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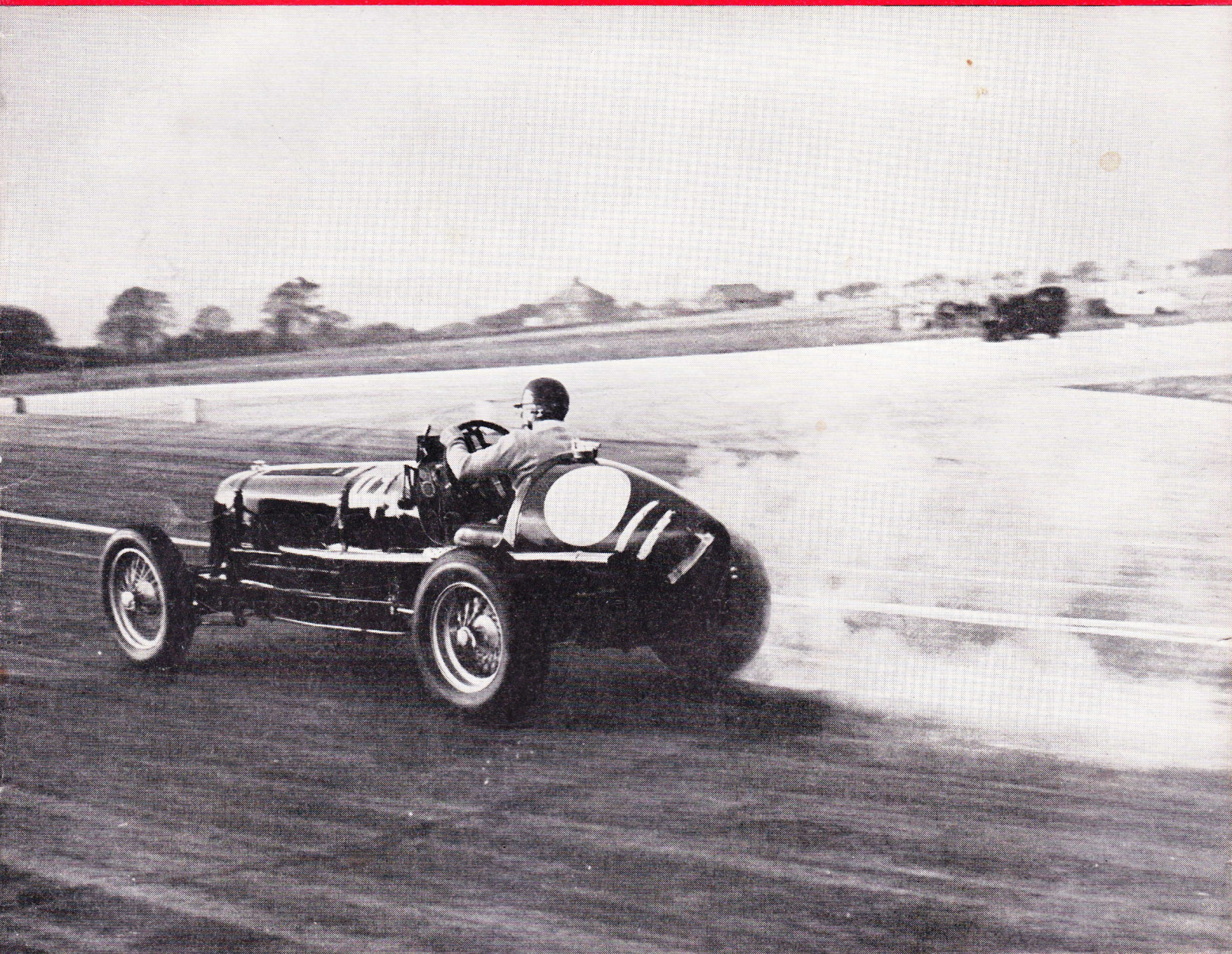
JANUARY 13, 1956

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EVERY FRIDAY

Vol. 12 No. 2

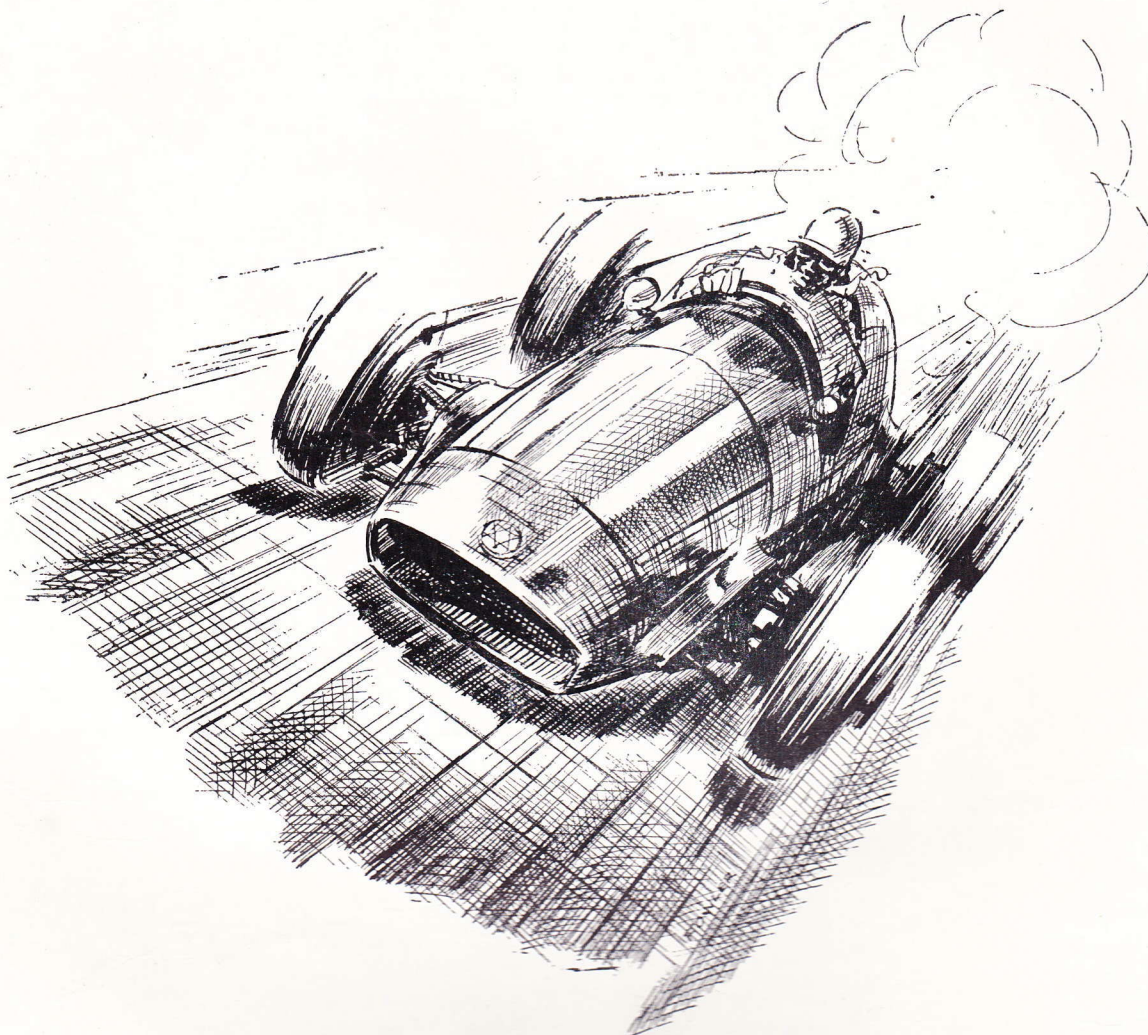
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

IMPRESSIONS OF A 750 S FERRARI : SEASONAL SURVEY, PART II—FORMULA 3 RACING
MONTE CARLO RALLY PROSPECTS : AMERICAN ANGLE : A NEW 250 c.c. RACING CAR

JOHN BOLSTER • H. A. C. RUSSELL • J. O'DONOGHUE • RUTH SANDS BENTLEY



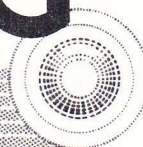
HOW FAST IS FAST....?

THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER — IF LESS SPECTACULAR — FIELDS.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 2

January 13, 1956

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EDITORIAL

DESTINATION—MONTE CARLO

FROM a very early hour next Monday, over 350 cars and their crews start off from chosen spots on a 2,600 miles journey to the Principality of Monaco. It is an adventurous trip altogether; no one can foresee what sort of weather conditions may be encountered; all have their share of difficult roads in mountainous country. The additional hazards of secret time checks and possibly snap-checks in built-up areas, make the task of navigators a particularly tough assignment. By including a Paris-Monaco classification test of over 600 miles, the organizers are obviously determined to find the winners on the road section, as the first 100 will be subjected to a further test on a most formidable Mountains Circuit after arrival at Monte Carlo. The stamina of all competitors taking part will be tested to the utmost, as will be the reliability of their machines. Outright victory in this most highly publicized of all rallies is a glittering prize, and is, moreover, one that will be disputed by teams of cars from many famous factories. However, by far the largest entry comes from British private owners. Without their support, year after year, the "Monte" could not have achieved its present-day popularity. It is, of course, the greatest gamble of any motor sporting event. As was demonstrated last year, a privately entered Sunbeam, driven by a couple of Norwegians, defeated the most famous names in the rally world. Yes, indeed, anything can happen in the "Monte". Some crews may experience appalling weather conditions, while others may come through without having as much as a glimpse of fog, snow and ice. It is this utter unpredictability which makes the great winter classic such an adventure, and AUTOSPORT wishes the best of luck to all entrants, and as one competitor would say good-humouredly to another: "Hope you are second, old boy!"

BRITONS FAR FROM HOME

WHILST many at home are embroiled in final preparations for the Rally to Monte Carlo, others are racing on the other side of the world. Stirling Moss has demonstrated his prowess to the New Zealanders in no mean manner, by competing in two races and winning both. The Maserati he drove in the Grand Prix is a much-used machine, but it proved its stamina by carrying him to victory. With the Argentine *Temporada* drawing near, Moss must be off to drive a works Maserati there. However, that other fine British driver, Reg Parnell, who had no luck at Auckland with the single-seater Aston Martin, is staying on in New Zealand and will, we trust, gain compensation in the coming races at Christchurch, Dunedin and Invercargill.

OUR COVER PICTURE

BURNING IT UP: Quite a few shillings' worth of rubber goes up in smoke as D. R. Good's pre-war 1½-litre E.R.A., looking almost "vintage" although still very active, gets away from the starting line at the Seven-Fifty M.C.'s Tarrant Rushton speed trials towards the end of last season.

PIT and PADDOCK

CESARE PERDISA has definitely joined the Maserati team for Formula 1 and sports car racing this year. Having just undergone an operation for appendicitis, however, he will not race in Argentina this month.

STAN PECKHAM, "Redex" racing representative, will be "on duty" along the Monte Carlo Rally route with a new Thames 5-cwt. service van.

BRUSSELS Motor Show coming up. Dates are 14th to 25th January, and amongst British exhibits will be examples of the MGA, Riley Pathfinder, M.G. Magnette, Sunbeam Rapier, Humber and Hillman models.

SECRETARY of the B.T.D.A. B. K. Thompson has resigned. His place has been taken by J. A. Beaumont, whose address is "Rheda", Pope Lane, Penn-wortham, Preston (telephone: Preston Priory 83175).

TWO major Rally-type events look like clashing during September, if present dates in the Calendar hold. The Tour de France takes place between 2nd and 10th of that month, and the Liège-Kome-Liège between 5th and 8th.

PORSCHE team for sports car racing in 1956 will probably comprise Von Frankenberg, Hans Herrmann, Graf Von Trips, Helmut Polensky and Huschke Von Hanslein.

BRUNO MARTIGNONI, who won the Algiers-Cape Rally a few years back, is driving a Fiat 1100TV called "Kon-tiki" in the Cape-Mediterranean Rally. Other entries include a Swiss, two Algerian and eight South African competitors.

GERRY PENTONY, well-known trials driver, has been appointed a Director of Moss and Lawson, Ltd., automobile agents, of Thornton Heath, of which company he is General Manager. That other renowned trials man, Mike Lawson, is, of course, managing director of the concern.

TOGETHER with Stuart Seager, Maxwell Boyd has been appointed an Assistant Editor of AUTOSPORT.



"O.K.—but make it snappy!"

PANHARD's racing programme for the coming sports car season will be under the aegis of the Monopole-Poissy stable. Le Mans, Rheims, Nürburgring, the T.T. and Sebring all feature on their provisional list of events.

IAN T. STRICKLAND, formerly General Sales Manager with Stewart and Arden, Ltd., and a member of the B.A.R.C. and B.R.S.C.C., has been appointed General Sales Manager to Mercedes-Benz (England), Ltd.



NEW "COMPS" MANAGER to Automotive Products Co., Ltd. (Lockheed Brakes and Borg and Beck clutches) is A. G. (George) Raven. He succeeds Freddie Bothamley, who is to concentrate on design and development of new projects.

POLITICAL troubles or not, the International Circuit of Agadir sports car race in Morocco will apparently take place on 26th February as scheduled.

UNEXPECTED New Year gift to over 2,000 R.A.C. Motor Sport members came from the R.A.C. in the form of an attractive plastic wallet for holding their R.A.C.-issued Competition licences.

COMMANDER A. BRYANT of the U.S. Navy, based in Britain, has taken delivery of a new Aston Martin DB3S finished in America's blue and white. He plans to race it in some of Europe's long-distance sports car events, with "Mort" Morris-Goodall as co-driver.

A 1½-LITRE sports Maserati is being acquired by Louis Rosier.

THE Italian authorities are insisting that the 1956 Mille Miglia be run over a properly closed circuit. Formerly the 1,000 miles course has been nominally "open"—to those courageous enough to use it with Mercs, Ferraris and so on, whizzing past at 150-plus!

ON grounds that security measures for the public are insufficient, the Dolomite Cup race on the Cortina d'Ampezzo circuit has been banned.

LIKEWISE the Tour of Sicily or the Targa Florio—one or the other—cannot be held. Odds are on the Targa being run in preference to the Giro right round the island.

FOR RAIN—AND HALE! This neat detachable metal hardtop conversion of an MGA, for Keith Hale, Hon. Sec. of the M.G.C.C. (S.E. Centre) is being produced and marketed by G.B.G. Accessories of 11 Amberley Mews, London, W.9.



SPORTS NEWS

MOSS FOR ASTON MARTIN

THE combination that won the Targa Florio race last October for Mercedes-Benz—Stirling Moss and Peter Collins—will be seen together again in this year's World Sports Car Championship events, this time at the wheel of works Aston Martin cars. Although it seemed likely that Moss would rejoin the Jaguar team as No. 1 driver, this will not now take place, and he has signed with Mr. David Brown to join Collins, Parnell, Salvadori and Brooks in the Aston Martin équipe Moss's first race with the Feltham team will be the Sebring 12 Hours in Florida.

BUEB FOR JAGUAR

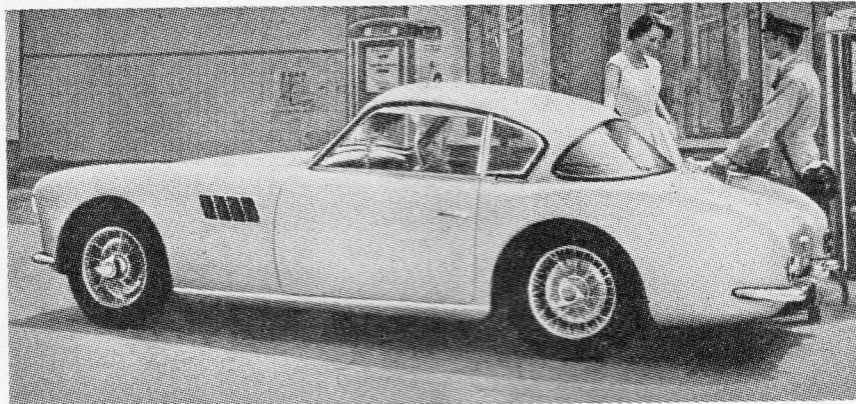
IVOR BUEB, co-winner at Le Mans, 1955, with Mike Hawthorn in a D-type Jaguar, has signed a contract with the Jaguar Company to drive official works cars in a full programme of sports car events for 1956. These will include Le Mans, the Rheims 12 Hours and other important international races. But Bueb will not be lost to the Formula 3 movement, for he will continue to race a 500 c.c. Cooper, and also Cooper and, possibly, Lotus sports cars, while, as has been announced, negotiations are afoot between him and B.R.M.

FLOCKHART AND BROWN FOR ECURIE ECOSSE

PRESS releases from Ecurie Ecosse H.Q. at Edinburgh announce that Scots driver Ron Flockhart and British driver Alan Brown will be joining Desmond Titterton, Ninian Sanderson and John Lawrence in the Ecurie's team of sports cars for 1956 racing. One other driver has yet to be appointed. Flockhart is, of course, also committed to drive in the B.R.M. Grand Prix team.

COLLINS FOR ARGENTINA

THE official Ferrari team for the Argentina G.P. on 22nd January will comprise Fangio, Castellotti, Musso and Peter Collins. Five G.P. Ferraris have been sent to Buenos Aires, so it is possible that Olivier Gendebien, who is going with the team, will also get a drive.



SPORTS COUPÉ on the latest 2½-litre, 4-cylinder, 120 b.h.p. French Talbot chassis has a graceful appearance somewhat reminiscent of the Mercedes-Benz 300SL.

REST-AND-BE-THANKFUL

THE R.S.A.C. announces an alteration in the date of the 1956 Rest-and-Be-Thankful Speed hill-climb, from 7th July (as shown in the International Calendar) to Saturday, 30th June, 1956. This date was originally allocated to the Scottish Sporting Car Club (it used to be the Bo'ness hill-climb date) but the S.S.C.C. have sportingly agreed to relinquish their claim to it. It is hoped that the change in date will enable certain competitors to participate who would not otherwise have been able to do so.

UGANDA HILL-CLIMB

FRANK BROWN (XK 120 Jaguar) set up best time at the Uganda M.C.'s hill-climb at Kajansi, near Kampala, on New Year's Day. The gravel surface was rather loose, and car times were all slightly under record, whereas motorcycle competitors beat the figure five times. There was a total entry of 53, including a number from Kenya, some of whom won their classes.

Class winners were W. Clemsha (Fiat 1100TV), B. Settle (Javelin), V. Preston (Zephyr) and Ajit Singh (Jaguar Mk. VII) in their respective touring categories, C. McNaughton (Ford Spl.), P. Shilton (TR2) and F. Brown (XK 120) in the three sports car classes. B. Ellis (Triumph Spl.) won the Uganda Specials prize, and the Ladies' Prize went to Mrs. S. Fisher (Fiat 1100).

MOSS'S DAY AT AUCKLAND

Victories with G.P. Maserati and Sports Porsche for World Champion Runner-up

TWO races, two victories—that was the measure of Stirling Moss's success at the New Zealand Grand Prix meeting at Ardmore circuit, near Auckland, on 7th January. Driving his own disc-braked 2½-litre Maserati, he won the 210 mile Grand Prix, over 100 laps of the 2.1 mile Ardmore airfield circuit, by 23.6 secs. from the 3-litre Ferraris of Tony Gaze and Peter Whitehead. With about 20 laps to go, a fuel line on Moss's car fractured, spraying fuel around and filling the cockpit with fumes. Moss

carried on, but had to make a 42 secs. pit stop 8 laps before the finish to replenish the fuel tank. He broke Whar-ton's 1954 lap record four times during the race.

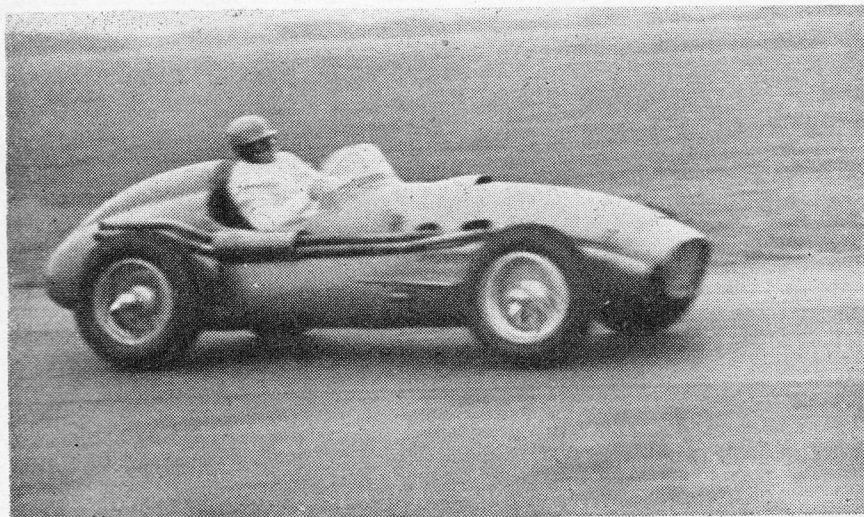
Reg Parnell's special single-seater 2½-litre Aston Martin had serious mechanical trouble during practice and could not start. But Parnell drove Whitehead's Cooper-Jaguar in the race, and finished 5th behind Leslie Marr's Jaguar-engined G.P. Connaught. Jack Brabham (Cooper) was a regretted non-starter. Moss's average speed was 78.4 m.p.h., slightly slower than Bira's winning speed in 1954 with a similar Maserati, over the course run in the reverse direction.

Stirling Moss also won the Ardmore Handicap for sports cars, driving a Porsche 550 Spyder. Second was Peter Whitehead's Cooper-Jaguar, third Tony Gaze (H.W.M.-Jaguar) and fourth Syd Jensen (Austin-Healey). Further details of the New Zealand G.P. meeting will be published shortly.

Provisional Result

New Zealand G.P. (100 laps, 210 miles): 1, S. Moss (Maserati), 78.4 m.p.h.; 2, P. N. Whitehead (Ferrari); 3, A. F. O. Gaze (Ferrari); 4, L. L. Marr (Connaught-Jaguar); 5, R. Parnell (Cooper-Jaguar).

BETTER LUCK next time, Reg! The single-seater 2.5-litre Aston Martin, which was sent out to Auckland for Reg Parnell, had trouble in practice which prevented it starting in the New Zealand G.P. A new engine is being fitted for the Lady Wigram Trophy race at Christchurch on 21st January.



OBJECTIVE of the 300-plus competitors in next week's Monte Carlo Rally—the beautiful city of "Monte" itself. This picture, taken on New Year's eve, shows the works Standard Vanguard of Maurice Gatsonides with, in the background, the floodlit Casino and the luxury yacht of Greek shipowner Onassis.

IRISH 500 c.c. CHAMPIONSHIP, 17th MARCH

THE 500 Motor Racing Club of Ireland announce that they will again stage the 500 c.c. Championship of Ireland race meeting in 1956. Venue, as before, will be the Kirkistown airfield circuit, and the date will be 17th March, which is St. Patrick's Day and a general holiday in Ireland.

First prize will be a perpetual Trophy and replica, plus £25. Starting money is not available, but the Club can provide some assistance towards expenses of competitors who actually start in the event. Full details can be obtained from John Robb, Hon. Comp. Secretary, 500 M.R.C.I., 31 May Street, Belfast.

OVERDRIVE FUEL CONSUMPTION TESTED BY R.A.C.

FIVE cars, Triumph TR3, Vanguard III, Humber Hawk, Rover 90 and Jensen 541, recently underwent R.A.C.-observed fuel-consumption tests at Silverstone while fitted with the Laycock de Normanville Overdrive. The test for each car consisted of two laps of the circuit with the overdrive "out" and two laps with the overdrive "in", while each was driven at a fair cruising speed previously determined as reasonable for its class. Comparative consumption figures were obtained from the difference in the quantities of petrol needed to top-up the portable, gravity-fed tank to the zero



mark at the end of each run. The results of the tests show that, by taking an average for the five cars tested with the overdrive unit in operation, a reduction in fuel consumption of approximately 16 per cent. was realized, corresponding to an increase of approximately 19 per cent. in the distance covered on a given quantity of fuel.

BRISTOL CARS, LTD.

THE Bristol Car Division of the Bristol Aeroplane Co., Ltd., are now firmly operating as the subsidiary Bristol Cars, Ltd. Chairman is Mr. George White, who is also joint Managing Director of the parent firm, and also on the board are Mr. Brian Davidson and Mr. William Masterton. The offices and address are as before: Filton House, Bristol.

FOR WINTER ROADS: The new Goodyear "Suburbanite" tubeless tyre, designed for winter motoring, is available in 6.40 x 13, 5.90 x 15, 5.50 x 16, 6.00 x 16 and 6.50 x 16 sizes. Other sizes will also be produced eventually.



BIG SOUTH AMERICAN TOWN-TO-TOWN RACE PROJECTED

FOLLOWING the success of the Cordialidad Road Race in Colombia, reported on page 52, first steps have been taken towards the promoting of a major International road event, to be jointly organized by the Venezuelan and Colombian automobile clubs. Entitled the *Gran Premio Bolivariano*, it would be held one year in Colombia, and the following in Venezuela, thereafter interchanging. The race would be of considerable length, passing through the principal cities of the country.

There would be classes for series and modified production, series sports and International sports cars, with dollar prizes for class winners and a substantial cash award for the outright winner on time. It is hoped that well-known drivers from many countries will take part. The race would be under F.I.A. regulations. The Venezuelan Clubs are ready to go ahead with preparations, only the agreement with the A.C. de Colombia now being awaited.

"PANCHO".



SILVERSTONE SESSION: (Above) The Humber Hawk passing the deserted stands at Silverstone during the recent R.A.C.-observed fuel-consumption tests of Laycock de Normanville overdrive-equipped cars. A reduction of approximately 16 per cent. in fuel consumption was realized with overdrive engaged.

ENTHUSIASTS DINE: (Right) Seen at the North London Enthusiasts' C.C. Dinner/Dance at Hendon on 6th January—(l. to r.) Mrs. Rivers Fletcher, Mrs. Norman Wisdom, Tony Rivers Fletcher, Norman Wisdom and Ron Flockhart.



AN AUSTRALIAN SPORTS CAR KIT

BUILT around the engine, gearbox, rear and front suspension, brakes, etc., of the well-known Australian Holden car, an extremely attractive sports car, called the Merlin, is being produced in Victoria, Southern Australia. Following the Lotus, Buckler and Turner kit schemes in Britain, the Merlin is to be available in five basic forms, ranging from the bare fibreglass body shell with doors, etc., to the complete car, with modified, twin-carburettor, Holden engine, fitted in a tubular chassis embodying Holden transmission and suspension components. Prices in Australian £s range from £250, inclusive of tax, for the body shell, to £1,530 for the complete car.

A very good-looking prototype of the Merlin, with centre-lock wheels, has withstood over 6,000 miles of testing under all sorts of conditions, and the car will be produced in limited quantities. It should amply satisfy the demands of Australian sporting motorists seeking a car of individuality at limited cost.

BUGATTI O.C.

WING COMMANDER PAT OSMOND, the Competition Secretary of the B.O.C., has now retired from the R.A.F. and his address will in future be 21 Southcourt Road, Linslade, Leighton Buzzard.

He hopes to be able to continue his motor racing activities and for the benefit of Prescott competitors he will be running the first big meeting there in May, which this year will have International status. It is hoped to have the Regulations out by early March.

ALMOST PHILOSOPHERS, BUT ...

ALTHOUGH they sound suspiciously like it, the names Printogines, Chronotypogines and Longines have no connection with the ancient Greeks of our schooldays. Instead, they are timing devices made by the Swiss firm, Longines, which will be used during the Monte Carlo Rally. The Printogines time-stamping clocks will be set up at time-control points on the regularity section between Paris and Monte Carlo, recording on each competitors' card the hour, minute and second of his passing, while the Chronotypogines is an automatic device employing photo-electric cells, to be used during the acceleration and braking test to record competitors' times down to 1/10th sec. In addition to these machines, other Longines equipment will be used at secret controls to find out whether the competitor is above his permitted maximum average speed.

"AUTOSPORT" CHRISTMAS QUIZ

No All-Correct Solutions Received

DESPITE a large number of entries from readers, no one was successful in identifying all of the pictures in our Christmas Quiz. Average success was about 50 per cent. One reader, however, managed to solve 12 out of the 14, and he will receive a prize consisting of a set of sparking plugs. He is N. Harrison, Coronation Villa, Station Road, New Longton, nr. Preston.

The correct solution is as follows:—

A. Zandvoort. B. Veritas-Meteor. C. Bristol. D. Kieft. E. U.S.A. F. Paris-St. Raphael. G. Harry Schell. H. Hydraulic coupling. I. Hippodrome, Le Mans. J. Roy Salvadori. K. Stanguelini. L. Oil Sludge. M. Godfrey Imhof. N. H.A.R.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 45—H. McKAY FRASER

AMERICAN drivers on the European racing scene are similar to swallows. They arrive in the spring, remain while the sun shines and leave for warmer climates at the onset of autumn. Herbert McKay Fraser is an exception; he arrived in Britain in the autumn of 1955 and likes us so much that he is enduring with us the rigours of winter instead of returning home to Rio de Janeiro. This 29-year-old American from Connecticut bought a ranch in Wyoming after the war, but his interest in motor racing soon took him on to California where, driving a special equipment Jaguar XK 120, he won the Orange Empire Trophy race at March Field in 1953 and was well placed in races at Reno, Baker's Field and Santa Barbara, among others.

Later Fraser moved to Rio de Janeiro, bought a Ferrari 750 Monza and took part in Brazilian events, collecting the lap record at Maracana in the process, although he never had the chance of racing over the fantastic Gavea circuit on which his house was situated. Crossing to Portugal in June, 1955, to realize his ambition to race in Europe, the engine of the Ferrari blew up on the day before practice for the G.P. A month later he had better luck in the Lisbon G.P., finishing seventh, though clutchless. After that, to England for the *Daily Herald* Oulton Park and *Daily Telegraph* Aintree meetings, but in neither race did his mechanical luck hold out.

Both the car and its driver, with his family, took up residence in London, where he soon became a regular in the Steering Wheel and marked himself as being as "English" as the rest of us by taking part in the "midwinter madness" of Brands Hatch on Boxing Day, coming in fourth in the Martini Trophy race with the Ferrari. Professionally McKay Fraser is a racing driver, but he realizes that, in Europe, he is something of a new boy in a hard school. However, he hopes to learn his trade by following the right people in the right races and getting out in front when the opportunity allows. Finally, to quash a popular misunderstanding, McKay Fraser says, "Although I come from Brazil, oddly enough I have nothing to do with that awful lot of coffee!"

M. B.

"ONE OF THE MOST EXCITING cars I have ever driven", says Bolster, after a few miles in H. McKay Fraser's potent competition "sports" machine.

cover, and does not encroach on foot space. The gearbox is mounted separately from the engine in unit with the differential, being connected to the clutch by a short open shaft.

Although McKay Fraser's car has a new engine, the chassis and transmission are of a slightly earlier type. Thus, the gearbox has four speeds instead of five, and there are some detail differences in the suspension. I have only driven the car with a fairly "low" final drive ratio, such as one would use for British circuits. Thus equipped, the four-speed box meets all requirements, but first speed would probably be too high if one were geared for a really fast course with a long straight, hence the fifth "cog". The gearbox is carried very low in the chassis, and has no synchronizing mechanism, the change being by a short, central remote control lever. The double reduction final drive gives the necessary "lift" to place the ZF differential at axle height.

JOHN BOLSTER TRIES A

750 S Ferrari

THE Ferrari 750 S is a typical Continental competition sports car; that is to say, it has approximately the performance of a current Grand Prix single-seater, and you can't use it as a sports car!

Nevertheless, in spite of, or perhaps because of, these characteristics, I at once jumped at the opportunity when McKay Fraser asked me, after the Boxing Day meeting at Brands Hatch, if I would look after his Ferrari for a few weeks, and also give it a good testing. "Soft" plugs were put in—for the "hard" variety can only be kept clean at racing speeds—and I set off into the darkness and the rain behind a single operative headlamp.

As is usual with racing clutches, this one is of the in-or-out type, and the "extreme" valve timing causes the engine to hunt and misfire below 2,000 r.p.m. It is thus not particularly easy to move off smoothly, but the drama follows as the revs rise and the motor suddenly hits on all four. Then wheelspin occurs with the peculiar abruptness that is typical of the ZF differential. The same thing is apt to happen again after the change into second gear. Of course, one soon gets used to all this and learns how to combat these peculiarities, but it certainly added excitement to that first ride through the night.

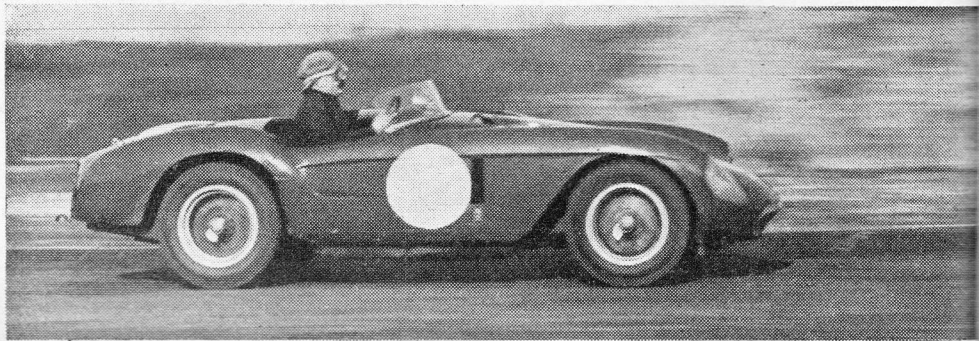
Even if one were content to put up with such inflexibility, plus the plug changing business, there is another characteristic of the 750 S that renders it virtually undrivable on the public road: it makes more noise than the average Grand Prix car! I admit that I have used it for a few selected journeys, and if one can cruise continuously at a fairly high speed, the noise is almost within reason. To negotiate a town of any size, though, would pretty certainly attract the cops, quite apart from the anti motoring prejudice which would be fostered.

Let us therefore simply regard the Ferrari as the superb competition machine that it is. I feel that Lampredi, faced with the problem of producing a sports version of his G.P. engine, decided to add another 500 c.c. to make up for having to run on petrol instead

of an alcohol-based racing fuel. He stuck to an "over-square" four-cylinder design, and a bore and stroke of 103 mm. x 90 mm. gave him a capacity of 3 litres (750 c.c. per cylinder, hence the designation).

The general layout follows that of the racing unit. The cylinder head and crankcase are both of light alloy, and are split in an intermediate position, being bolted together part way down the bore, so to speak. This is because the cylinder liners screw into the head and have flanges for seating in the crankcase, where rubber rings keep the water up and the oil down. The five crankshaft journals revolve in Vandervell thin-wall shells, and the connecting rods also have this form of plain bearing. At the front of the engine, a train of gears drives the twin overhead camshafts, and, with typical Italian neatness, the two Marelli magnetos are mounted vertically, with the dynamo between them. There are two plugs per cylinder and two twin-choke Weber carburettors.

The small flywheel and multi-plate clutch are partially enclosed in a housing, which is open top and bottom. To apply a starter motor to a Grand Prix-bred engine is always a problem, but again it has been done with extreme neatness. The motor projects into the driving compartment, engaging the starter ring towards the top. It is of the type in which the switch solenoid also slides the pinion forward into mesh, in lieu of a Bendix. The whole assembly is neatly enclosed under an aluminium



The chassis is multi-tubular, forming, in effect, a pair of main girders, suitably cross-braced; it is not, however, a true space frame. The front suspension is by unequal length wishbones, and at the rear there is a de Dion axle, located fore and aft by two pairs of radius arms and laterally by a central sliding guide block. The steering column "dodges" the wide engine by strategically placed universal joints, the three-piece track rod being operated by a worm and wheel box. The suspension is by transverse leaf springs, though the latest version has a revised front end with helical springs. The two-seater body by Pinin Farina gives a superb driving position and excellent visibility, allied with surprisingly good protection.

Provided that soft plugs are employed, the engine starts immediately from cold. Once it is warm, the racing plugs may be fitted, after which the unit must not be allowed to idle. However, idling is not the object of the exercise, so let's get cracking! The engine develops 260 b.h.p. at around 6,000 r.p.m., and the weight is a fraction under 15 cwt. It is a short, compact car, the wheelbase and track being only 7 ft. 4½ ins. and 4 ft. 2¼ ins. (approx.) respectively. It requires no higher mathematics to deduce that the performance must be out of this world, which is exactly what it is.

Although the engine is so "lumpy" at the bottom end, once it takes hold it has an exceptionally wide effective revolution range. Its punch when accelerating from medium speeds is quite a new

experience, and it is this phenomenal acceleration that has earned this model many of its victories. The gear change is excellent, the ultra-close ratios being easy to select as fast as the hand can move. The de Dion axle, reinforced by the limited-slip differential, gives remarkable freedom from wheelspin when accelerating strongly away from corners.

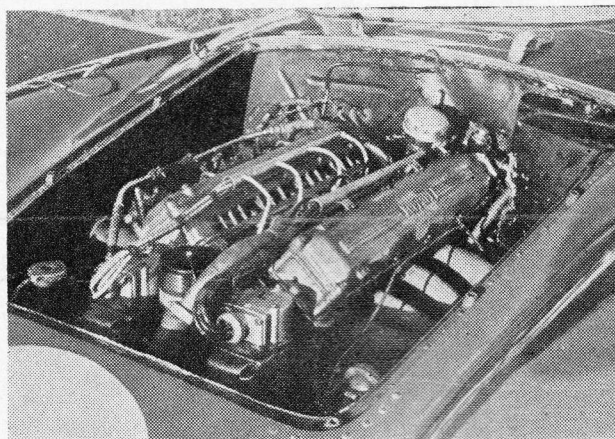
The general handling characteristic is an understeering one, but this can at once be converted to oversteer by a slight increase of pressure on the accelerator pedal. Nevertheless, if too much power be applied, it is not easy to retain full control. The suspension, particularly at the rear, is surprisingly hard, and the rear wheels sometimes tend to lose lateral adhesion over bumps. I believe this model is known to be extremely critical in the make and type of tyres used, and it is possible that it would be easier to handle when fitted with a different pattern. In any case, the performance is so tremendous that one could scarcely expect easy handling.

As already stated, the car was geared

★

POWER HOUSE—
and what power! 260 b.h.p. is produced by the 3-litre, four-cylinder, 2 o.h.c. engine, and there is less than 15 cwt. for it to move. The shapely 2-seater body by Pinin Farina is well shown below.

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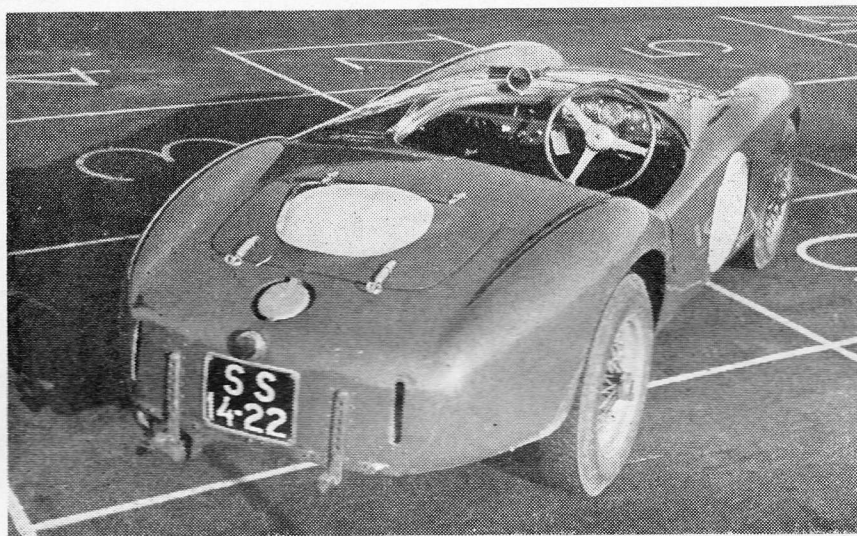


for racing on the shorter circuits, and so I could not test its ultimate maximum speed without over-revving the engine. With a suitable final drive ratio fitted, I would expect comfortably to exceed 160 m.p.h. I originally intended to take

standing quarter mile and acceleration figures, but these cannot be accurately measured on a road circuit, and although a suitable venue was available, I was afraid that the wild thunder of that straight-through exhaust would get me into trouble. Suffice it to say that, even among supercharged racing cars, I have never felt such a sensation of sheer power as when I gave the "big four" Ferrari full throttle.

On a road circuit, where there is no restriction on noise, this is a most delectable car to drive. Even above the exhaust note, the high whine of the timing and transmission gears can be heard. Although it is not smooth, the engine has an effortless feeling about it that has always been a feature of big four-cylinder units. Above all, there is that certainty of always having a bit more power under your foot, in fact the car seems to accelerate just as violently on top gear as it does on the lower ratios.

The 750 S is not the perfect sports car; indeed I am doubtful whether these competition machines are really sports cars at all. Nevertheless, it is one of the most exciting cars that I have ever driven, and I am most grateful for the experience.



R.A.C. FILM FOR CLUBS

SELECTED excerpts from the fortnightly motoring feature, "The World on Wheels", which the R.A.C. has presented in recent months on London Commercial TV, have been made into a 10-minute 16 mm. film which is now available for showing to motor and motor-cycle clubs. Nine separate subjects are covered, including safety belts, tubeless tyres, an A.C.U. scramble and the Army motor-cycle Championships.

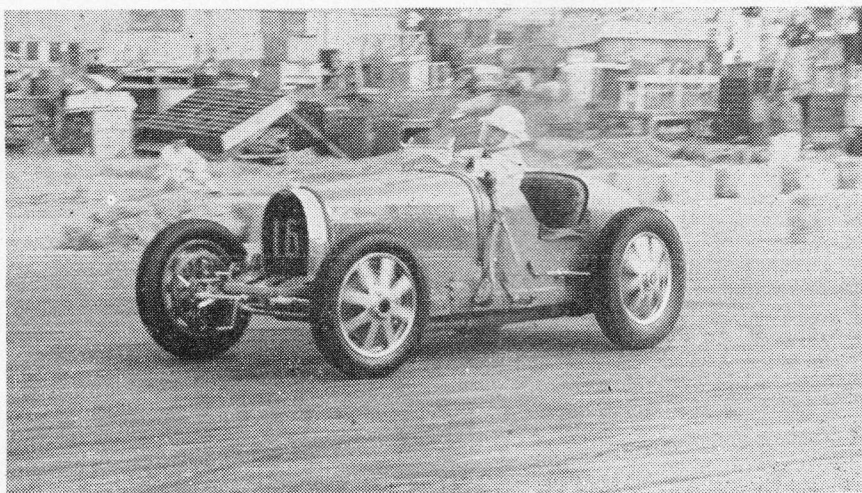
Applications to borrow free copies of this film should be made to the Press Office, R.A.C., Pall Mall, London, S.W.1.

MR. G. ANTHONY HEPWORTH, 26-year-old son of Mr. E. Hepworth, chairman and managing director of Hepworth and Grandage, Ltd., has been appointed a director of the well-known Bradford concern, makers of Hepolite pistons, cylinder liners, etc.

AUSTRALIAN ALPINE TRIAL

THE Victorian Alpine 1,000 Mile Trial of Australia, run over the rough, mountainous roads of the Australian Alps, was won by Harry Firth/Graham Hoinville (Hillman Minx). A Sunbeam Alpine was third and a Humber Super

Snipe 12th; the three Rootes cars between them gaining the team prize as well. Competitors reported that the Rally was the most difficult ever held in Victoria; less than half the entry completed the course. Only three 10 minute stops for refuelling were allowed during a day's very hard motoring.



NOVEL SIGHT for Californians at the December Glendale race meeting was this Type 35B Bugatti, the very epitome of vintage machinery, beautifully restored and raced by Bob Estes.

AINTREE HORS D'ŒUVRES: First race on British Grand Prix day in July was the hard-fought Formula 3 event, won by Jim Russell. Here Les Leston (Beart-Cooper) leads the South African Andy Fergusson (Cooper) and Reg Bicknell (Revis) at Tatts Corner.

It is doubtful whether the C.S.I. Subcommittee's forthcoming recommendation to the F.I.A. for the continuation of the International Formula 3, as it stands, into the years 1958 and 1959 will be a very popular one outside this country. Born in Britain, the Formula has been British-dominated throughout its existence, with only spasmodic amateur Continental efforts to contest that domination. Helmut Polensky of Germany tried with his Monopoletta, then took to winning rallies instead; his compatriot Walter Komossa also tried with the Scampolo, then gave up. Deutsch-Bonnet of France made half-hearted efforts at a Formula 3 D.B., then reverted to the 750s they know so much better. From Italy the Volpini-Gilera promised well, but faded out, while Giaur brought a smart team of 4-cylinder 500 c.c. cars to Luxembourg for the G.P. in 1951, were heartily trounced by a welter of British 500s, and since then have far more successfully competed in the 750 c.c. class which Italy has actively cultivated these past few seasons.

That so insular a Formula should gain a further lease of life, when France and



SEASONAL SURVEY

PART II

Formula 3 Racing

Jim Russell Wins National 500 c.c. Championship — Bueb, Lewis-Evans, Loens and Boshier-Jones all do Well — Many Promising Young Drivers

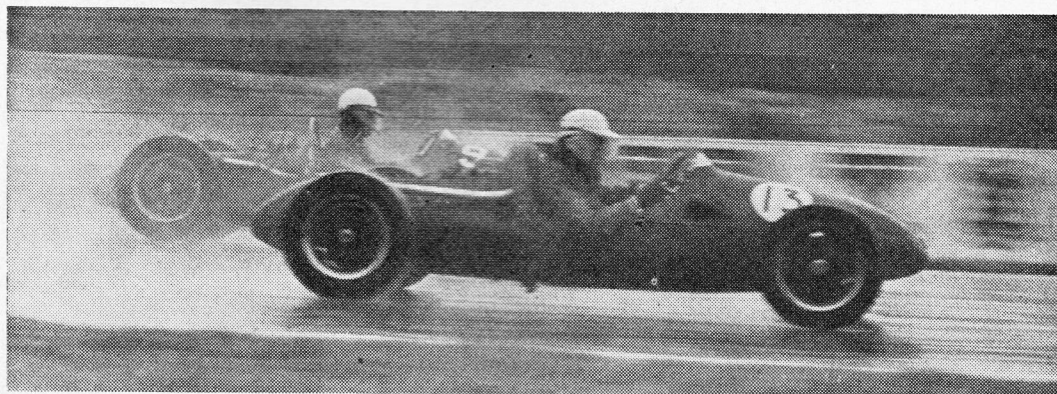
Italy would so obviously prefer a 750 c.c. class, can be rated our good luck. Certainly the Formula continues to thrive, other than in the International sense, but there are many at home and abroad who persist firmly in regarding 500 c.c. racing cars as "four-wheeled motorcycles" dislike their noise and monotonous similarity of design, and dismiss them as "circus stuff".

In defence, it can be pointed out that Formula 3 (a) provides a technical exercise of considerable value; for example, the eminently successful 1,100 c.c.

Cooper-Climax owes much of its design to the Cooper concern's extensive F3 experience; (b) it constitutes an admirable training ground for racing drivers; one need only mention the names Stirling Moss, Peter Collins, Ivor Bueb, to justify its existence, for all began their careers in 500s, as did many other fine drivers; and (c) it undeniably produces extremely close and exciting racing, not, be it said, between rival marques, for it is virtually a Cooper monopoly, but between rival drivers. The tense no-quarter battles between such men as Jim Russell, Ivor

Bueb, Don Parker, Colin Davis, Stuart Lewis-Evans, David Boshier-Jones and others, contribute vitally to the attraction of Formula 3.

In actual numbers, races have been little fewer than in the previous season, despite the curtailment of much Continental racing following the Le Mans disaster. Apart from French events, however, there were no German F3 fixtures at all during 1955, fewer Scandinavian meetings than of yore and, at home, a reduction of F3 races at Goodwood to one only, at the Easter meeting.



★
J.A.P. MAN: D. F. Iszatt, runner-up to H. C. Taylor for the J.A.P. Trophy in 1955, swishes past a rival in the wet at Brands Hatch.
★

Nevertheless, fully two-score and ten different meetings catered for the 500s, eloquent enough of the continued health of the movement.

The busy whirl commenced in late March across the Irish Sea, at Kirkistown, County Down. There the second Irish 500 c.c. Championship was vigorously disputed by Ivor Bueb and Jim Russell, constituting the new Cooper works team; local man Rex McCandless with his clever front-drive special, Don Parker, Cliff Allison and others. Bueb led from Russell, with McCandless and Parker battling for third place; Allison and Stuart Lewis-Evans retired, and next Russell biffed the bales at a corner and dropped back. Then Parker shook off McCandless and surprised Bueb by sprinting past to lead the race he won last year. Alas for Don, a last lap gyration let Bueb through to become Irish Champion for 1955. No less than five drivers clocked the day's fastest lap at 74.30 m.p.h., which equalled the old circuit record.

The next round was at Snetterton on 26th March, where Russell and Bueb led away, until the latter burst a tyre. That left "local Champ" Jim Russell to win on "his" circuit once again, Parker's Kieft being some way back. But surprises came at Brough, Yorkshire, a week later, when Bueb and Russell were bested by Northerners Cliff Allison and Scott Bloor; Allison won Heat 1, Keith Hall Heat 2, and Allison the Final, by the meagre but vital margin of a length from Russell's works Cooper.

Easter, and a busy weekend's racing loomed the following week. Castle Combe on Saturday 15th April began it, with two 10-lap events for 500s on the pleasant little West Country course. Don Parker, still staunchly flying the Kieft flag 'midst a preponderance of Coopers, was in fighting form and won both races, despite all that Russell could do. Engine trouble spoilt the latter's first

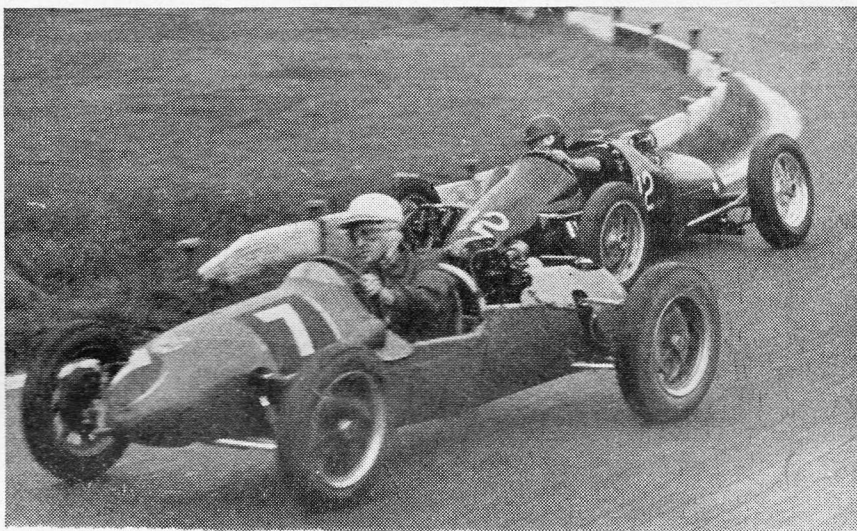
race, but restored mechanical health in his Cooper precipitated a desperate Parker-Russell battle in race two. Six times this pair exchanged places, but it was Don Parker who finally won a grand race by .6 of a sec.; Dennis Taylor, ex-Arnott driver, now with his six foot-plus inserted in a new Mk. 9 Cooper, was a steady third.

Works drivers Russell and Bueb split for Bank Holiday Monday, the former going to Brands Hatch and the latter to Goodwood. At Brands, the B.R.S.C.C. had substituted their old Seniors and Juniors segregation system with a new one, wherein the first five, the second five, and the also-rans of each heat had their own Finals; fair enough, if a little complex and bewildering to lay spectators. Russell won his heat after a hard tussle with a surprisingly determined Mackenzie-Low, who took the lead half-way and only lost it again on the last

round. Cliff Allison, George Wicken and Dennis Taylor all won their heats, and Russell won the main Final after catching Allison and Taylor.

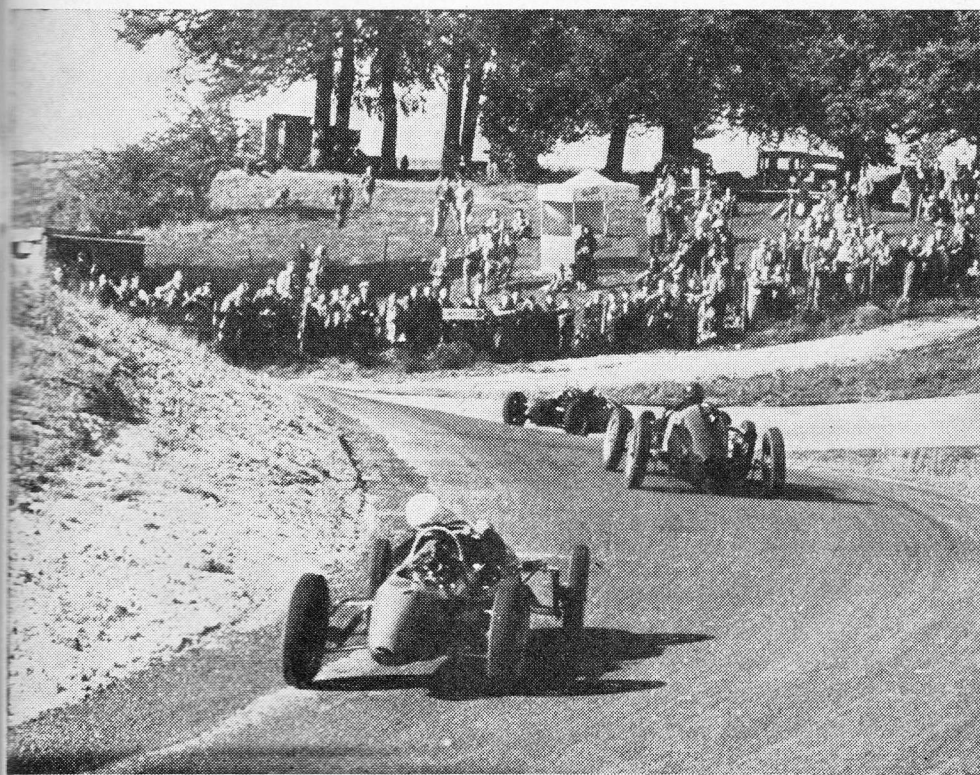
At Goodwood, in the Earl of March Trophy race, Ivor Bueb encountered tough opposition from Les Leston in the Beart-Cooper, the pair passing and re-passing, and giving the crowd full value; behind sped Parker, Colin Davis, Eric Brandon and Ken Tyrrell, having a terrific dog-fight. Bueb led Leston across the line by inches only, but Leston's hard work was in vain, the stewards having docked him 15 secs. for making too generous a start, dropping him to fifth position. Colin Davis almost, but not quite, piped Parker for third—or, as it turned out, second place—on that last lap. As Goodwood's sole 500 c.c. race of the season, it certainly was an exciting one.

The next weekend it was Charterhall,



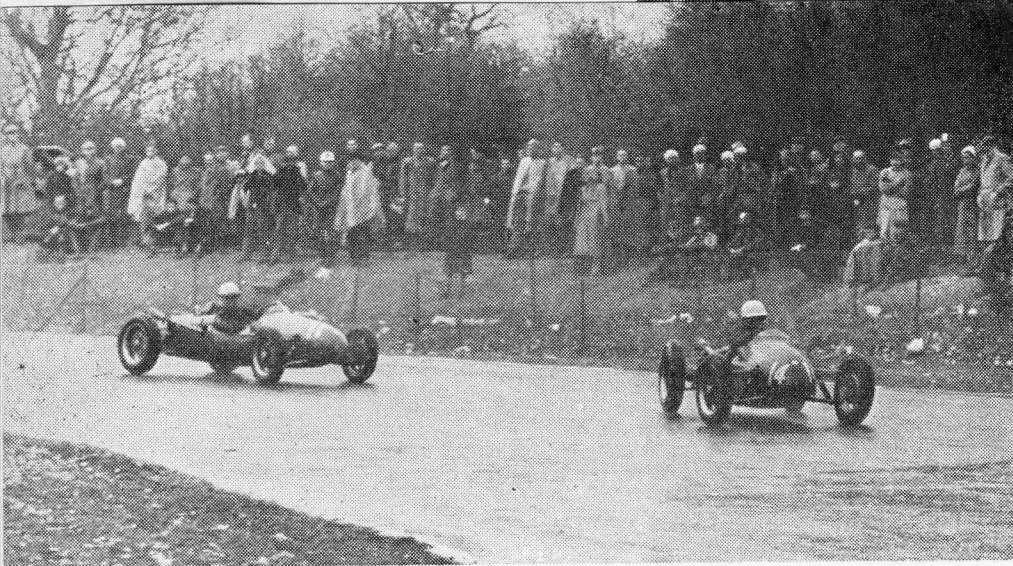
RIVALS in many 1955 F3 events, Stuart Lewis-Evans (Cooper) and Don Parker (Kieft) get to grips at Anchor Crossing, Aintree, during the Daily Telegraph International meeting in September.

HILLS AND DALES (left) are an attractive feature of the Cadwell Park road circuit in Lincolnshire. Ivor Bueb's Cooper leads here, with Don Parker holding off Jim Russell during the Championship meeting, which was won by Cliff Allison.



and on that Scottish airfield course those two great protagonists Don Parker and Stuart Lewis-Evans had a magnificent dust-up, escorted by Scotsmen Keith Hall and Ninian Sanderson. Final order emerged as Lewis-Evans, Parker, Hall, with Sanderson losing fourth place to Cliff Allison on the last corner. The following day saw a dispirited race for 500s, included in the Coupes de Paris meeting at Monthéry, the German Cooper driver Kurt Kuhnke cantering away from meagre opposition provided by Héchar's D.B. and one or two amateur-built French cars.

Lewis-Evans and Parker waged another duel at Ibsley a fortnight later, but both were preceded on this occasion by Russell and Bueb, neither of whom pulled any punches, team-mates or not, and fought hard for the lead to the last corner of the last lap, when Bueb essayed to pass,



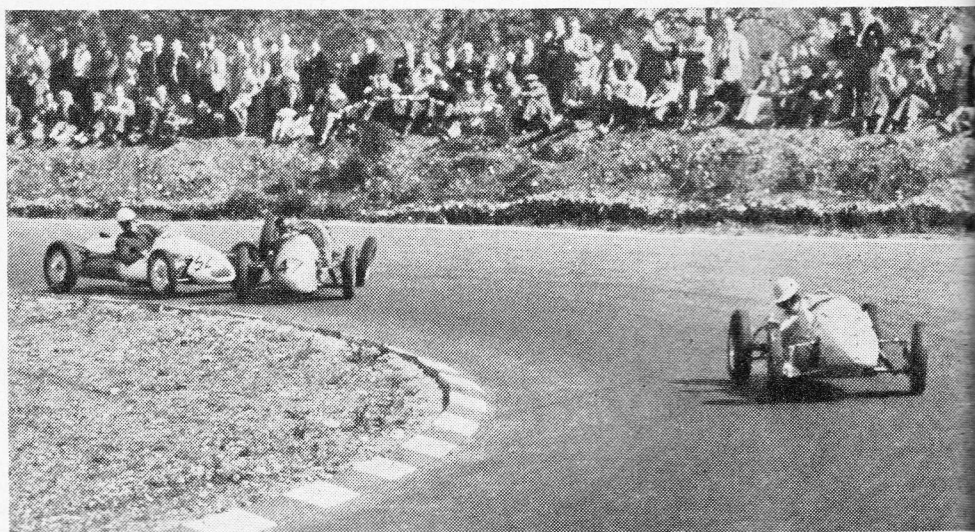
WHOOOPS: (Above) Ivor Bueb finds his Cooper going sideways in the rain at Brands Hatch, while harried by Stuart Lewis-Evans.

WHOOOPS AGAIN: (Right) A Staride spins at the same circuit, to be struck by the Cooper close behind. Nobody was hurt in this incident.

got the wrong line, and lost by 1 sec. Lewis-Evans beat Parker into third spot, while Reg Bicknell suffered a shaking when the rear suspension of his latest Revis gave way and rolled him out on a corner.

That same day saw Charles Headland, who was soon to retire from racing, win a seven-lap race at Oulton Park from Johnny Higham and S. Bloor; this in the N. Staffs M.C.'s meeting there. On Sunday came the second Brands Hatch, and with it pelting rain. Following the same system of main, second and consolation Finals, the afternoon brought wins for "old hands" Lewis-Evans and George Wicken, and for relatively "new hands" Tommy Bridger (Kieft) and Henry C. Taylor (Cooper-J.A.P.). The main Final fell to Lewis-Evans, harried by A. V. Cowley (Cooper) until a spin in the wet cost the latter two places. Bueb's luck was out, his engine breaking a gudgeon pin when he was leading Heat 1.

So to the big Silverstone day of the B.R.D.C. and the *Daily Express*. This brought forth a full array of F3 talent, including Continental visitors Gilomen, Texidor and Swaelens. Les Leston in



the Beart-Cooper led off, but Bueb quickly assumed command. George Wicken and "Pop" Lewis-Evans found a softened patch of road and shot off-course at Copse, where Wharton's Vanwall had gone up in flames during the Formula 1 race. That same corner saw more trouble when Higham and Headland went off together, Headland breaking both legs when his Martin overturned. Now Russell passed Bueb, then Stuart Lewis-Evans caused a stir by passing both. But Bueb repassed, as did Russell,

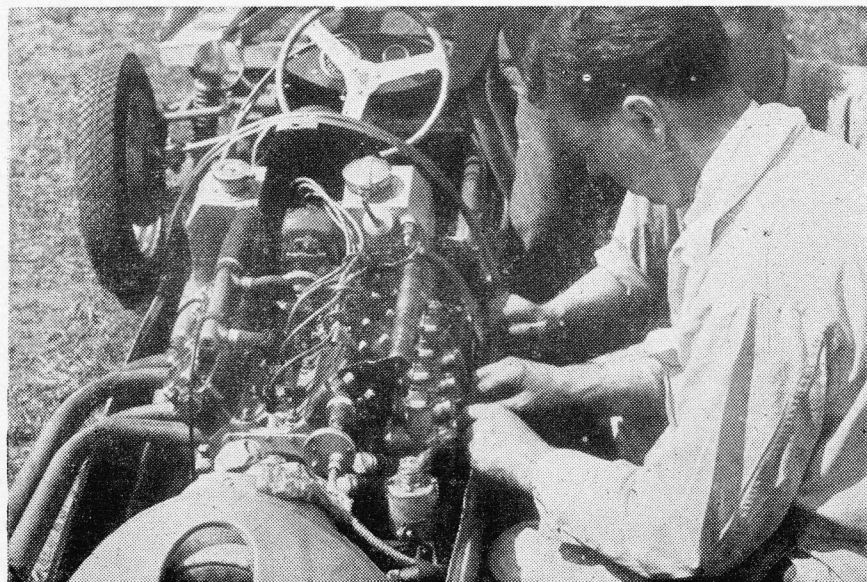
first nine finishers were all in Coopers.

The Maidstone and Mid-Kent M.C. included a 500 c.c. race in their Silverstone meeting on 14th May, rain making the course tricky. Henry Taylor and Johnny Higham fought hammer and tongs for the lead, then Higham spun and Scott Bloor moved up, passed Taylor, and won the race.

Busy Whit Weekend

One week later and another Bank Holiday. Whitsun, was upon us, and with it no less than four British meetings, all graced by warm sunshine. Saturday at Snetterton saw Jim Russell win again—but only just, for Cliff Allison led all the way until the final round, when he overdid things. Russell and J. K. Hall both nipped through the gap to the first two places, but Allison had the fastest lap as some consolation. An all-J.A.P. race was won by D. F. Iszatt (Cooper), from Austen May and F. J. Mays, though Tony (hill-climb) Marsh looked a likely victor, setting fastest lap before retiring.

On Sunday came Brands Hatch and the *Sporting Record* Trophy. Ivor Bueb, Dennis Taylor and Don Parker won the heats and Bueb won the main Final and the Trophy after a monumental dice with Parker, Lewis-Evans and Wicken. John Brown (Martin) and Henry Taylor (Cooper) won the subsidiary Finals, and



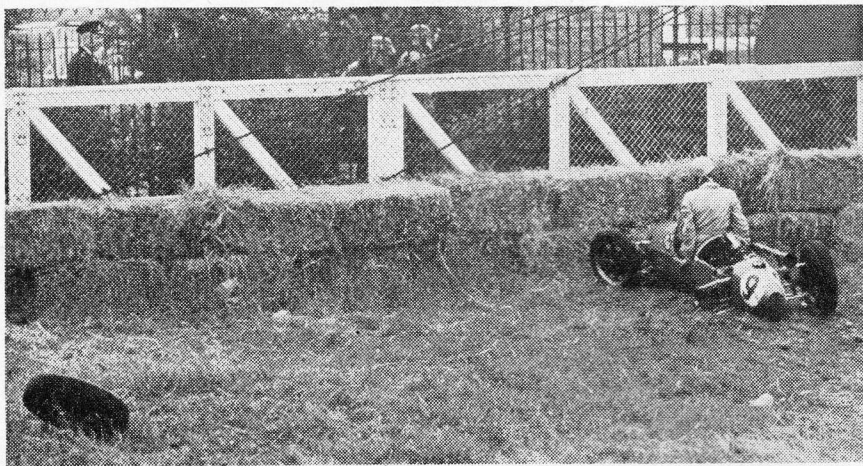
STILL TRYING: The four-cylinder 500 c.c. Turner-engined Kieft made one or two appearances this season, but cannot match the hot pace of the singles as yet.

UNLUCKY SEASON for Colin Davis was marked by retirement in Sweden when leading, and by loss of a wheel at both Aintree, as seen here, and at Castle Combe.

Taylor also carted off the J.A.P. race from Iszatt, after Bridger's Kieft dropped out when leading.

The following day brought meetings at Crystal Palace and Davidstow. Big F3 draw at "the Palace" was the Redex Challenge Trophy and accompanying shekels. As at Brands, Bueb and Taylor won two of the heats, Allison taking the third, while again as at Brands, Bueb won the Final—his second successive "Redex" win. George Wicken was a forceful second, heading Allison and Parker—and under $3\frac{1}{2}$ secs, separated the four of them at the finish. The consolation "Petit Prix" went to I. E. Raby (Cooper), after a goodly scrap with A. V. Cowley (Cooper) and T. Bridger's Kieft. At Davidstow, timber man "Chopper" Tyrrell (Cooper) was well wound up, beating Brandon, whose engine turned sour after 12 laps, and J. Higham.

With the French striving to popularise their 750 c.c. Monomills of D.B. manufacture, Formula 3 races were scarce in France. One came up at Orléans on 5th June, however, and Stuart Lewis-Evans, winner there in 1953 and 1954, thought he'd have a go for the "hat trick". He succeeded brilliantly, albeit under the titles, variously of *l'Anglais*

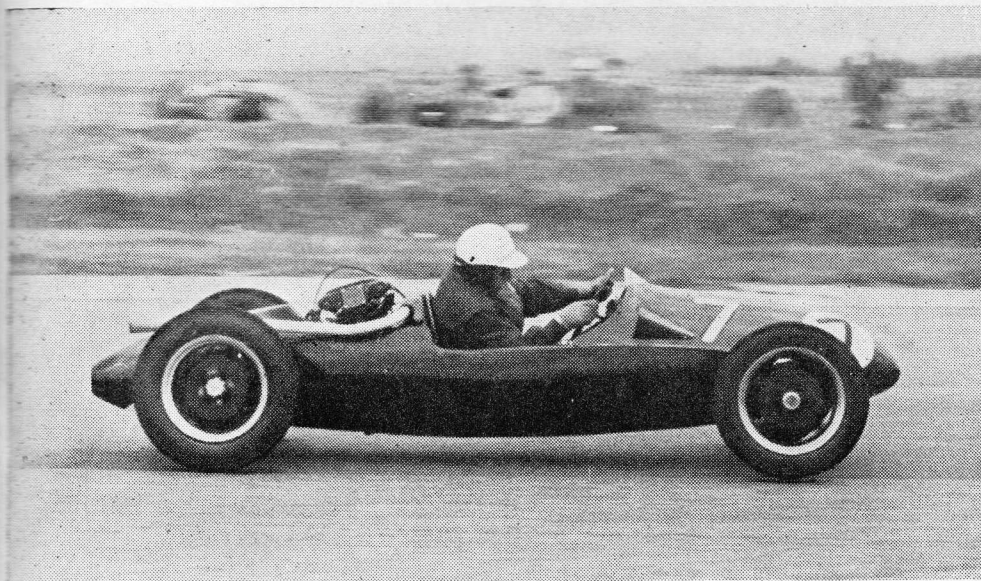


Wicken in close attendance and the Italian 750s way behind.

That same weekend, so tragic at Le Mans, brought yet another Brands Hatch meeting. Rain partially flooded the track, delaying the start of racing, and rain finished the day off, with Colin Davis proving his growing *Regenmeister-schaft* by outpacing all opposition under appallingly wet conditions to win the main Final. Behind came Don Parker, A. V. Cowley and Ken Tyrrell, all of whom had won preliminary heats. A consolation Final went to Henry Taylor, a young driver definitely on the "up and

up", though he couldn't catch C. M. Lund's white Cooper in the J.A.P. race.

To Ireland next—although nobody crossed from the mainland—for another 500 M.R.C.I. fixture at Kirkistown. The F3 race was a handicap, and naturally the McCandlesses of McGladery and Rex McCandless found themselves on scratch. They still finished first and second, followed in by Meikle's Kieft. In England a week later, David Boshier-Jones of Newport, Mon., came on to

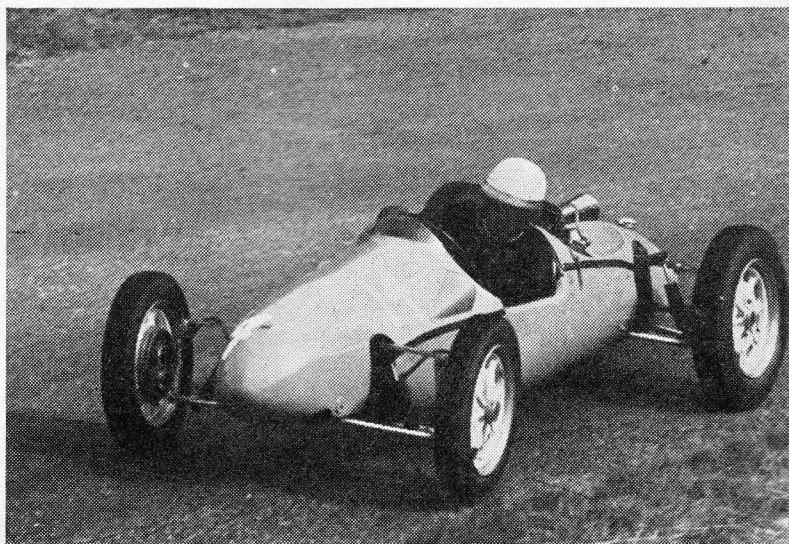


BELAURELLED and beaming is André Loens, who had a successful season abroad with a Cooper 500, winning at Kristianstad and Skarpnack in Sweden, and also in the 750 c.c. race at Caldaie in Italy. Loens has been a consistent performer in British F3 events in recent years with Kieft and Staride machines.

Stewart and le bon pilote Louis Evan, winning comfortably from the Dutchmen Lex Beels and Hutchinson. While departing strictly from Formula 3, it must be mentioned that on that same day another Formula 3 exponent, André Loens, carried off the Fagioli Cup race for up to 750 c.c. racing cars at Caldaie, Italy, from a hustle of Stanguellinis, Giaurs and similar home-based machinery. George Wicken was out there too, but non-started with brake trouble. He got things right by the following Sunday, however, when another "750" affair, the Circuit of Castello di Terano, was run off, but by then Lewis-Evans had arrived from Orléans and proceeded to carry off the race, with

NATIONAL CHAMPION, 1955, in Formula 3 racing is Jim Russell (above) of Downham Market, Norfolk, here leaving Coram Curve on his "native" circuit, Snetterton.

ON THE WAY UP: (Right) Driving a Mk. 9 Cooper, David Boshier-Jones has proved a formidable challenger to the works Coopers.





CRASH at Kristianstad during the Swedish G.P. meeting involved the Dutch K.L.M. pilot Hutchinson and British driver Ken Tyrrell. The former's car turned over, Hutchinson being injured. Tyrrell was unhurt but had to retire.

the scene with a sleek new Mk. 9 Cooper at the M.M.E.C. Silverstone gathering. He won his heat, and he won the Final, while behind an inter-Cooper dog fight raged between Higham, Bloor, G. H. Jones and Jack Moor, the latter getting through on the last lap to finish second.

The opening week of July brought Scarborough's well-known Oliver's Mount motorcycle circuit into use for F3 cars for the first time. Rain made the winding 2½ miles very tricky for the initial heats, won by Cliff Allison and W. Howard, both in Coopers. The Final in the dry was better, Allison winning after a lively battle with Tom Dickson (Staride), while Keith Hall's motor went "duff" and dropped him to fourth behind Howard. On the same day, other 500 c.c. exponents were busy at Oulton Park at the Notts S.C.C.'s meeting. Boshier-Jones was there, and Boshier-Jones it was that won nice and comfortably from Rob Anderson's Staride and Henry Taylor's Cooper.

Believe it or not, yet another Brands Hatch meeting came up the following Sunday. Stuart Lewis-Evans was in irresistible form, staying off the attacks of Bueb, Boshier-Jones, Russell and Wicken to win the second *Sporting Record* Trophy contest. Heat winners were Bueb, Tyrrell and Wicken; Parker won the consolation Final and A. V. Cowley the second Final. The J.A.P. race this time went to B. A. Manning (Staride) from Lund and Taylor. Up north at Charterhall the same weekend Cliff Allison carried off the 500 c.c. honours from local men Hall and Dickson, and also, incidentally, won the unlimited racing handicap with his Cooper.

Grand Prix Day at Aintree

British Grand Prix day at Aintree came the following Saturday, 16th July, a field of 30 500s turning out for their 17 lap event. Ivor Bueb led away, but his car soon went sick, and Russell moved up, only himself to be passed by Lewis-Evans. The pair then waged a wheel-to-wheel scrap, Russell retaking on lap 6 and Lewis-Evans slipstreaming him. Wicken, Bueb and Boshier-Jones all dropped out of the running, and soon Lewis-Evans's twin-plug Jackson head shed a plug lead. Russell pulled clear to win in comfort, while A. J. Fergusson of South Africa was an excellent third, ahead of Leston and Allison.

Another Bank Holiday—August—brought International meetings at Crystal Palace and, yes, Brands Hatch again. A tigerish Russell-Bueb duel, with lap

records flying, was the highspot of the Crystal Palace race on Saturday, no "Neubauer" discipline controlling the brilliant works Cooper pair as they tore round the course with bare inches between them. Russell tried again and again to take Bueb, by the eighth round they were dead level past the stands, and with one corner to go to the flag Russell made a superhuman effort, to win by six inches from Bueb. Oddly, the fastest lap was put in, not by the leaders, but by Don Parker and Cliff Allison, the latter finishing third after a grand race. Amidst all the excitement, Bicknell's loss of a wheel went almost unnoticed—except by Reg himself and the occupants of the Ramp Bend stand, over whose heads it sailed! A Junior race was won in convincing style by I. E. Raby (Cooper).

It was Russell again at Brands on Bank Holiday Monday, when the destiny of the *Daily Telegraph* Trophy was resolved in his favour. Heat winners were Bueb, Leston and Russell, with J. Brown (Martin) the "consolation" victor. The Final proved a superb struggle, with Leston (Beart-Cooper), though nowadays a less frequent F3 competitor, at his brilliant best and holding the lead for three laps. Then Bueb passed and Russell closed in, while behind Parker, Wicken and Davis were at grips with each other. Russell passed Leston, then tore past Bueb, there to stay, while Leston, drawing a deep breath, retook Bueb and despite Ivor's desperate last lap effort, stuck to his second place. The second Final was won by R. J. Barrett's Cooper from Anderson's Staride.

Farther north, in Lincolnshire, the same day, David Boshier-Jones was making a good day of it at Cadwell Park. He won his heat and the Final of the main race from P. Robinson and Bloor, but in a subsequent handicap paid the penalty for his pace by giving 38 secs. to Bloor. Even so, he was only 4 secs. behind Bloor at the finish. Meanwhile the July Kirkistown meeting in Northern Ireland saw Jim Meikle's Kieft win on handicap from Billy Cowan (McCandless), the scratch man, and E. J. Ferguson (Cooper).

To Sweden, then, for the Grand Prix meeting at Kristianstad, where the Formula 3 cars opened the day's racing. Ken Tyrrell and Colin Davis went from Britain, but neither had any luck. Davis was out after a single lap, while Tyrrell, leading narrowly on lap 2 from Hutchinson, suffered a broken drive shaft when the Dutchman, in striving to pass, struck the nearside of Tyrrell's car. Hutchin-

son's car went out of control, going end over end, the driver being injured. André Loens went on to win from Beels and Sven Andersson, but Tyrrell took fastest lap honours.

Came another International meeting, that at Charterhall, Scotland, on 6th August. The organization went a little awry this time, a decision to do away with one heat apparently not reaching the ears of some competitors. The start was somewhat delayed too, bringing oiled plugs and red hot motors to some, though Don Parker shot smartly off into a lead he never yielded. Andy Fergusson, the South African, was second and Hall third. A Final had to be run after the earlier mix-up, and proved a thriller, with Fergusson, Hall and Parker scrapping heartily. Parker at last got the lead, then his car failed, and Scotsman Keith Hall went ahead of Fergusson to gain an appropriate victory on home ground.

The 500 movement has been warming up in the United States this past season, though cars are still scarce. At Wilkes-Barre, Lex du Pont (Cooper) made all the running in a six-lap race, to win from Beck (Cooper) and Jack du Pont in an ageing Swedish Effyh discovered in a local barn and hastily prepared. Back home, the International Snetterton came next, and the first rain for two months rendered the Norfolk circuit horribly greasy. Lewis-Evans led with Bueb, Keith Hall, Allison and Russell leading the chase. Then Bueb got by, only to spin wildly in front of Lewis-Evans, who struck the whirling Cooper and broke a front suspension wishbone. Bueb, too, had to retire, and now Scotsman Hall came into his own, scoring his second victory within seven days. Allison followed in, with Russell an unusual third. D. F. Iszatt (Cooper) won a quiet all-J.A.P. race at the same meeting, while farther to the West that same afternoon—but in dry weather—Johnny Higham won the 500 c.c. race at the Nottingham S.C.C.'s Silverstone from Grose's Grose and Eccles's Staride.

Tyrrell Wins a "Cannon" Race

That same weekend, over in Sweden, Ken Tyrrell was making up for his bad luck at Kristianstad by winning the F3 event at the "Cannon Races" meeting, staged near the armaments town of Karlskoga. Colin Davis was second while Loens, after essaying to take Tyrrell's lead, was forced out with engine malady. A fortnight later came the *John Bull* Trophy race at Oulton Park—first event in the *Daily Herald*-sponsored meeting on 27th August. Jim Russell won Heat 1, and Bueb Heat 2, so the Final looked like being a benefit for the two works Coopers. But Formula 3 will always bring a surprise, and this time it came from Stuart Lewis-Evans. He led the first three laps, was passed by Russell, then by Bueb, who in turn took Russell. Lap 7, and Lewis-Evans was ahead again, while Ivor and Jim kept changing places. Lap 10 and Lewis-Evans drew away, his Jackson-head Norton crackling heartily, to win by no less than 11.4 secs. And as he crossed the

line, Boshier-Jones gave Russell a second surprise by scooting past to snatch third position!

Next came the *Daily Telegraph*-sponsored International Aintree meeting. Jim Russell was on his mettle this time, and took the lead from Boshier-Jones after four laps. But the young Welshman returned the attack with spirit, repassing on lap 7, whereupon Russell called on every ounce of power from his engine, swept past once again, and was never caught thereafter. But "Bosh" remained a firm second, while Don Parker, who stalled on the line, drove an electrifying race to climb up from 26th to 5th place in the 17 laps. Unlucky Colin Davis lost a wheel, Bicknell's Revis failed again, and Allison and Leston filled third and fourth places.

Next day, in Sweden again, André Loens, who was certainly having a successful year, carried off the Skarnack 500 c.c. race after Bueb's Cooper had dropped out with a loosened magneto when leading the pack. John Denley (Cooper) also retired, leaving second and third positions to the local men. At home, the Sunbac Silverstone and Brands Hatch engaged attention that weekend. Henry Taylor did the winning at Silverstone, also leading the J.A.P. category, while at Brands it was another of Russell's days. The Francis Beart Trophy, run last year at Oulton Park, was the main preoccupation, and Russell won the first heat, Raby the second and Parker the third. For once the placings in a Final at the popular Kentish circuit were clear cut, Russell leading unassailably from round three to the finish, with Taylor, Parker and Lewis-Evans firmly entrenched in the next three places. Henry Taylor scored a "double" in the J.A.P. race and in the second Final, while Wicken was first in the consolation event.

At Silverstone again, the following Saturday, two lesser races were run by the Peterborough Club, Ken Tyrrell winning one, from Tommy Bridger (Kieft), and Bridger winning the other from Tyrrell—fair exchange! Meanwhile Stuart Lewis-Evans had again taken the long but profitable road to Italy, for the Sila Cup race at Cosenza, on 11th September, to win by over a minute from

Pirocchi's Stanguellini and Kuhnke in another Cooper 500. In Britain that weekend the Formula 3 forces were chiefly marshalled at Silverstone for the 100 Mile race over a new 2½-mile circuit layout. That it was a tough one on cars was revealed as the race went on. Heat winners Boshier-Jones and I. E. Raby were both eliminated in the Final, the first with transmission failure when leading eight laps from the finish, the latter much earlier when he ran off the road and struck a marker. By a process of elimination, Jack Westcott, like Louis Rosier of France on many occasions, found himself ahead and won the Yorke Trophy. George Wicken also passed Boshier-Jones's crippled Cooper to finish second, but was subsequently disqualified following a protest that he was involved in the Raby incident. Wicken's counter-protest was later upheld, and he was reinstated in second position. A second Final over 10 laps went to R. E. D. Harrison's Cooper.

Compensation for his 100 miles race ill-luck came to Boshier-Jones a week later, when he won the 500 c.c. race at the Oulton Park Gold Cup meeting on 24th September. He led from lap 2 onwards, Colin Davis finishing 1.8 secs. behind, with Allison, Parker and Lewis-Evans next home. But luck turned against Boshier-Jones again at Brough the following day, however, his clutch burning out when he was leading on the last lap. Allison came through to win, pursued by Tom Dickson's Staride and D. W. Heath in Jim Russell's old Cooper.

It was now late September, but still there was no let-up. The Castle Combe International came next on the list, and it marked more ill-luck for Colin Davis, who shed another wheel—this time from the Beart-Cooper—when leading the 25-lap race. Russell took over command, only himself to spin at bumpy Camp Corner, so Bueb won from Boshier-Jones and J. K. Hall. A 15-lap event followed, Russell leading from start to finish, followed by Bueb and Davis, his Cooper now a four-wheeler again.

Now came the Cadwell Park Championship meeting, in which Cliff Allison, Ivor Bueb and Don Parker won the six-lap heats. The Final was a grim fight between Allison, Boshier-Jones and

Bueb, Allison eventually beating Bueb by three lengths. A handicap followed, in three heats and a Final, back marker Boshier-Jones emerging as the winner from Raby and Parker.

The following Saturday brought the N. Staffs M.C.'s Silverstone, where Bridger's Kieft beat Taylor and Jack Moor home, and on Sunday came the Autumn Brands Hatch meeting. There, Jim Russell won the *Sporting Record* Trophy and settled the issue of the National 500 c.c. Championship by winning by two points from Bueb and Lewis-Evans. Heat winners were Russell, Bicknell and Bueb, and in the Final the latter set a new circuit lap record at 74.65 m.p.h., before a puff of smoke heralded a broken oil pipe and set him back to third place. C. M. Lund won the second Final, E. V. Koring (Smith) the consolation race and Henry Taylor the J.A.P. event, which consolidated his tenure of the J.A.P. Trophy and the Clubman's Championship for 1955.

And so to bed, for a winter sleep interrupted by the Yuletide Brands Hatch fixture. This time the B.R.S.C.C. were less lucky with their weather, and chilling rain taxed the endurance of the Christmas crowd and the drivers. Colin Davis won Heat 1 of the Yuletide Trophy, Don Parker won the second, Parker the first Final and Bueb the second, all handling their machines admirably under unpleasant conditions. And with only five days to go to the New Year, that really was that for 1955 Formula 3 racing.

C. POSTHUMUS.

1955 B.R.S.C.C. TROPHIES

National 500 c.c. Championship: 1, J. Russell (Cooper) 31 pts. 2, I. L. Bueb (Cooper) 29 pts. 3, S. Lewis-Evans (Cooper) 12 pts. 4, D. Boshier-Jones (Cooper), C. Allison (Cooper) and G. Wicken (Cooper) 7 pts.

J.A.P. Championship: 1, H. C. Taylor (Cooper) 28 pts. 2, D. F. Iszatt (Cooper) 12 pts. 3, B. A. Manning (Staride) 9 pts. 4, G. F. McHarey (Cooper) 5 pts.

Clubman's Championship: 1, H. C. Taylor (Cooper) 56 pts. 2, J. Higham (Cooper) 18 pts. 3, T. Bridger (Kieft) 14 pts. 4, G. M. Jones (Kieft) 13 pts.

"Light Car" Trophy: 1, D. Parker (Kieft) 17 pts. 2, D. Boshier-Jones (Cooper) 13 pts. 3, J. Russell (Cooper) 13 pts. 4, I. L. Bueb (Cooper) 11 pts.

INTERNATIONAL AUTOMOBILE SHOW

THE first major trade fair to occupy the now-under-construction Coliseum in New York City will be an International Automobile Show. Although work on the tremendous building has slowed, the organizers of the automobile show hope it will be completed in time for their scheduled 28th April to 6th May dates. Much floor space, excellent lighting and air-conditioning give promise never before found in New York.

LOGGING THE VETERANS

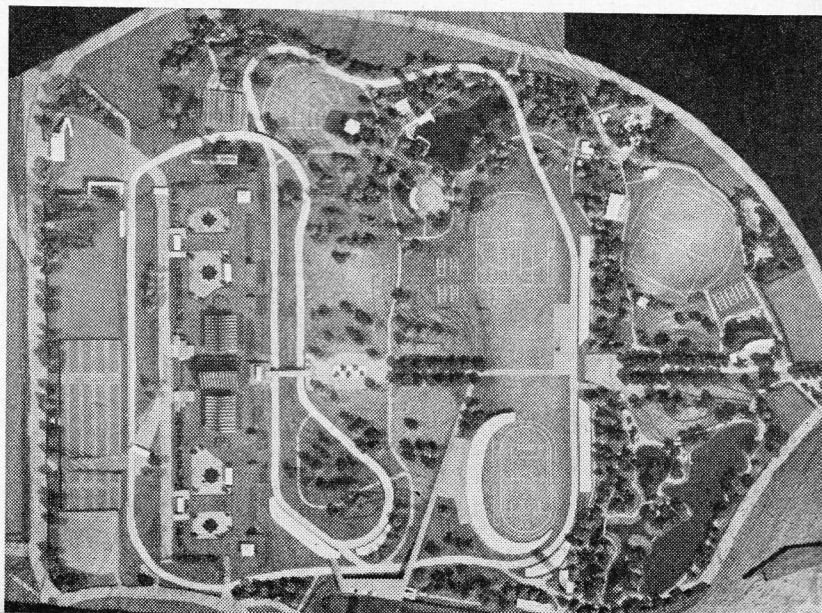
THE Veteran Car Club of Great Britain announces that the popularity of the first edition of its catalogue of early motor vehicles in museums and other collections, produced in January, 1955, has demanded the publication of a second edition which is now available. It includes additional and revised information of 73 early motor vehicles in 17 public museums; 80 vehicles in 23 trade collections and some 150 in five private

collections. In addition, new sheets have been prepared as substitutes or additions to the first edition to bring this up to date with the second.

The catalogue, which is of 35 pages, adequately indexed, is in a stiff loose

leaf cover, price 10s. post free. The additional sheets are price 1s. per set, post free. Both can now be obtained from the Secretary, The Veteran Car Club of Great Britain, 46 North Row, Oxford Street, London, W.1.

★
PLANS FOR THE PALACE: This is an architect's model of the recently approved development scheme for the Crystal Palace grounds, including the extension of the road-racing circuit from 1.39 to 2.4 miles. The road is also being widened, and amenities improved.



PRINCIPAL 1955 FORMULA 3 RACES

Date	Event	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
19th March ...	500 M.R.C.I. Irish Championship	Kirkistown, Co. Down; 25 laps, 37.5 miles	I. L. Bueb (Cooper)	D. Parker (Kieft)	R. McCandless (McCandless)	72.73 m.p.h.	—
26th March ...	Snetterton M.R.C. Spring Meeting	Snetterton, Norfolk; 15 laps, 40.5 miles	J. Russell (Cooper)	D. Parker (Kieft)	D. Taylor (Cooper)	—	—
11th April ...	Earl of March Trophy	Goodwood, Sussex; 7 laps, 16.8 miles	I. L. Bueb (Cooper)	D. Parker (Kieft)	C. C. H. Davis (Cooper)	82.13 m.p.h.	L. Leston (Cooper) 83.88 m.p.h.
16th April ...	Winfield J.C. National Meeting	Charterhall, Scotland; 15 laps, 30 miles	S. Lewis-Evans (Cooper)	D. Parker (Kieft)	J. K. Hall (Cooper)	78.26 m.p.h.	Lewis-Evans 80.00 m.p.h.
30th April ...	W.H. & D.C.C. Ibsley Meeting	Ibsley, Hants; 15 laps, 29.8 miles	J. Russell (Cooper)	I. L. Bueb (Cooper)	S. Lewis-Evans (Cooper)	79.8 m.p.h.	Bueb 82.18 m.p.h.
7th May ...	B.R.D.C./Daily Express Trophy	Silverstone, Northants; 17 laps, 50 miles	I. L. Bueb (Cooper)	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	86.96 m.p.h.	Bueb 89.30 m.p.h.
8th May ...	Helsinki Meeting, Finland	Djurgard Park, Helsinki; 25 laps, 27.5 miles	E. Brandon (Cooper)	H. Hutchinson (Cooper)	K. Lincoln (Cooper)	—	—
28th May ...	West Essex C.C. National Meeting	Snetterton, Norfolk; 10 laps, 27 miles	J. Russell (Cooper)	J. K. Hall (Cooper)	C. Allison (Cooper)	80.81 m.p.h.	Allison, 82.94 m.p.h.
29th May ...	B.R.S.C.C./Sporting Record Trophy	Brands Hatch, Kent; Three 10 lap heats, 15 lap, 18.75 mile Final	I. L. Bueb (Cooper)	D. Parker (Kieft)	G. Wicken (Cooper)	72.43 m.p.h.	—
30th May ...	B.R.S.C.C. "Redex" Challenge Trophy	Crystal Palace, London; Three 7 lap heats, 10 lap, 13.9 mile Final	I. L. Bueb (Cooper)	G. Wicken (Cooper)	C. Allison (Cooper)	69.02 m.p.h.	Parker (Kieft) 72.52 m.p.h.
5th June ...	Circuit of Orléans, France	Champ de Mars, Orléans; 15 lap, 28.2 mile Final	S. Lewis-Evans (Cooper)	L. Beels (Cooper)	H. Hutchinson	—	Lewis-Evans
10th July...	Sporting Record Trophy	Brands Hatch, Kent; Three 10 lap heats, 15 lap, 18.75 mile Final	S. Lewis-Evans (Cooper)	G. Wicken (Cooper)	I. L. Bueb (Cooper)	71.60 m.p.h.	Lewis-Evans 72.49 m.p.h.
16th July...	B.A.R.C. Aintree Meeting	Aintree, Lancs. 17 laps, 51 miles	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	A. J. Fergusson (Cooper)	78.19 m.p.h.	Russell 79.53 m.p.h.
30th July...	B.A.R.C. Inter- national Crystal Palace Meeting	Crystal Palace, London; 10 laps, 13.9 miles	J. Russell (Cooper)	I. L. Bueb (Cooper)	C. Allison (Cooper)	72.92 m.p.h.	—
1st August ...	B.R.S.C.C./Daily Telegraph Inter- national Trophy	Brands Hatch, Kent; Three 10 lap heats, 30 lap, 37.2 mile Final	J. Russell (Cooper)	L. Leston (Cooper)	I. L. Bueb (Cooper)	71.16 m.p.h.	Russell 72.47 m.p.h.
6th August ...	Winfield J.C. Inter- national Meeting, Scotland	Charterhall; 10 lap heat, 20 lap, 40 mile Final	J. K. Hall (Cooper)	A. J. Fergusson (Cooper)	P. Robinson (Cooper)	77.60 m.p.h.	Parker (Kieft) 72.47 m.p.h.
7th August ...	Swedish G.P. Meeting	Räbälv, Kristianstad; 8 laps, 31.7 miles	A. Loens (Cooper)	L. Beels (Cooper)	S. Andersson (Cooper)	—	R. K. Tyrrell (Cooper)
13th August ...	West Essex C.C. International Meeting	Snetterton, Norfolk; 20 laps, 54 miles	J. K. Hall (Cooper)	C. Allison (Cooper)	J. Russell (Cooper)	70.30 m.p.h.	S. Lewis-Evans (Cooper) 73.86 m.p.h.
14th August ...	Kanonlopet, Sweden	Karlskoga; 15 laps.	R. K. Tyrrell (Cooper)	C. C. H. Davis (Cooper)	L. Beels (Cooper)	—	—
27th August ...	B.R.S.C.C./John Bull Trophy	Oulton Park, Cheshire; Two 10 lap heats, 15 lap, 41.4 mile Final	S. Lewis-Evans (Cooper)	I. L. Bueb (Cooper)	D. Boshier-Jones (Cooper)	79.55 m.p.h.	Lewis-Evans 81.74 m.p.h.
3rd September ...	B.A.R.C./Daily Telegraph Trophy	Aintree, Lancs.; 17 laps, 51 miles	J. Russell (Cooper)	D. Boshier-Jones (Cooper)	C. Allison (Cooper)	78.46 m.p.h.	Russell 80.36 m.p.h.
4th September ...	Stockholm Interna- tional Meeting, Sweden	Skarpnäck; 15 laps, 15.85 miles	A. Loens (Cooper)	T. Andersson (Cooper)	S. Andersson (Cooper)	—	—
4th September ...	B.R.S.C.C. Francis Beart Trophy	Brands Hatch, Kent; Three 10 lap heats, 15 lap, 18.75 mile Final	J. Russell (Cooper)	D. Taylor (Cooper)	D. Parker (Kieft)	71.80 m.p.h.	—
17th September ...	B.R.S.C.C./B.R.D.C. 100 mile race (Yorke Trophy)	Silverstone, Northants; Two 10 lap heats, 40 lap, 100 mile Final	J. F. Westcott (Cooper)	G. Wicken (Cooper)	D. Boshier-Jones (Cooper)	72.81 m.p.h.	Boshier-Jones 75.00 m.p.h.
24th September ...	Mid-Cheshire C.C./ Daily Dispatch Gold Cup Meeting	Oulton Park, Cheshire; 18 laps, 50 miles	D. Boshier-Jones (Cooper)	C. C. H. Davis (Cooper)	C. Allison (Cooper)	79.44 m.p.h.	Boshier-Jones/Davis 80.68 m.p.h.
1st October ...	Bristol M.C. and L.C.C. International Meeting	Castle Combe, Wilts.; 25 laps, 44 miles	I. L. Bueb (Cooper)	D. Boshier-Jones (Cooper)	J. K. Hall (Cooper)	81.88 m.p.h.	C. C. H. Davis (Cooper) 84.71 m.p.h.
2nd October ...	Cadwell Park Half- Litre Car Champion- ship	Cadwell Park, Lincs Three 6 lap heats, 8 lap, 10.4 mile Final	C. Allison (Cooper)	I. L. Bueb (Cooper)	D. Boshier-Jones (Cooper)	—	—
9th October ...	B.R.S.C.C./Sporting Record Trophy	Brands Hatch, Kent; Three 10 lap heats, 12 lap, 15 mile Final	J. Russell (Cooper)	G. Wicken (Cooper)	I. L. Bueb (Cooper)	73.18 m.p.h.	Bueb 74.65 m.p.h.

TWISTING AND TURNING: This is the sort of terrain which faces competitors in the 26th Monte Carlo Rally, which starts next Monday, 16th January.

Peter Garnier had to drive down to Lisbon by road. Tom Clarke's similar car had to have a complete electrical overhaul on the eve of departure. We hear that John Young's Anglia will have an all-racing driver crew, comprising John Coombs and Roy Salvadori.

Long range weather forecasts are not exactly noted for their accuracy, but it seems certain that very cold conditions will prevail in most parts of Europe during the Rally. This may make the preliminary stages rather tricky, particularly for crews who have to go over the mountains before reaching Paris. How-

MONTE CARLO RALLY PROSPECTS

Weather may make Preliminary Stages tricky—Paris-Monaco Test may well prove decisive—Wintry conditions expected

As these words appear, Cliff Davis, Norman Davis and I should be at Rome, ready to start the XXVI Rallye Automobile Monte Carlo in the modified M.G. Magnette, JRX 251. There was, of course, the usual last-minute flap before leaving England; the main speedometer drive cable snapped, and trying to get a spare during the week-end is not a simple matter. However, Dick Jacobs came to the rescue, and spares were forthcoming from the service department of Mill Garage.

Norman has been putting in a fantastic number of man hours on our route; night after night he has sat surrounded by large scale maps, and I don't think there is a part of Europe to be covered by us which he doesn't know by heart. Owing to the dense fog, our Autavia Heuer timers have gone astray in transit, but we still hope to pick them up at Rome. Anyway we have a good assortment of clocks, watches, etc., including an average speed calculator.

Other people have been having last-hour dramas. For example, Raymond Baxter's Westminster was destroyed during the disastrous fire at Oxford last week. This meant that Marcus Chambers' merry men had to build a

By GREGOR GRANT

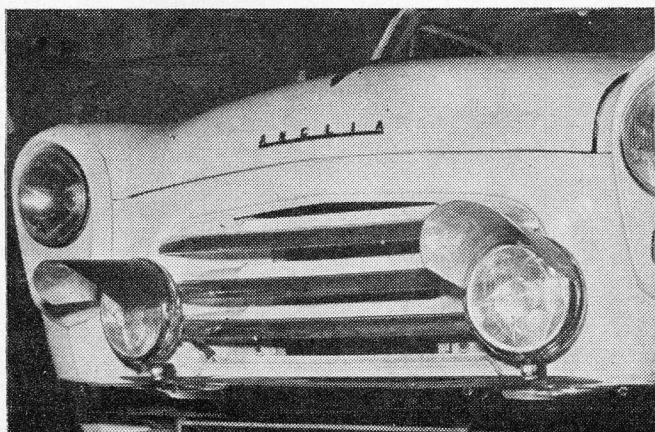
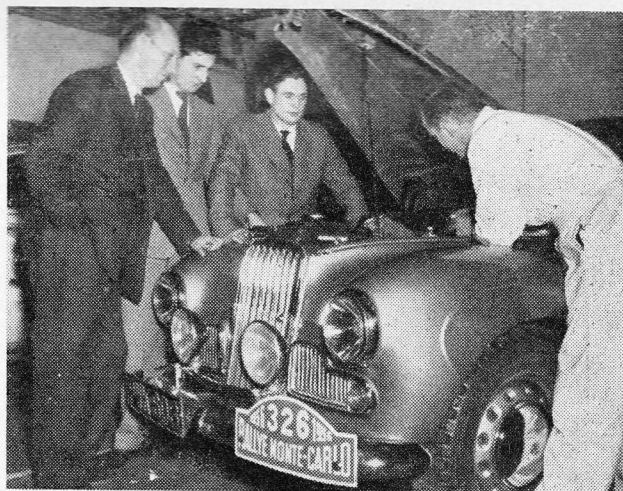
replacement vehicle almost overnight—and then equip it. There has been a spate of speedo cable breakages on various cars, and all hope that this vital component will stay in one piece during the actual rally.

Peter Easton arrived back from U.S.A. expecting to find his A.C. Aceca ready for shipment to Lisbon. However, the car was far from ready, and so he and

ever, snow, ice, come what may, as long as there are no fogs or flooding, the majority of folk will be quite content. I do maintain that fog is the greatest hazard to rally drivers; anyone who says that he enjoys driving in fog must be crackers!

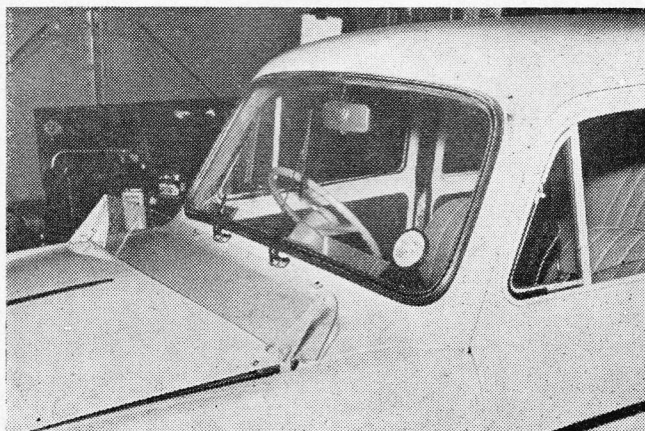
It is the Paris-Monaco stage which will be difficult if wintry weather sets in, especially from Chambéry to Dié. With an additional handicap of 7½ per cent., we of the "modded mob" might have

★
RENDEZVOUS at Ryton - on - Dunsmore, Coventry, for three members of the Sunbeam team, when a final check of cars and route is made. (L. to r.) John Cutts, John Waddington, Jimmy Ray and a Sunbeam engineer.



HOODED ANGLIA: (Above) Special shields are fitted to the auxiliary lamps of the Ford works entries.

(Right) Another Ford feature—a plastic shield to deflect warm air from the engine on to the screen to help keep it clear of ice and snow.



quite a task on hand. Secret time checks are the bugbear. The cunning organizers have worked out a method of ensuring that maximum average speeds between controls will not be exceeded. For example, supposing the distance of the stage is 112 kilometres, and the minimum and maximum time allowances are 1 hr. 24 mins., and 2 hrs. 12 mins. respectively, and a secret time check is interposed 46 kiloms. from the start, and 66 kiloms. from the next control; to pass through this point without penalty, competitors must not take under $46/112 \times 84 = 34.5$ (34 mins.), or above $84 - 34 = 50$ mins., to reach the stage. The boffins have graciously allowed a benefit either way of one minute; thereafter penalties work out at 10 per min.

Craftiness has also gone into restricted area timing. Here we benefit by 10 per cent. on the time calculated for the local speed limits set, and will be penalized at the rate of a mark a sec. For instance, for a built-up area 800 metres long, with a speed limit of 50 k.p.h. (1 min. 12 secs. per kilom.), the time below which competitors will be penalized will be $0.800 \times 72 \text{ secs.} \times 0.9 = 51 \text{ secs.}$ In other words, doing this stretch in 40 secs. would mean $51 - 40 = 11$ precious marks down the drain. Still and all, weather like last year

might have us all counting our penalty marks in hundreds!

Our only British ally from the Rome start is Ray Merrick (Sunbeam). A couple of minutes ahead of us is the 1954 winner, Louis Chiron, in a Gran Turismo Lancia. Only two of the crews from Rome are Italian; cars are Lancia, Alfa Romeo, Simca, Mercedes 300SL, Jaguar XK 140, M.G. Magnette and Sunbeam—quite a representative selection from just 14 crews.

Reading W. J. Brunell's article on the 1926 "Monte" in the 6th January issue gives us seriously to think. No heater, standard tread tyres, no mechanical windscreen wiper, no gadgets—just plain courage, a couple of watches and a few

maps, got that open two-seater A.C. through to score Great Britain's first victory in the winter classic.

Ah well, turn on the heater, set the chronometers and the A.S.C., switch on the battery of lights, lean back in our comfortable saloon; look out Monte—here we come!

* * *

FIRST starter from Glasgow leaves the R.S.A.C. clubhouse, Blythswood Square, at the unearthly hour of 5.24 a.m., and thereafter crews leave at one minute intervals, the last man being due away at 6.48 a.m. Leading the cavalcade

Past Winners of the Monte Carlo Rally

1911 Rougier (Turcat-Méry); 1912 Beutler (Berliet); 1924 Ledure (Bignan); 1925 Repusseau (Renault); 1926 Hon. Victor Bruce (A.C.); 1927 Lefebvre (Amilcar); 1928 Bignan (Fiat); 1929 Van Eijk (Graham-Paige); 1930 Petit (La Licorne); 1931 Donald Healey (Invicta); 1932 Vasselie (Hotchkiss); 1933 Vasselie (Hotchkiss); 1934 Trevoux (Hotchkiss); 1935 Lahaye/Quatresous (Renault); 1936 Zamfirescu/Cristea (Ford); 1937 Lebegue/Quinlin (Delahaye); 1938 Bakker-Schut (Ford); 1939 Trevoux/Lesurque (Hotchkiss) and Paul/Contet (Delahaye); 1949 Trevoux/Lesurque (Hotchkiss); 1950 Becquart/Secret (Hotchkiss); 1951 Trevoux/Crovetto (Delahaye); 1952 S. H. Allard (Allard); 1953 Gatsonides/Worledge (Ford); 1954 Chiron/Basadonna (Lancia); 1955 Malling/Fadum (Sunbeam).



INSTRUMENTAL AID

ALTHOUGH the car now to be driven by John Gott in the Monte Carlo Rally may be slightly different, this view of the "pilot's cabin" of his original B.M.C Austin Westminster, which was severely damaged in a recent fire at Cowley, will give some idea of the variety and complexity of the equipment now thought necessary for success in this classic event. Between the top of the windscreen and "instrument level" are a smoked-glass mirror, suction windscreen-wiper, two electric windscreen de-icers, twin electric windscreen-wipers, twin warm air vents, an internal Perspex screen to conserve warmth from the heaters, passenger's grab handle and horn button, and placed

centrally below the sill, an electric clock. On the navigator's panel: K.P.H. speedometer, "Solvil" stopwatch and chronograph and below these twin Heuer stopwatches. In the centre of the fascia: cockpit light, ammeter between "telltales" for searchlight and brakelight switches and, in a row, choke, panel light, ignition switch, windscreen wiper control and starter button. Below these are the fog-lamp and "flamethrower" switches, "wanderlight" plug and heater controls. Immediately behind the steering wheel is the driver's K.P.H. speedometer and temperature, oil and fuel gauges. On the far right is the rev. counter and below the gear-change lever, the flashing direction-indicator control.



is Len Potter's Sunbeam, and "tail end Charlie" is C. Tyrer (Jaguar).

Based on the rally maximum average speed, competitors should be passing the following points from about:—

Kilmarnock	05.55
Girvan	07.15
Stranraer	08.00
Gatehouse	09.00
Dumfries	09.55
Carlisle	10.45
Penrith	11.00
Scotch Corner	12.15
Wetherby	13.10
Doncaster	14.00
BARNBY MOOR	14.20
(First car due out 16.39)	
Newark	17.15
Grantham	17.35
Stamford	18.00
Biggleswade	19.15

South Mimms	20.00
Maidstone	21.10
Dover	22.15

As there are 74 starters from Glasgow, there should be about 80 mins. difference between the passage of the first and last cars. An unofficial halt is at Clifton's Garage on the Sidcup road, traditional stopping place for countless "Monte" competitors.

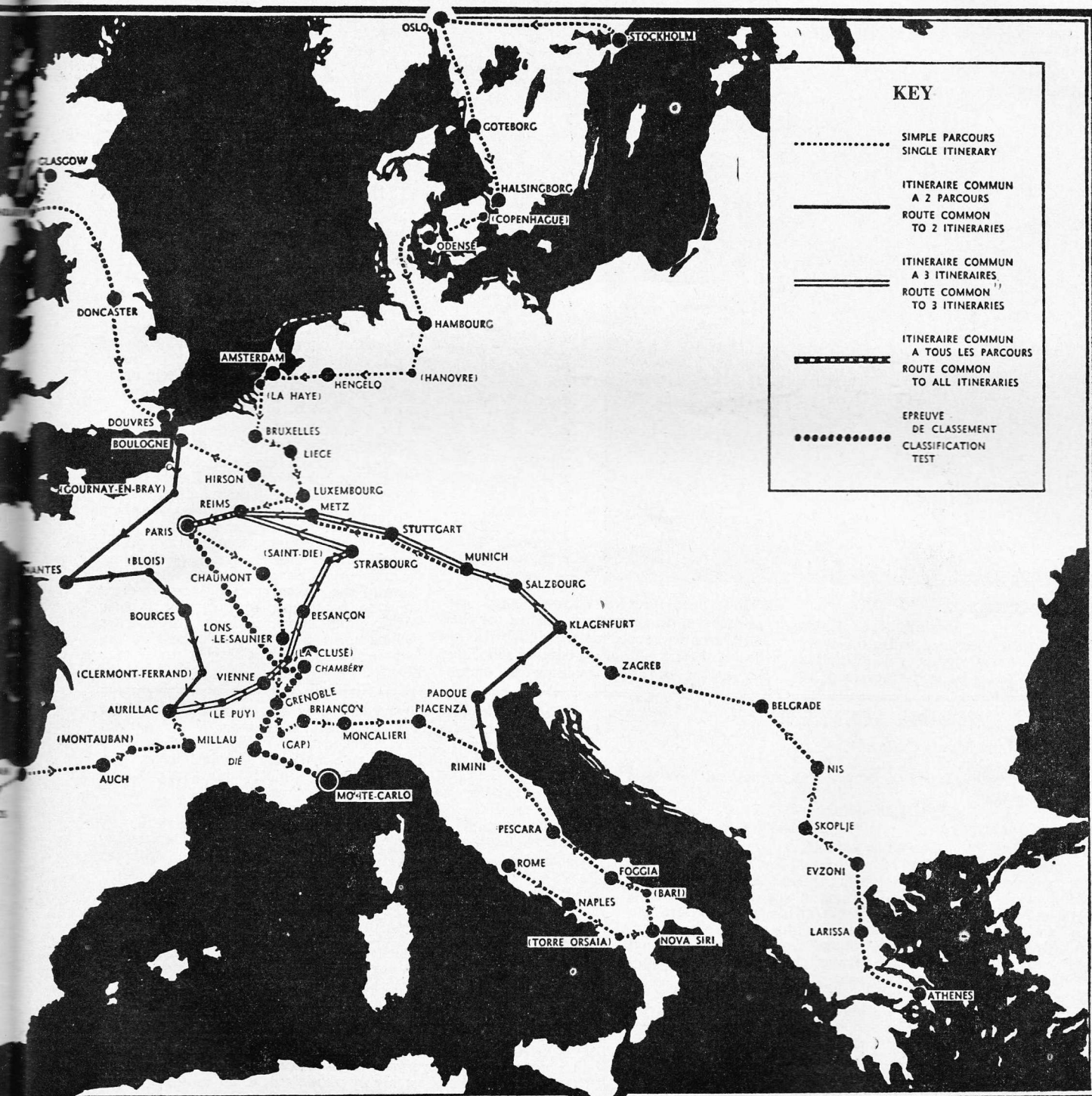
B.B.C. TELEVISION COVERAGE

THE B.B.C.'s Sports View Team will see the Monte Carlo rally from a new angle. Instead of the annual Glasgow starting pictures and then following the

cars through France, the S.V.T. will go to Scandinavia.

Cameraman Alan Prentice and Sports View editor Paul Fox will fly to Stockholm immediately after Sports View on 11th January and pick up their car which will be shipped over earlier in the week. Stockholm is the starting point for 75 Monte Carlo rally drivers, many of them British, and the S.V.T. will drive with them through Sweden, filming as they go.

Present plans are to film in four countries in two days, Sweden and Norway on 15th January and Denmark and Germany on 16th January. The film will be flown back as they go and



the first part of the rally will be included in Sports View on Wednesday, 18th January, at 8 o'clock.

The rally will feature in subsequent showings of Sports View, while there will also be reports on the News.

THE "MONTE" ON THE AIR

B.B.C. Light Programme.

15th January. 10.30-10.45 p.m.: Rally Preview.

16th, 17th, 18th January. 10.20-10.40 p.m.: Rally Reports from Raymond Baxter and Robin Richards.

20th January. 10.20 p.m.: Tests (Brian Johnston).

21st January. 10.15 p.m.: Tests (Brian Johnston).

22nd January. 10.30-10.45 p.m.: Rally Round-Up (Brian Johnston).



THE ALPS: (Above) They look well enough in this summer scene, but how will they be in January?

★

POLICE TEAM
(Left) Three Sergeant Instructors from the Metropolitan Police Driving School at Hendon are again driving a Humber Super Snipe in the Rally; they are, l. to r., G. Carruthers, E. Taylor and H. Shilabeer, here preparing equipment.

the minute hand of a chronometer as the car leaves a control. Throughout the journey the red pointer and the minute hand must move together to maintain the required speed. If the pointer falls behind, then the driver is that many minutes behind his schedule and vice versa.

THE only father-and-son team competing in the Rally will be G. L. Jopp and his 26-year-old son Peter, who are starting from Glasgow in a Jaguar Mk. VII. At 56, Jopp père is one of the oldest competitors and has been in strict training for some weeks in order to be on top of his form. Their navigator is Flt.-Lt. William Lamb, serving with the R.A.F. in Germany.

IN attempting to repeat their winning of last year's Concours de Confort, the Liverpool drivers Ted Lambert and Norman Milligan have equipped their M.G. Magnette with more than 40 safety and comfort devices, at a cost of more than £300. Among these is a complicated but complete array of lighting signals to indicate every possible intention of the driver, spinning perspex discs on the headlights to keep them clear of ice and snow, and a wire-recorder which talks back precise details of the whole route from Glasgow to Monte Carlo.

MONTE MINIMS...

A "MECHANICAL brain", the Halda Speed Pilot, designed to do the work of an extra crew member, will be used on each of the Rootes Group team of

Sunbeams. This Swedish-designed instrument automatically calculates for the navigator the speed at which his driver should be travelling to maintain schedule by means of a red pointer set under

BOOK REVIEW

Title: Rallying to Monte Carlo.

Author: W. M. Couper.

Size: 5½ ins. x 8¼ ins. 196 pages. Many line and half-tone illustrations.

Publisher: Ian Allan, Ltd., London.

Price: 16s. net.

THE name of Mike Couper is a familiar one to all who are interested in the sport of motoring. In pre-war days he used to conduct his Talbot round Brooklands with great rapidity, winning a great many races at speeds well in excess of 100 m.p.h. In 1939 he took part in his first Monte Carlo Rally and, ever since, has been a confirmed "Monte" fan. Although "Rallying to Monte Carlo" is a personal account of various excursions on the winter classic, Mike has built into his narrative stories of almost everyone who goes International rallying.

The book is not without its humour; many of the incidents recorded are now "Monte" classics, although I must point out that when Bertie Bradnack's Jaguar smacked Chiron's Alfa Romeo back into the ditch, his co-driver was at the wheel. Also, the newlyweds mentioned were not covering the Rally for AUTOSPORT; the Editor and George Phillips were doing this.

Each of the post-war events is well described, and the reader will feel sympathy for Mike and his crew when their beautiful Rolls-Royce was nearly wrecked after colliding with a lorry on sheet ice at Tain l'Hermitage in 1952. The author manages to get the real "Monte" atmosphere into all his accounts, and it is only after reading passages that people who go on these events realize what lunatics they are! Mike's observations on the reactions of a certain manufacturer after the 1955 rally make interesting reading. One wonders what the publicity department of Daimler-Benz, Ltd., would have done with the amount of "free puffs" that this particular concern received—and with a "Road Safety" trophy to boot!

There are many interesting sidelines into the preliminary negotiations which take place before each "Monte", and on the actual preparation of the cars. An item of £6 for accident insurance rather puzzled this reviewer, but I am assured by Mike Couper that this was issued under a special trade policy. The cost of taking a car and a crew of three from Lisbon is quoted as £536 17s. 9d., a sum which should make many would-be competitors think twice before sending in an entry—or should it?

On the whole a very important book, and one which will be welcomed by everyone who takes part in, or intends to take part in, the most highly publicized of all motor sporting events.

G.

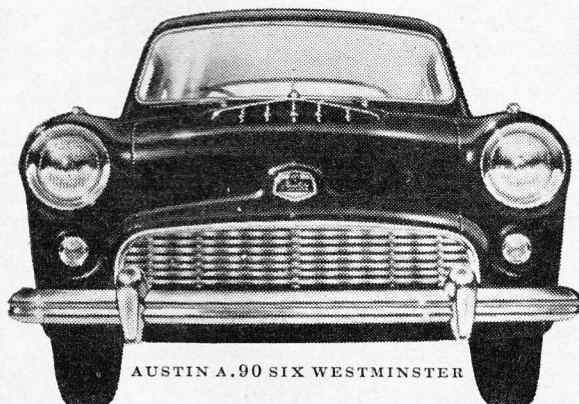


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WESTMINSTER A.90 SIX. 2.6 litre o.h.v. engine. (Optional overdrive available.) Price from **£558** plus £280.7.0 p.t. Also CAMBRIDGE A.40-A.50 Family saloon. Price from **£468** plus £235.7.0 p.t. AUSTIN SEVEN A.30. Seats 4 in comfort. Price from **£335** plus £168.17.0 p.t.

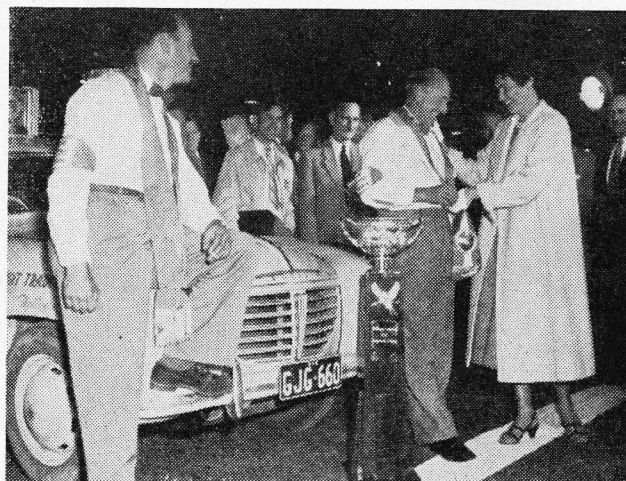


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JUST ANOTHER HAZARD (left) of a kind frequently met on Australian roads—a Porsche and a Holden surrounded by a flock of sheep near Corowa, N.S.W.

THE WINNERS: (Below) Colin Oliver, the little Goliath GP700E, and Ken Wright receiving their "booty" after the run.



• AUSTRALIA 1000 MILE ECONOMY RUN

German Goliath Wins First Mobilgas Event between Melbourne and Sydney

THE Vacuum Oil Co. (Mobilgas) conducted the first Australian Economy Run over 1,010 miles on 7th-9th December, 1955. Travelling over a devious route from Melbourne to Sydney, and embracing all types of road surfaces, the event was strictly supervised. A representative of the Royal Automobile Club of Victoria and the National Road Motorists' Association (N.S.W.) travelled in each vehicle as observers, the route being covered in three days of travelling in daylight at an overall average of 35 m.p.h.

Sport in Australia is controlled by the Confederation of Australian Motor Sport which is affiliated with the F.I.A. through R.A.C., London. The organizers of this event, however, wishing to avoid the fiasco of last year's Redex Round Australia Trial, decided to announce final positions the day the run finished, with no right to appeal. It was therefore an unlicensed event, which prevented drivers holding competition licences from taking part. Some risked cancellation or suspension of licences, and entered.

Besides class awards, an outright winner was decided on a ton-mile formula, by multiplying the weight of the vehicle by the miles travelled and dividing by the number of gallons of petrol consumed. The weight of the car was calculated on the actual weight with a full tank, plus 650 lbs, covering weight of the four passengers.

The outright winner was a German two-stroke Goliath driven by Kenneth Wright, managing director of the Melbourne distributors, and Colin Oliver. Second was a Humber Hawk, followed by a Peugeot 403. Only demonstration models of this latter make have been seen in Australia, but they are now being assembled in large numbers in Melbourne and Sydney for release in the New Year. The all-up weight of the Goliath was 1 ton 3 cwt. 16 lb. Its actual miles to the gallon were 53.4372, and its ton miles a gallon 64.5062. The Humber Hawk was beaten by a very narrow margin, having achieved 63.8837

ton miles a gallon. The Peugeot registered 61.9930 ton miles a gallon, while the best actual miles per gallon performance was by a Citroën 2CV at 62.7092 m.p.g. The first three each won their class, while the open class, 3,401 c.c. and over, went to a Chevrolet at 50.24 ton miles a gallon.

H. A. C. RUSSELL.

• COLOMBIA CORDIALIDAD ROAD RACE

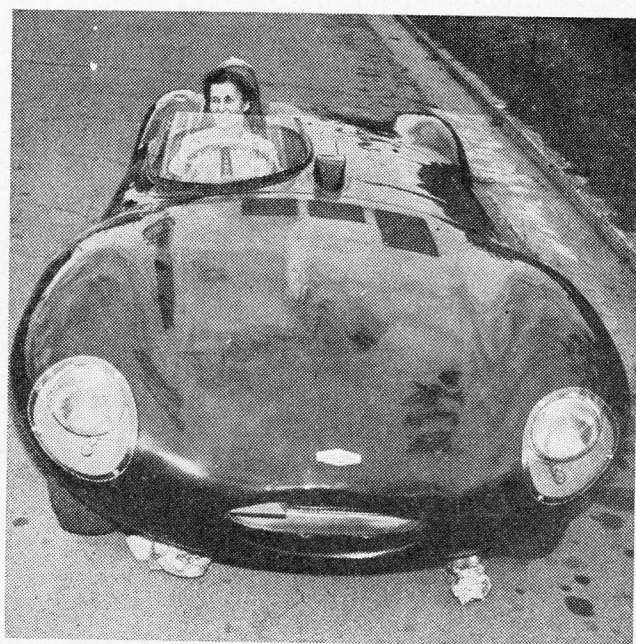
Tropic Heat in Gruelling Event Won by Ferrari

EQUATORIAL heat and fantastic speeds, in the second annual "Vuelta de la Cordialidad" road race, and one of the most exciting duels that has been witnessed here, plus the breaking of all previous records, made this event outstanding in Colombia's racing calendar.

Foreign drivers, including Italians, Venezuelans, Americans and Colombians, added further interest, with Ferraris, Maseratis and Alfa Romeos participating for the first time in this country. The race was run as usual in two legs on the tropical equatorial plain along the Caribbean coast of Colombia, between the cities of Barranquilla and Cartagena, the oldest walled fortress city in that hemisphere.

Last year's record, established by Antonio Izquierdo, of 1 hr. 47 mins. and 08 secs., was surpassed by Rezende Dos Santos in his 2.9 Ferrari with 1 hr. 32 mins. 01 sec. for the 278 km. Izquierdo did not take part, being on his honeymoon!

Of the 35 starters only 18 finished, toll being taken by tyre trouble, mechanical difficulties, and a bad habit of some drivers of leaving the road unexpectedly. Alfredo Camacho took second place overall with a time of 1 hr. 33 mins. 15 secs., losing due to inexperience. He left the road and had a spectacular meeting with a church building that



★
D-TYPE DOWN UNDER: Happy lady in her newly acquired Jaguar D-type is Mrs. Cyril Anderson of Brisbane, Australia. She plans to race it in suitable events there this coming season.

★

stopped the spinning of his 300SL, and headed him back on the road again, near Clemencia, then further lost time with gradually closing valves, the rocker nuts having loosened. The terrific duel between the Ferrari and the Mercedes, running side-by-side for 10 miles on those sweeping curves was heart-stopping.

Gilberto Caputo, eventual 1,500 c.c. class winner in his Fiat sport, broke the accelerator linkage before the start. His able Italian mechanic passed a wire through the bulkhead and manually controlled the linkage throughout the race, Caputo only having to drive, and this for 278 kilometres. No braking was necessary on the slower cars since all the curves are wide sweeping bends, except at the two tight bends at the halfway mark by the lake at Luruaco, where last year one driver, attracted by the cool waters, grew wings and soared into the lake, fortunately landing right side up in the shallows with no damage.

Pablo Obregon led his class in his TR2 until a tyre threw a tread (no racing tyres are available in Colombia). His spare was uninflated, and without a jack

it took several bystanders to hold up the car for a wheel change, but the lost time could not be regained.

Venezuelan Ruiz Lucero won his class only because Carlos Hoyos took a wrong turning and ended up in a village where he was arrested for exceeding the speed limit! Fast talking got him away and back on the right road, 14 kilometres and many minutes too late to regain his leading position. Luis Garzon, many times winner of the Vuelta de Colombia in past years, threw the treads of three of his locally manufactured tyres, but even so managing to end up class winner on the bare cords. No local tyres can take the abuse of tropical heat, high speed, and fantastic weight of his *bólido*.

Italo Salamina, winner of the 1955 Vuelta de Colombia in a Ford, switched to his first sports car, a TR2, and blew a head gasket. Gabriel Salazar, in excess of enthusiasm, overrevved his Porsche Super, bending a valve when nearing the finish line, leading his class, and was out. Budd Weltscheff had a piston seize a half mile after the start, and could

not get enough revs after that to keep ahead of the Fiat.

The organizers, the Automovil Club de Colombia, have applied to enter this event on the international calendar, and will run it in January 1957. They could not have picked a better event out of the Colombian national calendar.

PANCHITO "EL CHÉ".

Results

Sports Cars over 2,500 c.c.: 1, Rezende Dos Santos (Portuguese), (Ferrari 2.9); 2, Alfredo Camacho (Colombian), (Mercedes 300SL). **Sports Cars, 1,501-2,500 c.c.:** 1, Ramon Lopez (Venezuelan), (Ferrari 1.9); 2, Miguel Ortega (Colombian), (Triumph TR2); 3, Pablo Obregon (Colombian), (Triumph TR2). **Sports Cars up to 1,500 c.c.:** 1, Gilberto Caputo (Italian), (Fiat 1.089 c.c.); 2, Budd Weltscheff (U.S.A.), (M.G. Mark II Spl.). **Modified Touring Cars over 4,000 c.c.:** 1, Rafael Garzon (Colombian), (Chrysler-Cad.); 2, Otoniel Liberos (Colombian), (Oldsmobile Spl.); 3, Alberto Levy (Colombian), (Mercury Spl.). **Modified Touring Cars up to 4,000 c.c.:** 1, Ruiz Lucero (Venezuelan), (Alfa Romeo); 2, Jaime Robledo (Colombian), (Ford Spl.); 3, Carlos A. Hoyos (Colombian), (Chevrolet Spl.). **Production Touring Cars over 1,600 c.c.:** 1, Luis Cuervo (Colombian), (Ford); 2, Leonor Valderrama (Colombian), (Chevrolet). **Series Touring up to 1,600 c.c.:** 1, Ramon Diaz (Colombian), (Fiat); 2, Enrique Galindo (Colombian), (Volkswagen); 3, Jaime Verano (Colombian), (Volkswagen).

AMERICAN ANGLE

by Ruth Sands Bentley

New York City, 5th January, 1956.

A Real Racing Journalist

BILL HOLLAND was the principal speaker at the Society of Automotive Engineers' luncheon today at New York's Hotel Beverly. In introducing him, Bill Callahan, Editor of *Motorsport*, not only praised Holland on his Indianapolis Speedway win in 1949 and his second places in 1947, 1948 and 1950, but also on recently becoming a motoring journalist. Holland's subject was Studebaker's new sports car, the Golden Hawk, which he tested at the Packard Proving Grounds, averaging 123 m.p.h. despite a strong cross-wind. The car has a 275 h.p. V-8 engine, four-barrel carburetter, 9.5 to 1 compression, and develops 380 ft. lbs. of torque at 2,800 r.p.m. According to Holland, "The Golden Hawk has everything an American sports type car should have: smart looks, performance, good handling, and, most important for the American buyer, comfort for four passengers at a reasonable price". Many Golden Hawks will undoubtedly be seen in stock car competition before long.

S.A.E. members and guests later viewed an excellent colour film of the 1955 Indianapolis race. During car talk following the movie, it was rumoured that Piero Taruffi will likely be elected to drive the Bardahl-Ferrari Special which the Italian firm is entering for the 30th May 500-mile race. The 2½-mile course has been resurfaced since the 1955 race, but the event this year will be run under virtually the same rules and regulations as last year. Entry forms will be mailed to members of the racing fraternity next week and nominations will be accepted until midnight of 15th April.

Sebring

The date for the Sebring 12-hour race has been changed from 25th March to 24th, probably because the 25th would fall on Palm Sunday, and the race will run from noon to midnight. For the first time, cash prizes will be awarded the winners, with the overall and the

index of performance winners each receiving \$3,000 and lesser amounts going to the second and third places in both categories. Entry fee is \$100 per car, which will include the cost of the F.I.A. registration. Among the outstanding drivers who plan to drive at Sebring will be Bob Sweikert, last year's Indianapolis winner, who will share the wheel of Jack Ensley's D Jaguar.

Returning from Detroit today were Briggs Cunningham, John Fitch and Alec Ulmann who accompanied writer Ken Rudeen to the G.M. Proving Grounds to test the new Chevrolet Corvette for *Sports Illustrated*. According to reports, the 1956 Corvette is extremely pretty; it still has a plastic body and the front end is completely changed. Fitch, who drove the car, seemed pleased with its handling qualities and performance. The car he drove is not one of the three that will be seen at Sebring, when a team of three will be seen carrying blue-and-white American racing colours.

Daytona Beach Speed Week

N.A.S.C.A.R. (National Association for Stock Car Auto Racing), the world's largest auto racing association, has merged with S.A.F.E. (Society of Auto Sports, Fellowship and Education), a strong operator in the Midwest, U.S.A., and are scheduling more than 2,000 races in 1956 with more than \$2 million in prize money.

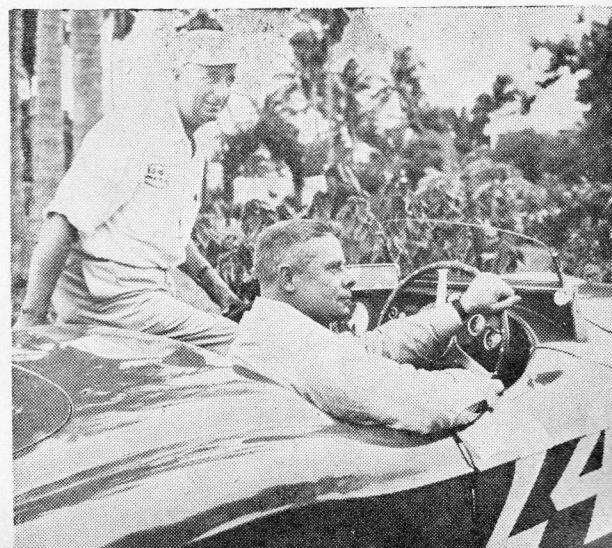
The 7th annual N.A.S.C.A.R. Speed Week at Daytona Beach this year will actually last two weeks, from 12th to 26th February, and will include a 125-mile race for the N.A.S.C.A.R. Sportsman and Modified cars, a 160-mile race for National Convertible Championship cars, and a 160-mile race for the Grand National Championship cars. 25th February will mark the inaugural appearance of the new N.A.S.C.A.R. con-

vertible passenger car circuit, which will engage in an extensive coast-to-coast racing schedule thereafter. The initial race at Daytona Beach will carry prize money totalling \$10,000. There will be speed record runs through the measured mile for European production sports cars and U.S. factory-built sports cars; and stock cars that compete must be absolutely stock and run with full equipment, including spare tyre, rear seats and mufflers. Regarding stock cars competing in the races on the 4.1-mile beach-and-road course, regulations provide that no car may compete unless it has been announced to the general public as a production model and/or production engine not later than 15th January. The factory must have 100 cars built and consigned to the dealers for public sale not later than 1st February, and the production schedule must call for a minimum of 1,000 cars to be built during 1956.

Motorama

General Motors "Motorama" will open at the Waldorf-Astoria on 19th January for a five-day presentation of their new cars, their gas turbine passenger car (Firebird II), their "dream" cars, and their sensational stage production. After New York, the show will visit Miami, Los Angeles, San Francisco and Boston. Last year more than two and a quarter million persons viewed "Motorama" in the same five cities.

SEEN AT NASSAU: John Shakespeare (right) of Centralia, Illinois, with Gil Wright of Daytona outside the British Colonial Hotel in Nassau, Bahamas, during the Speed Week there. Shakespeare, who drove the Ferrari seen in the picture, recently acquired the Cunningham plant at Palm Beach, Florida.



VANDERVELL 1955

Auckland Grand Prix	Le Mans 24-hour Race
Argentine Grand Prix	Buenos Aires 1,000 kms. Race
Buenos Aires City Grand Prix	Agadir Circuit (Morocco)
Sebring, Florida International 12-hour Grand Prix	Oulton Park British Empire Trophy
Bari Grand Prix (Italy)	Goodwood Lavant Cup
Grand Prix of Europe (Monaco)	Goodwood Chichester Cup
Supercortemaggiore Grand Prix (Italy)	Goodwood Glover Trophy
Imola Grand Prix (Italy)	Goodwood Easter Handicap
Portuguese Grand Prix	Silverstone International Trophy Race
Australian Grand Prix	Hyères 12-hour Race (France)
Syracuse Grand Prix	Eifel Race Meeting (Germany)
Venezuela Grand Prix	Leinster Trophy Race
	Dolomite Gold Cup Race (Italy)
	Messina 10-hour Race (Italy)
	Oulton Park International Gold Cup

All used

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Monte Carlo Rally

Sestriere Rally (Italy)

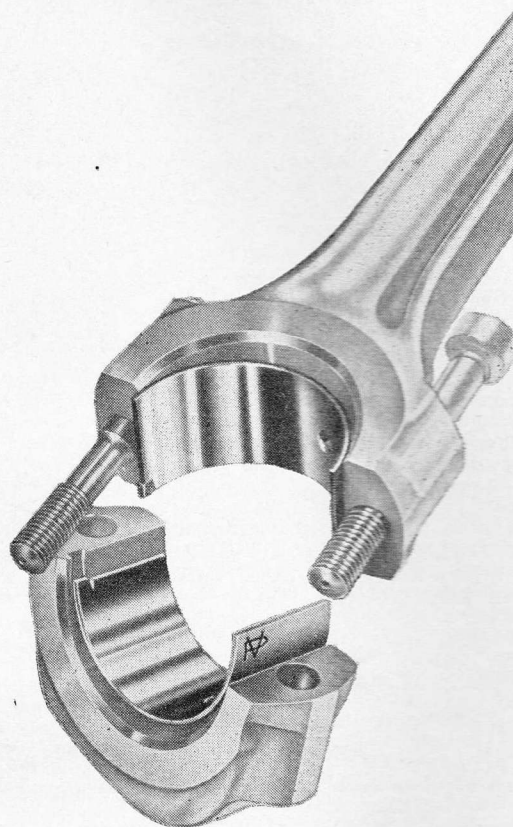
Lyon—Charbonnières Rally (France)

Soleil—Cannes Rally (France)

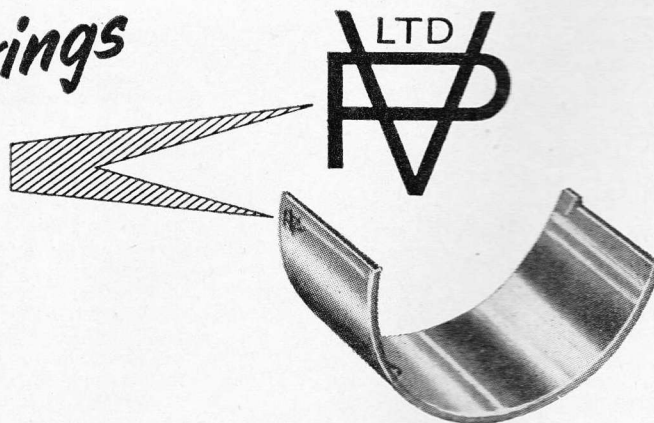
Pau Grand Prix (France)

Liège—Rome—Liège Rally (Belgium)

Round-Portugal Rally



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TORONTO

CANADA

NEWS FROM THE CLUBS

By Stuart Seager

ONCE again it has been our delight to read the Christmas issue of the Vintage Sports Car Club's *Bulletin*. The ordinary ones are always well worth reading, but the Christmas edition is an annual treat. The highlight, as usual, is the review of the Earls Court Motor Show, by Messrs. Clutton and Wike, and what a wonderfully uninhibited appraisal they give, from their unique and lofty position of not really caring a hang about contemporary vehicles. With the most disarming humour they ruthlessly shoot down the many ludicrous trends in design that are the outcome of trying to sell transportation to a horse-and-carriage-minded public. However, they did find some new models that met with their approval, such as the 2.4 Jaguar and the Graber-bodied Alvis, so perhaps there is hope yet for the moderns!

The whole Vintage movement is one that intrigues me, for I cannot yet quite pin down what "makes it tick". In the same *Bulletin*, Peter Hull, in a whimsical article on the tribulations of Vintage ownership, quotes the point of view of a Naval jet pilot, who said, "I like looking at Vintage cars from a distance, but, by God, I wouldn't like to own one!" Well, at least I *have* owned one, an Alvis 12/50, which I have just sold after about 12,000 miles of ownership. It served me most reliably and considering its age was no doubt an excellent vehicle; however, I have had no regrets at exchanging it for a cheap, modern, "family saloon", which is proving to be a far more efficient and comfortable "tool"—and is no less fun to drive. I don't believe it is *only* a matter of money.

* * *

AFTER the annual lull around Christmas and the New Year, the competition calendar is beginning to liven up again. Hard on the heels of the "Monte" comes the first National rally of 1956—the "Cat's Eyes", run by the **Thames Estuary A.C.** It was held under a National permit for the first time last year, and will be similar in character on this occasion: some 400 miles of intensive 6-figure night navigation to take place on 4th/5th February. This time there will be two starting points—Dunstable and Southend—and the finish will be somewhere south of London. The entry limit of 250 was oversubscribed last year, and will close this time at the same figure, on 21st January. Secretary of the Rally is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . On 21st January, the **B.A.R.C. (East Sussex)** will be running their closed-to-club 90-mile Seaford Rally, starting and finishing at that seaside town. Enquiries, please, to J. M. Hughes, Quickset, Firle Road, Seaford, Sussex. . . . Another "closed" event is the **Riley M.C.** annual "Rileys only" Winter Rally, which will be held



TROPHY awarded to Jack Woodhouse by Dick Henderson and Bertie Bradnack was an unexpected addition to the prizegiving at the Sunbac annual dinner on 5th January. It was accepted with delight—until it was recognized as the coffee urn from the buffet! Also in the picture are John Broad and Alec Pitts.

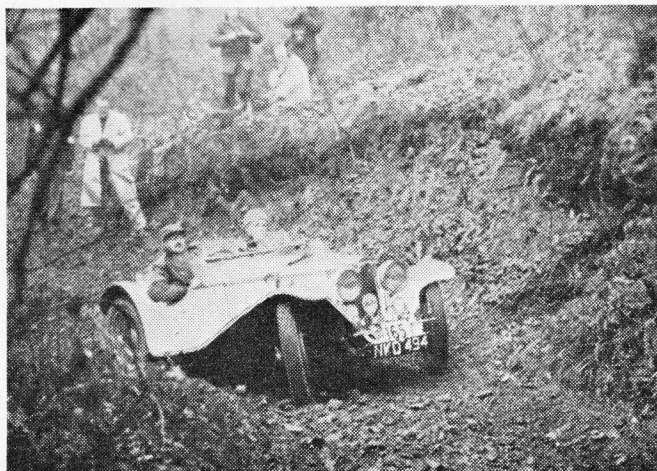
on 18th February; A. P. Warren, 37 Sheen Road, Richmond, Surrey, will deal with enquiries. . . . The **Hagley and D.L.C.C.** annual Cleve Hill Trial, on 5th February, is open to members of the Peterborough, North Midland, London, Shenstone, Herefordshire, Lancs and Ches., and Sunbac. Entries for this first event in the 1956 R.A.C. Trials Championship series should be sent to G. I. Tucker, 115 Bewdley Hill, Kidderminster, by 31st January. . . . The **Eastern Counties M.C.** are holding a "Wintercross" on 22nd January, at the Gravel Pits on the north side of Needham Market. This turns out to be a driving test meeting for members only, but no doubt the Comp. Sec., W. T. Harris, 9 Constitution Hill, Ipswich, will answer any enquiries. . . . The **Midlands M.E.C.** third annual Bridge Party will be contested by members also on 22nd January. This is an evening navigation rally in which bridges feature prominently; we appreciate the thought behind the award for the best performance in an open car without either hard-top or heater—it's a bottle of rum! Details from L. Hill, 8 Skelcher Road, Shirley, Birmingham. . . . The **Alvis O.C.** are holding their closed-to-club-and-Alvises-only Kentish Rally on 29th January. Regs. from G. C. K. Chace, 19 Pembroke Avenue, Surbiton, Surrey. . . . Among forthcoming film shows is one put on by the **O.R.M.A.** at Kensington Town Hall, London, on 24th January, when it is hoped Raymond Mays and Ron Flockhart will be there to answer questions about the new B.R.M. Admission is free, by ticket only, obtainable from O.R.M.A., P.O. Box 323, Kent House, Market Place, Oxford Circus, London, W.1. . . . Another batch of rally regulations just received includes the **Hants and Berks M.C.** Riverside Rally. As last year, this event incorporates three night sections on the "rosette" principle, totalling about 350 miles and centred on Henley-on-Thames, plus a set of driving tests in the morning, to decide ties. It takes place on 11th/12th February and the invited clubs are the London, M.G., Seven-Fifty, Circle, Combined Universities, Guildford and B.A.R.C. Entries

by 4th February, to Douglas Johns, 48 Reading Road, Woodley, Berks. . . . The **Maidstone and Mid-Kent M.C.** are running their Hastings Rally on 17th/18th February; they have invited the Kentish Border, London, Thames Estuary, Hants and Berks, Tunbridge Wells, M.G. and B.A.R.C. to this 450-mile event which starts from Charing. Details are obtainable from D. Bailey, Anglesey Cottages, Harrietsham, Kent. . . . On 3rd/4th February, the **Leeds University Union M.C.** are holding their 5th annual night rally, of which the 400-mile route starts and finishes at Pool-in-Wharfedale. The invited clubs are the Sheffield and Hallamshire, Yorkshire S.C.C., Combined Universities, Ilkley, Huddersfield, B.R.S.C.C. and B.A.R.C. (Yorks). Entries close on 31st January, with J. D. Hurlbatt, c/o University Union, University Road, Leeds 2. . . . The **Welsh Counties' C.C.** will be enjoying their closed-to-club night rally on 28th/29th January, and further information may be obtained (if you're quick) from W. G. Woodroffe, 3 Southminster Road, Cardiff. . . . On the social side, the **Cemian M.C.** (the College of Estate Management boys) will be holding their 22nd annual dinner-dance on 3rd February. It will be at the Rembrandt Hotel, London, S.W.7, and tickets may be obtained from F. L. Rourke, 26 Soho Square, London, W.1. . . . The **Lloyds' M.C.** will be holding their dinner-dance at the Café Royal, London, on 3rd February. . . . The 32nd meeting of the Association of Northern Car Clubs will be held at the White Swan Hotel, Halifax, next Wednesday (18th) at 7.30 p.m. . . . The A.G.M. of the **Ilkley and D.M.C.** occurs on 25th January at the Royal White Horse Hotel, Otley, at 7.30 p.m. . . . A motor club is being formed amongst the staff of S. H. Benson, Ltd., the advertising contractors. Should be no dearth of publicity from *there!*

BOLTON-LE-MOORS C.C.

NAVIGATION RALLY, 8th January

Allcomers Class: 1, F. Snaylam/T. Warburton, 0 marks lost; 2, K. Cunliffe/D. Prakes, 2. Novices Class: 1, R. K. Walsh/J. Smith, 2; 2, I. W. Smith/K. Darby, 26.



OLD STYLE: In last week-end's M.C.C. Exeter Trial, W. Ivey-Mollard tackles the first hairpin of Fingle Bridge in his Riley Imp. Out of 285 car entries in the Trial, 64 gained First Class Awards, 58 Seconds and 54 Thirds. There were 48 retirements.



NEW STYLE: Nearing the summit of the same hill is P. P. Ford's Austin A30, which climbed successfully with saloon car comfort, although losing the petrol tank drain plug on the way and consequently a good deal of fuel as well!

"ACTING" PRESIDENT

THE Aberavon M.C. & L.C.C. announce that Richard Burton, the film actor, who is a native of that North Wales town, has consented to become the first President of the Club.

N.L.E.C.C. DINNER-DANCE

THE annual dinner-dance of the North London Enthusiasts' C.C., at the Hendon Hall Hotel, last Friday, was a highly successful affair. Guest of Honour,

Raymond Mays, could not be present owing to the fog, and his place was taken by Ron Flockhart. In the chair was Rivers Fletcher, who made a most amusing speech in reply to Eric Findon's witty toast "The Club". Desmond Rendell was in his best form for "The Guests", to which new B.R.D.C. Secretary John Eason-Gibson replied. The awards won during the season were presented by Mrs. Norman Wisdom. Later in the evening Norman himself arrived, after his Palladium show, and there were

cheers when it was announced that the popular stage and screen star had agreed to become a vice-president of the club.

As Eric Findon mentioned in his speech, the N.L.E.C.C. came into being when there was no motoring sport, but, largely due to the untiring efforts of George Bance and others, it has survived to become a most important territorial club, with a programme of extremely popular and well supported events.

More News from the Clubs on page 59

1954 Morris Minor 2-door de luxe, green	-	£510
1954 Morris Minor 2-door black-	-	£495
1954 Ford Anglia 2-door black	-	£485
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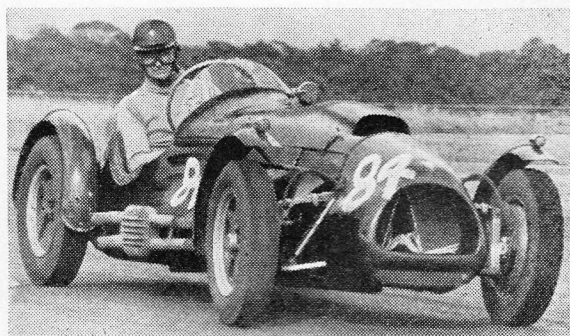
Readers are reminded that the cost of binding their copies of **AUTOSPORT** is £1 per volume (including Index). Bindings for all Volumes 1-10 are available, but Index Volume 1 is now out of print. Full instructions and labels will be sent to readers upon receipt of order and remittance.

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Anthony Crook OFFERS



The Cooper-Bristol winning the B R & S C C 100-mile Race at Silverstone, 1954
[Photo. Richmond Pike]

COOPER-BRISTOL SPORTS CAR

This extremely well-known car has an almost legendary list of successes to its credit. During the last two seasons it has won many sports car races and/or established lap records at such courses as Silverstone, Goodwood, Crystal Palace, Oulton Park, Aintree, Brands Hatch, Shelsley Walsh, Prescott, etc. It has been well placed in many *Formule Libre* racing car events. Overhauled and ready to race or use as fast road car (it is very tractable from 20 m.p.h. in top gear). **£1850**

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THE SCORPION "250"

A neat "One-Off" Racing Midget with Velocette Engine

RACES run to the 250 Motor Racing Club's Formula for cheaper motor racing (£150 top cost limit, less tyres) have so far largely been dominated by adaptations of established designs such as Cooper, J.B.S. and Arnott, with 250 c.c. motor-cycle power units installed. The design, construction and race development of wholly new machines from scratch naturally takes longer, but one can cite the McArdell, the Bennett-DKW and the Ball as home-builds which have already achieved the starting line at the Club's very informal meetings at Brands Hatch.

Now another very promising newcomer, the Scorpion, is nearing completion in a Chelsea garage. Its designers and constructors are D. C. Haldenby and E. W. Curley, who have cleverly adapted several existing components into a chassis which, while largely following Formula 3 layout, is entirely original in conception. It is made up of $1\frac{1}{2}$ ins. dia., 20 gauge T45 steel tubing, and is of double ladder type, having an overall weight of approx. 28 lb. Front suspension is by transverse leaf spring and wishbones, the spring having previously seen service on the rear of a 1938 Austin 10. Several leaves have been removed, the remainder being reset and rebushed. The wishbones are welded fabrications, using $\frac{3}{4}$ in.

dia., 18 gauge mild steel tubing, with Silentbloc bushes at the inner ends, mounted in 14 gauge steel boxed brackets on the chassis. Girling shock absorbers are fitted, their top mountings being on outrigger brackets from the chassis top cross-member.

Rack and pinion steering gear is employed, and Morris Minor track rod ends and ball joints have been adapted to suit. Stub axles and hubs, much machined and lightened, come from a 1936 Morris 8; king-pins are of $\frac{1}{8}$ in. silver steel. The steering column is of $\frac{3}{4}$ in. 16 gauge steel, running in a fibre-block bearing mounted on the scuttle frame. A three-spoked steering wheel, $14\frac{1}{2}$ ins. in diameter, is made from 10 gauge dural sheet.

Lockheed brakes from a pre-war Morris 8 are used, coupled to twin master cylinders working on the twin front, and single rear brakes. The drums are counter-bored with $1\frac{1}{2}$ ins. dia. holes for lightness, and dural backplates replace the original pressed steel ones.

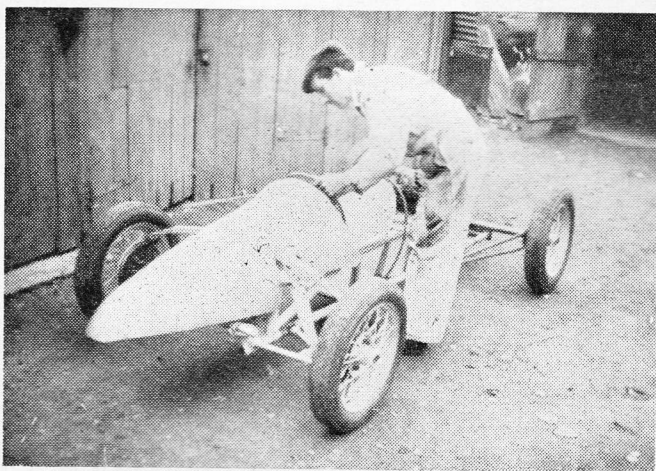
The rear axle is of swing type, with $1\frac{1}{2}$ ins. dia. 10 gauge axle shafts with Hardy-Spicer joints welded at the inner ends. Wheel hubs are made up from 2 ins. dia. 10 gauge tubing, and 6 ins. 10 gauge flange plates, with six triangular gusset plates welded at equal distances around it. They are then drilled and

the wheel studs brazed in position. Radius arms are formed of $\frac{3}{4}$ in. dia 14 gauge tube, and are located on the chassis by track rod ends, and by fabricated bearing housings to the axle shafts. The rear suspension medium is aero-elastic, with Girling piston-type dampers.

The wheels of the Scorpion are 15 ins. in diameter, using modified Morris 8 centres and mounting 400 x 15 ins. Dunlop tyres in front, and 450 x 15 ins. at the rear. Dimensions of the car are—Wheelbase, 6 ft. 6 ins.; track (front), 4 ft. 0 in.; (rear) 4 ft. 2 ins. The body frame is of $\frac{1}{2}$ in. 20 gauge steel tubing. Total dry weight should be approx. 375 lb.

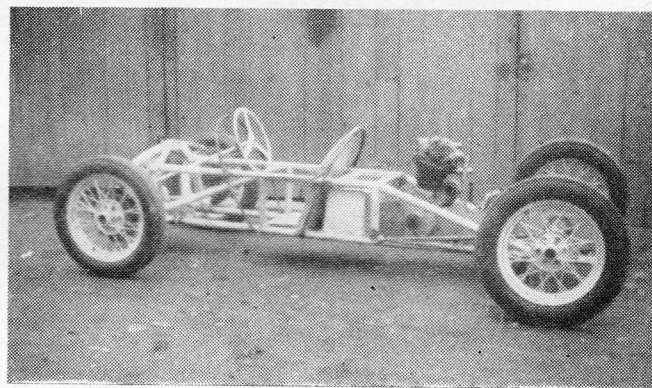
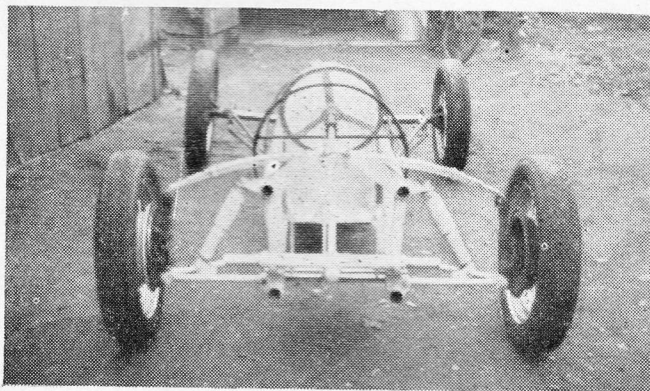
The engine is one of those lusty little 250 c.c. Velocette MOV high-camshaft o.h.v. units, fitted with an Alfin aluminium-finned barrel. It is mounted in dural engine plates, and drives through a four-speed Burman gearbox, also mounted in dural plates which extend rearwards to carry the final drive unit. This incorporates a brake on one side and the chain sprocket on the other.

Between the driver and the engine is the $3\frac{1}{2}$ gallon fuel tank, with the 1 gallon oil tank on a platform above it, both being held in position by aero-elastic. A very neat body in 18 gauge aluminium will be fitted. All enthusiasts for this new mode of "low-price" motor racing will await, with considerable interest, the advent of this very workmanlike little machine in next season's 250 Formula races.

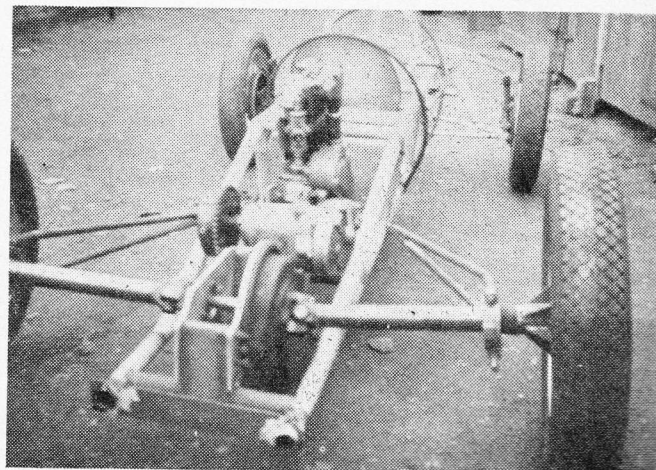


(Above) A neat, ultra-light body in aluminium will be fitted to the Scorpion "250".

(Below) A closer look at the front end, showing the transverse leaf spring and wishbone suspension.



(Above) The tubular chassis of the Scorpion. Between the driver's seat and the engine are fuel and oil tanks. (Below) Mounting of the rear swing axle, which is aero-elastic suspended. The engine is a high-camshaft MOV Velocette.



BILL CHESNEY WINS THE ASCOT CUP

MUD-PLUGS, or observed section trials, are almost non-existent these days in Southern Ireland, so the Ascot Cup Trial, run by those avowed mud-pluggers, The Trials Drivers' Club, was of major interest. Run on the Saturday before Christmas, it counted towards the Hewison Championship and, therefore, while "regs" could not debar saloons from entering, the nature of the event could and did. The course was laid out in a very large disused gravel pit near Rathfarnham and consisted of three meandering laps with seven sections and two tests to be attempted each time round.

For several days before the event the Heavens opened, but the Clerk of the Weather relented on that Saturday afternoon and stopped the downpour. Nevertheless, sections were none the easier for the preceding rain. The two tests were good fun but the cumulative effect of six sets of test times seemed out of proportion to the importance of such in an observed section trial. However, this trial was easily the best organized, best supported (18 entries) and best fun we have had in mud-plugs for many a long day in these parts.

Two Northern drivers made the long trip down with their specials. Des Sloan brought along his McCandless Special with its all-independent suspension, but unfortunately retired with engine trouble on the second lap. Bill Chesney came too, with the "Hayrake", Bill Chesney saw and Bill Chesney conquered. This likeable young man showed the local boys the way up the sections and it gives some of us to wonder about our abilities as mud-pluggers South of the Border. Out of a possible 210 marks, Chesney gained 182, or 28 marks more than his nearest rival, veteran Charlie Manders. Only on section 3, a long grassy climb, did Chesney have to give best to anyone and in that case it was to Bill Young with his blown Dellow. Third best overall on sections was Dick Nash, his 152 being the only other "respectable" score. However, Dick's total times in the tests dropped him from third to fifth place in the results. Stan Rutledge was the star performer in the tests, particularly in the second one which involved much forward and reverse stuff on a suitably specials-only surface. In fact, he was so good here that it earned him third place overall after a mediocre 130 scored on sections.

Coming Attractions

January 14th. Bristol M.C. & L.C.C.
Poole Trophy Trial.

A.C.O.C. Practice Rally. *Start, Greyhound Hotel, Kingston By-pass, 7.30 p.m.*

Lindsey A.C. Night Rally. *Start, Kirton-in-Lindsey, 7.30 p.m.*

January 14th/15th. King's College M.C. Allendale Rally. *Start, 2 p.m. from Robin Hood Inn, nr. Whittle Dene, Northumberland.*

January 14th/25th. Brussels Salon. International Motor Show, Brussels, Belgium.

January 15th. Airedale Pirates M.C.C. Countryman Rally. *Start, 1.45 p.m. from Valley Parade Car Park, Bradford, Yorks.*

In all, 11 finished out of the 18 starters. This trial was a wonderful tonic in this era of navigation races and cross-roads jazzing and it would be a shot in the

arm to our sport in Eire if we could have a few more mud-plugs of the same calibre. But why on earth don't all those with specials come out when trials are laid on for them? If they would entries could be 50 per cent. greater in mud trials.

J. O'DONOGHUE.

Results

Ascot Cup: W. Chesney (1,172 c.c. A.R.), 51.4 marks lost. **First Class Awards:** C. H. Manders (1,172 c.c. Ford Spl.), 95.6; S. Rutledge (1,172 c.c. Ford Spl.), 101.6; R. J. Nash (Dellow), 104.4. **Second Class Awards:** A. L. Young (Dellow S), 108.4; J. Toohy (Dellow), 114.8.

VINTAGE S.C.C.

7th ANNUAL MEASHAM RALLY

7th-8th January

Measham Trophy (Best Vintage): P. W. McNaughtan (Sunbeam), 82½ marks lost.

Silver Cup (Best in any class): A. L. Yarranton (Morgan), 10.

Class 1 (Vintage cars): 1. R. E. B. Noble (Alvis), 86; 2. G. G. McDonald (Bentley), 107½; 3. J. W. Rowley (Lancia), 119½. **Class 2 (Thoroughbred Post-Vintage):** 1. S. B. Bowskill (Riley), 232. **Class 3 (Visitors' cars):** 1. A. Polack (Morgan), 25½; 2. T. A. Gold (Triumph), 28½; 3. C. B. Taylor (Triumph), 34½. **Best Vintage Tourer:** 1. J. J. Woodcock (Humber), 206½; 2. H. Clarke (Alvis), 228. **Best in Driving Tests:** P. J. E. Binns (O.M.), driving test marks, 33½. **Best Navigator:** Alan Reeves (Navigator to P. W. McNaughtan). **Next best Navigator:** (Navigator to A. L. Yarranton).

Club Fixtures

Welsh Counties C.C.—Annual dance, 13th January, St. Mellons Country Club.

Cambridge '50 C.C.—Social meeting, 13th January, Ancient Shepherds, Fenditton, near Cambridge.

Cheltenham M.C.—New Year Dance, 14th January, Priory Lawn, High Street, 8 p.m.

Bentley D.C.—Social meetings: 14th January, Rook Inn, Chiddingstone, Kent; 15th January, Bankfield Hotel, Nab Wood, Nr. Saltaire, Yorks; 19th January, King's Head, Roehampton, London.

Bexley L.C.C.—A.G.M., 15th January, Badgers Café, Badgers Mount, Nr. Polhill, Kent, 11 a.m.; social meeting, 16th January, Traveller's Home, Long Lane, Bexleyheath.

Northampton & D.C.C.—Children's Party, 15th January, Wedgewood Café, Abington Street, 4.30 p.m.

Leicestershire C.C.—A.G.M., 17th January, The White Horse, Birstall, 8 p.m.

Aberavon M.C.—Social meeting, 17th January, Welcome to Town Hotel, Aberavon.

Sussex C. & M.C.C.—Social meeting, 17th January, Southwick & Fishergate Community Centre, Southwick.

Bristol M.C. & L.C.C.—Social meeting, 17th January, Mauretania, Park Street.

North London M.C.—Social meeting, 18th January, Rising Sun, Chase Side, Southgate.

750 M.C.—Social meeting, 18th January, The Bell, Brook, Nr. Cadnam, Hants.

Singer O.C.—A.G.M., 18th January, Ashton's Hotel, Praed Street, London, W.2, 8 p.m.; social meeting, 19th January, Three Cranes, Sheffield.

Aston Martin O.C.—Film show, 18th January, British Council Cinema, Hanover Street, London, W.1, 7.15 p.m.

West Essex C.C.—Talk, 18th January, Three Jolly Wheelers, Woodford Bridge, Essex.

Assoc. of Northern Car Clubs—Meeting, 18th January, White Swan Hotel, Halifax, Yorks, 7.30 p.m.

Sunbac—Film show, 18th January, Breedon Cross Hotel, The Cotteridge, Kings Norton, Birmingham, 30; social meeting, 19th January, Royal Oak, Lozells Road, Birmingham, 6.

Surrey Sporting M.C.—Film show, 19th January, Warwick Hotel, Redhill, 8 p.m.

Harrow C.C.—Practice run, 19th January, Start, The Battle Axes, Aldenham, 7.30 p.m.

Taunton M.C.—Dinner/dance, 19th January, Empire Hall, Taunton, 7 p.m.

Alvis Register—Social meeting, 19th January, Sun Inn, Colton, Tadcaster, Yorks.

Epping Forest M.A.—Film show, 19th January, St. Mary's Hall, 201 High Street, Loughton, Essex, 7.45 p.m.

Buckingham & D.M.C.—Social meeting, 19th January, Swan Inn, Great Horwood, Bucks.

Vintage S.C.C.—Social meetings, 19th January, White Lion Hotel, Cobham, Surrey; Mill Inn, Withington, Nr. Cheltenham; Cavisham Arms, Brindle, Nr. Preston, Lancs.

Lagonda Club—Social meeting, 19th January, Coach and Horses, Avery Row, London, W.1.

Romford E.C.C.—Social meeting, 19th January, White Hart, Collier Row.

Jersey M.C. & L.C.C.—Party, 19th January, Rainbow Room, 8 p.m.

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CORRESPONDENCE

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

In Support of an Irish Ford Championship

IN reply to Reggie Turner's letter printed on 30th December, I would like to add my support, and in doing so, think that I would be followed by Ulster Ford enthusiasts. If an Irish Ford Championship is to be, I think would-be competitors should know the rules as soon as possible. The existing ones are simple enough: all that is required is a Ford 1,172 s.v. engine, tuned as you like so long as it remains a side-valve engine, and runs on petrol or petrol-benzole. There is no restriction whatsoever on the type of car you choose to put the engine into, so long as it conforms to the R.A.C. racing requirements.

The 500 Motor Racing Club of Ireland runs about six airfield meetings per season, each of which includes a Ford scratch event of about 20 miles. I am sure that they could be persuaded to make one of these into a Championship event if enough outside competition was forthcoming, so perhaps those interested would make themselves known to Reggie Turner, Bellaghy, Co. Derry, N. Ireland, who will be able to give some idea of costs, etc.

W. N. MORTON.

N. IRELAND.

I HAVE just seen Mr. Reg Turner's letter re racing Fords, and I well remember Mr. Freddie Smyth's challenge of some years ago, and Mr. Turner's championship of the same.

Now I, too, agree with the idea of "The sky being the limit, and let 'em all come", but I also remember that Mr. Smyth issued the challenge, chose the weapons and the venue.

But all this controversy started, I believe, over the *speed* of Ford engines, so in my opinion, the only true solution would be, say, standing and flying quarter, half and one-mile races.

What about the Ulster challengers coming to our venues to slaughter us? Say, Brighton or Redcar and, if they insist on a chassis test as well, Shelsley Walsh, if they would accept our entries there.

FRANK HARRISON.

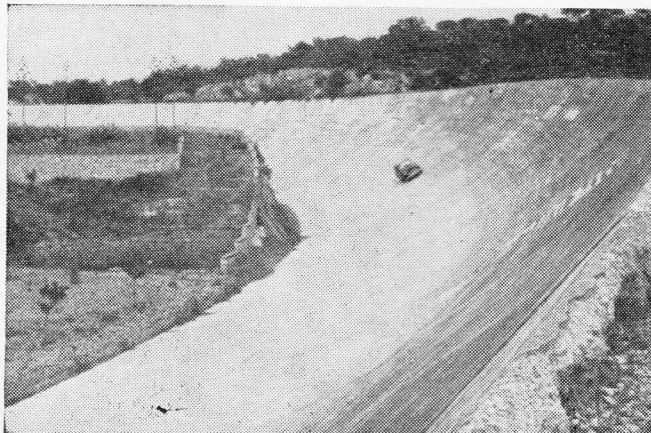
RICHMOND, YORKS.

Noise

I ENTIRELY disagree with John Bolster in his article entitled "Noise". There is no doubt in my mind that if silencing were obligatory in formulae and even sports car racing, the attendance at meetings would drop considerably. Power, speed and noise are essential. Combined, they are the real attraction to the ordinary race-going public. One has only to reflect on the very dull production sports car race at Silverstone, compared to the very exciting and spectacular *Formule Libre* events, particularly when the B.R.M. is participating. This contrast is not only due to the difference in power and speed. By all means fit better silencers on production sports cars, but leave racing alone.

R. V. LEA.

HAZEL GROVE, CHES.



The Morecambe Illuminations Rally

THE first time I get a letter in the Correspondence columns I make an apology!

But this I do unreservedly to Mr. Walker and Mr. Lee. In defence I can only say it was reported to me that you had had mechanical trouble, and not knowing you by sight I could not ask you personally at the finish.

Which brings me to the second reason for writing this letter. In my many travels on behalf of AUTOSPORT I have made many friends—and I rate my motoring friends as my best. So if, at any time, readers of AUTOSPORT wish to natter to its Northern Correspondent when you see him around—please do. And if you tell me how you have coped during a rally or a whatnot, then I'll really know if you broke a half shaft, won't I?

WILSON ROGERS.

FRODSHAM, CHESHIRE.

Tribute to Connaught

WE had tried to stir up interest in the Connaught shortage of funds, mentioned in the motoring press, by asking the B.B.C. to forward on our behalf a small donation through a sporting programme, to Connaught Eng. Co. This I regret to say, they could not do, and so we should like to draw the attention of other enthusiasts by passing this small donation to Connaughts in thanks for having kept the flag of British motor racing flying this year.

H. S. BAYLEY.
P. BRAYSHAW.

KIRBY MUXLEE, LEICS.

A Discovery in Spain

I WONDER how many of your readers can identify the track in the enclosed photographs? It is the Autodrome del Terramar at Sitges, some 30 miles south of Barcelona. I discovered it while honeymooning there this summer and spent many happy hours driving my wife's Minx around it.

It is approximately 1½ miles per lap and the bankings will take about 110-120 m.p.h. being slightly higher than Lindley. The banked portion of the track is in perfect condition, but the straights are rather bumpy—our best lap was about 65 m.p.h.

In the centre of the track is a large house owned by a man who breeds pigeons and dogs, and he gladly gives his permission to use the track without charge, his only warning being to look out for children on bicycles!

If I understood his French correctly, the lap record stands at about 130 k.p.h., but this seems rather slow. Perhaps somebody will know more details of this circuit.

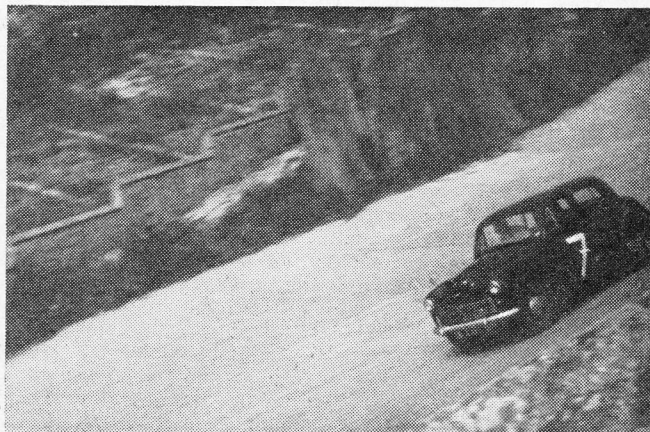
Anyone going that way should certainly take their sports car—I missed my Healey!

R. H. LONGTON.

BUCKHURST HILL, ESSEX.

[The Sitges-Terramar banked track was opened in 1923, Dario Resta (14-litre Talbot-Darracq) winning the opening event. A 2-litre race was won by Albert Divo in a Grand Prix Sunbeam. Despite early promise, the course was not subsequently used.—Ed.]

Cooper Information Sought: Arthur Abrahams of 4711 West 28th Street, Minneapolis, Minnesota, U.S.A., has acquired a Mk. VI Cooper-J.A.P., and wishes to obtain detailed information on the engine, transmission and general operation of the car. He would enjoy corresponding with anybody who can be of aid.



Two views of the long abandoned Sitges circuit, south of Barcelona, with reader R. H. Longton's Hillman Minx on the banking.

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TO CLEAR.—J3 crankshaft, suitable flywheel/clutch, £12 10s. J2 starter, dynamo, sump, distributor, £5. Four P-type rods, pistons, £8.—Box 1975.

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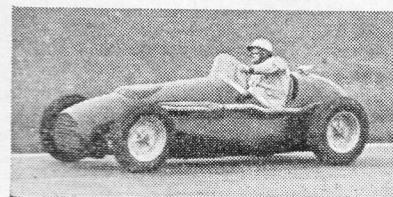
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£385 MORRIS MINOR tourer, fitted with Marshall supercharger, double valve springs, radio, Windtone horns, new tyres and battery, fitted recon, engine two months ago, first reg. Dec. 1950.—Phone: New Brighton 2238.

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complete with numerous spares including four alternative axle ratios, etc.

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The highly successful 1,500 c.c. Sports Car, as driven last season by Stirling Moss, Les Leston/ Archie Scott-Brown, is now offered for sale by the Peter Bell stable. The car is offered together with numerous spare parts which include a new spare engine, for the sum of £2,000. The successes of this car during the 1955 season are too numerous to mention. Full details of last year's performance and complete mechanical history can be had on application to George Boyle.

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STARIDE, less engine, with gearbox, recently overhauled. Also low-loading trailer. £225 o.n.o.—Bradley, 72 Gt. Hampton Street, Birmingham, 18. Northern 1827, business hours.

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500 C.C. CHASSIS, Cooper type suspension, wire wheels, rack steering, tube chassis, beautiful body. Must sell. Bargain £60 o.n.o.—4 Bannerdale Road, Sheffield.

(Continued overleaf)

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1934 RILEY 12 saloon, manual gearbox, running order, £45.—Cuff's Garage, Frome. Phone 2511.

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CANNON A30 coupe, Cooper chassis, modified engine. Offers.—Plaxiol 281, M. R. B. Cannon, Crooked Chimneys, West Peckham, Kent.

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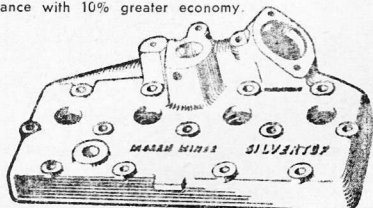
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A Silvertop LIGHT ALLOY H.C. Cylinder Head will give up to 15% increase of Power and Performance with 10% greater economy.



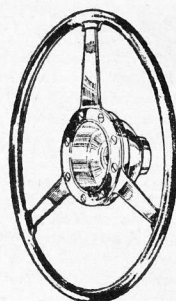
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1949 Allard 81.M. D/H. coupé, radio .. £295
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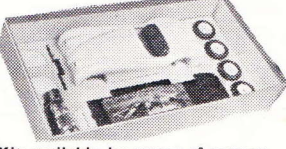
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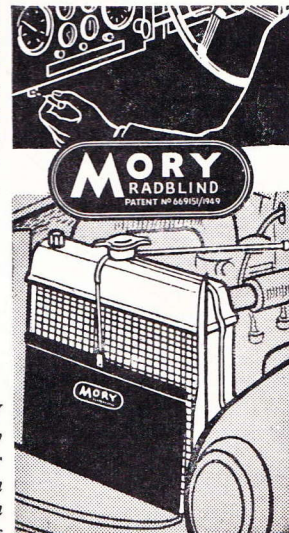
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