

AUTOSPORT

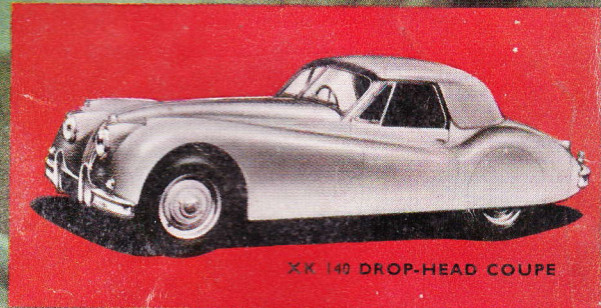
DECEMBER 24, 1954

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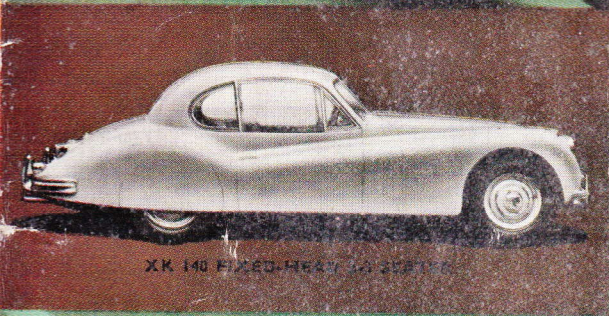
EVERY FRIDAY

Vol. 9 No. 26

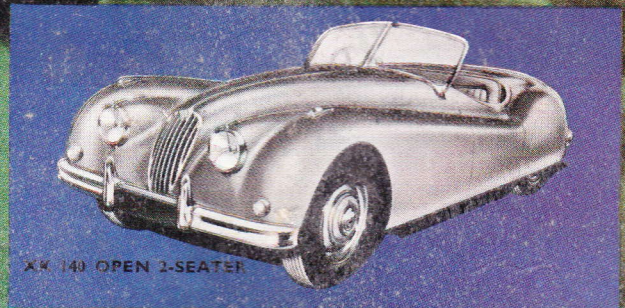
BRITAIN'S MOTOR SPORTING WEEKLY



XK 140 DROP-HEAD COUPE



XK 140 FIXED-HEAD COUPE

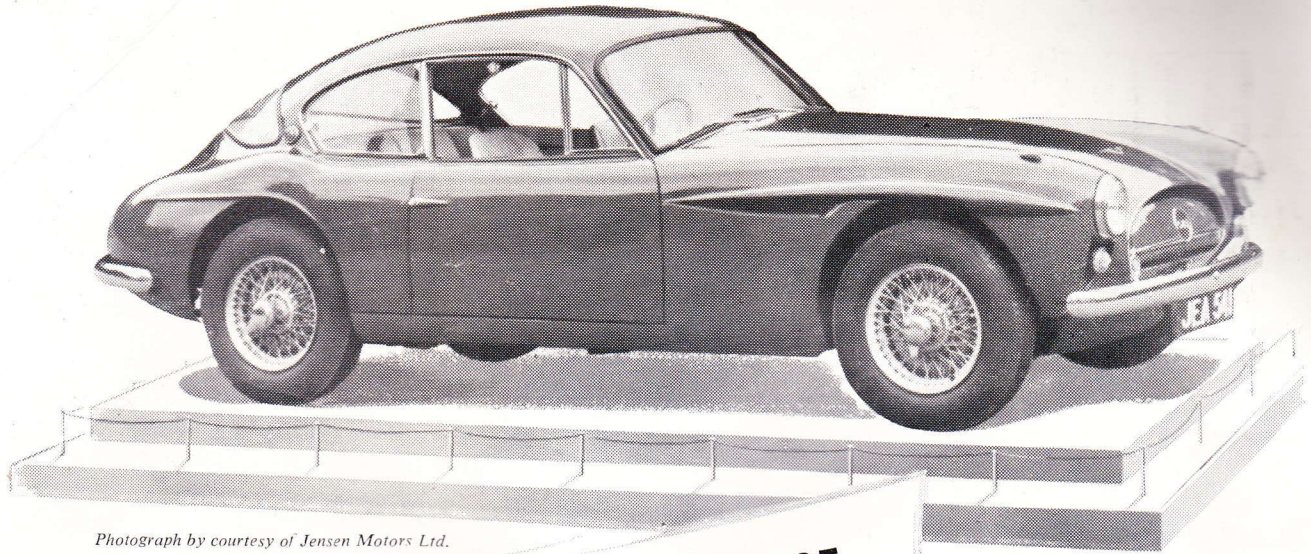


XK 140 OPEN 2-SEATER



THE TYPE 'M' MARK VII 3 1/2 LITRE SALOON

JAGUAR for 1955



Photograph by courtesy of Jensen Motors Ltd.

POLYESTER SHOW PIECE

Sensation at the recent Motor Show was this Jensen 541 Saloon with a body constructed almost entirely from glass-fibre bonded with BEETLE POLYESTER RESIN. This elegant car, now in full production, demonstrates graphically how Beetle polyester/glass-fibre coachwork is going to make road vehicles of the future stronger, lighter and eventually cheaper without sacrifice of standards. Polyester resin/glass-fibre also enters extensively into the manufacture of boat hulls, aircraft, large capacity tanks, building materials, furniture and luggage. Its future applications are limitless. The new material is comparatively easy to fabricate and moulds are inexpensive. Skilled labour is minimised and finishing costs are low. Beetle polyester/glass-fibre can be drilled and turned and will not corrode. It can be through-coloured or painted in the normal way. B.I.P. are leaders in the development of Polyester Resins for British industry. Their free Technical Advisory Service is always at your disposal.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 26

December 24, 1954

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EDITORIAL

A NEW CHAMPION

ONE of the most pleasant aspects of the seventh R.A.C. British Trials Drivers' Championship is that the title has been won by a comparative newcomer to the highly-specialized art of mud-plugging. Whereas, in the past six events, this highest honour in the trials world has been gained by experienced competition drivers such as Ken Wharton, Cuth Harrison, Wally Waring and Reg Phillips, Geoffrey Newman has just completed his second, but actually first full season of trials. Newman's success should encourage the novice who is apt to believe that the premier award in the trials world is strictly confined to the recognized experts. The system of qualifying for the Championship, by means of B.T.D.A.-starred events, ensures that the competitor will have thoroughly earned his right to compete for the "Blue Riband", and, by the time he has done so, will certainly be able to describe himself as experienced. One must also pay tribute to Newman's vehicle, admirably built for its job by the youthful Michael Cannon, who actually took seventh place driving another of his own specials. It is also worth mentioning, that all efforts to dislodge Dagenham from the monopoly of awards-winning trials engines has so far failed, and of the 21 starters in the annual R.A.C. classic, only one did not use a power unit of Ford origin. The novice should further be encouraged by the fact that of the nine contenders from the North of England, the best performance was put up by Johnnie Broadhead, completing his first trials season as a regular competitor, and against Northern experts such as the Harrisons, Phillips, Wilde, Jenkins, Lilley, Atkinson and Cryer.

NOVICES IN RALLIES

SEVERAL regular competitors in Continental events have expressed concern at the possibility of there being permitted entries of completely inexperienced crews, who, in some cases, may never have competed in any rally of significance. In events such as the Alpine, Lyon-Charbonnières, Evian, Tulip, Monte Carlo and so on, the inclusion of tight mountain sections may require extremely fast and skilful driving to maintain time schedules. In such sections, the complete novice may not only be a danger to himself, but by reason of ignorance of the standards necessary for competitive Alpine driving, may quite easily be a danger to other competitors. AUTOSPORT suggests that, before any entry is franked by the R.A.C., for an International event abroad, the Club should be satisfied that the applicant has a satisfactory competitions background. It might be a good plan to insist on an absolute minimum of two finishes in a B.T.D.A. Gold Star event, or four in a Silver Star rally, to qualify for the right to apply for an entry in any recognized Continental event. The present method of asking applicants for a brief history of their competitions experience is anything but foolproof, unless the R.A.C. itself maintains a complete record of every rally organized. Taking the matter a stage further, it should be quite feasible to stamp all competition licences issued to the effect that the holder has qualified to compete in an International event abroad.



NEW TRIALS CHAMPION: Geoffrey J. Newman and his wife in the Cannon Spl. with which they won last Saturday's R.A.C. Trials Championship in the Kentish hills near Boxley, Maidstone.

GONZALEZ will *not* be retiring from racing. He will continue to race for Ferrari next season, beginning with the Argentine G.P. on 16th January. A week later he will drive a 4.9-litre sports Ferrari in the 1,000 km. sports car race.

MAURICE TOULMIN, who has retired from the Chairmanship of the British Trials Drivers' Association, has been elected its first President. Denis Flather, who has handed over the secretaryship to Bernard Thompson, becomes Vice-President.

JEAN LUCAS, director of the Monomill "cheap racing" scheme, is calling for a new Formula 2, for cars between 750 and 1,500 c.c.

DESPITE hoped-for alleviation of his financial problems from the arrangement with M. Garczynski, Amedée Gordini is still in difficulties. He hopes, however, to have three G.P. cars, plus one or more sports machines, over in South America for the Argentine G.P. in January.

THE Gordinis for the G.P. will all probably have the new cylinder head and Messier-type disc brakes. One driver will be Elie Bayol, seemingly forgiven for his misdemeanours at Bordeaux, when he refused to hand his car over to Jean Behra.

THE 100,000th post-war DKW car was completed on 15th December; an impressive achievement by Auto Union, considering that they did not recommence production until 1950.



THE Torbay Speed Shop, incorporating the Equipe Devone, have been appointed distributors for A.C. Ace and Aceca, Swallow Doretti and Morgan cars; they also distribute Arnott and Cooper racing and sports models. The Equipe will be racing three Cooper-Bristols next season, drivers to be Tom Kyffin, David Stavert and W. J. Holloway.

LADIES and Gentlemen, the toast is "Our Readers", coupled with the wish of the Editor and staff of AUTOSPORT that you will have the merriest of merry Christmases, and the happiest possible motoring for 1955. This is the fifth Christmas of the magazine's existence, and we are grateful for the continued and ever-increasing goodwill, which has enabled the world's only weekly magazine devoted entirely to motoring sport to go from strength to strength.

KARL KLING was involved in an incident with a train on a level crossing near Rovigo, Italy, while training with a 300SL Mercedes-Benz for the Mille Miglia. He emerged unhurt. The German team for this race will comprise Fangio, Kling, Moss, Herrmann.

LES LESTON will be driving a new Mk. 9 Cooper at the Brands Hatch race meeting on Boxing Day.

THE R.A.C. draw attention to the fact that, following established custom, their road patrols will not be on duty on Christmas Day or on Sunday, 26th December; normal operation will take place today and on Monday 27th. This applies in England, Wales and Northern Ireland only; in Scotland, patrols will be on duty over Christmas but will be off the road on New Year's Day and 2nd January.

PIT & Paddock

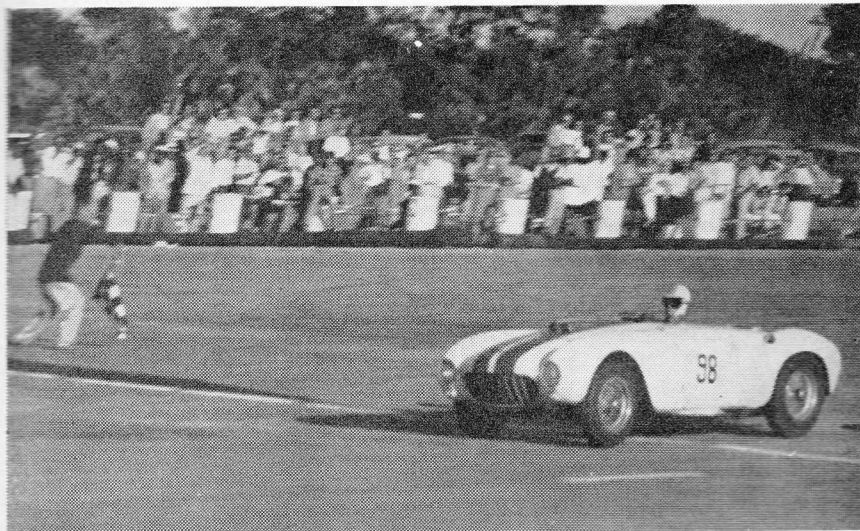


NO PRIZE for identifying this famous British racing driver. You can read more about him on Page 828. Caricature is by Bass.

WE are sorry to report that Mike Hawthorn has had a relapse at home, following his recent serious operation.

THE things they left behind! A birth certificate is amongst the list of property found by the Ulster A.C. after this year's T.T.! Other items include men's and boys' caps and scarves, a lady's white plastic coat, binoculars, keys, sunglasses and a pair of ladies' pink-rimmed glasses.

AT a recent cocktail party in the Savoy Hotel, the five millionth Varley coil, a product of Oliver Pell Control, Ltd., was handed over for assembly in an SU petrol pump. The handing over was done by Mrs. E. Larkin, who has personally wound over 240,000 Varley coils.



THE NASSAU RACES

THE Kansas City driver Masten Gregory, who has raced successfully in England with his 4½-litre Ferrari, won the second and third races making up the Bahamas three-day racing programme, staged on a 3¼-mile runway circuit on the disused airfield at Windor, Nassau. As recorded last week, the Marquis de Portago won the initial event on 10th December with his Ferrari after Gregory had burst a tyre. Erwin Goldschmidt brought his newly acquired 4.9-litre Ferrari, ex-Maglioli, home into third position.

Event 2, the 102.9-mile Governor's Trophy race, was run the following day, and this time Gregory reversed the finishing order. On the 12th December came the big event, the Nassau Trophy race over 210 miles, and again Gregory made the running and did the winning, averaging approximately 89 m.p.h. De Portago again brought his 4.1-litre Ferrari home second.

SPORTS-NEWS

CHRISTMAS MOTOR RACING

Entries for Boxing Day Brands Hatch Meeting Approach 100

THE British Racing and Sports Car Club are still receiving entries for their unique race meeting at Brands Hatch on Boxing Day, 27th December. Amongst late nominations is Alan Brown, who will drive Kenneth McAlpine's Connaught in the over 1,500 c.c. sports class. The lists now total 92, comprising 42 Formula 3 racing cars, 14 Formule Libre racing cars, and 36 sports cars, of which 16 run in the over 1½-litre class. The organizers expect the list to top the 100 mark before the day.

First of the seven races starts at 12.40 p.m.; the last should be over around 4 p.m. Other attractions include the roasting of an ox, Christmas carolling and a demonstration of the 300SL Mercedes by Stirling Moss. Brands Hatch circuit, 1¼ miles in length, is admirably set in a sheltered grassy bowl just off the A20 main road from London to Maidstone.

Admission prices are 4s. adults, 1s. children; transfer to grandstand 3s. 6d., and car parking 5s. Those who get there early will have the advantage of a full view of the course from within their cars; practising is from 9 a.m. on the same day.

BLUE AND WHITE WINS: (Above) Masten Gregory of Kansas City, U.S.A., crossing the line to win the Nassau Trophy race in the Bahamas with his Ferrari. (Right) The Marquis de Portago, who won the opening Nassau race in a 4.1-litre Ferrari, is congratulated by Gregory.



TULIP MARKING FOR R.A.C. RALLY

New Classification System Adopted for 1955 International Event

REGULATIONS have just been issued for the fifth R.A.C. British International Rally—the Rally of the Tests, which starts from Hastings and Blackpool on 8th March, and concludes at Hastings on 13th March. Chief amendment is the adoption of a system of marking used successfully by the organizers of Holland's Rallye Tulpen, but on a minimum marks basis rather than an accumulative total. In all tests which are classed as speed, timed section or manoeuvring tests, the competitor who records the lowest time in each group-engine capacity class will incur no penalty. Other competitors will incur a penalty calculated by subtracting the lowest recorded times from the competitor's figures, the resultant total representing penalty marks. Times will be expressed to one place of decimal. The penalty marks incurred during the rally by the competitor will be added together, and the competitor with the least number of penalty marks will be deemed to have made the best performance, both in the general classification, and in the individual engine capacity classes.

The classes are Standard Series Production Touring (1,000, 1,001-1,300, 1,301-2,000, and over 2,000 c.c.), Grand Touring and Modified Series Production

(1,300, 1,301-2,600, and over 2,600 c.c.), Standard Series Production Sports (1,600 and over 1,600 c.c.).

Speed tests will be staged at Oulton Park, Cadwell Park, the Lake District, Prescott and Silverstone, manoeuvring tests at Hastings and Blackpool, and special timed sections in the North of England. There will also be special road stages over difficult terrain in the dark on every night of the rally. Entries will be accepted at £12 12s. per car up to 1st February, and 2nd-14th February £21.

Total mileage will be approximately 2,000 in England and Wales. The event counts towards the European Grand Touring Championship and also the B.T.D.A. Gold Star. Road average speeds will not exceed 30 m.p.h., and the usual secret time checks may operate. No driver may drive longer than 200 miles continuously.

Awards include first general classification, £250; second, £200; third, £100; and fourth, £50 and appropriate souvenir awards. £50 and souvenir awards goes to the highest placed foreign entrant, and best all-lady crew. Class prizes are £30, £20 and £15, for first, second and third, respectively. There are also numerous other prizes, including a Team Award.



SPECIAL ISSUE: The Principality of Monaco has issued this special stamp to commemorate the running in 1955 of the 25th Monte Carlo Rally.

(Photo by courtesy of Whitfield King & Co., Philatelic publishers.)

STIRLING MOSS AND MASERATI

REPORTS have appeared in several Continental papers, including the Italian paper *La Gazzetta dello Sport*, and the French paper *L'Equipe*, in which Giovanni Canestrini, member of the Commission Sportive Internationale, is alleged to have stated that "Stirling Moss had signed a contract to drive Maserati in 1955, before signing for Mercedes".

Signor Canestrini continued, "The Maserati Company confirm that they have in their possession Moss's contract and have informed the Daimler-Benz Company". Canestrini protests against the attitude of Moss and declares that "he has repudiated his contract with Maserati without the approval of the Modena firm".

Stirling Moss says that "These statements are entirely without foundation" and that he had "definitely not signed any contract to drive in the Maserati works team during 1955".

He is most strongly denying these allegations from the Continent and has written to the editors of the papers concerned, requesting them to publish his letter, a copy of which is appended.

Dear Sir,

I was very grieved to read in your paper the fact that Maserati claimed that they have in their possession a contract signed by myself, stating that I would race for them in Grands Prix throughout 1955.

I think that somewhere there must have been a misunderstanding, because no such contract was signed by me, although in October, when negotiations were in progress, it was my genuine intention to enter into such a contract if final terms of agreement were reached. However, there were still a few outstanding items which had to be gone into in some detail and, in fact, negotiations with the Maserati Company were never completed or terms agreed.

The reason I am writing to you now is to ask you if you could put this matter straight through the medium of your journal, as I feel that this is of great importance, because to claim that I have signed two directly opposing contracts is a serious slight on my integrity.

My feelings towards Maserati are most sympathetic, and I have every hope that we shall be able to continue our associations in as friendly a manner as in the past, and with Maserati's co-operation I hope to race my 250F Grand Prix car in 10 or 12 important Grands Prix this coming year. My contract with Mercedes-Benz is for the 10 Grandes Épreuves and the Formule Libre race in Buenos Aires and possibly the Avus-rennen.

To me motor racing is a sport, and the last thing I want to happen is for there to be any ill-feeling between any company or individual on my behalf.

Yours faithfully,

(Signed) Stirling Moss.

P.S.—It may interest you to know that my manager, Ken Gregory, had discussions with Mr. Neubauer of Mercedes-Benz late in 1953, and Mr. Neubauer actually made the suggestion that we should purchase a Grand Prix Maserati or Ferrari to obtain greater experience in Grand Prix racing.



Photograph by Patrick Benjafeld

PORTRAIT GALLERY

No. 4—STIRLING MOSS

FORMULA 3, Formula 2, Formula 1 . . . it didn't take Stirling Moss, son of one-time racing driver A. E. Moss, very long to rise from the 500 c.c. racing ranks to the exclusive world of International Formula 1. Born on 17th September, 1929, Stirling had become an internationally known racing driver by the time he was 20; now he is amongst the *élite* of G.P. men, and currently very much a centre of interest by his recent signing-up to drive for Mercedes-Benz, a step which another great racing driver, Richard Seaman, took 17 years earlier in a similar flurry of controversy.

But Stirling Moss is more than a G.P. driver; his versatility almost approaches that of Ken Wharton. He has raced Kieft and Cooper 500s, Jaguar and Osca sports cars, H.W.M., Cooper-Alta and Maserati racing cars; he has successfully competed in rallies with Sunbeam-Talbots, gaining second place in the 1952 "Monte", and winning three successive Coupes des Alpes in the "Alpine"; he has shared the driving of a Humber Snipe saloon on the Rootes Group's "Fifteen Countries in Five Days" enterprise in 1952; and he has played a vital part in various record-breaking forays at Montlhéry track.

To list Moss's successes since 1948 would expend much space and research; he has raced, and very frequently won, in England, Ireland, Scotland, France, Holland, Belgium, Germany, Italy, Switzerland, Spain and the U.S.A. Sometimes his greatest feats were in events he didn't win, such as Rome, Naples or Bari with the H.W.M. in 1951, or Monza, 1954, in the Maserati. His desire was to race British cars in G.P.s whenever possible, but no British car was worthy of his talent and, like Campbell, Birkin, Straight, Seaman, Wakefield and other illustrious men before him, Stirling Moss has had perforce to "go foreign". But just as Seaman's German G.P. victory in 1938 helped to enhance our shaky national prestige at that time, so any future Moss victories at the wheel of a Mercedes-Benz will reflect favourably on British ability, regardless of the nationality of the car. The World Championship is his eventual aim; may he realize it soon.

C. P.

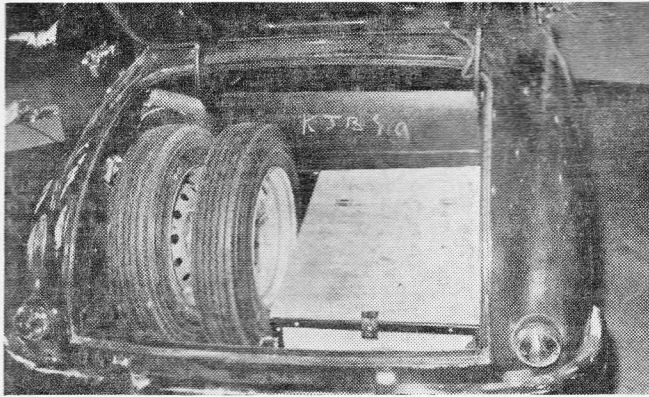
THE first official post-war competition venture of the M.G. Car Co., Ltd., will be the Monte Carlo Rally, for which a team of three M.G. Magnettes are entered in the series-production touring category. Apart from the usual rally mods., the cars are, of course, completely standard, but are being carefully prepared by M.G. specialists. All three are starting from Glasgow, the crews being Geoff Holt/Stan Asbury, Reg Holt/Alan Collinson and Len Shaw/Ben Brown. This will be the first appearance of the 1½-litre Magnette in a touring championship event. The same team of drivers has been successful in the R.A.C. Rally with the older Y-type, 1½-litre saloon.



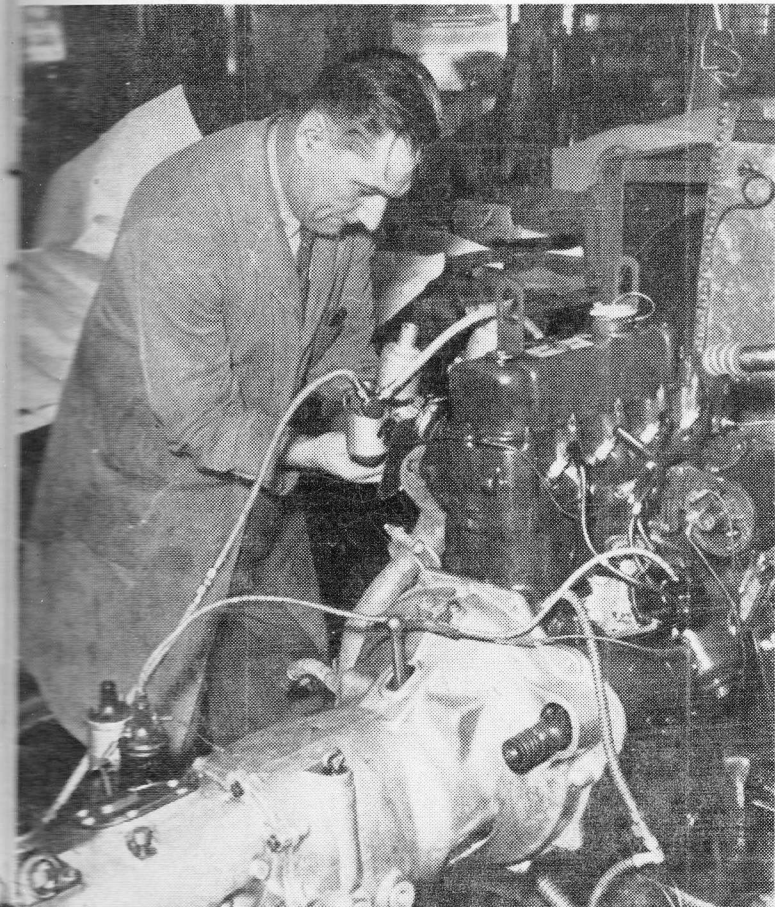
ACTIVITY AT ABINGDON

The Three "Works" M.G. Magnettes Being Prepared for the Monte Carlo Rally

(Above) The cars to be driven by Geoff Holt, Reg Holt and Len Shaw in the development section of the M.G. Car Co., Ltd., at Abingdon. (Below) A special folding-back passenger's seat is fitted on all three cars.



(Top, left) A double-well being completed to carry two spare wheels. On the right is the spare parts container.

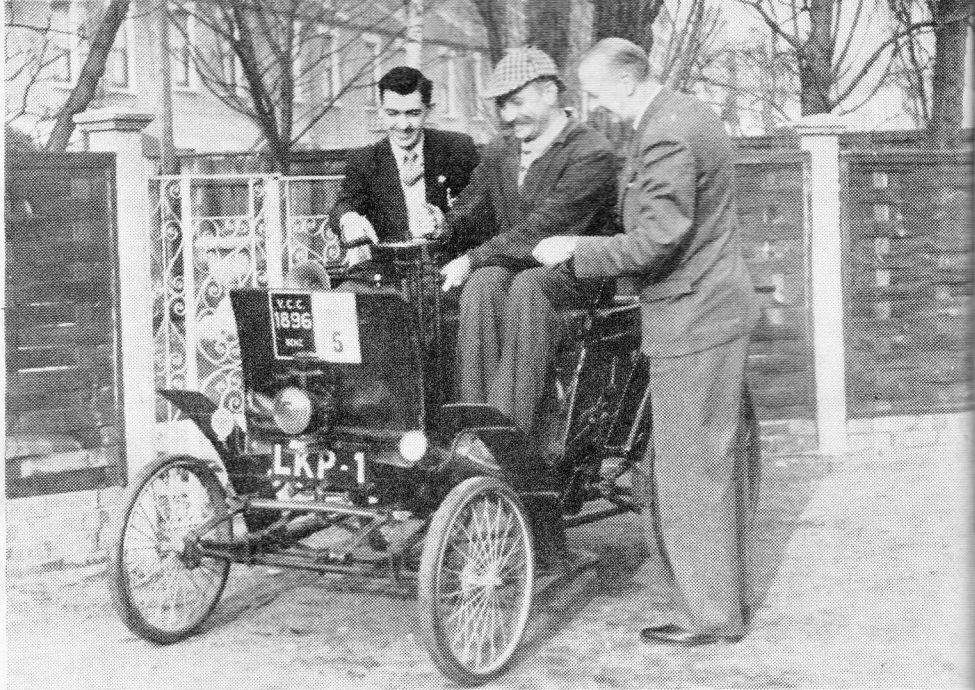


(Left) Alex Hounslow tunes the S.U. carburetors on Len Shaw's engine during preliminary bench tests.



(Right) Team manager Marcus Chambers examines some new Lucas light units.

INTRODUCTION: With Stuart Lewis-Evans seated on his right, John Bolster goes over the cockpit drill with the guidance of "Pop", before setting off on the test run in the Benz.



**For our
Christmas
Road Test
John Bolster**

tries

The 1896 Benz

WHILE there is, and always will be, some argument as to who built the first car, there is no doubt at all which was the first practical mechanically propelled vehicle to be produced in worthwhile numbers. This was the Benz, which appeared in prototype form in 1885 and was then manufactured with little alteration until the turn of the century. After that, a change of design was forced upon the very conservative firm, but all early Benz cars had similar characteristics.

The motive power was a horizontal engine with an open crankshaft. As Karl Benz was a gas engine manufacturer by trade, the power unit was a lightened and speeded-up version of a typical stationary engine. The transmission followed workshop practice, with flat belts and fast and loose pulleys providing two speeds. Modern cars have an epicyclic overdrive, but the Benz, being somewhat lacking in power, had an "underdrive" called a Crypto gear.

A countershaft carried the differential, and the chains driving the rear wheels provided the final reduction.

The gas for the gas engine came from a surface carburetter, in which air was bubbled through the fuel to form petrol vapour, so to speak. It was warmed by the exhaust to aid the process. Engine cooling was by a water jacket round the cylinder, fed by a gravity tank. A round condenser on the tail of the car, which is often mistaken for a silencer, dealt with the steam and converted some of it back to water.

As the power output was so low, Karl Benz realized that the success or failure of his car depended on keeping the weight down. This he did in brilliant fashion, and the little dog cart on its spidery wire wheels was light, strong, and practical. The engine was in the box at the rear, where it was extremely accessible. When one considers that Benz had never seen another car, his design is beyond all praise. The geo-

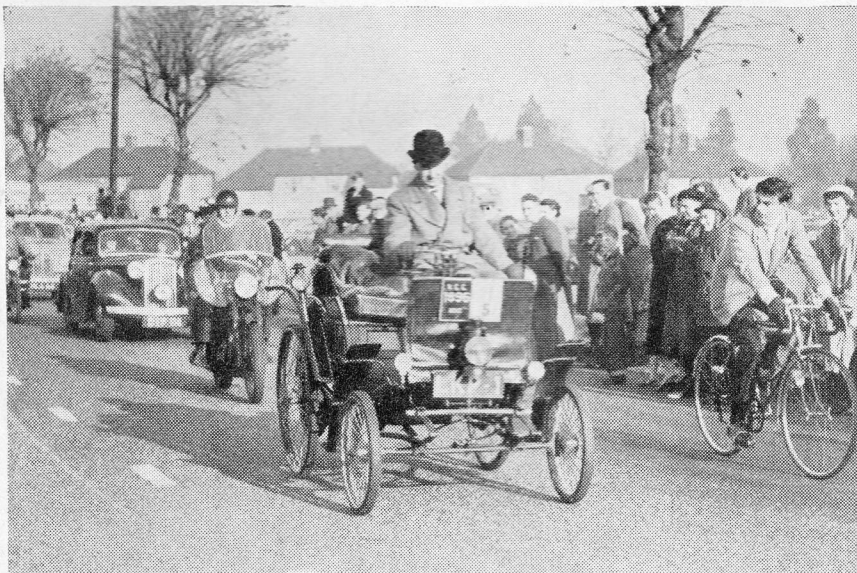
metry of the rack and pinion steering was quite perfect, and the full elliptic springs were nicely proportioned.

Wishing to borrow a Benz for road test, I approached "Pop" Lewis-Evans, the well-known racing driver. He at once agreed to lend me his 1896 model, and a date was made to visit the family garage business at Welling, Kent. To start a Benz one first fills the drip feed oilers for the piston and main bearings, and also the oil cup for the big end. The original one would only last for five miles, but this particular car has an oversize version that suffices for as much as 25 miles non-stop. Anyway, the next job is to turn on the trembler coil ignition and pull lustily at the rim of the flywheel, when the engine should start.

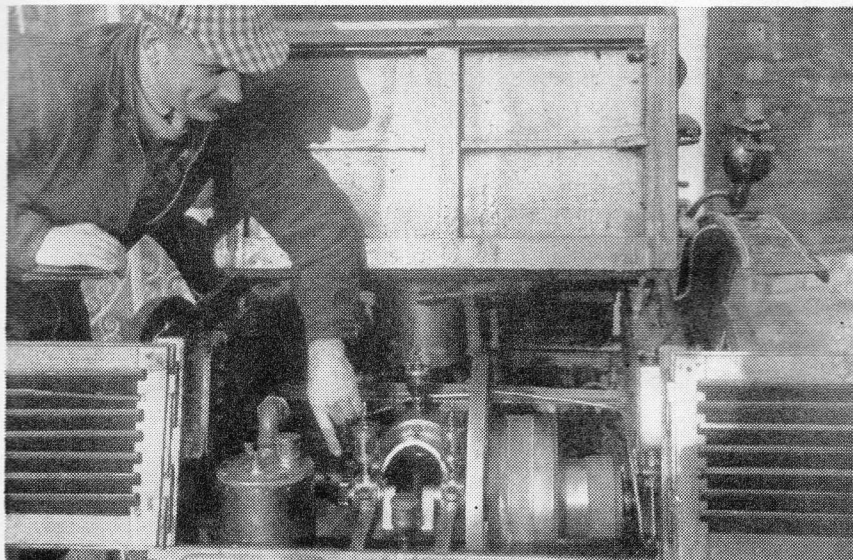
If it doesn't start, one goes on turning the flywheel till it does. One avoids over-advancing the spark, for a backfire tends to pull the luckless automobilist into the machinery. With practice, starting is easy, but there are endless opportunities for the unskilled operator to bark his knuckles and damage his fingers. Once the thing is going, one shuts the box, before one is spattered with oil from the open machinery. I would prefer not to drive a Benz in evening dress.

To get cracking, there are two alternatives. If the start is on an adverse gradient, the Crypto must be used. This is engaged by screwing down a handle, and the maximum speed is 2 m.p.h. On the level, the low belt suffices, and it is put on by using a lever on the steering column. The engagement is sweeter than any fluid flywheel, and the belt drive is quite the smoothest form of transmission imaginable. This "gear" is used a great deal, and gives a full 6 m.p.h. maximum.

If the road is good, the engine run-



BRIGHTON-BOUND: In the unusually fine weather that was experienced on this year's Veteran Car Run a bowler-hatted L. Lewis-Evans (with escort) bowls along at a dizzy 12 m.p.h. towards the coast.



CRANKCASE? Sump? Gearbox? Never heard of 'em! The open crankshaft is visible here, with the oilers for the main bearings, big-end and cylinder, and on the right the two belt-drive pulleys.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: 1896 Benz "Ideal" two-seater. Price, in London, 165 guineas.

Engine: One horizontal water-cooled cylinder, 115 mm. x 110 mm. (1.143 c.c.). Suction operated inlet valve, pushrod operated exhaust valve, 3½ b.h.p. at 500 r.p.m. Surface carburetter. Ignition by trembler coil and cam-operated make and break.

Transmission: By two belts with fast and loose pulleys, plus auxiliary Crypto gear. Differential on countershaft and final drive by chains. Steering column change. Ratios 4.8, 10.8, and (Crypto) 24.3 to 1.

Chassis: Reinforced wooden body-cum-chassis. Suspension by full-elliptic springs all round. Front and rear axles coupled by tubes. Rack and pinion steering with split track rod. Wire wheels fitted solid rubber tyres, 30½ ins. diameter rear, 22½ ins. diameter front. Foot operated band brakes on rear wheels. Hand operated spoon brakes on tyres.

Equipment: Oil head and tail lights, candle side lights.

Dimensions Wheelbase, 4 ft. 5 ins. Track, front, 3 ft. 6 ins.; rear, 3 ft. 8 ins. Overall length, 7 ft. 3½ ins. Height of seat cushion from ground, 3 ft. 4 ins. Turning circle, 13 ft. Weight, 5 cwt.

Performance: Maximum speed, 12 m.p.h. Speeds in gears, low 6 m.p.h., Crypto 2 m.p.h. Standing quarter mile, 78.8 secs. Acceleration, 0-10 m.p.h., 31.6 secs.

Fuel Consumption: 20 m.p.g.

Water Consumption: 10 m.p.g.

ning well, and there is no contrary wind, the low belt may be taken off and the high belt applied by the other lever. The little machine will cruise at an honest 10 m.p.h. on this ratio, with an ultimate 12 m.p.h. available. The very slightest check or adverse gradient brings the car off top speed, which can only be regained under ideal conditions.

There is a delightful ease about cruising along with only the slow "put-put" of the exhaust for accompaniment. Some road surfaces can be felt through the solid tyres, but in spite of the short wheelbase the ride is surprisingly comfortable. The steering is light and accurate, notwithstanding the steam-roller winding handle. Lewis Evans has fitted an extra handle for the use of both hands, but this is not normally required. An arrow points in the direction one is travelling, a fitting that some modern racing drivers appear to need.

The low speed is by no means tedious, and as one rolls along one feels that one has been transported back to a more gracious age. Only a howling cad would use the Benz for pub-crawling, but it would be quite permissible to use it for visiting taverns, where, one hopes, the ale would be served by a buxom wench with a well-turned ankle, gad sir! The car is, in fact, utterly Victorian, and one feels that it regards modern traffic conditions with a jaundiced eye, murmuring "We are not amused".

In driving, it is best to play constantly with the mixture control to make sure that the very best setting is being employed. There is so little power that one remains flat out under almost all conditions. The low speed and light weight mean that the brakes have a very easy task. The foot pedal operates band brakes of quite generous diameter on the wheel hubs, and the push-forward hand

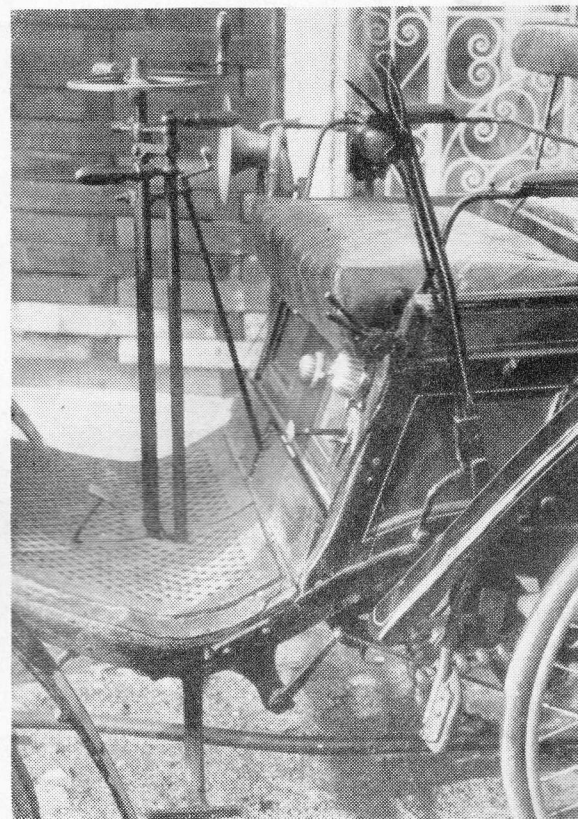
lever presses spoons against the tyres. Neither brake is powerful, but it is only if one succumbs to the temptation to coast fast down a hill in neutral that this is apparent.

I think that what surprised me most about the Benz was how good it was. It is reliable and one can be pretty certain of completing a journey in the estimated time. "Pop" Lewis Evans reckons to average 8½ m.p.h. from London to Brighton, and if that seems slow to us, it was as fast as the stage coaches on that route, with their elaborate organization for changing horses. The steering, too, is much better than that of many more recent cars, and altogether Karl Benz made a pretty good job of the world's first successful production car.

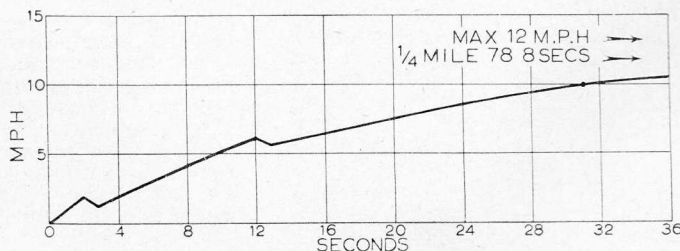
There is practically nothing on the Benz that cannot be mended by the roadside. The troubles of belts and their fasteners can easily be dealt with by anybody with experience of workshop or agricultural machinery. A loose solid tyre may be bound to the rim as a get-you-home repair. The engine can be completely dismantled in about five minutes. Undo a couple of big-end bolts and you have the piston, weighing 5 lb. 10 oz., in your hand. The inlet valve, having no operating gear (it works automatically by suction), can be removed at once, and this exposes the exhaust valve for grinding.

The 1896 Benz is a good and practical car. It was cheap and immensely popular in its day, and was built under licence by various firms, such as Arnold and Star in England and Roger and Hurltu on the Continent. We have, of course, advanced in 58 years, but this car, which started the motor industry of the world, was a worthy foundation on which to build.

COCKPIT layout is uncomplicated. The handbrake lever and mechanism (!) foot-brake pedal, steering column gear-change (with two levers), engine controls and the charming tumbler switches are all shown in this picture.



ACCELERATION GRAPH OF 1896 BENZ

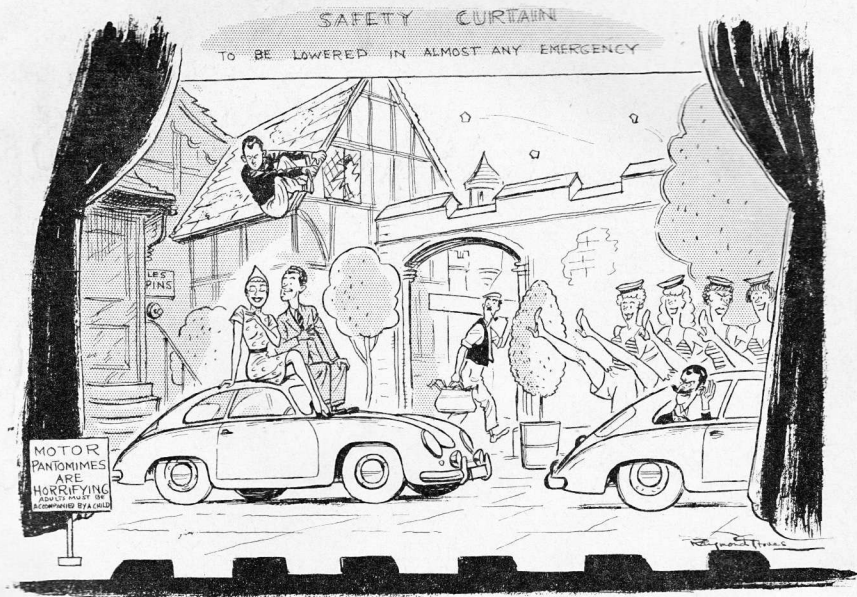


"So the curtain goes up. . . ."

It was over the fish course that I got the idea. I was just sitting gazing at my plate on which was one of those small squares of cardboard impregnated with used brake fluid, of which all banqueting managers keep a large stock to serve at motor club dinners under the code name of "Delice de Sole Suprême".

Why not (I thought), a pantomime with a motor racing background—a Christmas play incorporating all the usual trimmings; motorised Yule logs, a couple of knock-about comedians, a ballet, additional dialogue by almost everybody and, of course, to end up with, a gigantic Transformation Scene.

It's too late to put it on this year, after all I only thought about it a few minutes ago when the fish came up—but perhaps we could put it on next year?



Nevil

Lloyd's

Christmas Cavalcade

with sketches by Raymond Groves

We shall need a title, which is why I thought of Christmas Cavalcade. The first word is obvious (I should have thought) but Cavalcade wants a bit of thinking around. Next, of course, comes the author's name, which I hope you will see above—and then a note for the programme about the characters in this play appearing in the order of their starting money.

The first scene (I had in mind) should be of an old ancestral home. In this particular case the old ancestral home of the heroine, Aprilia de Knyff, great granddaughter of that great old time racing driver, the Chevalier Rene de Knyff.

So the curtain goes up on the stone flagged courtyard of "Les Pins", in the sleepy little village of Gudgeon. "Les Pins" is the ancestral home of the de

Knyff family who bought it mainly to register their telegraphic address GUDGEON PINS. It is picturesque, damp, and only a stone's throw from the nearest station. Lights blaze from the windows of the old house, most of which are broken as the nearest station always throws the stones back; ivy clings to the walls, and on the tiles can be seen Moss and Lichen. Moss looks none too happy in this unaccustomed position, but Lichen keeps a firm grip. In the foreground of the courtyard stand two small German cars, known as the front Porsche and the back Porsche.

On the back Porsche are our hero and heroine; young good looking motor club secretary, Mark Nein, and his betrothed, the bewitching Aprilia de Knyff. (Just before the curtain went up, Mark

Nein had proposed to and been accepted by Aprilia who is admiring her new ring, set with two rather small but nevertheless semi-precious silverstones.) For purposes of identification, that's Aprilia on the left, the one wearing the pink plastic pixie hood.

But—and here the plot thickens ever so slightly as well it might—little do the happy couple know that hidden in the front Porsche is dark, saturnine, Basil de Dion, treasurer of the motor club of which Mark, our hero, is the secretary. Basil has overheard *all*. And, as the chorus sweep on stage to the tune of "Last Night on the Back Porsche", de Dion slips off stage carrying with him a handy little tool for the home mechanic. Nothing less than a bonnet stick made from an old broom handle. It is notched at one end to fit the bracket on the centre bonnet hinge, and wedge-shaped at the other end to fit the bracket on the front bonnet latch. Short enough to be carried around in the glove compartment, it had been designed by Basil as a present for Aprilia to prevent her banging her empty little head on the side of the bonnet when she bent over the engine of her sports car.

Little did Basil know that Aprilia doesn't own a sports car.

Really, de Dion is *the end*.

Now the scene changes as we leave the happy couple to their own devices and Basil to his device, nothing less than a bonnet stick made from an old broom handle—sorry, we've been through all that, of course. Now we see the Great Hall at "Les Pins", oak panelled and with a curiously musty smell emanating, doubtless, from the portraits of earlier de Knyffs that adorn the walls in between the many trophies of the chase that also hang in the great hall—there a pair of gigantic antlers marked "Shot in Scotland, 1887"—here a tiger bearing the legend "Bengal 1891"; and over the massive mantelpiece a Jaguar with a small plaque below it reading "Le Mans 1953". This last trophy is a little odd as this scene is dated Christmas morning, 1899.



... that famous ballet 'L'Après Midi d'une Ford'"

That legendary figure Rene de Knyff enters. He is wearing one of the two ties his wife has given him for Christmas.

His wife, who is already seated at the breakfast table eyes him keenly.

"Oh," she says, "So you didn't like the other one."

The Chevalier says nothing and gets on with his breakfast.

"And what are your plans for today?" inquires his wife, adding as an afterthought, "If I may make so bold."

The Chevalier finishes his coffee. "Well, dear, thought I'd go motor racing."

"And where to this time?", asks his wife, "Bordeaux?"

"No, dear. Madrid. Don't wait up for me. I may be late."

This scene, typifying so well the very Spirit of Christmas, is put in mainly because I think it throws some light on the reason why they had such long motor races in those days.

But meanwhile, what of dark, saturnine Basil de Dion? You may well ask, and I'm very glad you did as it brings

us to our next scene, the big cabaret scene. Deprived of the fair Aprilia's hand, Basil has telephoned Wilhelmina Schultz, the daughter of wealthy Wilhelm Schultz, who owns a racing track in Holland, the celebrated Circuit Untzee. They are at London's newest night spot, decorated in old Spanish style, called "El Cuspidor", and sitting with the well-known Scottish driver, Sir Rory Mac-Salvadori and they are entranced by the scene unfolding before them; nothing less than the very first appearance in London of the Dagenham Girl Pipers dancing that famous ballet "L'Après Midi D'une Ford" which, as the title implies, tells the pathetic little story of the stock car that fell into a swan lake. Ballet fans will know the story well, but if you are not a ballet fan I must just stop long enough to congratulate you warmly.

Following this act the two comedians come on. They are, of course, always the same two comedians, but this time they are announced as His Excellency the Baron Startgeld and His Highness Le

Prime de Départ. No fountains being available they throw three coins into a nearby goldfish bowl, but following a discussion with Signor Ferrari who is seated at a table close by, the goldfish decide to send only one of their team to the starting line.

Well, that's just a rough outline of the scheme, there's quite a lot of scope really for all sorts of scenes. I admit that, as it stands, the plot wants working on. For instance, I simply can't think what to do with Basil de Dion—just can't concentrate these days. Every morning I seem to wake up tired, depressed and Lister-less. I must try and get young Dr. Archie Scott-Brown to make me up a prescription.

The Transformation Scene? Of course, I nearly forgot that—it's terrific; the climax of the whole extravaganza, if I'm not being too modest. The scene opens at Silverstone, and then on dance the Twelve Television Tophams. They all carry little magic wands and say "Hey Prescott" . . . and there we are—at Aintree, all ready for the British Grand Prix.

ASTON-MARTINI

SATURDAY, 18th December, was the date this year for the Aston-Martin O.C.'s annual Christmas Cocktail Party, and 7 o'clock saw the assembled multitude at the Rubens Hotel, Buckingham Palace Road, waiting for the flag to drop: until 7.45 the drinks were on the club and there was no time to be lost! And a pleasant company it was, which included Lt.-Col. Clive Gallop, Tony Everard, J. Williamson, D. Wilkinson, Tommy Sopwith, W/Cdr. "Babe" LeRoyd, V.C., and John Weyer. Peter Sims, who collected the President's Trophy this year, journeyed down from Sheffield for the occasion, and returned that same night.

The year's awards were distributed as follows:

President's Trophy: P. M. Sims; St. John Horsfall Memorial Trophy: J. P. Hopps and R. F. Collinson; Peter Bell Trophy: P. A. Everard; Stapleton Associates Trophy: T. E. B. Sopwith; Members' Trophy: Peter Collins; Charnwood Quart: S. F. Pile; David Brown Challenge Cup: Angela Brown, P. A. Everard and R. Parnell (A.M.O.C. team); H. Elwell Smith Challenge Cup: C. H. Sutcliffe; U.S.A.F. Trophy: J. H. Walton; Sutherland Trophy: R. P. S. Eve; Wallace Trophy: P. S. A. Freeman; Richard Stallebrass Memorial Trophy: T. H. Stewart; E.R.A. Anniversary Trophy: Jack Williamson and Derek Wilkinson.

GUILD OF MOTORING WRITERS APPOINTMENTS

J. NEVILLE BENNETT of the *Sporting Life* has been elected the new Chairman of the Guild of Motoring Writers. "Ben" this year celebrates his 50th year in journalism. Deputy Chairman is Dudley Noble of *The Observer*, who has acted as Hon. Sec. of the Guild for many years. He continues with this task, assisted by Harry Reynolds of the *Financial Times*. Hon. Treasurer, as before, is Sydney Henschel (*Financial Times*), and the Committee consists of Charles Fothergill (*News Chronicle*), John Eason Gibson (*Country Life*), Harold Nockolds (*The Times*), W. A. McKenzie (*Daily Telegraph*), Oliver Stewart (*The Tatler*), L. H. Cade (*The Star*), Courtenay Edwards (*Daily Mail*) and Thomas H. Wisdom (*Daily Herald*).

L. H. (Laurie) Cade, presiding at the Guild's Annual Dinner at the R.A.C. on 16th December in the absence of the Duke of Richmond and Gordon, pre-

sented the Guild's "Driver of the Year" Trophy to Stirling Moss. The Pemberton Trophy, awarded to the member showing the greatest enterprise and initiative during the year, was presented to Harold Nockolds of *The Times*.

Guests at the dinner included R. Gresham-Cook, director of the S.M.M. and T., Artur Keser, press officer of Daimler-Benz, Maurice Gatsonides and Jacques Lose of the *Argus Automobile*, Paris. Membership of the Guild now exceeds 120.

At a cocktail party in London last week, details were announced of the 6th International Dieppe Rally, to be held next year on 21st/22nd May. Last year was the first occasion in which British competitors have taken part, and M. Rousseau, on behalf of the organizers, apologized for the fact that that event was marred by ambiguities in the regulations. Happily these have now been cleared up.

MODENA COMEDIO

Giuseppe Farina Returns to the Racing Wheel

LAST week at Modena, there was enacted a quiet little drama, of vital interest to Italy's Grand Prix racing hopes. No photographers were present to record the event, only movie-director Roberto Rossellini having a camera there for the occasion.

Enzo Ferrari had sent a wire to 1950 World Champion Nino Farina which said "Meet us at Modena circuit 1100 hours—will have some cars". Farina took the first available train, and limped smiling on to the circuit, carrying a white American crash-helmet—for luck, he said! Enzo was there to greet him, and so were practically all of Ferrari's technicians, including team manager Ugolini. Everyone displayed emotion at seeing the great driver walking about again after his terrible accident in mid-summer at Monza.

Chief mechanic Meazza rapidly explained the 1955 F1 Ferrari, and Piotta produced a pair of overalls. Farina smilingly climbed into the cockpit. He

There will be 14 classes in all and a general classification award, plus ladies' prizes and a special series of awards in the speed trial which forms part of the programme. Also included is a regularity test, acceleration/braking tests and a hill-climb. All inquiries should be addressed to: Syndicat d'Initiative, Comité du Rallye de Dieppe, 1 Boulevard de la Libération, Dieppe, France.

FERRARI'S annual festivity in honour of drivers, mechanics and other "artificers of victory" took place last Saturday, 18th December, at Modena. Warm praise went to absent Mike Hawthorn for his Spanish G.P. victory and his success with Trintignant in the Tourist Trophy, which clinched Ferrari's tenure of the World Sports Car Championship for another year; to Gonzalez for his successes in the British G.P., Bordeaux, Bari, etc., to Trintignant, to Maglioli, victor of the Pan-American race, and to many others.

did several fast laps of the tricky little circuit, obviously feeling his way. Gradually he increased his speed, and soon began to take the difficult corner before the pits in a perfectly-controlled power-slide.

Meanwhile Maserati had been standing by with their G.P. of Argentina cars. Two machines went on the circuit, and Farina found himself a spot of competition. His driving is as good as ever it was, and he was warmly applauded by the group of about 100 people who had turned up to watch. He did over 70 laps to test his stamina, and when he drew up at the pits he remarked that he and the new Ferrari would be good friends.

He was seen off by Enzo Ferrari and Co. on the Turin train. As it pulled out of the station he shouted "Good-bye, I'll see you at the Ferrari party on Saturday—and in Argentina!"

BROOKE BURWELL.



Fagioli, von Brauchitsch, Geier and new boy Hermann Lang, only recently promoted from the experimental department to the cockpit of one of the Grand Prix cars. Auto Union's interests were to be handled by Stuck, Rosemeyer, Varzi and Pietsch, while the three Scuderia Ferrari Alfa Romeos were to be piloted by Nuvolari, Chiron and Brivio. Maserati fielded three cars, those of Etancelin, Zehender and Siena. The remainder of the field was made up of the aforementioned E.R.A., two Maseratis, an Alfa Romeo and a Bugatti, these last four all being private entries.

Less than a minute before the start the first engine barked into life and, almost at once, others added to the chorus. The 16 cylinders of the Auto Unions made their handsome contribu-

ing Mercedes in that order. Trouble then struck the Alfa team when Brivio, their third string, retired with differential trouble. Louis Chiron in the second Alfa then took up the German challenge and moved ahead of both Nuvolari and von Brauchitsch into fourth place. This noble effort was short lived, however, for on lap five he packed up with mechanical bothers within sight of the stands. It was obvious then that Nuvolari constituted the only serious threat to the German supremacy, for the Maseratis lacked speed and were lying well back. He picked up one place when Rosemeyer made a lightning stop to change a wheel and was now motor racing in deadly earnest. He passed Fagioli and then went after von Brauchitsch whom he caught on the ninth lap, and so moved into second place behind Rudolf Caracciola. Von Brauchitsch was not easily shaken off and continued to press him hard, actually

The Maestro's

Greatest Race

BY JOHN E. HALL

ALMOST 18 months ago Italy lost one of her greatest sons, and motor racing enthusiasts the world over heard with a shock the news of the death of Tazio Nuvolari. But the memories of that short, wiry little figure, whose legendary achievements encircled the globe, do not perish. Behind him the "Flying Mantuan" left a record without parallel in motor racing history. Among the countless successes of his chequered career there was one which ranked as his greatest, one which epitomized his courage and near invincibility. The setting—and what setting could be more appropriate—was the Nürburgring. The race was the Grosser Preis von Deutschland.

The 28th July, 1935, dawned dull and overcast, the pine-clad slopes around Adenau were wreathed in mist. The 14½ wet and glistening miles of the fabulous racing circuit wound their tortuous way through the Eifel hills, whereupon, at every vantage point, massed rank upon rank of spectators who had gathered in their hundreds of thousands during the previous 24 hours. The fine drizzle which was falling as 11 a.m., zero hour, approached, in no way dampened their enthusiasm, nor did it detract from the splendour of the scene before the tribunes. The flags of the competing nations, the parades of Stormtroopers and the brass bands all provided a wealth of sound and colour that defied the elements. It was a cheerful crowd, for it had gathered in the confident expectation of seeing German cars repeat their success of the previous year, of seeing how vastly superior German cars were to the best that the rest of Europe could muster against them.

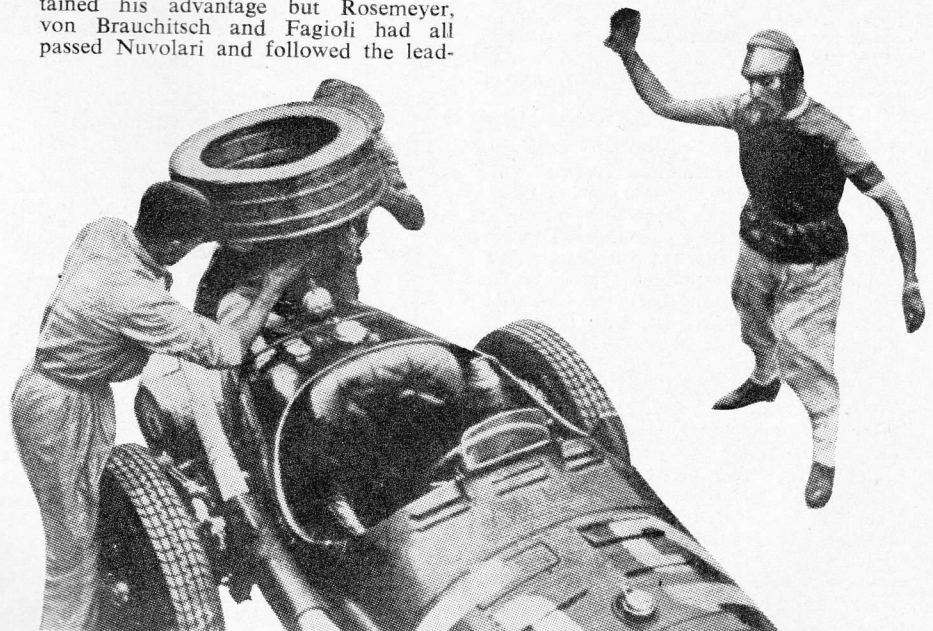
Some 20 cars assembled on the grid, the predominant colours being silver and scarlet with a solitary blue and, yes, a solitary green. British racing green was making its first appearance in a *grande épreuve* for a long time; on this occasion most gallantly worn by the 2-litre E.R.A. of Raymond Mays. Mercedes were at full strength with no less than five cars to be driven by Caracciola,

tion to the deafening noise, while the blower whine of the Mercedes made a veritable crescendo of sound which reached its climax as the traffic light starting signal flashed green and the pack was unleashed. Caracciola, snaking ever so slightly on the wet road, leapt to the front and, with Nuvolari less than a car's length away, led the rush into the Sudkehre, the semi-circular sweep which brought the cars roaring back in full view of the grandstands, only this time on the parallel road behind the pits. Stuck and Pietsch, who both made bad starts, brought up the rear and, as their Auto Unions dived downhill into the forest, quiet descended once more. It lasted some 10 very tense minutes, then Caracciola burst into view at the end of the 4-kilometre straight which completed the lap. The lithe silver Mercedes led Nuvolari by 12 seconds with Fagioli third and Rosemeyer's Auto Union fourth.

On the second lap Caracciola maintained his advantage but Rosemeyer, von Brauchitsch and Fagioli had all passed Nuvolari and followed the lead-

overtaking him through the Sudkehre and leading him on the return road past the back of the pits. At the Karussell Tazio was ahead again and he then began to worry Caracciola. Rosemeyer was still well in the fight, took von Brauchitsch and moved up to challenge the leaders. Passing the grandstand for the tenth time the crowd rose to see Nuvolari flash past in the lead, Caracciola and Rosemeyer scrapping at his heels, and von Brauchitsch mere yards behind them.

Lap 11 and half distance. The activity in the pits indicated that the leaders would shortly be stopping for fuel and tyres. All eyes were turned up the road to see who would appear first. It was Nuvolari and, sure enough, he slowed and pulled into his pit; Rosemeyer was close behind and he too drew in for replenishment. Mere seconds afterwards Caracciola and von Brauchitsch appeared and this pair too headed for their pits.



PRESTO! PRESTO! Nuvolari urging his mechanics on. A broken pit pump meant a refuel by cans and funnel, the resultant loss of time giving the Germans a minute's lead over the Alfa Romeo at half-distance.

Whilst the crowd enjoyed the unusual sight of all four of the leading cars taking on fuel and fresh tyres at the same time, Fagioli passed by into first place. The furious activity at the pits continued, but Teutonic efficiency was more than a match for Alfa's, sadly hampered by the breaking of their fuel pump, so that the Alfa had to be refuelled with cans and a large funnel, while Nuvolari paced up and down gesticulating and urging the mechanics on. There was a roar as an engine burst into life and away shot von Brauchitsch. He was quickly followed by Rosemeyer. A pause and off went Caracciola, then finally Nuvolari, now, however, a minute behind the leader. So began the chase that made history.

Next time round Fagioli made his pit stop and the race order became the same as that in which the four cars had left after their pit stops. Mercedes, Auto Union, Mercedes and then the Alfa. The position looked hopeless but Tazio wouldn't accept it as such and grimly continued the pursuit. Von Brauchitsch, as though to emphasize the impossibility of the task, promptly turned in fastest lap of the day at 80.73 m.p.h. and extended his lead to 1 min. 9 secs.

On the 14th lap Nuvolari caught Caracciola on the back of the circuit. Third place! Shortly afterwards Bernd Rosemeyer brought the Auto Union into

in such company, retired after 16 laps with engine trouble after a fast and impressive run.

On the 17th lap Brauchitsch's lead was 1 min. 4 secs. On the 18th Nuvolari knocked a half-minute off this. Even the monumental calm of Neubauer was disturbed, and he paced anxiously before the Mercedes' pits. He had good reason to be worried, for not only was the red Alfa overhauling von Brauchitsch but now Stuck's Auto Union was fast catching up on Caracciola. Brauchitsch responded well to the "flat out" signal and on the next lap increased the distance to 45 seconds, but to no avail for Tazio promptly reduced it to 32 seconds. On this lap Stuck finally got past Caracciola and came past the stands leading him by yards only; Rudi was sadly shaking his head; he could go no faster.

And so von Brauchitsch started on his last lap. What seemed an age passed and then Nuvolari came into sight, 35 seconds to the bad. Could he possibly do it? Into the Sudkehre he flashed for the last time, back past the pits on the return road and down the Eifelwalder descent into the forest. The blood-red Alfa can never have travelled so fast; at the Flugplatz the distance between the two cars was much the same; through the Schwedenkreuz and down into the Fuchsrohe valley, up into the left- and



PECHVOGEL: "Unlucky bird" the Germans called Mercedes team driver Manfred von Brauchitsch. On the last lap he was leading the German G.P., but Nuvolari's relentless pursuit led him to overstress things; a tyre burst, and he limped home in fifth place.

right-hand turn known as Adenauforst, all the way he strove to save those odd fractions of seconds.

One can only guess at the Italian's feelings when, as he climbed steeply towards the famous Karussell and far sooner than he hoped or expected, he caught sight of the silver Mercedes and its red-helmeted driver. Brauchitsch had run into trouble; pressing his car to the absolute limit the German had burst a rear tyre and was running slowly to the finish on the rim. It was the worst of bad luck, but such is motor racing. Nuvolari swept by in his old-fashioned looking Alfa, and sped on; through the Pflanzgarten, through the tricky Schwalbenschwanz and into the straight he drove, for the last time. Then out went the chequered flag, for Nuvolari, for Alfa Romeo, and for Italy, in Germany's premier race.

Stuck brought the Auto Union home second, Caracciola was third in the Mercedes and Rosemeyer's Auto Union fourth. Then in fifth place, weeping like a child and, of course, to a tremendous ovation from the crowd, came Manfred von Brauchitsch with the rear end of his Mercedes bumping sadly as the tattered shreds of the burst tyre beat the concrete.

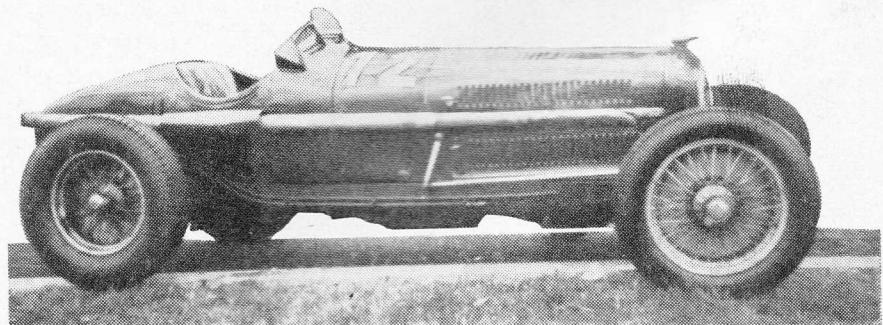
So the genius that was Nuvolari had won the 1935 German Grand Prix at an average speed of 75.25 m.p.h. and in so doing had, with an out-dated 3.2-litre Alfa Romeo, beaten the collective might of Mercedes-Benz and Auto Union on their home ground. Well did they call him "Il Maestro".



RACE AGAINST TIME: (Above) While mechanics slave at the task of refuelling and retyring one of the Mercs, other personnel look anxiously down the line to see how the rival Auto Unions and Nuvolari's Alfa are faring at their pit stops.

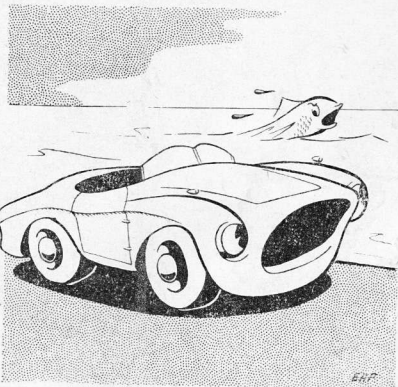
GIANT KILLER: (Right) Odds against Nuvolari's Alfa were nine to one at Nürburg; the design derives from 1932.

the pits for an engine adjustment. Second place! So the race order became von Brauchitsch, Nuvolari, Caracciola, Stuck, Rosemeyer and Fagioli. Meanwhile the gallant E.R.A., quite outclassed

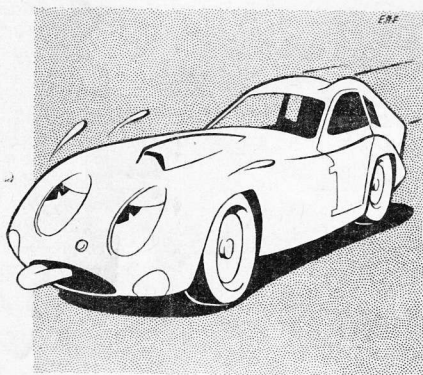


CAR-TOONS

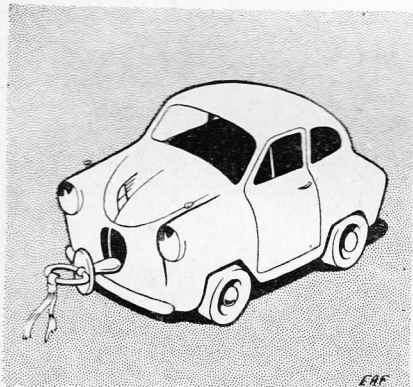
By E. A. Fonteneau



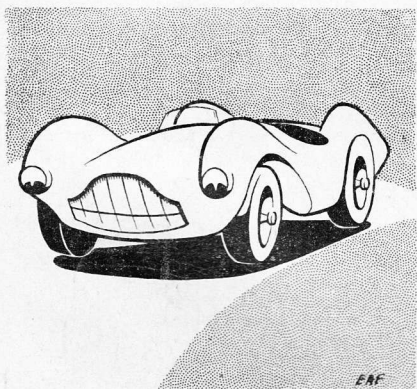
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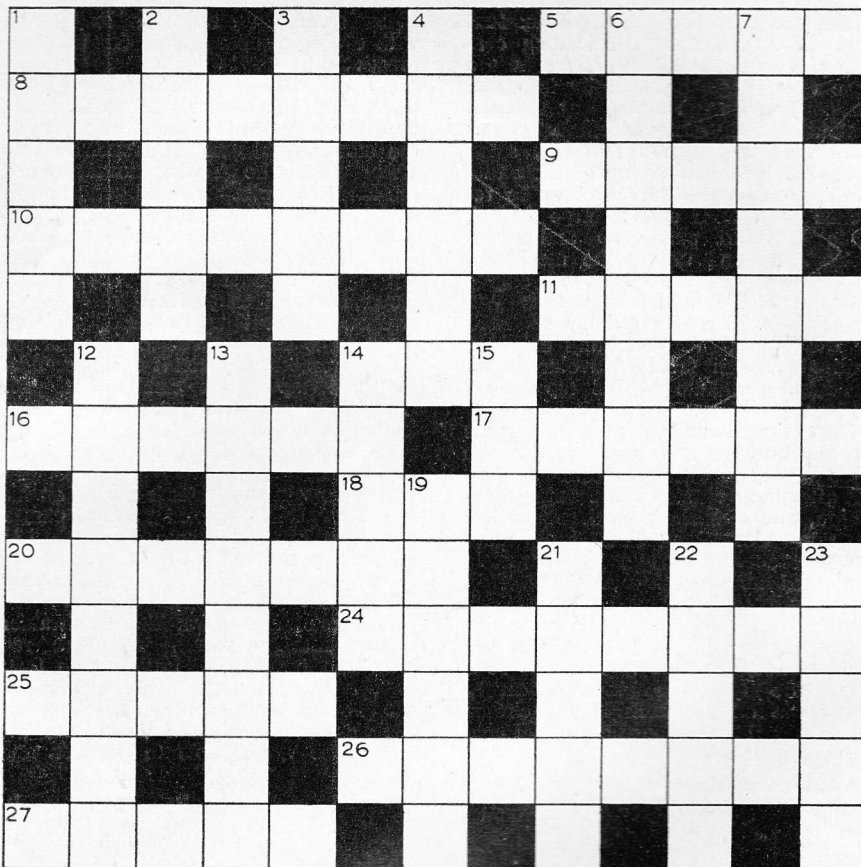


IDENTIFY



THEM?

(Solutions on page 856)



CHRISTMAS CROSSWORD

by Richard Hewlett

Clues—Across

- 5. When this Ferrari is parked in front of 6 down it becomes a world-famous Aston Martin! (5).
- 8. Borrow the head of 1 down and this American becomes a back-to-front product of the 1 down company (8).
- 9. With, for example, Christopher to help not a very enterprising driver (5).
- 10. The Monte Carlo is an extreme form of this sort of touring (8).
- 11. Car suitable for taking avoiding action? (5).
- 14. Go to this lake for improvements to your breathing (3).
- 16. An attribute of a successful racer? Not likely! (2, 4).
- 17. Let's hope the first one of these will be the result of the journey undertaken in 7 down (6).
- 18. Though only one line needs adding to signify 500 it's very small even then (3).
- 20. Exterior evidence of radio inside the car (7).
- 24. It has a built-in light—but no battery or dynamo (4-4).
- 25. Nothing after the fifth book for this motor car (5).
- 26. Though they are now available at home it's still quite a triumph when you get one (8).

- 27. It loses its head and becomes unwise—with a wholly unfortunate result (5).

Clues—Down

- 1. But this car would certainly not be at sea when touring abroad (5).
- 2. Wider components all confused have an odd appearance (5).
- 3. If your clutch behaves thus you shouldn't be fielding here (5).
- 4. With air in front no wonder there's a draft! (6).
- 6. Thought of before Benzole and after 5 across (8).
- 7. After it like a bomb—and apparently Brandon is really motoring (4, 4).
- 12. Goggles won't help you to see through this (8).
- 13. Reverses into the unlucky would-be dicers (8).
- 14. It's expensive if this cog happens to be reverse (5).
- 15. Belgian town which, on occasions, echoes to the sound of exhaust notes—healthy ones, of course! (3).
- 19. Car made in metal both French and English (6).
- 21. Usually single and always careful—according to the used-car adverts! (5).
- 22. When these are after U spring is not far away (5).
- 23. A Singer goes to the top of a tree—and there's an accident (5).

(Solutions on page 856)

CORRESPONDENCE

That Last Straw

REGARDING AUTOSPORT of 10th December and the delightful reprint of the letter sent by a woman reader to *Everybody's*, don't you think the "merciless" woman has struck a good point in her letter, although hitting the racing fans hard on the back? After all, a wavelength provided by the B.B.C. for sport might be a very good idea. Think of times like the "Monte". Raymond Baxter would be able to talk for more than his usual 15 minutes and thus avoid the criticism that he came under last year! Or times like Le Mans—when, perhaps, we could hear much more of this great race and even later into the night!

Then Grands Prix, especially next year in Europe, when we might have a direct broadcast from the circuit to know how the Stirling Moss (Mercedes)-Mike Hawthorn (?) battle rages instead of having to wait for the next issue of AUTOSPORT.

Then think of we British folk abroad—with this "Sports wavelength" we could listen to sport at home without disturbing the ladies from listening to "Mrs. Dale's Diary" on B.F.N.

Here's hoping that something can be done for a B.B.C. Sports wavelength!

LESLIE H. PEACOCK.

HAMBURG, 13, GERMANY.

The Porsche Again

CORRESPONDENCE appears to have started regarding the virtues of the Porsche, and as an owner with 25,000 miles up on one nine months old perhaps my experience may be of interest.

There is no doubt that the Porsche has a very efficient and lively engine, that it is extremely comfortable and that it is a thing of beauty. At the same time, it *should* be for £2,000. If it is any satisfaction to those who pine for a Porsche there are, however, many snags.

The engine performance is obtained at the expense of quite considerable noise and roughness. Maintenance by a private owner is very difficult. Changing a plug calls for a bath afterwards, and as for adjusting tappets or anything like that, it constitutes a major operation. Greasing can only be done with a pit or a lift, and if the starter goes wrong, as mine has done three times, it is impossible to get at without garage equipment, and since there is no handle one either walks home or gets a push.

The service from the factory would not be tolerated from an English manufacturer. I broke a crown wheel pinion due to the gear jumping out when the car was a fortnight out of guarantee. I had, however, complained about this gear-jumping since the car was new, despite which, however, the makers say it is out of guarantee, and I have a bill for £60, as it was also found that new reverse gears were required and new selector arms—this in a very expensive car six months old. Previously the differential broke when it was a fortnight old. One of the worst aspects of owning a Porsche is the practically complete lack of spares in the country. Every time I have wanted anything I have had to wait for it to come from Germany, and if I wanted it airmail I have been charged for the excess and also for any cables involved.

I may have been unlucky with mine and every time I make a complaint I get the answer that I drive quickly and do rallies in it. So I do—that's what I bought it for, and I think that if one pays £2,000 for a 1,500 c.c. car with a claimed maximum of about 100 m.p.h. one should be able to drive it with the needle round the 65-75 mark without the back axle and gearbox packing up.

To the continuous arguments about the steering and road-holding I can only add that my experience is that it is very nice at high speed if you give absolutely 100 per cent. attention to your driving and never put the brakes on in a bend if it is wet or loose. If your attention wanders for a split second, however, the engine is likely to be round the corner before the headlamps—and you don't get much warning.

Despite my grouses, I think the Porsche is a grand car, but there are English cars as good and cheaper with much better service facilities, and, if one is prepared to go up another 500 c.c., with better performance.

E. D. WOOLLEY.

NORTHAMPTON.

Of 1,500s and Formula 2

As your comment in your Editorial of 3rd December concerning the probability of 1,500 c.c. being chosen as a Formula 2, and also of a month or so ago concerning the need for a 1,500 c.c. sports car, it would seem that there is here a chance for an enterprising manufacturer. Thus in fact the two would be complementary, the manufacture of production types offsetting the cost of the racing unit. There might also be the chance of some industrial use for the engine, or better still a Government contract.

On thinking who could do this, Aston Martin, Jaguar or M.G. immediately come to mind, the two latter probably being the more likely. What of this little bird which informed you of "stringent tests" of a twin o.h.c. 1.5-litre by a large manufacturer? Might it have been the bored-out M.G., or can we still keep hoping? Anyway, I am certain that a large market lies fallow for want of a range of cars based on such an engine—open and closed two-seaters, a two/four-seater G.T. coupé, as well as a more staid "bread and butter" four-seater saloon. Conditions all point to the need for small, handy but fast cars, especially if road and parking problems increase, to say nothing of the national and personal economic angle. Indeed, such a range would cut into many strata of existing types.

Ignoring the flat-four Kieft unit, because, as far as I know, and excluding the capital layout, the productive capacity is not available, let us suppose that Jaguar attempted this proposal. A great many of the subsidiary requirements are already in existence, such as experience of high-performance cars, an established and high reputation, and a world-wide network of retailers with servicing facilities. Thus, what I would like to see would be a specification of roughly the following: an oversquare 90° V4 with twin o.h.c., a pressed-steel composite chassis of punt shape with long and short wheelbases, the body being panelled in plastic material; suspension, I.F.S. by wishbones and torsion bars, and I.R.S. or de Dion layouts; steering, rack and pinion, and rubber bushes and sealed bearings to eliminate greasing. Such things as overdrive or five-speed boxes, freewheel, disc brakes and fuel injection being offered in special equipment versions, or at least being in the offing, for those who want and can pay for it! Standard output should be around 80 b.h.p. and dry weights in the region of 12-16 cwt. for the varying models. Prices could be reasonable; £700-£800 basic if, say, 8,000 units p.a. were contemplated with a long production run, possibly due to its advanced design. Also, of course, as much rationalization would be desirable between all types and the latest production (automation) techniques employed. A cut in distributors' profits might also not come amiss.

Well, so much for a pipe dream. Perhaps if some of the bigger manufacturers can be drawn into F2 racing they may be tempted to go on to greater things. Let me conclude by congratulating you for your excellent magazine, and ask that John Bolster give us a dissertation on power turbines driven by exhaust gases and any reports from the manufacturers who are rumoured to be investigating this method of propulsion.

T. TURNER.

EDINBURGH.

Lotus-Bristol?

I THINK Mr. Manning's harsh criticism of Mr. Fuller's letter rather unfair. Since the Lister and the Lotus have raced together, it is logical, and not odious, to compare them.

True, the Lotus-Bristol would be heavier; true, there might be some wheelspin, but these disadvantages will be greatly outweighed by the 55 extra brake horse power resulting from the change.

Doubtless next year we shall see a Lister v. Lotus-Bristol battle (Scott-Brown v. Scott-Russell?) and our theoretical optimisms for the respective cars will be justified by the practical results. I am on the side of the Lotus-Bristol, especially if it has disc brakes, but am content to wait and see, and suggest that Mr. Fuller and Mr. Manning do likewise.

"PEACEMAKER".

EALING, LONDON.

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

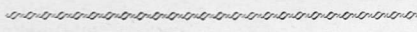


GEOFF NEWMAN BRINGS IT SOUTH

Victory for the marque Cannon in R.A.C. Trials Championship—Southern Drivers Finish 1, 2, 3, 4—J. C. Broadhead Best from North of England

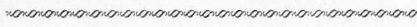
DRIVING one of Michael Cannon's efficient little specials, Geoff Newman won the 7th R.A.C. British Trials Drivers' Championship staged in the Maidstone area of Kent, last Saturday. Accompanied by his wife, Newman handled his machine brilliantly to record five clean climbs of the 16 sub-divided hills, of which one was eventually scrubbed. Runner-up was Rex Chappell, with his Cannon-cum-Doug Cotton machine, the Cannotton, and third was Mike Lawson with his new M & L. Johnnie Broadhead (J.C.B.), who finished up two points behind Percy Barden (P.A.B.), was top man for the North of England contingent—a highly popular result, particularly as this is his first real trials season. Newman is also a comparative newcomer (no pun intended) this being his second trials season.

A most tricky course was laid out in the Boxley district of Maidstone, the five main sections including every possible type of trials terrain, from steep greasy slopes, to tree-infested hairpins. The actual marking system was open to criticism, the point where cars spun to a standstill being pegged out with tally cards attached, which were none too easy to retain *in situ*. The plot was to credit a clean climb with zero marks, and everyone else with points according to how high they climbed. Thus, with 21 competitors, the lowest man could lose a maximum of 21 marks—a fairly



By GREGOR GRANT

Photography by George Phillips



heavy penalty for what were, in many cases, extremely short hills.

Boxley was the objective for competitors when they left the Royal Star Hotel, Maidstone, on a fine but frosty morn. The cars were dispatched in three groups of five each, and one of six, each being in the charge of B.T.D.A. officials acting as troop leaders; these were Jim Appleton, Stanley Sedgwick, Denis Flather and Tony Rumfitt. Thus the different troops were sent to attack different sections at the one time, switching over so that all had a crack at Boxley Warren, Boxley Hill, Boarley Warren, Harp Farm and that well-known Kentish car-trap, the Horror.

Boxley Warren (Part 1) was subdivided into A1, A2, A3 and A4. For the sake of continuity, I will treat each section as if the entry had tackled it in

consecutive numbers, instead of switching over as they did. A1, a very nasty bit of business, was eventually scrubbed. Pat Atkinson had the misfortune to invert his Atkinson, not only altering the shape of the countryside, but snapping all the spokes of his steering wheel. Undaunted, the crew scrambled out unhurt, and made an ingenious sprung-wheel using bits of wire, probably filched from an unwanted fence. Later on, Rex Chappell became thoroughly embedded at the same spot, more or less putting paid to the section as a usable proposition. His front dampers suffered when he was being towed up by the tractor. Officials wisely called it a day before anyone else got into trouble.

Only two drivers sailed up A2 unpenalized; these were Doc Lilley (R.M.S.) and Michael Cannon (Cannon). Chief trouble was a sharp left-hand hairpin, to negotiate which safely meant lifting one's foot momentarily, or smiting a hefty tree-trunk. Pat Atkinson and Cuth Harrison (Harford) made gallant attempts and just failed. John Lilley's new twin-cylinder J.A.P.-powered device was both too highly geared and too highly compressed for effective climbing. The enthusiastic bouncing of J. D. Hollingworth's rather glamorous passenger was unavailing, and the Oliver stopped at the turn. Jock Ross's neck-breaking antics

NEW CHAMPION: Geoff Newman (Cannon) making the best climb of Boarley Warren (C3), a section which defeated the entire entry.

couldn't get Goff Imhof farther up than three-quarters of the way.

A3 was not quite so troublesome, seven folk shooting up non-stop. These were Hollingworth, Chappell, Atkinson, Ron Faulkner (Paul), Peter Hughes (Harfeach), Imhof and Cannon. Cuth Harrison surprisingly failed when his front wheels slid on at the second sharp turn, whilst Reg Phillips (Le Tout), looking strangely majestic, aimed for a tree trunk and nearly collected it.

The final A section finished up in as near as whatsit one in one. Actually it was easier than it looked, and a dozen conductors arrived safely at the top, including Doc Lilley with less-than-zero tyre pressures. The unhappy Imhof failed to get going at all, whilst a million wee men with hammers attacked John Lilley's J.A.P. motor as it pinked to a standstill half-way up. The wooded Boxley Hill was a much more



BEST NORTHERNER: (Above) Johnnie Broadhead (J.C.B.) making a gallant effort to conquer the unclimbed C2 section.

LATEST DEVICE: (Left) Mike Lawson and passenger sailing up C1 non-stop with the newly-created M. & L.



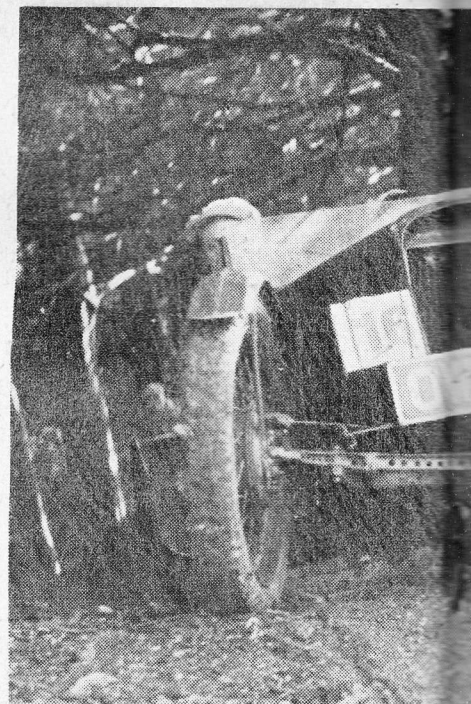
Flather's and Ruffitt's charges had it much easier than the other two troops. However, this does not alter the fact that Geoff Newman alone was able to conquer the very difficult B3. Pat Atkinson almost made it, while Mike Lawson and Edward Harrison (Harford) finished up just inches short of his mark. Cuth Harrison's group was dead unlucky, arriving when traction was at its lowest. Mike Cannon made a grand attempt, but had to give best less than half-way up. Percy Barden went a little bit higher. Maurice Wilde started off O.K., but stopped abruptly with violent wheelspin, showering onlookers and marshals with lumps of clay and dead twigs. The fourth section was a piece of cake for everyone except John Lilley, whose twin-cylinder engine went

difficult section, although Newman, Maurice Wilde (Harford), Atkinson, Lawson and Broadhead all conquered B1. Chappell and Harrison made gallant attempts, but just failed to clear the sharp bend at the top. The majestic Phillips, aided by some crafty and synchronized bouncing by his consort, Peggy, proudly hoisted the Northern flag on B2, the sole successful climb. Ernest Chandler (Chandler) and Newman nearly made it, and a superb effort when the hill was at its most sticky was made by Stan Jenkins, who deserved to get his Austin Special up to the top, when practically every one of his group had a job getting going at all.

The character of the hills changed with astonishing rapidity; as the winter sun rose, the frost disappeared leaving a great deal of sticky stuff underneath, but seldom as treacherous as the a.m. ice. Some folk were lucky, when their group had plenty of grip. For example.

WATCH THAT POST: Goff Imhof just misses demolishing a marker post as he spins to a standstill on Boxley Hill.





in the huff, the hidden wee men hammering more furiously than ever.

Boarley Warren was also a four-hill section, but more open in character, and three cars scrambled up C1 non-stop, all in the same group; namely, Newman, Chappell and Wilde, followed by four out of the six in another troop; i.e., H. H. Cryer (Trident), Lawson, Edward Harrison and Broadhead. The other two gangs tackled it in very slippery conditions, and only Atkinson made a decent showing. Phillips and Le Tout moved a matter of feet before coming to rest. Cuth Harrison and his party had a bad half hour or so, all five failing fairly low down, watched by their troop leader Jim Appleton, muddying his lately acquired TR2 for the occasion.

C2 defeated the entire entry, but Newman's wonderful effort dropped him only one point. Jenkins and Barden were just that little bit lower, and Chappell was definitely unlucky to stop. It was here that Maurice Wilde inverted his Harford, while reversing down after a fine effort. The car slowly turned on its side, and Wilde Junior got the worst of it with a wallop on the side of his face. However, he was more shaken than hurt, and was soon up and about after attention by Doc Lilley. This meant the exit of Maurice from the event, which was unfortunate as he had been doing extremely well, having registered four clean climbs.

LE TOUT (Above) Reg Phillips makes a determined effort to get his front wheels over the wicked bump on Harp Farm (D3).

JACK-IN-THE-BOX (Top, right) Cuth Harrison's Harford appears suddenly on the Boxley Hill (B2) bump. Only Phillips climbed this hill cleanly.

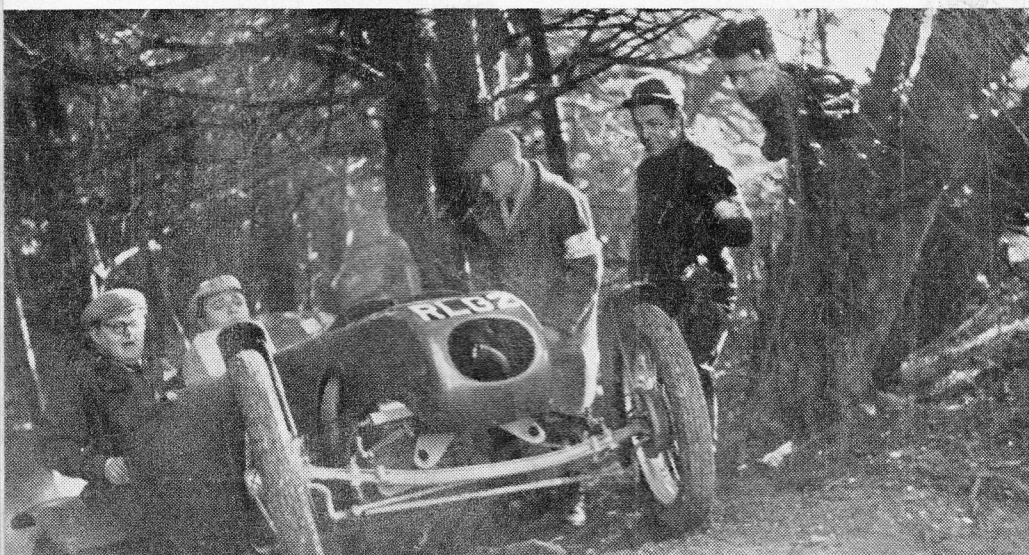
Nobody saw "Section Ends" on C3, but Newman and Chappell tied for highest-up. Once again Stan Jenkins made a wizard climb, failing just an inch or two below the Newman-Chappell line. The Cannons were certainly booming to good effect, with Newman building up an ever-increasing lead over Chappell, despite his failure on A3 which Rex climbed.

The remaining C-section completed the vanquishing act, but again Newman lost just one point for a magnificent effort, getting far higher than Chappell despite some frantic bouncing on the part of Renee Chappell, and the vocal support of their small son from the "gallery". Stan Jenkins struggled up to within spitting distance of Newman's

TWIN-CYLINDERS: (Below) John Lilley's new J.A.P.-powered RMS2 pinks to a standstill on Boxley Hill, which also defeated his father, "Doc" Lilley, seen below (right) in a RMS.



ANGLO-SCOT: Peter Hughes, seen below, crests the sharp hump at the start. This section was climbed by...





BOARLEY WARREN: (Above) Stan Jenkins gets his Austin Special under way on C3, which stopped the entire entry near the top.



and's sole representative in the Trial, Harp Farm's D3 in the Harfeach, covered by Broadhead only.

tally, and, with encouraging shouts of "come on, Big 'ead!" Johnnie Broadhead just failed to collect his zero. One could almost imagine the clatter of a crown being chucked away, as Reg Phillips dashed off to a speedy standstill, a manoeuvre that was executed by all members of his group, with Ron Faulkner better than most. The same slippery conditions applied to Appleton's charges, although Cuth Harrison easily made the best showing of the bunch. These two troops were at a decided disadvantage, tackling all the C-hills when plenty of ice was still on the ground.

Harp Farm in the famed "Horror" region saw many cherished hopes vanish. Cars 1-5, and 6-10 arrived when the grass track was still slippery with frost. Newman's effort remained as best for a long period, but the lone entry from Scotland, Peter Hughes (Harfeach), made a valiant effort which finished up a few inches short of the Cannon. However, Mike Cannon found the range to register a bull's-eye,

but both Imhof and Cuth Harrison settled for an "outer". Lawson & Co. made the best of the easier going later on, and he, together with Edward Harrison, Jenkins and Barden, whizzed up non-stop. Broadhead rather surprisingly came to a halt fairly high up, his lips obviously framing some very naughty words. This same troop had the easiest passage of D2 with its deep "bunkers" and slippery grass slopes, but only Stan Jenkins managed to reach the top, whereas Lawson finished up almost touching the "Section Ends" board, with Broadhead a fraction lower.

Newman and Chappell finished about eeksie-peeksie, the former having a slight advantage. Atkinson made a furious onslaught, and G. E. Pettit, who was not having a good day with the Deeford, got much higher up than he thought was possible. Cannon was the leader of his bunch, but didn't quite attain the Atkinson mark.

Johnnie Broadhead's day was made with the only clean climb of D3, where, earlier on, Chappell had set the highest mark, and, in the morning, where Atkinson & Co. and Harrison and Co. had difficulty in leaving the start line, far less getting anywhere on the hill. Mike Lawson was very good here, his passenger saying something slightly stronger than "bother" as they stopped very near the finish.

Early or late, the formidable "Horror"

TREE-TANGLED: (Below) Maurice Wilde gets his Harford thoroughly mixed up with the undergrowth on Boxley Hill.





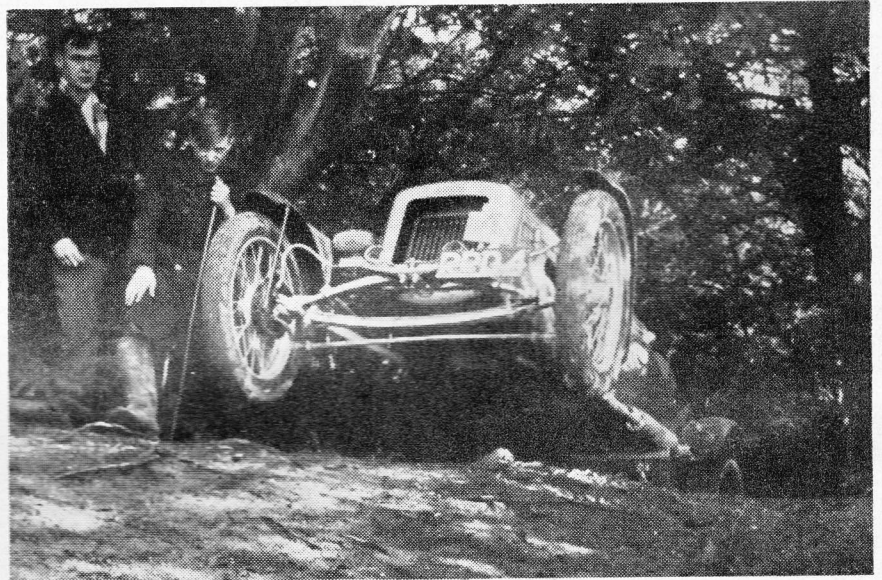
JURY-RIG: (Left) Pat Atkinson's faked-up steering wheel which remained intact till the finish. He broke it after turning over on Boxley Warren.

★

RUNNER - UP: (Below) Rex Chappell (Cannonton), who finished second to the winner, shows his under carriage on Boxley Hill.

remained unclimbed, but Broadhead was highest up, followed by Lawson and Barden. Newman rocketed away, with Mrs. N. bouncing like mad, but gradually the Cannon spun to a full stop. The Chappells bounced even more energetically (these mud-plugging wives certainly work hard), but Peggy Phillips easily captured the honour of B.B.D. (best bouncer of the day) during an effort which carried Le Tout midway between the Newman and Chappell lines. In Cuth Harrison's mob, Kath did her share to such purpose that the Harford surpassed Newman's effort, but Mike Cannon, on home ground, could not reach T.C.'s target. Some unfortunates had to tackle the "Horror" with the feeble light of trials lamps as sole illumination.

So to the finish at Maidstone, where Dean Delamont and his aides quickly produced the results which showed the arrival of a new Champion, and a crop of Southern successes. No one was more surprised than Geoff Newman to learn that he'd won the title—a title



NUMBER ONE: J. D. Hollingworth (Oliver) on Boxley Hill, which stopped him half-way up. This section (B1) was climbed by only five entrants.

which he thoroughly deserved on sheer consistency alone. With Mike Cannon and Johnnie Broadhead he shared the honour of five clean climbs, but on three others he could claim the minimum penalty marks. Chappell, Wilde, Atkinson, Lawson, Edward Harrison and Barden achieved four zeros. Atkinson's performance was remarkable, in view of the fact that he drove for practically the entire trial with an "Emmett steering wheel".

Marshal control throughout was first-class, although, as already mentioned, the task of observers was none too easy on certain hills with the tally system operating. The local police played their part manfully, as did the considerable squadron of R.A.C. scouts. Taking it by and large, the 7th R.A.C. Trials Championship could be voted an outstanding success, the choice of the hills being excellent.

The Dinner

In the evening the B.T.D.A. held its annual dinner, with Maurice Toulmin

in the chair. B.R.D.C. secretary Desmond Scannell proposed the toast of the Club, to which Toulmin replied, assisted (unofficially) by Goff Imhof. Mrs. Jack Twyford presented to members the various awards (a list of which will be found elsewhere), including the new AUTOSPORT Rally Navigator's Trophy which went to Gold Rally Star winner Jimmy Ray's passenger, J. C. Dixon. This trophy consists of a silver map of Great Britain, mounted on a polished black and wood base, surmounted by the badge of the B.T.D.A. On the map, the finishing points of the rallies which counted for the Star are indicated and marked by silver flags. It has been presented by the Editor of AUTOSPORT to the B.T.D.A., to award annually.

An engraved silver salver was presented to Denis Flather for services to the B.T.D.A., and a watch to the industrious Miss Young.

After the dinner, Jack Twyford showed several films of motor sporting interest, but, not having the facilities of the large hotels in the North, the traditional B.T.D.A. post-championship party was considerably restrained in the

NEW TROPHY: (Left) Mrs. Jack Twyford presents J. C. Dixon (Jimmy Ray's navigator) with the AUTOSPORT Rally Navigator's Trophy, at the B.T.D.A. dinner.



Maidstone hostelry. However, several guests, including Mr. and Mrs. O'M. Taylor, Mr. and Mrs. Lew Tracey, Mrs. Lil Baker, Denis Flather, John Cunningham, Mr. and Mrs. Boardman and your chronicler managed to obtain some hilarious moments from the game "Pick-a-Stick" assisted by Col. Stanley Barnes, newly elected Honorary Member of the B.T.D.A., and the association's new President, Maurice Toulmin.

The A.G.M.

On the Sunday following the trial, the B.T.D.A. held its annual A.G.M. Among points that were discussed were the probability of ceasing to exclude "works" drivers in Gold Star events, suggested revision of championship marking to follow the club pattern, and the recommendation that all trials cars should be fitted with a towing-hook in front.



BECQUART TO BANKS: (Left) Bill Banks with the Marcel Becquart Silver Trophy, for best performance by a B.T.D.A. member in Continental rallies.

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GARTER GIRLS: (Right) Mary Walker and Joyce Dodds with the B.T.D.A. Silver Garter Rally Trophy which they won for 1954.



R.A.C. TRIALS CHAMPIONSHIP—RESULTS

AND SUMMARY OF PERFORMANCES

	A2	A3	A4	B1	B2	B3	B4	C1	C2	C3	C4	D1	D2	D3	Horror	Total
1. Geoff Newman (Cannon) S ..	10	14	0	0	3	0	0	0	1	1	1	10	13	6	5	64
2. Rex Chappell (Cannon) S ..	11	0	0	6	6	9	0	0	4	1	6	15	14	2	7	81
3. Mike Lawson (M & L) S ..	17	13	18	0	10	4	0	0	9	4	4	0	2	3	2	86
4. Percy Barden (P.A.B.) S ..	14	16	0	13	20	6	0	0	2	3	8	0	4	5	3	94
5. J. C. Broadhead (J.C.B.) N*	18	18	0	0	19	11	0	0	6	8	3	8	4	0	1	96
6. Pat Atkinson (Atkinson) N ..	4	0	0	0	16	2	0	10	11	10	17	12	7	12	12	113
7. Mike Cannon (Cannon) S ..	0	0	0	14	15	10	0	13	8	9	13	0	8	17	8	115
8. Edward Harrison (Harford) N ..	19	21	0	16	11	4	0	0	7	15	5	0	6	11	10	125
9. Stan Jenkins (Austin Spl.) N ..	16	17	15	19	7	11	0	11	3	7	2	0	0	9	9	126
10. J. D. Hollingworth (Oliver) S ..	15	0	14	10	5	3	0	0	14	6	7	17	12	16	17	136
11. Maurice Wilde (Harford) N†	12	8	0	0	4	16	0	0	5	21	21	16	16	8	20	147
12. Ron Faulkner (Paul) S ..	6	0	13	11	8	11	0	15	13	10	12	13	15	14	20	154
13. H. H. Cryer (Trident) N ..	21	11	20	9	13	11	0	0	10	5	11	20	3	7	15	156
14. Cuth Harrison (Harford) N ..	3	12	0	7	18	18	0	18	21	19	9	6	9	13	4	157
15. Reg Phillips (Le Tout) N ..	7	15	0	17	0	8	0	21	19	17	20	19	10	4	6	163
16. Peter Hughes (Harfeach) Scot.	9	0	0	15	9	17	0	12	16	16	18	11	17	20	11	171
17. Ernest Chandler (Chandler) S ..	20	10	19	8	2	7	0	16	12	10	10	18	20	10	20	182
18. Godfrey Imhof (Imhof) S ..	8	0	21	18	14	11	0	19	17	10	14	7	11	15	18	183
19. A. W. Lilley (R.M.S.) N ..	0	19	0	20	17	21	0	16	18	10	15	21	21	21	16	215
20. A. J. Lilley (R.M.S.2) N ..	5	9	16	21	21	19	21	14	15	20	19	9	18	18	14	239
20. G. E. Pettit (Deeford) S ..	13	20	17	12	12	20	0	20	20	18	16	14	19	19	19	239

S. South of England. N. North of England. Scot. Scotland.
 * North of England Award.
 A1 Section deleted owing to subsidence of earth banking.
 † Did not attempt C3, C4, but clocked in at finish.

FOR PRIVATE OWNERS: (Left) Jack Kemsley accepts, on behalf of the British Monte Carlo Rally Competitors' Club, the AUTOSPORT Monte Carlo Rally Trophy from the Editor. The trophy goes to the highest-placed member, driving his own car. Also seen is Mrs. "Georgie" Fotheringham-Parker.

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PROSPECT: (Below) Front (l. to r.) Hans van Santen, of the Dutch Vredestein tyre concern, discusses rally prospects with Mercedes entrants, Bert Rogers and Mario Tozzi-Condivi. Behind, Freddie Bothamley (Lockheed) and Bill Allerton (Lucas) explain their concern's rally plans to Jack Kemsley at the B.M.C.R.C.C. pre-rally discussion dinner last week.



**FINAL PLACINGS AS AT 18th DECEMBER, 1954
B.T.D.A. GOLD "STAR" TRIALS COMPETITION**

NAME	MARKS	EVENTS
1. R. W. Faulkner	110	6
2. J. S. Jenkins	107	6
3. R. Chappell	103	6
4. E. Chandler	95	4
5. F. A. Barden	90	5
6. H. H. Cryer	82	5
7. E. Harrison	73	4
8. A. Richardson	67	5
9. C. Corbishley	64	6
10. N. H. Coates	56	5
11. H. Illingworth	46	5
12. R. C. Needham	42	6
B. A. R. Noble	42	6
14. J. Deeley	35	5
15. B. R. Potts	29	6
16. F. T. Lewis	27	4
17. B. Dees	26	2
18. A. E. Hay	26	3
19. E. J. Reynolds	14	3
20. A. W. Francis	13	2
21. T. R. Wood	12	2
22. H. R. Smart	1	1
28 Entrants. Best 6 Events from 8 Nominated.		

GOLD "STAR" RALLY COMPETITION

1. J. H. Ray	103	5
2. J. C. Wallwork	74	5
3. A. L. Yarranton	70	4
4. G. Hoyle	64	5
5. P. Anton	54	3
6. F. M. Marsh	43	2
L. S. Stross	43	5
8. G. K. Armstrong	38	3
9. A. Whatmough	37	3
A. H. Senior	37	3
11. J. Pellowe	35	2
12. W. L. Edwards	25	2
J. Spare	25	1
14. J. L. Watkins	23	1
15. E. J. B. Mitchell	22	1
Dr. Platt	22	2
D. Watkin	22	2
D. O'M. Taylor	22	2
19. H. Jacoby	19	1
20. F. G. Davis	18	1
21. A. C. Westwood	17	1
22. E. Lambert	15	1
23. H. Denton	14	1
24. A. E. Westbrook	13	1
25. G. Gibson	9	1
26. N. Cunane	7	1
27. R. Williamson	5	1
62 Entrants. Best 5 Events to Count.		

SILVER "STAR" RALLY COMPETITION

1. Dr. J. T. Spare	131	6
2. F. M. Marsh	110	6
3. P. J. Anton	100	5
4. J. Waddington	70	5
5. J. H. Ray	63	3
6. I. S. Stross	50	3
7. P. Reece	45	4
8. K. N. Lee	41	2
10. O. Stirling	29	2
11. D. W. Watkins	28	3
12. M. B. Colbeck	23	1
13. A. C. Whatmough	22	3
14. A. E. Westbrook	16	1
D. J. B. Brown	16	1
16. P. W. D. Smith	15	3



NAME	MARKS	EVENTS
17. E. G. Vanner	13	1
18. G. Wood	10	2
19. J. P. Booth	9	3
20. E. B. Booth	8	2
21. J. Esmor Thomas	7	1
22. R. B. Napper	4	1
29 Entrants.		

LADIES' "SILVER" GARTER COMPETITION

1. Miss Mary Walker	20
2. Miss P. Ozanne	19
3. Miss Hagte	6
4. Mrs. Baker	4
Miss A. Neil	4
6. Mrs. Foreman	1
16 Entrants.	

MARCEL BECQUART INTERNATIONAL TROPHY

Continental Rallies		
1. J. W. E. Banks	20	
2. E. Brinkman	12	
3. W. H. Waring	9	
4. D. O'M. Taylor	8	
5. L. S. Stross	5	
10 Entrants.		

AUTOCROSS TROPHY

1. N. H. Overton	11
2. A. C. Westwood	10
3. D. W. Price	9
4. F. Jackson	1
M. H. Lawson	1
9 Entrants.	

GERMANY'S WINTER RALLY

THE A.D.A.C. are staging their annual International Winter Rally to Garmisch-Partenkirchen from 7th to 9th

January, 1955. This event is open to all classes of cars, as well as motor-cycles and scooters.

Entries include many German rally exponents, with DKW, Porsche, Taunus, Mercedes and Borgward, and the Frenchmen Jean-Pierre Marchand (Renault) and Jean Luc (Citroën) and Charles Lier of Switzerland, driving an Opel Kapitän. Ernst Loof, former motor-cyclist and one-time partner of Fergus Anderson, and later the designer of the Veritas, co-drives with Hans Wencher.

MR AUSTEN H. GEORGE, South of England service manager of Dunlop's tyre division at Albany Street, London, has been appointed service manager of the original equipment and racing division at Fort Dunlop where he will be directly responsible to Mr. H. E. Price, local director.

YET another new oil with unusual properties will be on sale early in the new year. Shell-Mex and B.P., Ltd., have announced the forthcoming appearance of their Shell X-100 10W/30-oil, the main characteristic of which is that it is thicker when hot than when cold! With a viscosity rating when cold of only S.A.E. 10, starting is easier and circulation of the oil more rapid; at working temperature, however, viscosity is that of a normal S.A.E. 30 grade.



OUT of "Death Valley" comes N. W. Hullah, whose Vauxford was an ideal vehicle for this section.

and the spectators had quite a lively time. Geoff Dear took the whole manoeuvre at tremendous speed, while G. C. Langdon (Sunbeam-Talbot), M. Phillips (Morris), P. G. Cooper (Ford) and E. M. Rogers (Morgan) didn't exactly hang about, either. Rex Neate's Renault showed a little directional instability at high speed in reverse, while E. M. Shillabeer's Vauxhall slid its front wheels broadside over the finishing line. Cooper (M.G.) stopped on the wrong line, which was a pity, for his circulation was extremely fast. D. J. H. Brown reached fantastic revs in reverse with his Morris Minor, and J. D. Parkin blew an involuntary fanfare on his horn while travelling in the same direction. N. W. Hullah's Vauxford hit a flag, and Standbridge's Sunbeam-Talbot evinced a desire to go on to the grass on the inside. Several passengers were seen to be hanging out in sidecar fashion, with anxious expressions.

The road section which followed was

HAPPY CHRISTMAS IN HAMPSHIRE

Heavy Rain Makes Course Difficult for W. Hants and Dorset C.C. Event

THE organization of the Christmas Cup Trial, of the West Hants and Dorset Car Club, must have been a heart-breaking job for Francis Scott and John Lanz, who spent several weeks getting everything ready, only to have their best laid plans washed away three times by torrential rain and heavy floods. On one occasion the unfortunate planners were met by a 3 ft. tidal wave, travelling rapidly towards them on a narrow road, which must have done ignition systems no good at all! The final route was decided only the afternoon before the event, and even so, a further night's rain made things very tricky in places.

The start took place at the Compton Arms, Cadnam, near Ringwood, on a pleasant sunny morning, and the field proceeded to one of those special tests which are always a source of amusement to the onlooker. This one consisted of a rapid lap round a circle, both forwards and in reverse, finishing astride a line. The writer found that a 1954 suspension might be good for ironing-out road surfaces; but is pretty startling when going round a roundabout at full bore!

Several others showed most of their undercarriages, while some pretty tail slides were in evidence. A large pool of dirty water halfway round didn't help,

governed by a set average of 25 m.p.h., but the writer noticed that the speedometer was nearer 60 most of the time! Some 50 per cent. of the crews missed



★
M A K I N G A SPLASH: (Above) Mrs. C. M. Birney (Sunbeam - Talbot), who won the Ladies' Award, goes through a sticky patch in the first test.

OUT of "Death Valley" comes W. A. Walters (Austin A40 Sports), but like many others he needs the assistance of rope and Land Rover (left).

★

the first check point, and one or two people had "moments". A. Stevens spun his vintage Riley completely round on a blind and slippery corner, in front of two other cars, and his expression on seeing the others bearing rapidly down upon him was quite a study!

The time control at Burley village was followed by the first observed section; one who did not reach this point was R. Pyne, whose 2-litre M.G. broke a rear spring. The first hill troubled nobody, and Geoff Dear treated the whole thing with contempt, climbing so fast that the marshals hardly had time to draw breath before he was gone.

The second group of hills proved to be a different story. Cars descended into a large natural bowl, which the writer promptly named "Death Valley", and a very large proportion stayed there until towed out by a couple of Land Rovers which were, very fortunately, competing in the "specials" class.

Peter Cooper made a beautiful climb with his Ford Popular, while the M.G.s of R. Sear and J. McKinlay performed well. F. Bruce White's Austin A70 covered itself with glory and the on-lookers with mud, while Cawsey's Renault climbed effortlessly, and left the fatal valley with ease. Among those who stayed were W. A. Walters (Austin A40 Sports), who sank deep in the slough, and the unfortunate Capt. Raper, whose Triumph Roadster required the combined efforts of two Land Rovers and many strong arms before it could be freed from the morass.

The final morning section was a half-mile affair, starting off in a mud and water splash, and going up through mud, gravel, ruts and finishing on slippery clay, which caught those who had struggled out of the lower slopes.

Phillips's Morris 8 almost vanished under a wave of muddy water, while W. R. Short's Austin A70 required considerable assistance. Those who charged the mud splash were rewarded, only to fail higher up. This fate was shared by

Mrs. Pauline Jesty, who made an excellent effort with a vintage Riley, N. W. Hullah's Vauxford, Mrs. Birney's Sunbeam-Talbot, E. M. Rogers' Morgan, H. G. Kendrick's Ford, and several others.

By this time the lunch interval had arrived and was taken at St. Leonards, near Ringwood. After this, the field went to the next test, which was an acceleration and braking one, cunningly placed just after a deep water splash.

From here it was a short cross-country trip to the next series of hills, rejoicing in the name of "Mockbeggar". The first one was almost impossible, though the irrepressible Peter Cooper made it look quite easy with his Ford Popular. T. Tokeley got farther than most with his Austin Special, but the majority failed in the mud, just beyond the starting line. The other hills in the group led out of a quarry, and were quite short, but very steep, although Sear (M.G.), Cooper and Kendrick (Fords) and Rogers (Morgan) acquitted themselves well.

The final section was called Furze Hill, and was a long, straight pull with mud all the way. Those who reached the halfway mark gained a bonus of five points, and among those who claimed these points were Mrs. Jesty, Mrs. Birney, W. G. Cawsey, A. Stevens, R. F. Sear and (of course) Peter Cooper. Many others found that the gradient, though easy, was enough to defeat them when wheelgrip was at minimum, owing to a slimy coating of mud brought up from the deep water splash which preceded the climb. By this time it was growing dark, so it was decided to cancel the final section and carry straight on to Cadnam for the finish.

A. HOLLISTER.

Provisional Results

Christmas Cup: R. F. Sear (M.G.).

Coronet Cup: G. C. Langdon (Sunbeam-Talbot).

Class 1: F. Bruce White (Austin A70). **Class 2:** B. Cooper (M.G. PB). **Class 3:** S. Lockyer (Ford Spl.).

Ladies' Award: Mrs. Birney (Sunbeam-Talbot).

WHITTAKER TROPHY RALLY

R. Hebden (M.G.) Wins Lancs A.C. Night Event

THE Lancashire Automobile Club always get a good turnout for their Night Rally and with 84 entries, of which only three were non-starters, this year's event on 4th/5th December was no exception.

With the phenomenal figure of only seven marks lost, R. Hebden (M.G. 1½ Saloon) took the premier award. This rally is one of the few where special tests do not appear; the course being such that awards are neatly sorted on the roads.

The route, plotted over some 200 miles of metalled roads in Lancashire and Yorkshire, embraced much that was interesting, and to many much that was involved. The little known district of the Pendle Hills gave way to the bleakness of the Hebden Bridge area, so that navigators were on their toes all night.

From the start at the Anchor Garage, Blackburn, at 11.30 p.m., the first control was at Saccary, where already many marks were debited. Surprisingly, Dr. Charlie Hardman was of this number. He did, indeed, withdraw from the rally before Pendle having totalled an embarrassing (for him!) number of debit marks.

At Samlesbury, J. Beardsworth (Citroën) and J. Haydock (Austin-Healey) both dropped 20 marks apiece. However, undeterred by this they kept motoring and with very few errors thereafter put up creditable performances.

At the half-way stage several were noted as going very well. J. R. Hindle (Sunbeam-Talbot) had lost very little time and Charlie Kinns (H.R.G.) was well in the running. J. H. Davies (Standard) had been late at Old Man's Hill, otherwise he was good. A few minutes at Pendle had cost Mrs. Rosemary Beaumont some marks, but other than this slip Mrs. Beaumont kept her Triumph TR2 on time extremely well.

R. L. Brown (Sunbeam-Talbot), C. Murray in a similar car, F. A. Marsh (Austin A40 Sports), E. A. Whittaker (Renault) and J. R. Barritt (Riley) had all had trouble in endeavouring to keep to

★

CARRYING number one, J. Yates (Sunbeam - Talbot) prepares to leave the Blackburn start of the Whittaker Trophy Rally, half an hour before midnight.

★



the tight schedule. The latter car, by the way, was competing for the well-known L.A.C. Night Rally Award, the Old Favourites' Prize.

Soon after this R. J. Whitfield (Triumph TR2) retired, for he did not report at Blake Dean.

At Hebden Bridge, by coincidence of names, R. Hebden (M.G.) lost two marks. These turned out to be the last marks he lost, for he went through the remaining controls (four with the finish) navigated by Mrs. Hebden, without a flutter.

J. A. Roberts (TR2) had also turned in a good performance, but towards the end of the run Roberts lost seven marks in five different controls. This left Hebden's performance as outstanding, for other than Roberts, M. O. Caplan (coming late into the competition) was the only one near to the ultimate winner. Caplan had dropped four at Hebden Bridge and a similar number at the following control, Birdstones Moor II. This probably put him off at Lane End, where still more was booked in evidence against him, leaving the M.G. with a clear field.

Within sight of the finish E. R. Ward, who had had a most unproductive run, packed it up, making a total of only three retirements.

In spite of the numerous incidents which drivers had to report at the finish nothing serious had marred a most enjoyable and efficiently run rally. And even those who had been lost agreed they hadn't really minded!

The results brought yet another result in their wake. Before the event, Mrs. Rosemary Beaumont and Miss M. Grey (M.G.) were level in the L.A.C. Ladies' Championship. With Mrs. Beaumont's better performance in this event the Ladies' Championship is now decided.

PS.—It is absolutely true that 304 eggs were eaten at breakfast!

WILSON ROGERS.

Results

First Prize (Whittaker Challenge Trophy): R. Hebden (M.G. 1½ saloon), 7 marks lost. **Second Prize:** J. A. Roberts (Triumph TR2), 19. **Third Prize:** M. O. Caplan (Volkswagen), 22.

First Class Awards: F. Snaylam (TR2), 36; C. L. Kinns (H.R.G.), 36; Mrs. R. Beaumont (TR2), 28; L. S. Cordingley (TR2), 31; G. H. F. Parkes (Austin), 35; J. S. Marples (Standard), 29; G. T. Elliot (Sunbeam-Talbot), 36; I. Birtwell (Sunbeam-Talbot), 40; A. H. Hill (Renault), 39.

Second Class Awards: J. R. Hindle (Sunbeam-Talbot), 69; J. H. Davies (Standard), 56; J. P. Tattersall (Jaguar Mk. VII), 74; K. E. Woolley (Morris Minor), 76; J. Beardsworth (Citroën), 54; J. Haydock (Austin-Healey), 42; Dr. J. K. Armstrong (M.G.), 45; F. L. Burton (A.C. Ace), 63; V. Bell (Sunbeam-Talbot), 67; J. M. Whalley (M.G.), 42; H. N. Astley (—), 45.



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One fill of Bluecol eliminates all these risks for the whole winter. The protective quality of Bluecol lasts the winter through; and it goes on keeping your cooling system doubly safe—safe against even 35° of frost, and safe against rusting and similar chemical action.

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BEWARE OF FALSE ECONOMY

Remember, small amounts of Bluecol can be lost by spillage through radiator vent pipes. To be sure your Bluecol safety lasts the winter through you must be sure that these losses are always made good. Your garageman can easily test the strength of the Bluecol solution in your cooling system—and if you are wise you will ask him to do so whenever the system needs topping up. If Bluecol *has* been lost, the loss should be made good—if you merely top up with water you are weakening your Bluecol protection, and that is a very false economy.

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NEWS from the CLUBS

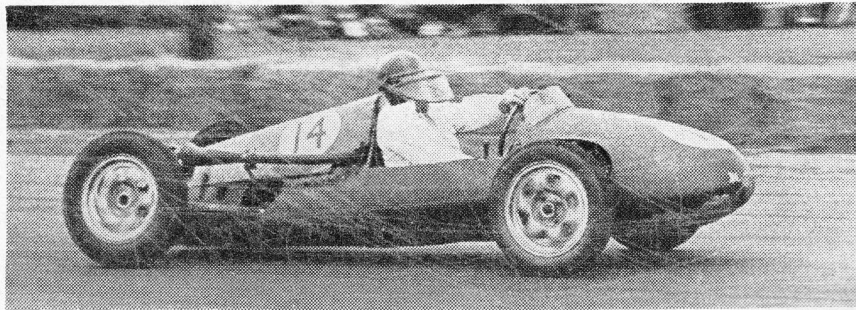
By *Wilson McComb*

"MAKE it bright and amusing this week," said the Editor. "Make whad abooisg?" I asked through a haze of eucalyptus fumes. "That dreary clubs introduction of yours," said the Editor. "Get a bit of Christmas spirit into it—airy, whimsical, scintillating." "Oh," I said. "Sciddilladig . . . I see. . ."

After speeding a freezig day udder the car, lookig for a leak id the hydraulic brake sysdeb, whad the heg is there to sciddillade about? However, here's wishig you all a Habby Chrisbuz, ad a bedder oudloog on life thad I have ad bresend.



BIRDLIKE: (Above) The Norman Coates special spreads its wings on Mill Close I during the North Midland M.C.'s Autumn Sporting Trial.



FISHLIKE: (Left) Vaguely piscatorial in outline is B. A. Manning's Mackson, seen in action at one of this year's Brough Aerodrome race meetings.

BOXLIKE: (Below) Rectangular but rapid, Rupert Instone's famous Djinn proceeds to make B.T.D. at the September Gosport Speed Trials.

NEW SECRETARY

THE West Hants and Dorset Car Club have a new hon. secretary, following the resignation of the previous holder of this post, Mrs. P. Jesty. Her successor is Mrs. B. Lanz, Westbrook Hotel, Boscombe, Hants.

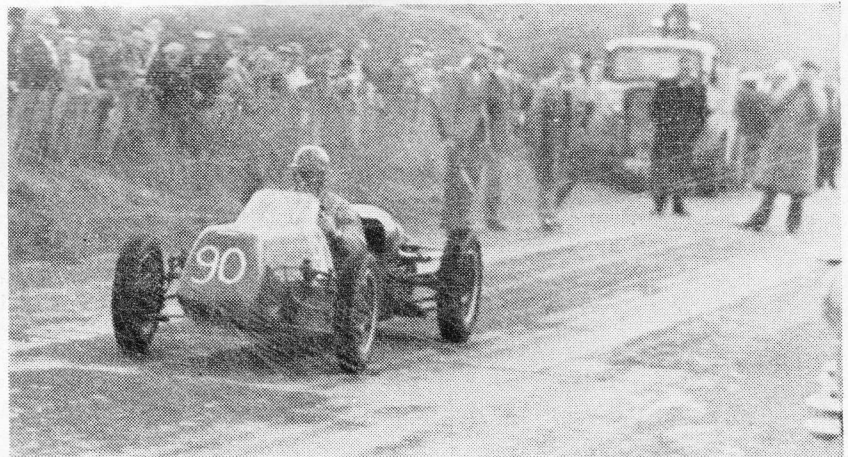
FILM FIESTA

APTLY titled a New Year Film Fiesta, a veritable feast of top-line motoring films is to be screened by the Epping Forest M.A. at St. Mary's Hall, High Road, Loughton, Essex, on New Year's Eve, to last from 8 p.m. to midnight. No less than 12 films are to be shown, covering the Mille Miglia, Le Mans, Indianapolis 500, Tulip Rally, Assen T.T., German G.P. and many other events in the last year or so. This is a show well worth seeing, anyone is welcome to go along and admission is free; refreshments will be available and special souvenir programmes will be on sale on the night, or in advance from the club at 203 High Road, Loughton, Essex, price 2s. 3d. post free.

HANTS & BERKS "RIVERSIDE"

THE Hants and Berks Night Trial Club (sorry—Motor Club!) are running their Riverside Rally on 12th/13th February over a route of some 350 miles, starting from Henley-on-Thames on the Saturday at 7 p.m. Also invited to participate are members of the B.A.R.C., London, M.G., Seven-Fifty, Combined Universities, Circle, and Thames Estuary A.C., and all enquiries should be directed to Douglas Johns, 48 Reading Road, Woodley, Berks.

Another and gentler event on the crowded calendar of this remarkably



active club, is a "pairs" point-to-point map-reading affair that takes place almost entirely in daylight on Sunday, 2nd January. The H. & B. men have laid on this event primarily for their own members, but will be pleased to welcome a limited number of entries from members of other clubs. This looks to be an enjoyable run in which the family can join in and neither the car nor the crew should be in any way strained. The idea is for two cars to work as a pair, collecting the "evidence" that must be produced at the finish. Entry fee is 7s. 6d., distance should not exceed 75 miles per car, the whole takes place within the bounds of O.S. sheet 181, entry deadline is 28th December (late entries 2s. 6d. extra) and the address to write to is J. Lowrey, Green Shutters, Avenue Road, Farnborough, Hants.

RABBITS' RALLY

YES, that's the official title of a novices' rally to be run jointly by the Per Ardua M.C. and the Forces M.C. on 15th/16th January. Entries should go to P/O M. S. Brown, H.Q. Coastal Command, Royal Air Force, Northwood, Middlesex, and all rabbits should note that the event starts at Odiham, Hants, and is about 180 miles in length.

B.R.M. FILM SHOW

THE Allard O.C. have laid on a full showing of the B.R.M. films on 11th January at the Abbey Hotel, North Circular Road, Neasden. These historic films have been made available by the Owen Racing Motor Association, and should draw a really big audience. Refreshments will be obtainable and all members and friends will be welcome.

N.E. NOTES

By DENIS EDKINS

THE Darlington Motor Club's new room at the "Fox and Hounds", Neasham, was opened recently, and meetings will be held there every Friday night. Their next event is a combined car and motor-cycle trial on Boxing Day, finishing in time for lunch.

THERE were 39 entrants for the Newcastle and District Club's closed-invitation Hunter Cup Trial, held in wintry conditions on Sunday, 12th December. Light snow and frost the day before had turned to deep snow and packed ice overnight, and there were eight non-starters.

Competitors left Blanchland for Winnowshill, where the first of the projected 11 tests was held. This was an acceleration and braking test with competitors having to stop no more than 9 ins. from a marker. In the icy conditions it was surprising that as many as 13 entries were unpenalized.

From here the competitors went to Ramshaw where the test had to be cancelled owing to the state of the ground. The route then led over Rookhope Common, where conditions were very poor, a number of competitors being unable to stop on the hairpin leading to the control at Rookhope Burn. Fortunately, no one was hurt and no serious damage caused to the cars.

The test at Rookhope was sited in a hollow, exit from which was made doubly difficult by thick snow. The test was of the crossroads variety, with a

pylon in the middle of the road to make things more difficult. Unfortunately the officials in charge did not flag competitors off even when they took as long as 5 mins. to complete the manoeuvre. Consequently a big hold-up took place. The number of competitors who felt that a heavy foot was necessary on snow was surprising. Only three were unpenalized here, all in small cars.

Up to date there were only three clean on the road, but the next section reduced this number to one—the eventual winner, P. G. Walton in a Ford Anglia. It was at this control, too, that organizer R. B. Horne directed competitors off the side roads by a main road to the lunch halt at St. John's Chapel.

During lunch, conditions worsened and it was with regret that the event had to be abandoned. Provisional results have been declared on the distance covered. These show that P. G. Walton, with only 5 marks lost, won the premier award. Second, with 30 marks lost, was Gordon Shanley in his Popular, and third, with a penalty of 40 marks, was G. Major in a Standard 8. The team prize went to Shanley, Irvine (Zodiac) and Smith (Jaguar), who have swept the team awards during the past season in the North-East.

THE Durham Club, at their recent annual meeting, voted to disassociate themselves from the A.C.U. This past year has shown a complete lack of interest by the motor-cyclists and,

although heavily defeated last year, it was a motion sure of success. A rise of 5s. in the annual subscription now brings this up to 15s., but it is still one of the cheapest in the North-East.

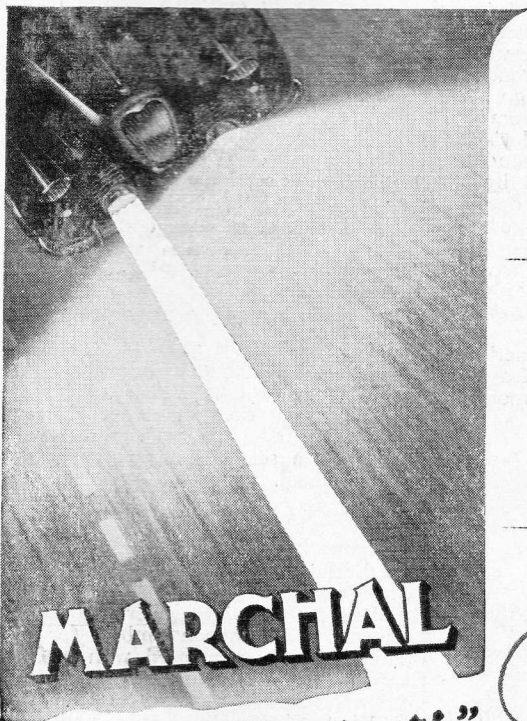
EASTERN COUNTIES NIGHT TRIAL

A SPOT of fog, some tricky navigation, icy roads and an excellent supper were the ingredients of the E.C.M.C.'s Night Navigation Trial held on 11th December and postponed from 20th November, when it seemed that fog would make it impossible. There were 31 starters and only 17 finished within time limits.

The start was from Ipswich Speedway, with a fairly simple route card section at 25 m.p.h. The second section had to be altered due to extensive flooding so it merely consisted of arriving at a map reference at an exact time. However, the third section soon made up for any previous easiness. A "box" bounded by four M.R.s contained eleven inns to be visited by the shortest route and their names recorded. Competitors complained that there was no time to do more than just that!

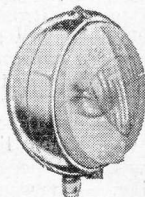
The final section was to visit nine M.R.s and record displayed numbers—at 28 m.p.h. This led to the Golf Club, Aldeburgh, as the final control and thence to the White Lion for the inevitable crop of yarns, a few drinks, the aforementioned excellent supper (10 p.m. to midnight) and announcement of results:

1. W. T. Smith/E. Ridley (navigator), 4 marks lost; 2. R. F. Atkinson/J. S. Eggett, 7; 3. D. J. Morley/G. E. Morley, 59. 17 cars finished.



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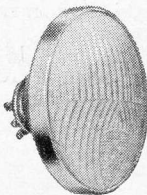


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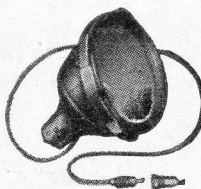
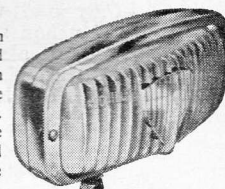


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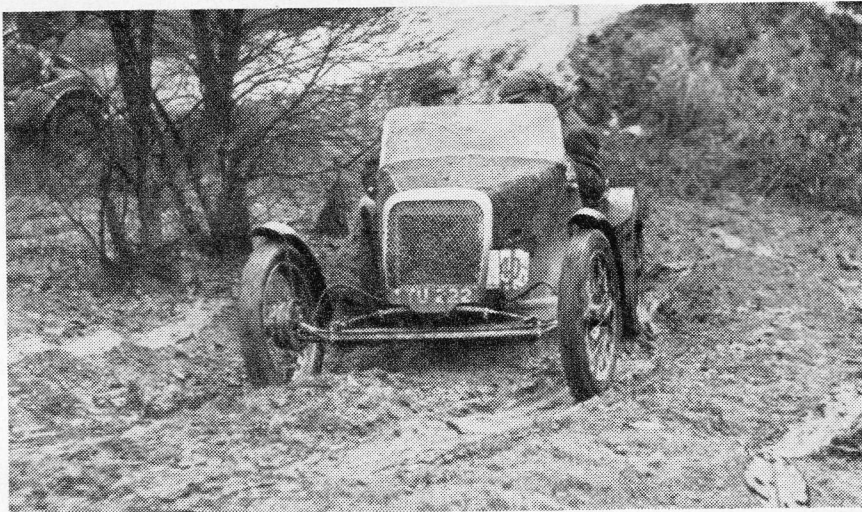
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DOING WELL: At Mill Close Mines 4, J. C. Broadhead ploughs through the mud to victory in the Autumn Sporting Trial. He has been successful in several recent trials.

As with many events this year, the weather interfered with the North Midland M.C. Autumn Sporting Trial in that hills which were good the day before were bad on Sunday, 5th December. Heavy rain had not only marred the sections, but had even confounded the approaches. It must be something of a record when cars have to be lowered by ropes to approach the observed pieces! This did happen in getting to the sections known variously and delightfully as Dick's Dilemma and Brenda's Bump.

There can be little doubt that Johnnie Broadhead's new mount is something to be reckoned with, for in addition to



MUD IN THE MIDLANDS

Broadhead Wins Sticky North Midland A.C. Trial

his recent successes he now put this victory on his list.

Five non-starters meant that double figures were only just reached by those who did leave the Devonshire Arms at Baslow. Through the famous Chatsworth Park a seven- or eight-mile road run led to the Youlgreave area, where six juicy sections were marked, all on similar and very sticky ground.

The first of these, Tony's Terror, gave an opportunity for Norman Carr to show the force of his neat Trafford, and a very good highest up resulted. Johnnie Broadhead (Ford Special) was only just behind him. Dick Habershon, returning to competition in the Ford Angular (no, it is not spelt incorrectly!), had bags of encouragement from George (Castrol) Williams, enjoying his first trial. They notched five marks.

Then the rope was produced to lower everyone down the steep, slippery hillside where lurked five more sections. Dick's Dilemma turned out to be everybody's headache and no one gained more than four points here. The two Normans—Carr and Coates—did well, and Dick Habershon and Alec Richardson (Ford Special) also made the same height.

Norman Carr built up a lead on

Saturday Special, being one sub-section better than Broadhead. At Ron's Ruin, the next marked land, Rhodes (Ford Special), Coates (N.H.C.) and Needham (Needham Special) hardly got away, but this was no disgrace when none managed better than halfway.

Possibly it was the name that appealed to Johnnie Broadhead, for he put in a fine performance at Brenda's Bump. Up to this hill, Norman Carr had excelled himself and led by two marks, but with his climb here Broadhead took charge and was not headed again. Stan Jenkins (Austin Special), who was teamed with Broadhead, battled hard on the Bump for a second highest, to put himself in the running.

The last of the pre-lunch terrors, which lay only yards away, was Beasley's Bog, and again it was a Broadhead benefit. But Dick Habershon had by this time set his jaw determinedly, and made a fine showing. He was most nearly approached by Cyril Corbishley, who used his usual thoughtful style, and Ron Stallard (Ford Special), who quietly but effectively was making his mark on some very squelchy going.

Lunch was taken at the Miner's Standard at Winster, moving therefrom to a desirable bit of trials country, most

popular with the club, Mill Close Mines. Four sections were chosen and these were tackled a couple of times. Mainly on grass, they were difficult without the impossible element of the morning hates.

Johnnie Broadhead was consistently good here and Norman Carr, too, made great endeavours. Midway through the afternoon Norman Coates had the misfortune to experience back axle trouble which Dick Habershon describes as dental! The best of the afternoon, however, was the Macclesfield driver, Cyril Corbishley. He showed all his old fire in making some first-rate performances.

A special test gave Habershon a chance to recall his Delage days, and he took it with a second-best time of 29.5 secs., being only 0.5 slower than F. A. Rhodes (Ford Special). In the final count Habershon won for himself sixth place from Alec Richardson, because of his test time.

WILSON ROGERS.

Results

Best Performance of the Day (Members' Trophy): J. C. Broadhead (Ford Spl.), 125 marks; 2 (Committee Cup), N. Carr (Trafford), 113; 3 (Chatsworth Cup), C. Corbishley (C.C.S.4), 112.

Team Award (Norton Team Trophy): "The Chumps", J. C. Broadhead and J. S. Jenkins (Austin Spl.).

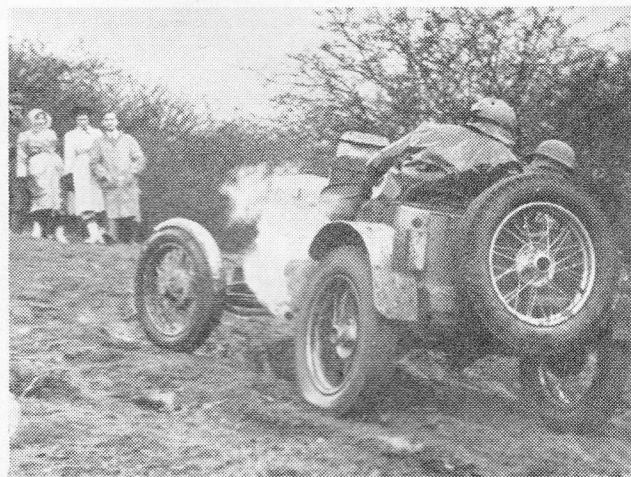
NOTTINGHAM ACTIVITIES

ON the Nottingham and D.C.C.'s programme of forthcoming events is their Signpost Trial on 6th February. This is entirely a road event, and competitors will be required to locate certain signposts from a set of incomplete photographs of them.

BURNHAM MEMBERS DINE

THE Burnham-on-Sea's second annual dinner and dance was held on Friday, 10th December, at the Town Hall, Burnham-on-Sea, where over 180 members and their guests assembled for an evening which commenced with a full four-course traditional Christmas dinner. Guests included representatives from all the West of England clubs and the awards were presented by the wife of the President, Mrs. V. G. Tucker. Dancing continued until the early hours of the morning.

The annual general meeting is to be held at the Royal Clarence Hotel, on Thursday, 27th January, 1955, at 7.30 p.m.



HABERSON, one-time owner of the ex-Seaman Delage, gets steam up on a very different sort of vehicle at Mill Close Mines 2.



YOUNG HOPEFUL IN EIRE

Bill Young Scores Another Hewison Success in M.G.C.C. Winter Trial

THE M.G.C.C. (Irish Centre) ran their Winter Trial in fine but cold weather on Saturday, 4th December, over two laps of a 20-mile course in the Redgap-Rathmore area of the Dublin mountains. Bill Young, driving his rebodied and supercharged Dellow, and making his third appearance in a trial this season, scored maximum Hewison points again. If he can keep up this form and nothing goes awry with his motor car, he must be classed as a hot favourite to win the Championship.

This M.G. event was one of those intense affairs wherein five tests were tackled twice, except for the test "policed" by Shiela O'Cleary at Sullivan's Cross. The brave Shiela altered the order and direction of the forwards and reverses for the second lap, perhaps to allay complacency, maybe to relieve boredom, or even to take people's minds off the cold weather!

The organizers got 41 entries for the event—the highest yet this winter. They need not be surprised, for their events deserve bumper entries; nowhere in this country where trials types foregather is it more obvious that proceedings are being run for the fun of it than at an M.G. trial. In this correspondent's humble opinion, this club is very fortunate in having so many unofficial but entirely efficient enthusiasts to help run things, and it is always a pleasure to cover a trial with their co-operation and assistance.

Of the five tests, there was nothing worth wasting many words on in description; everything involved going backwards and forwards on road junctions. However, except for the Limerick Club's efforts in their last two big trials, no Irish club seems to have hit on the magic formula for equating saloons, specials and sports cars. As mentioned previously, the entry was the season's "best yet", drivers coming from as far off as Cork and Kilkenny. Competition was keen and there were very few incidents.

Bill Young was quickest six times out of ten, and though he made a mess of

Shiela O'Cleary's "variation", he won by approximately 8 secs. overall from Horner Beckett driving his Ford Special. A feature of the trial was the battle royal between "Old Fox" Cecil Vard, driving a standard Volkswagen, and "Fox Cub" Paddy Hopkirk, driving a de luxe model of the same make with the more suitable gear ratios. Cecil's experience and Paddy's verve cancelled out, leaving them both with 268 marks lost. The regs. said that the first test was to count in the event of a tie, and so Cecil was placed higher on the list.

Test 4 at Arthurstown involved, amongst other things, a circuit of a pylon on a road junction, after a reasonably long run up to it. The roadside bank came in for quite a hammering as drivers underestimated the turning circles of their motor cars. Raymond Laird gave a repeat performance of his I.M.R.C. Autumn Trial mishap, clouted the bank, bent the front of his TR2 again, but carried on and won his class. Jack Wolfe got his Dellow bellied on a large roadside rock during his second "go" at this test, ruined his brakes, and—though he finished—lost an excellent chance of figuring in the awards. Mention must

★

FAVOURITE at present for the Hewison Trophy, the Eire trials championship award, is Bill Young, seen here with his rebodied Dellow at the Redgap test in the M.G.C.C.'s Winter Trial.

★



KIDS' STUFF!: (Left) Ronnie Edwards (M.G.) looks blasé about the Sullivan's Cross test. He took second place in the open car class.

be made of the visiting contingent from Kilkenny and Cork, whose driving was equal to and in many cases better than the Dublin standard. Tommy Connolly's older, "small" Volkswagen beat everything except Bill Young's Dellow in the fifth test.

Results were out with commendable speed at the Embankment Inn after the trial, and perhaps the most popular announcement made was that telling of Terry Statham's winning the Visitors' Award, after handling his little Anglia with competence throughout the day.

JACK O'DONOGHUE.

Young-Valentine Cup: A. L. Young (Dellow), 259.6 marks lost.

Sunbury Cup (best M.G.): S. H. Logan (TD), 272.4.

Flynn Cup (best non-expert): L. Beshoff (Ford Spl.), 277.2.

Specials Class Awards: C. H. Beckett (Ford), 267.4; N. R. Young (Dellow), 275.6.

Open Car Awards: R. A. Laird (Triumph), 280; R. Edwards (M.G.), 284.6.

Saloon Car Awards: C. Vard (Volkswagen), 268; P. Hopkirk (Volkswagen), 268; H. B. McMahon (Volkswagen), 277.6.

Visitors' Award: T. Statham (Ford), 297.8.

"W.O." CLUB DINNER DANCE

ON Saturday, 4th December, the "W.O." Club held a very successful First Annual Dinner Dance at The Warwick Arms, Warwick. In spite of bad weather conditions some 37 members, plus wives and friends, attended, and a very enjoyable evening was had by all. A reception commenced the proceedings at 7 p.m., with an excellent dinner at 8 p.m., after which followed the dance with cabaret, the party breaking up soon after midnight.

B.A.R.C. PARTY

IN spite of very thick fog, which reduced visibility, in places, to a few feet, South-Western Centre members filled the Centre Headquarters, the Little Testwood House Hotel and Country Club, to capacity, to enjoy the merriment and good cheer at their Annual Christmas Party on 15th December.

Amid gay decorations of a motoring flavour, members danced to the music of Dennis Stevens and his band, and Jill Kitson, the well-known radio and television artist, was the main feature of the cabaret. Novelty dances kept the party going with a swing and the evening was unanimously voted a great success.

750 PARTY

THERE was a large attendance of Seventy-Five Club members and friends at the Abbey Hotel, Stonebridge Park, N.W.10, on 11th December. So many were present, indeed, that their numbers came as something of a shock to the caterers, and the more luscious sandwiches acquired quite a scarcity value soon after the buffet opened. The occasion was the club's Christmas Party, a pleasantly informal affair with dancing for those who wanted to, and space to sit down and talk cars for those who preferred to "natter". Everything went swimmingly with Mr. Burrill acting as M.C., except for those who tried their hand at manoeuvring brick-weighted tyres through a "wobble-wobble" of beer-bottles.

OCCASION IN SOUTH WALES

ON Tuesday, 7th December, a happy party of more than 100 members gathered at the St. Mellons County Club, Cardiff, for the 51st annual dinner-dance of the South Wales A.C. After an excellent cabaret, the opportunity was taken to present two important prizes. First, Michael Burn received the inter-club team award on behalf of the Bugatti O.C., in recognition of this club's success at the last Castel hill-climb. Then J. A. Williamson, as Club Champion for 1954, was presented with the magnificent Bailey Trophy.

In thanking the club, Mr. Williamson said he was thrilled to have his name recorded on a cup first awarded in 1903, and remarked that few clubs could have

COMING ATTRACTIONS

December 27th. B.R.S.C.C. Race meeting, Brands Hatch, near Farnborough, Kent. Start, 12.40 p.m.

M.G.C.C. (S.W. Centre) Cecil Kimber Memorial Trophy Trial. Start, Bristol/Bridgewater road, 11.30 a.m.

Ulster A.C. Boxing Day Trial, N. Ireland. Start, Spa, Ballynahinch, Co. Down, 11 a.m.

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

such a trophy in existence. Few clubs, too, organized such friendly events as the Castel hill-climbs, in which he had thoroughly enjoyed competing.

The awards were presented by Mrs. Wellsted, wife of one of the Vice-Presidents. A pleasant evening was concluded with the singing of "Auld Lang Syne".

N.S.C.C. NIGHT TRIAL

THE Annual Night Navigation Trial for the Hooley Trophy was held by the Nottingham Sports Car Club on 11th December. Starting from Trent Bridge at 10 p.m. the cars left at two-minute intervals to follow a 70-mile course into the Vale of Belvoir and back with a supper stop at midnight near Grantham.

By the use of National Grid Map References the competitors had to find codewords and marshals hidden along

the route. Taking the route anti-clockwise the first marshal was hidden in a waterlogged barge which was only approachable by walking the plank. Suitable decoys were strategically placed on the opposite bank and proved very effective. The next marshals were hidden in a small brick building with the doors shut, several competitors going so far as to climb on to the roof in an endeavour to find them. Another marshal chose the roof of a disused railway station as his hiding place, a cold job on a frosty night but well worth while judging by the results, and a disused mineral train was discovered, after a short walk along the line, to be complete with fireman and driver warming up soup for their supper.

A large hollow with a lamp burning in it as a decoy caused many to slide ignominiously to the bottom. Their efforts to scramble up to the marshals on the highest edge were mirth-provoking especially when one competitor slipped at the very top, bowling over his following companions like nine-pins. Another difficult check point was 100 yards deep in some woods with little else but the smell of a hidden fire to guide the crews, and derelict R.A.F. buildings to confuse them.

The winner, E. K. Emsley, with E. J. S. Townsend and G. Wollerton as navigators, put up a really magnificent effort by losing only 30 marks out of a possible 1,350. The next best performance was that of H. A. Shaw, with F. N. Saxton as navigator, who lost 80 marks.

First Class Awards: L. Smith, 125 marks; F. H. Frost, 125.

Second Class Awards: D. J. Balmer, 130; J. R. Cross, 135; T. O. S. Barlow, 180.

CLUB FIXTURES

750 M.C.—Social meeting, 27th December, Continental Hotel, Ringwood Road, Fordingbridge, 12 noon.

Ulster A.C.—Christmas party, 27th December, Donegall Chambers, Donegall Place, Belfast, after Boxing Day Trial.

Lagonda Club (Northern)—Meeting, 28th December, Red Lion, Holme-on-Spalding-Moor.

London M.C.—Meeting, 28th December, Paviour's Arms, Page Street, Westminster.

Eastern Counties M.C.—Meeting, 28th December, Red Lion, Martlesham, nr. Woodbridge.

B.A.R.C. (S.W.)—Meeting, 29th December, Little Testwood Club, Totton, Southampton.

Chiltern C.C.—Meeting, 29th December, George Hotel, Beaconsfield.

Vintage S.C.C.—Meetings: 30th December, Jolly Farmers, Enfield Road, Enfield; Golden Pheasant, Plumley, nr. Northwich; Crescent Hotel, Ilkley.

Surrey S.M.C.—A.G.M., 30th December, Warwick Hotel, Redhill.



★
CLUB CHAMPION: J. A. Williamson receives the South Wales A.C.'s victor ludorum award, the Bailey Trophy, from Mrs. Wellsted and P. J. Collins, the club's sports secretary.
★

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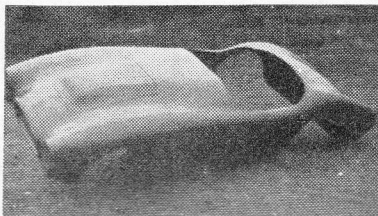
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This year the nocturnal escapade had grown up into a full-scale all-night rally, which brought in an entry of 26 cars, of which two were non-starters. The first competitor was sent off from the centre headquarters at the Little Testwood Country Club, Totton, Southampton, at 8 p.m., and the remainder followed at two-minute intervals. The course, involving a total length of 270 miles, was divided into four sections, and the first of these proved unexpectedly difficult, half of the entry being unable to complete the section without opening a sealed envelope giving the location of the end-of-section control. The object was to find six marshals and record the map references of their location, the only clues to their positions being that they were all on a road, that each one was exactly six miles "as the crow flies" from the previous one, and the distance in yards by which each was north, south, east or west from the last. About half of the entrants succeeded in working this out correctly, though all

were very late in completing the section, and the time schedule for the whole event was put somewhat out of gear as a result.

Before setting off on section 2, competitors had to cover a circuit of approximately 10 miles at any average speed they chose between 20 and 40 m.p.h. Between sections 3 and 4 there was another circuit to be covered of approximately the same length, and this had to be completed in exactly the same time as the first circuit.

Section 2 was a straightforward "Eight Clubs" section, with an average speed of 30 m.p.h., involving the finding of six boards at given map references, containing the clue to the end of the section, which was at the Hilltop Service Station on the A3 road between Portsmouth and Petersfield, where there was a compulsory rest of one hour for all competitors. For section 3, in which information had to be collected at specified points *en route*, there was a "bogey" mileage, and marks were lost if the recorded mileage varied from this figure.

The final section was a regularity run leading back to the Little Testwood Club. An average speed of exactly 30 m.p.h. had to be maintained throughout, and there were a number of secret checks on the route to prove that this was done (or not!). Exactly half of

the starters succeeded in completing the course, and all were very late in finishing.

The winner proved to be J. M. Bloodworth (Ford Anglia), who lost 672 marks; second was S. T. Sprake (Renault), 793 marks lost; third came H. A. Cooch (Wolseley Hornet Special), 905 marks; and fourth was H. G. W. Kendrick (Austin-Healey), 938 marks lost. The winner's navigator was Lt.-Cdr. K. Teare.

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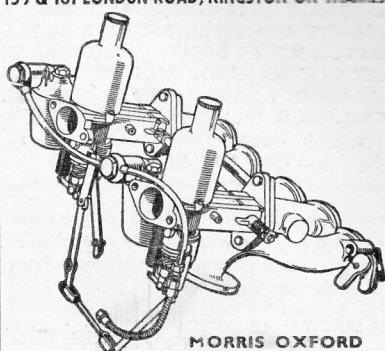
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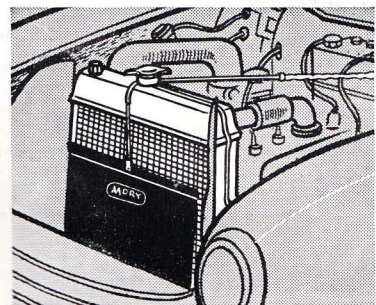
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