CONNAUGHT'S SYRACUSE VICTORY

AUTOSPORT

NOVEMBER 4, 1955

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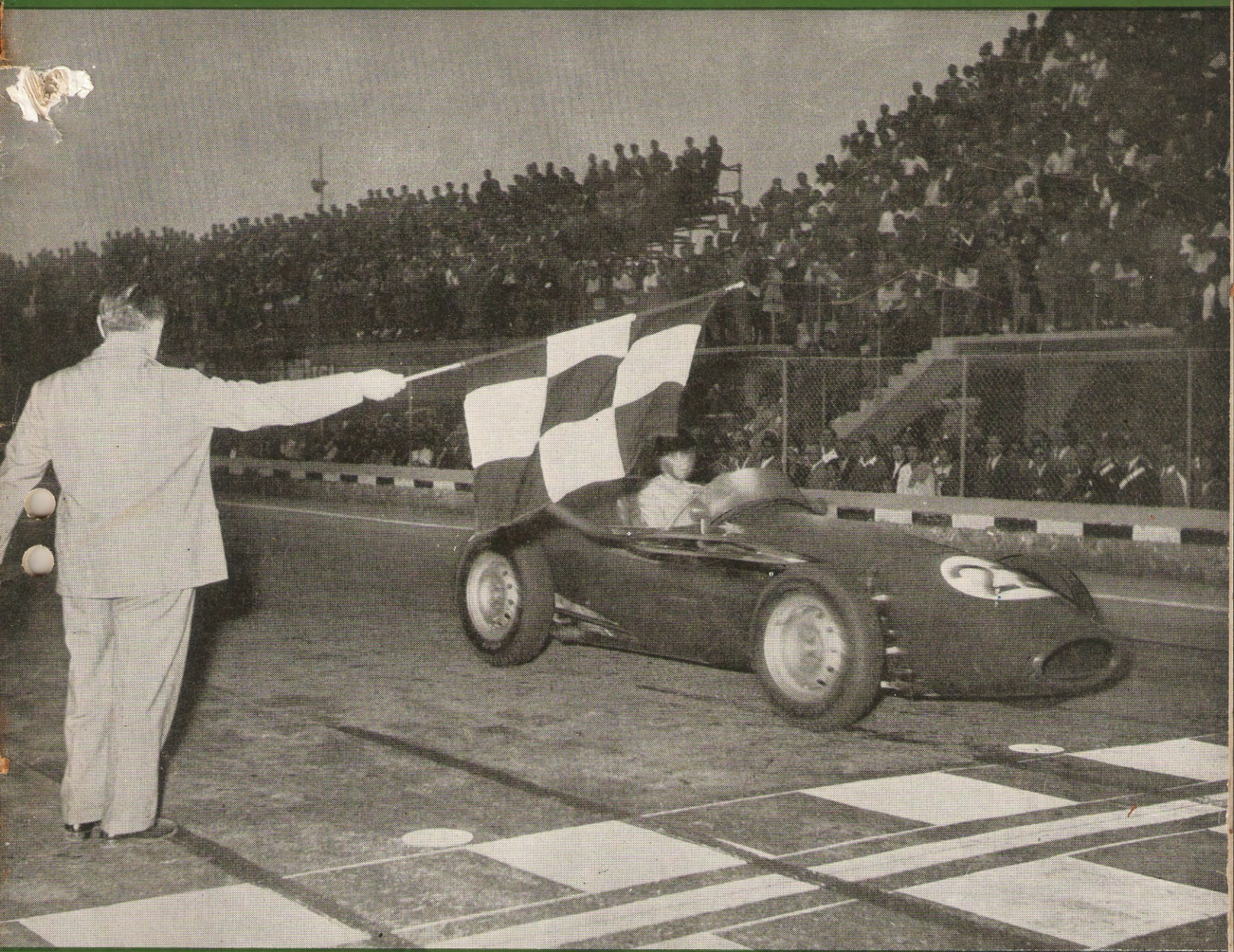
EVERY FRIDAY

Vol. II No. 18

BRITAIN'S MOTOR SPORTING WEEKLY



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ROAD TEST OF THE XK 140 JAGUAR : AUTOSPORT 1956 PRODUCTION SPORTS CAR CHAMPIONSHIP REGULATIONS

HIGH SPEED WEEK-END AT MONTLHERY : EXCLUSIVE SECTIONAL DRAWING OF THE BROOKE-WESTON G.P. ENGINE

THE 1956 SPORTING CALENDAR : HIGH PEAK AND CORK "20" TRIALS

JOHN BOLSTER • THEO PAGE • JOHN RISELEY-PRICHARD • LESLIE BROOKE • JOHN GOTT

"Dr." LAYSTALL says:

Laystall — Performance!

we offer our congratulations to:—

1100 c.c. COOPER-COVENTRY CLIMAX and Drivers on the INTERNATIONAL RECORDS in Class G at Montlhéry on October 17, 1955, using —as previously—LAYSTALL CRANKSHAFTS

* * * * * *

***AND AGAIN—**

"Subject to Official Confirmation yesterday's (October 23rd, 1955) SYRACUSE GRAND PRIX win by C.A.S. Brooks in a CONNAUGHT at record speed from Musso and Villoresi in Works Maseratis, is the first time for over thirty years that a British Car and driver have won a Formula One race against factory opposition. A LAYSTALL CRANKSHAFT was used, as has always been the case with CONNAUGHT CARS.

Rodney Clarke,
Connaught."

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 18 November 4, 1955

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EDITORIAL

A STRANGE DECISION

THE apparent banning of sports cars from rallies run on French territory will come as a severe shock to open-car enthusiasts. Few will endeavour to discover the reasons behind this peculiar decision, unless it can be construed that France is far behind Great Britain, Italy and Germany in the construction of open sports cars suitable for all-round competition work. Machines of "grand tourisme" specification are permitted, so long as at least 100 similar examples are constructed in a 12 months' period, and that the rules relating to the number of seats are observed. This may be interpreted as the desire of the French to ban all but series-production closed cars. However, one or two marques accepted in French events as qualified G.T. machines have been the subject of suspicion by AUTOSPORT. This is now confirmed by a booklet issued by the French equivalent of the S.M.M. and T., giving the *total* production of individual manufacturers in 12-month periods. Figures prove that the makes concerned could not possibly have been produced in sufficient numbers to be accepted as G.T. machines. Nevertheless, the success of British sports cars in Continental rallies is an indication that G.T. vehicles can be constructed which will emulate the victories of the open vehicles. In any case, our normal series-production, and special series-production cars can be depended on to score successes in the hands of British crews.

To outlaw the open car is a retrograde step, particularly as this type of vehicle is once again becoming popular. It would indeed be easy for wealthy concerns to lay down 100 examples of a very special sports car fitted with a hard top merely to comply with the proposed regulations. There is no guarantee that any closed vehicle is safer than an open car, and it is difficult to understand the French attitude to a type of machine which they used to build so well in the 1920s. It is to be hoped that other countries will refuse to follow suit, and that the open car receives the encouragement it merits. To be condemned to sit under a roof and surrounded by glass (or "Perspex") is not everyone's idea of motoring sport. While there is a very definite market for machines of grand touring type, these should not be developed at the expense of that very fine vehicle—the open sports car. When one considers the many thousands of British-built M.G.s, Jaguars, Austin-Healeys, Triumphs and so on exported annually, and the fact that, apart from one or two very specialized machines, there is not a French-built open car worth considering, it is perhaps easier to understand the proposals contained in that curious publication, issued on 18th October, by the Automobile Club of France.

OUR COVER PICTURE

BRITAIN WINS! Tony Brooks in the 2½-litre Alta-engined Connaught takes the victor's flag in the Syracuse Formula 1 Grand Prix on 23rd October. This British combination defeated a field of 13 Continental machines, including an official Maserati team. The race is fully reported in this issue.

Congratulations CONNAUGHT

RECORD BREAKING WINNER OF THE

SYRACUSE GRAND PRIX

1st CONNAUGHT 99·05 m.p.h.

NEW LAP RECORD 102.3 m.p.h.
(Subject to official confirmation)

used

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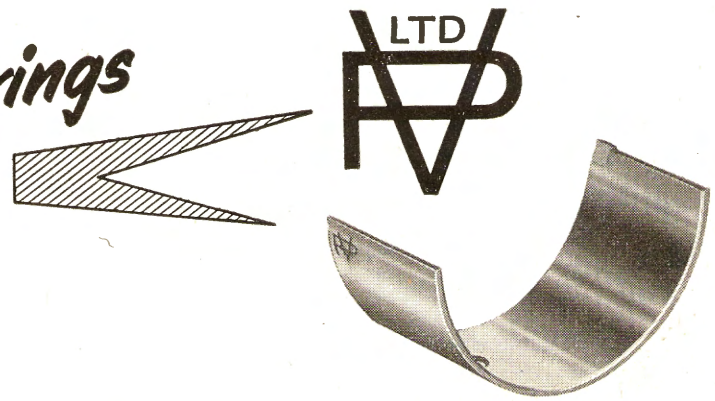
INSIST that your replacement bearings have this mark



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Smee's V.108

PIT & PADDOCK

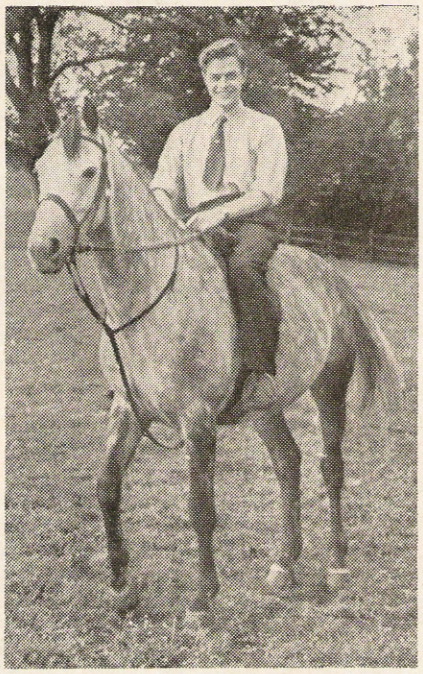
SHELL-MEX B.P., LTD., showed their "Belgian Grand Prix" film to an interested audience at Shell-Mex House during Earls Court Show period.

THREE films were on Esso's programme at their preview, comprising Brands Hatch, Goodwood Nine Hours and a veteran motorcycling piece.

LEN HARVEY, popular P.R.O. of Ferodo, Ltd., has left the Chapel-en le-Frith concern for another appointment.

AURELIO LAMPREDI has now taken up an important job with Fiat of Turin, but has not, repeat not, severed his connection with certain racing activities.

THE new Vanguard will make its rally début in the "Monte". Drivers may include Maurice Gatsonides, Ken Richardson, Johnnie Claes, Raymond Baxter, Cherry Osborne and Peter Bolton.



RED-HOT NEWS of drivers and their mounts for next season: Archie Scott-Brown will, it seems, be racing an Isetta (above); Ron Flockhart (left) has been testing a new 1 h.p. job; (below) Colin Chapman has finally admitted the superiority of the Cooper-Climax, and Ivor Bueb has at last realized that the Lotus-Climax is a much better proposition—so they've swopped cars!

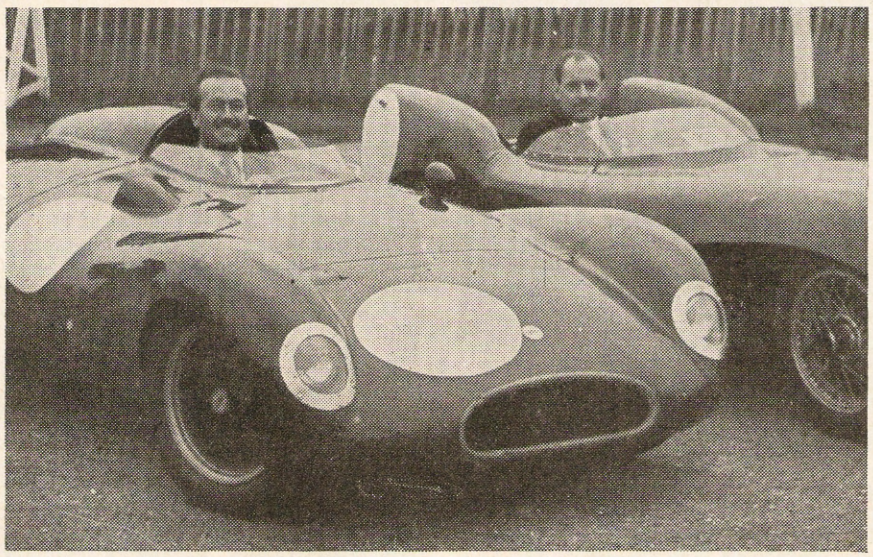
DESMOND TITTERINGTON hopes to sample some English trials as well as Irish ones this winter. Rex McCandless is building him a very special special, based on that described in our 7th January issue.

DICK PROTHEROE tells us he has a works offer for next year's sports car racing. Questioned further, he became too reticent to discuss even the capacity. . . .

HAVING sampled Formula 1 for the first time at Syracuse, Les Leston has decided that Grand Prix racing is "very nice indeed—much more restful than Brands Hatch!"

THEY Say Dept.: That Juan Manuel Fangio will not be racing at all during the 1956 season; that he will drive for Maserati; that he may try the new Alfa Romeo (if it exists). Take your pick.

THAT the new Grand Prix Bugatti has undergone satisfactory initial tests on an aerodrome at Enzheim, near the Molsheim works.



KEN WHARTON will pilot a modified A90 in the Monte Carlo Rally, probably starting from Stockholm.

THE Cooper-Climax with which Russell, Owen and Knight broke 12 records at Montlhéry recently is on show at the Piccadilly showrooms of Coventry Climax, Ltd. The car is now the property of Arthur Owen.

DURING its six-hour run, the Cooper held close on to 7,000 r.p.m. consistently. Speeds might have been even higher but for clutch slip in the late stages, and loss of time in effecting three tyre changes with bolt-on wheels.

BILL KNIGHT completed his 423rd lap at the very moment the watches showed 6 hrs. 0 min. 0 sec., saving the équipe some trouble in calculating the exact distance achieved!

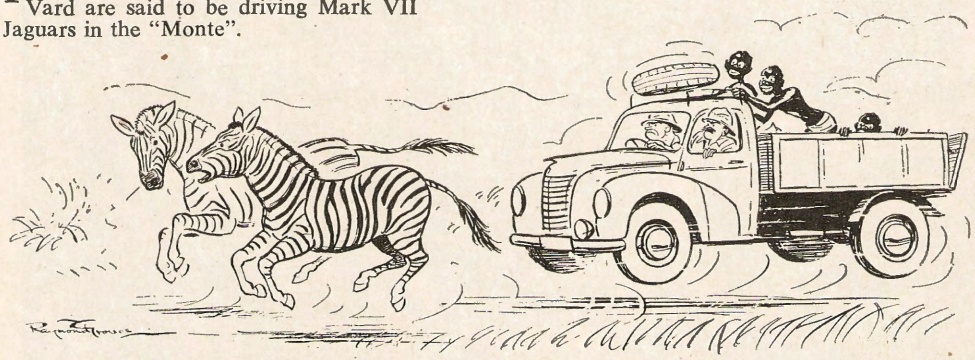
LOTUS exponent D. J. Hayles is adding a Cooper-Climax to a stable run jointly by himself and W. S. Frost.

MEMBERSHIP of the B.A.R.C. now exceeds 9,000!

BRISTOLS staged a bright cocktail party at the Hyde Park Hotel, guests being welcomed by Mr. and Mrs. James Watt.

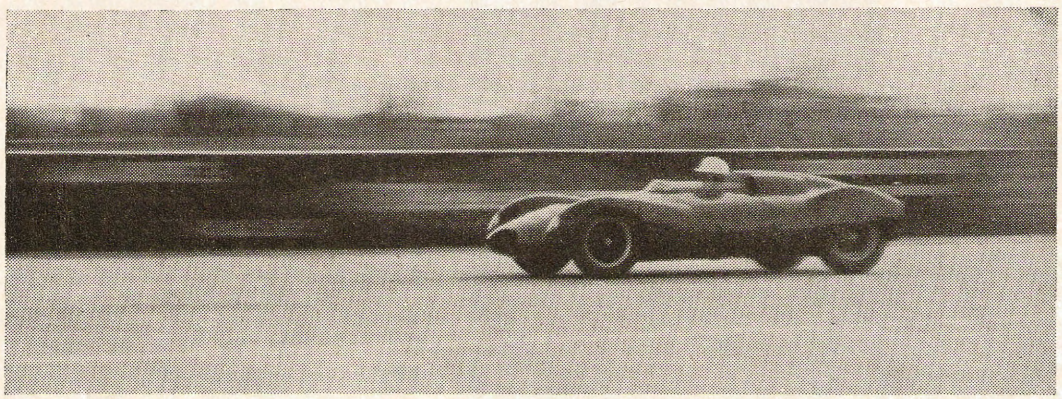
IAN APPLEYARD, Ronnie Adams and Cecil Vard are said to be driving Mark VII Jaguars in the "Monte".

NEW "COMPS." MANAGER for the Vacuum Oil Co. is John Theodosius, who succeeds Guy Edwards, shortly taking up a Midlands post with the company.



"I wish Lady Docker would argue her theory about 'mink being too hot to sit on' with Diana Dors. . . ."

SPORTS NEWS



VITESSE AUX STANDS: (Above) Everyone goes into action at Montlhéry as Arthur Owen brings in the Cooper - Climax during its recent successful Class G record foray. Standing by, ready to take over, is Bill Knight.

VITESSE À LA PISTE: (Left) Jim Russell on the banking, travelling at about 140 m.p.h. The speed of this 1,100 c.c. sports car greatly impressed the French.

THE THIRD NEW ZEALAND G.P.

NEW features of the New Zealand G.P. meeting, due to be held on the 2.1-mile Ardmore circuit on 7th January, 1956, include races for saloon cars and veteran machines. These, together with the Ardmore Handicap for sports cars, will be run off before the main event of the day, which is, of course, the third *formule libre* New Zealand Grand Prix. Early news of entries suggests that Stirling Moss and Horace Gould will take their Maseratis out from England, and Reg Parnell may also compete, while local competitors will almost certainly include Jack Brabham, with his rear-engined Cooper-Bristol, and Stan Jones with his latest Maybach Special.

SHEILA'S LAST "MONTE"

AFTER next year's Monte Carlo Rally, Miss Sheila Van Damm will be retiring from competitive motoring because she must take a more active part in running her father's Windmill Theatre in London. As a member of official Rootes teams, she has in five years won 15 major awards in the rally world, including successes in six international events. Mrs. Anne Hall and Mrs. Yvonne Jackson, who so often acted as co-drivers to Sheila Van Damm, will take her place in the Sunbeam team after the 1956 "Monte".

SUNDAY—THE VENEZUELAN G.P.

A NEW event on the Calendar, the Venezuela G.P., at Caracas, will occupy many famous Continental drivers this Sunday, 6th November. Twenty-five entries have been received, and these include Fangio himself, in a works Maserati, with Musso, Mieres and Villoresi as team-mates, Manzon and Da Silva Ramos (Gordinis), Castellotti, Maglioli, Schell, Carini, Phil Hill, de Portago, de Graffenried and Landi in Ferraris, Chiron in an Osca, Cabalen (Maserati), Sra. de Filippis (Maserati), F. Cornacchia (Maserati), Von Hanstein (Porsche) and several local men including Dos Santos and Pepe Croquer (Maseratis) and Pola (Ferrari). Amongst those attending the race are Ugolini of Ferrari and Count Lurani.

The race is for sports cars, and will be contested over 85 laps of a 4.4-km. circuit, a total distance of 374 km.

Mme. POCHON

WE regret to record the death, following a heart attack, of the famous French woman rally driver, Mme. Madeleine Pochon. Mme. Pochon, who was 34 and mother of three children, drove Renault cars with considerable success, notably in the Monte Carlo, the Lyon-Charbonnières, the Tour de France and Liège-Rome-Liège rallies.

JAGUAR-FERRARI-MASERATI . . .

BRIGGS CUNNINGHAM'S D-type Jaguar, the car which won the Sebring 12 Hours in the hands of Mike Hawthorn and Phil Walters, gained another American victory in the Eisenhower Trophy race at Hagerstown, Maryland, on 16th October. Driver on this occasion was Sherwood Johnston, who led from the third lap onward, heading Phil Hill's "Monza" Ferrari and Bill Spear in a 3-litre Maserati. The D-type's average for the 42-lap, 84-mile race was 87.9 m.p.h.

The Civil Air Patrol race at the same meeting saw another Jaguar, the XK 140MC of Charles Wallace, getting the better of Paul O'Shea's 300SL Mercedes-Benz to win, while another modified XK 140 driven by R. Thompson was third.

LAST ROUND-UP for Mercedes-Benz racing personnel. The scene at the recent Stuttgart reception, when the marque announced their withdrawal from sports-car as well as Formula 1 racing. Here (l. to r.) are Neubauer, Herrmann, Uhlenhaut, Collins (squatting) and Kling, Taruffi, Fangio and Moss (around the G.P. car). Also in the picture are Olivier Gendebien, Werner Engel and John Fitch.

THE DUNDROD TRAGEDY
Cine Film Provides New Evidence

AN Ulster cine-photographer has produced the first really authentic evidence on the tragedy which marred the 1955 Tourist Trophy Race at Dundrod when, during the second lap, seven cars crashed at Cochranstown, resulting in the deaths of Jim Mayers and Bill Smith. At the inquest which followed this tragedy, the evidence given was so conflicting that the coroner returned an open verdict.

Now, thanks to this cine film, it is possible to reconstruct the tragedy. It will be remembered that, at the inquest, evidence was given that the first car to crash, the Cooper driven by Mayers, struck a massive stone gatepost and knocked it over. Other witnesses, however, declared that this post had been lying on the ground before the race started.

The film now shows that the post was intact. By coincidence, the camera is actually focused on this very post as the cars approach on that tragic second lap. The vital section of film opens showing Ivor Bueb just straightening up after having passed de Barry (Mercedes 300SL). As de Barry approaches, Mayers can be seen trying to get past to the right of de Barry, who is driving on the left centre of the road. Mayers drives straight into the gatepost, his car exploding on impact. Immediately behind de Barry is Kretschman (Porsche) and Bill Smith (Connaught), all three cars being in very close company.

Faced with the impending tragedy, the camera operator, somewhat naturally, breaks off his photography for a spell and we are not shown the multiple "pile-up" which followed. There is, however, enough evidence in this strip of film to indicate the sequence of events. The film would seem to substantiate that the only really accurate story of the crash was that given by Kretschman.

W. A. McM.

JOEL THORNE

A GREAT American enthusiast for motor racing, Joel Thorne, died recently. Thorne devoted much of his wealth to the sponsoring of the Thorne Special team of six-cylinder racing cars, one of which won the Indianapolis 500 Miles race in 1946, driven by the late George Robson. It was in practice for this same race that Rudolf Caracciola, driving another Thorne Special, crashed after hitting a bird at speed, suffering multiple injuries. Joel Thorne himself raced an Alfa Romeo for a period before the war, showing great interest in road racing. In 1937 he journeyed to the Nürburgring with the hope, regrettably unfulfilled, that he would drive in the German G.P. that year. His passing deprives United States racing of a keen supporter.

BEART PLANS FOR 1956

FRANCIS BEART has an ambitious programme for 1956, and is constructing two sports-racing machines in collaboration with Jimmy "White Horse" Byrne. One will have a 1,350 c.c. Osca engine, and the other a 1,500 c.c. Maserati unit. Drivers still have to be nominated, but the new Beart-Norton F3 car will be driven by Colin Davis.

Photograph by Patrick Benjafield

PORTRAIT GALLERY

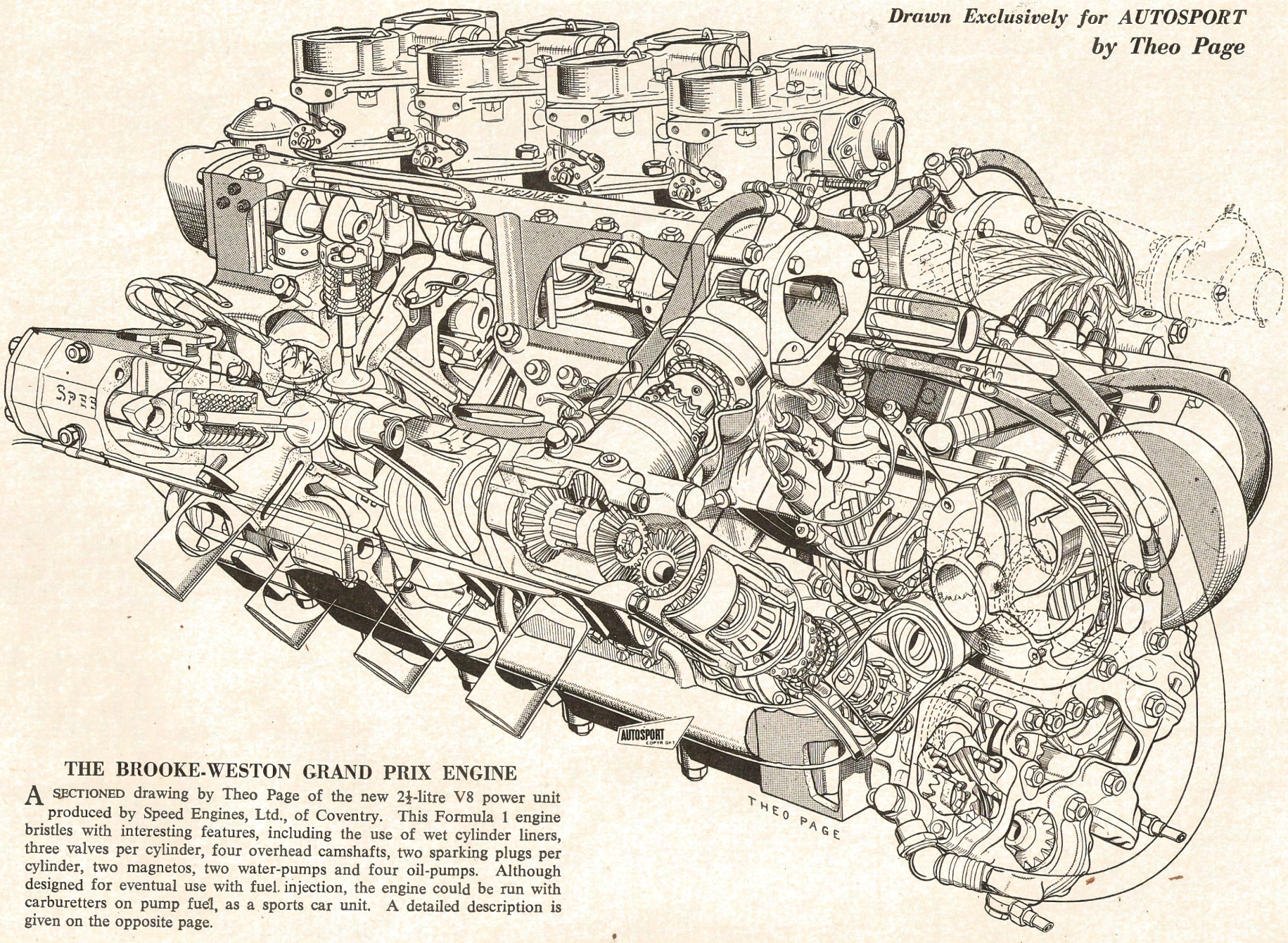
No. 35—CARROLL SHELBY

THAT the name of Shelby meant something in motor racing was forcibly demonstrated to British enthusiasts when this large, 31-year-old Texan came to these isles in May, 1954. Although only three years had passed since he won his very first race, in an M.G., Shelby drove his blue and white Aston Martin magnificently in the rain at Aintree to finish second to Duncan Hamilton. After an unsuccessful visit to Le Mans (an early crash damaged the front end of the Aston) he did well again in the Supercortemaggiore G.P., for the Aston Martin in which he finished fifth with Graham Whitehead was the first British car home. Finally, he concluded his European season in really fine form by finishing third behind Collins and Salvadori at Silverstone on 17th July, giving Aston Martin a neat 1, 2, 3.

Returning to the U.S.A., he added his share to the bag of Austin-Healey records collected at the Utah Salt Flats, but the Austin-Healey which he shared with Jackson Moore in the Carrera Panamericana, early this year, crashed and left Shelby with a broken arm. However, he was able to share Phil Hill's 3-litre Ferrari in the Sebring 12 Hours in March, gaining a first place which protests later reduced to second. A painful leg (possibly a legacy of that Pan-American crash) forced him to retire when he brought a 4.4-litre Ferrari to Oulton Park last August, but the Porsche which he shared with Masten Gregory in the T.T. won the 1½-litre class. More recently, he finished sixth at Syracuse in a works Maserati—his first Formula 1 drive—and if 1955 has been a year of poor fortune for the Texan airways pilot, perhaps the future will bring a better reward for his efforts.

F. W. McC.

Drawn Exclusively for AUTOSPORT
by Theo Page



THE BROOKE-WESTON GRAND PRIX ENGINE

A SECTIONED drawing by Theo Page of the new 2½-litre V8 power unit produced by Speed Engines, Ltd., of Coventry. This Formula 1 engine bristles with interesting features, including the use of wet cylinder liners, three valves per cylinder, four overhead camshafts, two sparking plugs per cylinder, two magnetos, two water-pumps and four oil-pumps. Although designed for eventual use with fuel injection, the engine could be run with carburetters on pump fuel, as a sports car unit. A detailed description is given on the opposite page.

THE BROOKE-WESTON V8 ENGINE

THEO PAGE'S magnificent drawing of the 2½-litre Brooke-Weston engine, reproduced on the opposite page, is the first "cutaway" to be published and lays bare the many interesting features of this new Formula 1 power unit. The engine is a 90-degree V8, very much over-square (81 x 60.73 mm.), and capable of having its capacity altered or being run on pump fuel as a sports car unit. Wet cylinder liners are fitted, sealed with rubber rings at the bottom and Wills rings at the top, and the separate cylinder heads are of aluminium with chrome-iron seat inserts for the exhaust valves; no coolant passes between heads and block, the water passages being entirely separate. The crankcase is split along the line of the five main bearings.

The three valves per cylinder (two inlet and one exhaust) are operated by four overhead camshafts through inverted pistons; the camshafts themselves are carried in needle-roller bearings and driven by short shafts and bevel gears from the forward end of the engine—one directly, the other by a cross-shaft, on each bank of cylinders. There are two sparking plugs to each cylinder, served by two magnetos mounted parallel with the exhaust camshaft drives. In front of the magnetos are the two water pumps (one for each cylinder bank), and immediately below the water pumps are the four gear-type oil pumps. Two are pressure pumps (one for main bearings and big ends, the other for auxiliaries) and two scavenge pumps (one for the sump, the other for the timing chest, etc.). Four twin-choke Solex carburetters are fitted at present, but it is intended to employ S.U. fuel injection later on.

Leslie Brooke, the well-known rally and racing driver, and Councillor Harry Weston, one-time Mayor of Coventry, are largely responsible for the production of the engine. It is being built by Speed Engines, Ltd., a small company formed by these two and supported by more than 60 concerns and individuals.

THIS YEAR'S LONDON-TO-BRIGHTON VETERAN RUN

THIS year, the R.A.C. London-to-Brighton Veteran Car Run will take place on Sunday, 13th November. There are 213 entrants for this year's Run, 10 less than last year, and the oldest vehicle taking part will be a 1½ h.p. Arnold Dog Cart, built in 1896 and entered by E. de W. S. Colver. This machine is believed to be the last working survivor of the original "Emancipation Run" in 1896. Ken Wharton is taking part once more, driving a 1901 8 h.p. two-cylinder Albion Dog Cart.

The first group of cars will move off from the east end of Serpentine Road, Hyde Park, at 7.30 a.m. and will travel by way of Constitution Hill, The Mall, Westminster Bridge, through Brixton, Streatham, Thornton Heath and Purley By-Pass, on to A23, cutting out the Reigate diversion as used in previous years.

THE FUTURE OF CONTINENTAL RALLIES

John Gott Analyses the French Government's Decree of 18th October, 1955, insofar as it concerns Rallies

ALTHOUGH the average French competitor is as little concerned with *Le Journal Officiel de la Republique Française* as is his British counterpart with *The London Gazette* or *Hansard,* it is now impossible to buy a copy of the official French journal, dated 22nd October, 1955, which contains the decree of the French Government about motor sport in France after consideration of the Le Mans disaster, which halted all motoring sport.

Whilst the decree relates only to rallies run in France by French clubs and to rallies organized by foreign clubs running through French territory, it is probable that most of the non-French organizing clubs will fall in with the wishes of the French Government rather than re-route their events to avoid France and its testing mountain roads.

The biggest shock to would-be British rally drivers is that sports cars, whether production models or prototypes, are barred from rallies in France.

By Article 24 only normal production cars, *grand turisme* cars and modified normal production cars can compete in rallies on French soil. This will definitely bar British sports cars from Lyon-Charbonnières, Rallye Soleil, Alpine and Evian-Mt. Blanc, and probably also from the Tulip and Liège-Rome-Liège.

It is worth noting perhaps that the decree also says that at least 100 examples of each car must have been made, and that by F.I.A. ruling a *grand turisme* machine must have more than two seats if over 1,000 c.c. and alteration of any type to a G.T. car immediately causes it to be classified as a sports car.

It is also obvious that average speeds are due to be drastically reduced and that navigation and timekeeping are probably going to be of more importance in winning rallies than determined driving.

Article 18 states that the overall average speed must not be above 60 k.p.h., *i.e.,* 37.2 m.p.h. By Article 20, for certain special sections, covered under special conditions, this "ceiling" may be raised by not more than one-third, *i.e.,* to a maximum of 80 k.p.h./50 m.p.h.

To ensure that these speeds are adhered to, Article 21 lays down that *not less* than two secret checks *must* be put in the route if it is more than 300 km. long. Such secret checks may be in built-up areas to ensure that the town speed limits are not exceeded. It is interesting to note that these B.U.A. secret checks are specifically mentioned in Article 25 of the current "Monte" regs.

If a competitor is timed to have exceeded 80 k.p.h./50 m.p.h. between two points at least 100 km. apart he must, by Article 19, be either excluded or heavily penalized.

Either in addition to or combined with the road-book, all crews must carry a *Carnet du Passage,* in which the police or other local authorities can enter infractions of the "Code de la Route" or complaints about discourteous driving. If there are any entries in this, it is improbable that the competitor will figure amongst the prize-winners, even if his performance has been brilliant.

Finally, if as a result of his (or her) driving during the rally a competitor is involved in either civil or criminal proceedings for which he is held blameworthy, he must be either disqualified or penalized.

All these demands are pretty severe, and the French clubs are still further tied by Article 25, which states that only events of an International or National status can have more than 100 competitors.

To ensure that the conditions are complied with, rallies organized from abroad must be specifically authorized by the Minister of the Interior.

Whilst it is true to say that by far the greater part of British rally successes on the Continent have recently been won by sports cars, such as Jaguars, Frazer-Nashes, H.R.G.s, Triumphs, A.C.s and Sunbeam Alpines, I feel that the British motor industry can certainly again produce rally winning saloons and Great Britain definitely has the crews to drive them to success.

Whilst it is yet early to forecast with any certainty the effect of the decree, there seems no doubt that the era of the great rallies which were really long-distance road races has gone for good.

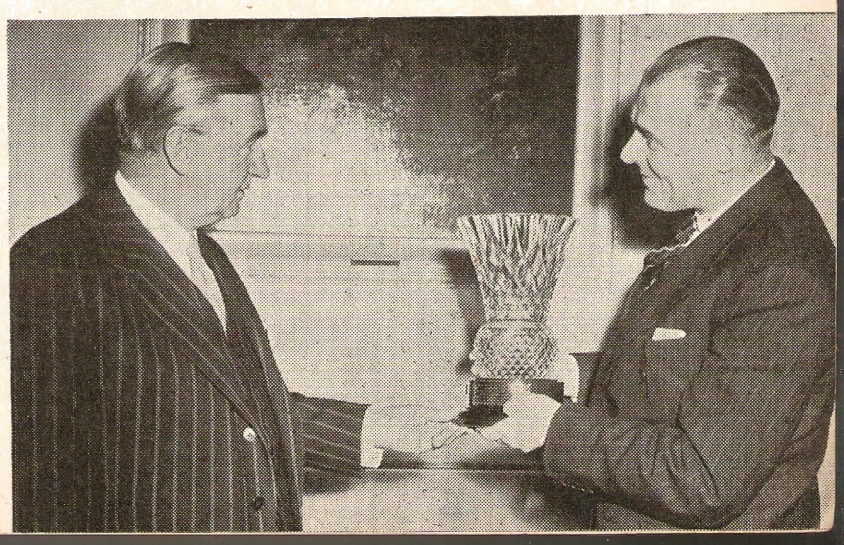
It is also significant that although the "Monte" regs. were published before the release of the decree most of the decree's provisions are in the regs. As the "Monte" is, apart from Liège-Rome-Liège, the first rally to be run over French soil since Le Mans, it can be expected that every attempt will be made by the A.C. de Monaco officials to ensure that the decree is complied with, which can well mean a multiplicity of secret checks and exclusion of many competitors, for breaches of speed limits and of the "Code de la Route".

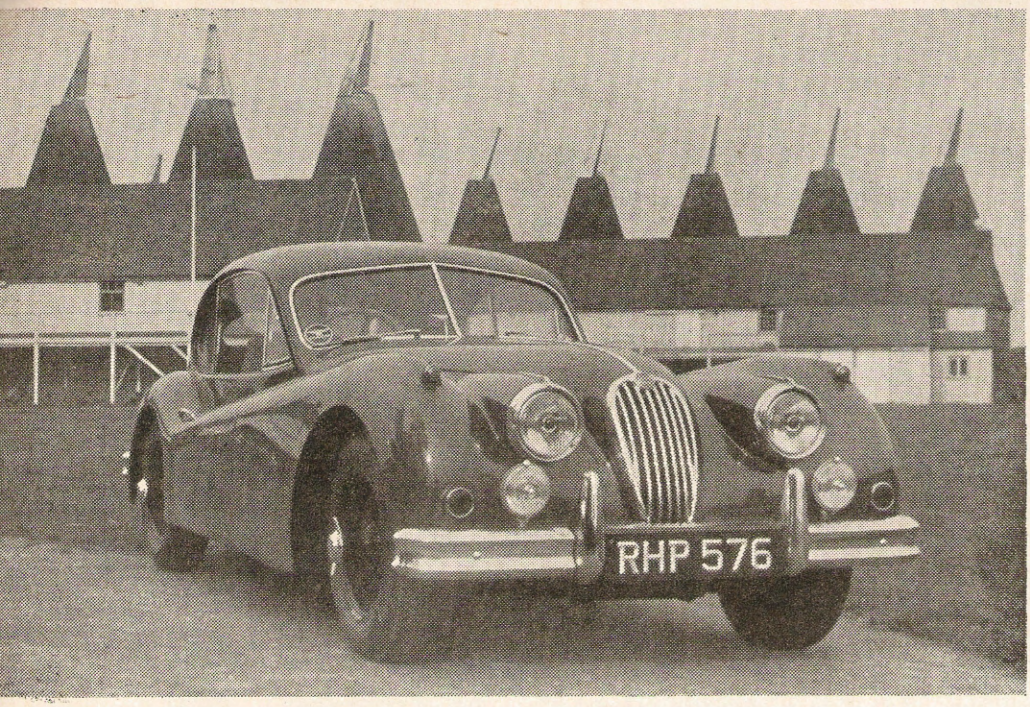
Certainly in future more rallies are going to be lost by non-observance of checks than by lifting too early on a hill-climb corner and so losing a fraction of a second.

★

ONE FOR THE R.A.C.: John Gott, author of the above article, presents the Liège-Rome-Liège International Inter-Club Team Prize to Wilfrid Andrews for perpetual display at the R.A.C. Gott was a member of the successful R.A.C.-entered team, together with co-driver W. Shepherd, G. Burgess/S.E. Croft-Pearson, L. S. Stross/K. G. Pointing and P. Reece/D. Scott.

★





JOHN BOLSTER TESTS

THE JAGUAR XK 140

A High-Performance Car of Many Qualities and Amazing Value—100 m.p.h. in 26.2 secs!—Superb Steering, Brakes and Controllability—An Effortless Maximum of Over 120 m.p.h. and 100 m.p.h. cruising on Overdrive

PROBABLY the most famous sports car ever built, the Jaguar XK 120 brought an entirely new conception of ultra-rapid luxury motoring. Of superb appearance, it at once appealed to connoisseurs of high speed machinery, and its very advanced 2 o.h.c., 3½-litre engine ensured that it was even faster than it looked. Yet, it was more flexible than many a luxury limousine and, like all Jaguars, represented amazing value for money. Of course, its phenomenal success is now history.

It was thus with immense interest that one examined its successor, the XK 140. Could this really be a better car than the 120? Now that I have driven it, I can state categorically that it is a great improvement in every important respect.

Having a very solid box-section chassis frame, the Jaguar has independent front suspension by unequal length wishbones, of which the bottom pair are attached to torsion bars. The stub axles swivel on ball joints, and the steering is by a new rack and pinion unit, ahead of the wheel centres. The hypoid rear axle is on underslung semi-elliptic springs, and the dampers are telescopic all round.

The car tested was a "Special Equipment" model, which means that it had a Laycock de Normanville overdrive, racing-type wire wheels, and a C-type cylinder head. All the figures given in this article therefore refer to that particular specification.

The six-cylinder engine has a bore and stroke of 83 mm. x 106 mm. (3,442 c.c.). The inclined valves are operated by twin chain-driven camshafts in a light alloy head. Valve clearances are set by shims beneath the inverted piston tappets. The unit is perfectly straightforward to dismantle, and the instruction book gives detailed directions on cylinder head removal for decarbonization. Throughout the car, all units are accessible for servicing and adjustment. The compression ratio is 8 to 1 and 210 b.h.p. is produced at 5,750 r.p.m.

The gearbox is in unit with the engine. It has synchromesh on the upper three ratios, and a delightful little central lever. The overdrive unit is attached to the rear of the box, and there is a short, open propeller shaft. The brakes have racing linings, which must be run in carefully.

The body is a delightful piece of work. The model tested was a hard-top coupé, though drophead and open models are also listed. The wooden dashboard, full instrumentation, high quality trim and upholstery, and useful pockets and lockers, make this a most attractive car inside. The general appearance is excellent, for the lines are artistically without fault, and there is no unnecessary decoration.

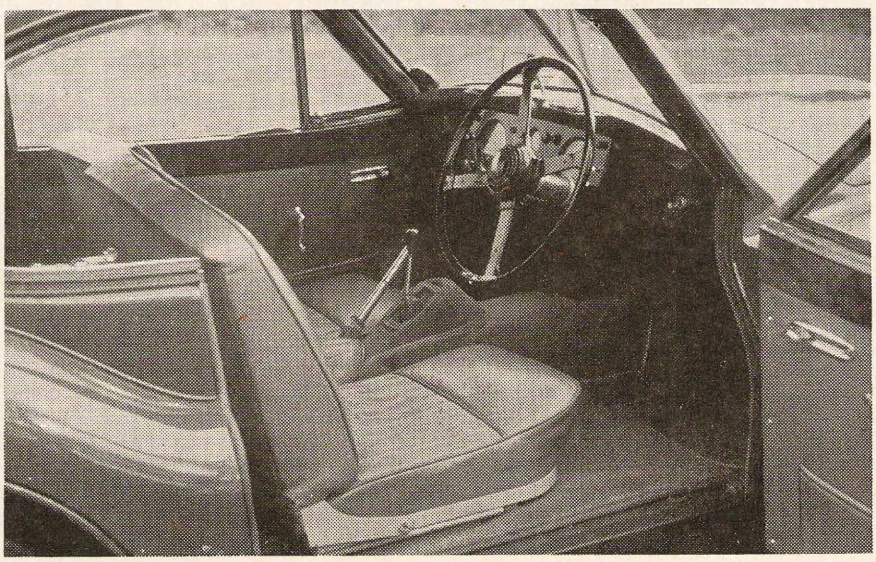
On taking one's seat, it is at once obvious that the driving position is far better than that of the previous model. The accelerator and brake are arranged for "heel and toe", and the clutch pedal has a space on its left to permit the foot to be rested. The steering column is adjustable, and there is more leg room than before for a tall driver. The windows are exceptionally deep, which avoids the claustrophobia that coupés often give, but their curved shape disguises the area of glass.

Above all, the body is exactly the right size. It feels a narrow car to drive, and yet there is enough width for two hefty individuals in heavy overcoats. The rear seats are for children, or for adults on short journeys; they are very handy for occasional use. The luggage boot can be reached from both outside and inside the car.

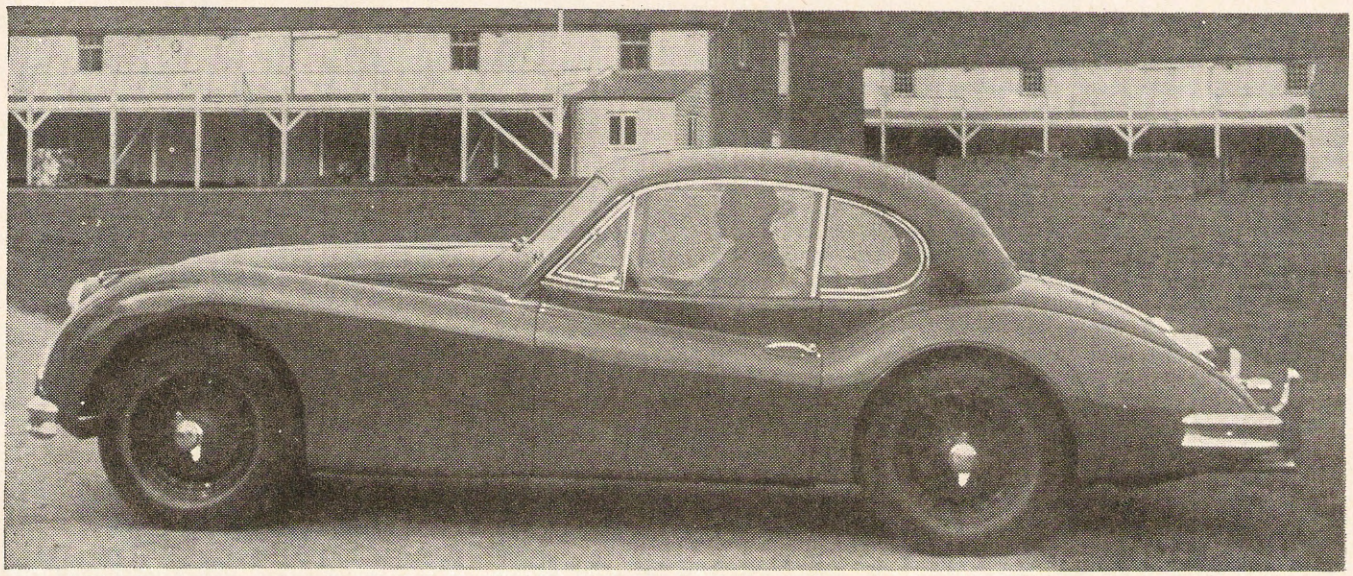
On moving off, wheelspin is easily induced on any road surface, with 210 b.h.p. under the pedal. The clutch is smooth but can never be made to slip, and the gear lever is ideally placed. The overdrive is on the facia panel, for right-hand operation, and the translucent switch lever becomes illuminated when the unit is in operation.

For use with the overdrive, the normal 3.54 to 1 axle is replaced by a 4.09 rear end. This adds immensely to the pleasure of driving, for the top gear acceleration is really brilliant, and the flexibility notably improved. It is, in fact, perfectly easy to drive at little more than walking pace, and then to accelerate away briskly, all on top speed.

The direct drive gives slashing acceleration up to 105 m.p.h., after which the overdrive can be switched in. The ratio then is 3.19 to 1, which is theoretically a little on the high side. The car travels at very high speeds in a gloriously effortless manner, but peak revs. cannot



"On taking one's seat, it is at once obvious that the driving position is far better than that of the previous model. . . ."



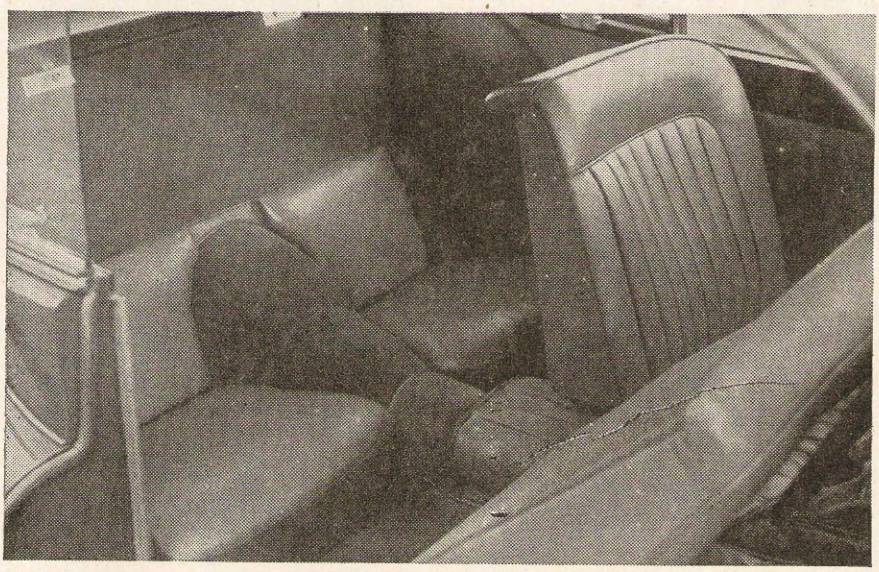
"The body is a delightful piece of work . . . general appearance is excellent, for the lines are artistically without fault, and there is no unnecessary decoration."

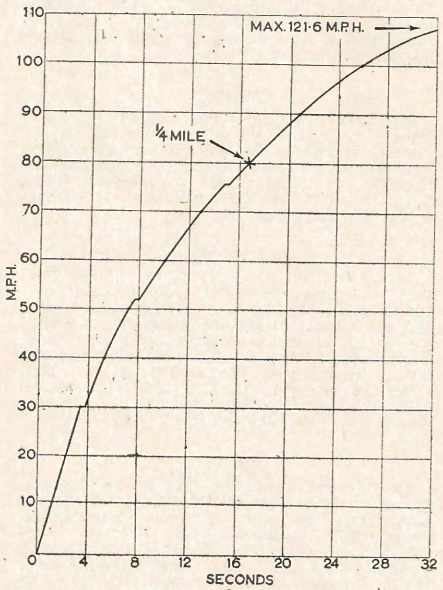
be reached under normal conditions, about 4,800 r.p.m. being the limit on overdrive. The timed mean maximum speed of 121.6 m.p.h. could certainly be exceeded with a lower gear. However, it is a matter of academic interest only whether 120 m.p.h. or 130 m.p.h. is the ultimate velocity. What does matter is that 100 m.p.h. can be attained in 26.2 secs., and then held as a cruising speed on overdrive with only a whiff of throttle. I often had an indicated 135 m.p.h. on the somewhat optimistic speedometer.

Perhaps the greatest improvement of all is in the braking department. With the new racing linings, it is possible really to drive on the brakes without inducing fading. Repeated applications from two miles a minute produce a choice scent of hot linings, but this has no detrimental effect, nor is adjustment required after quite a useful mileage.

These brakes, plus the excellent controllability, make possible the full use of all the available performance whenever traffic conditions permit. This is the most effortless car imaginable, the reserve of power for overtaking being most valuable. The exhaust is well silenced, and the engine is particularly smooth. The high-compression C-type unit is just fractionally more audible than was the earlier, "softer" version, but it is still flexible almost beyond belief.

I have been asked about the use of a conventional rear axle in a car as fast as this. I would say that, compared



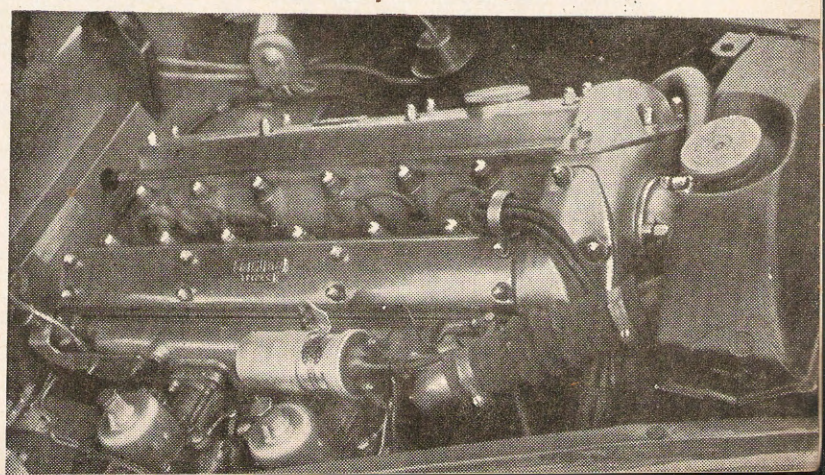


ACCELERATION GRAPH

As the acceleration graph and tabulated figures show, the sheer performance of the car is immense. However, that is only half the story. The new steering utterly transforms the handling, and the suspension has also been revised. The XK 140 is, in fact, quite firmly sprung, and all the "float" of the 120 has gone. There is a wonderful feeling of complete control, and this is one of those very rare cars that seems to help the over-impetuous driver out of his difficulties. The rack and pinion steering gives beautifully precise control, and one can fling the 26 cwt. car around like a 1½-litre machine.

(Above) "The rear seats are for children, or for adults on short journeys; they are very handy for occasional use. . . ."

(Right) "On moving off, wheelspin is easily induced on any road surface, with 210 b.h.p. under the pedal. . . ." The engine of the "Special Equipment" model with C-type head.



with some more complicated and much more expensive cars, the Jaguar does perhaps spin its wheels a little more when getting off the mark, as one would expect. It is also occasionally possible to "feel" the axle on fast corners with a very bumpy surface. Nevertheless, the Jaguar is far easier to drive than some Continental cars with independent rear ends, and in general the chassis design represents a most effective compromise.

If the XK 140 is an extremely fast car, it is also a very docile one. It has absolutely perfect traffic manners, and entry and exit is easy, even for a lady in evening dress. The excellent all-round visibility and compact dimensions are also appreciated in town, just as they are on the open road. Above all, though, this is an ideal long-distance car, and would be sheer heaven for Continental touring.

The C-type engine, reinforced by the overdrive, makes a notable improvement in economy; 17½ m.p.g. was recorded when driving the car very fast indeed. A more gentle driver could average 20 m.p.g., and still enjoy a 100 m.p.h. burst occasionally.

The Jaguar XK 140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Jaguar XK 140 coupé (Special Equipment Model). Price £1,291 5*s*. 0*d*. (£1,938 4*s*. 6*d*. including P.T.).

Engine: Six cylinders 83 mm. x 106 mm. (3,442 c.c.). Inclined valves in light alloy head, operated by chain-driven twin overhead camshafts. 8 to 1 compression ratio. 210 b.h.p. at 5,750 r.p.m. Twin SU carburetters. Lucas coil and distributor.

Transmission: Single dry-plate clutch. Four-speed gearbox with synchromesh on three upper gears and short central remote control lever. Laycock de Normanville overdrive, controlled by right-hand switch. Ratios, 3.19 (overdrive), 4.09, 5.59, 8.11, and 13.81 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Box section frame. Independent front suspension by wishbones and torsion bars with rack and pinion steering. Rear axle on underslung, semi-elliptic springs. Racing type wire wheels, fitted 6.00-16 ins. Road Speed tyres. Hydraulic brakes, front shoes self-adjusting.

Equipment: 12-volt lighting and starting. Speedometer, revolution counter, ammeter; electric clock, oil pressure, water temperature and fuel gauges, cigar lighter, heater and demister, flashing indicators, self-cancelling screen wipers and washers.

Dimensions: Wheelbase, 8 ft. 6 ins.; track, front 4 ft. 3 ins., rear 4 ft. 3⅛ ins.; overall length, 14 ft. 8 ins.; width, 5 ft. 4½ ins. Turning circle, 33 ft. Weight, 26½ cwt.

Performance: Maximum speed, 121.6 m.p.h. Speeds in gears, direct top 105 m.p.h., 3rd 76 m.p.h., 2nd 52 m.p.h., 1st 30 m.p.h., standing quarter-mile 16.8 secs. Acceleration, 0-30 m.p.h. 3.4 secs., 0-40 m.p.h. 5.4 secs., 0-50 m.p.h. 7.2 secs., 0-60 m.p.h. 10 secs., 0-70 m.p.h. 12.4 secs., 0-80 m.p.h. 16.8 secs., 0-90 m.p.h. 21 secs., 0-100 m.p.h. 26.2 secs.

Fuel Consumption: Driven hard, 17½ m.p.g.

PROVISIONAL CALENDAR, 1956

Racing Events

JANUARY

7th: New Zealand G.P. (R, S). **15th: BUENOS AIRES 1,000 km. RACE,** Buenos Aires (S). **21st: Lady Wigram Trophy Race,** New Zealand (R, S). **22nd: ARGENTINE G.P. (F1). 28th:** Dunedin Meeting, New Zealand (R). **30th: Orange Meeting,** Australia.

FEBRUARY

4th: Mendoza G.P., Argentina (F1). **5th: Mount Druitt Meeting,** Australia (R, S). **11th: Southland Meeting,** Australia (R, S). **11th/12th: Fisherman's Bend Meeting,** Australia (R, S). **19th:** Lake Freden Ice Races, Sweden (F3, S, T).

MARCH

4th: Lake Flaten Ice Races, Sweden (F3, S, T). **10th:** Cape Town Meeting, South Africa (R, S). **11th: G.P. of Dakar** (R, S, T), West Africa. **11th:** Varpen Races, Sweden (F3, S, T). **18th: Syracuse G.P.** (F1, S), Sicily. **24th: Johannesburg Races,** South Africa (R, S). **25th: SEBRING 12 HOURS RACE,** Florida, U.S.A. (S).

APRIL

2nd: Pau G.P. (F1 or R, S, T), France. **2nd:** Goodwood Races (F1, R, S). **2nd: Bathurst Meeting,** Australia (R, S). **7th:** Castle Combe Meeting (F1, R, S). **8th: Circuit of Sicily** (S, T). **13th/15th:** Circuit of Marseille, France (R, S, T). **14th:** Oulton Park Meeting. **15th: Targa Florio** (S), Sicily. **21st: Aintree Meeting** (F1, R, S). **28th:** Ibsley Meeting (F1, C, S). **28th/29th: MILLE MIGLIA,** Italy (S, T). **29th:** Circuit of Baden, Austria (S). **29th:** Paris G.P. (R, F1, S, T).

MAY

5th: Silverstone Meeting (F1, R, S). **5th/6th:** Hyères 12 Hours Race (S, T), France. **6th: Naples G.P.** (F1) or **Bari G.P.** (S), Italy. **6th:** Belgrade Meeting (S), Jugoslavia. **10th:** Forez 6 Hours Race (S) France. **10th:** Djurgard Park Meeting, Finland (F3, S, T). **12th: Ulster Trophy Meeting** (R, S), Dundrod. **13th: MONACO G.P.** (F1 or S). **13th:** Production Car Race, Spa, Belgium (S, T). **13th:** Montjuich Cup Race, Barcelona, Spain (S). **19th/20th:** G.P. de l'Ile de France (S). **20th:** Frontières G.P., Belgium (S). **20th: Turin G.P.** (F1), Italy. **20th: Naples G.P.** (F1, S) or **Bari G.P.** (S). **20th:** Sardinia Cup Race (S, T). **20th/21st:** Circuit de la Grenouillère (R, S, T), France. **21st:** Goodwood Meeting (F1, R, S). **27th: NÜRBURGRING 1,000 km. RACE,** Germany (S). **27th: Comminges G.P.** (F1 or S) or **Albi G.P.** (F1 or S). **27th:** Circuit of Trieste (S, T), Italy. **30th: INDIANAPOLIS 500 MILES RACE,** U.S.A. (R).

JUNE

3rd: BELGIAN G.P. (F1 or S). **3rd:** Imola G.P. (S), Italy. **9th/10th: LE MANS 24 HOURS RACE, France** (S). **9th/10th:** Opatija Meeting, Jugoslavia (S). **10th:** Circuit of Caldaie (R), Italy. **16th/17th: Oporto G.P.,** Portugal (S). **17th: DUTCH G.P.** (F1, S). **23rd:** Aintree Meeting (F1, S, R). **23rd/24th:** Circuit of Bressuire, France (S, T). **24th: Supercortemaggiore G.P.,** Monza, Italy (S). **29th:** Circuit of Umbria, Italy (S, T).

JULY

1st: FRENCH G.P. (F1) and **Rheims 12 Hours** (S), France. **8th: Rouen G.P.** (S, T), France. **8th:** Dolomite Gold Cup (S, T), Italy. **14th: BRITISH G.P.** (F1). **14th/15th: Circuit des Sables d'Olonne** (R, S, T), France. **15th:** Tour of Calabria (S, T), Italy. **21st:** Leinster Trophy Race, Eire (R). **21st/22nd: G.P. of Portugal** (F1 or S). **22nd:** Zandvoort meeting (F3, S), Holland. **28th/29th:** Messina 10 Hours (S, T), Italy. **29th: GERMAN G.P.** (F1, F3, S). **29th: Circuit of Cadours** (R), France.

AUGUST

5th: Swedish G.P. (F3, S, T). **5th: Circuit of Caen** (R, F1, S, T), France. **5th:** Norisring Races, Germany (S, T). **5th:** Circuit of Senigallia (R, S), Italy. **6th:** Brands Hatch Meeting (R, F3, S). **11th: Oulton Park Meeting** (S). **12th: G.P. de la Baule** (R, F1, S, T), France. **12th:** Circuit of Reggio di Calabria (S), Italy. **15th: Pescara G.P.** (F1, S). **19th: SWISS G.P.** (F1). **19th:** Circuit of Salerno (R), Italy. **25th:** Snetterton Meeting (F1, R, S). **26th: Eifelrennen** (F1, S, T), Germany. **26th:** Circuit of Chieti (R), Italy. **26th:** Karlskoga Meeting (F3, S, T), Sweden.

SEPTEMBER

2nd: ITALIAN G.P. (F1) and **Coppa Inter-Europa** (S, T). **2nd: Stockholm Meeting** (F3, S, T), Sweden. **8th:** Goodwood Meeting (F1, R, S). **9th: G.P. of Rome** (F1, R, S). **15th: ULSTER T.T.** (S), N. Ireland. **16th: Avusrennen** (F1, F3, S), Germany. **16th:** Coppa Sila (R), Cozenza, Italy. **22nd:** Oulton Park Meeting (F1, R, S). **29th: Orange Meeting,** Australia (R, S). **29th/30th:** Circuit of Agen (S, T). **30th: Modena G.P.** (F1, S).

OCTOBER

1st: Bathurst Meeting, Australia (R, S). **6th:** Castle Combe Meeting (F1, R, S). **7th:** Coupes du Salon (R, S, T), France. **28th: SPANISH G.P.** (F1).

NOVEMBER

19th/23rd: PAN-AMERICAN ROAD RACE, Mexico (S, T). **25th: Circuit of Gavea,** Brazil (S). **25th (or 2nd December): Australian G.P.** (R, S).

DECEMBER

2nd: Circuit of Marrakesh, Morocco (R, F1, S, T). **2nd (or 25th November): Australian G.P.** (R, S). **8th:** Castelfusano 6 Hours Race (S, T), Italy. **9th: Circuit of Interlagos,** Brazil (S).

Key: R—Racing unclassified; F1—Formula 1; F3—Formula 3; S—Sports Cars; T—Touring Cars.

Events in Bold Capitals are of Championship status, eligible for 1956 World Drivers' Championship or World Sports Car Championship; events in Bold Type are "priority" fixtures; other events are National, but open to foreign competitors not included in list of professional drivers, to be issued by the F.I.A.

Rally-Type Events

(Organizing Country in brackets)

JANUARY

Date not fixed: Mediterranean to Cape (France). **15th/23rd: MONTE CARLO** (Monaco).

FEBRUARY

4th/5th: Neige et Glace (France). **11th/12th:** Routes du Nord (France). **17th/19th:** Garmisch-Partenkirchen (Germany). **24th/28th: SESTRIERE** (Italy).

MARCH

4th: Alès-Cevennes (France). **4th/11th:** Critérium Féminin (France). **6th/11th: R.A.C. BRITISH. 10th/11th:** Arles-Alpes-Cevennes (France). **10th/11th:** Loire (France). **15th/18th:** Tour of Algeria. **16th/18th:** Lyon-Charbonnières (France). **30th (or 1st April):** Aix-en-Provence (France).

APRIL

5th/8th: IBERIAN (Portugal). **7th/8th:** Douze Heures de Huy (Belgium). **7th/8th:** Lavender (France). **12th/15th:** San Remo Féminin (Italy). **15th/20th:** Touristique Marocain (Morocco). **20th/22nd:** Solitude (Germany). **20th/29th: ACROPOLIS** (Greece). **22nd:** Tours (France).

MAY

2nd/5th: Morrocan. **4th/6th:** Rhine-Westphalia (Germany). **6th/12th: TULIP** (Holland). **8th/10th:** Soleil-Cannes (France). **12th/13th:** Constantine-East Algerian. **16th/20th:** Nürburgring (Germany). **17th/19th:** Rhone (France). **20th/21st:** Limousin (France). **21st/25th:** Scottish. **23rd/26th: GENEVA** (Switzerland). **26th/27th:** Alsace-Lorraine (France). **27th:** Dieppe (France). **28th/3rd June: MIDNIGHT SUN** (Sweden).

JUNE

1st/12th: Tour of Europe (Germany). **2nd/3rd:** Armagnac (France). **3rd:** Picardie (France). **3rd/4th:** Torch (Holland). **9th/10th:** Charente (France). **9th/10th:** Joan of Arc (France). **15th/17th:** Hanover (Germany). **15th/17th:** Austrian Alpine. **16th/17th:** Mobilgas Economy Run (Britain). **21st/24th: WIESBADEN** (Germany). **29th/30th:** Catalonian (Spain).

JULY

6th/12th: ALPINE (France). **19th/22nd:** Mont Blanc (France). **22nd:** Var (France).

AUGUST

26th/30th: Stella Alpina (Italy).

SEPTEMBER

2nd/10th: Tour de France. **5th/9th: LIEGE-ROME-LIEGE** (Belgium). **9th:** Styrian Mountain (Austria). **9th:** Bad-Neuenahr (Germany). **17th: VIKING** (Norway). **21st/24th:** Pyrenees (Spain). **23rd:** Jugoslav Alpine. **23rd:** Tyrolean Mountain (Austria). **23rd/30th:** Tour of Italy. **26th/30th: ADRIATIC** (Jugoslavia).

OCTOBER

Date not fixed (first fortnight): Turin (Italy). **4th/7th** Salon (France). **6th/7th:** Villes d'Eaux (Féminin) (Belgium). **7th:** Tour of Rhineland (Germany). **9th:** Venice Lido (Italy).

NOVEMBER

10th/11th: Tour of Belgium. **17th/18th:** Tour of Corsica.

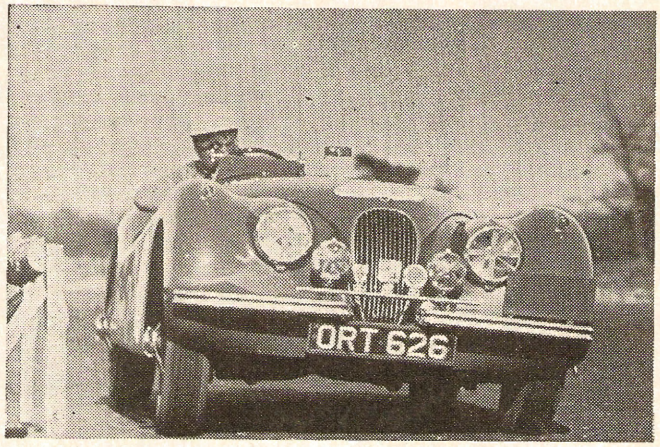
DECEMBER

Date not fixed: Taormina (Italy).

Events in Bold Capitals are eligible for 1956 European Touring Championship.

THE "AUTOSPORT" SERIES-PRODUCTION

SPORTS CAR CHAMPIONSHIP



THE recently announced AUTOSPORT Series-Production Sports Car Championship for 1956 has aroused tremendous interest. Negotiations are proceeding with race-organizers to include qualifying events at the major meeting to cater for entrants. Minimum distance has been fixed at 30 miles for any events counting towards the Championship, and points will be awarded on a *pro rata* basis according to distance. The final event will be over a minimum distance of 100 miles on handicap, although class-winners will be determined on the total number of points gained in the series of events.

A provisional list of eligible cars and permitted modifications is appended. It will be noticed that no provision has been made for vehicles of sports-racing specification—entirely different types of machine to those intended for normal road use.

In order to give private owners the chance to demonstrate their tuning skill, and not to discourage the manufacturers of special equipment, fairly extensive modifications are permitted. For example, proprietary cylinder heads can be fitted, provided that they conform to the regulations under "engine". Thus a cylinder head which replaces a standard unit must not exceed the compression ratio of the last-named by more than 10 per cent. Multi-carburetters which exceed the number of those fitted on the standard model are not permitted, but an exception is made in the case of side-valve engines of under 1,200 c.c. Entrants can, if they so desire, replace existing single-carburetter installations by a twin-carburetter assembly.

Camshafts have been carefully considered, and it has been decided that no alteration can be permitted as otherwise entrants who have special facilities, or the necessary influence to obtain special shafts, would possess a great advantage.

Special bodywork is allowed, as AUTOSPORT does not believe in penalizing owners who possess the enterprise to build, or have built, bodies to their own ideas. However, it is felt that the imposition of a minimum dry weight clause will give entrants no specific advantage, unless by improved aerodynamic shape. In the case of open cars, complete all-weather equipment must be available.

Superchargers may be fitted but all supercharged cars will be regarded as being over 2,500 c.c. Maximum pressure is limited to 6 lb. per square inch.

All entrants will be required to sign a form of recognition, copies of which will be lodged with the secretaries of all organizing clubs staging qualifying events. Any entrant discovered making entries calculated to deceive will be instantly excluded from the competition, and every effort will be made to have him (or her) made the subject of disciplinary action by the promoting club.

Full regulations, entry forms and forms of recognition will shortly be available from AUTOSPORT. A list of qualifying events will be published so soon as negotiations with organizers are completed.

These are the cars —and the mods.

Class I
(up to 1,200 c.c.)

Austin, A40 Sports. **Dellow,** Marks I-V. **D.B.-Panhard,** Grand Tourisme. **DKW,** Sonderklasse. **Dyna-Panhard,** Junior. **Fiat,** 1,100 TV, TV "Spyder". **H.R.G.,** 1,100. **Lotus,** Mark VI (Ford engine). **Morgan,** 1,172. **Morris,** Minor. **Porsche,** 1,100. **Renault,** "1063". **Siata,** 1,100. **Singer,** 1,100 c.c. Roadster.

Class II
(1,201-1,500 c.c.)

Alfa Romeo, Giulietta Sprint, "Spyder". **H.R.G.,** 1,500. **Jowett,** Jupiter. **M.G.,** TC, TD, TF, A. **Porsche,** 1,300, 1,500, Super, Carrera. **Simca,** Sport. **Singer,** 1,500 Roadster. **Sunbeam,** Rapier.

Class III
(1501-2,500 c.c.)

A.C., Ace, Aceca. **Alfa Romeo,** T1, Super. **Bristol,** 405. **Ferrari,** Type 166 Mille Miglia. **Fiat,** 8V Zagato. **Frazer-Nash,** T.T. Replica, Mille Miglia, Sebring. **Lancia,** Gran Turismo, Spyder. **Mercedes-Benz,** 190SL. **Morgan,** 4/4, Plus-Four. **Salmson,** 2.3-litre. **Siata,** 8V. **Swallow-Doretti. Triumph,** TR2, TR3.

Class IV
(over 2,500 c.c.)

Allard, all V8 models with engines of Ford origin. **Alvis,** 3-litre. **Aston Martin,** DB2, DB2/4. **Austin-Healey,** 100, 100 with Le Mans modifications. **Bentley,** all models, 1949-1956. **BMW,** 507. **Chevrolet,** Corvette. **Daimler,** Conquest Century (open version). **Delahaye,** all models, 1949-1954. **Healey,** Silverstone. **Jaguar,** XK 120, XK 140. **Jensen,** Interceptor, 541. **Mercedes-Benz,** 300SL.

Permitted Modifications

Engine

Compression ratio. Can be raised not higher than 10 per cent from figure quoted in catalogue, using standard-type pistons.

Valves. No restriction on size, provided listed by makers.

Valve Springs. No restriction.

Camshafts. No alteration permitted.

Carburetters. No limitation on choke sizes; no alteration in number with the exception that side-valve engines of under 1.200 c.c. may have two carburetters. Double-choke instruments count as two carburetters. Air-cleaners not required.

Cylinder Heads. Proprietary cylinder heads permitted so long as increase in compression ratio does not exceed 10 per cent of standard head, and proviso relating to number of carburetters is observed.

Porting and Manifolds. No restriction.

Silencers. Must conform to legal requirements.

Ignition. Magnetos may be fitted.

Lubrication. Oil coolers permitted.

Cooling. Fans or fan-blades may be removed.

Crankcase. Standard-size sumps only permitted.

Bodywork

Special bodies will be permitted on standard chassis so long as the weight of the complete vehicle (dry) does not come under that of the equivalent catalogue model by a figure exceeding 1½ per cent. This figure will also apply to the weight of all vehicles, to allow for discrepancies and variations in those issued by manufacturers. Spare wheels must be carried. All-weather equipment need not be carried unless specified in race regulations. All windscreens must be of laminated glass construction. Aero-type screens are permitted if listed by makers. "Perspex" or plastic materials not permitted. Louvres may be cut on bonnet tops or sides. At least two doors compulsory. Metal tonneau covers not permitted. Catalogue lighting and starting equipment is essential. Seats may not be removed nor the metal portions constructed of any material other than that used on the standard production models.

Transmission

Clutch. No increase in diameter, or number of plates, from catalogue unit. Springs may be changed. Any make of lining permitted.

Gearbox. No alteration from standard ratios.

Rear Axle. No restriction if makers catalogue alternative ratios. Locked axles or limited-spin differentials not permitted.

Suspension

Dampers. Any make permitted.

Springs. No alteration from standard, but additional anti-roll bars may be incorporated.

Wheels

Wire wheels permitted. Front and rear tyres sizes must be identical. No restriction on tyre section sizes, but wheel diameter must not be altered.

Brakes

No alteration in total area. Disc-type brakes permitted if listed by makers as extras. Any type of lining. Hand-brakes compulsory. "Al-fin" or similar drums permitted if available through makers.

Equipment

All cars must be provided with instruments and equipment as listed in catalogue for normal production vehicle.

Superchargers

Superchargers are permitted so long as maximum pressure does not exceed 6 lb. per sq. in. All supercharged cars, irrespective of capacity, will be classed as over 2,500 c.c.

TARRANT RUSHTON

WE regret that our report and photographs of last Sunday's Tarrant Rushton sprint meeting have had to be held over, pending receipt of the official results from the 750 M.C.'s Southern Centre.

THE sports car G.P. on the Ivato circuit at Antananarivo, on the Island of Madagascar, East Africa, was won by Claude Storez in a Porsche "550". He averaged 66.6 m.p.h. for the 168.7 miles of the race.

CONFIRMING the Cunningham withdrawal from competitions, Briggs Cunningham is selling his Palm Beach factory.

A Week-end's High-Speed Motoring

Being a Personal Account of the B.M.C.'s Record-Breaking Achievement in Covering over 100 Miles in the Hour in Each of Five Production Cars

By JOHN GOTT

NOWADAYS the "Ton" is a common selling point, and it is estimated that at the current Show 30-plus machines are capable of that erstwhile magic figure. One hundred miles *in* the hour is, however, a rather different matter from a timed flying half mile and is a figure at which many expensive sports machines would quail.

I was therefore a little surprised when Marcus Chambers, *Chef de Competition chez B.M.C.*, rang up one day to ask if I would like to drive some of the B.M.C.'s models which were to attempt that feat at Montlhéry over the week-end of 21st/23rd October. The cars were to be an M.G.A., an Austin-Healey 100, a Riley Pathfinder, a 6/90 Wolseley and an Austin Westminster, and the drivers were to be Ken Wharton, Ron Flockhart, Bob Porter and myself. I was still more surprised when he told me that the M.G.A. and the Austin-Healey were to be in standard trim with, of course, the catalogued extras, and that the saloons were to be modified only to the permitted Group III Rally trim, whilst the whole attempt would be on BP Super taken from a pump in England and sealed under R.A.C. supervision for placing in the cars' tanks under A.C.F. supervision in France.

In the event the modification was less than I had expected, and certainly not to the extent common in production car races, *i.e.*, removal of seats, spare wheels, etc., the main change being fitting of higher axle ratios and careful attention to the suspension. All cars carried their full touring equipment and the saloons had heaters and radio sets, one of the latter indeed being fitted in the M.G. All the cars travelled out and home under their own power.

For an attempt of this nature, good weather would have been a boon, but we were not lucky in this respect, and the first day of the trials, Friday, 21st October, was wet, cold and very, very windy.

Whilst M. Massonet of the A.C.F. checked the draining of the tanks and the cars' specifications, Marcus gave the drivers their instructions.

The minimum target lap time was 57 secs., exactly 100 m.p.h., and the target lap quota was 64 laps. These were, however, the slowest permissible figures, allowing for absolutely no error, and it was decided that if the cars could better the minimum lap time by at least one-fifth second consistently, they would be called in and another car sent out. This was necessary because we only had the track for Friday and Saturday, with the possibility of an additional short period on either Sunday or Monday.

Ken Wharton led off in the M.G.A., running with its hood and side curtains erected. Despite frightful conditions, with rain squalls and wind gusting up to about 30 k.p.h., the little car was beautifully steady, but its lap time was too close to the target for comfort. As it was running on the standard axle of 4.3/1, the larger tyres had been fitted to try to spare the gallant little engine; these came off and were replaced by the smaller ones. Up went the revs. to around a steady 6,000 and down went the lap time to a safer figure. The motor never lost its beautiful hard hum and we could signal an increasingly satisfactory margin of time in hand over target. The last laps rattled by, and then we could call Ken in for the drink he had so well earned, with the M.G.A. credited with 102.54 miles in the hour—a most promising beginning to the sortie. One of the French officials, who had seen the M.G.s at Le Mans, was insistent that it had the special "Le Mans engine" and was astounded when the bonnet was lifted to see for himself that it hadn't!

Next out for a serious attempt was Bob Porter with the Pathfinder.

He had the original idea of doing the run with three passengers, one being his attractive wife, Mollie, but all being equally sure of Bob's touch with a steering-wheel.

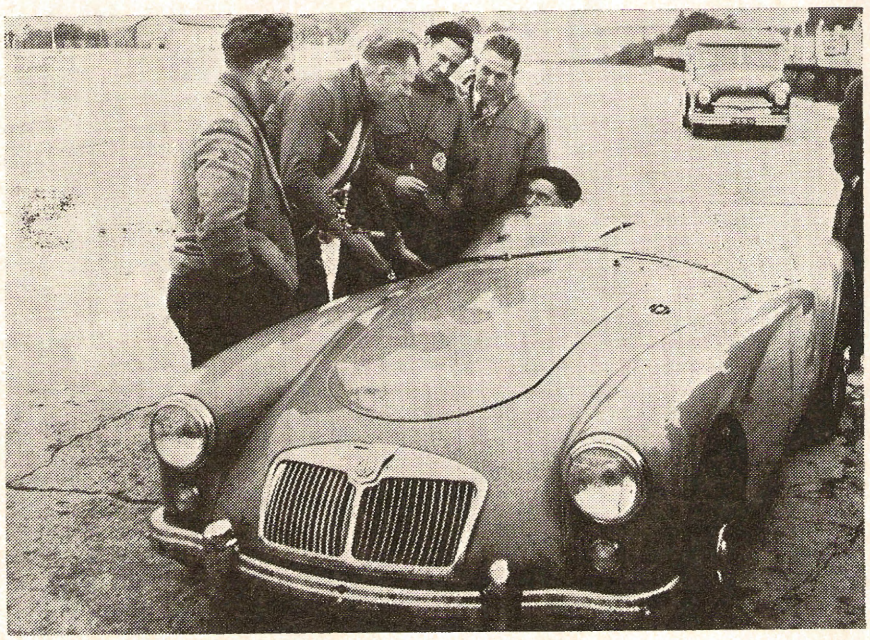
He made a couple of laps, with and without passengers, to see how the car went, and then settled down to lap consistently at around 108 m.p.h. The big car ran like a train, steady over the bumps, and holding around 5,300 r.p.m. Just after he had started, the track dried and the sun shone for some half hour, during which Bob lapped at just on 110 m.p.h. Of all the runs this was the one which gave us the least anxiety; indeed, Bob was given the slow-down signal, to which he responded by knocking one-fifth second off his lap time! However, he swore—and his faithful passengers backed him up 100 per cent—that he religiously lifted twice per lap, in view of which the improvement was put down to a drop in the wind and not to extra pedal pressure.

Having done 108.3 miles in the hour, the Riley was called in, and it is doubtful whether the driver or the passengers received the warmer congratulations and still more doubtful which of them deserved the most. In any event, M. Colibet, the track manager, said that this was the first time in the history of the track that a car had carried so full a load of passengers so far at such a speed.

It was particularly pleasing to Bob Porter, who tried to achieve the "Ton in the Hour" on a 2½-litre Riley some time ago, but could not quite manage it.

As a matter of interest, I took one of the TV photographers round the track in the Riley just after Bob's run, and the car felt beautifully solid and the engine still produced a lap at 107 m.p.h. with no trouble at all.

In the afternoon, Ron Flockhart brought out the Austin-Healey. In view of the improvement in the weather in the morning, we had hoped that it would be better but, if anything, it worsened during the afternoon, the wind rising to 40 k.p.h., and the rain steadily continuing to fall.



112.36 *MILES in the hour—the M.G.A., in speed trim, after John Gott's run, with Alec Hounslow at the wheel.*

Again the car ran with hood and side screens erect, and had no trouble with laps at between 104 and 105 m.p.h. Ron's main worry was with a side screen which was sucked out sideways by the back draught, and for quite a portion of his hour's run he drove with one hand, the other holding the screen in.

The result was 104.32 miles in the hour, and three of the cars had done their stuff. Feeling very satisfied, we packed up for the day. Satisfaction was reduced, however, when the Met. report from Orly airport promised rain and increased wind on the morrow.

I myself, having suffered from Met.

WOLSELEY, WESTMINSTER, M.G.A.: Line up of B.M.C. products at Montlhéry, each of which covered over 100 miles in the hour driven by Gott. (L. to r.) Marcus Chambers, Mme. Bertaux of La Potinière, John Gott, and mechanics D. Watts, T. Wellman, H. Stone and A. Hounslow.

inaccuracies during the last war, was not too worried, but either the forecasting technique had improved or the French forecasters are lucky, for Saturday was just like the gentlemen said—wet and horribly windy. Even the Citroën drivers who lap the track interminably at about 60 m.p.h. were depressed with the conditions, and the Austin could not better 57.1 secs., try as I might.

The Wolseley did around 57.6 secs.

As it was pointless to wear out the cars, they were put away, whilst we waited in vain for a break in the weather.

The French officials, MM. Massonet and Pertche, were most helpful and offered to come out on the Sunday. M. Colibet said that we could have the track in between the Monomill practice races, and it was agreed that we should start at 8 a.m., which meant the officials getting up at around 5.30 a.m., as they had to come from Paris.

Sunday dawned calm and grey, but no rain, and promptly at 8 a.m. the Austin was circulating. Soon the welcome 56.3 sign came up and we were away. Having been advised that previously I was perhaps a little too high on the banking for the speed, I was holding a lower line, and the lap times were steady under the target speed. On the short straights the car was doing about 108 m.p.h. and the temperatures and pressures never varied. Half-distance done on schedule with a decent margin in hand; fair enough.

As ever, towards the end of the stint one begins to imagine things. Is the steady thrashing of the wheels over the concrete taking on a deeper and heavier note? Is the engine rougher? Imagination, as the revs., pressures and temperatures are steady. But it isn't, you know! Off the banking on to the pits straight at about 108 m.p.h.—and bang! A cloud of objects and the car lurches to the offside; the front offside tyre has blown. Keep off the brake at all costs and hold it. This is managed, and the Austin jolts to a standstill some three-quarters of a mile away. The tyre is a twisted wreck, and the rim has had it. The suspension looks O.K. though. Then the sound of an engine started up at the pits and Marcus and the boys are here. Back to the pits and out with the Wolseley.

Soon we are under target and the big car settles down for its hour's thrashing. The laps reel off steadily, with the fastest at almost 103 m.p.h., and everyone looks happier. I try the wireless, but the noise is too confused with the speed, and I turn it off. Then I get the "Come In" signal and do so. The Wolseley has done 101.2 miles in the hour, and four of the cars have done their stuff.

Now we have to leave the track for the Monomills, and the question is—what about the Austin? It is decided that the tyre has probably gone because the line on the banking was too low, but the car seems sound enough, although it has already done three-quarters of an hour at full bore.

At 12.30 p.m., with the wind rising a little to 5 k.p.h., we are back again for a second go. This time I decide to go back to where I was before being advised to come lower. The lap times remain much as in the morning, but the tyres are noticeably cooler when I come in for a check.

Off again, and the Austin, despite its thrashing, holds its times easily and reels off the laps with an ever-increasing margin. Towards the end of the run, I see that Alec Hounslow, the chief mechanic, has the M.G.A. out in "speed trim". This consists of an under-tray, "wrap-around" windscreen and cockpit cover, plus removal of the main screen, hood and bumpers, and addition of an oil-cooler, all the additions being available to the enthusiast. The engine, however, has not been checked since Ken's run and indeed, has been sealed by M. Massonet.

With never a falter, the Austin completes its last few laps, and has done 101.98 miles in the hour, and that at the second time of asking.

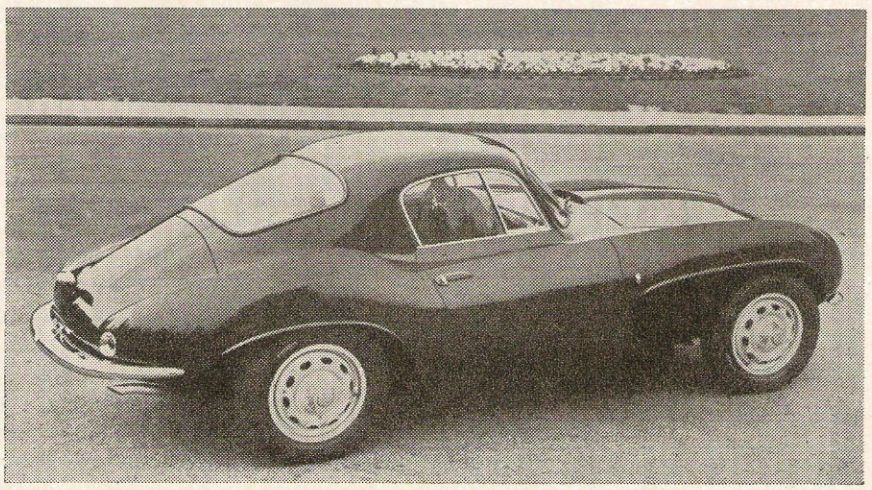
As I get out Marcus tells me that I should do 50 miles in the M.G.A., the object being to see what improvement the speed equipment will make. Alec tells me that the Le Mans axle of 3.7/1 is now in and I can't break the motor—especially as I have never before driven it or even sat in it. We'll see!

The car gives an immediate feeling of confidence and the first flying lap is 106 m.p.h. Unfortunately, my overalls blow open and I come in for adjustment. After that we improve. The lap speeds rise to 113 m.p.h. and I am mentally trying to calculate how many laps in 50 miles, when I see the ominous sign "1 Hour". Here we go!

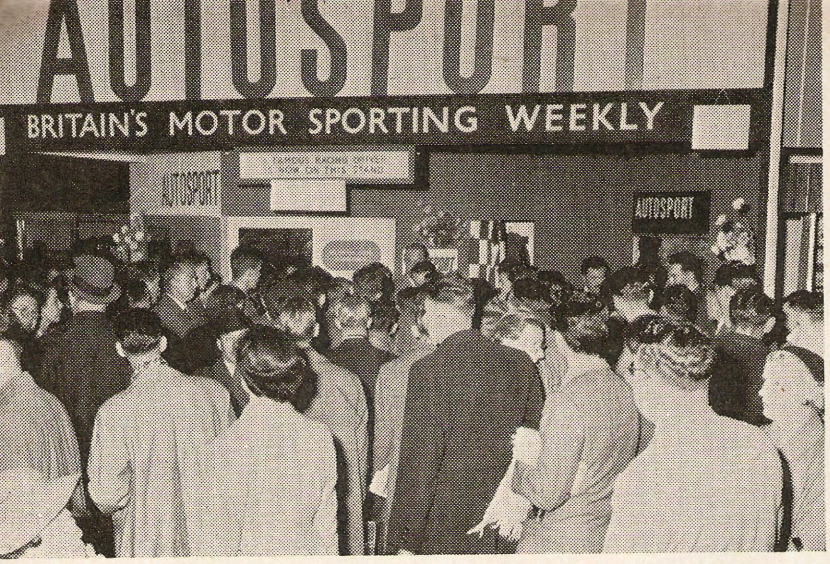
Lap speeds fairly steady at 112 m.p.h., then they drop to 110 m.p.h. Must be getting tired, and must do something about it. Next time round 114 m.p.h. Actually, I was told later that I would have been called in if it had not been for that 114 m.p.h. And then the "Come In" sign goes out. The M.G.A. has done 112.36 miles in the hour—and I feel sure that it could have done more! The engine was steady at around 5,700 r.p.m. and by rev. counter we were getting just on 120 m.p.h. on the straights.

Deafened, but delighted, I reckon that I have done not far short of 400 miles at over 100 m.p.h. in a morning—and all on production cars!

A fortnight before, if anyone had told me that, I should have been incredulous, but it is a fact. All credit must go to the B.M.C. engineers who designed the cars, to Marcus and the lads who carried it through, particularly the mechanics with us, Alec, Henry Stone, Duggie Watts and Tommy Wellman, who checked the cars so well that not one of them had a stop for any mechanical trouble whatsoever.



***BERTONE-BODIED:** A new hardtop version of the 2-litre Arnolt-Bristol is now offered in U.S. and European markets, the body design being by Bertone of Turin.*



CROWD SCENE: Motor sporting followers at Earls Court gathered in large numbers at the AUTOSPORT *stand. Amongst the many "notables" who called was Archie Scott-Brown (below).*

THE SHOW

Earls Court from the Sporting and Social Angles

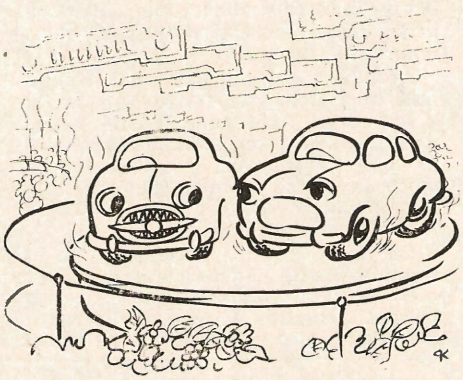
By Leslie Brooke

"*THE Motor Car Exhibition held again at Earls Court was opened by The First Sea Lord, Earl Mountbatten, before a crowd exceeding all previous attendances. . . .*" but you can read that sort of thing anywhere. How do we followers of the sport see it?

Always I feel that for us the Motor Show can be, and often is, a huge club where sportsmen in the world of motoring meet and, yes . . . many a hardened Motoring Correspondent may be seen (perhaps not realizing it) enjoying himself like any schoolboy.

A Paris spring is well known for its many atmospheres and moods, yet the Motor Show has many more. The sporting crowd were likened to me the other day to a circus. One sees the old faces, the present-day popular faces, and the new ones, too, at rallies, Grands Prix and social functions in whatever part of the world one may be, and Earls Court is no exception either. Just as I entered I looked around the research stand at the photographs of the recent modifications made to the track at M.I.R.A., only to find after five minutes that I had been standing next to a very absorbed Jack Fairman. At the AUTOSPORT stand, in quite a different setting, were most of the oil barons who, having by mutual agreement, no stands of their own, use Gregor Grant's H.Q. as their meeting place. When I saw them just before the show opened, they looked, if they will forgive me, rather like a lot of waiters before a feast, but it wasn't long before they were frantically busy.

Wandering a short distance away, I come to the smallest stand in the show . . . one car . . . one telephone, as if to emphasise its very smallness and lightness—the Lotus stand. . . . Round the motorboats . . . "E magnifico" I hear a pleasant soprano voice say, as the owner, a rather lovely girl, comes into view: let's hope she buys one and takes it back to sunny Italy with her. And then on, past a slightly silent V8 Climax engine, perhaps merely hibernating while its smaller brother is doing such sterling work. Good heavens!—midday and I've got an appointment at Mintex with three bods. I get into the 10-ton service lift to save time and land in the basement, where to my surprise I am confronted with the blunt end of a perfectly good train. Which just goes to prove that if you don't make mistakes you never learn anything.

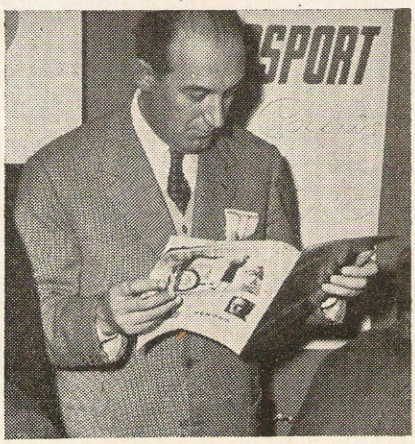


"Ooh—my tyres are killing me!"

Back up top this time, at about ¼ m.p.h., with a load of lovely country scenery and a trolley full of movie camera equipment. My birds have flown; but there is Bob Aston smiling all over his face, possibly on account of his very well justified promotion to racing manager in that firm. A few telephone calls there, and in comes Mike Hawthorn, who tells me that the new Lancia "V" gives 232 b.h.p., which at least sounds quite honest.

Down to the main floor again, where I go and listen to comments on the new Citroën which, by and large, are that it

(*Continued on page* 578)



VISITORS to our stand included Italian designer Aurelio Lampredi (left), and Desmond Titterington and Les Leston, both busy signing autographs for motor racing enthusiasts.

AUTOSPORT, NOVEMBER 4, 1955

JOHN RISELEY-PRICHARD *tells*

THE SYRACUSE STORY

How Tony Brooks in a works Connaught beat the Italians on their home ground, and scored the first important all-British Grand Prix victory for 31 years

I DID not imagine, when Tony Brooks telephoned me some 10 days before the race to tell me that he had been invited to drive a "works" Connaught in the Syracuse Grand Prix, that this was the beginning of a headline story.

Tony takes his job very seriously and motor racing is a hobby from which he derives enormous pleasure, but he did not relish the idea of flying by himself to a country where he did not speak one word of the language, to drive a car he had never driven before on a course he had never seen. It was, however, an opportunity that he should clearly not miss, and I agreed to accompany him if Connaught's would put up with me.

Up to this time, the only single-seat racing car which Tony had driven was my four-year-old 2-litre Connaught on about six occasions during the latter part of this season, and although in each race he had driven the car superbly, a modern Formula 1 machine is quite a different proposition. However, Rodney Clarke evidently shared my complete confidence in his ability.

A day or two later, we were told that the entry had been confirmed, and that we should make arrangements to be in Syracuse not later than Thursday evening before the race for practice on the Friday and Saturday. Two cars were being sent, the open-bodied car which first appeared at the *Daily Dispatch* Gold Cup meeting at Oulton Park in Reg Parnell's hands and a streamlined machine. Les Leston was to be the other driver and he had sportingly said that as Tony had driven for Connaughts before (the 1½-litre sports car at the September Aintree meeting, when he just beat Leston in Peter Bell's car for second place in the 1½-litre race after a terrific scrap) he should have the choice of cars.

It was at the proverbial 11th hour that the organizers definitely decided to hold the race—only, in fact, after they had received confirmation of a full works Maserati team—and Connaughts had little time to prepare the cars. They were both taken to Goodwood for a final test run and loaded straight into the transporters from which they emerged, very dusty, at Syracuse about a week later after a journey of nearly 2,000 miles.

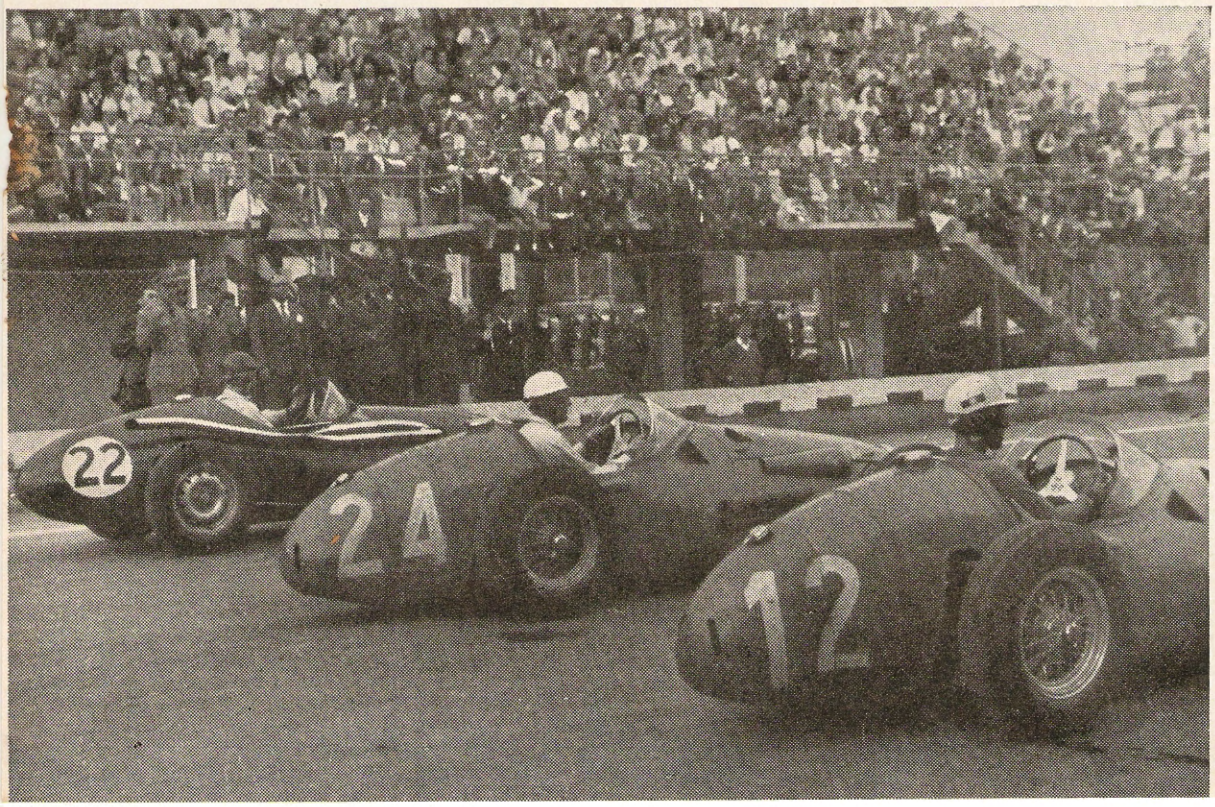
When we arrived in Syracuse on the Thursday evening, there was no sign of the transporters or of Mike Oliver, that delightful and brilliant "back-room boy" who seldom attends race meetings but who, on this occasion, came out to take charge of the team. As the first practice session on Friday approached, there was still no sign of the cars, so Tony, Les Leston and I, after much haggling in sign language (as none of us spoke Italian) hired three Vespas and proceeded to do several reconnaissance laps, much to the astonishment of the race officials and the bewilderment of the *polizie* who were endeavouring to clear the roads of an intelligently inquisitive local populace.

The Syracuse event is customarily the season's first Grand Prix to be held in Europe, generally in March or April—it will be remembered that Mike Hawthorn suffered burns when his Ferrari crashed in this race in April 1954—and the lap record was held by the late Onofre Marimon in a Maserati in 2 mins. 3.8 secs., a speed of 99.36 m.p.h. This year's race was to have been over 80 laps (about 272 miles) starting at 3 p.m. but was reduced to 70 laps (about 238 miles) and the start put forward to 2.45 p.m. so that the race could be completed in daylight.

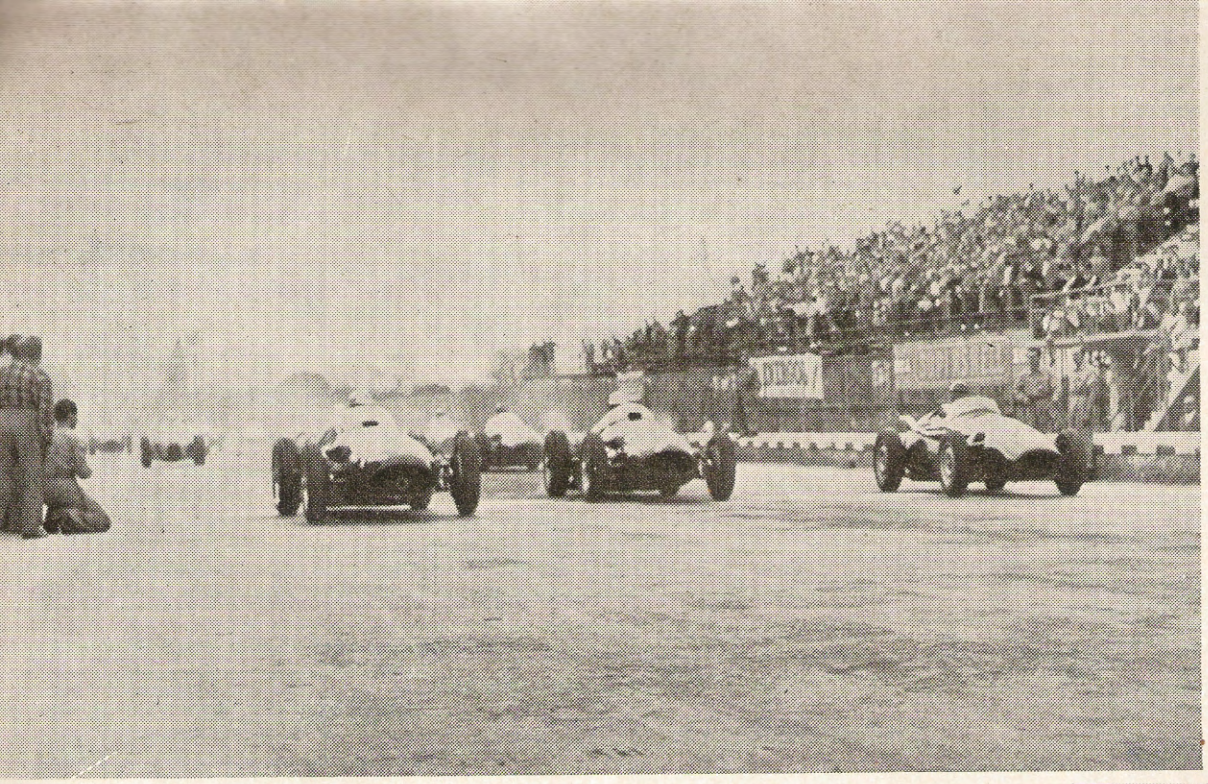
A Driver's Circuit

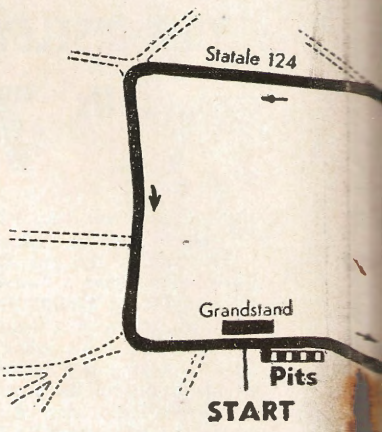
The circuit is situated just outside Syracuse and is approximately triangular in shape, with two slowish corners at the base of the triangle and an acute hairpin at the apex. But there is no real straight, and the three sides of the triangle are formed by a series of very fast gentle curves of the type which sorts out the very good drivers from the good, and on which Tony really excels. The road is fairly wide and the surface moderately bumpy, though definitely above average by Sicilian standards. Solid-looking concrete walls run on each side of the road for practically the entire length of the 3.4-mile circuit.

The field consisted of 15 cars of which



ONE GREEN, TWO RED: Pre-start view of the front row of the grid, occupied by Brooks (Connaught), and the works Maseratis of Villoresi and Musso.





THE GETAWAY: (Left) Musso take lead, followed by Villoresi and the naught. But eleven laps later Brook ahead of both the Italians.

nine were Maseratis and two each of Ferrari, Gordini and Connaught. Modena had sent a very strong works team and of these, the two to be driven by Musso and Villoresi were the latest "1956" type cars with five-speed gearbox. Schell was to drive the streamlined car which Behra drove in the Italian Grand Prix at Monza, and Shelby and Piotti made up the team. Independent Maserati entries were to be handled by Gould (in his ex-works car), Salvadori in the Gilby Engineering machine, Rosier and Volonterio. Gordini had brought with him his new eight-cylinder brain-child with enveloping body and an older "six" to be driven by Manzon and Pollet; the field was completed by the two independent Ferraris to be driven by Scarlatti and Vidilles and, of course, the two Connaughts.

First Practice—Musso Fastest

Friday's practice session ran according to form; Maseratis were obviously confident of an easy race and Musso was fastest with a lap of 2 mins. 5 secs., Villoresi being only 2 secs. slower. Schell was experiencing brake-fade on the streamlined car but, driving a conventional machine, both he and Shelby were the only other two drivers to get below 2 mins. 10 secs. Gordinis were evidently in trouble and although the streamlined car sounded very healthy, it was clearly very slow and came in every few laps with pungent cooking smells emanating from the general direction of the disc brakes.

Dinner time that evening passed and still no sign of the Connaughts, and we began to wonder whether we would have to resort to the Vespas to collect the starting money. However, later in the evening Mike Oliver and one tender arrived; apparently there had been difficulty in obtaining the necessary permits for the vehicles to be driven across France (application is required at least 14 days in advance) and the transporters had been driven more or less continuously for five days, only for one of them to run out of brakes south of Naples. Early Saturday morning the second transporter arrived and it was a very weary team of mechanics who prepared the cars for the somewhat perfunctory ceremony of scrutineering on Saturday morning.

It was obviously desirable to keep practice to a minimum to preserve the cars for the race, consistent with giving the two drivers a chance to learn the circuit and get the feel of the cars; Mike Oliver wisely decided that Tony and Les Leston should not try each car to see which they preferred, but to allocate the "open" car to Tony and the "streamliner" to Les. So the last preparations for practice proceeded according to plan until, with about half an hour to go, Leston's car would not start. Trouble was located in the fuel-feed system which took over an hour to put right.

Saturday's practice commenced soon after 3 p.m. Times were rather slower than the previous day's, possibly because the Maseratis were not being really pressed, but more probably because a short stretch of the road had been resurfaced for the race, and had tended to break up during the first training session, making the approach to the last corner before the pits slippery and difficult. Musso's best time was 2 mins. 7 secs. and Villoresi's fractionally slower. Again Manzon's Gordini was slow, and in trouble; he eventually decided to transfer to the older car which was definitely quicker but he appeared to be having an uncomfortable ride over the bumps.

Second Practice—Brooks Surprises

While everyone was busy with stop-watches clocking Musso, Villoresi and the rest, Tony quietly went out with the Connaught; first of all two or three relatively slow laps to get the feel of things, then 2.13, 2.10, 2.8, 2.7 and finally 2 mins. 6 secs. before being brought in to digest what he had learned. It had all been so smooth, so apparently lacking in fireworks that few people had

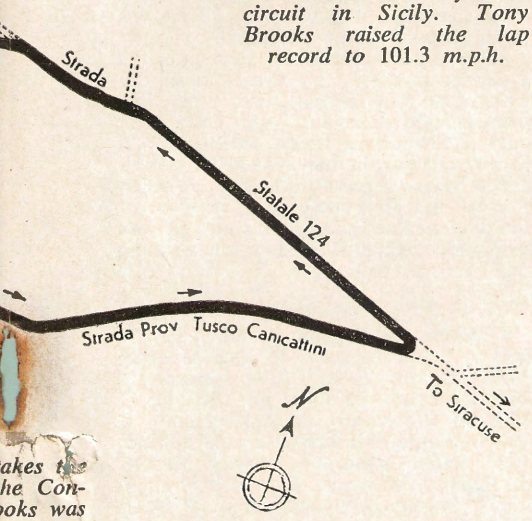
Theirs the Honour . . .

TONY BROOKS, driver of the winning Connaught.

RODNEY CLARK, designer and managing director of Connaught.

MIKE OLIVER, Connaught's "backroom boy" and engine expert.

FAST SECTIONS feature in the 3.4-mile Syracuse circuit in Sicily. Tony Brooks raised the lap record to 101.3 m.p.h.



akes the he Con- ooks was

OPPOSITION to the Connaughts of Brooks and Leston included the Monza Maserati "streamliner" (above), driven by Harry Schell into fifth place, and (right) the eight-cylinder Gordini of Robert Manzon, which performed disappointingly.

any idea how quickly he had been circulating. Then came the announcement: "Brooks, No. 22 Connaught, fastest lap of the session!" Not a murmur came from the spectators who had applauded each announcement of their idols' times. Someone faster than Musso and Villoresi!—impossible, Mercedes-Benz were not present! Smiles changed to frowns in the Maserati pits where Musso and the others grabbed their crash hats and got back into their cars. This time they all tried very hard indeed, and Musso got down to 2 mins. 3.8 secs. to equal the lap record and the crowd was happy again. Villoresi turned in 2 mins. 4.2 secs., but Tony, during another short spell, was only a second slower—in a strange car on a strange circuit. The Connaught sounded wonderful and looked immaculate and the splendid Connaught mechanics no longer looked weary. This was more like it. Even the local Sicilian Press conceded that the Connaught's excellent practice times gave promise of a good race.

In the meantime, the trouble with Leston's car had been put right but time allowed him only about eight practice laps and he sensibly concentrated on learning the circuit and the car; nonetheless, he got down to a creditable 2 mins. 13 secs. and was confident that he could take at least 5 secs. off that time.

And so to race day: rain fell early in the morning but it soon cleared, the sun came out and the weather was just about perfect for motor racing—warm but not too hot, sunny and with little wind. The crowds began to gather all around the circuit, and the permanent grandstand opposite the pits was soon packed with excited and knowledgeable Sicilians.

The strategy was simple enough: both Tony and Les Leston still needed a little time to settle down, but we hoped that Tony would keep Musso and Villoresi in sight and within striking distance.

As the cars were formed up on the grid, it was as unusual as it was exciting to see a green car on the front row—Musso, Villoresi and Brooks. Behind, Schell and Shelby, then more red cars, with Leston and Salvadori on the fourth row.

Maseratis Lead

The start was a little ragged: the starter stood at one side of the front row, next to Musso's car, and was so surrounded by his friends that hardly anyone saw him drop the flag. Tony in particular had to keep his head turned at right angles to the direction of intended motion and could not watch his rev. counter. Furthermore, he had not had an opportunity to practice a start in the car. So whilst Musso and Villoresi rocketed off the line, Tony was rather slow, though Leston got away magnificently. As the noise and smoke drifted away, Gould was left on the line, having stalled his engine, but he was soon on his way, shaking his head and crouching more than usual at the wheel. This, as it turned out, may well have cost him third place.

As expected, Musso led the first time round, followed closely by Villoresi and Schell and then, to our immense excitement, Tony and Leston. After three laps, Tony passed Schell and, driving beautifully with no sign of flurry, set out to catch Villoresi who was only about 3 secs. ahead. Toward the end of the fifth lap, Leston spun, denting the near-side front wing of the streamlined car, and dropped several places before getting going again. Roy Salvadori also hit one of those solid concrete walls and came in to change a badly damaged wheel and tyre.

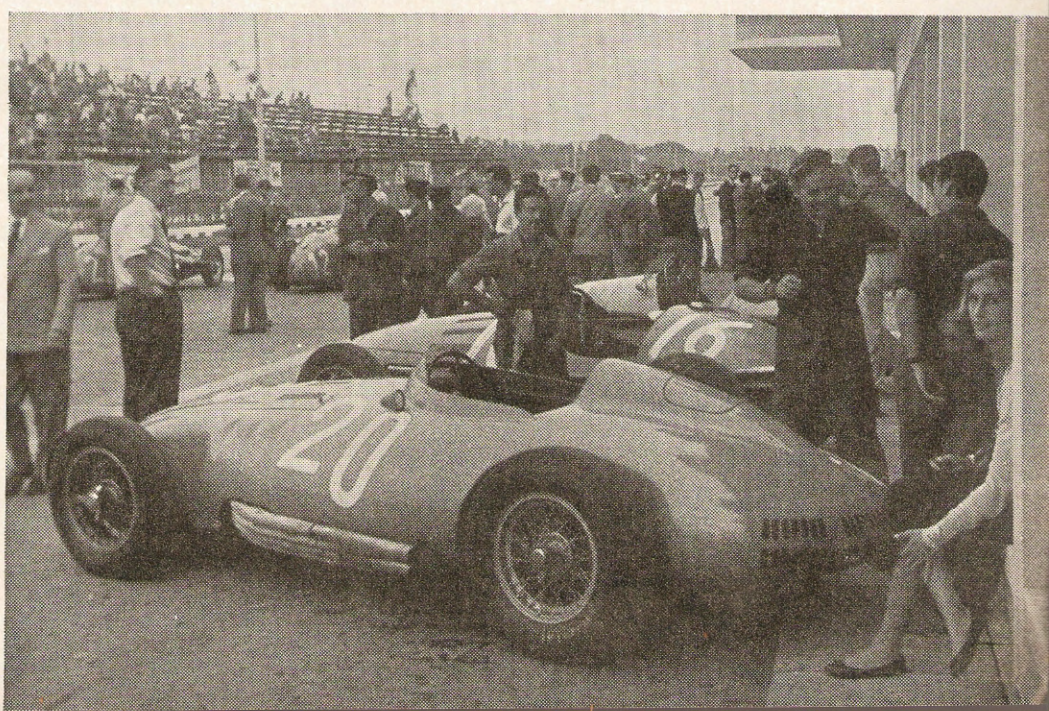
Tony took only two laps to deal with Villoresi and the crowd could hardly believe it as he drew steadily away and closed on Musso. After 10 laps, the position was, Musso; Brooks about 1 sec. behind; Villoresi; Schell; Shelby and Manzon. Salvadori came in shortly afterwards with a split fuel tank and his car was pushed away. Rosier's car was another early casualty with what appeared to be damaged rear suspension.

A Green Car Leads!

Then came the greatest moment I can remember for a long time in a Grand Prix—a green car was leading; Tony passed the pits with Musso hardly a car's length behind. The crowds were utterly astonished but roared their approval when Musso was back in the lead the next time round. But that was the last time he led the race. The following lap Tony was in front again but he had the unnerving experience of

GREEN COVER FOR CONNAUGHT

AUTOSPORT proudly dons its sixth green cover of 1955 this week, in honour of C. A. S. (Tony) Brooks's brilliant victory with a works G.P. Connaught in the Syracuse Formula 1 Grand Prix on Sunday, 23rd October. Their performance is the more remarkable in that it was the 2.5-litre Alta-engined Connaught's first G.P. appearance abroad, and Brooks's first race in a Formula 1 car. We offer our congratulations to all concerned in this highly encouraging British victory.



being followed very closely by Musso for several laps during which Tony broke the lap record once and Musso twice. Tony soon noticed that Musso was using his brakes much more than he was and, several times, as they approached the hairpin, Musso passed him on braking. But, using his head, he realised that the discs on the Connaught would outlast Musso's conventional drum brakes and anyhow, as they came out of the hairpin, it was evident that Musso could not use the lowest of his five gears so that Tony could always pass him again. Consequently, Tony realised that he had the measure of his adversary and, keeping well below his permitted rev. limit, he proceeded to draw away from Musso. At 30 laps the position was:—

1, Brooks, 1 hr. 2 mins. 2 secs.
2, Musso, 1 hr. 2 mins. 40 secs.
3, Villoresi, 1 hr. 4 mins. 23 secs.
4, Shelby; 5, Schell; 6, Gould.

On his 35th tour, Tony lapped at 2 mins. 1.5 secs., on his 45th lap, 2 mins. 0.8 sec., and his 55th lap at 2 mins. 0.2 sec., which now stands as the record. But throughout this time he was lapping consistently between 2 mins. 1 sec. and 2 mins. 3 secs., and, try as he might, Musso could do nothing about it. The green car stayed between 40 and 50 secs. in front. On his 38th lap, Tony passed Villoresi and, before the end of the race, he had lapped him for the second time, a fact which did not escape the attention of the crowd who were, by now, thoroughly appreciating his magnificent drive.

All this excitement rather tended to overshadow Leston's effort: at about half distance his car developed magneto trouble and three times he came into the pits for a plug change. Eventually the car sounded its usual self again and he lapped consistently at around 2 mins. 8 secs. and drove very well indeed. Gould, too, drove outstandingly well and gradually worked his way up to finish close behind Villoresi in fourth position.

The Connaught Wins

So the race drew to a close: careful timekeeping and pit signals gave Tony a clear picture of his position in relation to Musso. At the same time, after Tony had been slowed considerably, Musso did close the gap to 32 secs. but as soon as he wanted to, Tony increased the gap and finished 51 secs. ahead. The Connaught had gone without falter: a hole had appeared in the exhaust manifold and the noise it made was somewhat alarming, but Tony was unaware of this and had nothing but praise for the car and the way in which it handled.

As he received his garland of victory, Tony was led from the group surrounding the car and "presented" to the crowd who gave him a wonderful ovation. And, as people swarmed over the track, Tony, who is the most modest and retiring person in the world, quietly slid away to change out of his overalls so that he should not be recognized!

And the car was pushed away for the engine measurements to be checked by the race organizers—they were so astonished by its performance.

It was, indeed, a great occasion and it must give enormous encouragement to everyone at Send. Maseratis have, this year, proved little slower than Mercedes-Benz, so with the latter out of racing next year, who knows?

There is also, surely, an encouraging lesson to be learned from Tony Brooks's great victory; prior to this season he has driven and gained his experience in club meetings, firstly in a Silverstone Healey and then in a Frazer-Nash.

John Wyer spotted him and gave him a chance in the Aston Martin team, for whom he has driven with great distinction this season. And now, after only a few drives in an obsolescent 2-litre racing car, he has beaten the experienced Maserati team in his first Formula 1 race—a feat indeed. But, in spite of the universal acclaim and his now-proven brilliance, he is still as quiet, unassuming and charming as ever.

Results

1, **C. A. S. Brooks (Connaught),** 70 laps in 2 hrs. 24 mins. 55 secs. (average 99.05 m.p.h.); 2, L. Musso (Maserati), 70 laps, 2 hrs. 25 mins. 46 secs.; 3, L. Villoresi (Maserati), 2 laps behind; 4, **H. H. Gould** (Maserati), 2 laps behind; 5, H. Schell (Maserati), 2 laps behind; 6, C. Shelby (Maserati), 2 laps behind; 7, Piotti (Maserati), 8 laps behind; 8, Scarlatti (Ferrari), 8 laps behind; 9, **Les Leston (Connaught),** 8 laps behind.

Fastest lap: Brooks, 2 mins. 0.2 sec., 102.3 m.p.h. **New lap record.**

Previous Winners

1951: Villoresi (4.5-litre Ferrari), 90.72 m.p.h. Fastest lap, Ascari (4.5-litre Ferrari), 95.72 m.p.h.

1952: Ascari (2-litre Ferrari), 89.05 m.p.h. Fastest lap, Villoresi (2-litre Ferrari), 91.35 m.p.h.

1953: De Graffenried (2-litre Maserati), 92.4 m.p.h. Fastest lap, Ascari (2-litre Ferrari), 98.36 m.p.h.

1954: Farina (2.5-litre Ferrari), 95.32 m.p.h. Fastest lap, Marimon (2.5-litre Maserati), 99.36 m.p.h.

The Show—*continued*

is so revolutionary that people are just not prepared yet to give an opinion, though one prominent Coventry director told me that he thinks that if anyone can make it go wrong it will be a Frenchman.

I think it was when Robin Richards was commenting on the show that he said he heard someone say, about one car, that "he wouldn't be seen dead in it". Well, of course, I don't know which particular car he was talking about, but when I saw it I thought that it was a decided improvement on last year's model. Off to the 'Wheel for lunch, where I saw Reg Parnell, who told me that he has just been invited to drive in New Zealand and then straight to his cows, pigs and, this time, refrigerators too. Peter Collins was there as well and quite justly flushed with the success of his recent Targa Florio effort. So was Dennis Scott, happy to be driving in "the Monte" with Fords, accompanied this time by that non-eating, non-sleeping hero, Stan Asbury.

Back to the show again, where we see the new Jag. hiding behind what seems like a large football crowd. I hear nothing but praise around this stand, and from what that stern critic Keith Challen told me about it after he had driven one some weeks ago, that praise is well justified. Past the Aston Martin stand. But no . . . Duncan Hamilton is there, so we exchange a quick Motor Show story just before my wife Eve comes along.

At Triumphs, I can see Ken Richardson patiently and lucidly explaining some technical point to a bod who is definitely not going to have a clue what it's all about. Dear me . . . what a strain this business can be.

At Fords Sammy Davis, complete with bent pipe and beret, is talking earnestly to Col. (M.I.5) Buckmaster, and at Rolls-Royce I was very impressed to see how small was the self-sorting unit which is beautifully sectionalized for all to see. Personally, I don't think it will be too long before we begin to see these things appear in sports cars. Question . . . do they know what to do at Becketts, and can you catch them out on the lacets coming down the Stelvio at Liège-Rome speeds?

The caravans nearly tempted me to give up house, until I saw the prices—but still, to go back to our circus once more, what could be nicer than to accept the hospitality of Kay and George Cook, who appear regularly at all big events in their mobile home. Yes, they certainly can, and do, make one independent.

Chatting to a very well-known Coventry research engineer the other day, he told me, being a draught beer fancier, that while dining at a recent function in one of London's Big Six hotels, that when he and the chairman (a man of parallel tastes) were asked what they wished to drink, they stated they would have draught beer. "Perhaps you mean lager, Sir?", suggested the waiter. Eventually after about three courses the manager arrived. "Some draught beer", said the chairman, "or I shall go out and buy some and bring it in here". Draught beer was on the table within two minutes. Which all goes to show that it can't really be so bad after all.

Earls Court again. To the uninitiated the Main Floor is the thing, but to us the Gallery holds its allure. Here one finds the heart of the thing . . . the Accessory Kings. The chaps we both cannot and would not do without. All are hand-picked men, who combine both charm and deep technical knowledge, which is always at the disposal of both the older hands and the beginners too. And there is Gregor Grant, talking to charming Shelagh Cooper. With the hubbub and activity at Sunbeams, it makes one wonder how Norman Garrad gets through his day . . . looking Savile Row-like, even at five o'clock in the evening. Passing Solex'x (is that right?), one sees Mort Morris-Goodall selling carburetters like mad—this year Mort (my co-driver at Le Mans) completed his 12th race there—this, subject to official confirmation, I think constitutes an all-time record.

Discussions about "the Monte" are beginning to take shape and "Gatso" tells me that he has decided on Lisbon as his starting point this year—and as Gatso's Monte badge bars disappear deep down into his breast pocket, his opinion is worth listening to.

So closes another season, with plenty to look forward to next year when we hope the F.I.A. will have made things easier for competitors on the Continent and safer for the spectators of this ever more popular sport.

ESSO

congratulate

CONNAUGHT

and

TONY BROOKS

on winning

THE SYRACUSE GRAND PRIX

The Connaught is the first British car with a British driver
to win an International Grand Prix for over 30 years

It won at a record average speed of

99.05 m.p.h.

and made a new record lap at

102.34 m.p.h.

The Connaught, as always, was

USING ESSO FUEL

and Essolube Motor Oil

★

HOLDSWORTH STEPS: (Left) J. H. Appleton (Cannon) climbs a section which the dry weather made relatively easy. He finished seventh in general classification.

★

were well climbed by Norman Coates (N.H.C.) and Bernard Noble.

The procession moved on to Jack's Lane, where two sections were plotted, but "no trouble" was the order of the day. The final four sections did little to the leading men except to enable them to tack 10 more points on each time.

WILSON ROGERS.

Provisional Results

Best Performance (High Peak Challenge Trophy): G. J. Newman (Cannon 7), 172 marks. **Second Best (Beeston Trophy):** R. Chappell (Cannotton), 166. **Third best (Needham Trophy):** D. L. R. Cannon (Cannon V), 162.

Special Awards: J. C. Broadhead (J.C.B.), 160. R. W. Phillips (Fairley), 159. B. H. Dees (P.A.B.S.), 157. J. H. Appleton (Cannon 8), 155.

Team Award: ("Cannonians") G. J. Newman, R. Chappell, D. L. R. Cannon.

THE 10th HIGH PEAK TRIAL

Success for Geoff Newman (Cannon 7)

THE Sheffield and Hallamshire M.C. High Peak Trial has seen more entries than the 37 it had for the 10th event of this classic series, held last Sunday, but surely none more star-studded. Most of the names associated with this enjoyable branch of the sport were entered, with North, Midlands and South represented. Of these three the last-named area took the honours. "Swept the deck" may be a better term, for Geoff Newman, Rex Chappell and David Cannon all took major awards with Newman coming home on a six point lead.

The route of some 30 miles in the Peak District of Derbyshire was a mixture of old and new in the sections it embraced. Old Lees and Greenhope are familiars in the Peak trials but never held in contempt. The first of these wound its way over bracken and up a narrow gulley to include a notable hump near the top. There was some struggling here until Geoff Newman came by and had his Cannon 7 ignore all the rough bits. Cuth Harrison (Harford III) and B. H. Dees (P.A.B.) emulated the London Motor Club man before a batch of blokes who found the hump too high. Dr. Jim Lilley (Ford) then showed how it should be done and he was immediately followed by Gordon Gartside (Garford), Ron Kemp (Cannon 9), Rex Chappell (Cannotton) and others. Of the unlucky ones, Cyril Corbishley (C.C.S. 4) and Goff Imhof (Imhof Special) were only inches inside the last marker.

Greenhope starts officially in a lane but immediately through the gate two deep ruts climb steeply upwards. These ruts deepen at the top and it was here that many failed. Reg Phillips, whose car seems to have settled for Fairley, was outstanding here and recorded the only clean climb.

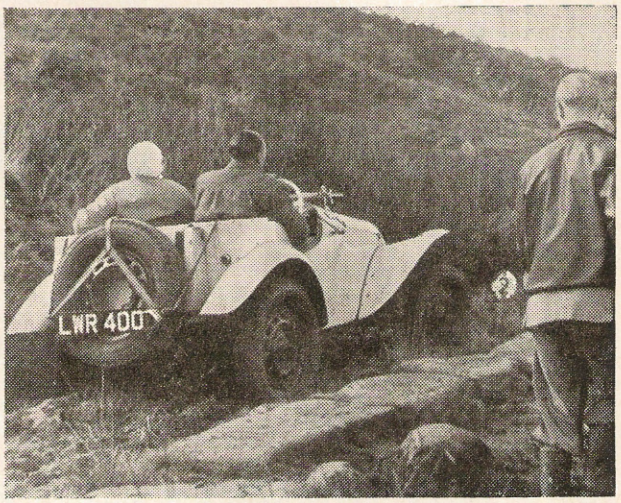
An eight-mile road run brought Sampson's Circuit and two sections nearby, Hoyle's Ditch and Holdsworth Steps. The first of the three twisted through trees on a base of dead leaves, which some of the early members found treacherous. But in the main it caused little difficulty. Hoyle's Ditch was even less trouble, the only questionable piece being some five yards of mud at the start.

Holdsworth Steps would have been dicey in wet weather but on this dry winter's day the rock outcrop provided grip. Ron Oakes, travelling as number one, showed the way and many followed.

★

HOYLE'S DITCH (right) looks tricky, but apart from a patch of mud at the start proved a straightforward section. Watched by an apprehensive marshal, N. H. Coates makes his way up in the N.H.C.

★



It was here that C. H. Bailey broke a half-shaft on his Bailey II, while Bill Bodenham did not tackle any of these three hills at all having broken a diff. earlier.

By way of Wragg's Gulley and Rocher Rise the morning run ended at High Bradfield where lunch was taken. The last hill of the morning had enabled Frank Harrison (F.H. IV), J. Hurt (L.H.S.) and Jack Broadhead (J.C.B.) to notch more points, and Dick Habershon, who was new to his Harford, also gained the maximum number of marks here.

When the midday reckoning was made known, Newman and Broadhead were 'way out in front with a five point lead over Chappell and Chandler. Once more it was left to Johnny Broadhead to take on the Southern challenge. Then came the first hill after lunch, at Canyards, which sizzles with sections.

Canyards 1 started by a wall, and over grass all the way went right over a mound—downhill and left up a steep bank. It was an odd section in that one had to rather less than trickle up it. In fact, amongst the successful, Reg Phillips swears he climbed it at half-a-mile an hour! Others to use this winning technique were Harry Tregenza (Terrier), Geoff Newman, Rex Chappell and David Cannon with brother Michael in the Cannon V. It was, perhaps, the luck of the day that Jack Broadhead only gained two marks here, thereby losing a lead which he never regained.

Canyards 2 was never mastered but it was again the high-revving Cannon 7 of Newman which climbed past the hawthorn tree and up the final rise. B. H. Dees and Rex Chappell were also very close. Other sections in this area

THE TWO-FIFTIES AT BRANDS HATCH AGAIN

THE first official race meeting of the up-and-coming 250 Motor Racing Club took place on 25th September at Brands Hatch. The club is still very much in the embryo stage, at least as far as the construction of actual cars is concerned, and at their last meeting, in April, only three cars turned up on the day and only one of them, in fact, ran! This was Ken Harris's Smith, powered with a pre-war 250 c.c. four-valve Rudge motor; at the September meeting, however, Harris was supported by seven other cars, notably the Cooper of Jerseyman Arthur Owen. Owen, of course, is one of the trio of drivers (the others being Jim Russell and Bill Knight) who recently made history at Montlhéry with the record-breaking Cooper-Climax. He has fitted a 250 c.c. J.A.P. racing motor in an ex-Eric Brandon Mark IV Cooper chassis, and with this potent combination he cleaned up three of the four events. Frederick McArdell brought down from Leeds the interesting Birsay, which we described last week. Unfortunately, the tuned Triumph Tiger engine turned temperamental, and he was a non-starter. The only other cars which did run were M. Ball's Velocette-powered machine and E. W. Bennett's well-made car, powered by a DKW two-stroke, both vehicles showing considerable promise.

Results

Race 1 (5 laps): 1, A. Owen, 50.49 m.p.h.; 2, M. Ball. **Race 2 (5 laps):** 1, A. Owen, 42.54 m.p.h.; 2, M. Ball. **Race 3 (7 laps):** 1, A. Owen, 50.48 m.p.h.; 2, E. W. Bennett. **Race 4 (10 laps):** 1, E. W. Bennett, 41.91 m.p.h.

SYRACUSE G.P.

1ST CONNAUGHT

(C. A. S. Brooks)

★

12 New International
Class 'G' Records created at Montlhéry

by

COOPER

(A. Owen, B. Knight, J. Russell)

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LUCAS IGNITION

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JOSEPH LUCAS LTD BIRMINGHAM · ENGLAND

The Social Whirl . . .

M.G.C.C.

THE list of famous people who attended the M.G. Car Club's Show-time dinner-dance last Friday is a lengthy one, and studded with names which every enthusiast knows. One name stands out, however, and its owner was accorded a tumultuous reception at the Hyde Park Hotel, for Dick Jacobs—complete with crutches—was there to help the M.G. Car Club celebrate their Silver Jubilee Year. Other well-known drivers present included Ken Wharton, Jack Fairman, Ron Flockhart, Peter Wilson, Dickie Stoop, Johnny Lockett, Ted Lund and Miss Pat Moss.

The loyal toast was in the hands of John Thornley, one of the few after-dinner speakers who remains alive even when speaking. He also proposed "The Guests", Chris Barker replying, while Harold Hastings proposed "The Club" and Stuart Morgan responded. Russell Lowry announced that, for the first time in the club's history, the Nuffield Gold Cup would be retained by the Centre which he'd it, so the impressive trophy was handed over to Mrs. Mary Harris and Keith Hale of the South-Eastern Centre amid wild applause.

Lagonda C.C.

ON Friday, 14th October, the R.A.F.V.R. Club, South Street, London, was taken over more or less lock, stock and bar(rel) by the Lagonda C.C., who, having returned actively to the fie'd of competition this year, dined and wined those who had supported their events. Among the guests were Darrel Berthon and Dudley Coram, representing "those other one-make clubs", the Bentley and Aston Martin owners. Bob Freeman-Wright spoke for the club, while Barclay Inglis replied for the guests with a speech that will surely rank as one of the most amusing of the party season just beginning. Later, George Monkhouse discoursed on Mercedes-Benz and their withdrawal from racing, the gathering dispersing after closing time with but one grumble—that the R.A.F.V.R. rooms were too small to allow Lagonda wives and girl friends to join the fun.

A.F.N. Ltd.

AS the British concessionaires for BMW, A.F.N., Ltd., of Isleworth, gave a cocktail party at the Hyde Park Hotel during the first week of the show to introduce to the Press the new BMW 507 which caused so much favourable comment from high-performance enthusiasts visiting Earls Court. The brothers Aldington acted as triple hosts and the gathering included representatives of BMW, Munich.

Singer Motors, Ltd.

Singer Motors, Ltd., held their annual Show Time reception for their distributors and agents on 26th October at 23 Knightsbridge, when fortified by an excellent buffet supper, the guests talked of Singers (and other things) until long after the official departure time.

CORRESPONDENCE

Autocross Antics

ALTHOUGH your correspondents (28th October issue) are hardly reliable witnesses—two were not even present at the event and the third is an official of the organizing club—I would nonetheless like to make several points clear:—

1. I did *not* criticize sportswear. (Why can't people read carefully before rushing into print?)
2. It is *not* customary to find race meeting officials indulging in private joy rides round the circuit *again and again*. (And thank goodness, too!)
3. If the official concerned *was* carrying lemonade for "thirsty marshals" the fact remains that he was swigging from a bottle as he drove around. (Ugh. . . .)
4. I have subsequently learned that when the official appeared on the course with his lady, while a run was taking place, he was shown the red flag but ignored it. The marshal concerned later protested. "Why have marshals if you ignore them?" he asked.
5. I appreciate as much as anyone the hard work that goes into organization. But does that justify giving a comic opera touch before people seeing, perhaps, their first motoring event? (Maybe we aren't interested in public relations any more?)
6. An autocross is an R.A.C. permitted event. That gives it a dignity, to my mind, which some of your correspondents seem to have forgotten.
7. If friends of the organizers *had* to be given a joy-ride then what was wrong with the practice session, or after the meeting?

Since my previous signature ("So Cross") has caused rising blood pressures—though no one attacks me for similarly omitting the name of the club concerned—I am delighted to sign myself,

LONDON, W.2. DEREK AGNEW.

(This correspondence is now closed.—ED.)

The Late Bill Smith

I AM enclosing a copy of a tribute to the late Bill Smith, published by East Anglian Motor Club, Ltd., in *News Views*.

There was so much stupid talk published in the daily papers which to my mind cast a slur on the efficiency of the R.A.C. and the Ulster Club, and on many of the drivers in the race.

LINCOLN. J. D. SMITH.

The tribute to the late Bill Smith, by E. S. Ridley, refers poignantly to this facet of the Dundrod tragedy. That Smith, who won the 1955 Ulster Trophy race on the same circuit, as well as successes at Goodwood and Snetterton, was a driver whose talents would clearly have taken him far, is borne out by Ridley's disclosure that he had been signed by David Murray as an Ecurie Ecosse driver for 1956, that John Wyer had made approaches on behalf of Aston Martin, and that, on the morning of the T.T. race, Connaught's had apparently asked him to drive their Grand Prix car in 1956. The tribute deplores the singular lack of good taste in a minority of the national Press in their treatment of the accident. Our Northern Ireland correspondent throws further light, on page 565 (Sports News) this week, on the tragedy, from which it is confirmed that Smith met his death through no fault or error of his own.—ED.

From Briggs Cunningham

I AM enclosing my cheque for renewal of my subscription to AUTOSPORT for another year. I would like to take this opportunity to congratulate your entire staff on the best automobile magazine published in the world today. Your coverage of the races around the world is really outstanding. I wish you every continued success with your magazine in the future.

BRIGGS S. CUNNINGHAM.

GREEN FARMS, CONN., U.S.A.

BOOK REVIEWS

Title: "Veteran and Edwardian Motor Cars".

Author: David Scott-Moncrieff.

Size: 9 ins. x 6 ins.; 237 pp. plus appendix and index; 136 illustrations.

Price: 25s.

Publishers: B. T. Batsford, Ltd., 4 Fitzhardinge Street, Portman Square, London, W.1.

TO the mounting list of works on Veteran and/or Vintage motor cars comes this important new one by a noted authority, "Bunty" Scott-Moncrieff. "Oh, dear, another old car book", the indifferent may sigh, but the very fact that such books keep appearing is sufficient evidence of the wide interest which old cars command. Indeed, even a quick perusal of this book may well attract new recruits to the army of Edwardian admirers, for it is packed with fascinating information. Ever heard of the Horbick car? the Tarrant? the Pioneer? Scott-Moncrieff has, and tells you about them, and many, many other early makes, whilst his survey of the development up to 1914 of the motor car offers a battery of new facts and interesting adjuncts to accepted history.

Racing takes a fine share in the 237 pages of text, and the 136 illustrations—half-tone or line—are admirable, many never having appeared before—a refreshing change in books on motoring history, which all too often offer the same old pictures of the same old cars. The dust jacket, designed by George A. Oliver, is delightful. Acquisition of this work by the Edwardian enthusiast is essential, while to those who respond, even mildly, to the fascination of the past in motoring, it is heartily recommended. C.P.

TWO useful books which make their appearance at this time of the year are *The Motor Road Tests of 1955 Cars*, published by Temple Press, Ltd., and *The Autocar Road Tests, 1955*, published by Iliffe and Sons, Ltd. The former contains 30 reprinted road tests of British and foreign cars, the latter 31. Otherwise the two publications are very much alike, both measuring approximately 8½ ins. x 11 ins. and costing 6*s*. net, while both include an article on the methods used by road test staff.

PIRELLI

congratulate

CONNAUGHT

on winning the

SYRACUSE GRAND PRIX

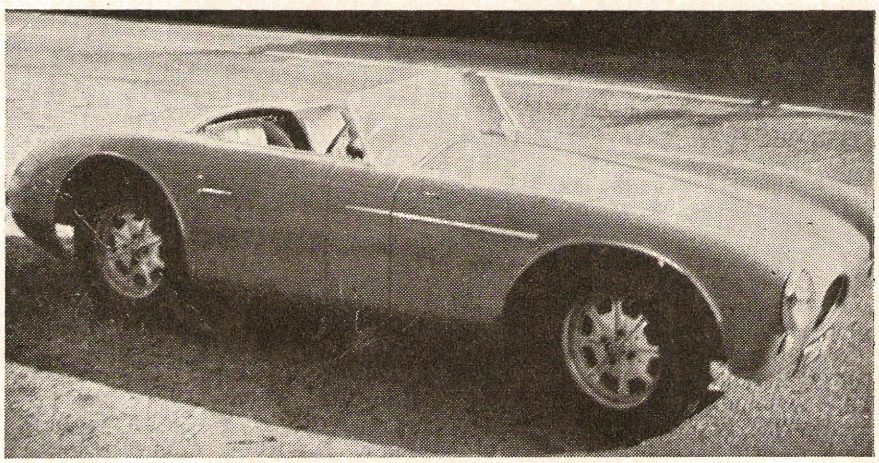
DRIVER:

C. A. S. BROOKS

(Subject to official confirmation)

NEWS FROM THE CLUBS

By Wilson McComb



READER J. Clarke of Sheffield built this fibreglass-bodied special, which has a Jowett Jupiter engine and independent suspension all round. Further details are given on this page.

RUDERY, I hope you will agree, is not the *forte* of this column, although on 14th October we had some pretty harsh things to say about some of the fibreglass bodies seen at the last Brands Hatch meeting. The advantage of being rude occasionally is that it sometimes brings an interesting reaction, and on this occasion it has moved reader J. Clarke, of Sheffield, to send me a description and photographs of *his* fibreglass special.

The car has a home-made chassis with transverse leaf-spring independent suspension, front and rear, and Cooper wheels. The rack-and-pinion steering is Morris Minor, the differential assembly is E.N.V., and the engine comes from a Jowett Jupiter. Dry weight is 10 cwt., and the car has performed very well indeed in local competitions. As far as one can judge from the rather small photographs, the bodywork is most attractive. In particular, I like Mr. Clarke's treatment of the windscreen, which is mounted in polished alloy pillars. The central "pillar" is in fact only two inches high, giving the screen a very neat appearance and conferring exceptional visibility, and I must say this idea is quite new to me.

* * *

No matter what composers may think, there is nothing particularly soothing about the motoring variety of nocturne. However, those run by the **Herts County A. and A.C.** have always been exceedingly popular with the night trialists, and the seventh in the series will be held on 26th/27th November. Invited are the Hants and Berks M.C., A.C.O.C., Falcon M.C., North London E.C.C., London M.C., Peterborough M.C. and 750 M.C Only the first 70 entries sent to D. A. Wilcocks, 20 Bull Plain, Hertford, can be accepted. . . . Until the A.G.M. on 8th December, **Southsea M.C.** affairs are being looked after by Alan A. Hind, 9 Wigan Crescent, Belmont Park, Bedhampton, Havant, Hants. In connection with the Veteran Car Run on 13th November, Southsea members will be meeting at 12 noon in the Ladies' Mile Hotel, Patcham, Sussex. . . . Once again the **Bugatti O.C.** are to hold a Winter Rally, the date this year being 3rd/4th December and the plan being a run of 100 miles or so from seven starting points to Castle Combe; tests and such at Castle Combe, a night stop at Bath, then a 200-mile circular route on the Sunday. Invited clubs are the Bentley D.C., London, M.C., Aston Martin O.C., Sunbac, B.A.R.C., M.G.C.C. and Bristol M.C. and L.C.C. Full details from W. David Porter, Evesbatch Court, Bishops Frome, near Worcester. . . . Entrants for the R.A.C. Trials Championship, plus members of the London M.C., Maidstone and Mid-Kent M.C., Southsea M.C., Falcon M.C., Chiltern C.C., Taunton M.C. and Sunbac, are reminded that 27th November is the date on which the **Kentish Border C.C.** will run their 13th Annual Sporting Trial. K. R. W. Shackel, 21 Forest Drive, Keston Park, Farnborough, Kent, will wrap up the entry list on 21st November. . . . **West Essex C.C.** members should be speedy in writing to F. Lee, 78 Cadogan Gardens, South Woodford, E.18, if they want tickets for the annual dinner, to be held in the Park Lane Hotel on 2nd December. . . . Standard cars as well as specials may safely essay the 10th Anniversary Autumn Sporting Trial which the **North Midland M.C.** are hatching for 20th November. This is something of an occasion for the organizing club, and the trial will be preceded by a dinner dance on 19th November at the Rising Sun, Bamford. Regulations (no, no, not for the dinner dance) may be had from Dallas Charles, "Chelston", Park Estate, Dronfield, near Sheffield. . . . Entry closing date for the **Cambridge University A.C.'s** annual Little Rally, scheduled for 27th November, is 22nd November, and the man with all the info. is P. G. Riviere, Magdalen College, Cambridge. . . . Headquarters of the **Wolseley Hornet Special Club,** we are informed, is now 67 The Bungalows, Hook Road, Ampfield, near Romsey, Hants. . . . Curiously enough, on 26th/27th November the **Loughborough College M.C.** propose running an event called the Annual Christmas Night Rally. Don't hang up your stocking, but write for details of this 400-mile event to P. H. Brown, Loughborough College M.C., Loughborough, Leics.—especially if you are a member of the Combined Universities M.C., B.A.R.C., Sunbac, Sheffield and Hallamshire M.C., Pathfinders and Derby M.C., Charnwood C.C. or Nottingham S.C.C. . . . Another invitation affair is the November Handicap of the **Lagonda Club,** a 120-mile rally starting from Wheatley, Oxon., on 12th November. Clubs concerned are the Bentley D.C., Alvis O.C., Vintage S.C.C. and Per Ardua M.C., while the regs. may be had from T. H. Wareham, Haywood Cottage, Five Ways, Halton, near Warwick. The Lagonda Club's next meeting at the "Coach and Horses", Avery Row, W.1, will be on Thursday, 17th November. . . . H. Tregenza tells us that he and Roy Bateman, planning the **Yorkshire S.C.C.'s** 1955 version of the Pennine Trial, got their car so entangled with a tree stump that the woodwork had to be dug out before the car could be freed. He says whoever wins the event on 13th November may feel proud of himself, but there won't be any boulders to bang your sump on, even so. If you want the regs., his address is 2 Slead House, Brighouse, Yorkshire. . . . Regulations are also available for the **Birmingham Y.C.M.C.'s** 250-mile Border Rally on 12th/13th November, and the man to contact is Philip Lawrence, 78 Gillhurst Road, Harborne, Birmingham, 17. . . . A.G.M. of the **Bolton-le-Moors C.C.** will be held on 9th December at the Turton Conservative Club, near Bolton, and as talking is hungry work it will be accompanied by a hot-pot supper. . . . Members of the Brent Vale M.C., Mid-Thames C.C., K.L.G. C.C. and Speedbird M.C. are invited to join in the **Malden and D.C.C.'s** 200-mile Winter Rally on 4th December; entry forms from S. M. Actman, 18 Marlborough Road, Richmond, Surrey. . . . On 27th November, the **Lancashire and Cheshire C.C.** will once again run what they insist on calling their "Rally Petite". Secretary of the Meeting, who will close the entry list on 23rd November, is A. L. Gale, 178 Kingsway, Gatley, Cheadle, Cheshire.

SOME RECENT RESULTS

CHARNWOOD C.C. GENEVIEVE TROPHY TRIAL

9th October

Genevieve Trophy: E. D. Beaumont (Hillman Minx); 2, J. Taylor (Ford 10); 3, H. P. Tyler (M.G. TF); 4, P. G. Poole (Ford V8); 5, S. G. Housley (Hillman Minx).

PLYMOUTH M.C. MARINA TROPHY RALLY

16th October

Marina Trophy: H. Davey (Ford Prefect).

Plymouth M.C. Cup: W. Penhale (Triumph TR2). **Non-Trade Award:** H. Davey. **Team Award:** H. Davey, R. Davis and A. L. Chard. **Open Car Class:** J. Peacock (Triumph TR2). **Closed Car Class:** J. Pascoe (Austin A40).

LOUGHBOROUGH COLLEGE M.C.

Concours and Driving Tests, 16th October

Premier Award (Concours and Tests aggregate): A. Polack (Morgan). **Best L.C.M.C. aggregate:** J. C. Baker-Courtenay (M.G.). **Team Award (aggregate):** 1, J. B. Wagstaff (TR2), M. P. Froggat (TR2), K. R. E. Prince (Standard); 2, A. Polack (Morgan), T. M. N. Nesbitt (Volkswagen), S. W. Smith (TR2).

(*More* **Recent Results** *on page* 586)

1955 WORLD CHAMPIONS ON CASTROL

DUKE

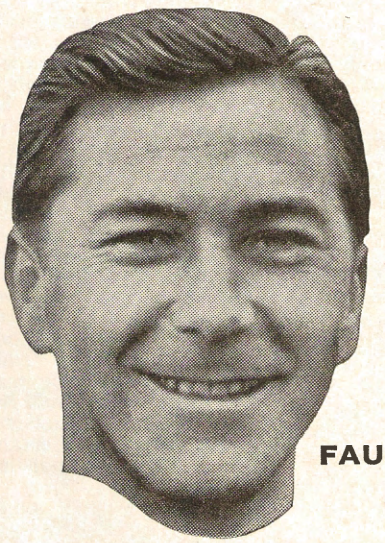
"Yorkshire Post"

Geoffrey Duke, a World Champion for the fifth successive year rode his Gilera to victory in the French and German Grands Prix and in the Isle of Man Senior and Dutch T.T.'s.

FANGIO

"International News"

Juan Manuel Fangio, Champion of the World for the third time. Fangio with his Mercedes assured his Championship by winning the Argentine, Belgian, Dutch and Italian Grands Prix.



FAUST

W. Faust takes Sidecar Championship honours with his B.M.W. for the first time after determined wins in the Spanish and German Grands Prix with a further first place in the Dutch T.T. and second place in the Belgian Grand Prix.

WAKEFIELD Castrol MOTOR OIL (PATENTED) REGD.

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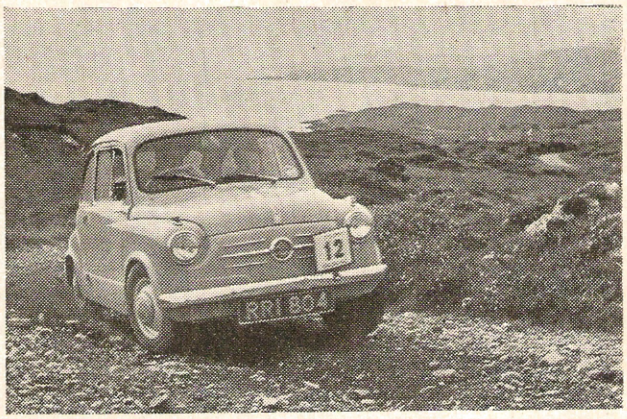
AN ANGLIA BEATS THE VOLKSWAGENS

Dyer/McMahon Best in "Cork 20"



★

ROUGH COUNTRY near Bantry Bay is traversed by Jimmy Millard's Fiat 600 during the Munster M.C. and C.C.'s 20-hour Navigational Trial.

★

"THE Munster Motor Cycle and Car Club Twenty-Hour Navigation Trial, run on the 22nd and 23rd of October" reads nice and gently on paper; the words trip along under the eye, and anyone could be forgiven for thinking that the boys were out for another of those night-and-day affairs wherein it might be a mite difficult to keep on route and on time, because it is not so easy to get around with the aid of a half-inch scale ordnance map at night. But anyone who approached the 1955 "Cork 20", as this trial is nicknamed, in such a frame of mind was in for a rude awakening. This event was fantastic! For the first time in a very long time the complete entry for an Irish trial was well and truly beaten on the road. The entry of 27 contained most of the top-ranking rally drivers and navigators from South of the border and several of the best from the North, too, but by the time that arch-planner of navigation events, Reggie Tilson, was finished with them, these experts were a sad and sorry looking lot.

There were two starting points, Dublin and Cork, and the fun started at 7 p.m. on the Saturday night from both places. Right from the word "go" the dice was on, and when the two streams of cars met at Kilkenny around 11 p.m. crews were beginning to think that they had already done enough navigating to have earned laurel wreaths all round. The Cork contingent had come through seven check points in the Knockmealdown, Comeragh and Slievenamon mountains, and those from Dublin had found themselves first near the Sally Gap, then near Carlow and next in the wild country of the North Kilkenny Hills, also visiting seven check points *en route*.

However, before the trial was over competitors had had to find 50 check points, most of them being numbers painted on the walls of small bridges over tiny streams and located in godforsaken places to which no normal human would dream of going in a good motor car. From Kilkenny the route first led through parts of Co. Waterford, then into Co. Cork and a night test at Rathcormac. Sixteen check points were interposed and during this stage of the trial the real slaughter took place. Brian McCaldin got so snarled up in by-roads that he called it a day and went home. Others got so lost that this correspondent has not heard of them since. Robin and Sally McKinney discovered that the ground clearance of a TR2 is not quite suited to dicing across boggy fields, and had to root out a native to help them get unstuck and back on the road. Bob Kenny and Barry Mason (Fiat 600) had to retire with an empty petrol tank.

The test at Rathcormac was not without its excitement, and the brave Hopkirk laid his Volkswagen over on its side; Heber McMahon and John Garvey, who were in it with him, did not like the experience one little bit. After this the cavalcade plunged into the intricacies of north Cork to visit seven more check points and a time control *en route* for Killarney and breakfast. Elmer Connell missed Control 4 at Leapford and retired with his very gallant navigator, Eileen Atkinson, who had come down from Newry despite a broken leg and set out from Dublin undaunted by the rather spartan comforts of Elmer's special.

Arriving at the Killarney control just as dawn was breaking, this correspondent asked the Control Officer for the number of arrivals. The C.O. grinned and said, "None". Thereafter, slowly and always late, the cars began to straggle in. Declan O'Leary was congratulating himself that he had only lost about 140 marks, and Declan was after Hewison points, this being a Hewison event. Paddy Hopkirk came in and wryly surveyed the damage to his Volkswagen—but Arthur Ryan's Volkswagen looked as if it were kneeling down to pray for deliverance, with both front torsion bars broken. Sam Logan was making rude faces at his navigator, and we learnt that Stan Ruttledge and Bertie Stewart had called it a day when the dynamo packed up on their Simca. Two hours were allowed at Killarney for rest, recriminations, food and fuelling. Drivers described their night of flat-out driving, and their navigators shuddered at the memory as they listened.

Declan O'Leary lost the premier award between breakfast and the location of the departure control, a few miles outside Killarney, when he approached it from the wrong direction. After a test here which gave best to Hopkirk, the wild race against the clock was on again, this time in the mountains of Cork and Kerry east and south of Killarney. This correspondent thought it well-nigh impossible to lose an experienced Irish rallyist in these parts, but Reggie Tilson (with the aid of a 30 m.p.h. minimum average) did it with ease, and in broad and sunny daylight, too.

After a lunch break in Glengariff, a test was laid which looked too simple but was, in fact, another piece of Mr. Tilson's brilliant planning. Daring downhill work on the handbrake gave Paddy Hopkirk best time in the test by 2 seconds from Robin McKinney. Five more check points in the wilds of the Sheehy Mountains led eventually to a control outside Macroom, and the two final tests of the day. Here McKinney came into his own in one test and Sam Logan in the other. From Macroom to Cork was mercifully easy navigation, and the toughest 20 hours of rallying which man and mechanical beast has had to face in this island for many a long day was over.

The loss of marks was astronomical in many cases, and one crew lost nearly 10,000! When Reggie Tilson asked at the prizegiving if the competitors thought this year's "Cork 20" too tough, there were cries of "Not tough enough". Before it could be made tougher, the Munster club would want to seal off the Southern counties and ring them with barbed wire entanglement to keep the rest of the population out of the battle area. . . .

JACK O'DONOGHUE.

Results

Premier Award (Drivers): G. Dyer (Ford Anglia), 468 marks lost. **First Class Awards:** J. D. O'Leary (Volkswagen), 550.1; P. B. Hopkirk (Volkswagen), 634.4; C. E. Hall (Fiat), 705.0; A. G. Ryan (Volkswagen), 895.8.

Premier Award (Navigators): Dr. B. McMahon. **First Class Awards:** J. J. Turner; J. A. Garvey; J. C. McKechnie; J. J. O'Shea.

Best in tests: R. C. McKinney (Triumph TR2).

Recent Results

BLACKPOOL RALLY DRIVING TESTS

29th/30th October

Best performance by open production car: J. C. Wallwork (Triumph TR2), 374.6. **Best performance by closed production car:** A. Newsham (Ford), 409.7. **Best performance by a special or supercharged car:** A. E. Marsh (Dellow), 373.4. **Best performance by Blackpool and Fylde Club member:** A. C. Whatmough (Sunbeam), 421.3. **Ladies' Award:** Mrs. E. Ashall (Triumph), 426.5.

Class Awards. Under 1,000 c.c.: Open—No award. Closed—J. F. Livingston (Standard), 417.2. **Up to 1,500 c.c.:** Open—L. G. Oram (Dellow), 410.0. Closed—J. H. Dorsett (Ford), 410.0. **Over 1,500 c.c.:** Open—K. W. Fleuriot (Triumph), 380.3. Closed—A. C. Whatmough (Sunbeam), 421.3. **Special and Supercharged Cars:** D. G. Flather (Keystone Special), 391.8.

Team Award: Hagley and District C.C. (P. J. Anton (Ford), A. L. Yarranton (Morgan) and A. E. Marsh (Dellow)), 1,179.1.

Challenge Match: 1, Midlands Team (Blackpool Corporation Cup); 2, Northern Team; 3, Scottish Team; 4, Welsh Team.

CIRCLE C.C. NIGHT RALLY

15th/16th October

Best Performance: C. C. Rogers/D. G. Buxton. **Best member of invited club:** J. E. Rohan/E. A. Gardiner. **Class A:** J. Secar. **Class B:** W. W. Paul/D. R. L. Wallace. **Driving Tests:** K. W. Barrow. **Team Award:** C. C. Rogers, D. R. A. Brazier, G. D. Costin.

Awards of Merit: Class A: E. C. Pearson; D. R. A. Brazier. **Class B:** R. S. K. Burnham; F. Still. **Tests:** R. J. Randall.

MAIDSTONE & MID-KENT M.C. BOSSOM TROPHY TRIAL

23rd October

Bossom Trophy: R. W. Faulkner (Paul II), 66 marks lost.

Anstey Trophy: P. A. Barden (P.A.B.), 68.

Kenneth Riley Memorial Trophy: B. H. Dees (P.A.B.), 76.

Founder's Trophy: G. J. Newman (Cannon VII), 89.

Souvenir Awards: R. F. Chappell (Canotton), 89; J. C. Broadhead (J.G.B.), 91; R. Kemp (Cannonion), 94. **Team Award:** Faulkner, Barden and D. L. B. Cannon (Cannon V).

ABERDONIAN RALLY

ON 15th/16th October, the Aberdeen & D.M.C. held its All Night Rally for the S.M.T. Cup. Thirty-six entries started on a route which led them through Ellon, Oldmeldrum, Hunlty, Dufftown, Ballater and Stonehaven. There was a tight navigational section at the end instead of driving tests in order to sort out any possible ties. This proved unnecessary as the road section proved adequate, and in fact the members are so used to these navigational sections that very few lost any marks on it.

Winter's first snows were in attendance but not heavy enough to make the route "interesting". Several new members from Inverness made the journey from the home of the Highland Club, and the organizers hope to see more interchange of members between that club and themselves.

Provisional Results

1, V. Michie (Vanguard), 10 points lost; 2, W. G. H. Bell (Volkswagen), 17; 3, A. Hird (Rover 75), 19.

RUTTLEDGE WINS THE "VIGZOL"

DESPITE appearances, AUTOSPORT correspondents are very ordinary humans with a basic and very genuine interest in the Sport; consequently it gives this one genuine pleasure to report on this year's Leinster M.C. Vigzol Trophy Trial. Last year this traditional opener to the trials season proper was a wishy-washy affair, which required a deal of leaning over backwards to find something good to say about it. This year it was a very different story: "The Vigzol" was a good trial.

Starting from the Red Cow Garage, near Clondalkin, the route followed the present fashionable Dublin procedure of avoiding the mountains as it headed instead towards the flat lands of the West in the Clondalkin, Hazelhatch, Punchestown area, finishing up at Glen Heste Hotel as darkness fell. The official distance was 57 miles, but methinks by the time all arrived safe and sound at Glen Heste, many competitors had ridden roughshod through the little note at the top of each road book which said "Competitors must proceed from point to point by the shortest route and in the order given."

This trial had a postscript, as trials sometimes do! Natives of the Glen Heste area were regaled at midnight by the sight of headlights gyrating about in the darkness, accompanied by the appropriate mechanical noises, as two well-known personalities and their navigators fought out the last test again in a certain green TR2 and the only factory-assembled Dellow in this part of Ireland. As to who won what, nobody has a clue, because this correspondent was given a stopwatch which definitely had two faces and consequently tended to be inaccurate.

J. O'DONOGHUE.

Results

Premier Award: S. Ruttledge (Ford Spl.).

Special Class: 1, S. Ruttledge (Ford Spl.); 2, N. R. Young (Dellow); J. Toohey (Dellow). **Open Car Class:** 1, V. Hartigan (M.G.); 2, P. Hopkirk (TR2); 3, L. Beshoff (TR2). **Saloon Car Class:** 1, C. Vard (Volkswagen); 2, S. Logan (Volkswagen); 3, R. Meyers (Volkswagen).

Coming Attractions

November 5th. *Cheltenham M.C. Cheltenham Trial.*

Ulster A.C. Inter Club Trial. Start, Bridge Street, Newry, Co. Down, 2 p.m.

November 5th/6th. *Oxford M.C. Boanerges Rally. Start, The Roundabout Filling Station, near Oxford, 9 p.m.*

B.A.R.C. (S.W. Centre) Night Navigation Rally. Start, Little Testwood Club, Totton, near Southampton, 8 p.m.

Liverpool M.C. Pyrotechnic Rally.

November 6th. G.P. of Venezuela (S), Caracas, Venezuela.

Shenstone and D.C.C. Chase Trophy Trial. Start, near Lichfield, Staffs, 10 a.m.

Healey D.C. Scorpion Rally. Start, Queen and Castle Hotel, near Kenilworth, and Gravel Digger's Arms, Denham, 11 a.m.

Chester M.C. Martini Rally. Start, James Edwards, Ltd., Two Mills, near Chester, 10 a.m.

Newquay M.C. and L.C.C. Newquay Rally. Start, Newquay, Redruth, Launceston and Liskeard, 3 p.m.

Chiltern C.C. Chiltern "100" Rally. Start, Bell House Hotel, Beaconsfield, 10.30 a.m.

November 10th/12th. *M.C.C. National Rally. Start, London, Kenilworth, Taunton, Cardiff, Norwich, Glasgow and Manchester, 8 a.m.*

Club Fixtures

Mid-Cheshire C.C.—Evening navigation run, 4th November. Start, Duke of Portland Arms, Lach Dennis.

West Essex C.C.—Dance, 4th November, Ye Olde King's Head.

Mid-Surrey A.C.—Meeting, 4th November, Queen Adelaide, Kingston Road, Ewell. Talk by Tom Lush, 8 p.m.

B.A.R.C.—Annual dinner, 4th November, Grosvenor House, London.

500 M.R.C. of Ireland—Annual dinner/dance, 4th November, New Savoy Hotel, Bangor.

TR2 O.C.—Meeting, 4th November, Otter Hotel, Ottershaw, near Chertsey, Surrey, 7.30 p.m.

Coventry & Warwicks M.C.—Annual dance, 4th November, Abbey Hotel, Kenilworth.

Cornwall Vintage C.C.—Meeting: 4th November, Red Lion, St. Columb Major.

Vintage S.C.C.—Meetings: 4th November, Manor Barn Hotel, Burley, Ringwood, Hants; 10th November, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; George Hotel, Amesbury, Wilts.

Cambridge '50 C.C.—Meeting, 4th November, Ancient Shepherds, Fenditton.

750 M.C.—Meetings: 4th November, Heilk Moon, Barclose, near Carlisle; 7th November, Abbey Hotel, Stonebridge Park, London, N.W.10; 8th November, Railway Inn, Patchway, Bristol; 9th November, Neville Arms, Kinoulton.

Romford E.C.C.—Firework party, 5th November, Upper Bedfords Farm, Romford, 8 p.m.

Bexley L.C.C.—Social run, 6th November. Start, 10.30 a.m. from Car Park, Townley Road, Bexleyheath.

Sunbeam Register—Visit to Rootes' Factory, 6th November. Meet at factory, Ryton-on-Dunsmore, near Coventry, 11.30 a.m.

Oxford M.C.—Film show, 7th November, George Restaurant, Oxford, 7.30 p.m.

Glossop & D.C.C.—Film show, 7th November, Town Hall, Glossop, 8 p.m.

Birmingham Y.C.M.C.—Navigation lecture, 8th November, Room 7 Chamber of Commerce Buildings, New Street, Birmingham, 7.30 p.m.

Billericay M.C.—Meeting, 8th November, Duke's Head, Laindon Common, Billericay.

Lea-Francis O.C.—Meeting, 8th November, Albert Hotel, Kingston Hill, Surrey.

Sussex C. & M.C.C.—Meeting, 8th November, Southwick & Fishersgate Community Centre, Southwick.

Lagonda Club—Meeting, 8th November, Petre Arms, Langho, near Blackburn, Lancs.

North London M.C.—Meeting, 9th November, Rising Sun, Chase Side, Southgate.

Bentley D.C.—Meetings: 9th November, Marquis of Granby, Bamford, near Sheffield; King's Head, Old Bexley, Kent; 10.h No ember, Corner House, Canons Park, Edgware, Middlesex.

Surrey Sporting M.C.—Meeting: 10th November, Warwick Hotel, Redhill.

West Hants & Dorset C.C.—Meeting, 10th November, Westbourne Hotel, Bournemouth.

Sunbac—Meetings: 10th November, Royal Oak, Lozells Road, Birmingham, 6; George Hotel, Solihull.

Buckingham & D.M.C.—Meeting, 10th November, Swan Inn, Great Horwood, Bucks.

Alvis O.C.—Meeting, 10th November, Sun Inn, Colton, near Tadcaster, Yorks.

(*More* **News from the Clubs** *on page* 592)

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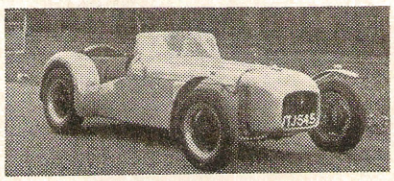

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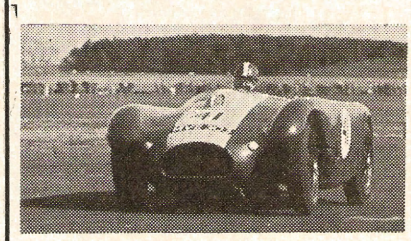

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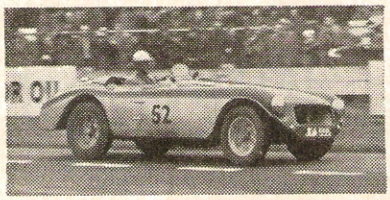

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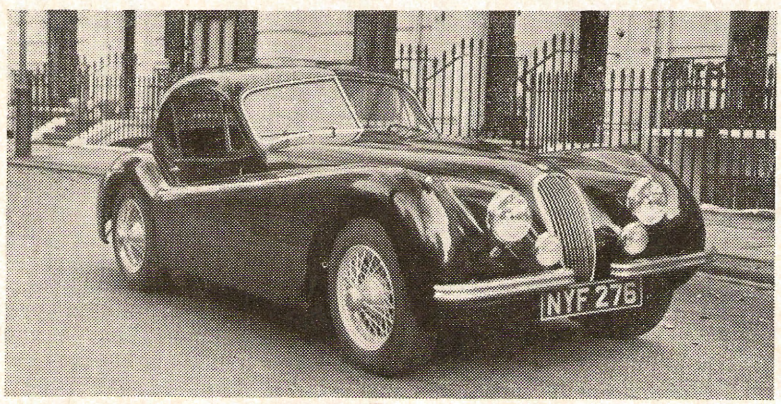

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VOLKSWAGEN WINS GREENWOOD CUP TRIAL

THE B.A.R.C.'s (Yorkshire Centre) Greenwood Cup Trial for standard cars has been won for the past three years by sports cars, so it came as some small surprise on Sunday, 23rd October, when the winner of the 1955 event turned out to be Reg. Frolich driving a Volkswagen, which, of course, came from the touring car class.

The Greenwood Cup Trial is the oldest event in the Centre's calendar, and this year was the 27th time the trial has been contested. The 44-mile course started from the White Hart Hotel at Pool-in-Wharfedale, covering familiar country in the area to the finish at Ilkley. The ten observed sections of the trial were located near Norwood Edge, Blubberhouses, Bolton Abbey, Sutton in Craven and Morton, and the finish was approached by the long, rough road over Keighley Gate.

The sections were mostly on grass and were non-damaging for any normal production car driven intelligently. Two driving tests were included, which proved useful in deciding the tie which arose for second place. One of these was a very substantial stone-built garage, used, appropriately, for a garaging test. Here the competitors showed obvious respect for the solidity of the walls, in contrast to the carefree driving in most tape "garages" in other events. Fastest here was B. Harpin (Triumph TR2) in 20.8 secs., with Ken Lee in a TF1500 M.G. second in 21.1 secs.

One section, "Bank End", failed the entire entry with the exception of Frolich, who lost only one point in the whole event. All the 22 starters were able to last out to the finish, where the results were available shortly after the completion of the trial.

PETER CRAVEN.

Provisional Results

Best Performance—Greenwood Cup: R. Frolich (Volkswagen), 119 marks gained.

Opposite Class Award: D. A. Walker (Morgan Plus Four), 110.

First Class Awards: H. C. Mason (M.G. 1½); W. L. T. Winder (1922 Humber Nine), 110 marks each; B. Harpin (Triumph TR2), 82.

Novice Award: M. A. Lanfranchi (Morris Minor), 53.

Team Award: The "Never-nevers" (L. S. Stross (Bristol), R. J. Dack (M.G.), D. A. Walker (Morgan)), 274 marks.

S.C.C. OF NORFOLK TEN TEST RALLY

OVER 40 cars left the Snetterton circuit late on Saturday night, 15th October, at the start of the 350-mile Ten Test Rally organized by the Sporting Car Club of Norfolk, but 12 hours later only half the number took the final series of tests which were arranged on the Marine Parade, Gorleston.

Most of the "casualties" were on the difficult road section and many were over one hour late at the various controls. In spite of the presence of a number of high performance and sports cars, the main award of the Butler Cup and a cheque for £25, presented by Yarmouth Corporation, was won in a Ford Anglia driven by R. B. H. Goddard of Thetford, with O. J. E. Steggles as navigator. Hillman Minxes filled second and third places driven by R. Tooley and R. S. Pawsey respectively.

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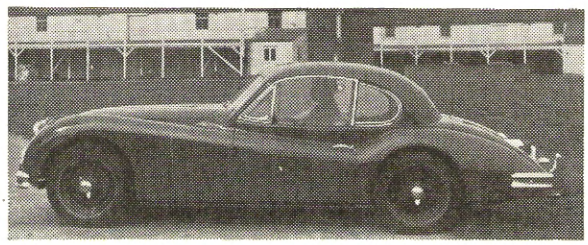

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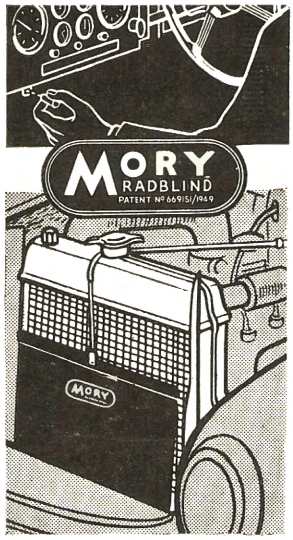

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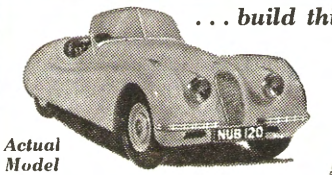

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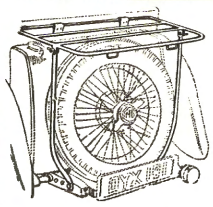

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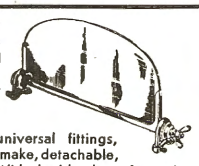

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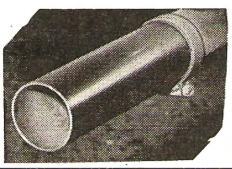

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