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DECEMBER 9, 1960

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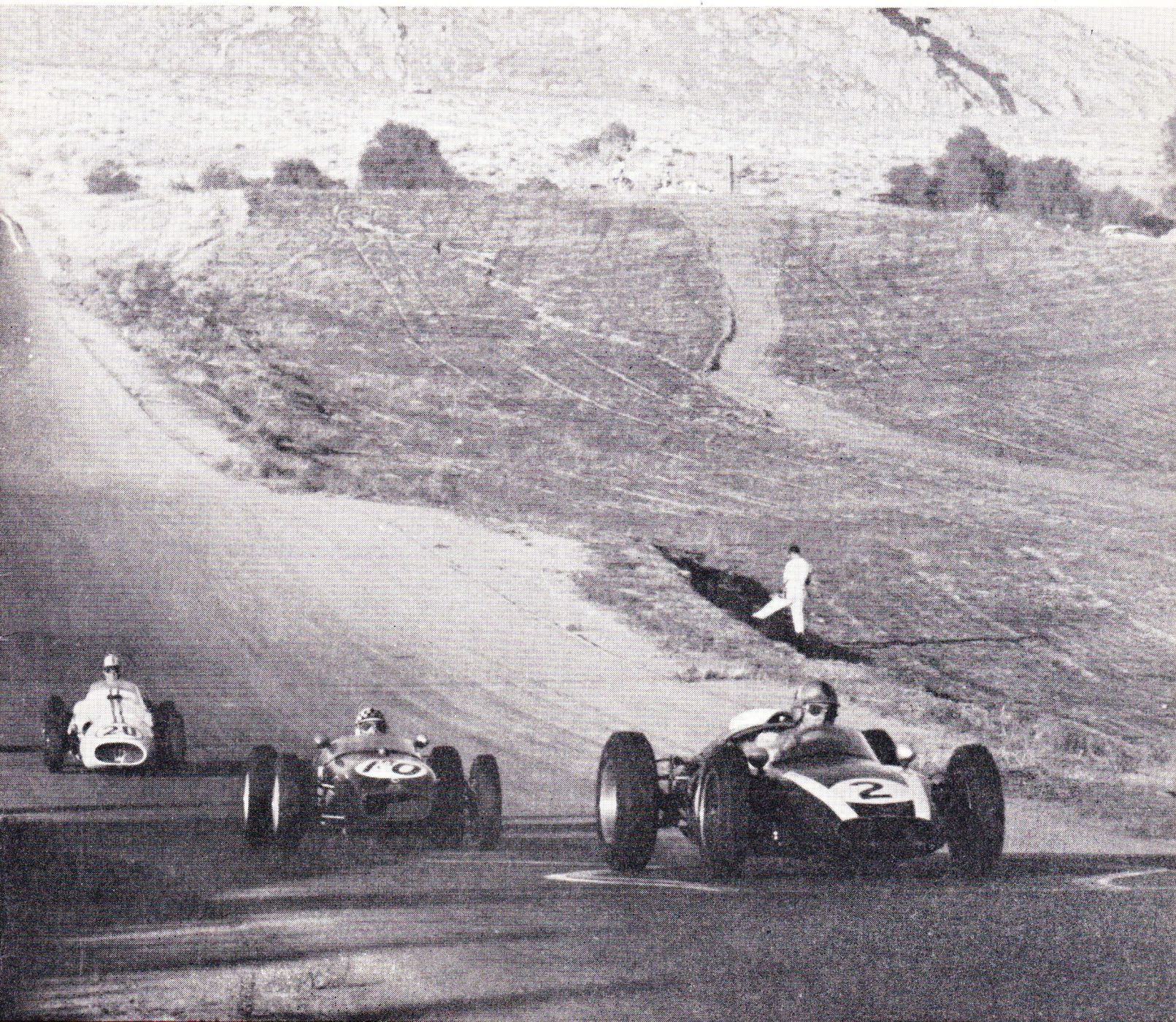
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EVERY FRIDAY

Vol. 21 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY

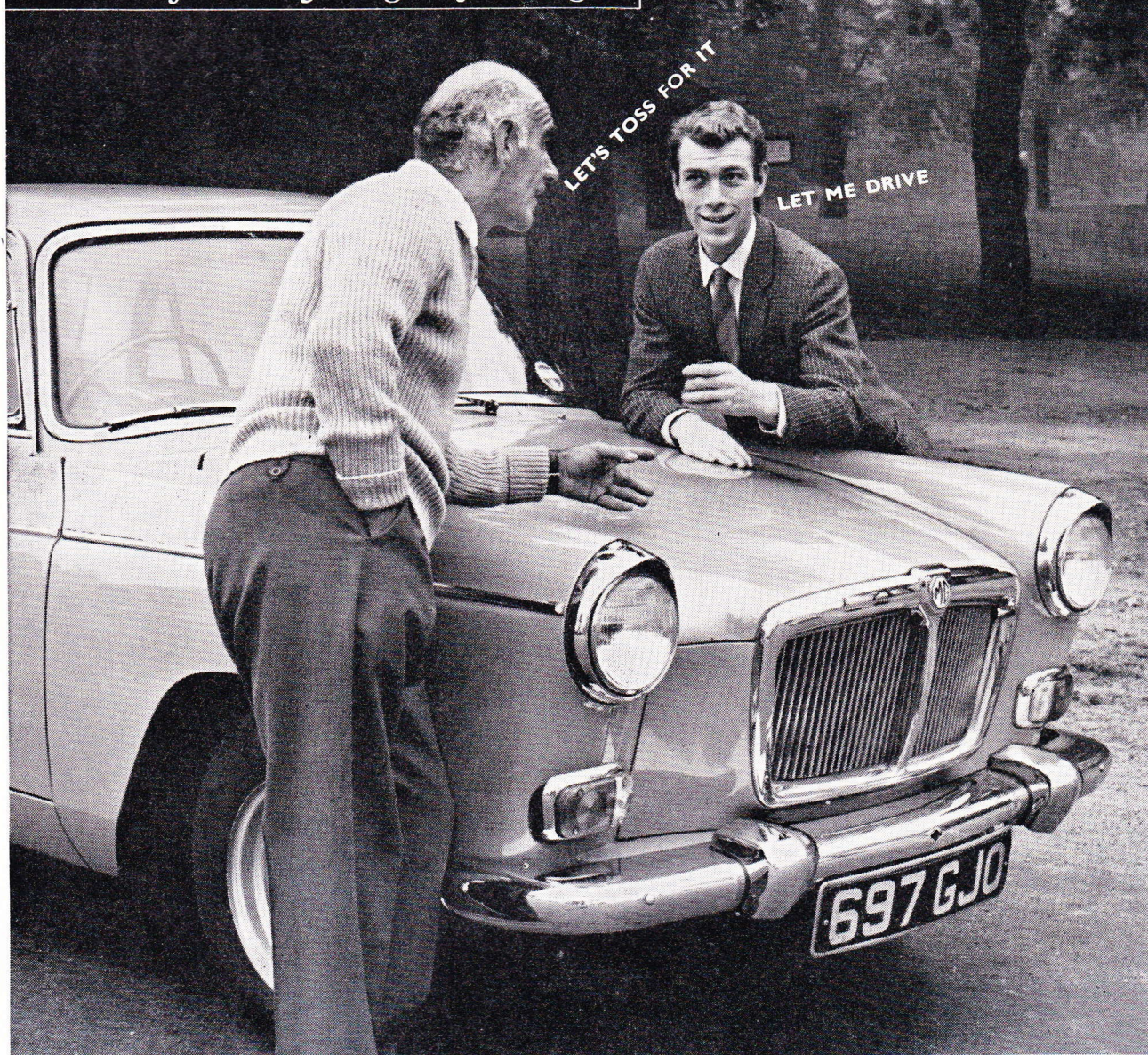
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IN THIS ISSUE

CHRISTMAS BOOKSHELF : JOHN BOLSTER TRIES THE MORRIS MINI-MINOR TRAVELLER
THE R.A.C. RALLY REVIEWED : THE SEVEN YEAR FORMULA

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4	When you stop your car to go into a shop for a moment do you (a) Put the car in neutral and leave the engine running? (b) Stop the engine and leave the car in gear? (c) Stop the engine and put on the hand brake?	
5	After having been involved in an accident in which someone was injured do you (a) Report the accident to the police within 24 hours? (b) Report the accident to the police within 5 days? (c) Not report it at all if it was definitely not your fault?	
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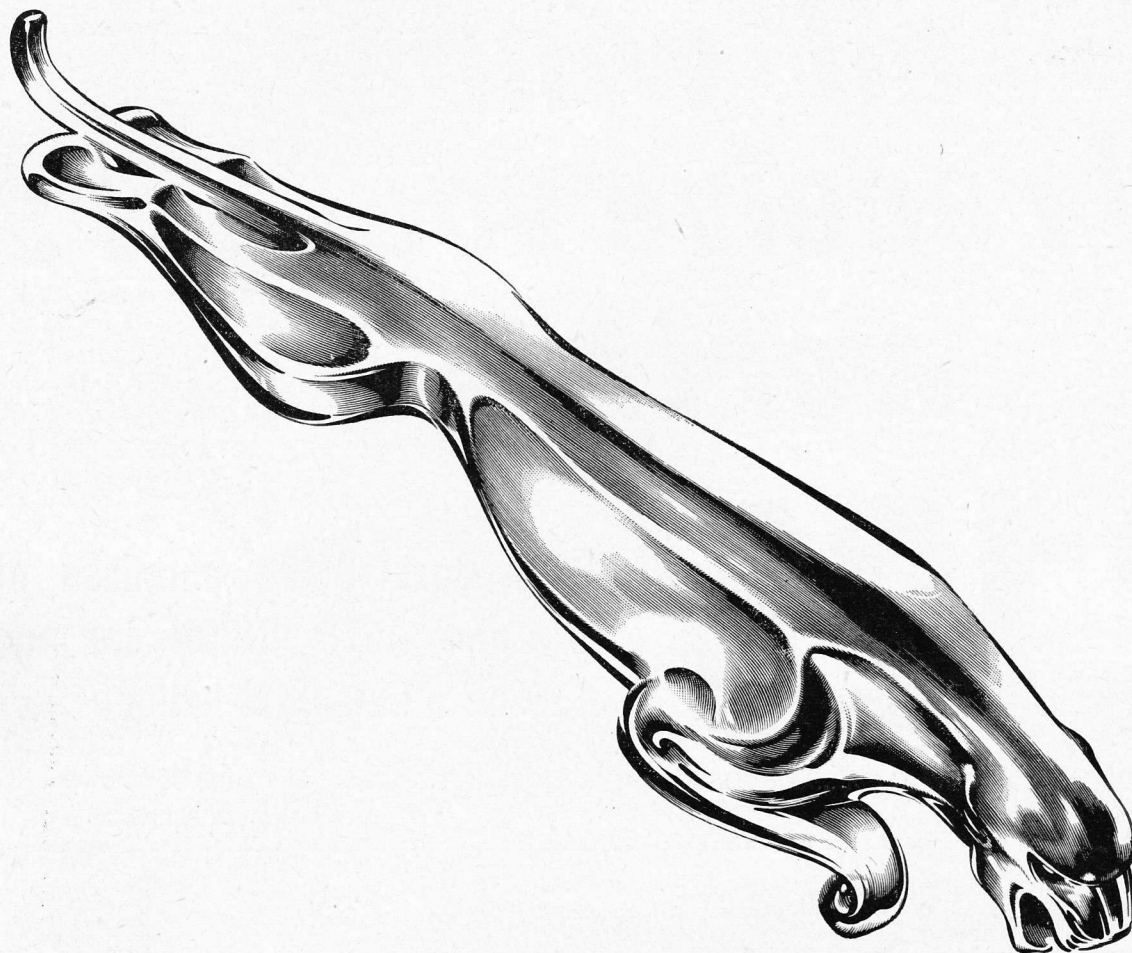


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BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper

Vol. 21 No. 24

December 9, 1960

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EDITORIAL

APPENDIX C RACING

At the present time, the future of International sports car racing under Appendix C regulations is very much in the balance. By imposing a 3-litre limit on the category, the F.I.A. has done its level best to kill the sort of racing which attracted the public. There is no possible substitute for big-engined sports racing cars: they supply the glamour which is urgently needed in order that this class of racing can survive. There is, of course, a lot to be said for Grand Touring events, but unless leading manufacturers are concerned, races in that particular class do not carry the publicity value which the big sports cars can establish. It is true that, on certain circuits, the smaller-engined and ultra-light products of specialized concerns tend to defeat the bigger stuff, but they simply do not capture the imagination as did Mercedes-Benz, Lancia, Maserati, Jaguar, Alfa Romeo, Lago-Talbot, 4.5 Ferrari and other large-engined machines of the past. It seems absurd that an unlimited category should be permitted in the Grand Touring sections of International races, whilst sports racing cars are not allowed to exceed 3,000 c.c. Whilst the argument is that modern sports racing cars bear little or no resemblance to production road vehicles, and that unlimited capacity may result in ridiculously fast machines, the fact remains that spectator-appeal has rapidly diminished during the past few years. The sports racing class was, in other days, a most useful method of development-cum-publicity, and the fact that machines of over three litres still find a ready market is reason enough to permit prototypes to enter Appendix C events. The F.I.A. should consider dropping the capacity limit, or alternatively raising it to five litres, and doubtless sports car racing will once again find its rightful place in the sport of motor racing.

THE WINTER CLASSIC

Once again the time for the great winter motoring event, the Monte Carlo Rally, is drawing nigh, and already manufacturers and private entrants alike are working on the preparation of their cars in the hope of success in gruelling conditions and long hours of fast motoring. This time there will be over 100 British starters, and of these the bulk will be leaving from Glasgow. Next highest on the list of starting points favoured by the British contingent is Paris, from which 16 crews have elected to depart, while 15 are making Stockholm their point of departure. Lisbon, Warsaw and Monte Carlo itself take the balance, plus one solitary British starter from Frankfurt. Four times in the past British drivers have won this event outright, Victor Bruce and Donald Healey having done so before the Second World War, while Sidney Allard and Ronnie Adams have achieved the distinction since.

OUR COVER PICTURE

END OF AN EPOCH: In the last race for the 2½-litre Formula 1, which lasted for seven years, Jack Brabham (Cooper-Climax) leads Innes Ireland (Lotus-Climax) up a rise during the Grand Prix of the United States of America, held at Riverside recently.



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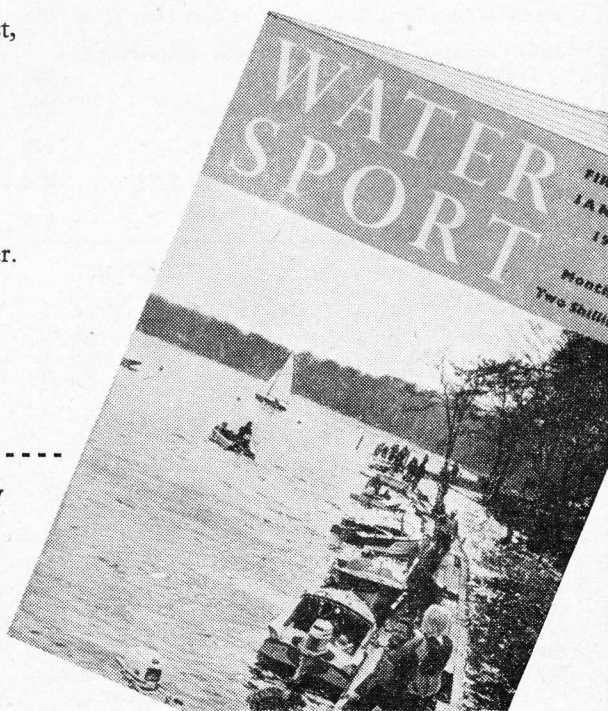
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PIT and PADDOCK

IAN RABY has no further connection with the Envoy Formula Junior racing car, manufactured by Sewell and King, Ltd., Chelmsford, Essex.

NEW name to be found in the Formula Junior lists for next year is the Merlyn-Ford, which is being produced by a group of enthusiasts in the Colchester area. Selwyn Howard, Richard Neale and J. Barrington Lewis are the trio, Howard having been responsible for the chassis design and Neale for the very pretty body.

Businesslike in appearance, the Merlyn has retained the front-engine layout, the power unit being a Cosworth-tuned 105E Ford engine, with Weber carburettors, as fitted to a large number of current machines in this class. Inboard rear brakes are featured and the rear suspension is independent, coil springs on Armstrong damper units being employed. The chassis is a multi-tubular space-frame, composed of 1 in. round and 20 s.w.g. mild steel tubes.

Wheels are magnesium, fitted with 5.00 x 15 front and 5.25 x 15 rear Dunlop racing tyres, and Lockheed hydraulic brakes, with Alfin drums, provide 163 sq. ins. area of friction. A four-speed gearbox is employed, with a claimed 17 m.p.h. in top gear at 1,000 r.p.m., using a 4.55 to 1 rear axle.

Dimensions of the car show a wheelbase of 7 ft. 1½ ins., with a track of 3 ft. 9½ ins. at the front and 3 ft. 10½ ins. at the rear. The body, which at present is of fibreglass, is low, considerable pains having been taken to achieve a low frontal area. Maximum height at the head-fairing is 2 ft. 11 ins., while the overall length of the car is 11 ft. 2 ins., and its width 3 ft. 0½ in. No figures have been published for the weight of the machine, but presumably it is within Formula Junior limits.

The car has been tested at Snetterton by two well-known drivers, who are reported as being extremely pleased with the machine's handling qualities. Cost is expected to be in the region of £1,150, and the car will be seen, it is hoped, at Brands Hatch on Boxing Day.

Le Mans - The 1961 Regulations

THE regulations for the 29th edition of the 24 Hours of Le Mans were announced by the Automobile Club de l'Ouest last week. The fact that this race has largely lost its support from manufacturers, who really only take part now because they are forced to do so for advertising purposes, has led to a welcome change in the club's policy: until now those who run the club were under the impression that it was their duty to enforce strong regulations to make the "Le Mans" car similar to the everyday machine. Under the pressure from this body of men the C.S.I. introduced last year's Appendices J and C, in which the crowning stupidity was the 25 cm. high windscreen. However, the repeated demonstrations by Lotus, and last year the appearance of a windscreen starting immediately behind the radiator and sloping on top of the bonnet on the Birdcage Maserati proved to the A.C.O. that it was no good making such regulations. So their dilemma was whether to allow only G.T. cars, duly homologated, or to accept sports cars as well and make the regulations more lenient. It is funny to see that after having torpedoed the sports car class with their regulations, the latter is the course which the club has taken, presumably on the grounds of spectator value.

This time the A.C.O. "recommends" to the C.S.I. that the minimum height of windscreens should be reduced from 25 cm. back to 20 cm. But apart from this they would like to see the rake angle of the windscreen limited to at least 30 deg. to stop the windscreen-cum-bonnet seen last year on the Maserati. Will the C.S.I. accept this "recommendation"? It is likely that they will, for the appearance of the 25 cm. windscreen created a major uproar, especially with the drivers. Nevertheless, one wonders why the A.C.O. sticks to 20 cm., which will still strain the necks of the drivers, and does not go back to the figure of 15 cm. which suited everyone!

JACK BRABHAM'S World Championship-winning Cooper-Climax racing car will be on view at Les Leston's accessories emporium, 314 High Holborn, London, W.C.1, until 28th December.

The other modifications to the regulations are not very important: it is announced that to be allowed a G.T. car must be a genuine G.T. car homologated as such, and not a car which has sprung out of the "special series" touring class. This regulation sensibly stops cars which should not be allowed to take part, but it also stops the BMW 700 c.c. which did so well at the Nürburgring and presented the strongest challenge to DB for an index.

To allow more time for rest during the night it is now possible for a driver to drive for 60 laps consecutively, instead of 52 as last year. Both index of performance classifications are retained. One does remember that originally it was announced that the Index of Energetic output would replace the Index of Performance this year, but last year's result unfortunately proved that accuracy is impossible to obtain in the present state of Le Mans organization.

BILL MCCOWEN has been selected as the first recipient of the "Peter Collins Memorial" Challenge Trophy. This trophy, awarded annually by the B.A.R.C. to the most promising novice driver at Goodwood members' meetings, was instituted this year. The headmaster of the Preparatory School, Alcester, Warwickshire, organized a fund to provide the trophy as a memorial to Peter Collins, who was closely associated with the school.

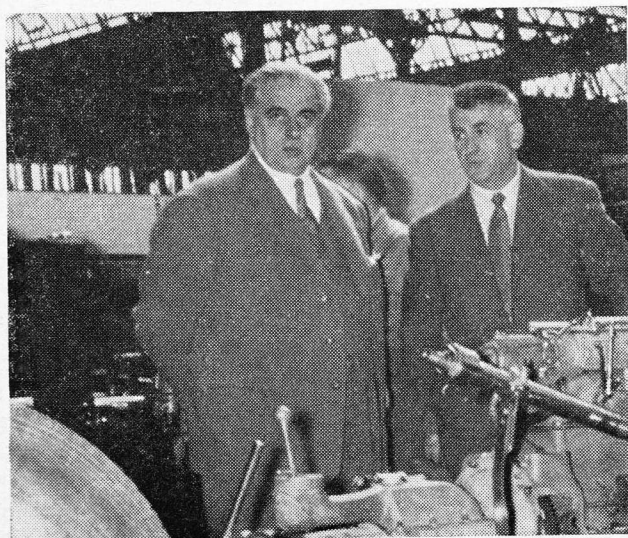
ELVA are entering the Formula 1 field for 1961. Six cars will be built, three of them will be sold overseas and initial tests will be over by the end of January. The car, designed by Keith Marsden, is based on the promising Elva Junior and has a five-speed synchromesh gearbox. The twin-cam Coventry Climax FPF (1,475 c.c.) will propel the car. Elvas will, of course, continue to support Formula Junior with a works team and will be at the Boxing Day Brands Hatch meeting with Juniors.

FRENCH G.P. CAR FOR 1962?

RENÉ BONNET, who was recently awarded the Legion d'Honneur and the medal of the Automobile Club de France, announced that his concern is going ahead with plans for a new Formula 1 car, which should be ready for the 1962 season. Drawings have already been completed, and the prototype should be in the development stages by mid-1961.

TONY LAGO

WE regret to report the death of Tony Lago in Paris at the age of 68, after a long illness. M. Lago was chief of the Talbot concern, and started his career in England with an engineering firm, before joining the Wilson Self-Changing Gear Co., Ltd. From 1927 to 1932 he was with Armstrong-Siddeley, and from there went to Sunbeams. Later he became associated with Talbot of Paris, building the famous Lago-Talbot which carried the colours of France in sports and G.P. racing for many years. He was president of the Italian Chamber of Commerce in Paris, and holder of many orders and decorations.



LEFT: Tony Lago, photographed in his works with Louis Rosier, with whom he is watching race preparation in progress.

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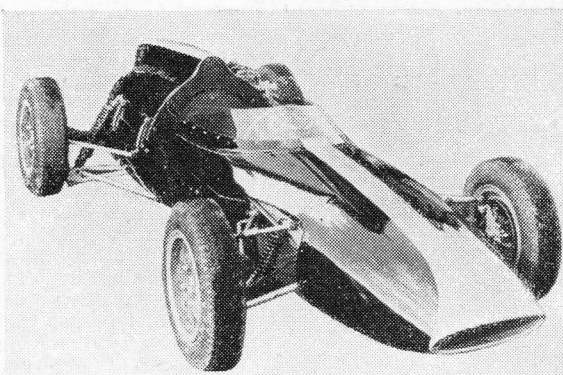
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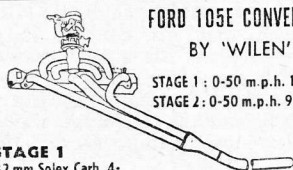
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SPORTS NEWS

OVER 100 BRITISH ENTRIES FOR "MONTE"

ONCE more the Rallye Monte Carlo makes its annual appeal to British crews, and 110 entries have been accepted by the organizers, of which 65 will go from Glasgow, 16 from Paris, 15 from Stockholm, six from Monte Carlo, three from Lisbon and four from Warsaw. Roy Bloxam (Sprite) is the sole starter from Frankfurt, and no one has chosen Athens.

Anne Hall (Ford), winner of the Ladies' Cup in the R.A.C. Rally, starts from Paris, and European Champions Pat Moss/Ann Wisdom (Austin) from Stockholm. Mary Handley-Page (Sunbeam) also goes from Stockholm, Pat Ozanne (Austin) from Glasgow to complete the all-women contingent.

Gerry Burgess, Ken Chambers and Henry Taylor, all for Ford, and John Patten, start from "Monte", and Mike Sutcliffe from Paris.

Sunbeam have Peter Harper/Peter Proctor/Raymond Baxter and Gregor Grant/Mike Parkes/Peter Wilson from Warsaw, Jimmy Ray from Monte Carlo, Paddy Hopkirk from Stockholm and Peter Jopp/Les Leston from Paris.

B.M.C.'s contingent comprises Derek Astle (Paris), Tom Christie (Paris), Peter Riley (Stockholm), David Seigle-Morris (Stockholm) and Peter Garnier (Paris). The Army team of Vauxhalls, Ian Baillie, J. E. T. Raper and R. W. Holmes, go from Paris, Glasgow and Stockholm respectively.

Also from Stockholm go Sidney Allard (Ford), Eric Brinkman (Jaguar), L. H. S. Handley (Ford), R. K. Hooper (Sunbeam), D. H. Pratt (Ford), John Sprinzel (Austin) and Alan Frazer (Sunbeam). Lord Avebury (Herald) starts from Monte Carlo, Norman Blockley (Austin) and J. A. Walker (Vauxhall) from Warsaw. E. W. Cuff-Miller (Ford) from Lisbon; G. D. Grimshaw (Triumph), Eric Haddon (Jaguar), "Tiny" Lewis (Triumph), Ken Lee (Riley), G. J. Mabbs (Triumph), John Melvin (Sunbeam), Hugh O'Connor-Rorke (Jaguar), Bill Meredith-Owens (Riley), Lyndon Sims (Riley), Phil Walton (Jaguar) and Gordon Wilkins (Ford) are prominent Glasgow starters. Tom Wisdom (Austin-Healey) goes from Paris.

Sidney Allard is the only past-winner present, the name of Ronnie Adams being conspicuous by its absence.

B.R. AND S.C.C. MIDNIGHT FILM SHOW

THE British Racing and Sports Car Club held their excellent midnight film matinées on 25th November and 2nd December at the Warner Theatre, Leicester Square. The programme consisted of two of the extremely well-produced Stanley Schofield grand prix films—Monaco and Zandvoort—a review of 1960 Formula Junior racing, an enjoyable Rootes picture on the Acropolis Rally, and, of course, the 1960 B.R. and S.C.C. club film. To round off the evening (morning) there was a cartoon and a magnificent film on the early days of grand prix racing—"Heroic Days". This was, to say the least, quite an eye-opener, and one can only think how much racing has lost!



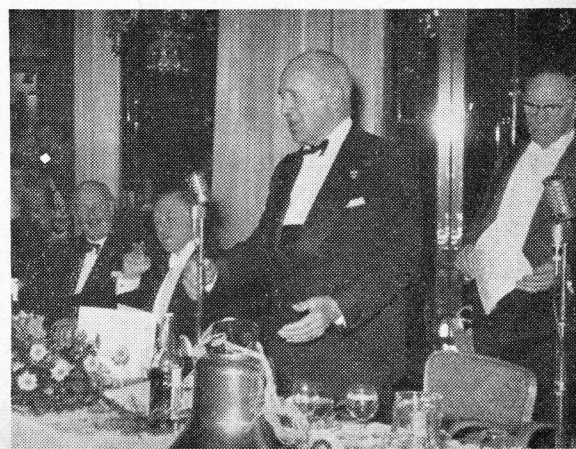
FOR HE'S A JOLLY GOOD FELLOW! Earl Howe lustily leads the singing at the British Racing Drivers' Club dinner and dance (above), while in the background can be seen John Eason Gibson, secretary of the club. World Champion Jack Brabham, in whose honour the gathering sang, holds some of his awards. On the right, from top to bottom of the page, our pictures show Earl Howe presenting the John Cobb Memorial Trophy, for the outstanding performance in 1960, to Pat Moss and Ann Wisdom; three "oil barons"—from left to right—Geoff Murdoch (Esso), Jimmie Hill (Castrol) and Guy Edwards (Mobil); Gerry Burgess chatting to Ian Walker (right); and one of the most moving moments of the evening, as Earl Howe acknowledges the gift of the bell from H.M.S. Howe, presented to him by his fellow members.

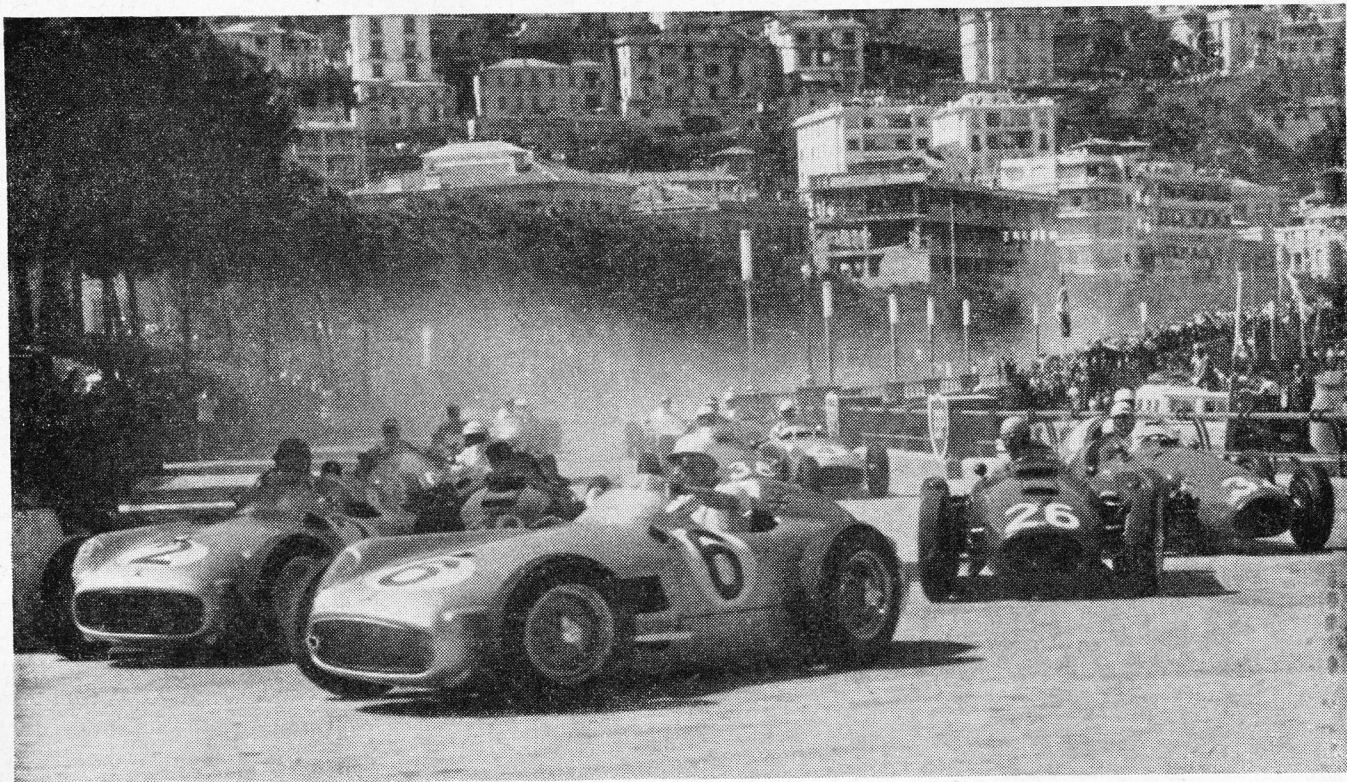
TRIBUTE TO EARL HOWE Pleasing Gesture at B.R.D.C. Dinner-Dance

EARL HOWE, who, for so long, has been the leading figure behind the sport in Great Britain, was patently touched when he was presented with the ship's bell from H.M.S. Howe, at the annual dinner-dance of the B.R.D.C., held last Friday in the Dorchester Hotel. The battleship's burnished bell was piped in, in true Senior Service tradition, carried by four naval ratings. It was a well-kept secret; when it was decided to scrap the battleship, Lord Howe attempted to acquire the bell, but to his chagrin discovered that it had been disposed of to persons unknown—his fellow members of the B.R.D.C.

During the evening, awards were made to Jack Brabham, Roy Salvadori, Innes Ireland, Pat Moss and Ann Wisdom, the European Lady Rally Champions receiving the John Cobb Memorial Trophy for the outstanding performance of 1960 (outright victory in the Liège-Rome-Liège Rally). Brabham received Gold Stars for 1959 and 1960, including the World Championship Star, as well as the E.R.A. Trophy and other awards. To Ireland went the Seaman Trophy for his record lap at Silverstone, whilst Jim Clark and Roy Salvadori shared the Woolf Barnato Trophy for their best-placed British car (Aston Martin) at Le Mans.

In addition to Earl Howe, speakers were Tom Blackburn (*Daily Express*) and Leonard Lee (Coventry Climax, Ltd.). Brabham was also prevailed upon to make a short and extremely witty speech.





The Seven Years

PART THREE

1955—Fangio's Second Championship in Mercedes

BY RODNEY WALKERLEY

THE season of 1955, the second year of the new 2½-litre Formula in the era of unsupercharged Grand Prix racing, was overshadowed by the dark cloud of governmental horror arising from the appalling disaster in the Le Mans 24 Hours, when Pierre Velghe ("Levegh") crashed his Mercedes-Benz in a roaring inferno of fire into the packed spectator enclosure, killing more than 80 on the spot, in the second week of June. Immediately the French, German, Spanish and Swiss Grands Prix were cancelled, the two last-named from that day to this. Committees of inspection were appointed to study safety precautions on all circuits, the main outcome of which was the introduction of a minimum width for the area opposite the pits and the yellow line to mark the 300-yard lane in which drivers were required to slow down when calling at their pits.

The championship series was reduced drastically to only six races, plus the annual anomaly of the Indianapolis 500 Miles where no European had driven since 1953. What was left on the "Calendar" was the Argentine Grand Prix in January as usual, main event in the Temporada series that included Free Formula races, the European Grand Prix at Monte Carlo in May, the Belgian event in June, the Dutch race a fortnight later, as usual, the British Grand Prix at Aintree for the first time, in July, and the Grand Prix of Italy in September on the circuit combining the road and the banked track to make this the fastest race in Europe.

Mercedes-Benz had spent the winter eradicating the faults shown up in their

first season of 1954 and were ready with a team of cars with conventional bodies and exposed wheels. Stirling Moss had been signed up together with Fangio, Kling and Herrmann, and, as a gesture, Moss's cars always wore a small Union Jack painted on the side. The team, led by Fangio, won five of the six *grandes épreuves* and provided Moss with his first victory in a race of that status.

The cars ran in three forms, with wheelbase of 8 ft. 2 ins., 7 ft. 2 ins. and a fraction over 7 ft., this last with out-board drum brakes front and rear. Suspension changes had completely cured the handling difficulties experienced in 1954 and there was never any doubt that these were the fastest cars on any circuit in average speed if not in maximum.

The V8 Lancias, squat, low and distinguished by their exposed slab tanks on each side, were still difficult to handle and were fast only when driven by Alberto Ascari. Even that magnificent driver lost control at the chicane on Monte Carlo's quayside and crashed into the water. He escaped with only minor injury but, in a trial run with a Ferrari sports car a week later, he crashed at Seraglio high-speed curve on the Monza circuit, for a reason still unexplained to this day, and was killed instantly.

CROWDED MOMENT at Gasometer hairpin. The extraordinary start of the European G.P. with Castellotti (Lancia) trying to force his way between Fangio and Moss (Mercedes-Benz). Ascari (Lancia) and Behra (Maserati) are on the right.

Immediately the Lancia factory withdrew from racing until the end of the season when the cars and spares were handed over to Enzo Ferrari for the good of Italian sport, but Italy had lost its leading driver. Villoresi, who had brought Ascari into racing and had coached him to World Championship fame, and Giuseppe Farina had both stopped racing, and thus two more Italians of top calibre went into temporary retirement.

The sensation of the year was the remarkable improvement in the 250F six-cylinder Maserati, now with a new cylinder head and better suspension. This revised model was faster than the Ferrari and in the medium range of r.p.m. could equal the performance of the Mercedes-Benz.

The Vanwall appeared with a new body, long-snouted, modifications to the four-cylinder engine which now was fed by direct fuel injection and, although still dogged by minor faults that ruined performance, was obviously very fast indeed. The season saw the first Vanwall victories, albeit in minor events used as development trials but beating Maseratis and even the fantastic 1,500 c.c. V16 B.R.M. The 2½-litre four-cylinder B.R.M. was still not ready.

Ferrari produced the Super-Squalo, with its side tanks enclosed within a resultant bulbous body but the car still oversteering disconcertingly and, except at Spa, was never faster over a lap than the Maserati. Indeed, on that very fast but winding road, the Lancia was the fastest car, quicker by 0.3 m.p.h. than the Mercedes-Benz, in practice on a dry road, and driven by Castellotti on the

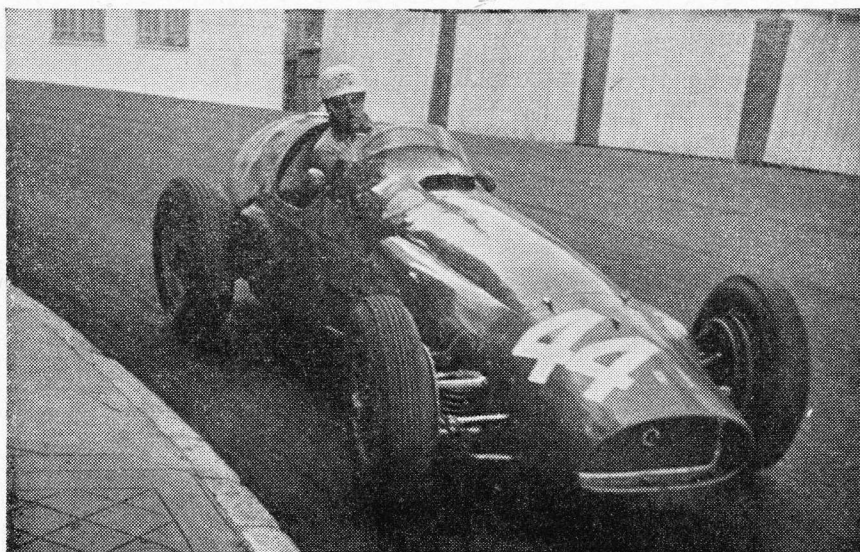
"TRINT" ON TOP: Maurice Trintignant (Ferrari) on his way to scoring a surprise victory over Castellotti (Lancia) and Jean Behra (Maserati) in the European G.P. at Monaco.

very limit. It was indeed a dismal season for Ferrari. The season's score stood at one victory, at Monte Carlo, secured when the leaders blew up. In 13 other races of importance, Ferrari scored nil. Lancia, on the other hand, in the opening months of the season won at Turin and Naples, with Ascari at the wheel.

With four Continental teams in operation as well as one from Britain, driver shortage in Italy and Germany was becoming acute, and foreigners had to be engaged. Maseratis, for instance, were led by Jean Behra, supported by Simon of France, Mieres of Argentina and the Italians Musso and Perdisa, new young men of much promise. Ferrari took Hawthorn over from Vanwalls, where he was not very happy. Mercedes-Benz had Moss and later Taruffi. The tide was on the turn. The day of Continental, and especially Italian, driver supremacy was passing into twilight.

Another sensation came at the end of the season, in the last week of October. A young dental student from Manchester, C. A. S. ("Tony") Brooks, appeared at the Sicilian circuit of Syracuse with a Connaught, Alta-engined and with the somewhat humpy body which it was intended to replace with a properly studied streamlined envelope. Although Ferraris were not there and the Maseratis were not in top racing tune, they fielded Villoresi and Musso, but the Englishman proceeded to lead the race at record speed to score the first British car-and-driver Grand Prix victory since Segrave's Sunbeam of 1923—a thing that staggered the Italians and set Brooks on his career as a racing driver.

The championship series opened as usual at Buenos Aires in mid-January, on a day of blistering heat which made the bodies of the racing cars too hot to touch even before the engines were started. Stirling Moss, who keeps himself in first-class condition, pulled into his pit half fainting and was nearly taken to hospital. Fangio grimly held the lead at an average speed of 5 m.p.h. higher than that of his Maserati in 1954, to



finish exhausted, 1 min. 29 secs. in front of Farina's Ferrari. That day cars were being driven for short intervals by whoever had recovered a little in the shade. Farina did a spell on a car shared by Maglioli (a new Ferrari recruit) and Trintignant. In the Mercedes-Benz camp Moss, Herrmann and Kling all took turns on the remaining car which arrived in fourth place.

The second round was the European Grand Prix through the Monte Carlo streets towards the end of May, Moss having used the interval to win the Mille Miglia at record speed (97.9 m.p.h.) with a Mercedes-Benz 300SLR, thus becoming the only Briton to win that marathon.

Records were smashed from the start of practising. Fangio, with the 7-ft. Mercedes-Benz chassis, lifted it to 69.59 m.p.h., nearly 10 secs. faster than his supercharged Alfa Romeo record of 1950 and over 5 secs. better than the long-standing absolute record of Caracciola (Mercedes-Benz) before the war. Trying desperately hard for two days, Ascari at last equalled that 1 min. 41.1 secs.

Kling, injured in the Mille Miglia, and the veteran Lang having been dropped, Moss and the Frenchman Simon had the other two Mercedes-Benz, for there was no German reserve driver.

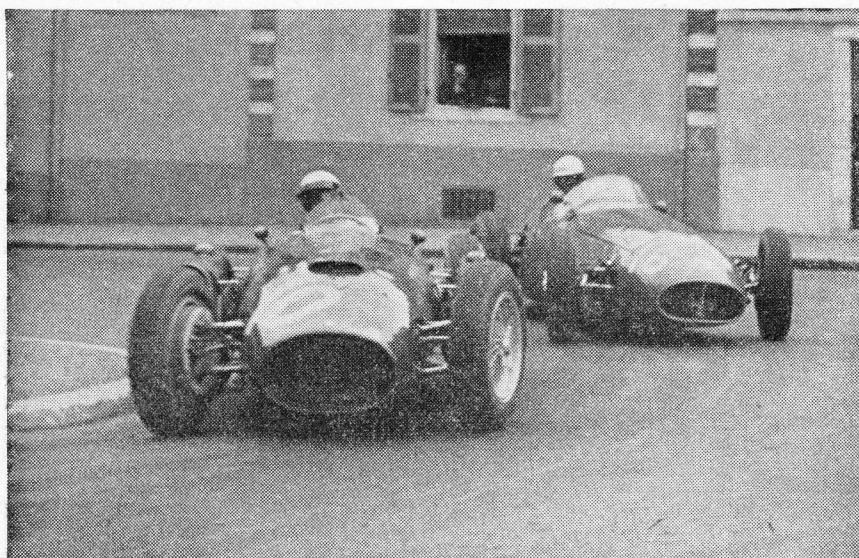
Castellotti (Lancia), with typical impetuosity bordering on the reckless, slashed past Ascari, Moss and then Fangio into the lead but could not maintain that sort of thing. Back in the pack Hawthorn's Vanwall led Simon. As the race settled down, Fangio led with Moss a length behind—a practice in race after race that earned a majestic rebuke from manager Neubauer, who stated that Moss could study the Master's technique just as well from 50 yards without the risk of a stone in the face. Moss dutifully promised to amend his ways but continued to ride Fangio's tail for, as he remarked aside, if the car in front goes into a spin, you can miss it if you're close enough.

The pace was a record. Drivers were clouting kerbs and glancing off walls. Fangio went down a pavement for 300 yards. The Vanwall came to rest on account of a lost split pin in the throttle linkage, after an impressive run. Pauses to tighten red hot brakes changed the order behind the two Mercedes-Benz, until after 90 miles Fangio's transmission seized and Moss rushed past him with a near miss as he spun, to build up a lead of almost two miles, Ascari (Lancia) second, Trintignant (Ferrari) third and Mieres (Maserati) fighting to displace him at every corner. The issue was decided when Mieres split his tank after spinning against a kerb. Castellotti, who had worn his brakes into uselessness, lay fifth. Then Behra spun right round and hit a wall.

With 40 miles to go and a lead of 90 secs. Moss heard the engine's death rattle and came clanking to the pits in a trail of smoke and parked, ready to push over the line as a finisher. Oblivious of the fact that he was in the lead, Ascari roared out of the tunnel, lost the Lancia in the diagonal, tight chicane and nose dived into the harbour in a vast cloud of steam. Dazed, he swam to the side and was taken out little the worse.

Now Trintignant, to his startled surprise, realized he was leading the race after a typically steady, fast drive up from ninth place in the opening phase.

NARROWLY leading the Argentinian Roberto Mieres (six-cylinder Maserati) through Lycée hairpin in the Pau G.P. is Eugenio Castellotti (V8 Lancia). They finished second and third behind Jean Behra.





ON TOW: In the Dutch G.P. at Zandvoort Juan Manuel Fangio and Stirling Moss ran nose to tail for the whole race to take first and second places for Mercedes-Benz.

rear only. Hawthorn, after certain differences with Mr. Vandervell, was in the Ferrari team.

Fangio's standing lap was faster than the previous lap record. After a duel with Musso, Moss formed up behind his leader. Kling once more attempted speeds beyond his capability and ended in a sandy ditch. Zandvoort has never brought joy to Ferrari. In this race they could not match the Maseratis, led by Musso, but neither could hold the Mercedes-Benz. A thin rain on rubber dust turned the circuit into a skid pan, on which Musso spun at a loss of 30 secs. The Mercedes-Benz drivers immediately slowed down. With two laps to go there was panic in the Mercedes-Benz pit—Moss's machine was belching smoke on

(BELOW) OPENING LAPS: Tarzan Turn at Zandvoort with Musso holding a brief second place between Fangio and Moss. Kling is lying fourth.

He led Castellotti in by 20 secs., Behra, on Perdita's Maserati, third, Farina fourth and a long way behind, that old hand Villorosi and much older hand Louis Chiron, fifth and sixth on the other Lancias. Eight cars survived. Ferrari had scored his one and only victory, but it was seen that the Mercedes-Benz were perhaps not impregnable . . . three had started, none finished.

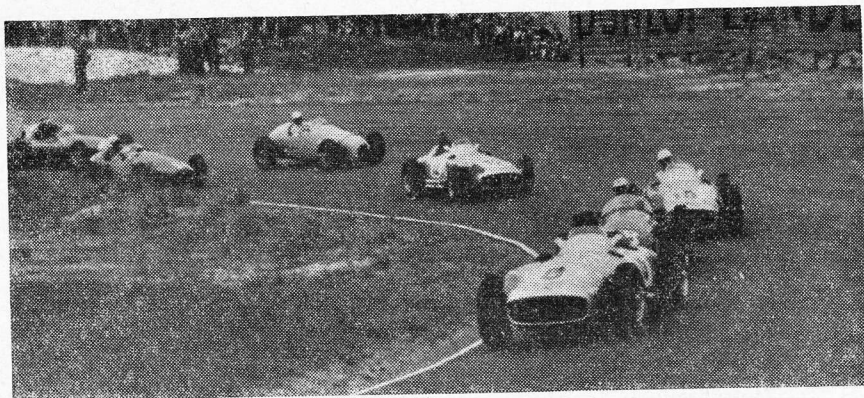
A fortnight later the circus was at Spa for the Belgian Grand Prix, run for the full 500 kms. (316 miles) of Grand Prix tradition, accomplished in just over two and a half hours.

Fourteen cars started—three Mercedes-Benz (Fangio, Moss and Kling—back in circulation), three Ferraris (Farina, Trintignant and the Belgian journalist Paul Frère as guest driver), six Maseratis (Behra, Musso, Mieres, Perdita, elderly Louis Rosier—who had quietly carved his way to the front with a 4½-litre Lago-Talbot five years ago—and Belgian Johnny Claes, once a band leader). Only one Lancia was sent to this fray, for Castellotti, undaunted at the prospect. This was stated to be purely a "private entry". The lone Vanwall was in Hawthorn's hands again.

The Ferraris now had longer snouts, shorter, higher tails.

Greatest surprise in practice was Castellotti taking No. 1 starting mark at 122.38 m.p.h., half a second faster than Fangio for the 8½ miles lap. Moss was that much slower than his leader. The Vanwall, ninth fastest, was 15 secs. slower than the Lancia which, on that quick lap, was on the alarming borderline of controllability all the way.

Fangio led the first lap. On the second Farina was trying to pass Castellotti for third place, shaking his fist, purple with rage, but without letting up it was doubtful whether or not Castellotti needed less than the whole road. On the fourth lap Behra presented a phenomenal tail first crash at the curve leading into the hairpin, but walked away, shaken, to take over from Mieres and have another go. Farina was still waving his arms and screaming but, after another lap, shrugged and rode the Lancia's tail waiting for the accident.



The speed was tremendous—over 119 m.p.h., which was actually faster than the quickest lap of 1954. In 140 miles the Lancia obligingly blew up and let Farina through into third place but not holding the two Mercedes-Benz. Kling, on the third, worked up to fourth place and retired (engine—broken oil pipe). Moss, gradually being smothered in oil, began to close on Fangio who had eased up. The two finished 8 secs. apart and, as they swept past the flag and disappeared on their touring lap, there was no other car in sight or even in sound.

However, all three Ferraris finished (3-4-6), four out of five Maseratis (5-7-8-9 and one crashed). The Lancia and Vanwall did not (gearbox oil leak on the English car after 105 miles). Race average: 118.84 m.p.h. Fastest (and record) lap: Fangio, seven times, ultimately 121.21 m.p.h.

The French Grand Prix at Rheims should have followed, but was cancelled. The fourth round was therefore at Zandvoort, a fortnight later, and a week after the Le Mans disaster. It is perhaps a thing of significance that the morning after that awful tragedy, the Dutch club found its bookings doubled.

Fangio chose the short chassis Mercedes-Benz for this twisting circuit among the sand dunes alongside the North Sea, and all three German cars took the front line of the grid. Moss had inboard brakes all round, Kling inboard at the

seven cylinders. The car kept going and crossed the line a length behind—three-tenths of a second. Ruefully Moss explained that as he had been told not to pass Fangio and both of them were touring, he became bored, to relieve which he motored in top gear—and oiled a plug.

Musso came in third, Mieres fourth, two miles behind. Only five cars retired, including Peter Walker, well known pre-war E.R.A. driver, with Moss's Maserati which broke a wheel and spilt him, and three cars with transmission trouble—Maserati (Gould), Gordini (Manzon) and Ferrari (Trintignant). Hawthorn's car lost a gear early in the race.

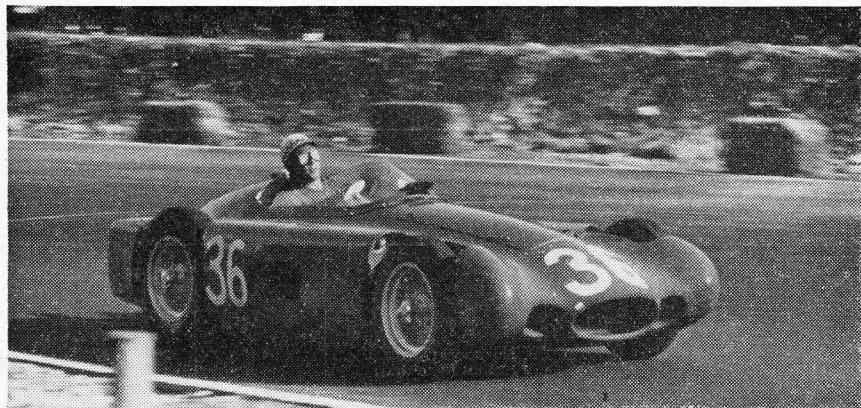
For the first time the R.A.C. delegated its Grand Prix (16th July) to the B.A.R.C. for the new Aintree circuit built by Mrs. Mirabel Topham, a course that requires the same continual changing of gears as Monte Carlo. Mercedes-Benz sent four cars, the usual trio plus Piero Taruffi, a driver whose brilliance has not attracted its due attention over the years. There were three Ferraris again, four works and four private Maseratis, two Vanwalls for Harry Schell and Ken Wharton, three Connaughts (two with new, streamlined bodies), three Gordins (six-cylindrical, for the replacement V-8 engine was not ready) and a new chap from Australia, named Jack Brabham, was there with a 2.2-litre Cooper-Bristol with the engine at the back in Cooper tradition.

The Mercedes-Benz had it all their

ONCE AGAIN Daimler-Benz A.G. win a Grand Prix. At the start of the Italian G.P. Moss was first away leading Kling in the "open" car and Fangio in the second aerodynamic machine.

own way, finishing 1-2-3-4, but this time there was no briefing for Moss, nor any giving away of the race by Fangio. On the last lap the two drivers fought hard, but Moss took the flag two-tenths of a second before Fangio, by the length of the long bonnet. One Vanwall retired, but Schell "adopted" Wharton's car and proved it to be faster than the Ferraris. After a pit stop that cost 15 laps (broken oil pipe), Schell actually held the Mercedes-Benz in the closing stages when they had eased. Harry was seventh fastest in practice, while the best Ferrari (Castellotti, for no Lancias ran) was placed 10th. He was seventh fastest in the race behind four Mercedes and two works Maseratis. Ferraris were completely out

BELOW: NEW BODY: In this aerodynamic-bodied Maserati specially produced for high-speed circuits, Jean Behra finished behind Castellotti (Ferrari).



of the picture, finishing one car, three laps behind in sixth place and two Maseratis survived out of eight. Moss had won his first *grande épreuve*.

The final event (Fangio's Championship was not in doubt) came in September with the Italian Grand Prix. This year the road circuit was combined with a rush round the steep bankings of the high-speed track in a race to last the full 312 miles, and in the first practice session there was much consternation.

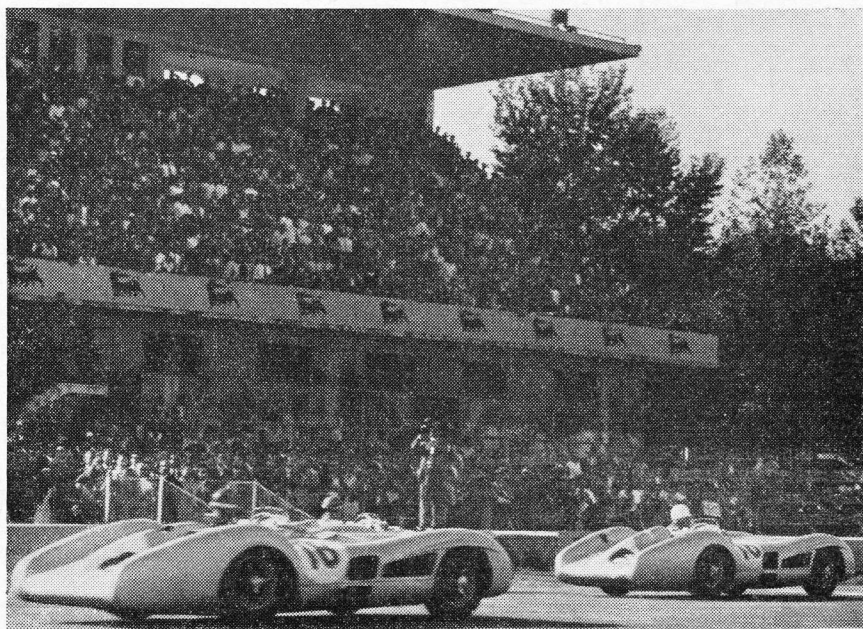
The club insisted on a compulsory wheel change at half distance as it was feared tyre wear on the 160 m.p.h. bankings might endanger life. The Germans, however, pointed out that their Continentals would last, no matter what happened to Italy's Pirellis, and the rule was rescinded. The complete Lancia *matériel* had now been handed to Enzo Ferrari together with a large bag of gold contributed by Lancias and Fiats in the interests of Italian sport and industry. Villorelli and Farina were extracted from their retirement to drive. On the first afternoon of practice Nino Farina burst a tyre coming off the South Banking and travelled in huge and terrifying circles for half a mile at 150 m.p.h. On the second day exactly the same thing happened. Villorelli and Farina therefore preferred not to drive.

The trouble lay in the method of constructing the high-speed bankings in concrete on concrete precast piles. These,

set at equidistant intervals, resulted in equidistant intersections in the surfacing giving the cars a high-speed vibration that shook the drivers like Dry Martinis, hammered the suspensions and in some cases, due to wheel sizes, tyres were being bounced on the same segment of cover on each bump.

The Mercedes-Benz arrived in open-wheeled and enclosed wheeled bodywork, the latter to suit the high-speed motoring, but they tended to lift the nose on the bankings. There was great activity fabricating metal undershielding of a different shape and, as in most of the other teams, altering spring rates and shock absorber brackets to withstand the brutal pounding. Fangio and Moss used the streamlined envelope bodies; Kling and Taruffi had conventional bodywork. The V-8 Gordini appeared at this race driven by Jean Lucas, a Le Mans competitor, and was markedly slow. Schell and Wharton had the Vanwalls. Peter Collins drove a works Maserati, together with Behra, who was sent a streamlined car.

Practice times showed the form. Fangio lapped in 2 mins. 46.5 secs. (134.44 m.p.h.), Moss in 2 mins. 46.8 secs., followed by Kling (2 mins. 48.3 secs.), Castellotti (Lancia), 2 mins. 49.6 secs.; Farina (Lancia), 2 mins. 49.9 secs. and Behra (Maserati), 2 mins. 50.1 secs. Fastest Ferrari came 12th (Maglioli), a tenth of a second faster than Schell's



1955: LES GRANDES EPREUVES GRAND PRIX OF ARGENTINA

16th January. Buenos Aires Municipal Autodrome.
1 lap: 2.4 miles. Distance: 96 laps, 233 miles.
1. Juan Fangio (Mercedes-Benz), 3 h. 0 m. 38.6 s., 75.1 m.p.h.
2. Giuseppe Farina (Ferrari), 3 h. 2 m. 8.2 s.
3. Umberto Maglioli with Maurice Trintignant and Farina (Ferrari), 94 laps.
4. Karl Kling with Hans Herrmann and Stirling Moss (Mercedes-Benz), 91 laps.

GRAND PRIX OF EUROPE

22nd May. Monte Carlo circuit. 1 lap: 1.98 miles. Distance: 100 laps, 198 miles.
1. Trintignant (Ferrari), 2 h. 58 m. 9.8 s., 65.8 m.p.h.
2. Eugenio Castellotti (Lancia), 2 h. 58 m. 30 s.
3. Cesare Perdisa and Jean Behra (Maserati), 99 laps.
4. Farina (Ferrari).
Fastest lap: Fangio (Mercedes-Benz), 1 m. 42.4 s., 68.73 m.p.h. (Record).

GRAND PRIX OF BELGIUM

5th June. Spa-Francorchamps circuit. 1 lap: 8.77 miles. Distance: 36 laps, 316 miles.
1. Fangio (Mercedes-Benz), 2 h. 39 m. 29 s., 118.84 m.p.h.
2. Moss (Mercedes-Benz), 2 h. 39 m. 37.1 s.
3. Farina (Ferrari), 2 h. 41 m. 9.5 s.
4. Paul Frère (Ferrari), 2 h. 42 m. 54.5 s.
Fastest lap: Fangio, 4 m. 20.6 s., 121.21 m.p.h. (Record).

GRAND PRIX OF THE NETHERLANDS

19th June. Zandvoort circuit. 1 lap: 2.6 miles. Distance: 100 laps, 260 miles.
1. Fangio (Mercedes-Benz), 2 h. 54 m. 23.8 s., 89.62 m.p.h.
2. Moss (Mercedes-Benz), 2 h. 54 m. 24.1 s.
3. Luigi Musso (Maserati), 2 h. 55 m. 20.9 s.
4. Roberto Mieres (Maserati), 99 laps.
Fastest lap: Mieres, 1 m. 40.9 s., 92.96 m.p.h.

GRAND PRIX OF GREAT BRITAIN

16th July. Aintree circuit. 1 lap: 3 miles. Distance: 90 laps, 270 miles.
1. Moss (Mercedes-Benz), 3 h. 7 m. 21.2 s., 86.47 m.p.h.
2. Fangio (Mercedes-Benz), 3 h. 7 m. 21.4 s.
3. Kling (Mercedes-Benz), 3 h. 8 m. 33 s.
4. Taruffi (Mercedes-Benz), 89 laps.
Fastest lap: Moss, 2 m. 0.4 s., 89.7 m.p.h. (Record).

GRAND PRIX OF ITALY

11th September. Monza Autodrome on combined road and track circuit. 1 lap: 6.2 miles. Distance: 50 laps, 312 miles.
1. Fangio (Mercedes-Benz), 2 h. 25 m. 4.4 s., 128.5 m.p.h.
2. Taruffi (Mercedes-Benz), 2 h. 25 m. 5.1 s.
3. Castellotti (Ferrari), 2 h. 25 m. 50.6 s.
4. Behra (Maserati), 2 h. 29 m. 1.9 s.
Fastest lap: Moss (Mercedes), 2 m. 46.9 s., 134.04 m.p.h. (Record).

Vanwall. The eight-cylinder Gordini was slower than the six-cylinder model, in 3 mins. 15.9 secs.

The four Mercedes-Benz led the first of the 50 laps. Next time round Fangio, out in front, had Moss glued to his tail as usual. Kling, behind Taruffi, took it upon himself to indulge in fist-waving at the veteran and eventually passed him as the Italian, with raised eyebrows, ostentatiously moved over and waved him on. The race was running at around 130 m.p.h. Only Castellotti kept the German cars in sight, and he was driving a Ferrari as all three Lancias had been withdrawn. A chip of concrete from Fangio's wheels smashed Moss's screen, as Neubauer had predicted, but the pit, expecting something of the sort, had another one fixed in precisely 24 seconds. Regaining his place as quickly as convenient, Moss set up the fastest lap of the day at 134 m.p.h., broke the transmission and retired after 174 miles. One Vanwall had injector trouble, the other went out with a broken de Dion tube on the bankings. The high-speed vibration of that high-speed track eliminated Moss, Kling, Collins and Hawthorn (Ferrari). Only Castellotti could stay on the same lap with the two Mercedes but it was obvious that the Maseratis were faster than the other Ferraris.

In a high-speed race of over 300 miles none of the cars needed fuel, oil or tyres. Fangio slowed down and as they crossed the line Taruffi finished seven-tenths of a second behind him. Castellotti came in three-quarters of a minute later, Behra (Maserati) three minutes after that, lame and clanking, and the rest at least six miles behind. Fangio took the World Championship for the third time. Nine cars finished out of 19 starters.

In the series of minor races Vanwalls scored their first victories, in the hands of the ebullient Harry Schell, who claimed to be an American but was the son of a Monegasque who had married an Irishwoman. He took a second place in a short race at the Crystal Palace in July, 1.4 secs. behind Hawthorn on Moss's Maserati, which then had Dunlop light-alloy disc wheels. At the Snetterton circuit a month later Schell and Wharton

(Continued on page 816)

OTHER FORMULA 1 RACES

VALENTINO CUP

27th March. Valentino Park, Turin. 1 lap: 2.6 miles. Distance: 90 laps, 235 miles.

1. Alberto Ascari (Lancia), 2 h. 40 m. 21.2 s., 87.81 m.p.h.
 2. Mieres (Maserati), 2 h. 40 m. 48.6 s.
 3. Luigi Villorelli (Lancia), 2 h. 42 m. 5.8 s.
- Fastest lap: Behra (Maserati), 90.17 m.p.h.

GLOVER TROPHY

11th April. Goodwood circuit. 1 lap: 2.4 miles.

1. Roy Salvadori (Maserati), 89.26 m.p.h.
2. F. R. Gerard (Cooper-Bristol).
3. Don Beauman (Connaught).

Fastest lap: Salvadori, 92.11 m.p.h.

PAU GRAND PRIX

11th April. 1 lap: 1.7 miles. Distance: 110 laps, 189 miles.

1. Behra (Maserati), 3 h. 2 m. 0.6 s., 62.33 m.p.h.
 2. Castellotti (Lancia), 3 h. 3 m. 10.6 s.
 3. Mieres (Maserati), 109 laps.
- Fastest lap: Ascari (Lancia), 67.37 m.p.h. (Record).

BORDEAUX GRAND PRIX

24th April. 1 lap: 1.5 miles. Distance: 120 laps, 188 miles.

1. Behra (Maserati), 2 h. 54 m. 12.6 s., 64.65 m.p.h.
 2. Musso (Maserati), 2 h. 54 m. 12.8 s.
 3. Mieres (Maserati), 2 h. 54 m. 13.3 s.
- Fastest lap: Moss (Maserati), 1 m. 20.9 s., 67.92 m.p.h.

"DAILY EXPRESS" TROPHY

7th May. Silverstone circuit. 1 lap: 2.9 miles. Distance: 60 laps, 180 miles (approx.).

1. Peter Collins (Maserati), 1 h. 49 m. 50 s., 95.94 m.p.h.
 2. Salvadori (Maserati), 1 h. 50 m. 29 s.
 3. "B. Bira" (Maserati), 1 h. 51 m. 39 s.
- Fastest lap: Salvadori and Collins (tie), 1 m. 47 s., 98.48 m.p.h. (Circuit Record).

NAPLES GRAND PRIX

8th May. Posillipo circuit. 1 lap: 2.6 miles. Distance: 60 laps.

1. Ascari (Lancia) 2 h. 13 m. 3 s., 68.8 m.p.h.
 2. Musso (Maserati), 2 h. 14 m. 20 s.
 3. Villorelli (Lancia), 59 laps.
- Fastest lap: Behra (Maserati), 70.98 m.p.h.

ALBI GRAND PRIX

29th May. 1 lap: 1.86 miles. Distance: 105 laps, 194 miles.

1. André Simon (Maserati), 2 h. 23 m. 22.1 s., 81.6 m.p.h.
 2. Louis Rosier (Maserati), 104 laps.
 3. Horace Gould (Maserati), 103 laps.
- Fastest lap: Simon, 1 m. 17.1 s., 86.75 m.p.h.

CRYSTAL PALACE TROPHY

30th July. Crystal Palace circuit. 1 lap: 1.39 miles. Distance: 15 laps, 20.85 miles.

1. Mike Hawthorn (Maserati), 16 m. 10 s., 77.38 m.p.h.
2. Harry Schell (Vanwall), 16 m. 11.4 s.
3. Salvadori (Maserati), 16 m. 42.8 s.

"DAILY RECORD" TROPHY

6th August. Charterhall circuit. In heats and Final.

1. F. R. Gerard (Maserati), 83.29 m.p.h.
 2. H. Gould (Maserati).
 3. L. Rosier (Maserati).
- Fastest lap: Gerard and Rosier, 85.92 m.p.h. (Record).

REDEX TROPHY

13th August. Snetterton circuit. 1 lap: 2.7 miles. Distance: 25 laps, 67.5 miles.

1. Schell (Vanwall), 50 m. 7.4 s., 80.8 m.p.h.
 2. Ken Wharton (Vanwall), 50 m. 18.4 s.
 3. Moss (Maserati), 50 m. 26 s.
- Fastest lap: Moss, 1 m. 56 s., 83.79 m.p.h.

"DAILY TELEGRAPH" TROPHY

3rd September. Aintree circuit. 1 lap: 3 miles. Distance: 17 laps, 51 miles.

1. Salvadori (Maserati), 36 m. 33 s., 83.72 m.p.h.
 2. Gerard (Cooper-Bristol), 36 m. 48.2 s.
 3. Gould (Maserati), 36 m. 58.6 s.
- Fastest lap: Salvadori, 2 m. 5.2 s., 86.26 m.p.h.

GOLD CUP

24th September. Oulton Park circuit. 1 lap: 2.78 miles. Distance: 54 laps, 150 miles.

1. Moss (Maserati), 1 h. 44 m. 5.4 s., 85.94 m.p.h.
 2. Hawthorn (Lancia), 1 h. 45 m. 11.6 s.
 3. Desmond Titterton (Vanwall), 53 laps.
- Fastest lap: Moss, 1 m. 53.2 s., 87.81 m.p.h. (Record).

AVON TROPHY

1st October. Castle Combe circuit. 1 lap: 1.84 miles. Distance: 55 laps, 101 miles.

1. Schell (Vanwall), 1 h. 10 m. 32.8 s., 86.07 m.p.h.
 2. Gould (Maserati), 1 h. 10 m. 52.8 s.
 3. Gerard (Cooper-Bristol), 1 h. 11 m. 15.5 s.
- Fastest lap: Schell, 1 m. 13.6 s., 90 m.p.h. (Record).

SYRACUSE GRAND PRIX

23rd October. 1 lap: 3.4 miles. Distance: 70 laps, 239 miles.

1. Brooks (Connaught), 2 h. 24 m. 55.7 s., 99.05 m.p.h.
 2. Musso (Maserati), 2 h. 25 m. 46.2 s.
 3. Villorelli (Maserati), 68 laps.
- Fastest lap: Brooks, 2 m. 0.2 s., 102.34 m.p.h.

THE FASTEST LAPS 1955 AND 1954

Circuit	Miles	Driver and Car	M.P.H.	1954
Monza	6.2	Moss (Mercedes)	134.04	116.67 (Ferrari)*
Spa	8.8	Fangio (Mercedes)	121.21	118.97 (Maserati)
Zandvoort	2.6	Mieres (Maserati)	92.96	—
Aintree	3.0	Moss (Mercedes)	89.7	—
Monte-Carlo	1.9	Fangio (Mercedes)	68.73	—
Syracuse	3.4	Brooks (Connaught)	102.34	99.3 (Maserati)
Silverstone	2.9	Salvadori (Maserati)	98.48	95.79 (Ferrari)
		Collins (Maserati)		
Goodwood	2.4	Salvadori (Maserati)	92.11	89.81 (Ferrari)
Turin	2.6	Behra (Maserati)	90.17	—
Oulton Park	2.8	Moss (Maserati)	87.81	85.11 (Maserati)
Posillipo	2.6	Behra (Maserati)	70.98	—
Bordeaux	1.5	Moss (Maserati)	67.92	—
Pau	1.7	Ascari (Lancia)	67.37	65.01 (Gordini)

*Road circuit without High-Speed Track.

1955: SUMMARY OF FORMULA 1 RACING GRANDES EPREUVES

Grand Prix	Date	Winner	Car	Speed	Second	Margin Secs.
Argentina	January	Fangio	Mercedes	75.1	Farina (Ferrari)	89.6
Monaco	May	Ferrari	Ferrari	65.8	Castellotti (Lancia)	20.2
Belgium	June	Fangio	Mercedes	118.84	Moss (Mercedes)	8.1
Holland	June	Fangio	Mercedes	89.62	Moss (Mercedes)	0.3
Britain	July	Moss	Mercedes	86.47	Fangio (Mercedes)	0.2
Italy	September	Fangio	Mercedes	128.5	Taruffi (Mercedes)	0.7

OTHER MAJOR RACES

Race	Circuit	Date	Winner	Car	Speed	Margin Secs.
Valentino Cup	Turin	March 27	Ascari	Lancia	87.8	27.4
Pau	Pau	April 11	Behra	Maserati	62.3	70.0
Bordeaux	Bordeaux	April 24	Behra	Maserati	64.65	0.2
"Daily Express"	Silverstone	May 7	Collins	Maserati	95.94	39.0
Naples	Posillipo	May 8	Ascari	Lancia	68.8	77.0
Albi	Les Planques	May 29	Simon	Maserati	81.6	80.0
Gold Cup	Oulton Park	September 24	Moss	Maserati	85.95	66.2
Syracuse	Syracuse	October 23	Brooks	Connaught	99.1	50.5

MINOR RACES

Race	Circuit	Date	Winner	Car	Speed	Margin Secs.
Glover Trophy	Goodwood	April 11	Salvadori	Maserati	89.3	—
Palace Trophy	Crystal Palace	July 30	Hawthorn	Maserati	77.4	1.4
"Record" Trophy	Charterhall	August 6	Gerard	Maserati	83.3	—
Redex Trophy	Snetterton	August 13	Schell	Vanwall	80.8	11.0
"Telegraph" Trophy	Aintree	September 3	Salvadori	Maserati	83.7	15.2
Avon Trophy	Castle Combe	October 1	Schell	Vanwall	86.1	20.0

CONDITIONS for the Kentish Border C.C. November sporting trial on 27th November could hardly have been worse. Long periods of heavy rain on the area—around Maidstone, in Kent—had reduced the site to a morass, while a friendly little brook which runs down one side of the small valley was swollen and had become distinctly anti-social. Many excellent hills used previously had to be abandoned, as something like six feet of water covered the approach. And finally, it rained all day!

Nevertheless, the event retained its reputation. Always well organized, this is one of the premier events in the trials world, for the Kentish Border club is one which rests its interests predominantly in the field of the sporting trial, and its events are beanfeasts for the enthusiast

with an awkward bank on the initial part of the hill. The surface here comprised wet, slippery leaves, and many cars only just managed to leave the start. Best score, in fact, was "7", achieved only by Rex Chappell: Fred Cole and George Langdon both reached "8", no one else getting above "9".

The third hill was similar to the first, but provided even less grip and took a heavier toll: best score here was "10", and only two drivers—Michael Cannon and Bernard Dees—achieved this, the rest of the field stopping at either "11" or "12".

The fourth hill was a straight version of the second one, and was one of those peculiar sections on which cars either failed early or roared to the top. Ten clean climbs were registered here, by

Paul, Holdrup, Francis, Chappell and Cole being successful, while 10 other cars stopped at "1", just short of the top.

The 12th hill saw Peter Highwood score "2", his nearest challengers being Lindsay, Portlock, Langdon and Newman, all of whom scored "4". Hill 13, which started with a plunge into an even deeper than usual part of that wretched stream before climbing out, ran up a steep bank to a right turn (with favourable camber) and then turning left, this time on an adverse camber. Despite the amount of water taken on to the hill from the stream, grip here was considerable, and more than 20 clean climbs were recorded. The 14th hill sorted out the entry, however, and Kemp and Percy Barden scored "cleans", while at the other end of the scale one driver almost failed to leave the start, stopping at "12"!

Hill No. 15 was another straight climb on wet leaf-mould, and "4" from Barden, Newman, Taylor and Dees represented the best score. Then came one of those "almost" hills, on which most cars made good attempts but no one was clean. Best performance was by Rex Chappell, who reached "1", while nine others reached "3". Hill 17 was another "stopper", Holdrup, Dees and Taylor each getting highest by reaching "4".

Hill 18, on which a level start area led to a steep bump before another level, and on to a left-hand curve. Highwood, Portlock, Holdrup, Francis, Dees, Chappell, Langdon and Newman all scored "cleans". The 19th hill was an impossible one, the course having been designed to stop all cars—and this it certainly did. Best score was "8", recorded by Fred Cole, while Bernard Dees reached "9". For the rest of the entry, however, "10" and "11" were the rule!

Last hill of the morning provided a curving surface on leaf-mould, and Kemp, Barden and Chandler, the first three to tackle it, all reached "6". Seelly and Cole both reached "5", and the best of the remainder was "6", achieved by 16 cars.

This completed the morning round, and saw Bernard Dees with a clear lead over Rex Chappell with a total loss of 90 marks, against Chappell's total of 98. Third was Fred Cole, at this stage, with 100 marks lost, and Langdon was fourth, having lost 103.

For the afternoon the 20 hills were tackled again, with some slight alterations in many cases. But Bernard Dees could not be caught despite a fine afternoon's performance from George Langdon, who came up to second place. Dees made best performance with a total loss of 170 marks, while Langdon lost 171: to complete a really close thing, Rex Chappell took third place, just one mark behind Langdon. Fourth was Geoff Newman, with a total loss of 184, and fifth Fred Cole, having lost a further 87 marks during the second round to bring his total to 187.

The "November Sporting" had been wet, filthy, cold and thoroughly unpleasant: typically, however, every one of us enjoyed it immensely!

MARTYN WATKINS.

Results

Best Performance: 1, B. H. Dees (Cannon), 170 marks lost; 2, G. C. Langdon (Cannon), 171; 3, R. F. Chappell (Cannon), 172; 4, G. J. Newman (Cannon), 184; 5, F. C. Cole (F.C.S.), 187. **First-Class Awards:** D. M. Paul (PAB), 200; S. R. Seelly (VG Spl.), 200; I. H. Portlock (Cannon), 208. **Second-Class Awards:** P. F. Highwood (Canhi), 214; G. L. Holdrup (Cannon), 214.

A Wet "November Sporting"

Bernard Dees Wins K.B.C.C. Trial

for this form of the sport: as an example, 40 hills were climbed in the course of the day, with no hitches and no delays, a notably brisk air of efficiency—and a quite remarkable degree of courtesy—being displayed by the officials in charge of scrutineering.

Owing to the foot-and-mouth disease epidemic, all cars and crews (the writer travelled as a passenger to Bill Armstrong on this occasion) were required to pass through a disinfecting "dip" before continuing to the hills.

To pass an entry of over 30 cars through a complex pattern of 40 hills, if you stop and think about it, obviously requires very slick organization: the organization, however, was well up to scratch, and by way of explanation we cannot better the following paragraph from the competitors' final instructions:

"The sections are situated on both sides of a valley. As the valley is approached, the sections on the left-hand side will be numbered from 20 to 2, and on the right-hand side from 19 to 1. As each pair of competitors enters the valley the odd-numbered one will proceed to Section 1 and the even to Section 2. On completion of the first section the odd-numbered competitors will proceed to Sections 5, 9, 13 and 17, and the even-numbered to Sections 6, 10, 14 and 18. When each half of the entry has completed the first five sections it will cross the valley and attempt the five sections just completed by the other half. As this is completed the odd-numbered competitors will then attempt Sections 3, 7, 11, 15 and 19, and the evens Sections 4, 8, 12, 16 and 20, with a final change-over being made whereby all competitors will have attempted 20 sections before lunch. After lunch the whole process will be repeated, the same sections being used, and in the same order as before."

Section 1, which proved a complete stopper, started on one bank of the "river", the course then running through the water, up the other bank to a twisting path up a steep hill, on a surface of leaf-mould and very wet mud. Best—and indeed average—performance here was "6", a mark achieved by 17 cars.

Hill 2, on the other side of the valley, provided an extremely steep approach to a sharp ascent, on adverse camber,

Peter Highwood, Seelly, Ivor Portlock, David Paul, Alec Francis, Bernard Dees, Rex Chappell, Fred Cole, George Langdon and Geoff Newman, while David Render and A. Taylor reached "2". No one else managed to better "7".

The fifth hill was very similar to the third, and Geoff Newman scored highest by reaching "3", while Brothers, Cole and Gordon Holdrup reached "4". Hill No. 6 was, by comparison with the rest an easy one, starting with a gentle gradient on leaf-mould, climbing to a hairpin right-hander before running on, with the gradient still a gentle one, to the top. Five cars failed to complete clean climbs on this one, while the seventh hill told a different story. The course described a similar path to the first hill, but provided—at least for the early numbers—a grass surface, which rapidly cut down to oozy mud. Three drivers—Dees, Chappell and Langdon and all, curiously, in the latter half of the field—scored "5", the best on this hill.

The eighth hill was a difficult one, providing a surface of slimy leaves and mud which afforded almost no grip. Sheer power alone gave Ron Kemp "7", the best here, while the bulk of the entry had to make do with "9". Hill 9 started on one bank of the stream previously referred to, crossing it this time by means of a wooden bridge, after which the first course ran steeply up on a mixed surface of grass and leaves. Twelve of the entry reached "8", the rest failing earlier with the exception of David Paul, who coaxed his PAB Spl. to "7". The 10th hill was similarly "not on" under the conditions, providing a straight climb on wet leaf-mould, and Ron Kemp and Gordon Holdrup put up the best performances by reaching "6". Five other cars, those of Percy Barden, David Barden, Ernie Chandler, David Paul and David Render reached "7", but no one else climbed above "8".

The 11th hill was longer, more complex and, theoretically, should have been more difficult, consisting as it did of a sharp gradient leading to a right-hander, up again and an acute left-hander on an adverse camber, with a couple of final bumps before the top. However, this hill again saw some clean climbs, Percy Barden, Chandler, Mike Lawson, Render,

MORE DE LUXE than the normal saloon. The Traveller sports the attractive wooden decoration traditional to British shooting brakes.

at once admired the better quality of the carpets, upholstery and interior trim. My Mini is one of the early ones, and I found that the little brake had a slightly better gear change with rather more effective synchromesh, while the whole transmission was notably smooth and quiet.

The duty of the Traveller was to take me quickly to Paris and to live there with me for a fortnight or so. I was to be very fully employed, first of all reporting the Salon and doing tests at Montlhéry, and subsequently the little van was to act as tender for the Riley-Bolster boat racing team in connection with the Six Hours Grand Prix on the Seine. Silver City didn't seem to notice that the Traveller was longer than the Mini-Minor which I had "entered", and I was soon driving in that land where motoring is still a pleasure.

At first I had the impression that the Traveller lacked performance. Naturally the car is heavier than the saloon and this is noticeable in terms of acceleration. The maximum speed is also appreciably less, though this at first is hard to justify, for the frontal area scarcely differs from that of the ordinary car. Eventually, I decided that the two external wing mirrors were to blame. These fitments always reduce maximum speed just as headlamp cowls do, and in the case of the Traveller they have quite an appreciable area, no doubt acting as "spoilers" on the relatively smooth front end.

Yet the performance is better than would at first appear. I travelled to Paris in company with a car in the 100 m.p.h. bracket. Three of us took turns to urge both machines, and we found that the little station wagon kept its end up astonishingly well, irrespective of driver. Indeed, the more powerful car usually seemed to be travelling at speeds which a Mini can't attain, yet the small machine kept comfortably ahead. No doubt it was the magic which Alec Issigonis has built into the suspension, for the narrow, bumpy and highly cambered roads of Northern France are just the terrain for a really good "all independent" car. The slightly longer wheelbase pays dividends, too, as the ride is more comfortable than that of my own Mini, which often travels over the same route.

JOHN BOLSTER TRIES THE

Morris Mini-Minor Traveller

An Attractive Shooting Brake Particularly Well Finished

THE shooting brake, station wagon, utility, call it what you will, is an extremely popular type of dual-purpose vehicle. When I was a boy, a certain aura surrounded these machines, and I don't mean just the scent of the varnished timber of which they were constructed. Chauffeur-driven, they whispered down the long gravel drives of the big houses, taking beaters to the shoot or collecting guests from the train. One kept the chassis of last year's Rolls and sent it to the coachbuilders for such a conversion, after which it became the most useful form of transport that any family could possess.

There has been a revolution, and the spacious days are no more, but the station wagon is still an indispensable part of our daily lives. The greatest modern trend is towards the small station wagon, but here we strike the inevitable snag. A body of this type on a short chassis can be very useful as a two-seater with vast luggage space, but when the rear seats are occupied its carrying capacity is not noticeably greater than that of a normal saloon with a roomy boot.

In designing the Mini-Minor Traveller, B.M.C. have accepted this fact. Accordingly, the longer chassis used for commercial vans has been adopted, rather than the basic saloon car with its shorter wheelbase. More rear overhang has also been allowed than in the normal passenger model, but this longer car is still small enough to travel for minimum air freights.

The body of the Traveller is very well made and finished, having much more of a de luxe air than the normal saloon. The comfortable rear seat folds to provide a flat floor for the carriage of bulky articles, and the two rear doors

give full access for loading. The low floor level, which is the product of front wheel drive and independent rear suspension, allows a very low roof line to be combined with astonishing headroom inside. The extra length of the vehicle, combined with its small wheels, gives a long, low look that is decidedly pleasing.

All the mechanical organs of the Traveller—and of the similar Austin Countryman—are interchangeable with those of the saloon, except that the rear suspension has been "beefed up" to withstand extra loads. The east-west engine location, front drive and rubber springing are, of course, all part of the new vehicle. A form of wooden decoration has been applied to the rear section of the body; this is non-functional but is traditional of the British shooting brake, however small.

The Traveller which I took over was resplendent in white paint and varnished wood, and I had to admit that it was monstrously handsome. I purposely drove to fetch it in my own Mini, so that the comparison would be immediate, and I

NOT ONLY has the interior finish been improved but also a better gear change with a rather more effective synchromesh has been incorporated.



SHOWING just how adaptable it is. The rear seat folds to form a flat floor suitable for the conveyance of bulky articles, and the two rear doors give full access for loading.

Curiously enough the Traveller seems to be more economical than the saloon, even when driven "flat" all day. One wonders whether a slightly weaker carburettor setting has been adopted, for it seems impossible to make the van do less than 45 m.p.g. An extremely impressive feature is the complete absence of rattles, a very rare virtue among station wagons. I would say that the interior sound level is appreciably lower than that of a standard, untreated saloon.

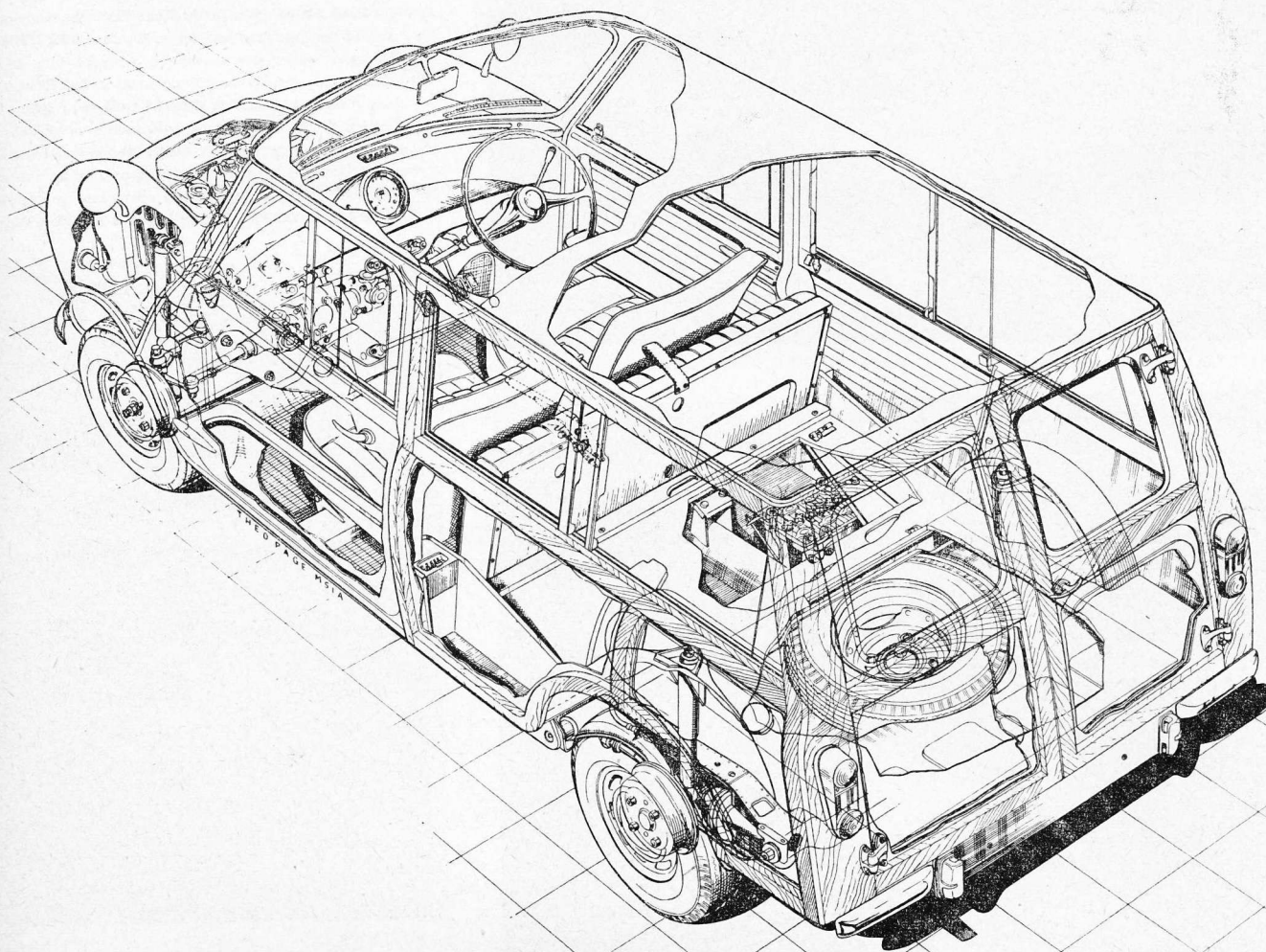
The appearance appealed enormously to the French and I was forever demonstrating the little car to strangers. The description *Voiture de Gentleman-Farmer* pleased me, and I think B.M.C. should adopt this title. In Paris, seven or even eight of us habitually travelled in the Mini, the rear transverse passenger claiming to be perfectly comfortable. The disembarkation of all these ladies and gentlemen from so small a carriage caused amusement outside many bars, restaurants and *boites* in Montparnasse, Montmartre, the Rue des Grands Augustins, and even the Rue Pigalle. The greater overall length and slightly larger turning circle are just noticeable when parking, but I only once collected a ticket for "abusive stationing and paralyzing the circulation" (Bolster always forgets how to speak French

when arrested). The stronger rear suspension comes into its own here and cannot be made to bottom even when disgracefully overloaded.

Unfortunately, the demisting of the Traveller is just as ineffective as that of the saloon and I feel that an optional fresh-air heater should be catalogued, even if not fitted as standard. Personally, I dislike the wing mirrors, which are always dirty or out of adjustment and I would fit an interior mirror myself. In this connection the two vertical rear doors might be changed for the horizontally hinged type with a traditional tail board, since a large single rear window then becomes possible. These are my only criticisms of this

splendid little vehicle. Incidentally, I took it to a Paris garage for washing and was asked by the clerk what make it was. "Morris Mini-Minor Traveller," I replied. "*D'accord*," said the man behind the desk and wrote down "Hillman". Oh well!

This new small station wagon is an extremely attractive addition to the B.M.C. range. It is not spectacularly fast, but it keeps up a remarkable average speed over difficult roads. Many families will buy it as a second car, but it will turn out to be the sort of second car that soon takes first place in everybody's affections. At £623 it is more costly than the saloon but represents remarkable value.



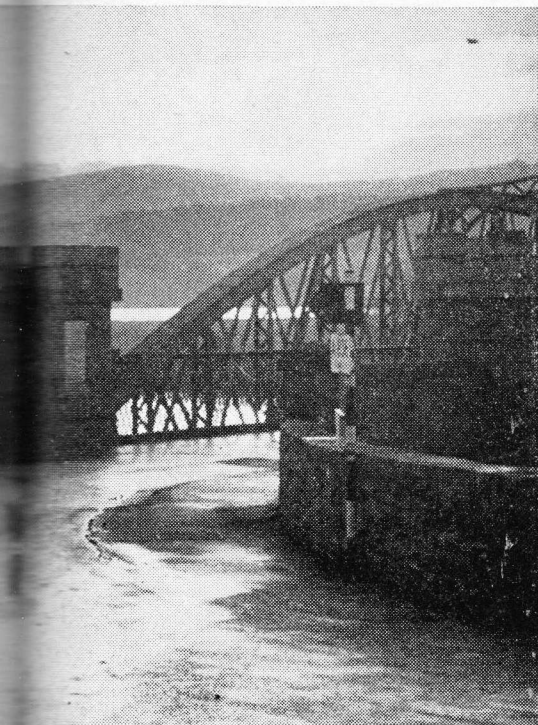


The R.A.

Photographed by George

LEADING LADY (top left): Anne Hall who, with co-driver M. Baker shows the results of contacts with a variety of G. S. Sheppard Triumph Herald seen on the Wolvey test. **BATTERED SPIRIT (top right)**: Julian Easter and light fades **SECOND PLACE (below)** went to John Sprague seen here at Brands Hatch. **VICTOR (top right)**: Eric Cresswell crew to complete the event without penalty on the road **right)**: M. H. Pickersgill makes up time on a straight as **LADIES' CHAMPION (below right)**: Pat Moss (Sprite)





A.C. Rally

Phillips and Francis Penn

...won the Ladies' Award in a Ford Anglia. Anne is seen
 (centre left): The Austin-Healey Sprite of P. Rutland-Barsley and
 ...solid objects. **SKID PAN (bottom left):** The "Tiny" Lewis/
 ...run plagued by mechanical trouble they won the 851-1000 c.c.
 ...A. G. Robson (Sunbeam Rapier) seen at Bonar Bridge as the
 ...R. Bensted-Smith in the handsome alloy bodied Sebring Sprite,
 ...of Sweden who, with co-driver Stuart Turner, formed the only
 ...stages. **HIGH IN THE SCOTTISH MOUNTAINS (centre)**
 ...M. Kempley snatches some sleep in the M.G.A. **EUROPEAN**
 ...Sprinzel's similar car into Shaw's Corner at Mallory Park.

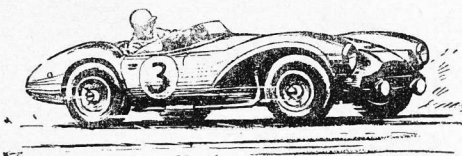


It is now the accepted thing for enthusiasts to build up a comprehensive library. The cost of present-day volumes can, however, make this a fairly expensive hobby, as, for some strange reason, the *worthwhile* motoring books are not always easy to come by on the shelves of second-hand dealers. There are, of course, quite a large selection of "remainders" offered, but these are invariably the kind which are of no consequence, and can best be regarded as the products of Dullsville.

Fortunately the giving of books and book tokens for Christmas is an accepted method of exchanging gifts, and I, for one, would much rather have a token to obtain a book of my own choice than to have something thrust upon me which I wouldn't read anyway. Just as a woman can rarely select a wearable tie, very few people have the knack of choosing books which are suitable to the recipients. Publishers are not always the greatest

Scott, who does, at any rate, appear as joint-author on the title page.

I have nothing whatsoever against the practice of using ghost-writers or named collaborators. In most of the works published using these methods, the "name" has plenty to tell, and it is only reasonable that the publisher must make it as readable as possible. Properly done, books so produced are usually worth while purchasing. It is the author



who manages to delude publishers into believing that he is an expert on his subject who generally fills the "remainders" market. Some of these books

Auguste Maffrey who lowered 24 pints of beer in 52 minutes.

Fascinating facts and figures make the Guinness book the authority with which to settle wagers.

From Motor Racing Publications, Ltd., comes *Racing an Historic Car*, by Peter Hull (18s. net). The author is Douglas Hull's brother, and the narrative concerns two famous E.R.A.s, R9B and R11B, familiar vehicles in British club events from 1957 to 1960. Douglas Hull raced R9B for its owner, Arthur Jeddere-Fisher, whilst the latter was in Fiji, and later shared ownership of R11B, originally owned by Reggie Tongue, then Peter Aitken, Reg Parnell, Peter Bell, John Broad, Roy Bloxam and others. Everyone interested in historic racing cars will enjoy this book, which gives a candid insight into the problems of maintaining supercharged machinery in top trim. The fact that so many of the marque E.R.A. are still to be heard

Christmas Bookshelf

BY AUTO-LIBRA

Worthwhile Motoring Reading for the Long Winter Evenings

help in the matter of book selection, for in their keen desire to climb on the band wagon they are apt to include in their lists some pretty obvious pot-boilers, sometimes under the name of a celebrity, but more often by some self-styled expert. One thing about the books by drivers and other well-known personalities is that they are almost certain to be "ghosted", and are generally most readable due to experienced journalistic treatment. A particular example is *Alf Francis—Racing Mechanic* (Foulis), one of the best books of its type so far issued, and competently "ghosted", as well as compiled, by Peter Lewis.

This work shows the value of excellent collaboration. On the one hand we have Alf Francis, with much to tell, but by no means equipped with the talent to do so. Lewis's typewriter brings the man to life, and without seemingly conscious effort, produces a true-life picture of what actually goes on behind the scenes in modern motor-racing. The fact that Stirling Moss looms large in the pages of the book adds even greater interest.



It is realized that Mike Hawthorn's books were "ghosted", but I have always felt that the great driver had it in him to write extremely realistic stuff when he felt inclined. The introduction he tape-recorded for Grant's *World Championship* (AUTOSPORT) is far better than anything else which ever went under his name. Quite recently another World Champion, Jack Brabham, joined the list of authors with his *Motor Racing Book* (Muller). Although one or two reviewers have stated that it must be authentic, I must say that I do detect the hand of an experienced journalist behind it.

In *Touch Wood* by Duncan Hamilton (Barrie and Rockliff), the Hamilton personality is put over admirably by Lionel

are so incredibly inaccurate, blatant plagiarisms, and oh so pompous, that I always feel sorry for the poor publishers who saw fit to put money into their production.

Very often already-published articles are worth including in books, and one of the best examples of a mixture of "old and new" is to be found in the well-produced *The Motorist's Weekend Book*, edited by Michael Frostick and Anthony Harding (Batsford). Both *Touch Wood* and this volume have already been reviewed in this magazine, but I feel that I must add that they are outstanding among the new issues.

One of my favourite annuals is *The Guinness Book of Records* (Guinness Superlatives, Ltd., Park Royal Brewery, London, N.W.10), which, at 10s. 6d., offers the best value in modern book publishing. Naturally speed records will be of absorbing interest to motoring readers. Silverstone is the fastest circuit in Great Britain since Brooklands track, Innes Ireland (Lotus) having averaged 111.86 m.p.h. for the 2.9 miles airfield circuit. Highest lap speed ever in this country was John Cobb's 143.44 m.p.h. (7th October, 1935) at Brooklands with the Napier-Railton. World's fastest circuit is Monza, with Bettenhausen's 177.046 m.p.h. in the Novi (28th June, 1958), but Daytona International Speedway staged the world's fastest race on 4th April, 1959, with Rathmann averaging 170.26 m.p.h. for 100 miles.

Yet I am intrigued by other records. For instance, in 1907 an ice yacht recorded 144 m.p.h. in U.S.A. On 19th March, 1954, Lt.-Col. John L. Stapp survived a force of 22g when travelling at 632 m.p.h. on a rocket-sledge (on rails) at Alamogordo, U.S.A.

An Australian, Joe Garcia, holds the world's oyster-eating record with the super-swallowing of 480 in one hour. On 3rd March, 1957, Peter Edwards drained a 2½-pint yard of ale in 10 seconds flat. However, this feat is nothing compared to that of Frenchman

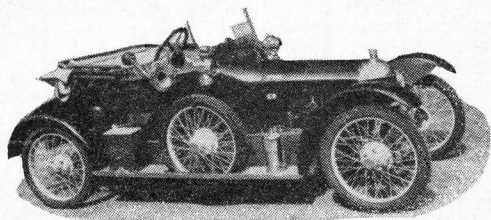
"yowling" round the circuits is a tribute to the enthusiasm which Humphrey Cook's world-famous cars inspired. Many people who cannot see past modern single-seaters or sports-racing cars would do well to read the account of racing a veteran, and the fun which goes with it. R11B is, of course, a fabulous machine in every respect; raced latterly by John Bolster, Ken Wharton and Mike Christie in 2-litre form, it was surely one of the outstanding supercharged sprint cars of all time, in addition to its remarkable achievements in road races. Peter Hull has done a fine job of recording the car's latest history, and describes most entertainingly the events in which it participated.



Batsfords have produced another successful volume in *Cars of the Connoisseur* (30s. net), by J. R. Buckley. This is devoted to what can best be described as "prestige" motor vehicles, and contains full histories and descriptions of Rolls-Royce, Hispano-Suiza, Mercedes-Benz, Bentley, Invicta, Lagonda, Bugatti, Delage, Talbot, Isotta-Fraschini, Frazer-Nash, Alfa Romeo, Aston Martin, Duesenberg, Cord, Packard and Stutz—those highly prized products of a bygone age of craftsmen—an age which seems to have ceased, according to the author's list of vehicles, in 1939 with the L.G.6 Lagonda. However, it is prepared to admit that certain post-war cars such as 300SL Mercedes-Benz, A.C., Rolls-Royce, Bentley, BMW "507" and so on will be sought after equally well in the years to come.

I will quarrel with the author with his statement regarding Alfa Romeos: "...in Italy, their country of origin, no vintage Alfas exist." This is quite untrue; there may not be many, but quite a few beautifully preserved examples can be seen around Milan and Turin—several in original condition. One or

(Continued on page 812)



Lost Causes of Motoring

LORD MONTAGU OF BEAULIEU

Today we have thirty-four British makes of motor car to choose from but a little over a generation ago there were no fewer than 105. In this entertaining book Lord Montagu tells of the 69 that have vanished and of the part they played in building up the British motor industry to its present prestige and prosperity. 32 pp. of magnificent illustrations 30s.net.

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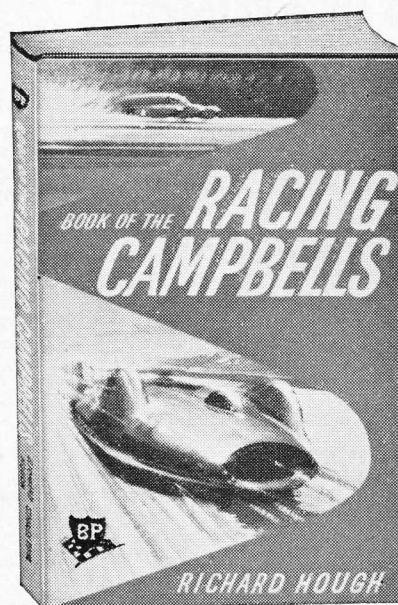
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Christmas Bookshelf—continued

two are entered every year in the various "concours" that are organized to coincide with local carnivals, and a splendid example of the very rare "2.9" can be seen in the car park at Monza during each Italian G.P. The magazine *Auto Sport Italiana* often publishes photographs of pre-war Alfas still in use.

It is also rather surprising that Mr. Buckley has omitted Delahaye, Maybach, Leyland, Horch and others from his selection. Delahaye, even after they acquired Delage, produced some really worthwhile machines; Parry Thomas's Leylands were actually constructed, unlike the near-mythical 5-litre super-charged Invicta of which no sales record exists. Again, in Germany prior to 1939, Horch and Maybach produced some cars in the classic manner, well worth recalling in a "connoisseur's" treatise.



The M.G. Companion, by Kenneth Ullyet (Stanley Paul, 15s. net), sets out to compress a tremendous amount of information concerning the marque M.G. into 168 pages, and despite the claims on the dust-cover, adds little to what is already known about Abingdon and its products. I am quite certain that George Phillips will be justifiably annoyed to learn that he is accused of pressing the experimental M.G. so hard in 1951 that he dropped a valve within three hours at Le Mans.

M.G. types will, of course, add the book to their library to supplement a subject which has been more than adequately covered by John Thornley, Philip Smith and W. E. Blower.



Quite an interesting little volume is *Turn Left for Tangier*, by R. Bensted-Smith (Temple Press, Ltd., 6s. net), which gives an account of a pre-production trip of 9,000 miles in Africa in a couple of Triumph Herald's. This gives a fine impression of the difficulties of driving in the dark continent, where often the sole means of communication between points is over deeply rutted camel tracks.



W. F. Bradley is one of the oldest of living motoring journalists, having started his career as long ago as 1903, when he actually followed the disastrous Paris-Madrid race on a bicycle. In *Motor Racing Memories, 1903-21* (Motor Racing Publications Ltd., 25s. net), Mr. Bradley vividly recalls many historic events, and the book is written in the personal manner which made him famous. He knew personally all the lions of the great and romantic era: men such as Rolls, Jarrott, Edge, de Knyff, Bugatti, Darracq, Renault, Wagner, Florio, Vanderbilt, Richard, Charron, Serpollet and dozens of others. He was intimately connected with the Sport, not only as a

(Continued on facing page)



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Christmas Bookshelf—continued

journalist, but as a very active negotiator. He recalls the distrust with which Rene Thomas received a cheque for \$37,000 after winning Indianapolis, and how he (Bradley) had to cash the draft in small denomination notes, silver and gold, and watch Thomas stuff the money in his pockets.

The thrilling days of the roaring monsters supply the author with many reminiscences, and there is an authoritative record of the American Glidden tours, which were incredible feats of endurance in Edwardian times.

Bradley also tells of the first known attempt to use supercharging for racing. This was by Hispano-Suiza in 1912. Bradley, who was not permitted to see, or even get near the experimental engine, managed to publish an uncannily accurate description of the compressor, which



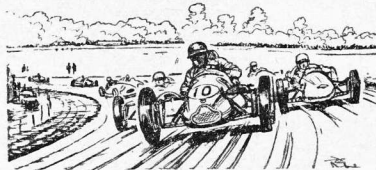
caused quite a row with Hispanos, who accused him of bribery and banditry. However, the car was never raced with the supercharger, as a casing cracked just before the Coupe de l'Auto race.

How bonus money can alter race results is evidenced by the "white lie" told to de Dion Bouton in 1908, that the winning Delage was fitted with one of their engines. In point of fact an experimental, single-cylinder, 100 x 150 mm. four-valver designed by Cauzan was used in the voiturette-winning car at Dieppe.

Bradley confirms that the first really successful adaptation of four-wheel braking was the Perrot system on the 1911

Argyll, although many others had tried to produce satisfactory systems earlier.

The book is enhanced by first-class illustrations, many of which come from the author's wonderful collection of



motor racing photographs. *Motor Racing Memories* is fresh, because it is written by a man who was connected with all the subjects he writes about, and does not have to use the works of others as references.

In the *Racing Campbells* (a B.P. book, published by Stanley Paul, London, 12s. 6d. net), Richard Hough has managed to compress the stories of both Sir Malcolm and Donald Campbell, to make an extremely compact and readable volume. Beginning with the first "Bluebird", in 1912, the author traces all the successes and heartbreaks which went with the continual search for the Land Speed Record. Then came the attacks on the Water Speed figures, eventually taken by Donald to over 260 m.p.h., concluding with the construction of the "Bluebird" which so nearly finished the career of its courageous driver last September at Utah. Sir Malcolm's complete preoccupation with record-breaking produces a true picture of a man who never knew when to accept defeat, and recalls those remarkable days when Great Britain and America struggled to put the Land Speed Record out of each other's reach—attempts which resulted in the

death of the U.S.A.'s Lee Bible (Triplex), and that brilliant young engineer Frank Lockhart (Stutz). Reading this book, it is evident that record-breaking is not one of the safest of pastimes!

Owners of two-strokes will welcome K. G. Draper's *The Two Stroke Engine, its Design and Tuning* (Foulis, 18s. 6d.). This covers a large field, from small-capacity motor-cycle units to big marine engines, but of particular interest are the sections dealing with racing and go-kart power plants. In the main, the book is intended for users of motor-cycles, scooters, karts and outboards, but the tuning hints apply equally well to those who have cars with two-cycle engines.



The advent of the Racing Car Show makes *Performance Conversion Equipment*, by Philip H. Smith (Foulis, 21s. net), a most timely publication. The author gives invaluable advice to conversion-minded people, discussing the merits and otherwise of countless aids to high-performance. The home-tuner is not forgotten, and there are many excellent suggestions to benefit those who possess adequate workshop facilities to complete modifications to standard components. The book emphasizes the enormous strides made by the makers of speed equipment during the past few years, and contains a complete record of the various bits and pieces which are now available to all up to the present time. Smith's work will undoubtedly prevent many over-enthusiastic people from rushing off to fit special equipment, without first studying the limitations of the cars to be so fitted.

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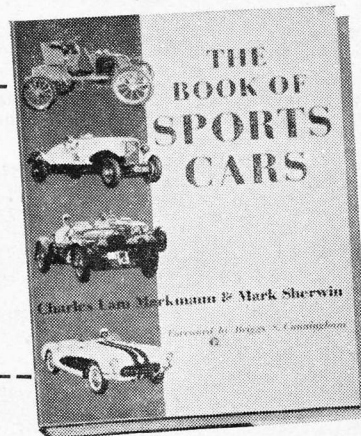
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The Hagley and District Light Car Club Standard Car Trial

FOR this year's B.T.R.D.A. Star event the Hagley & D.L.C.C. changed the venue from the well-known field near Kinver to the grounds of the Norton Manor Country Club, in the Presteigne district.

The new ground, however, proved to be too wet and slippery after several days of heavy rain. A long winding path of some gradient which led to the trial area proper from the start did, in fact, stop many cars in its half-mile distance, despite the application of three tons of cinders which had been brought at great haste from Birmingham! The first five sections, in a wooded area on the slopes of a hillside, defeated the entire entry, while two further climbs caused similar havoc!

Results

Whittington Trophy: D. H. Holland (Austin 7), 92 marks lost. **Class Awards:** A. W. Clift (Austin), 124; R. H. Stretton (Fiat), 111. **Novice Award:** N. H. Parrish (Ford), 128. **Team Award:** D. H. Holland (Austin 7) and P. Clayton (Austin 7).



UNLUCKY ONES: Late numbers had the misfortune of a two-hour wait at the start. However, P. G. Vale (Sprite), A. F. Lefevre (Sprite) and P. J. McNamara (Berkeley) all seem quite happy. No. 40 (Lefevre) chats to a smiling official.



BRAKING SHARPLY to bring her Triumph Herald to a stop at the end of one of the tests is Mrs. P. E. Livingston who seems to have the situation well in hand.



SENDING UP THE MUD on one of the early sections in the production car trial. H. Foster's Anglia appears to have come from this test clean.



OPEN COUNTRY: Looking as though he has spun to a standstill on Section 8 is B. F. Adams in a Morris 1000.



HARD LUCK OLD BOY! A spectator commiserates with N. J. Ricketts (Herald) who has come to a slithering halt.

Club News

By MICHAEL DURNIN

THERE appears to be a very considerable increase in the number of misguided "boy racers" who derive satisfaction from the ostentatious practice of running their cars on the public road with competition numbers long after the event in which they have been competing is over. Quite apart from the undoubted fact that this exhibitionism will attract the attentions of the Law (who will immediately suppose that the numbered car is speeding), it is in direct contravention of the R.A.C.'s Standing Supplementary Regulations, section D, paragraph 4, which states: "... Any means of identification affixed for the competition must be removed when a competitor retires or when the competition is completed".

On the same subject we have received the following letter:—

"I was under the impression that the 1960 R.A.C. Rally finished on Saturday, 26th November, but, apparently, this was not so, as we have one local competitor who is still driving around with rally numbers on and, in addition to the official plates, he has numbers painted on both sides of the car (very large ones, too!).

"This intrepid driver is tearing about locally at very considerable speeds in built-up areas. With red crash hat in a prominent position in the rear window, the car is very dirty, excessively noisy and a bad example generally to motoring sport. The number is—."

"I need hardly say that this competitor did not figure among the award winners".

SYSTON, A. M. JONES.
NEAR LEICESTER. G. F. JONES.

*We have omitted the competitor's number (which was supplied) to spare his blushes.

The 1961 British Mobil Economy Run will be held from Saturday, 15th April, to Wednesday, 19th April. These dates have been accepted by the F.I.A. for inclusion in the International Motoring Calendar. The event, the seventh of its kind to be held in the United Kingdom, will again be organized by the **Hants and Berks M.C.** The cars will start and finish at Worthing and the route will cover more than 1,000 miles of roads in England and Wales in 3½ days of strenuous motoring. The regulations are in course of preparation and, together with entry forms, will be available early in January, from the secretary of the meeting, Holland Birkett, 228 Fleet Road, Fleet, Hants. . . . Regs. are now available for the **750 M.C. Silverstone Trial**, which will take place on 18th December. This closed event is open to 750 Formula specials, trials specials, open and closed Austin Sevens. Entries should reach Miss C. Mallock, Mill Cottage, The Grove, Roade, Northants, by 12th December. . . . The **Shenstone and D.C.C. Fellows Memorial Trophy Trial** for production cars, to be held on 5th March, 1961, has been allotted a National British permit. This event, being the first of the modern style of production car trials to be granted this status, also qualifies for the **B.T.R.D.A.** standard-production car trial championship. Regs. are in the course of preparation, far ahead as the



CLUB RACE? No, a full international—the start of the compact car race at Riverside, U.S.A. Leading is Paul Cunningham (A40) followed by Paddy Hopkirk (Sunbeam) and Jim Parkinson (Mini-Minor).

Coming Attractions

10th December. T.V. Trials, Kinver, Staffs.

10th-11th December. North Midland M.C., Sheffield and Hallamshire M.C. and Rotherham and D.M.C. Moonlight Rally.

Shenstone and D.C.C. Shenstone Rally. Starts from Benton Road, Lichfield, 9.30 p.m.

17th December. R.A.C. Trials Championship. Starts from Stewponney Hotel, near Kinver, Staffs.

18th December. 750 M.C. Silverstone Trial, Military Training Ground, near Towcester. Start, 11.30 a.m.

date is, and may be applied for from M. F. Finmore, 3 High Street, Sutton Coldfield. . . . A meeting of the **Association of Northern Car Clubs** will be held on 11th January at 7.30 p.m. in the White Swan Hotel, Halifax. . . . Although there is still one event to run for the **B.A.R.C. 1960 Drivers' Trophy**, Horace Appleby is already the winner, being some 13 points ahead of D. J. Ward. This is too much to make up in one event. Congratulations to Horace on a fine year's driving. . . . The **Stockport M.C.** invite all keen rally types to meet at their Monte Carlo Ball, which will be held on 30th December in the Embassy Rooms, Sale, Cheshire. Tickets from A. de S. Wilson, 38 Thornway, High Lane, via Stockport. . . . **Ilkley and D.M.C. Christmas Party** (most informal!) will be held in Otley Rugby Club at 7.30 on 14th December. . . . **Sevenoaks and D.M.C.** will have their closed Fleabite Rally on 14th January. This 100-mile event will start and finish at the Green Rabbit, Hildenborough. Regs. from Ken Springate, 25 Park Road, Bromley, Kent, who must have all entries by 12th January. . . . **Old Merchant Taylors' M.C.** are to have a film show on 14th

December at Durrants, Croxley Green, Watford. All neighbouring club members are welcome to come along.

EASTERN COUNTIES M.C.

ANNUAL buffet-dance of the Eastern Counties M.C. was held on 30th November, presided over by the chairman, S. J. Digsby, whose wife presented the awards won during the year. Amongst prominent prize-winners were C. M. S. Abbott, R. C. Peck, Norman Morley, Evan and Ann Davies and A. F. Bray. The Morley twins received a special prize for their performance in the R.A.C. Rally. Guests included Mr. and Mrs. Gregor Grant, Mr. and Mrs. Oliver Sear and Cavendish Morton (Snetterton M.R.C.).

Altogether it was a lively affair, enhanced by a really excellent cabaret—better than many more expensive shows put on by London-based clubs.

MORLEY M.C. "FAWKES RALLY"

MANY of the sections used in the R.A.C. Rally were used by the Morley Motor Club five days later in the first restricted "Fawkes Rally" held on 26th-27th November.

Although one particular flooded section at Bramley Grange, near Kirkby Malzeard, caused a lot of trouble to the entry through cars with drowned engines baulking others—just as occurred on the International event—the route did not trouble the competitors as much as it did on the R.A.C. Rally, as it was a clear night but with heavy rain.

Of the 45 cars to start the event, 36 returned to the finish and the organizers found they had three cars without loss of marks. The tie was decided by giving priority to the car with the lowest b.h.p. per ton and so the decision went to R. McBride in his Anglia, winner of the recent Regent Rally.

The other drivers who finished the course clean were J. T. Verity (Riley) and H. E. Twaites (Rapier).

The course was a good one, including several well-known special sections and tough stretches, but the club were unable to put sufficient controls on it to make the rally a tight enough test and as a result it suffered, but if the route and the marshalling are anything to go by the club should be able to put on a really worthwhile event with a little more experience.

P. C.

Provisional Results

1. R. McBride (Anglia), 0 marks lost; 2. J. T. Verity (Riley), 0; 3. H. E. Twaites (Rapier), 0.
First Class Awards: G. Whitehead (VW), 1 m.; D. P. Hemingway (Anglia), 1; E. B. Masheder (Gazelle), 1; K. F. Greenwood (Rapier), 1; and D. E. Pollard (Minor). **Team Award:** Airedale and Pennine M.C.

ROTHERHAM M.C. CENTENARY SPORTING TRIAL

THERE was a disappointing entry of only 17 cars for the Rotherham Motor Club's restricted "Centenary" sporting car trial on 27th November. Of these, only 14 turned up for the start of the event at Listerdale, Rotherham, possibly owing to the proximity of the R.A.C. rally and another championship trial on the same day.

The trial was held over a course of 10 sections laid out on the slopes of the Listerdale Valley, in very wet conditions. The sections were all driven three times, and then the last five were done a fourth time, a total of 35 sections in all.

Surface conditions were appalling, and the organizers anticipated large numbers of marks being lost, but the slopes were well drained and once the cars had taken off the top surface experienced drivers found some grip beneath and the marks lost were quite low.

Tony Marshall was the winner by only one mark from John Harrison. Marshall dropped only four marks on the first round and after all three full rounds had lost only 28 to 40 by John Harrison. On the last five sections Marshall lost a further 12 points and Harrison only one. In third place was Roland Wilson with his new, much lighter special.

The club are planning to change the date of the event so that the next "Centenary" may possibly be held in next February and it may be a silver star event.

Results

Centenary Trophy: 1. T. A. Marshall (Cannon), 40 marks lost; 2. J. F. Harrison (Harford), 41; 3. R. J. Wilson (R.J.S.II), 45. **Team Award:** Marshall, Harrison and Wilson.

"PENNINE TROPHY" TRIAL

JOHN HARRISON, youngest of the Sheffield family of sporting car trial experts, hit his top form recently when he scored a four-point win in the Yorkshire Sports Car Club's "Pennine Trophy" trial.

After being placed fourth at lunch he pulled up in an afternoon of controlled driving to take the lead with a loss of 102 marks to 106 by second man Eric Jackson and had four clean climbs to Jackson's two.

Sensation of the trial was the driving of young John Rhodes, a protégé of Roland Wilson, whose car he drove. Although this was his first trial he lay in third position at the half-way stage and ended up fourth, beating many more experienced competitors in the field of 18 starters.

The trial had benefited by a few entries by the cancellation of the John Bull trial owing to foot-and-mouth disease. To show goodwill and as a sensible precaution against the spread of

the disease all the competing cars were washed down with disinfectant.

Four sections were driven twice before lunch and John Harrison showed his form quite early. On section three, which stopped most of the entry quite early he had the best climb, reaching the four-lost marker. With the exception of section two, cleaned by the latter half of the entry, all the first ones were difficult. The first stopped everyone, with Dennis Hobson putting up the best performance, losing only a single mark. The last was a real stopper and the four marker was as far as anyone could reach, and only Jenkins, Coates and Berry got there.

The second time round the sections were easier, with the exception of the last and which this time only two, Foster and Coates, climbed to the four mark.

At lunch the lead was held by Joe Foster by only one mark from Stan Jenkins. Third was John Rhodes tying with Dennis Hobson.

The conditions deteriorated during the afternoon and the ground became wetter with constant rain showers and the skies darkened with fog. Only three clean climbs were recorded during the whole afternoon. One was by Stan Jenkins who climbed section eight on his second attempt of the three times each driver climbed the five afternoon sections.

The others were by John Harrison who managed to get up section five on his third time, and by newcomer John Rhodes who was the only driver to get up the last hill of the day.

Results

Lister Trophy (best performance): J. F. Harrison (Harford), 102 marks lost.

First-Class Awards: E. Jackson (Cannon), 106; J. Foster (Mackeson), 111; J. Rhodes (R.J.S.), 113; J. S. Jenkins (Stansford), 115; E. Harrison (Harford), 129.

The Seven Years—continued

put Vanwalls in front of Moss (Maserati) in 67 miles. Desmond Titterton, a newcomer from Belfast, drove a Vanwall into third place at Oulton Park, where Hawthorn drove a Lancia but could not hold Moss with the Maserati in the Gold Cup race and in October, on the Castle Combe aerodrome circuit, Schell won a 100-mile race for Vanwall and put up a record lap at 90 m.p.h.

It was at the end of the season, out of the blue, that Alfred Neubauer, Mercedes-Benz racing manager, was instructed to inform his drivers that the firm was quitting racing, both sports-car and Grand Prix. Their last race was the Jubilee Targa Florio with the 300SLR open two-seater sports car. This time Peter Collins was engaged to partner Stirling Moss, Fangio had Kling as co-driver. The principal opposition was from Castellotti and Manzoni with a 3.4-litre 12-cylinder Ferrari. Each man drove four of the 45-mile laps in the mountains. Moss led until he plunged off the road into a field. Collins recovered with the battered car and Mercedes-Benz finished one-two—the Moss car first at 59.8 m.p.h. with the fastest lap of the race at 62.3 m.p.h., Fangio's second and Castellotti's third. Moss had already won the Tourist Trophy and the Mille Miglia for them so that, when they abandoned racing, Mercedes had mounted the World Champion in Formula 1 and had taken the first Championship of Sports Car Manufacturers. Since then the German firm has not reappeared.

In the minor races where neither Mercedes nor Ferrari bothered to compete,

the score was: Lancia—Valentino Cup, Turin and Naples (Ascari both times); Maserati—Pau, Bordeaux (Behra both times), *Daily Express* Trophy, Silverstone (Collins), Albi (Simon, on the new, short circuit), Oulton Park Gold Cup (Moss). Finally, at Syracuse, Brooks with the Connaught.

In the British Formula 1 races, apart from the two Vanwall victories, Maserati dominated the scene, winning the Glover Trophy at Goodwood (Salvadori), then a comparatively new driver—a man of a stature, not yet deservedly recognized, the main event at the Crystal Palace (Hawthorn, in Moss's car), the main event at Charterhall airfield circuit, just over the border (Rob Gerard) and the *Daily Telegraph* race at Aintree (Salvadori again).

That winter Ferrari offered an engagement to the unemployed World Champion, Fangio, assuring him that the Lancias would be both handleable and unbeatable after his proposed modifications were completed. Fangio accepted and thus made certain of his fourth Championship in 1956. Moss adhered to his resolution never to drive for Ferrari, after the incident at Pescara where Moss, then very much a cadet driver, was blandly informed that there was no car for him after all, and returned to Maserati. The winter's work produced a faster 250F than ever, with engine and transmission swivelled in the frame to bring the seat lower in the car. Much work was also done on the Vanwall, where the aerodynamicist Costin was called in to redesign the streamlining of the body.

That season of 1955 we mourned seven drivers who died. Alberto Ascari was killed in May at the age of 37. Clemente Biondetti, four times winner of the Mille Miglia, died of illness at the age of 56 in Florence. Popular young Don Beauman, Connaught exponent, was killed during the Leinster Trophy on the Wicklow circuit in July. Pierre "Levegh" was instantly killed in the Le Mans catastrophe. Mike Keen, 25, crashed fatally at Goodwood in the Nine Hours Race, leading his class with a Cooper, and in the Dundrod Tourist Trophy, Jim Mayers, 35, and William T. Smith, 20, were both fatally injured. In Grand Prix racing there were no fatal accidents.

(To be continued)

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EVERY competitor in the R.A.C. International Rally was presented with a pair of vacuum flasks in a handsome carrying case by Lombank, the finance people.

LATEST addition to the enormous field of "Minis" which will be seen racing next season comes from Ecurie Midge, Adrian Lever having recently acquired one for competition.

A NEW average speed calculator, the "Speedmaster", is being marketed at 17s. 6d. by Les Leston. This disc is double-sided and allows quick and easy speed checks over distances of 1/10 to 1,000 miles and can also be used for working out m.p.g. figures and currency exchange rates, etc.

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XK 140, 1956. Fixed head coupé in B.R.G. A specimen example, 21,000 miles, with radio, heater, twin spots, washers ... £645
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1960 VII Climax. Stage II, c.r. gears. Immaculate in duo blue. All-weather equipment. ... £675
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Price £850.

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Sprayed red and unmarked.
Stage I B.M.C. "A" engine, tonneau,
8,000 miles only.
£515

THE SPORTS CAR GARAGE,

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Tel.: Tunbridge Wells 21000.

EQUIPE WOODYATT for your LOTUS Seven, Elite or Formula Junior. Distributors for the South Midlands and South Wales. Demonstrators available.—Portland Road, Malvern. Tel. 391.

LOTUS LE MANS MK. XI series II, de Dion rear and fully stage III. This car has only raced at seven meetings last season and placed eight times. The car has been fully checked and is ready to race. With it are two brand new rear wheels and tyres. Price, with trailer, £725. Without, £700.—Apply: J. M. Bramall, 57 Worrall Road, Sheffield, 6. Tel.: Daytime, Leeds 77395. Night, Sheffield 344583.

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LOTUS Seven, Ford 105E Cosworth Formula Junior engine. Immaculate. Many extras, many successes. Very low mileage. £600 o.n.o.—R. P. Swanton, Overton, Marlborough, Wilts.

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The M.G. Specialists offer:—

M.G.A 1600, 1960 F/H coupé ... £810
M.G.A 1958 Roadster ... £610
M.G.A 1956/60. Choice of 10.
M.G.s 1930-36. Choice of over 100.

M.G.s all models wanted. Part exchanges.

Any M.G. welcomed in part exchange.

H.P. terms. Immediate insurance.

Moor Lane, Staines.

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M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, 3 Kingston Road, Wimbledon, S.W.19. LIBerty 3083.

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£199 TC 1946. A very clean car. Terms.—John Ewer Motors, 139 Tottenham Lane, Hornsey, N.8. FITzroy 1588.

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M.G.A, 1959. Two-seater, an unblemished one-owner car in pale green and fitted heater, tonneau, X tyres, etc. ... £695
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M.G. TD, 1953. Two-seater in red with X tyres, twin spots, wing mirrors, demister, etc. £385
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Continued on page 821

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New Cars—All M.G.s, Austin,
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66/67 Monarch Parade, Mitcham

Phone: 3392—7188

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1958 TR3A. Unmarked coachwork in B.R.G. Interior is red with two rear occasional seats. Fitted Mangoletsi head and inlet manifold, giving exceptional fuel economy. Heater, screen washers, twin signpost lamps, Le Mans headlamps, anti-mist panel, luggage grid, 'X' tyres, new hood and new sliding s/screens. Perfect throughout. **£595**

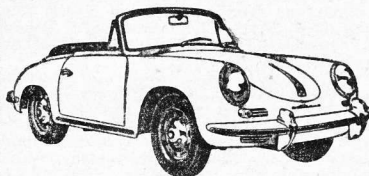
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TR2, 1955. Two-seater in beige with matching interior, fitted overdrive, heater, X tyres, washers. £395. Choice two others at £485

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(Continued on page 823)

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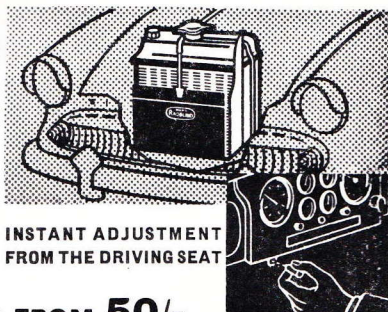
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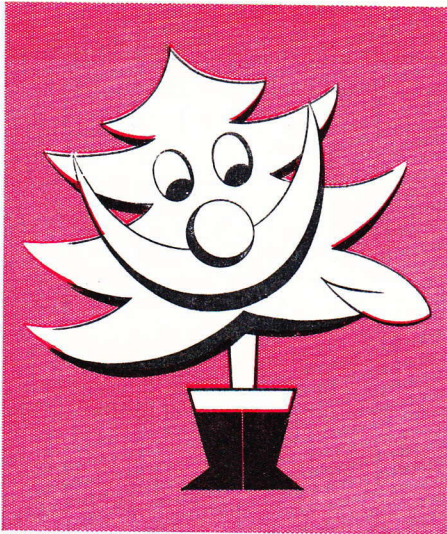
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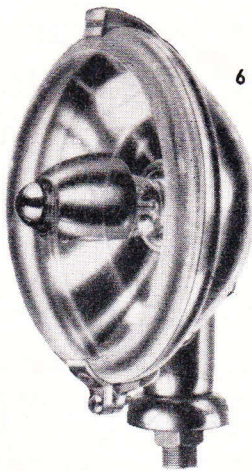
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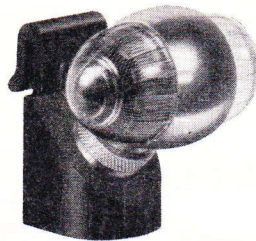


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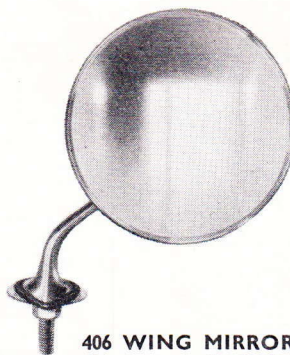
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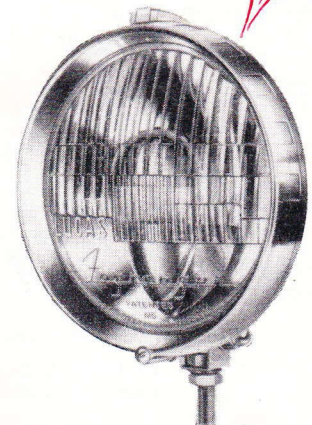
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