) of 59.8 secs. Given good circuit conditions, this figure may well be improved on Boxing Day.

SPORTS NEWS

ALFA ROMEO AND RACING

THE following extract from the speech made by Dr. Ing Franco Quaroni, Managing Director of the Alfa Romeo concern, at a Press conference in Milan on 28th November, will interest all who are keen to see the return to racing of this famous Italian racing marque:

"The Alfa Romeo concern has never ceased to interest itself in the problem of high-performance vehicles and will continue efforts to obtain the greatest possible power output from engines. To deny that racing cars may have notable influence and usefulness on our technical progress would be to deny the obvious.

"It is to be noted that recent experiments carried out on sports vehicles have enabled features to be incorporated in production vehicles which some sceptics stated could not be adapted for normal production: We cite, as an example for everybody, the braking mechanism experimented with on the racing Type 158 and the 'Flying Saucer', and later transferred to all our production models, including the Giulietta saloon.

"Nonetheless, the programme of design study does not stop, and we are sure that, with the knowledge acquired of mechanical characteristics and performance of certain experimental prototypes, we shall be able to glean vital data, which will aid us in increasing, where necessary, the performance standards of production vehicles, but, firstly and above all else, to increase the safety and quality of our products.

"Naturally, this does not infer that we shall be returning to racing, at least, so far as concerns the coming year, for we shall maintain our policy of abstention from racing even if this may dishearten so many memories of our past victories. On the other hand, other famous manufacturers have followed our example, because it is necessary to remain away from the stress and strain of competitions, in order to turn to account for the benefit of production vehicles those suggestions which racing competitions have brought to notice already."

SPORTING STUDEBAKERS

A NEW series of sporting-type models, the Hawks, are included in the 1956 range of Studebaker cars, products of the Studebaker-Packard Corporation. The Golden Hawk has a 275 b.h.p. V8 engine with 9.5 to 1 compression ratio and four-choke carburettor. Offered in five-seater hardtop or coupé form, overall height of the car is 5 ft. only, and undoubtedly the styling is amongst the most graceful of any American car. A new, British-style radiator grille and vertically ribbed rear wings are departures from Studebaker's previous very sleek line; "wire" wheels are optional fittings. Companion models are the Sky Hawk, with 210 b.h.p. V8 engine, the Power Hawk with 170 b.h.p. V8 engine and the Flight Hawk coupé, most economical of the quartet, with 101 b.h.p. six-cylinder in-line engine.

In pre-production tests, the Golden Hawk accelerated from 0 to 60 m.p.h. in a claimed 8.6 secs., and 30 to 60 m.p.h. in 5.4 secs. The Sky Hawk reached 60 m.p.h. from 0 in 9.3 secs., and 60 m.p.h. from 30 m.p.h. in 5.9 secs. Flightomatic automatic transmission is available on three of the Hawks, while Studebaker-Packard Ultramatic transmission is fitted to the Golden Hawk.

GOLDEN HAWK: Studebaker's very clean 1955 line has been modified in their latest model, the Golden Hawk 275 b.h.p. sporting coupé, which has an almost vertical, European-style radiator grille, and the fashionable pointed rear wing fillets.

CHRISTMAS MOTOR RACING

Sports Car, Formule Libre and F3 Events, Seasonal Festivities and Father Christmas at the Boxing Day Brands Hatch Meeting

NEXT Monday, Boxing Day, the off-season lull in British motor racing will be broken by the British Racing and Sports Car Club's race meeting at Brands Hatch, Kent. This will be the second "Boxing Day Brands", the first of which was run so successfully last year in conditions better than many a summer event during that decidedly damp 1954 season. Whilst earnestly wishing for another dry day, speaking climatically, this Boxing Day meeting should be anything but "dry" in the interest sense, to judge from the entry lists. Highspot will undoubtedly be the appearance of the Syracuse G.P.-winning 2½-litre Connaught, which will be driven by Archie Scott-Brown in the Air-India Trophy *Formule Libre* race, in which event the Syracuse winner himself, Tony Brooks, will drive another Connaught, the 2-litre car entered by John Riseley-Prichard. Though offered the G.P. machine, Brooks is adhering to his earlier promise to drive for Riseley-Prichard, but will also turn a demonstration lap or two in the Syracuse winner, to give the crowd the opportunity to view Britain's latest Grand Prix-winning combination in action.

Over 100 entries have been received for the 12.30 p.m. to dusk meeting, which will comprise the Yuletide Trophy race for Formula 3 cars, in two 10-lap heats and two 12-lap finals; the 15-lap Lex Trophy race for up to 1,200 c.c. sports cars; the 15-lap Martini Trophy race for over 1,900 c.c. sports cars, and the 15-lap Air-India Trophy for *Formule Libre* racing cars. Further, the programme will contain special Christmassy attractions including the roast pig barbecue, performed by United States Air Force personnel from Manston, the playing of Christmas carols over the loudspeakers, and the descent from a helicopter of Father Christmas himself—or would it be a certain well-known racing driver? Hot sausages and other warming snacks and refreshments will be available around the circuit, and spectators arriving early will not only gain the vantage of front row parking close to the circuit barriers, but can witness practising

from 9 a.m. on Boxing Day morning.

Amongst the 40 entries for the F3 races one notes Reg Bicknell in his Revis, A. V. Cowley giving the new Petty 500 its first outing, "Pop" Lewis-Evans, Jim Russell, Ken Tyrrell, Tommy Bridger, Henry Taylor and Ivor Bueb, all driving Coopers, Don Parker and I. E. Raby in Kiefts, and John Brown (Staride).

The up to 1,200 c.c. sports event has attracted Colin Chapman (Lotus-Climax) a host of Cooper-Climaxes (or is it Climaxes?) with Jim Russell, Ivor Bueb, Brian Naylor, Tony Marsh, N. Cunningham-Reid and W. G. Frost driving, two newcomers—jet-bomber test pilot Desmond Adicott in an Elva and Sir Gawaine Baillie, 21-year-old "Lord of the Manor" of Leeds Castle, Maidstone, driving a Lotus-Climax—Ron Mackenzie-Low (Elva) and others.

In the Martini Trophy event for sports cars of over 1,900 c.c., we have Archie Scott-Brown, J. Trimble and J. Blunsden in Jaguar C types, G. Maude in a D type, H. McKay Fraser in his 3-litre Ferrari, Berwyn Baxter (Aston Martin DB3S), D. J. Hayles (Morgan) and others—with a £10 bonus as incentive to set the fastest lap. The *Formule Libre* race has the Connaughts aforementioned of Scott-Brown and Brooks, plus two others to be driven by Roy Salvadori or John Young, and Bill Holt, George Wicken in Paul Emery's 2½-litre Emeryson, Geoff Richardson in his blown R.R.A., R. A. Seales (Cooper 1100), H. C. Spero's grand old 3-litre Maserati, etc.

ADMISSION DETAILS

Public Enclosures, 4s. per head; Children, 1s.
Transfer to Open Stands, 5s.; Children, 2s. 6d.
" " Closed Stands, 12s. 6d.; Children, 5s.
Parking: Cars, 5s.; Motorcycles, 2s. 6d.;
Cycles, 1s.

HOW TO GET THERE

Brands Hatch Circuit (lap distance 1.25 miles) is situated near Fawkham, Kent, just off the main A20 London-Maidstone Road.
Nearest Railway Station: Swanley Junction (British Railways, Southern Region, from Victoria, London).

Buses and Coaches: Green Line coach No. 703; Green (Country) buses 478 and 21 all pass the circuit.



1956—a power unit which in 380 b.h.p. form may be placed into a Formula 1 racing car built by a large British manufacturer. Specification of the new engine will not be released until the aforementioned date, but remarkable reductions in friction losses by the use of "floating pistons", and a total of nine moving parts, plus a longevity amounting, in a car unit, to 200,000 miles with reconditioning, are claimed. The design will be applicable, not solely to cars and motorcycles, but also to ships, locomotives and heavy industrial power units. A 65 b.h.p. prototype unit is of remarkably compact dimensions, being accommodated within a biscuit box-sized container.

Should the new Bradshaw unit prove practical in production and operation, then a new era in motor propulsion, and the end of the conventional-type internal combustion engine, may be in sight. 4th January, 1956, will be awaited with much impatience by all mechanically minded people.

THE NASSAU MEETING

HEROES of the Bahamas three-day meeting on the palm-lined Windsor airfield circuit at Nassau were undoubtedly the young Spanish Marquis Alfonso de Portago and the American Phil Hill. De Portago carried off the Governor's Trophy race, over 30 laps, as recorded in last week's issue, and the following day beat Hill a second time in a short, all-Ferrari event, despite the fact that the American's car was a newer model with 3½-litre engine. Third was Louis Brero in an older 12-cylinder car of 4½ litres.

In the major race of the meeting over 60 laps, however, Phil Hill turned the tables on de Portago, heading him to the finishing line by over 20 secs. to win the Nassau Trophy. To the Spanish driver, however, went the credit for a new record lap at 104.22 m.p.h. Third came Masten Gregory with one of the Scuderia Parravano's new 3-litre Maseratis. Stirling Moss (Austin-Healey) retired with transmission trouble.

Results

Nassau Trophy (60 laps, 210 miles): 1, Phil Hill (3.5-litre Ferrari), 2 hrs. 10 mins. 14.2 secs., 98.2 m.p.h.; 2, Marquis de Portago (3-litre Ferrari), 2 hrs. 10 mins. 38 secs.; 3, Masten Gregory (3-litre Maserati), 2 hrs. 11 mins. 11 secs.

Fastest lap: de Portago, 104.22 m.p.h.

Ferrari Race (Alberto Ascari Memorial Trophy) (5 laps, 17.5 miles): 1, A. de Portago, 11 mins. 2.2 secs., 95.14 m.p.h.; 2, Phil Hill; 3, Louis Brero.

Governor's Trophy (30 laps, 105 miles): 1, de Portago (Ferrari), 1 hr. 8 mins. 11 secs., 92.40 m.p.h.; 2, Phil Hill (Ferrari); 3, Sherwood Johnston (Jaguar); 4, Louis Brero (Ferrari).

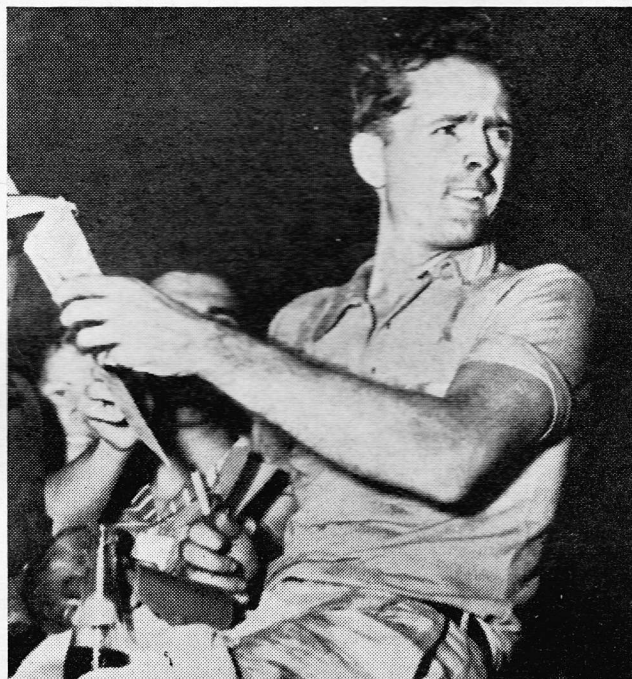
THE OMEGA ENGINE

THE name of Granville Bradshaw is one well known and respected in motorcycle and aircraft circles as that of a highly talented inventor whose designs, though often unconventional, have proved their efficiency through the years. The A.B.C. flat-twin motorcycle of the early '20s, which anticipated the famous German BMW machine of similar layout, can readily be cited as an example, whilst Bradshaw is renowned in the aircraft engine world for his invaluable work on radial units in World War I and subsequently. A further manifestation of the Bradshaw genius is forthcoming, it seems, in a revolutionary power unit to be unveiled on 4th January,

SUNNY SCENE above shows Stirling Moss in summery attire, riding on the Austin-Healey of Lady Greta Oakes, during the parade which preceded the sports car races at Nassau, in the Bahamas.

BIG RACE WINNER: (Right) Phil Hill flew from California for the meeting, winning the major, 60-lap, 210-mile race for the Nassau Trophy from de Portago and Masten Gregory (Maserati).

(Below) Phil Hill in his highly successful Ferrari winning the 115-mile National Grand Central sports car race at Glen-dale, California, held three weeks before the Nassau meeting.



"ASTON MARTINI"

THE Aston Martin O.C.'s annual cocktail party—or "Aston Martini", as it is called—was held last Saturday, 17th December, in the Rubens Hotel, London, and attended by a large concourse of motoring personalities—including Reg Parnell, who had broken a journey from Jersey to Derbyshire. The Marquis Camden was introduced by the competitions secretary, Tom Stewart, and presented the club's trophies for the 1955 season. To Sidney Pile went the President's Trophy, for his many successes with his beautifully kept 1½-litre car. John Bekaert won the St. John Horsfall Trophy, for 2-litre cars, and Miss Patsy Burt, the Peter Bell Trophy for her achievements with a post-war Aston Martin.

Alex McMillan was not present to receive the Stapleton Trophy for associate members, and John Wyer accepted the Members' Trophy on behalf of Roy Salvadori, who was in Italy. George Abecassis arrived later in the evening to receive the U.S.A.F. Trophy, which incorporates a handsome aircraft model which once graced the desk of Major-General Griswold. Ray Eve won the Concours award for the second year running, to Bill Elwell-Smith went the Charnwood Trophy, and D. B. Green won the Elwell-Smith Trophy. Finally, Dudley Coram and H. A. Wallace went up to receive the Stallebrass Trophy, a beautiful model of the 1½-litre Ulster model which Richard Stallebrass used to drive.

B.T.D.A. DINNER/DANCE

ON the evening following the R.A.C. Trials Championship, the British Trials Drivers' Association held its annual dinner/dance, at the St. Nicholas Hotel, Scarborough. In the chair was Jack Twyford, and the toast "The Mayor and Corporation of Scarborough" was given by Maurice Toulmin. Deputy-Mayor H. Storry, an ex-trials driver himself, replied. The toast "The B.T.D.A." was proposed by AUTOSPORT's editor, and the reply was given by Denis Flather.

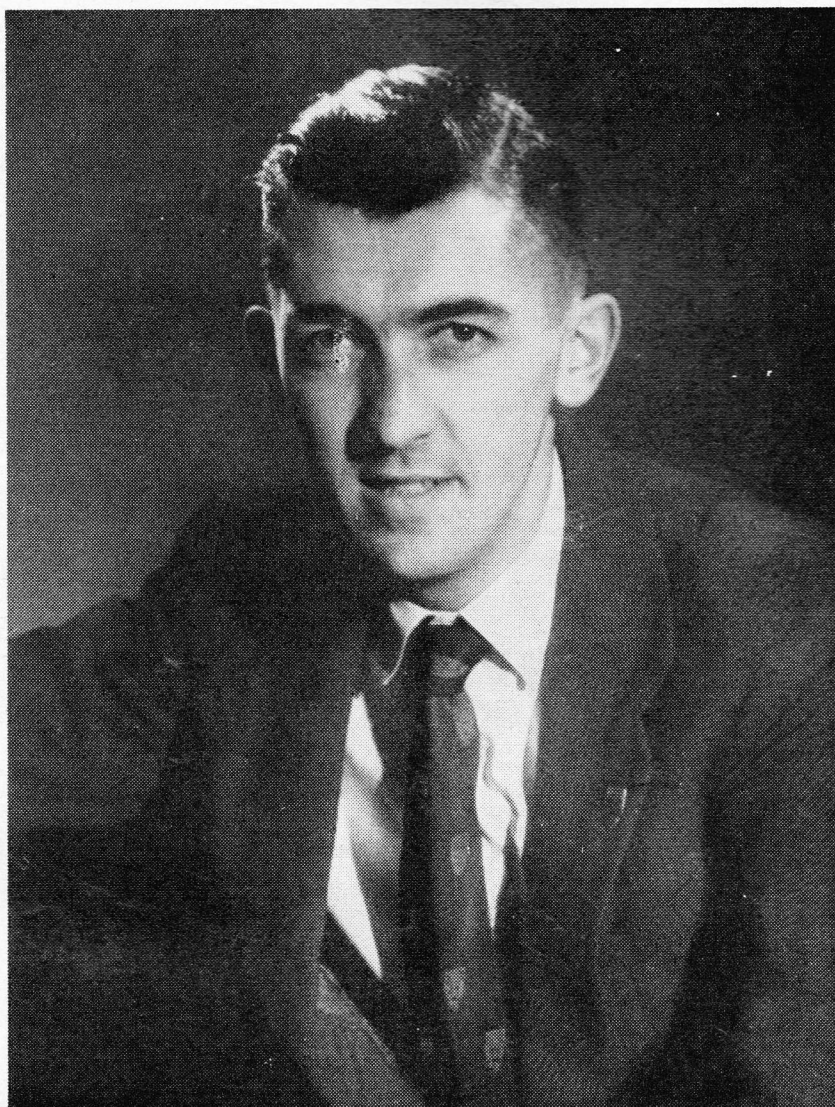
Deputy-Mayoress Mrs. Storry presented the season's awards, among them the AUTOSPORT Navigator's Trophy, which was presented to J. M. Wood, Gold Star Rally winner J. W. Waddington's navigator.

Dean Delamont then announced the winner in the Championship, and the trophy was handed over to Geoff Newman for the second successive year. Jack Twyford organized a film show, and then dancing continued on the St. Nicholas's well-known coloured glass floor until the early hours. At odd occasions there were demonstrations of how shirts can be removed without taking off the victim's jacket, pullover or waistcoat—all very mystifying.

The entire function was the usual high-spirited fun-and-games B.T.D.A. affair. On Sunday morning the A.G.M. of the association was extremely well attended.

PETER REECE MEMORIAL TROPHY

TO commemorate the popular young driver, Peter Reece, who recently lost his life in a road accident, AUTOSPORT is presenting a new rally trophy. This will be awarded to the British driver of a British car making the best performance in the Lyon-Charbonnières Rally. It will be known as the AUTOSPORT Peter Reece Memorial Trophy.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 42—STUART LEWIS-EVANS

THE preparation of "Portrait Gallery" can be a maddening task when the preliminary research reveals such an astounding list of successes that one cannot give them all. That is certainly the case with Stuart Lewis-Evans, for although this Kentish garage man is only 25, he has already won a full score of major Formula 3 races. Always he has remained faithful to the *marque* Cooper with Norton engine and cylinder head by Robin Jackson, and it has served him well. His successes have been achieved not only in England, Scotland, Ireland and Wales, but farther afield in France, Belgium and Italy.

It was in the last Brands Hatch meeting of 1951 that we first find Stuart winning a heat. April, 1952, saw him making fastest lap at the same course and gaining a second place—but May was to produce an even finer performance. In pouring rain at Silverstone, he beat Stirling Moss to win at the *Daily Express* meeting. Then came another win at the Frontières G.P. in Belgium, and a second at Orleans. He closed his first full season with a third place in the Senior Race at Brands Hatch in October.

In May, 1953, he won at Orleans, and in July gained the Elizabeth Trophy at Crystal Palace, and third place in the Silverstone F3 race on Grand Prix day, sharing the fastest lap with Moss. In September he returned to Crystal Palace to win the Redex Trophy, then finished with a second place and fastest lap at Goodwood. Nineteen-fifty-four saw him second in the Irish Championship, third in the Welsh Championship, winner again at Orleans, third and holder of the fastest lap at Nürburgring, and magnificent after a late start in the Boxing Day Brands Hatch meeting, finishing second to Bueb and making a record lap. This year he won at Orleans for the third time, and also in the Castello di Terano and Cosenza races in Italy. At home, he fought works drivers Bueb and Russell throughout the season, beating them on several occasions and, at Snetterton in August, scrapping with Bueb so fiercely that they collided and both had to retire! So consistently successful has this young man been, that one wonders why he remains as a Formula 3 "independent". Perhaps he likes it better that way. . . .

McC.

TECHNICAL & OTHERWISE

By JOHN BOLSTER

FORMULA 1 PROGRESS REPORT

THE interval between racing seasons becomes shorter every year. Nevertheless, if one excepts the *Grand Prix de Brands Hatch* on Boxing Day, we are at present enjoying a momentary pause for breath.

It would seem profitable, at this time, to discuss a few of the technical lessons that last season's Formula 1 events taught us. In the first place, there was the undoubted superiority of the Mercedes-Benz team, and the reasons for this were not all to be found in the cars. This firm spent more money, employed more men, and in fact went in for racing on a much bigger scale than any of their competitors. Most important of all, they employed two drivers who were capable of driving consistently faster than any of the pilots against whom they were engaged. Let us consider the technical aspects, however.

As I have often explained in previous articles, the use of fuel injection gives a guaranteed increase in power compared with a similar engine equipped with carburettors. Theoretically, the improvement is of the order of 12 per cent., and in practice this figure has in fact been realized. Now, there are very grave difficulties in securing and retaining a consistent injection performance throughout the speed ranges, but Mercedes-Benz have done it, and that alone is sufficient to give them superiority. The desmodromic valves are probably less important, but they do provide a factor of safety. The current over-square racing engine has its valves and pistons operating in alarmingly close proximity, and a mechanical hook-up that prevents valve bounce must be a potent factor in achieving reliability.

The choice of eight cylinders in line, instead of the more popular Vee arrangement, has been the subject of discussion. I think that the question of arranging the inlet ports, with suitably long ramming pipes, was probably the decisive factor. The "BMW-type" inlet ports, through the top of the head between the camshaft covers, would make a V8 too high when all the pipework was added. Hence, an in-line unit, carried almost horizontally, was chosen. I am not convinced that the straight eight is lighter than a V8, as has been claimed, and the Mercedes-Benz was on the heavy side when first introduced, though it has since undergone a process of slimming.

By far the greatest improvement carried out in the later version of the Mercedes-Benz was in the roadholding department. When the cars were first raced in 1954, they were visibly unsteady

on the corners, and behaved somewhat alarmingly during heavy braking. Cars with swing axle rear suspension have often been "difficult", and many of us thought that the Germans would have to follow Ferrari's lead in abandoning the system. Yet, there was too much at stake commercially, for all production "Merces" have this form of I.R.S. The Daimler-Benz technicians scored a great victory in overcoming the handling troubles, and although the cars were never easy to drive, they had an acceptable degree of controllability in the hands of the world's greatest drivers. The suspension gave a very marked freedom from wheelspin, the acceleration away from slow corners being tremendous.

If the rear end remained unaltered except in detail, a big change occurred in front. Here, the inboard brakes were deleted in favour of normal hub-mounted drums. For a period, both types were run, but by the end of the season the vote seemed to have gone to the newer but more old-fashioned layout. However, the rear drums remained inboard.

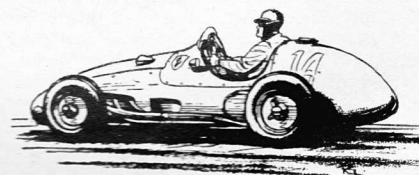
Now that Mercedes-Benz have withdrawn from racing, it is interesting to consider the probable reasons, and to speculate upon their future return. Prince Von Urach stated that the racing technicians were required in the factory to apply their recently acquired knowledge to the normal production cars. That could be literally true. In the 220A, Mercedes-Benz have one of the best medium-sized touring cars in the world. Their other models, however, while representing fine engineering, are perhaps not of sufficiently general appeal to make very much money. One feels that this great firm are likely to add at least one more popular type to their range, and it is a fair guess that some of the racing staff are wanted for prototype development. As to the eventual return to the circuits, this is likely to happen so soon as the public memory of the present supremacy begins to fade, probably with a turbine car.

In the absence of Mercedes-Benz, racing may easily be even better, since the contestants may well be very evenly matched. Although engine design varies, there is a remarkable similarity of chassis features, a conventional independent front end with wishbones being allied with a rigid rear axle of de Dion pattern. Only the two French constructors, Gordini and Bugatti, are non-conformists.

The Gordini has independent suspension front and rear, by short tubular arms facing fore and aft and forming a Watts linkage. Without wishing to be critical, it is difficult not to view with dismay the considerable changes in castor angle which are inseparable from this layout. Mechanically, it would appear that the short half shafts will give the universal joints a busy time, and the torsion bars look perilously short, too. One hopes that these criticisms are ill-founded, for we all wish Gordini well.

The rear-engined Bugatti has a de Dion axle, which is normal racing practice, but in front it has another tubular beam axle, which seems like flying in the face of providence. Beam front axles are excellent at Indianapolis, but one cannot see how this system can cope with modern speeds on road circuits. Certainly, the old Bugattis used to have a fine reputation for roadholding, but corners are taken so much faster these days that it seems hard to justify this reversion. It is true that, at first, independently sprung racing cars could not corner as fast as their predecessors, but now all that has changed, and extremely high cornering power is a characteristic of all Grand Prix cars.

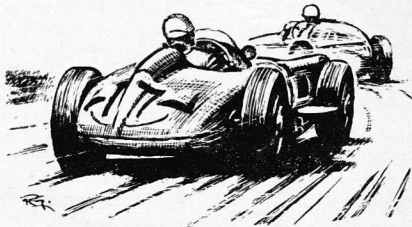
The Italian school are conventional as far as chassis design is concerned. It is a characteristic of many present-day Italian touring and sports cars that their handling is spoilt by an excessive degree of understeer. To the onlooker, some of the Ferrari racing cars appear to



have been tarred with the same brush. The Lancias, on the other hand, were often visibly unsteady coming out of fast bends, though quite what was happening it was difficult to analyse. Alone, the Maserati people seem to have got this roadholding business ironed out, and the impeccable behaviour on corners was applauded by spectators and drivers alike.

The Maserati six-cylinder engine gives a great deal of power, though the torque falls off fairly rapidly in the lower ranges. It is likely that this unit will appear with fuel injection, and if this can really be made to work, the Maserati could become the fastest road racing car that has yet been built; fastest in terms of lap speed, I mean. It is rumoured that Ferrari will abandon the "four" and return to his old love, the 12-cylinder engine. One feels that something in the form of variable telescopic ramming pipes, or valve timing which becomes more "extreme" as the revolutions rise, will have to be developed to extend the range of these multi-cylinder unsupercharged units.

In England, of course, we have the usual spectacle of patriotic heroes beggaring themselves to put green cars on the starting grids. The great manufacturers, who would benefit enormously from any success, sit back complacently and withhold the help that they could so easily afford to give. In spite of a chronic lack of money, our racing car constructors are nearer to the top than at any time since the Sunbeam days. Our three principal competitors have all chosen the four-cylinder engine, though whether from expediency or conviction it would not be polite to ask.



The failure of the promised Coventry-Climax V8 to materialize has been a bitter blow, several chassis having been actually built to accommodate it. Let us hope that the Brooke-Weston project of Speed Engines, Ltd., will replace it. It is most interesting that this very over-square V8 has two inlet valves and one exhaust per cylinder, for in general the trend has been away from multiple inlet valves, both Maserati and Mercedes-Benz having abandoned them with the supercharger. The "treble-knocker" A.J.S. racing motorcycle has one inlet

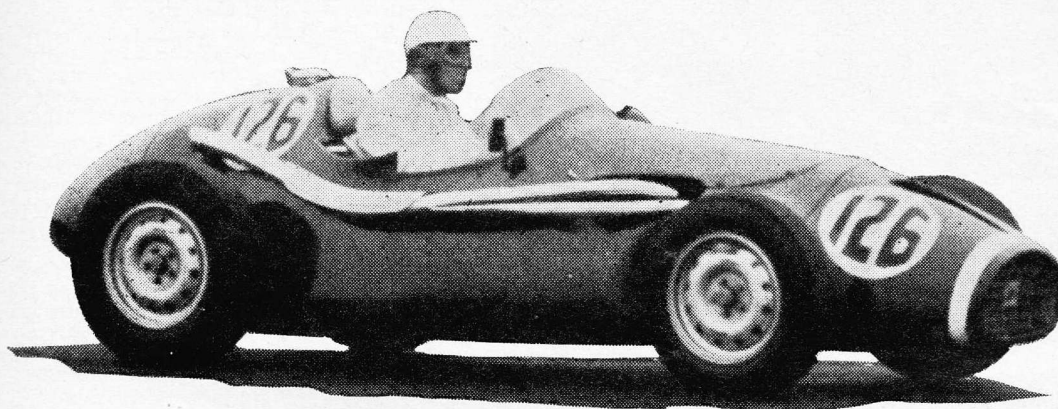
valve and two very small exhausts, doubtless in the interests of cooling and detonation prevention; however, this is an air-cooled engine compulsorily running on petrol as a fuel.

In spite of their stirring Syracuse victory, Connaughts are suffering from financial cramp. It is absurd to expect them to race with credit under these conditions, and it is high time that the industry made them a grant, accepting the advertising and technical lessons as full repayment. B.R.M. have many troubles, lubrication and front-end

behaviour among them, but the car is both fast and light. Finally we come to the Vanwall, which has an extremely powerful engine but too much weight. One understands that a new and much lighter chassis is under construction, and this car may well be Britain's best bet.

Formula 1 racing promises to be the best ever in 1956. Nevertheless, a thriving Formula 2 is what we need in this country, and there are several interesting projects if this "junior league" materializes.

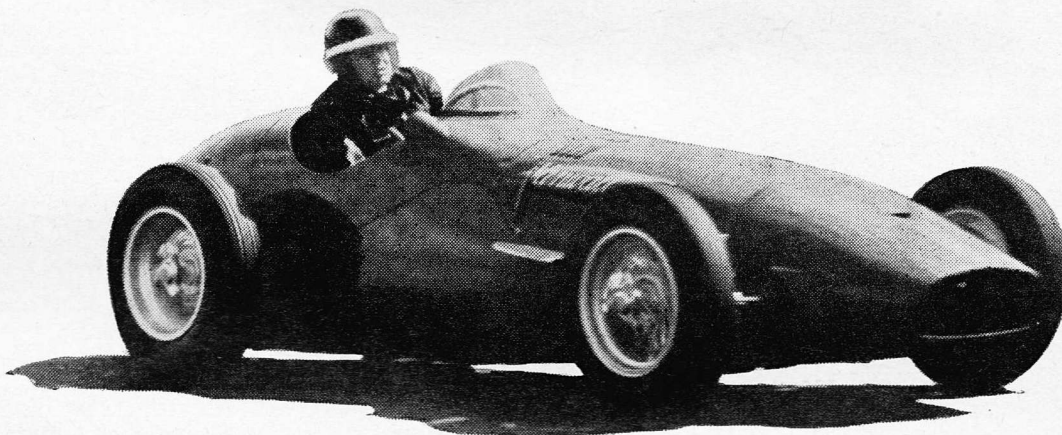
FORMULA 1—AND BRITISH . . .



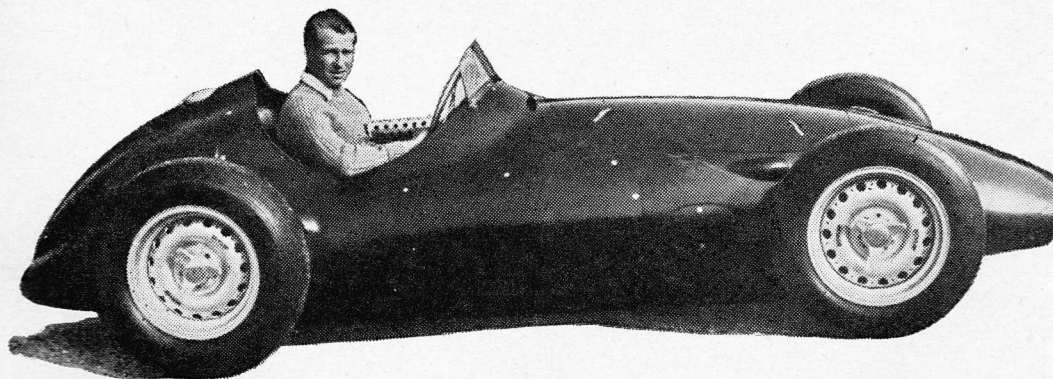
CONNAUGHT: (Left) Now internationally famed for its fine victory over the Maseratis in the Syracuse Grand Prix, the 1955 Connaught has been driven this season by Tony Brooks, Peter Walker, Reg Parnell, Jack Fairman and others. It has a 2½-litre Alta 4-cylinder engine, mounted in a tubular chassis with de Dion rear axle. The car also won the Formule Libre race at the International Snetterton meeting.

★

VANWALL: (Right) Tony Vandervell's Grand Prix car, with 4-cylinder twin o.h.c. engine, has had mixed fortune this season, but Harry Schell and Ken Wharton were first and second in the International Formula 1 race at Snetterton, while Schell also won two races at Castle Combe. New and lighter chassis are under construction for 1956.



★



B.R.M.: (Left) The very antithesis of their old V16 machine, Bourne's latest design with 2½-litre 4-cylinder engine is small, light and simple, and has proved very fast in tests. In the Oulton Park Gold Cup race Peter Collins went very well for 10 laps, then retired through a faulty oil pressure gauge reading zero. A full team of these cars should be ready for next season.

★

GEOFF NE

Sweeping Southern Victory in

BY WILSON ROGERS

Photography by Francis Penn



CHAMP (above) Geoff Newman in action with his Cannon on Hill 4 during the R.A.C. Trials Championship and (left) with a justifiable grin on his face after collecting his second successive Championship.



NEW ground was struck for the Eighth Trials Championship and the R.A.C. succeeded in finding 12 choice hills lying in groups of four within a few miles of Scarborough. There was no familiarity and certainly no contempt shown for the excellent sections which Dean Delamont and the B.A.R.C. and Y.S.C.C. had laid out. And if victory did go to one of the 11 Southern contenders this was not because of their numerical superiority. Geoff Newman (Cannon 7) and Percy Barden (P.A.B.) were contesting first place all day, with Newman showing absolute brilliance on some hills. Set against this was Barden's determination and consistency. So while congratulating Geoff Newman on his second successive victory think, too, of the gallant runner-up.

Of the ex-champions who had been invited to attend, neither Ken Wharton nor Wally Waring had a car. Reg Phillips came in by virtue of his own achievements in trials during the last

year. An invitation to Cuth Harrison to drive in the British Trials classic was accepted by the Sheffield man.

Scrutineering took place at Tommy Wise's garage in Scarborough and one or two interesting items were seen: such as Mike Cannon's independent front end on the Cannon 14 (yes—fourteen) and Bernard Dees's air-intake being led from the cockpit. Nigel Kennedy, the only Scotsman in the trial, had to look for another passenger in the Harfeach when Peter Hughes fell ill, for he had a hand-brake on the passenger's side. Sportingly jovial Ron Kemp took on the job.

Moving off to Low North Camp near Harwood Dale a sight of the first four sections gave the 19 competitors an idea of what they might expect—MUD. More mud than any R.A.C. Championship event has had for years!

Travelling in two groups, odd numbers

and evens, one group took on two of the sections while the other performed on the remaining two. Then they swapped, but on the second runs the larger numbers started first. This obtained all day and it meant that no advantage was given to any particular driver.

The first hill was composed of very wet clay (the subsoil of most of this area), rising to turn sharply across a deep gully. Turning thereafter immediately left hand, the route was marked between the trees following the rise of the hill.

While the forces gathered, the local postman made a perfectly clean climb and never put a foot wrong. On horseback!

Johnny Broadhead was the first man on the section, moving off in his usual devil-may-care fashion. But the gully put him right off his line and he slipped sideways, fetching up by an iron pipe which bordered the rise. Seeing this, and judging therefrom, Tony Marsh's climb in his normal-looking blown Dellow was all the more remarkable. Bridging the gully with a tremendous bonk! he straightened out early and gained yards on the Bollington boy.

Frank Lewis had his Squamigerous cock a snook in the gully and he was left there. Lower down, conditions were worsening and the several who failed to reach the culvert included Ron Faulkner (Paul Special II), Bernard Dees (P.A.B. Special), Cyril Corbishley (C.C.S. 4), Reg Phillips (Fairley) and Cuth Harrison (Harford).

These early failures did not stop later men. David Cannon (Cannon V) really pulled out the stops for a climb which took him beyond Marsh's best. There were others, too, who reached the high spots, for instance, Mike Lawson (M. & L.) and Geoff Newman (Cannon).



SIT BACK AND ENJOY IT! David Cannon and passenger get properly down to it on Hill 6. He finished 10th in his first Championship.

WMAN WINS AGAIN!

R.A.C. Trials Championship—F. T. Lewis Best Northern Driver

On a piece of land nearby, the second hill provided one of the few cases of later numbers getting the worst of the bargain. The "evens" were first to this hill and during the time they were there a stream was started which caused despondency amongst the odds. An almost vertical rise fairly high was the downfall of many, but the six best all carried numbers you could divide by two.

Newman gained further advantage here with Rex Chappell (Cannotton), Percy Barden, Mike Lawson and Mike Cannon following.

firmly on a great boulder—much to his surprise and disgust!

The fourth hill was a straightforward neck-or-hang-the-expense affair where Barden went high quickly. E. J. Chandler stopped on a rise which preceded a level piece, which Mike Cannon passed over promptly, even getting out of the bog which followed it. In a different and more dour fashion Nigel Kennedy almost reached Cannon's point. Broadhead (J.C.B.) was not quite the highest but good enough.

Of the unusual runs, Faulkner found a rut in the bog which swallowed half

his offside wheel, and Reg Phillips, who seemed to be keen on new routes for victory, chose a line to the hump which got him exactly there—and no more.

Competitors and officials now packed up and moved off towards the coast to a delightful hollow scooped out in wooded slopes. Four more sections laid out on bracken and loam were again attempted in the alternate manner.

Hill six curved left on bracken, and Percy Barden, who was first to make the endeavour, registered a half way climb which was not easy to better. E. J. Chandler did not quite do it in spite of a lot of wheel-twisting but Mike Cannon turned on the lot to pinch a few inches from previous climbs. Mike Lawson tried similar methods and had more success still, whereas Nigel Kennedy could not use the method even had he wished. He was getting a constant misfire.

The even numbers had been on this piece first and Newman was one of them. With his unusual and rhythmic throttle blipping, his Cannon 7 simply sailed to the top for a clean—the only one, as it proved to be. Two northern men, Stan Jenkins and Cuth Harrison, did not turn in the performances they can on their day. Ron Faulkner was the best of the later runners and headed Jack Broadhead's ascent in spite of the urge of the J.C.B. and the Bailey bouncing, which was most notable. Tony Marsh lost his grip early—for him!

The fifth hill lay on the other side of a spinney and except for the deep loam the only other feature was an S bend through the trees. This bend caught one or two, as for instance Norman Carr who up to then was moving mightily.

Ron Faulkner, Bernard Dees and Cyril Corbishley were separated at their settling points only by inches, and later Tony Marsh (Dellow) and Frank Lewis (Squamigerous) were there with them. Loam is almost bottomless in such spots and the surface was getting rough now. But it was Newman with the old story, for he beat Barden, although only just,



MARSH BIEN! Tony Marsh going well in his blown Dellow on Hill 1.

Of this group of hills number three was the most interesting. A mud flat of some 30 yards led to a right-hand bend on to grass which in turn gave way to a quick left-hand pitch to a heather-covered rise, the whole being some 70 yards long.

The majority of the better climbs ended after the second bend and men such as Marsh, Corbishley and Carr were of this number, with the last gaining most honours amongst early arrivals. Then came Ron Faulkner who whistled through the twists and up the slope on to new land. Mike Cannon was not far away with his unusual exhaust note but it was title-defender Geoff Newman who took pride of place in the long run. Stan Jenkins did not use the same technique but did well and Reg Phillips tried a wide line at the first bend only to stay there. Most unfortunate was Nigel Kennedy, who picked his way carefully through the now-goey clay only to stop in the middle with his back axle casing resting



THERE IS A CHAPPELL ON THE HILL: Rex Chappell (Cannotton) in trouble on the first section. He won the B.T.D.A. Gold Trials Star for 1955.



YOUNG VETERAN: Mike Lawson (above) on Hill 1 with his M. & L. He is one of the few modern trials exponents who took part in pre-war events.

DESIGNER-DRIVER Mike Cannon (right) with one of his own products on Hill 5.

for best with young David Cannon (Cannon V) in third place.

Between these two hills was set number 8, which started out of the slush and followed a left-hand line up the rise. There was nothing much between the first seven or eight although it must be admitted that inches were counting everywhere. On no hills were any sub-sections as such marked, but markers were staked indicating each man's position as he ended his run. The chance of a tie was most remote and the scheme was very successful.

Chappell, Appleton to a lesser degree. Barden and Mike Cannon all stopped around the same mark. It may sound monotonous but it was the amazing Newman who gave the show. When he left the line marshals started tearing after, waiting—or hoping—to peg his finishing point. Alas! They never caught him. He shot out of the climb going like a dingbat. Stan Jenkins had his engine splutter soon after the start but recovered to go really high—up to then the second best. Frank Lewis and Norman Carr (Trafford) worked hard and found the work worthwhile. Later Reg Phillips came along to be followed by Bernard Dees and both did well. One feature of the other attempts was that Ron Faulkner probably went up with more revs, than anyone.

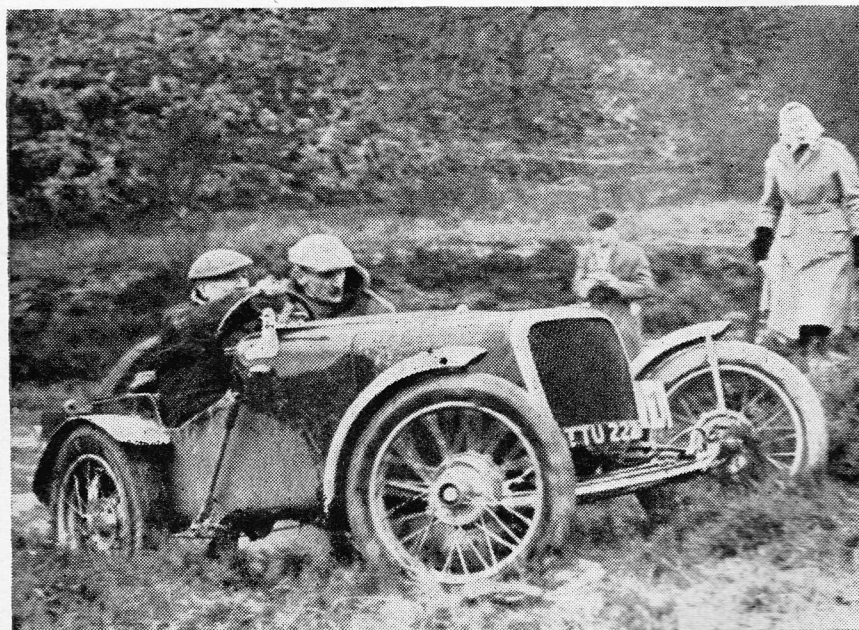
In an adjoining wood, or rather the remains of it, a seventh section was located. This was a plain straight dash at a slope which became ever more acute; so much so that the majority of the better attempts were, as on many hills, very close. David Cannon had the honour of notching highest with a bunch consisting of Newman, Chappell,

Barden and Faulkner right on his tail. Unhappily, Kennedy's Harfeach was still suffering from a distressing misfire.

A lunch adjournment followed at a nearby and welcome hostelry, before a six-mile run was made inland to the Harkness district for the afternoon session of four more hills.

Again it was mud which was in the ascendency. In fact it almost prevented the approach to three hills, but storming efforts were made by all concerned to slice through the mire and into the field.

One way in was through Section 10; this was a juicy lane which rose gradually. Stan Jenkins, the first to try this, found distance and dirt no object as his Austin slashed to the top. Then it was agreed to rearrange the end of this section to lead right-handed and steeply into the field. Again Stan tried his hand, and his climb might well have been better had he not received a great splodge of mud right in his eye. Even so he found his way out of the lane



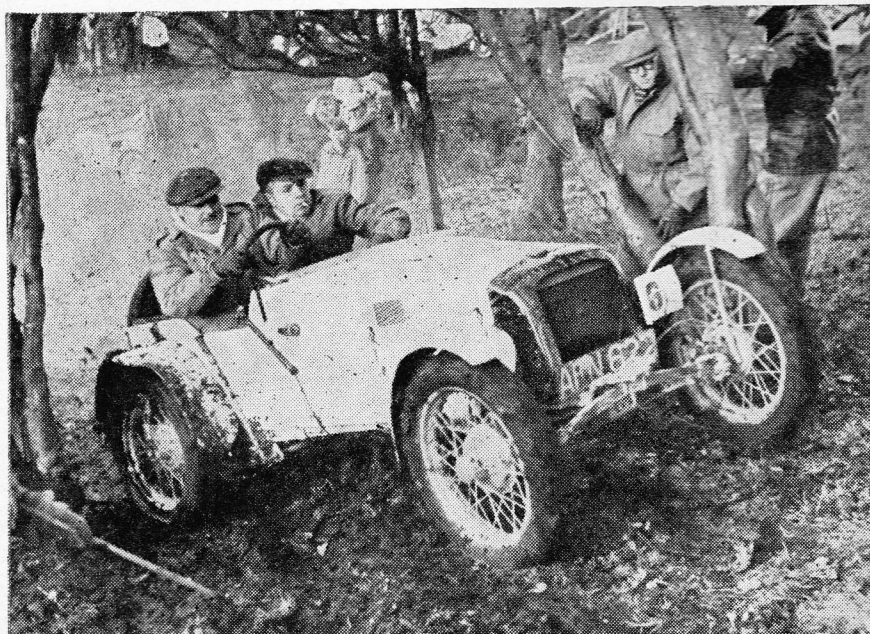
SECOND-BEST NORTHERNER: This year Johnny Broadhead had to cede pride of place to Frank Lewis as "Best Northerner". He is seen here on Hill 3.

before wheelspin claimed him for a victim.

The next climbs were interesting, for as each man came up a few more inches were gained. Cuth Harrison added to Jenkins' joyride. Reg Chappell capped Harrison and Jim Appleton improved on both. So it went on as each man took off a little more of the very loose topsoil. Chandler topped Barden but Mike Lawson, with a now very active Ian Mackenzie, did some wondrous wheel-wiggling, actually getting the front end on to the level. This was how affairs stood until Reg Phillips sold his new approach idea to Cyril Corbishley. And this time it paid! Coming tight into the bend they each found a harder surface and recorded best climbs. Corbishley was inches ahead for Phillips fouled a tree trunk—or was it vice versa?

Section 9 struck off slightly downhill on grass to plunge into mud. Thereafter the route undulated to a sharp left-hand rise which was the Waterloo of all. Tony Marsh did a bit of no good to the surface in a maiden run and his efforts were surpassed by both Norman Carr (Trafford) and Frank Lewis (Squamigerous), immediately following. David Cannon's Cannon seemed to "hang" a little in the slime, then shot forward again to stop on the rise, which Ron Faulkner did not quite surmount despite a mighty fine try.

The final sections of a trial well worthy of championship ranking were somewhat in contrast. Whereas 11 was straight and long over grass and mud of the thicker variety, number 12 twisted through a gate on real slime and wandered around to a right-hand grass rise. On 11 Tony Marsh's early work landed him way out of reach of Jack Broadhead, Frank Lewis and Reg Phillips in that order. But that was only until Mike Lawson came along. Using the inside of the track, he found useful land which took him up and up to the highest point. Seeing this, Newman screamed over hillside, but without approaching Lawson's crafty line.



STEADY, STAN! Northern entrant Stan Jenkins slams his Austin at Hill 6.

CHAMPIONSHIP SCORESHEET

	Broadhead	Lawson	Marsh	Newman	Lewis	Jenkins	Carr	Harrison	D. Cannon	Chappell	Faulkner	Appleton	Barden	Phillips	Chandler	Dees	M. Cannon	Corbishley	Kennedy
Section No 1	8	4	3	2	4	13	10	18	1	6	12	16	5	19	15	11	7	14	17
2	5	17	14	2	5	2	12	7	15	10	7	18	7	11	18	12	1	15	4
3	13	8	11	1	12	2	6	16	8	7	3	17	4	18	13	10	5	13	19
4	16	3	18	1	12	6	19	8	17	2	11	9	3	15	14	10	5	13	7
5	16	6	15	3	6	6	17	6	5	2	1	13	4	10	18	10	13	10	19
6	6	6	15	0	4	18	10	16	10	13	3	17	4	2	12	9	6	13	19
7	4	7	14	4	14	18	7	13	2	14	7	17	7	3	12	1	4	7	19
8	3	14	11	0	7	2	8	16	13	4	12	17	14	5	19	5	10	9	18
9	12	0	19	12	12	16	10	11	8	17	7	12	2	9	4	6	3	4	18
10	7	3	16	15	7	17	7	17	7	14	7	13	5	2	4	7	6	1	19
11	6	1	5	3	7	10	15	7	13	9	12	19	2	11	17	16	4	18	13
12	9	3	9	1	3	3	15	16	11	7	2	16	12	3	13	13	8	14	18
Totals	105	72	150	44	93	113	136	151	110	105	84	184	69	108	159	115	72	131	190

Geoff was high but not high enough. Stan Jenkins was 20 yards short of these points and Jim Appleton was even lower. The worthy James took a wrong line around a marker and laughingly shot off the hillside. Percy Barden was staging a grandstand finish and looked quite determined as he bashed his way up to a second highest behind Lawson. Mike Cannon followed with a fourth best.

The last hill was attempted in the gloom of a dry but cold day and some of the best, Lawson, Newman, Mike Cannon and Cuth Harrison, rounded the bend and were solidly on the grass. Chappell was just short but several more were many yards shorter. Jim Appleton never really arrived in the section proper and Cyril Corbishley and Norman Carr both failed on a now-very-slippery hump just inside the gate. There were

several in no better plight, until Reg Phillips came by and regained some of his lost stripes when he took the Fairley well on to the grass.

Then everyone took themselves back to Scarborough and the St. Nicholas for the usual gathering which follows a trials Championship event.

It was a fitting Championship which produced a worthy winner. An ideal trial in ideal conditions, when the Southerners took the honours.

Results

1. G. J. Newman (Cannon 7), 44 marks lost.
2. P. Barden (P.A.B.), 69.
3. M. H. Lawson (M. & L.); M. R. B. Cannon (Cannon 14), 72.
5. R. Faulkner (Paul Special II), 84.
6. F. T. Lewis (Squamigerous), 93.
7. J. C. Broadhead (J.C.B.); R. Chappell (Cannon), 105.
9. R. W. Phillips (Fairley), 108.
10. D. L. B. Cannon (Cannon V), 110.

Best Southern Driver: G. J. Newman.

Best Northern Driver: F. T. Lewis.

All competitors had 1,172 c.c. Ford-powered cars.

JAGUAR/CUNNINGHAM ACCORD IN U.S.A.

JAGUAR CARS, NORTH AMERICAN CORPORATION announce that Briggs S. Cunningham, driver/manufacturer of competition sports cars since 1950, will be associated with the distribution and servicing of Jaguar cars in a large area of the north-eastern part of the United States, and will also handle Jaguar retail sales from showrooms at 32 East 57 Street, Manhattan, New York, from the beginning of the New Year. Briggs Cunningham will be president of both wholesale and retail companies.

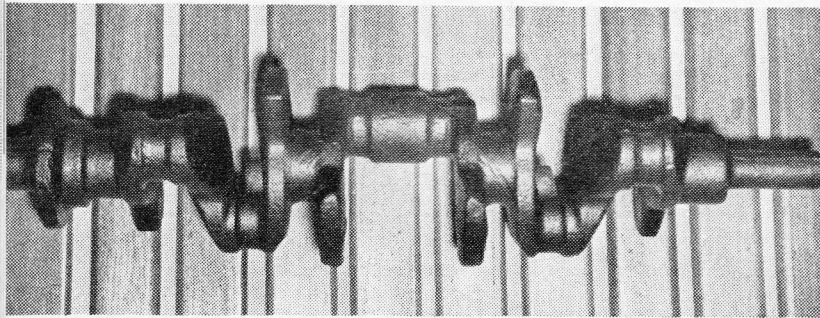
This association of Cunningham and U.S. Jaguar interests will make available to Jaguar owners in the States the well-known service facilities of the Alfred Momo Long Island establishment, which is being expanded to meet the additional business. The Jaguar technical school for mechanics, founded in U.S.A. over seven years ago, will also operate from Long Island.

AUTOSPORT CHRI

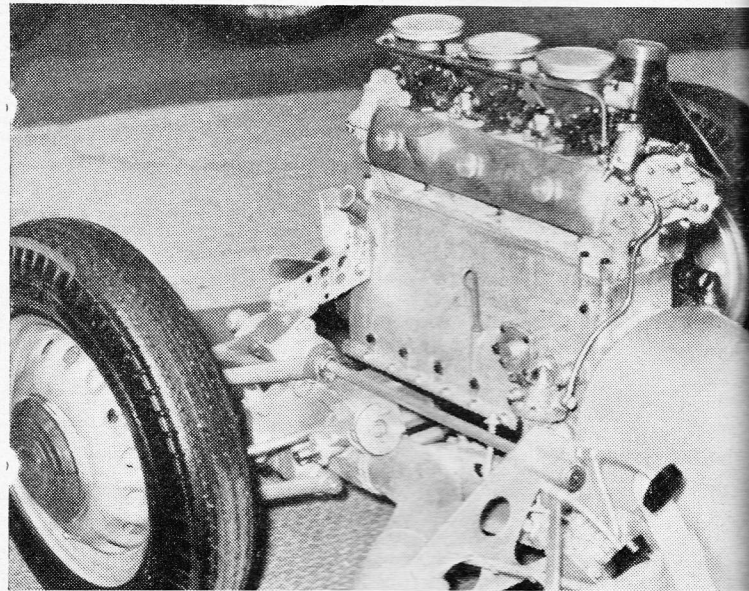
All these photographs have some feature awarded for the First Three all-correct



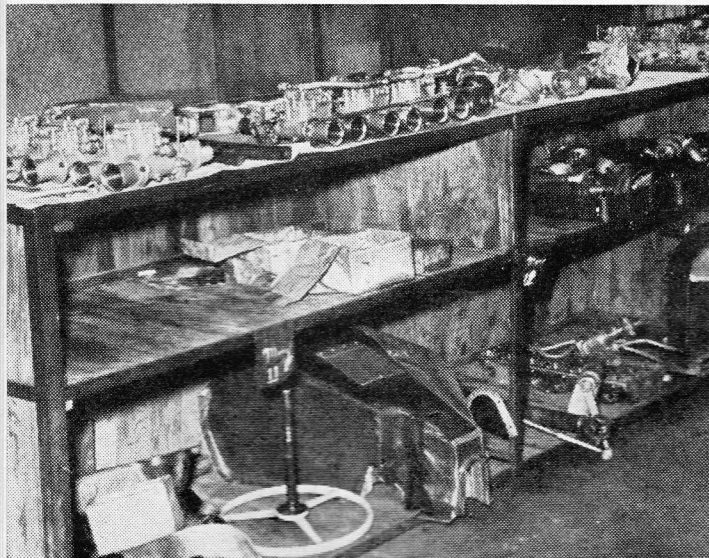
A. Crowd on starting line is at (a) Nürburgring, (b) Rouen, (c) Zandvoort?



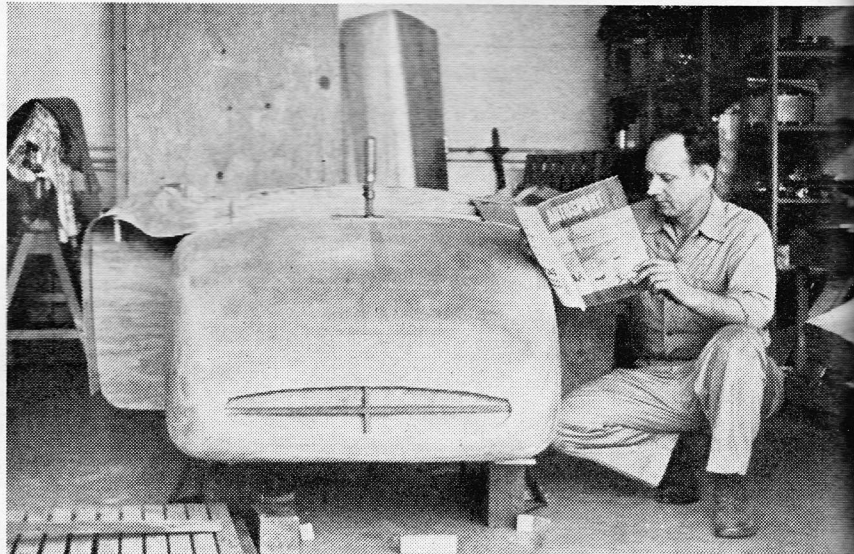
C. Crankshaft casting is for a (a) Maserati, (b) Jaguar, (c) Bristol?



B. Engine is in (a) Veritas-Meteor, (b) Arnolt-Bristol, (c) Warrior-Bristol?



D. (Above) Spare parts are for (a) Gordini, (b) Maserati, (c) Kieft?



E. (Above) Photograph was taken in (a) Germany, (b) U.S.A., (c) Australia?

F. (Below) Scene is from the Rally: (a) Tour-de France, (b) St. Raphael, (c) Lyon-Charbonnières?

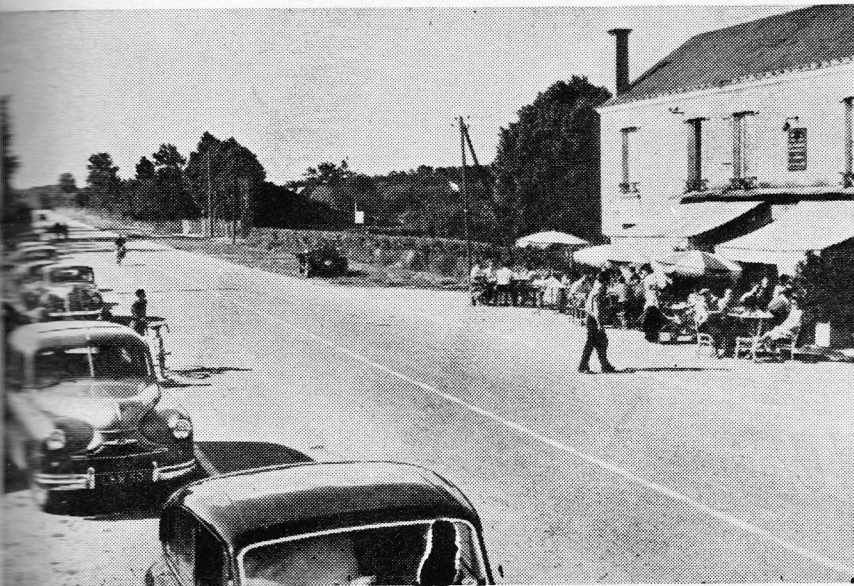


G. (Below) Equipment belongs to (a) Nino Farina, (b) Harry Schell, (c) Eugenio Castellotti?

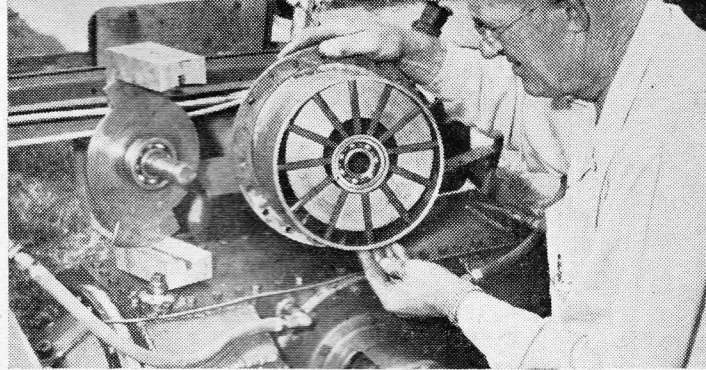


STMAS SPORT QUIZ

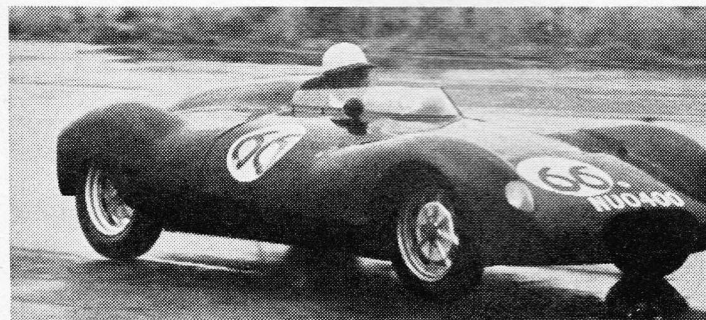
which makes them identifiable—Prizes will be solutions received by Wednesday, 4th January



I. This familiar place is (a) La Garenne, Rheims, (b) Mulsanne, Le Mans, (c) Hippodrome, Le Mans?



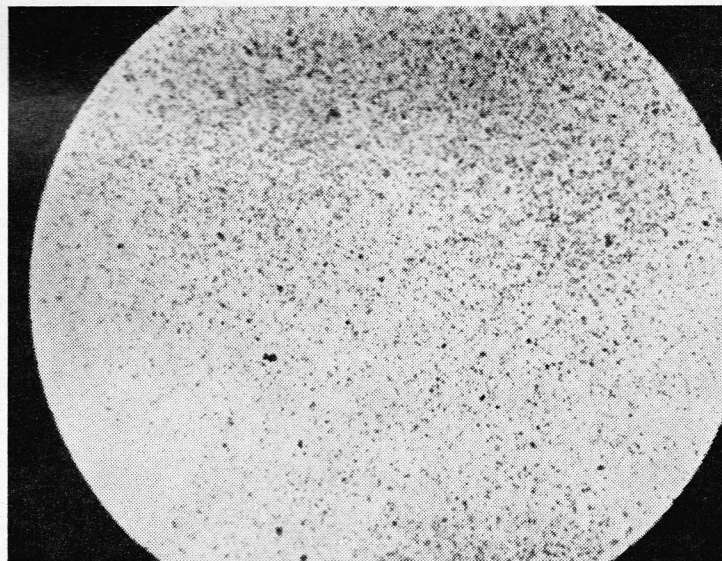
H. This man is holding (a) clutch unit, (b) brake drum, (c) hydraulic coupling?



J. This Cooper-Climax is being driven by (a) Tommy Sopwith, (b) John Cooper, (c) Roy Salvadori?



K. (Above) This car is (a) Stanguellini, (b) Ferrari, (c) Abarth?



L. (Above) Picture of (a) oil sludge, (b) piston crown, (c) planet Venus?

M. (Below) This trials driver is (a) Johnny Broadhead, (b) Geoff Newman, (c) Godfrey Imhof?



N. (Below) This engine is in an (a) H.A.R., (b) R.R.A., (c) E.R.A.?



"Come follow me, follow,
Down to the hollow
And there let us wallow
In glorious Mud!"

OLD ENGLISH FOLK-SONG (COMP. MODEL).

It's a funny thing, but before the 11th December I had never even seen a motorcycle trial. I have always liked motorcycling—I feel there are few cars that can provide such joy as can a powerful two-wheeler on the open road on a sunny day—but off the road, in the wet, I prefer Wellington boots. However, Cyril Posthumus and John Bolster had competed in, and apparently enjoyed immensely, a certain annual motorcycle mud-plug on several previous occasions. This was the "Wayzgoose"—a unique name for a unique event that is more formally known as the Press Trial. And so it came to pass that C. P. talked me into it.

The Press Trial is, as one might expect, open only to members of the Press, and



Sub's Folly

Being a Strictly Personal Account of the
"Wayzgoose", the Annual Press Motorcycle Trial

as pressmen are notoriously skilful scroungers, most of the 34 entrants appeared at the start with most professional-looking machinery that was by no means their personal property. C. P. and the writer found Messrs. Comerfords of Thames Ditton enthusiastically co-operative, and gratefully accepted the loan of two 197 c.c. lightweight competition two-strokes—a Dot and a Francis Barnett. Not only that, but they were transported for us by van to and from the event, and we had the use of them for practice, for three days beforehand. Incidentally, while we were at the showroom we discovered a Kieft motorcycle! Yes, Kiefts are importing the German Ilo machines, very attractive 200 c.c. two-stroke road bikes, and using the Kieft name-plate. One was ridden in the trial, by Norman Sharpe of *Motor Cycling*. Those practice days were fine and dry—particularly Saturday—and having got accustomed to the bike, I really looked forward to a pleasant day in the country.

It was raining on Sunday morning. It poured all the way down to the start at Sevenoaks and for that matter rained all the rest of the day. Having donned

boots, flying suit and crash-hat (they just aren't worn in trials—but I had a feeling I was going to need it) I collected the bike from the van. C. P. was expressing some concern at finding that the machine on which he had practised was not now available and an entirely strange Norman substituted.

At about 10.30 the cacophonous procession set off for the traditional course on the slopes of Witley Woods. The rain had been sloshing down for hours and as soon as we left the tarmac we were ploughing through treacle. I had been warned of the likelihood of sections that went downhill as well as up, but was horrified to arrive at No. 1 "Sub's Folly", and find an almost sheer drop, with a sort of chicane about halfway down: surely we weren't required to go down there? We were; and after watching one or two people fall in the mud, I set off gingerly in bottom gear, throttle closed. The marking system was such that one lost one mark for a "dab" with the foot, three marks for repeated dabbing or "paddling" or five marks for falling off or otherwise coming to a halt. (In addition there was an elaborate handicapping system taking

HOW ARE THE MIGHTY FALLEN:
Old hand Bernal Osborne (A.J.S.) of
Motor Cycling about to "lay the model
down" on the tricky traverse of "Sub's
Folly".

Photo: The Motor Cycle.

into account, age, sex, type of machine and whether one worked for a motorcycle paper.) Apart from my stalling the engine on the approach to the chicane through going too slowly, we both made it by paddling round; I believe no one got through "clean".

Section 2, "Small Pica", seemed quite impossible. It was a tortuous, uphill, muddy track affording no traction at all, and after a desperate struggle with gravity and wheelspin, we had to give it best. Next was "Stet or Bust"—and success at last. Up a hump, in and out of a hollow, round the bend and whoops!—we made it! Flushed with victory, we arrived at the top of the hill again and the start of aptly-named "Overrun", a dreadful downhill device, and once again I stalled and lost the lot.

"Six Ems Lane" was appropriately a narrow track in a rocky hollow and both of us negotiated it with just one dab. On to the last hazard in this first round—"Stop Press". This was a horse-shoe course on a steep slope—up, round the marker and down; I was amazed to find myself diving headlong down again for another "clean". However, to start the second round, we were required to tackle it in the reverse direction, and somehow things went awry (mainly the direction of travel). After charging the slope, the machine slewed and cut across the hill, scattering spectators and lo! I was down at the bottom again. The marshals generously gave me two more goes at it, but to no avail! C. P. was no luckier here; finding the very best patch of mud, he lay in it for a while, filling the twist-grip and his ear with mud and evoking a cry from a cretinous spectator, "That'll learn yer to wear a collar and tie!" Thereafter, throttle control became largely a matter of chance, and on his second attempt he charged a photographer, who retreated into the bushes, madly "firing" his camera at his assailant.

Second go on "Small Pica" was no better than the first but I felt confident that a neat performance on "Stet or Bust" would be repeated. A charming



★
EXPERTISE:
George Wilson of
The Motor Cycle,
previous winner of
the premier award,
handled a 350 B.S.A.
with sufficient skill
to keep his coat
immaculate and win
a second class award
although heavily
handicapped.

Photo: The Motor Cycle.

★

young lady was now marshalling, and smiled at me as she signalled me to start. I smiled in return and started. As I subsequently lay on my back in a bush she smiled at me and I smiled back again. Nothing like being sociable. "Overrun" was again a failure and I was glad of a tree in lieu of brakes. "Six Ems Lane" caught me out yet again on a down slope, for I stalled the engine. C. P., however, took it clean this time, emerging from the hollow in a glorious burst of speed to the discomfiture of the only lady competitor, Mrs. Ainsworth of *Motor Cycling*, who was almost in the line of flight.

The last hazard of the day was the first one in reverse (no, no, I mean uphill instead of down!). "Sub's Folly" was now a speed hill-climb, observed and timed—a frightening sight as the experts hurtled up on leaping monstrous machines. Oh, well, let's get it over. Back to the lightweight—bags of throttle—stand in the saddle and up we go at a gallop—right to the top. Certainly not B.T.D. but a glow of satisfaction put a pleasant climax to a novel day's sport.

Back to the finish then, to change out of wet clothing and participate in a riotous lunch. When the results were announced, we were delighted to find AUTOSPORT's John Bolster with a First Class award and Roy Pearl of *Motor Racing* with a Second—not bad out of only five entries from motoring papers. J. V. B. had been riding a great 500 c.c. A.J.S.—no joke under the conditions. Personally I'd rather be underneath something smaller! We were glad to see Rob Davis (ads. manager of *Motor Cycling*) well-known in the car world as just about the only successful car trials driver using an Austin 7 special. Here he was riding a big Matchless equally competently to gain a First Class award.

And so ended a most enjoyable day's fun in spite of the appalling weather, thanks to the cheerful marshals—and spectators—who were always ready with words of encouragement and advice! Thanks, too, to Clerk of the Course Angus Herbert, who also lent Bolster his bike, and to Mr. Winter of Comerfords, for the loan of C. P.'s and mine. Roll on next year, and let's hope it's dry.

S. P. S.

Provisional Results

"Uncle Rowe" Cup (best performance): C. R. Hodgson (Iliffe Press, B.S.A.), 46 marks lost (40 on performance, plus six on handicap).

Charlie Markham Memorial Shield (best in opposite class): R. Hakewill (*Motor Cycling*, Ariel s.c.), 64 net.

Best Solo irrespective of handicap: P. G. Baldwin (*Motorcycle News*, Norman), 69 (h'cap 66).

Best Sidecar irrespective of handicap: C. Quantrill (*Motorcycle News*, Matchless), 123 (60).

First-class Awards: Rob Davis (*Motor Cycling*, Matchless), 52 (6+46); Ron Davis (*Motor Cycling*, Triumph), 63 net; John Bolster (*Autosport*, Matchless), 63 (57+6); Bruce Main Smith (*Motor Cycling*, Norton s.c.), 106 (76+30).

Second-class Awards: Roy Pearl (*Motor Racing*, James), 72 (66+6); George Wilson (*Motor Cycle*, B.S.A.), 74 (28+46); Gwyn Thomas (*Motor Cycling*, Matchless), 75 (29+46); John Thorpe (*Motor Cycling*, A.J.S. s.c.), 108 (78+30).

Special Award for Best Performance by Lady: Mrs. K. Ainsworth (*Motor Cycling*, Excelsior).

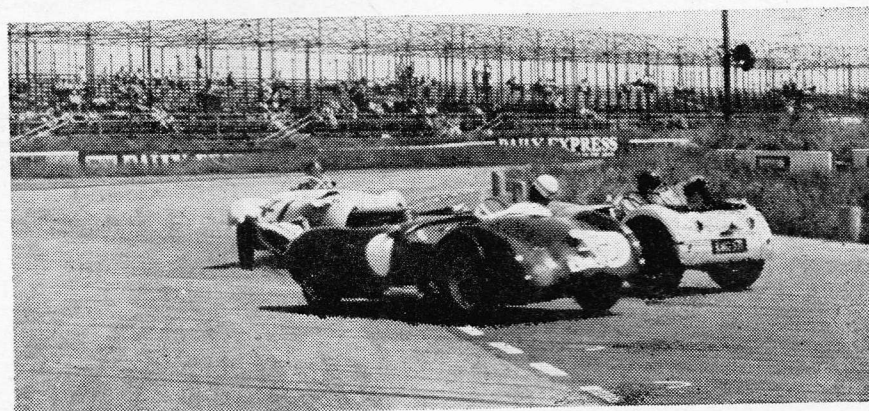
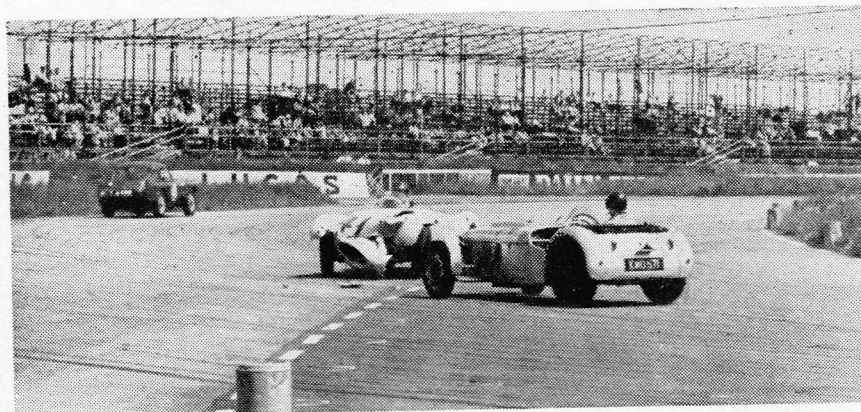
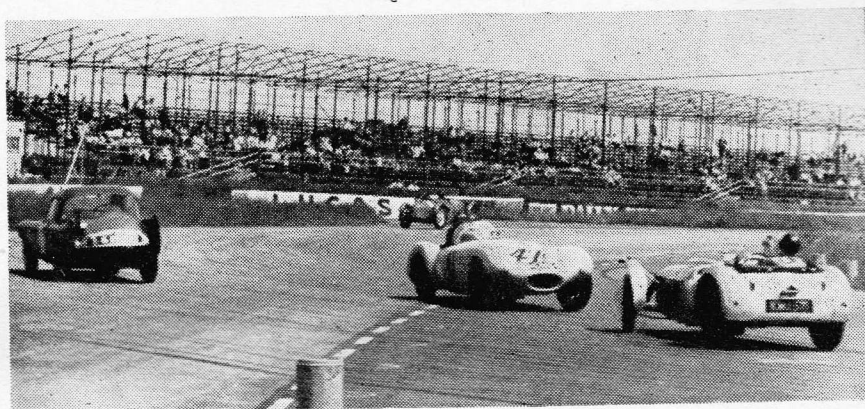
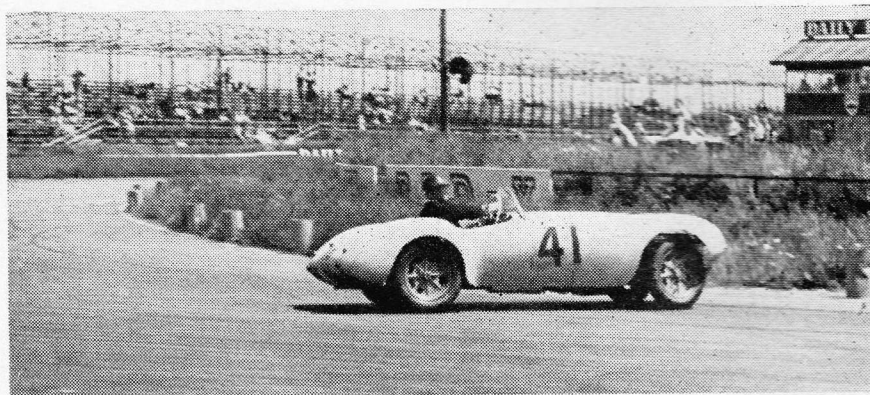
Handicaps

Penalty Marks: Competition model, lose 20 marks; 4 ins. rear tyre, 16; 3.50 ins. rear tyre, 8; Member of staff of motorcycle journal, 10; Winner of previous premier award, 30.

Bonus Marks: Over 40 years of age, gain 30 marks; Over 50, 40; Lady rider, 40.

SONG WITHOUT (publishable) WORDS

recorded at a Silverstone club meeting this year





What makes the "SILVER ARROWS" GO?

An Analysis of the Successful Racing Methods of Mercedes-Benz

By JERRY AMES

Former P.R.O. to Daimler-Benz A.G. in U.K.

THE brief incursion of Daimler-Benz into motor racing during the past two seasons could teach several very interesting lessons, which might throw light on the reasons why some racing cars that showed great promise failed to make the headway expected.

My job as Mercedes P.R.O. in England gave me something of a bird's eye view of the Company's foreign policy and an insight into many of the methods used by the Daimler-Benz racing organization. For I was on the receiving end of much confidential information and came to know many of the directors, designers, drivers, team manager, technicians and mechanics.

To understand the plan behind the Daimler-Benz 18 months' onslaught on the important races of 1954 and 1955, you must appreciate that this huge firm is a commercial undertaking which must make a profit. *It does not go motor racing just for the fun of it!*

Racing Brings World-Wide Prestige

Make no mistake, Dr. Koenecke and his fellow directors are shrewd business men, who realize the importance of capturing world markets now, for future prosperity. Remember, this firm manufactures diesel engines, marine engines, agricultural machinery, commercial vehicles, buses and trolley buses, as well as motor-cars. For all these vehicles and equipment they sought a means of gaining rapid, world-wide prestige and sales stimulus. At the same time it was desired to test certain technical ideas under the hardest possible conditions, which, if successful, could give Daimler-Benz a tremendous lead in engineering knowledge.

Their past experience told them that a successful racing campaign, if conducted on a big enough scale, could achieve all these objects. Their chances of success were great, because still with the company were men like Nallinger, Uhlenhaut and Neubauer, men whose knowledge, experience and skill it would

be difficult to match anywhere. If given a free enough hand they could produce results at least commensurate with those achieved before the war. But now Daimler-Benz stood to gain even more because of the greater world-wide interest in motor racing. The cost was to be enormous. Something like a million pounds was actually spent, but the results proved it to be money well spent, for the products of Unterturkheim gained a glamour, a prestige far greater than anything yet achieved in every useful market in the world. In Great Britain alone their sales were more than ten times greater than those of pre-war years.

Other prizes came their way. They learned much about petrol injection, desmodromic valves, suspension and brakes. And they obtained in a few months valuable engineering data that would otherwise have taken years to learn.

Now that their objectives have been gained and order books are full for a very long time ahead, the directors have decided to speed up production in every department to take the fullest advantage of their successes. However much some people may deplore their complete withdrawal from racing, looked at from a strictly business viewpoint, now is the time to consolidate their gains and cash in on receptive world markets. But Mercedes will be back again in racing with new ideas, new cars and a new challenge.

"The System" Examined

There are several reasons why Mercedes achieved the successes they did. Many are not beyond the resources or ability of British firms. Collectively they add up to a method, call it formula if you like, that could spell success for any company.

An essential point to bear in mind is

that Mercedes go motor racing in a professional manner. This entails a certain amount of discipline with regard to the preparation of the cars and for the whole team, including the drivers. They abhor the slaphappy ways of some of their rivals, both British and Continental. This inefficiency by other firms or individuals has more than once made a present of a race to the Unterturkheim cars.

Pit-Work is Outmoded

To succeed in racing it is essential to start off with a good practical design that is not too complicated; this, of course, includes engine, gearbox, chassis, suspension and brakes. Mercedes nowadays are also of the opinion that if it is necessary to work on the car during a race the chances of winning are practically nil, and there must be something wrong either with the design or the preparation of the car which should have been rectified before it was entered in the race. Nor do they believe that they know all the answers about racing. The other man can, and sometimes does, teach them something, whether it is tactics or design. Let us remember that we have designers in England just as capable as the Germans, if given the opportunity.

Mercedes have found in practice that it is better to *departmentalize the racing section* and the team under very competent specialists.

At the head of the entire Daimler-Benz racing establishment is Dr. Fritz Nallinger, who is also a director of the company. It is he who controls the racing design staff and lays down the racing policy of the firm. He decides the form the engines will take, also the final layout of the racing cars and the performance they are to produce. Needless to say he is a brilliant engineer. Although much in evidence behind the



TOP MAN: Dr. Fritz Nallinger, head of the Daimler-Benz racing establishment, Final decisions rest with him.



TECHNICAL CHIEF: Rudolf Uhlenhaut is responsible for the construction and preparation of the cars.



TEAM CHIEF: Alfred Neubauer, a large and familiar figure at all the premier racing circuits.

scenes in the racing shops, only rarely does he travel to races with the team. In the event of any disagreement among the drivers, team manager or racing construction department, Dr. Nallinger has the last word.

Working closely with him is Dr. Rudolf Uhlenhaut, also a director of the company, responsible for the construction of all racing cars, also their preparation. He too is a brilliant designer, but unlike Nallinger he travels with the team to every race and has been doing so for more than 20 years, wherever Mercedes have been racing. Consequently his experience and store of technical knowledge would be almost irreplaceable. That is the reason he is not allowed to race, although his skill as a driver matches that of Fangio and Moss. Last season he even improved on the lap record of the Nürburgring, one of the most difficult circuits in Europe.

One of his jobs is to devise any modifications on the spot, should they be necessary, and he decides on the amount of equipment and spares to be taken to a race. Unlike some of their rivals, Mercedes would rather take too much equipment than be short of a small part that might easily cost them a race. Mercedes mechanics are taught to be independent and to provide all their working needs from their own equipment van. They are not expected to borrow from other competitors or teams. And I have never known them to be short of spares—a lead that could be followed with advantage by some British firms which have been known to try to borrow from other competitors even during a race. You can't expect to win like that.

Unlike some firms, Mercedes do not regard drivers as necessary evils and rather a nuisance. Instead, they are encouraged to take an interest in the performance and handling of their cars and report on them. Any suggestions for improvements are listened to with interest, although often drivers have sug-



RIGHT-HAND MAN to Uhlenhaut is Kostelecky, who supervises the mechanics' work on the cars.

gested ideas that Uhlenhaut has already tried out at some time or other, because there are not many possibilities that escape his fertile brain. But Mercedes

are great believers in comfort for their drivers and will endeavour to carry out any special wishes or alterations so far as is practicable, especially if they may help the driver to give of his best. To quote just one example; during practice for one of the Argentine races Stirling Moss happened to mention one evening to Uhlenhaut that he thought the pedal pressure needed for the brakes was a little excessive. The next morning when he went to look over his car, he found a servo motor had been fitted. A small point, but it does illustrate how well Mercedes like to look after their drivers. More British firms could adopt this attitude with advantage to themselves.

Daimler-Benz was the oldest Company racing this season. It is probably true to say that it has more experience and greater technical knowledge of this subject than any other firm. They know, for instance, that it is a waste of time and money to send badly prepared cars to the starting line. The chances of success would be nil. Yet it is amazing the number of firms seriously concerned with racing who do just that. Some British organizations in the past have been guilty of sending worn-out motorcars to races time and time again. The



MADE TO MEASURE: Mercedes-Benz personnel adjusting the seating position and controls on one of the 300SLR sports cars to suit Hans Herrmann prior to the Mille Miglia race in Italy.

PRODUCTION LINE: 300SL coupés under construction at the Stuttgart works of Daimler-Benz. The 1,000th car of this type was recently completed.

harm it does to their reputation and to the British motor industry in general, when the public sees how badly the cars perform, is worthy of second thoughts.

Mercedes do not believe in the dangerous practice of racing tired machinery. On their Grand Prix cars they expect highly stressed parts such as engines, gearboxes and axles to run only about 600 kilometres. After that they are changed, even if the cars are thousands of miles from the factory. This usually works out to a race and one or two practice sessions.

"Just a routine change . . ."

The night before the British Grand Prix of 1955, the garage used by the team at Southport was seething with activity when I walked in at midnight. Kling's car was stripped to the frame. Seeking out Kosteletsky, Uhlenhaut's chief assistant who was in charge of all the work, I asked what was the matter, for the car had seemed to perform well during the practice that day. "Just a routine change of engine, gearbox and axle," he said. Apparently the car had covered its 600 kilometres and Kling was to have new units for the race. I wondered how many other competitors, British and foreign, were in a position to make such complete changes away from their own factories. Now you can begin to appreciate the importance of all the spares and equipment that Mercedes carry around to races. They don't do it for amusement, but because they have found in practice that it helps them to win.

Naturally all the major units such as engines, axles and gears are carefully inspected and thoroughly tested before being crated as spares, so that everything to be fitted whilst the car is away from the racing shops is, as far as it is humanly possible to make it, a known quantity. I was very interested to learn what became of the old engines and other units replaced. Kosteletsky told me that on arrival back at the works they are completely dismantled and carefully examined. If there are any parts not worn and really serviceable



they are built up into new units. The rest is scrapped.

Not only do Mercedes send ample spare equipment to a race, but they also send enough men. For the British Grand Prix this year they sent no less than 21 mechanics, plus specialists who look after such items as injectors, fuel, tyres and brakes. Each car is under the care of a foreman with his own team of mechanics, and they in turn can call in any of the specialist technicians. But they are all under Kosteletsky, who works directly with Uhlenhaut. When the cars are ready they are handed over to the team manager, Neubauer, to race.

Many of the present generation seem to know very little about this large, dynamic personality who weighs over 20 stone. He is not a German as many people suppose but was born in Czechoslovakia. Alfred Neubauer is a trained engineer and in the early 'twenties was a works driver of no mean ability for Austro-Daimler. He competed in the 1922 Targa Florio for this company with distinction.

Since 1925 he has been team manager for Mercedes and has proved to be a

tower of strength in their racing organization through its most successful periods. He was made a director last year. Besides being concerned with team control, tactics and lap times, he has many difficult decisions to make during a race; for instance, when to press home an attack or when to conserve his tyres to avoid unnecessary pit stops. He also has to keep his eyes open for young drivers with a promising future and to make a move at the right moment as soon as he thinks they have the ability to win races for him.

As soon as the new season's calendar is announced, usually in October, team manager Alfred Neubauer and another director of the company carefully plan their races for the coming season. Although some firms will enter any race if the starting money is good enough, Mercedes are only interested if the race is important and there is a reasonable chance of winning. Every time the team races it is with a definite object in view; even the *Formule Libre* race at Buenos Aires was a full-scale exercise in testing the engines of the then unraced SLR for the Mille Miglia.

No Last-Minute Entries

Meanwhile policy, the types of events they will enter, has already been discussed with Nallinger and Uhlenhaut. When the new season's list of races has been drawn up this is submitted to the Managing Director, Dr. Koenecke, and finally approved by the Board. Once this has been done, Neubauer can finalize his plans and it is very rare for him to add extra races to his list unless they affect the broad policy that the racing department is following.

An example this year was the Tourist Trophy. At the beginning of the year I had pleaded hard with both Dr. Koenecke and Alfred Neubauer for cars for this race. Stirling Moss also tried to persuade them to enter, for he was



THE MEN behind the great victories of Fangio, Moss and Co.; a group of Mercedes mechanics around Fangio's car at Nürburgring in 1954, when the Argentinian won the Grand Prix of Europe.

COMPLEX but efficient—the 8-cylinder fuel-injection, desmodromic-valved engine of the 300SLR sports Mercedes-Benz which won the Mille Miglia, the Bundrod T.T., the Swedish G.P. and the Targa Florio this year.

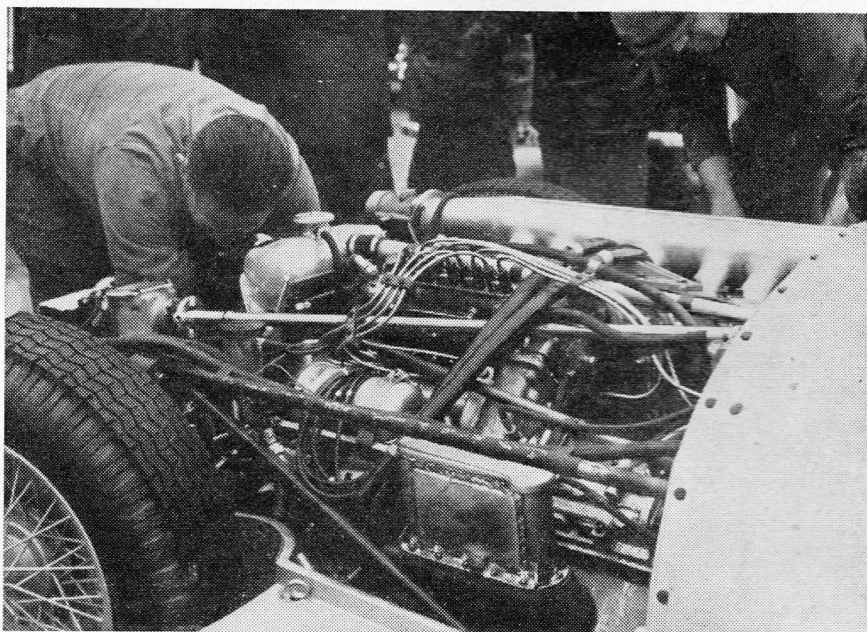
keen to drive an SLR at Belfast. But the answer was "no," they were committed to a definite programme and there would not be the time to prepare *effectively* the cars for this race. Further, Neubauer, quite rightly, will not allow the cars to be controlled by anyone other than himself during a race. If he cannot lay on the full Mercedes organization he feels it must lessen the chances of victory and therefore savours of dabbling, which is not good enough for Daimler-Benz.

But after Le Mans and shortly before the British Grand Prix, when it was learned that the Panamericana race was off and Mercedes stood an excellent chance of winning the World Sports Car Championship, I received a telegram from Neubauer urgently requesting copies of the T.T. regulations and large-scale maps of the circuit. I despatched the regulations to him the same day and telephoned Gordon Neill of the Ulster Automobile Club in Belfast. He had also received a telegram for large-scale maps, which were despatched within a couple of days. And then the Mercedes organization swung into action arranging garage, hotel accommodation and a thousand and one jobs connected with each race that come under the team manager. But by the time the T.T. race was run I was no longer handling their press relations, and so did not go to Ireland with them.

This, then, was the organization behind the Daimler-Benz racing department, with specialists in every key position. However, you must remember that even with this organization the German firm does not win every time. On several occasions its cars have been severely trounced by their Italian competitors.

The System is Tested

After the war, when Daimler-Benz began to think about competitions again, it was felt that the once efficient racing department might have become some-



what rusty. Therefore with typical thoroughness it was decided to give the whole of this section a dummy run during 1952, in order to test its abilities in post-war competition. That season they decided to run in most of the important sports car races with a team of 300SLs. One fact brought to light was the remarkable lack of German drivers of top grade ability, otherwise the old organization soon seemed to settle down into its stride.

They would have liked an all-German team for prestige purposes, but quickly realized this was impossible as no German driver was capable of beating men like Fangio and Ascari, the post-war champions. Therefore they made every effort to persuade Fangio to sign up with them to lead the team.

Twenty-one years ago Mercedes had been faced with a similar problem and solved it very successfully by inducing the Italian driver, Fagioli, to act as team leader and impart some of his knowledge to the promising German drivers until they were ready to take over.

In 1954 Fangio led the new team with

Kling and Herrmann supporting him. In this fashion they achieved several successes, but there were times when they only just managed to scrape home first, and twice they were beaten in no uncertain manner. So changes were decided on for the following season. Already Neubauer had his eye on Stirling Moss, whose career he had been following with interest, realizing that here was a driver who could possibly give Fangio greater support. Once the directors had agreed about the inclusion of other non-Germans in the team, Neubauer lost no time in getting in touch with Stirling Moss. Indeed some of the people at Unterturkheim were really on tenterhooks until the British driver had signed up with them.

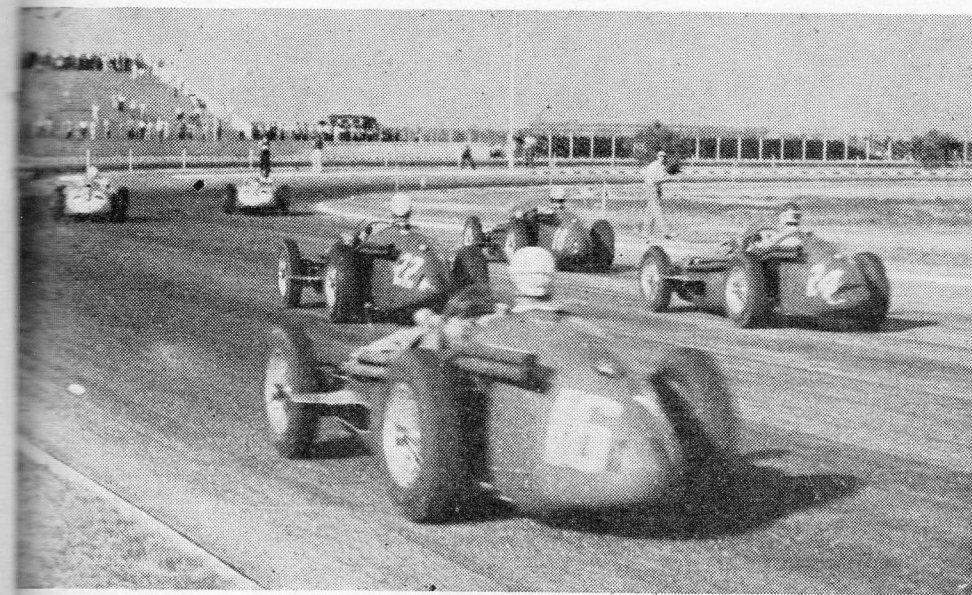
Neubauer's wisdom was soon proved by Stirling Moss's prowess, and as the chances of finding equally skilled German drivers was becoming even more remote, other foreigners were added to the team until finally it became almost a League of Nations, with drivers from no less than six countries. But the company considered it more important for Germany to win, than for German drivers to be the winners. The essential aim at all times was international prestige.

The First Announcement

It was not until early 1954 that the company confirmed the existence of its Grand Prix cars, but stated that they would not be raced until absolutely ready.

I had known for some time that the expected target date for their first appearance was the French Grand Prix on 4th July. Meanwhile the air was full of rumours. I went to Stuttgart nearly 10 days before the race, but did not see a Grand Prix car until I had been there two days. One evening one of the test drivers dashed into my hotel and asked if I would come with him as the first car was ready and it would be shown to me. I couldn't get there

OUT IN FRONT: Fangio and Moss easily outstripping the opposition at the start of this year's Argentine Grand Prix at Buenos Aires.





quickly enough, in spite of his hectic driving. Proudly the car was wheeled out and placed on the wind-tunnel rollers. Fangio's car was ready for the race at last.

The next day, Monday, I was taken to the engine test bed and shown the engine of Herrmann's car during its final period of testing. The noise defies description, as it was run up to 8,500 r.p.m., although most of the time it was running at 7,200 and that was bad enough. I found half-an-hour in that inferno of noise quite enough. The next day the whole team departed from Rheims complete with travelling workshop.

During a conversation I had with Uhlenhaut before we left for the race, I learned a few technical details about the new cars and "Rudi" very kindly worked out the maximum speed for me with the Rheims gear ratios. It was 182 m.p.h.—a bit shattering for 2½-litres unblown!

After the cars had run in the first practice and a delighted Fangio had really pulverized the lap record, to the intense excitement of the crowds present, it was decided to increase the fuel tankage to allow the cars to run non-stop. Much more worrying was a modification necessary to the oiling system, which had to be incorporated without the usual thorough testing. Uhlenhaut went back to the works and brought the essential parts for the first car, Fangio's, and then rushed the completed car over to Montlhéry and gave it a hard belting for an hour. There was no time to test the other cars.

All the hard work, the skill and thorough preparation that had gone into the cars proved to be well worth while, for the impact they made on the racing world and the general public was tremendous. But this was only a forerunner of future successes.

The Uhlenhaut Circuit Map

One of the most helpful ideas that has proved extremely useful at courses

QUIVER OF ARROWS: The sleek silver Mercedes-Benz, lined up at Monza before the start of this year's Italian Grand Prix.

like Monza, Monaco and Aintree is Uhlenhaut's very ingenious plan of the circuit. It always accompanies the cars and drivers to the course. First, an exact scale plan of the circuit is drawn on a sheet 36 ins. by 24 ins. If the details of the circuit are not known to Uhlenhaut, he can usually obtain them from Neubauer's department. The radius of every curve is plotted exactly. Distances are clearly marked in metres. Now comes the important point. The suitable axle and gear ratios having been carefully calculated by Dr. Uhlenhaut, the exact point at which drivers will change gear is marked on the chart, and the r.p.m. which they will attain before changing up or down is also indicated. The r.p.m. figures are shown on the chart, progressively, so that every driver will know what engine speed he should use at any point on the course. It should be appreciated that although the engine r.p.m. are shown on the chart for perhaps every 200 or 300 yards of the course, it is not necessary for the drivers to adhere to them rigidly. They are there for guidance.

BRITONS whose driving skill has contributed materially to the 1955 racing victories of Mercedes-Benz; l. to r., Desmond Titterton, Stirling Moss and Peter Collins, being briefed by Herr Neubauer before the Targa Florio.

This chart is made out in Uhlenhaut's office at Unterturkheim, and enables him to work out the most suitable gear ratios for the circuit. As no two drivers handle a car exactly alike, slight changes to gear ratios are sometimes made at the request of individual drivers.

The portion of the road where the brakes will be applied is shown on the chart by shading. This scale plan of the circuit is not only very helpful to drivers, but invaluable to the technicians and people who are responsible for the brakes, as wear of the linings can be fairly accurately calculated. This is just another example of the thoroughness of the team that helps it to win races.

Perhaps the foregoing may give some idea of the importance the German firm attaches to careful preparation, and how well it pays to send only properly prepared cars to the line, with the idea of winning—not merely to draw the starting money. Grand Prix racing has changed very considerably since I first became interested, in 1925. Then, it was largely a sport and a grand spectacle. Now, it is still a grand spectacle, but the sporting side has largely given way to business—the stern business of capturing world markets for an industry. Firms now race for national prestige, not just for fun. A team of racing cars must be run efficiently and with proper backing, like any other business; then it can succeed, as Daimler-Benz have proved.

When the German firm next returns to Grand Prix racing it will most likely be with turbo racing cars. The time is closer at hand than many people realize. Will we be able to challenge them successfully? We ought to be able to, because we have the designers and engineers. Surely the resources and good team management are not beyond us when the future prosperity of the British motor industry needs it?



CORRESPONDENCE

Motor Racing and Income Tax

IN our opinion there appears to be some legal justification for the attitude of the Inland Revenue in assessing to Income Tax the gains of a participant in Stock Car Racing and promoters are required to render returns to their local Inspector of Taxes of fees, etc., paid.

We believe there must be many competitors in legitimate motor racing, particularly in Production Car races, engaging in contests which offer appearance and/or prize money who also ought to be treated as professionals and not amateurs pursuing a pleasure.

May we suggest that such interested persons discuss this matter with their professional advisers, as any excess of expenditure over income which is suffered may result in their obtaining some Income Tax relief. Especially where business vehicles are used for such purpose, and the Inland Revenue disallow a proportion of the total running costs and capital allowances deemed appropriate to private use, should relief be eagerly sought (although it may be of limited application in certain cases).

"GRAND PRIX".

MANCHESTER.

Vintage Racing Car Query

CAN anyone enlighten me as to the history of an E.H.P. blown four-cyls., 11.4 h.p. of 68 mm., year 1926-27? I understand that these cars are very rare, and in their day were very potent machines and I should like to know details of any racing successes they gained, and also who produced this car and if anyone can supply an address where there is a possibility of obtaining any spares. I have this week unearthed a specimen of this make that has been lying dismantled since 1939, but owing to removal of the late owner to another address, the cylinder head complete and the clutch has been lost.

Any data or photos, with any information that may assist me in completing this car, will be greatly appreciated.

I. E. RABY.

25 EASTERN PLACE, BRIGHTON, SUSSEX.

Title: Indianapolis 500 Mile Race Official Yearbook, 1955.

Authors: Floyd Clymer and others.

Size: 8½ ins. x 11 ins. 112 pages. 388 illustrations.

Price: \$1.50.

Publishers: Floyd Clymer, 1268 South Alvarado Street, Los Angeles, 6, California.

AS surely as Christmas comes round each year, so does Floyd Clymer's Indianapolis 500 miles Race Yearbook—and each successive issue of this hardy annual seems a little thicker, and a little better, than the last. The 1955 Book, which records in elaborate detail Bob Sweikert's victory in the John Zink Special, and the fortunes or otherwise of the entire field, also contains a new technical section. This might be termed the Meyer-Drake/Offenhauser section, since every single one of the 33 starters relied on that well-proved "big banger" power unit, the design of which goes back to 1932, offering little opportunity for a refreshing approach. The same old sectioned drawings of the 4½-litre unblown, and 3-litre blown "Offies", turn up again, and the accompanying text might equally refer to the 1948 race as to that of 1955.

The fault for this cannot be laid at Floyd Clymer's feet, but rather on the character of the Indianapolis classic itself. It was the great Charles Faroux, I believe, who insisted that every motor race should be "a lesson, not a spectacle". The Indianapolis 500 is the very reverse. Engine design varies but little year from year, small individual efforts wilting before the all-conquering "Offies", while the majority of chassis are Kurtis-Kraft, evolved for the peculiar characteristics of the all-left-hand banked bends of the "Hoosier Bowl". The technical lessons learnt from the annual 130-plus m.p.h. blind can thus be few nowadays, for with design almost stagnant, the tyre, fuel and accessory companies must surely "know it all" by now. The race was a better one, I suggest, when the big eight-cylinder Maseratis of Wilbur Shaw, Ted Horn and

Passengers and Rally Driving Tests

I NOTICED in a recent copy of AUTOSPORT that it was suggested that passengers shouldn't be carried during the tests in the "Circuit of Ireland Trial".

As a navigator I feel that this tendency in rallies is a very bad thing, for several reasons.

(1) It can hardly be justified on the grounds of safety, as a serious accident is far more likely to happen on the road section of an event than during the tests; and as far as I know, no one has suggested that the driver travels solo for the former!

(2) Most people (including the navigators) enter motor competitions for fun, and it's not much fun being turfed out of the car at the start of the tests, especially on a cold, wet day.

(3) Purely from the point of view of fairness, surely the competitor who gains by having two (or more) navigational boffins on the road section should be penalized by having to carry the same weight on the driving tests?

(4) There is also the point that at least one car is considerably more unstable round pylons if no passenger is carried!

LES NEEDHAM.

STANMORE, MIDDLESEX.

What Makes the Silver Arrows Go?

THE current "Silver Arrow" debunking contest seems rather unsporting and wholly unscientific. Neither Lieut. Harwood nor anyone else knows what sort of season Mercedes would have had without Fangio or Moss, and all that can be said is that had circumstances differed, results presumably would have differed also. Like this correspondence, that gets us nowhere!

It would be as well to bear in mind that drivers—like other people—cannot wave magic wands with any special benefit. Nevertheless, apparently, they are often expected to do so. We have all seen Moss, for example, in cars which had no hope of winning.

The Bolsterian practice of trying to deal in facts—the more stark and basic the better—should be urged on some of your correspondents.

EDWARD GORE MANTON.

LONDON, N.W.2.

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

BOOK REVIEWS

Co, stirred up the U.S. jobs, and one feels that, to provide that "shot in the arm" which even ardent Indianapolitans admit is necessary for the "500", some entirely new designs should be forthcoming. They have stuck to the old Formula (3-litres blown, 4½-litres unblown) since 1938—14 years! How about a change?

All of which does not detract one iota from the merits of Clymer's annual, which makes extremely absorbing reading from the human, if not the car, angle, and is truly excellent value at \$1.50. Would that some of the European racing classics were honoured with as lavish and competent a Yearbook.

C. P.

AN attractively produced booklet, published by the Michelin Tyre Company, celebrates the 50th anniversary of the Company's incorporation and reveals many interesting facts about its history. Among the illustrations is one of the mosaic frieze in the Michelin building at Fulham Road, London, which shows competitors in the 1902 Paris-Vienna race. It is also intriguing to learn that our old friend Bibendum, the "Michelin Man", is indeed an old friend, for he was born in 1898.

THOSE who can read German and are interested in racing car and motor-cycle engines will be interested in a 390-page book called *Schnelle Motoren* (Fast Engines) published by Richard Carl Schmidt of Braunschweig, and available in this country from F. and E. Stoneham, 79 Cheapside, London, E.C.2, at a price of 28s. 9d. plus 1s. 3d. postage.

STONEHAM'S have issued an impressive catalogue of over 700 motoring books, including some rare titles which are seldom available. The catalogue costs 2s. from F. and E. Stoneham, address as above.

NEWS FROM THE CLUBS

By Wilson McComb

DESPITE the sense of urgency engendered by Christmas press arrangements, there is a distinctly holiday atmosphere about AUTOSPORT's offices just now. The walls are festooned with Christmas cards in amazing profusion—a pleasing gesture from countless clubs and individuals who have not forgotten to include us in their festive greetings. Sober-minded colleagues have put aside their usual work and are furtively trying to solve the Christmas Quiz, watched benignly by the Editor (who has locked up all the answers in his desk). The Associate Editor has gone so far as to bring his mouth-organ, which he stops playing only when someone is 'phoning Buenos Aires; taking it from him forcibly, I found an interesting inscription on the instrument. It seems that this mouth-organ has won the 1893 Chicago Grand Prix, the 1926 Philadelphia G.P., the 1927 G.P. de Genève and the 1937 G.P. de Paris. It is, of course, a blown model—and it resembles the V16 B.R.M. in other respects, too.

THE 1956 "CAT'S EYES" RALLY

FOR the convenience of competitors in the National Cat's Eyes Rally, there will be two starting points this year: one near Dunstable, Beds, and the other at Southend-on-Sea, Essex. This event, organized by the Thames Estuary A.C., will be run on 4th/5th February, 1956, and will finish south of London.

Cars eligible for the event are production sports and production touring cars, each divided into four capacity classes, and specials of any capacity. The route will be 400 miles in length, and entries must reach S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex, not later than 21st January; they are limited to a maximum of 250.

SOME RECENT RESULTS

SILSDEN M.C. WINTER RALLY

27th November

Best Performance: K. G. M. Pointing (Fiat 1100), 46 marks lost.

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

Saloon Cars: 1, K. G. M. Pointing (Fiat); 2, F. D. Richardson (Austin 10), 50; 3, Miss E. M. Richardson (Morris 10), 69.

GLOSSOP & D.C.C. "20 QUESTIONS" RALLY

1st December

Premier Award: F. Munro/S. Woolley (Standard); 2, N. Mather/P. C. Swann (Jaguar); 3, R. Partidge/M. Garlick (Ford Anglia).

FALKIRK AND D.M.C. YULETIDE RALLY

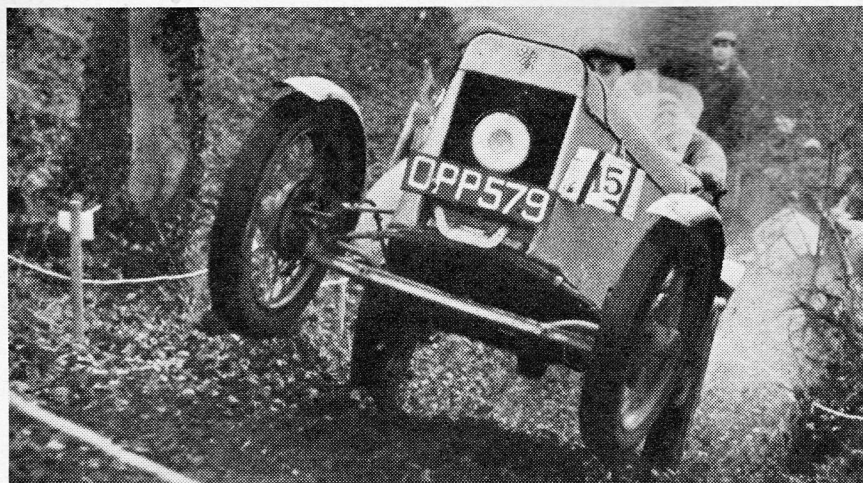
11th December

Premier Award: W. P. Cleland (Ford Zephyr).

Open Cars up to 1,500 c.c.: D. Mercer (Jowett Jupiter). **Over 1,500 c.c.:** J. L. Muir (Triumph TR2).

Closed Cars under 1,500 c.c.: W. Milne (Ford). **Over 1,500 c.c.:** W. P. Cleland (Ford Zephyr).

Team Award: W. A. Morris (Allard) and N. A. Kennedy (Jaguar XK 120).



FROM ONE CYLINDER TO FOUR: H. C. Taylor, winner of the J.A.P. and Clubman's Trophies in F3 racing, returned to trials with his Overton Special for the Chiltern C.C.'s recent Chiltern Hills Trophy Trial.

ILKLEY DINNER

FRIDAY, 20th January, is the date of the Ilkley and D.M.C.'s annual dinner. Tickets (12s. 6d.) may be had from N. A. Bedford, 1 Lowther Terrace, Swillington Common, Leeds, 15, and application should be made by 6th January.

THE SEVENTH YORKSHIRE RALLY

THE seventh post-war Yorkshire Rally will be held by the Yorkshire Sports Car Club on 10th/11th February, and it will be the first event in the 1956 series for the B.T.D.A.'s Silver Star rally competition. Invited clubs are the B.A.R.C., Bolton-le-Moors C.C., East Yorkshire C.C., London M.C., North Midland M.C., Sheffield and Hallamshire M.C. and Shenstone and D.M.C. There will be two classes, for cars up to and over 1,510 c.c., and the route will be up to 500 miles in length. Regulations may be had from P. J. Clay, Hollings Mills, Sowerby Bridge, Yorks; entries close on Tuesday, 31st January. This year, for the first time, the rally's H.Q. will be moved from Harrogate to the Crescent Hotel, Ilkley.

LIVERPOOL M.C. AUTUMN RALLY

4th December

Premier Award: Ken James/Ian Hall (Triumph TR2), 184.7 marks lost. **Class 1:** J. Hopwood/J. Berry (M.G. PB), 288.2. **Class 2:** J. Broadhurst/R. V. Kelly (Morris Minor), 239.8. **Class 3:** H. Whiteside/I. Eerton (Triumph TR2), 193.7. **Class 4:** R. Keeley/B. Oswin (Ford Zodiac), 277.4. **Novice Award:** A. West/G. Dyson (Ford Zephyr), 334.7.

VINTAGE S.C.C. ODIHAM RALLY

11th December

Class I. Vintage cars up to 1,500 c.c. First Class Award: D. T. R. Dighton (1928 Humber); **Second Class Award:** T. N. Mackean (1921 A.C.); **Third Class Award:** L. T. D. Taylor (1927 Amilcar) and S. R. Waine (1929 Rhode Hawk).

Class II. Vintage cars over 1,500 c.c. First Class Award: P. J. E. Binns (1927 O.M.) and J. A. Denne (1911 Humber); **Second Class Award:** M. Leo (1930 Lagonda) and R. E. B. Noble (1930 Alvis); **Third Class Award:** D. K. Brown (1926 Alvis) and M. J. Huckstepp (1924 Morris).

Classes III & IV. Thoroughbred cars. First Class Award: J. C. Erskine Hill (1936 Bugatti); **Second Class Award:** J. M. Hinchcliffe (1936 Lancia); **Third Class Award:** W. S. Heath (1938 Frazer-Nash) and P. Major (1932 Frazer-Nash).

B.A.R.C. (YORKS) FILM SHOWS

STARTING early in January, the B.A.R.C.'s usual Yorkshire Centre programme of winter film shows will be held at the Liberal Club, Hough Lane, Bramley, Leeds, 13. Each of the six shows will be held on a Thursday at 7.30 p.m., and the dates are: 12th January; 26th January; 16th February; 1st March; 15th March; 29th March.

SUNBAC CHANGE AT SOLIHULL

AS from 1st January, 1956, Sunbac's regular meeting-place at Solihull will be the Boat Hotel, Catherine-de-Barnes, on the Solihull/Hampton-in-Arden road.

HANTS AND BERKS PLANS

REGULATIONS have now been issued for the Hants and Berks M.C.'s third annual "Pairs" Point-to-Point on Sunday, 1st January. Entries may be accepted from members of other clubs, but the total entry is limited to 80 cars, and forms must be received by next Wednesday, 28th December, by Charles Bulmer, Maywood St. John, Portsmouth Road, Camberley, Surrey. Late entries may be taken at increased fee.

A film of the 1955 Economy Run will be shown at California-in-England on 30th December, and on 27th January at the New Inn, Eversley, there will be a talk by either Rodney Clarke or Mike Oliver of Connaughts. Other events in the near future include the annual dinner-dance on 3rd February, tickets from Trevor Clark, South Lake, Woodley, Berks, at 25s., and the 1956 Riverside Rally on 11th/12th February.

ALLEN MEMORIAL TROPHY TRIAL

STARTING from the Beam Bridge Inn, near Wellington, at 1 p.m., on Sunday, 11th December, the 25 competitors who took part in the Allen Memorial Trophy Trial run by the Taunton M.C., faced bitter winds, torrential rain and a course that had been plotted for dry conditions. However, all 25 competitors finished the event.

Results

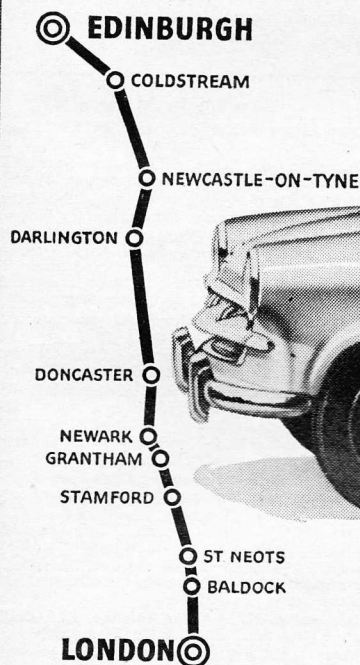
Allen Memorial Trophy (Premier Award): Dr. J. T. Spare (Morgan Plus 4), 9 marks lost.

Best in Opposite Class (Saloon): J. Buncombe (Ford Anglia), 38. **Best Special:** B. Fitzwater (Ford Special), 55. **First Class Awards (Saloons):** J. Moffatt (Ford Anglia), 50; H. Liddon (Standard 10), 50. **First Class Award (Sports):** T. D. Warren (Morgan Plus 4), 46.

794 MILES AT 34½ M.P.G. WITH LAYCOCK OVERDRIVE ON VANGUARD III

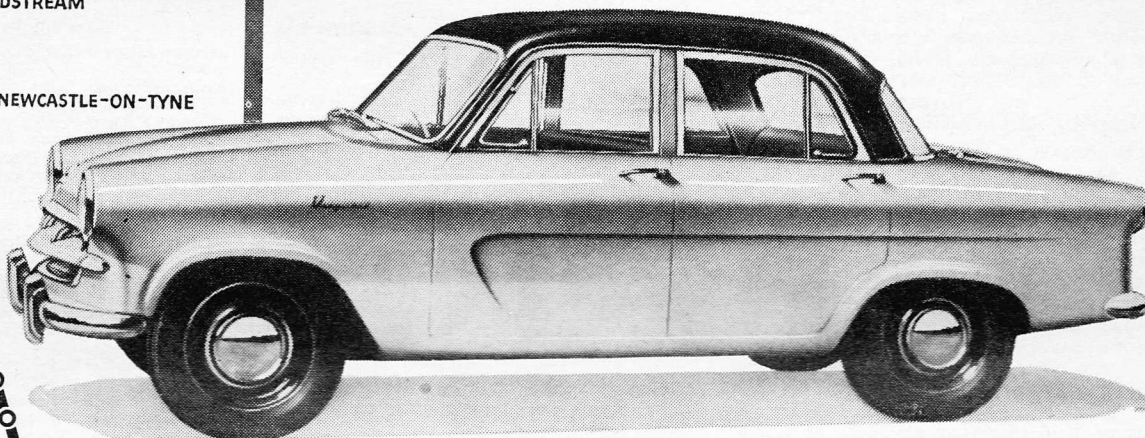
—R.A.C. Observed

A TESTING ROUTE!



The congested traffic conditions along much of the A1 route is another factor making the 34½ m.p.g. figure for the 794-mile journey remarkably favourable.

and without "coasting" — a characteristic entirely absent from the Laycock Positive Overdrive



A normal Standard Vanguard III Saloon, chosen at random and fully run-in, recently gave remarkable proof of the fuel-saving possible with the Laycock de Normanville Overdrive. The Vanguard, fully laden, covered the testing 794-mile London-Edinburgh-London route at an average of 37.5 m.p.h. for a fuel consumption of only 34.53 m.p.g. The car was driven normally with appropriate use of the Overdrive and "coasting" was not permitted. Disconcerting "coasting" is in fact not possible with the Laycock Overdrive, the car is always under COMPLETE DRIVER CONTROL; this, in addition to its fuel-saving and other advantages, is why the All-British Laycock Overdrive is now available on 30 of Britain's finer cars.

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now available on **30 British cars . . .**

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EAST ANGLIAN AFFAIRS

THE East Anglian M.C. held a most successful dinner and dance at the George Hotel, Colchester, on Friday, 9th December. A. C. Westwood, the chairman, announced a 100 per cent. increase in club membership over the past 12 months. Guests of honour were Mr. and Mrs. Baker-Munton of the Eastern Counties M.C., and awards were presented by Mrs. H. E. Kingsman.

D. J. Morley, as the most successful competitor in the year's events, won the Club Star; the runner-up, J. D. Short, was presented with a new award, the Westwood Trophy, donated by the chairman. Some hilarious scooter races were won by Robin Richards, his wife Pat being runner-up in the ladies' race, and a very good small band played for dancing.

The East Anglian M.C.'s photographic rally on 29th January will be followed by the annual general meeting and a film show at the George Hotel, Colchester. A one-day rally for members will be held on 12th February; details from J. D. Short, 2 West Stockwell Street, Colchester.

SINGER O.C. NEWS

THE monthly magazine of the Singer Owners' Club announces the formation of a new Centre in the Lincoln area, with Mike Frayling as the moving spirit. The Centre Secretary is Derek Dawson, 23 Dorset Street, Lincoln.

On Wednesday, 18th January, the club's annual general meeting will be held in Ashton's Hotel, Praed Street, Paddington. It will start at 8 p.m.

MID-SURREY SOCIAL FUNCTIONS

PROFESSOR A. M. LOW, president of the Mid-Surrey A.C., came to the club's headquarters on 6th December to deliver a talk entitled "Future Scientific Developments". From what he told the club, some of these future developments are somewhat on the grim side, and older members felt rather relieved that they were unlikely to see them. Professor Low brought with him a large selection of equipment, ranging from a geiger counter to a test tube.

In lighter vein was the club's Christmas party, held this year on 10th December at the Stepping Stones Hotel, near Dorking. Some 40 members attended, to enjoy a pleasant tea and a variety of games—plus, of course, a cosy interlude of chatting round the bar.

Coming Attractions

December 26th. B.R.S.C.C. Boxing Day Race Meeting, Brands Hatch, near Fawkham, Kent. Start, 12.30 p.m.

B.A.R.C. (N.W. Centre) Annual Christmas Driving Tests, The Promenade, New Brighton, Cheshire. Start, 12.30 p.m.

Ulster A.C. Boxing Day Trial. Start, Red Hall, near Whitehead, Co. Antrim, 11 a.m.

Leinster M.C. Le Fanu Cup Trial, Eire.

CRAIGANTLET DATE CHANGED

IN our issue of 11th November, we published the provisional Ulster calendar for 1956. Since its publication, the Ulster A.C. have changed the date of their Craigantlet Hill-Climb (an R.A.C. Championship event) from 21st July to 18th August. The Omagh M.C. have obligingly postponed the trial which they had booked for that date to 22nd August. Craigantlet's original date meant a clash with the Leinster Trophy Race, one of the few remaining race meetings now held annually in the South of Ireland; in common with many other events which were previously held under an International permit, the Leinster Trophy Race will now be National.

ROVER MEETING AT AMERSHAM

ON Sunday, 8th January, the Rover Sports Register will hold a social meeting similar to the one staged in Little Marlow at the beginning of 1955. This time the venue will be the Crown, Amersham (opposite the Market Hall), and lunch will be served at 12.30 p.m.; colour slides of motoring interest will be shown, and tea will be at 4.30 p.m. Bookings should be made with D. T. R. Dighton, 82 Raglan Gardens, Oxhey, Watford, Herts.

CORNWALL V.C.C. SOCIAL PLANS

THE Cornwall Vintage Car Club have moved their H.Q. to the Red Lion, St. Columb, and a social meeting will be held there at 8 p.m. on Friday, 6th January. Friday, 20th January, is the date of the annual dance, which will be held at the Hotel Bristol, Newquay. Tickets are 15s. each from J. Talbot, Trevithick, St. Columb, Cornwall.

MATCH RACES IN 1956?

JOHN LANGRISHE, of the comparatively new Healey Drivers' Club, is hoping to arrange a series of match races next year between six-car teams of similar performance. Those involved will probably be Austin-Healey, A.C. Ace, Triumph TR2 and Morgan Plus Four. He emphasizes that the plan is strictly for amateur drivers, and works-supported cars will be discouraged; after the first race, a handicap system of some sort will be imposed. Those interested should write to him at 1 Oakwood Avenue, Beckenham, Kent.

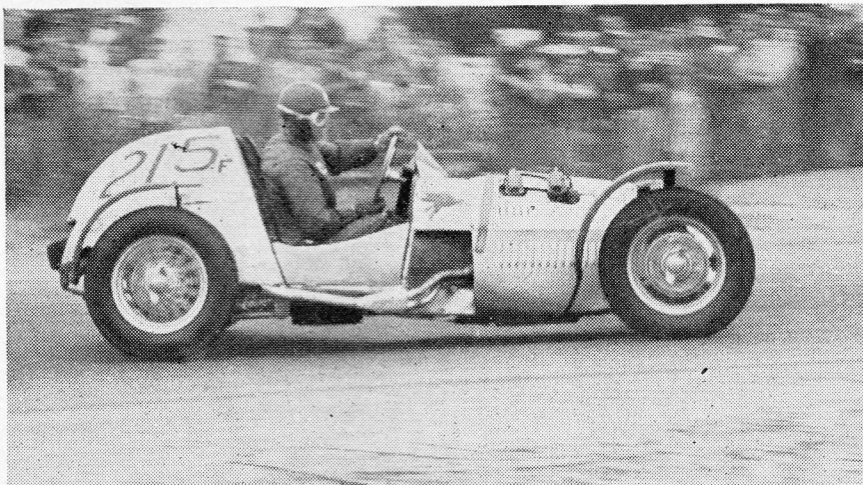
NOTTINGHAM S.C.C. OFFICIALS

GEOFF HOLT having relinquished the chairmanship of the Nottingham Sports Car Club, his position has now been taken over by M. J. ("Mike") Andrew. Arthur Knowles becomes honorary secretary, and a complete list of officials is as follows: President, Councillor Percy Andrew; Chairman, M. J. Andrew; Hon. Treasurer, S. Hobson; Hon. Secretary, A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham; Trials Secretary, D. Rogers, 29 Trent Vale Road, Beeston, Notts; Press Secretary, T. Rose; Clerk of the Course for 1956 Nottingham Rally, Dr. Townsend, Longcroft, Honey Knab Lane, Oxtown, Newark, Notts; News Sheet Editor, S. Merrill, 42 Dennis Avenue, Beeston, Notts.

Club Fixtures

- Triumph Sports O.A.**—Social meeting, 23rd December, Crown Hotel, Chiddingfold, Surrey, 7 p.m.
Northampton & D.C.C.—Christmas party, 23rd December, Angel Hotel, Northampton, 8 p.m.
Cambridge '50 C.C.—Social meeting, 23rd December, Ancient Shepherds, Fenditton.
Bentley D.C.—Social meetings: 24th December, Bacon Arms, Newbury, Berks; 26th December, The Hogsmill, Worcester Park, Surrey; 27th December, Hautboy Hotel, Ockham, Surrey; 29th December, Bull's Head Inn, Shenstone, Staffs.
Bristol M.C. & L.C.C.—Social meeting, 27th December, Mauretania, Park Street.
Lagonda Club.—Social meeting, 27th December, Red Lion, Holme-on-Spalding-Moor, Yorks.
Eastern Counties M.C.—Social meeting, 27th December, Red Lion, Martlesham, near Woodbridge.
Aberavon M.C.—Social meeting, 27th December, Welcome to Town Hotel, Aberavon.
Romford E.C.C.—"Ye Olde Christmas Rallye", 27th December, starting from Romford Town Hall, 2.15 p.m.
London M.C.—Social meeting, 27th December, Paviour's Arms, Page Street, Westminster, S.W.1.
Sussex C. & M.C.C.—Social meeting, 27th December, Southwick & Fishergate Community Centre, Southwick.
North London M.C.—Social meeting, 28th December, Rising Sun, Chase Side, Southgate.
Yorkshire S.C.C.—Social meeting, 28th December, Windmill Inn, Shelf.
Liverpool M.C.—Social meeting, 28th December, Royal Hotel, Hoylake.
B.A.R.C. (S.W.)—Social meeting, 28th December, Little Testwood Country Club, Totton, Southampton.
Vintage S.C.C.—Social meetings: 29th December, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Ches.
Buckingham & D.M.C.—Social meeting, 29th December, Swan Inn, Great Horwood, Bucks.
Sunbac.—Social meeting, 29th December, Royal Oak, Lozells Road, Birmingham, 6.
750 M.C.—Social meeting, 29th December, Windmill Inn, Shelf, Yorks.
Surrey Sporting M.C.—Social meeting, 29th December, Warwick Hotel, Redhill.

"MODIFIED" is the expression which Ronald Pearson uses to describe this car (left), which he drove at the Torrey Pines meeting in America. Although scarcely recognizable as such, it is an M.G. TD.



Wet Christmas for West Hants

Shillabeer (Vauxhall) Wins in
Steady Downpour

THE West Hants and Dorset Car Club are usually lucky from the weather angle for their events, but this year's Christmas Cup Trial proved to be a very wet and cold exception. From dawn until long after nightfall, a bitter wind blew heavy rain in sheets across the usual wide open spaces that marshals are forced to watch, and the course suffered thereby. The Clerk of the Course, Geoff Dear, laid on four observed sections which would have been a good test of driver and car had the weather been suitable. But, after 12 hours of continuous rain, one became a mass of liquid clay and a deep watersplash formed on another. A TR2 was reported to be sinking with all hands, while a number of cars got through the clay, then couldn't return as the last man in the queue was well and truly bogged, and required much concerted effort to get him out.

Trouble struck some folk early, for M. Reid was found at the start, long after the last man had left, changing a broken axle-shaft in order to catch up with the field at the lunch stop. A slight difference between the navigator and the route card, plus a momentary directional indiscretion, took W. A. Walters into a ditch, from which he extricated himself only after much valuable time had elapsed. Another crew took a very handy short cut alongside a railway track, terminating in a small level crossing—which was locked. When asked for the key, the local member of British Railways remarked "It be in the station, foive moile away." The morning section, given up to navigational problems, ended with many competitors well outside the time limit and quite a few looking as if they had been driving across ploughed fields, instead of the prescribed highway.

The rain, which had descended steadily during the morning, now increased in volume as the field moved off to the observed sections. According to reports received, only S. G. Lockyer managed a clean climb, with his Ford Special, but some gallant efforts were made by J. B. Cooke (H.R.G.), A. J. Horne (Allard), P. G. Cooper (Ford) and G. C. Langdon



MAKING A SPLASH in the final test of the Christmas Cup Trial is Frank Downs (Sunbeam).

(Sunbeam). For the rest, water, mud and gradient combined to baffle all efforts, and the exhausted marshals were thankful when the last car had been cleared from the section.

The writer, deciding to avoid the mud, went to the final tests at Stoney Cross Airfield, and found driving sleet instead. Marshals in charge took on the appearance of lifeboatmen, and one envied the competitors in saloon cars, with heaters going full blast.

Three tests, all done against the watch, were laid on. The first consisted of a series of forward and reverse movements, crossing lines, and was obviously a test of who was prepared to be brutal with the transmission. An outstanding time was put up by R. J. Waters (Ford), while Peter Cooper (Ford) and E. R. Shillabeer (Vauxhall) were excellent. E. M. Rogers took off at great speed with his Morgan, but overshot the finish line, while S. B. Southcombe's Sunbeam-Talbot protested vigorously as the cogs were forced firmly home.

The final test was a sprint round an island, both forwards and in reverse, stopping astride the line. Frank Downs made a steady and neat run with his Sunbeam, while the Fords of Waters and Atyeos fairly streaked round. J. N. Jones (Renault) was fast, while J. Macklin slid the tail of his Volkswagen in pleasant fashion. G. Verner folded his Morgan's screen flat, and got a faceful

of muddy water from a large puddle. R. Thomas's Austin A30 reached fear-some revs in reverse, while one driver smote several marker drums and ended up exactly astride the line, but broadside on, presenting the marshal with the problem of which wheels counted as being across! By now night had fallen, and the last few to take the tests did so by the light of the headlamps. From here, it was only a short distance to the finish, a fire, and a hot drink to wind up a very cold and wet day for everybody concerned.

A. HOLLISTER.

Christmas Cup: E. Shillabeer (Vauxhall Velox), 43.6 marks lost.

Coronet Cup: F. Bruce-White (M.G.), 118.4.

Ladies' Cup: Mrs. W. G. Cawsey (Renault), 113.8.

Novices' Cup: J. Hawkes (Ford Anglia), 61.0.

Challenge Trophies: R. P. Standbridge (Austin A70), 149.4, and A. F. Monk (Ford Popular), 58.0.

LONDON RALLY OFFICIALS

FOR the 1956 London Rally, scheduled for 21st/22nd September, the following officials have been appointed by the Council of the London Motor Club: *Clerk of the Course*, Harold Rumsey; *Secretary of the Rally*, J. R. W. Thomas; *Chief Marshals*, Mr. and Mrs. K. Pettyfer; *Press Officer*, Richard Twelvetrees.

These appointments will allow "Goff" Imhof and other members of the original organizing team to compete in the event.

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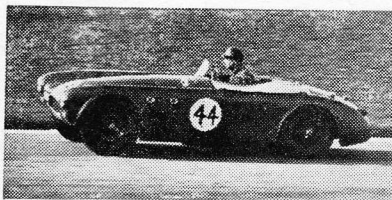
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SPECIAL ANNOUNCEMENT

For 30th December Issue

Classified copy for insertion must
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Petrol consumption averaged 43.2 m.p.g. for the 20,000 miles before conversion, and has averaged 41.3 m.p.g. since—which I think is extremely good when the great improvement in performance is considered.

I am not a 'Rally driver' but I get a great deal of fun out of the car. Normally, on the open road, I cruise at 50-60 m.p.h. and occasionally have run up well over the 70 mark. But it is the acceleration which is so amazing. The car will run very quickly in 3rd gear up to 50+ and in top gear the acceleration anywhere between 40 and 65 m.p.h. is most satisfying.

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Two-seater Sports Car. Fitted with genuine Borgward Works Rennsport engine. Estimated brake horse power 110. Swing axle rear end with no roll resistance. Rack and pinion steering. Wishbone and coil front suspension. Five speed gearbox. Maximum speed in excess 125 m.p.h. Second first time out at Goodwood. Standing 1/4-mile 15.59 secs. Has lapped Oulton Park 2 mins. 6 secs. This exceptionally light and fast car is in immaculate race condition and has a good future. For business reasons this potential race winner is for sale at **£950**.

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(Continued overleaf)

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1930 BUICK roadster, or Stutz.—Clairmonte Bros., Ltd., Shanklin Road, N.8. MOUNtview 5285.

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M.G. 1½ litre 12 h.p. super sports 2-seater 1936, finished signal red with silver wheels (knock-ons), commodious luggage stowage at the back of seats, remote-control gear-change, rev. counter, fly-off handbrake, 90 m.p.h. speedo, twin electric wipers, fold-flat screen, twin stop and tail-lamp assembly, badge-bar, frontal spot-lamps, etc., very sound coachwork and stupendous performance, goes like the immortal clappers. £195

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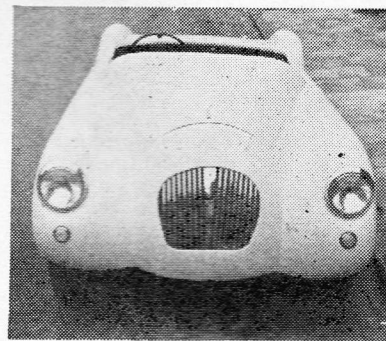
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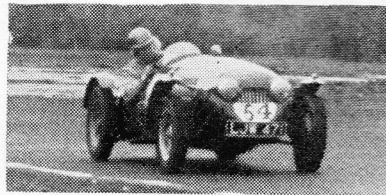
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Walsingham Whimsy

Rob. Davis wins 750 M.C. Austin 7

Trial : Colin Chapman Takes a Back Seat

ONCE a year, amid an annual programme of serious and not-so-serious competitions, the 750 M.C. run one that is barely serious at all—the Walsingham Cup Trial. This is an event for Austin Sevens only, and brings out a delightful collection of whimsical vehicles that would otherwise rarely see competitive daylight.

On 18th December, 19 such vehicles were presented at the Brands Hatch pavilion, and at 11 a.m. set off on a route-carded trundle round the Kent countryside in very pleasant winter sunshine, eventually arriving at the special test, which was of the downhill braking variety. Now, early Austin Seven brakes are hardly noted for efficiency, and there were many apprehensive faces when drivers were confronted by a steep country lane, with the stopping line on a bend and the penalty line only about 10 ft. farther on. There was a 50-yard approach (engine off), and a penalty of 5 secs. for overshooting the penalty line. Best time was made by the eventual winner, Rob Davis in his very efficient trials special, which has real brakes. The other competitor in the "super-special" class, J. Hargreaves, who tied with Davis on the observed sections, helped his own car on its way by he and his passenger leaning outboard and twiddling the rear wheels, bathchair

fashion. However, he overshot the baulk line and thus had to take second place. One entrant, who shall be nameless, but who could do with a talk to Mr. Ferodo, overshot the line by about 75 yards, and almost disappeared from sight!

Not far away was Holly Hill, the first observed section. This was a muddy track that wound its way up a long but not too steep slope. The two "super-specials" found it quite easy, and even the extra taped section installed for their benefit did not stop them. K. A. Cooke was the only other competitor to reach the top. Barry Storch, in his well-known saloon, Belinda, reached section 5, and on backing down, became bogged; he set the hand throttle and alighted to help push, leaping aboard again as she came free. M. Swinger, M. Ayres and A. C. Smith all reached right up to section 2, while P. T. Ross, in a bright yellow tourer with fat little wheels, bounced in unison with his energetic passenger and in harmony with the spring rate, resulting in an entertaining kangaroo-like progress as far as section 3.

After returning to Brands Hatch and some lunch, the competitors moved on to the afternoon sections, all of which were laid out on the extensive motorcycle scrambles course in the woods above the racing circuit. In being

designed to give even the saloons a fair chance, the sections were not too difficult; in fact the two "super-specials" climbed every one "clean". Most of the Sevens revealed the flexibility of their "suspension" by the way the doors flew open on every bump.

Considerable amusement was caused by car No. 11. The new President of the 750 M.C., Lotus man Colin Chapman, was to be seen, duffle-coated, bouncing like mad in the back of the little green tourer. Driving was his wife Hazel, with Graham Hill in the passenger's seat. The Austin was once Hazel's car, and was sold to Graham on condition that Colin could have the use of it every year for the Walsingham. Hazel drove with great gusto, encouraged vocally by the crew—a couple of back-seat drivers, if ever there were!

S. P. S.

Provisional Results

Best Performance: R. Davis, 0 marks lost, 11.0 secs. in test.

Class A (Saloons): 1. P. W. Burston, 74; 2. J. W. Wood, 75; 3. Fell, 77. Class B (Tourers): 1. P. T. Ross, 46; 2. F. W. Fewtrell, 47; 3. M. Ayres, 56. Class C (Specials): 1. J. Hargreaves, 0, 18.1 secs. in test.



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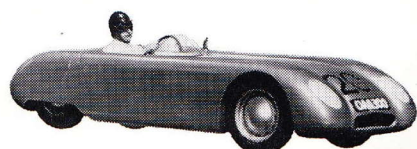
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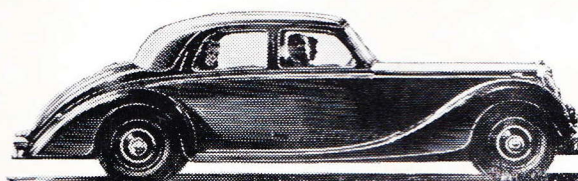
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