

**JOHN BOLSTER TESTS THE NEW RENAULT DAUPHINE**

# AUTOSPORT

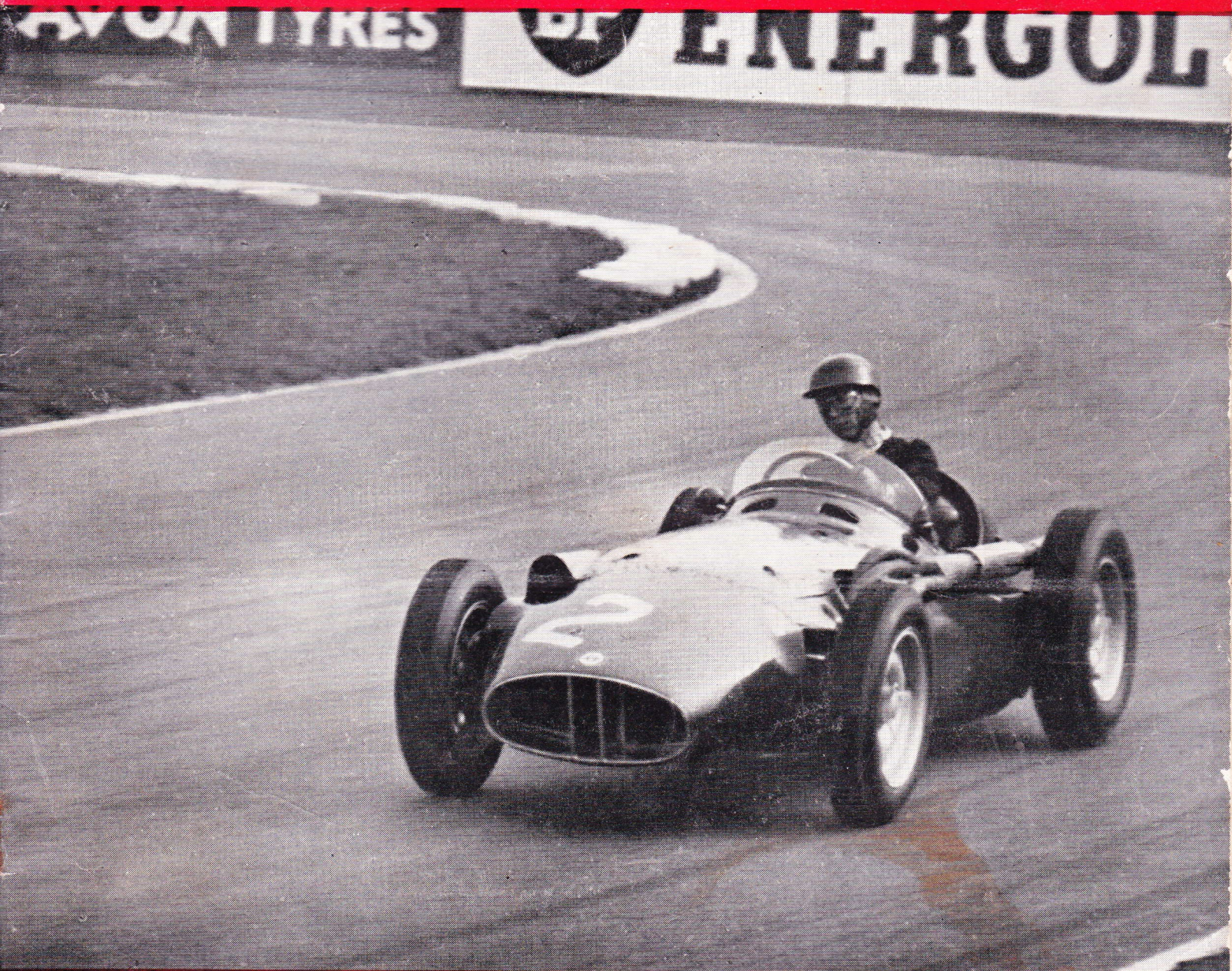
APRIL 27, 1956

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EVERY FRIDAY

Vol. 12 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

AINTREE INTERNATIONAL "200" MEETING : THE SYRACUSE GRAND PRIX IN PICTURES

VINTAGE SILVERSTONE : RALPH DE PALMA—AMERICA'S "KNIGHT OF THE ROARING ROAD"





**AT AINTREE  
SPORTS CAR RACE**

*(Unlimited class)*

**David Brown  
ASTON MARTIN**

**(Driver: Roy Salvadori)**

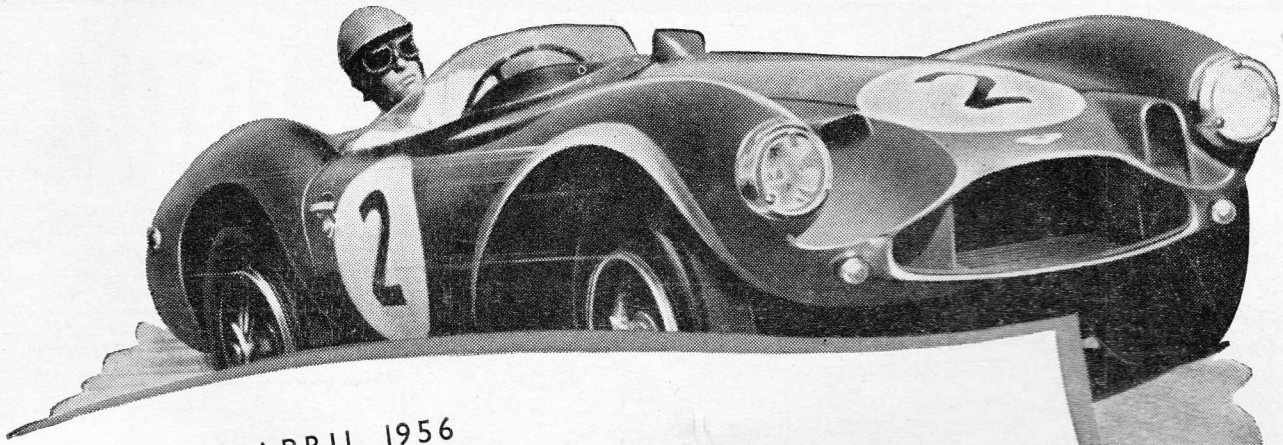
*(Subject to official confirmation)*



**THE MASTERPIECE IN OILS**

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21 APRIL 1956

# AINTREE

## SPORTS CAR RACE (Unlimited Class)

David Brown

# ASTON MARTIN

# 1<sup>ST</sup> R. SALVADORI

New Sports Car Record - 84.38 m.p.h.

*(Subject to official confirmation)*

won on

# AVON

to-day's

*leading* tyres



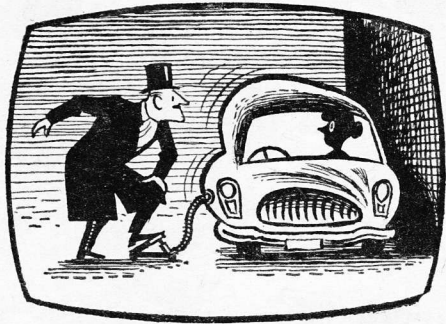
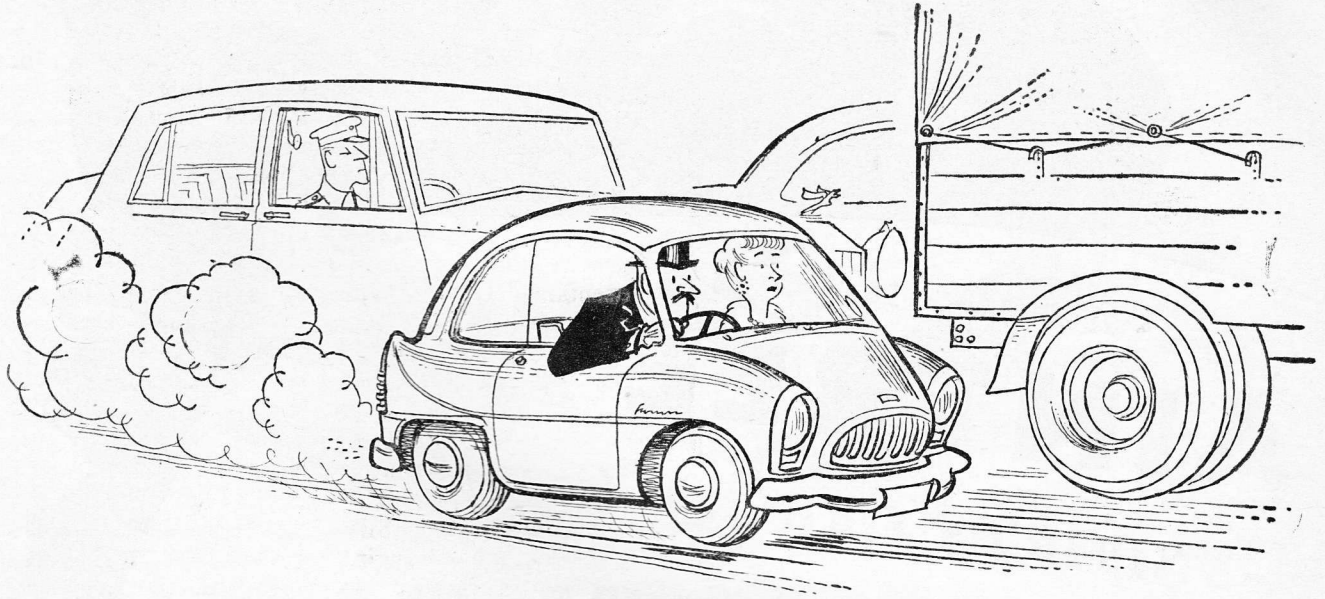
*On your car fit the AVON H.M. for Higher Mileage*

'REGULAR' (with tube) 'AIRSEAL' (needs no tube)



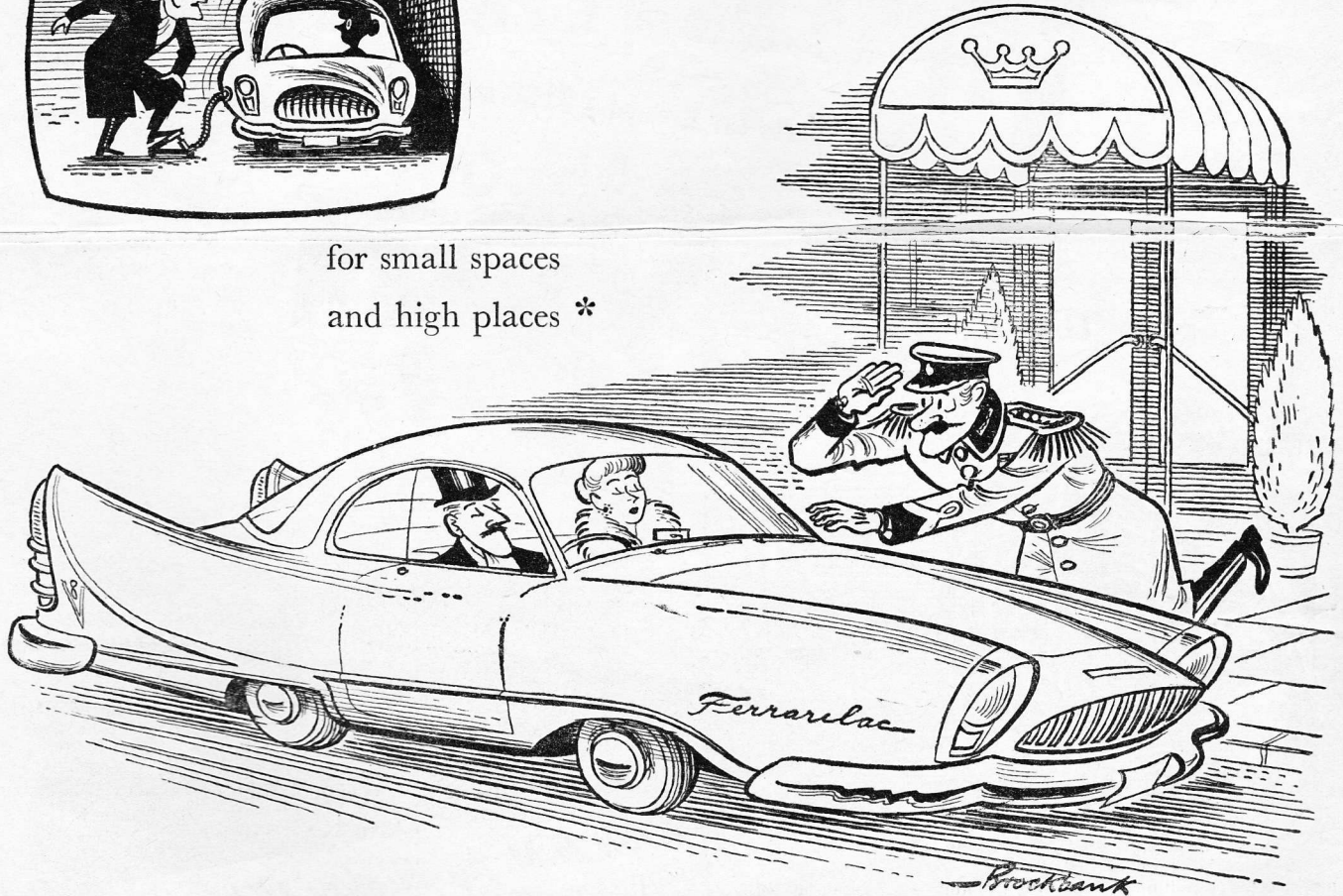


# Cars for Special Occasions



## THE PNEUMATIC ADAPTABLE

for small spaces  
and high places \*



\* and a SOLEX carburettor in all cases



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 17

April 27, 1956

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C. POSTHUMUS

Road Tests and Technical

JOHN V. BOLSTER

Assistant Editors

STUART SEAGER, MAXWELL BOYD

Art Editor

THEO PAGE

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## EDITORIAL

### MILLE MIGLIA

THIS week-end, 400 cars set off on the great Italian Thousand Miles Race, an annual institution which, to the Italian public, is the most important sporting contest held in that country. No British car has won this *grande épreuve*, but in 1955 Stirling Moss was victorious for Mercedes-Benz at record speed. This year both Moss and Peter Collins are hot favourites for outright victory, in Maserati and Ferrari respectively. Both are acknowledged masters of mountain driving, a deciding factor in maintaining the high speeds now so essential to ensure a win. As regards British cars, these are in the main private entries—incidentally the largest number ever to go from this country—and the most that can be hoped for is a class win. The absence of works Jaguars and Aston Martins is a source of some disappointment to the Italians, but the Feltham concern's cars could not be brought back in time from Sebring to be prepared, and Coventry is busy with other commitments, including Silverstone, Le Mans and possibly Rheims and Nürburgring. However, it will be interesting to see how the production British cars fare, and if any of them finish the distance within the set time limit, it will be a creditable performance amongst all concerned. Next year it is to be hoped that Great Britain will be represented by cars capable of winning this classic—one of the few sports car events in which the green cars have not received the chequered flag.

### AINTREE

POSSIBLY the result of the B.A.R.C.'s Aintree "200" was a disappointment to British enthusiasts, as the speed of the B.R.M. in the earlier part of the race raised hopes of a Tony Brooks victory. Even Stirling Moss, the winner, will admit that the Owen car was extremely quick, and he himself scarcely visualized that his three-year-old Maserati would cross the line in first place. Anyway, this race emphasized that the disc-brake system is far from perfect; both B.R.M.s suffered trouble, Hawthorn's car being an early casualty. On the whole the small field did not make for an exciting Formula 1 event, and with only five cars running at the end, the general public can hardly be expected to enthuse. In Grand Prix type of racing, one must anticipate a casualty rate of at least 50 per cent., and organizers should arrange entry lists accordingly, without recourse to "make-weights" and cars which are either obsolescent or completely lacking in speed and reliability. The withdrawal of the Vanwalls was, of course, irritating to the organizers, but even so, a field of 15 cars is not sufficiently large for an International race of near G.P. standing.

### OUR COVER PICTURE

IN THE LEAD until the 48th lap of the 67-lap Aintree "200" race last Saturday, Tony Brooks in the new B.R.M. looked a certain winner until the disc brakes began to tire, and Stirling Moss was able to pass him and win in his own drum-braked Maserati.





# ANOTHER SUCCESS ON PRODUCTS

**AINTREE**

**"200" RACE**

**1<sup>ST</sup> MASERATI**

**STIRLING MOSS**

**2<sup>ND</sup> B.R.M.—C. A. S. BROOKS**

**4<sup>TH</sup> MASERATI—L. ROSIER**

**5<sup>TH</sup> CONNAUGHT—R. GIBSON**

**SALOON CAR RACE UP TO 2500 c.c.**

**1<sup>ST</sup> ALFA ROMEO—J. BONNIER**

*(Subject to official confirmation)*



THE BP SHIELD IS THE TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

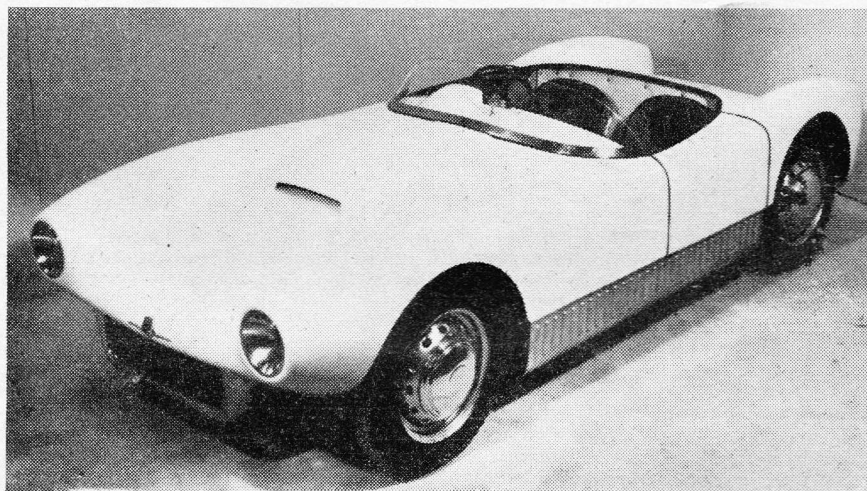
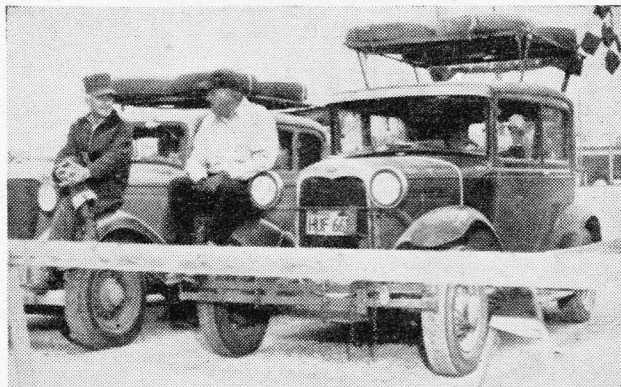


# PIT & PADDOCK

FANGIO'S record lap at Syracuse has now been confirmed as 1 min. 59.9 secs. (102.62 m.p.h.). Collins's best was 2 mins. 1.3 secs., Castellotti's, 2 mins. 0.4 secs., and Musso's, 2 mins. 0.9 secs.

MONTE CARLO RALLY winner Ronnie Adams (Jaguar Mk. 7) and R.A.C. British Rally winner Lyndon Sims (Aston Martin DB2) will demonstrate their Rally winning cars over two laps at Silverstone, on B.R.D.C./Daily Express day, 5th May.

ONLY 33 DAYS TO GO: Laurence Basceglia and Walter Lace of Long Beach, Calif., are already queuing for places to watch the Indianapolis 500 Miles Race on 30th May. They left home on 17th January!



*SPORTING SWEDE: A highlight at the recent Stockholm Show was this new Saab "Super-Sport", with novel, if somewhat bizarre, lines. It has a 3-cylinder, 748 c.c., two-stroke engine giving 57.5 b.h.p. at 5,000 r.p.m. Dry weight is approx. 1,100 lb., and claimed speeds are 99.4 m.p.h. for the standard model, and 124 m.p.h. for the special edition.*

THREE A.C. Acecas are running as a team in the Tulip Rally; drivers "Tim" Greenly and Paul Fletcher, R. J. K. Patten and Walter Grant Norton.

B.R.D.C./"DAILY EXPRESS" day at Silverstone (5th May): latest—Scott-Brown and Parnell go temporarily "foreign" in the Production Touring car event, Archie with a DKW, Reg with a Borgward. Works Jaguar entries in this race are Bueb and Frère with Mk. 7s, and Hawthorn and Hamilton in 2.4s. Coombs also drives a 2.4, Wharton has a works A90 Austin, Grace and Scott-Russell Riley Pathfinders, and there are at least four M.G. Magnettes running, one A. T. Foster's works entry.

KEN WHARTON will drive a factory-entered 750S Ferrari at Silverstone in the sports car race. Entries have also been received from the East German EMW concern, of 2-litre cars, while Joakim Bonnier is coming again with his 3.5-litre Alfa Romeo. There are works-entered and Ecurie Ecosse Jaguar teams and four works Aston Martins.

NATIONAL SERVICEMEN (non-commissioned) are offered honorary membership of the B.R.S.C.C. during their period in uniform.

CONNAUGHT will field four cars in the Silverstone F1 International Trophy race, drivers including Scott-Brown, Titterton and Fairman.

ANNOUNCEMENT by the R.A.C. on Wednesday, 18th April, of the cancellation of the 1956 T.T. race at Dundrod came as a great shock to followers of the sport, particularly those in Ulster. W. A. McMaster will be writing on the subject in next week's issue.

COLLECTING his new Mk. X Cooper from Surbiton recently was I. E. Raby. His first outing with the car should be this Sunday, at Brands Hatch.

W. S. FROST has taken delivery of his new Lotus Mk. 11 with Coventry-Climax 1,100 c.c. engine.

BUCKLERS of Reading recently set a service record hard to beat; they received a cable order for a set of close ratio gears from New Hampshire, U.S.A., on a Monday evening; the gears were in New York by 8.30 a.m. Wednesday, and installed in time for racing the following day.

CONNOISSEURS of the "cops and robbers" car chase will find a vintage specimen at the end of the new Ealing Studios comedy "Who Done It?" where Evil, represented by The Spies (Watney "Beer Barrel" Lorry) is chased by Good, Benny Hill and Belinda Lee (1935 Ford coupé), plus one police car, round and round Harringay Arena during a stock-car practice session. All good clean fun. Take the wife and kids.

A FEATURE of the amazing V8 500 c.c. Guzzi racing motor-cycle, which made its début at Imola a week or two back, is the use of one coil per cylinder, with separate contact breaker and operating cam. . . . The same idea was suggested by V. A. Fox in "Progress Report" on the A.R.M. written by John Bolster in AUTOSPORT, 4th January, 1952.

B.R.S.C.C. enthusiasts interested in the formation of a South-Eastern Centre, and the furtherance of club activities in the district, are invited to contact I. E. Raby at Car Exchange (Brighton), Ltd., 18 Church Road, Hove (Hove 38595).

IN John Bolster's test of the DS19 Citroën (13th April issue) a misprint placed the luggage boot in the nose. This should have read "spare wheel"!

SIR PATRICK HENNESSY, who has been with the Ford Motor Co. for 36 years, has been appointed Chairman of the company in succession to Sir Rowland Smith.

## "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

IT is hoped to publish shortly the complete list of events counting towards the AUTOSPORT Sports Car Championship. As no Tourist Trophy is being run this year, it may be possible to run a three-hour event for production sports cars as one of the qualifying events for the Championship. This will, of course, be confined to entrants for the Championship.

The F.I.A. have now homologated the Allard-Cadillac JRX as a series-production sports car, and this now automatically becomes eligible for the Championship. Alfa Romeo Giulietta Sprint Veloce, Moretti 750, and Lotus Eleven (Club type, Ford engine) are also eligible.

Closing date for entries has been fixed as 25th May, 1956.





# SPORTS NEWS

## MILLE MIGLIA

THIS week-end sees that great Italian classic, the Mille Miglia, which starts from Brescia on 28th April, the route going through Ravenna, Forli, Rimini, Pesaro, Ancona, Pescara, Chieti, Popoli, Aquila, Sella di Corno, Antrodoco, Rieti, Rome, Vetralla, Viterbo, Siena, Poggibonsi, Florence, Bologna, Modena, Reggio Emilia, Parma, Piacenza, Cremona, Mantua, and back to Brescia.

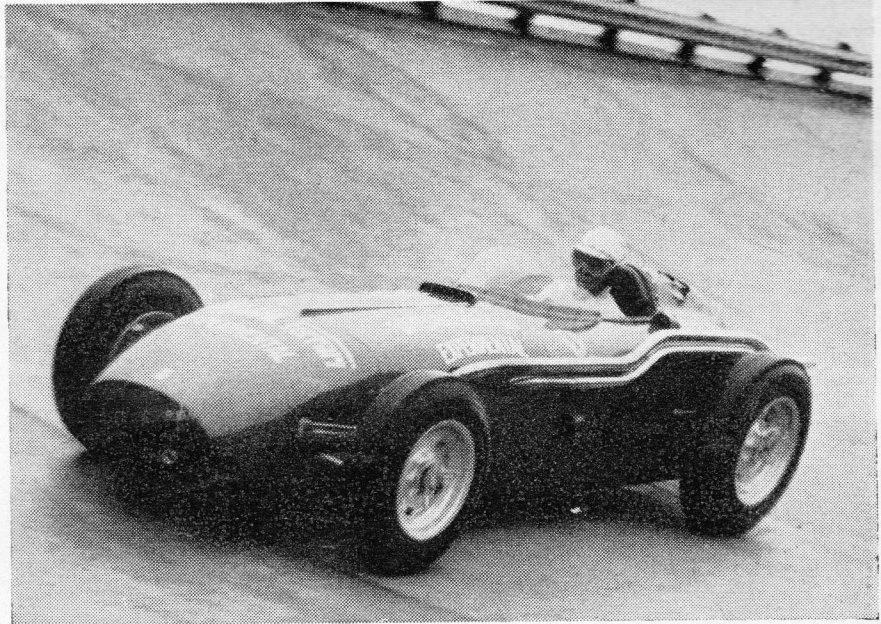
Naturally, Stirling Moss will be out to repeat his wonderful 1955 victory, but this year he will be in a 3.5-litre Maserati, as will that mountain-racing expert, Piero Taruffi. The issue will, undoubtedly, be fought out between Maserati and Ferrari, with the last-named headed by Fangio, Castellotti, Musso and Collins. In view of Moss's over 97 m.p.h. average with the Mercedes-Benz, the aim of every driver of a fast car will be to finish at over 162 k.p.h. (100 m.p.h.)—a most difficult but not impossible task according to Taruffi, provided the weather behaves itself.

Although main interest will be in the International sports car category, the presence of very well-prepared 300SL Mercedes should not be overlooked. Although "private" entries, they appear to have the full support of the Unter-türkheim racing department, with Karl Kling as "chef d'équipe". The many Osca entries are also formidable, and it should be noted that their drivers include Maglioli and Villoresi.

Apart from the factory-sponsored A-type M.G.s of Peter Scott-Russell and Nancy Mitchell, British entries are all of a private nature. The majority, including Ronnie Adams (Triumph), Tommy Wisdom (Austin-Healey), Leslie Brooke (Austin-Healey) and the M.G.s are in the limited price open sports car category. Other British entries are Dan Margulies (Jaguar), Berwyn Baxter (Kieft), John Heath (Jaguar) and Michael Young (Lotus). In order to obtain a true picture of the race, AUTOSPORT'S Editor is taking a modified M.G. Magnette in the 1,101-1,600 c.c. special-series touring class, which will be run with the Gran Turismo category.

## BACK TO BRANDS

AFTER a month's diversion to the North Country motor racing returns to London the day after tomorrow (Sunday, 29th April), when the B.R.S.C.C. hold another meeting at Brands Hatch. There



*NEW CAR FOR AN OLD HAND: Giuseppe Farina, Grand Prix star of many years' standing, trying out his Indianapolis mount—the Bardahl-Ferrari Experimental—on the banked Monza track. He crosses to America early next month.*

will be eight races, for 1,100 c.c. and 1,500 c.c. sports cars, and for Formula 3 cars. Dennis Taylor will be driving his Cooper-Climax in the 1,500 c.c. event, with opposition from Colin Chapman and Reg Bicknell in Lotuses, while the 1,100 c.c. event has attracted Peter Gammon and speedway rider Ronnie Moore (Coopers) and Tom Barnard, and Peters Ashdown and Lumsden among others, in Lotuses, and R. Mackenzie-Low in an Elva.

Names in the 500 c.c. races include Stuart Lewis-Evans, George Wicken, Don Parker, Henry Taylor, Ken Tyrrell, A. V. Cowley and Tom Bridger. The meeting starts at 2 p.m. and finishes at 5.30 p.m.

## THE SHELL "T.T." FILM

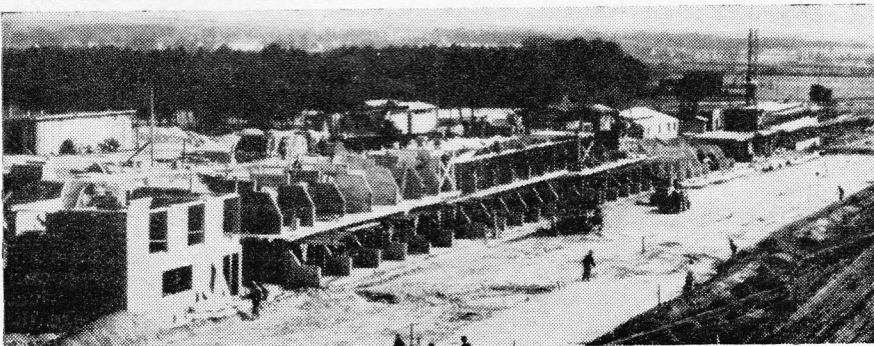
THE world première of the Shell film of the 1955 R.A.C. Tourist Trophy race was given to a full house at the Ritz Cinema, Belfast, at midnight on Wednesday, 7th March. The audience included the Prime Minister of Northern Ireland, Viscount Brookeborough, who, replying to an official welcome extended by Mr. J. W. Haughton, president of the Ulster Automobile Club, said that this was the first midnight matinee he had ever attended, but that he was happy to lose a few hours sleep on this occasion as a tribute to his old

friend, J. W. Haughton, who had done much good work for Northern Ireland. Of the film, the Prime Minister said that it was another example of the tremendous publicity which accrued to Northern Ireland through the medium of fostering great international sporting occasions. He was very conscious of the extremely valuable publicity given to the Province by the T.T. race and he, personally, had thoroughly enjoyed every T.T. which he had attended.

The film was introduced by Mr. R. I. Collett, divisional manager, Northern Irish Division of Shell-Mex and B.P. Mr. Collett told how, in order to ensure a complete coverage of the race, Random Films had built special camera towers at selected points around Dundrod and that the cameramen had operated in conjunction with knowledgeable observers.

The film of the race lasts for about 25 minutes. The commentary is by Ken Best and the combination of film and story must rank this production as one of the finest motor racing films ever screened. The opening (and very crowded) scenes of the first two laps give an opportunity denied under the actual race-day conditions of studying what might be called "portents of impending disaster". The 1955 T.T., it will be recalled, was the Golden Jubilee event, but even without this distinction, the film of the race must be regarded as an historical document by those who engage in the promotion of motor racing. On a less elevated plane, the film will delight both enthusiast and layman.

As well as being screened to motor-club all over the world there is, it is understood, every prospect of it being shown on B.B.C. Television channels in the near future.



*PROGRESS PICTURE: This scene, depicting the rebuilding of the Le Mans pits, contrasts with the utter desolation in earlier photographs of the demolished areas, published in our 9th December, 1955, and 3rd February, 1956, issues.*



**MERCEDES TEST TRACK**

THE Daimler-Benz A.G. are at present building a track on the banks of the Neckar immediately behind the Untertürkheim works area. The fast testing track will be completed this year. The track will consist of two straights, each one kilometre in length but not running parallel, joined by two steeply banked curves with an inclination of 39 deg. and a radius of 100-120 metres. The area within the track will be used as a test surface. A direct approach from the Test Department is planned. While up to now the test drivers of the factory could only use the Autobahn or other public roads like the Nürburgring and the Hockenheim circuit, they will have, on completion of the new track, the only circuit at their disposal where tests can be undertaken at their convenience and away from the public eye.

**NEW ZEALAND HILL-CLIMB**

R. A. GIBBONS retained his New Zealand hill-climb title in a recent meeting held over the Houghton Bay course. Driving a Mk. VI Cooper-J.A.P., Gibbons's best time was 44.6 secs., but this was almost a second slower than his own record for the hill, established two years ago. Second fastest time of 45 secs. was scored by two drivers, S. H. Jensen and R. W. Frost, both in Mk. IX Coopers with Norton engines, the latter's bored out to 530 c.c. The most unusual entry was the Gipsy Major aircraft-engined special of M. F. Stanton which, supercharged and running on alcohol fuel, recorded 49 secs.

**SEALED WATCHES FOR THE "MORECAMBE"**

FOR the first time in a National Rally, competitors in the Morecambe Rally (11th/13th May) will be timed on the special stage of the road section by Ingersoll watches in a sealed transparent case. Each driver on departure from Skipton will be handed one of these watches, pre-set by the organizers, and from start to finish of the special stage the sealed watch will be the official timekeeper. It must be shown at each control for its time to be recorded on the time cards. The watches are being tested for 14 days prior to the event to ensure accuracy.

AN easy payment plan has recently been announced by Silver City air ferry. The scheme applies to tickets with a combined value of £20 or more, 10 per cent. deposit being required, the balance being settled in monthly deposits over a period of between six and 21 months. This will greatly simplify the problems of transporting the family and the car for a Continental or Irish holiday and allows the cost to be spread over a year or more. Full details may be obtained from any travel agency, or direct from Silver City Airways, Ltd., 11 Great Cumberland Place, London, W.1.

DURING Aintree practising, Connaught tried out some sports-type Avon tyres on a Formula 1 car with good results, although no suspension modifications were made, and the tyres were brand new.

HILL-CLIMB exponent Michael Christie has opened a modern service station on the main Aylesbury-Bicester road. Opening ceremony was performed on 21st April by the Duke of Richmond and Gordon.

# PRODUCTION SPORTS-RACING CARS

Curious Point of View on "D" Jaguars by Anglo-American Driver

by Gregor Grant

THE letter from Ken Miles, published in the 13th April issue of AUTOSPORT, contained some rather extraordinary statements and has produced several indignant replies. Miles, of English birth, is resident in California, being connected with the motor trade. He has made a name for himself as a racing driver, mainly of specially constructed M.G.s. and, in fact, was a member of the Abingdon team at Le Mans last year. His skill as a driver is undisputed, but does not qualify him to make accusations reflecting on the integrity of the British motor industry.

Mr. Miles stated that the "D" types sold to the unsuspecting public are so far removed from the cars the factory races as to constitute a serious indictment of integrity of the British motor industry. In other words, he believes that the production type "D" Jaguars bear no relation to those entered in International races by Sir William Lyons. One wonders how he relates this accusation to the fact that the car with which Bob Sweikert gained third place at Sebring was a privately owned machine purchased by Briggs Cunningham, and the remarkable performance of the late Johnnie Claes and Jacques Swaters with the Belgian-entered car at Le Mans last year. Add to this the many successes gained by the normal production cars of "Ecurie Ecosse" and Duncan Hamilton, and one obtains a true picture of what can be achieved with production machines. It must also be pointed out that when Jaguar were runners-up to Ferrari in the 1954 World Sports Car Championship the chief contribution was by the C-type production cars of David Murray's Scottish stable, and not by the official works cars.

Mr. Miles claims to know several people who use Monza Ferraris for daily transport in Hollywood. All I can say is that the Californian police must be far more tolerant than their British counterparts. The Monza is just about the noisiest machine ever to be offered for sale, and is about as tractable as a full-scale Grand Prix vehicle. The clutch, like those on many Italian sports-racing cars, is of the "sudden death" variety, and I certainly should not like to drive one under normal traffic conditions, far less on Sunset Boulevard in the rush hours. On the other hand the "D" is extremely docile and smooth, although certainly not intended to be used in the manner of certain vehicles of the kerf-bird type. Anyone who purchases a Monza Ferrari or a D-type Jaguar to use for ordinary touring must be regarded as being a lunatic.

**Continual Development**

Now as regards the difference between production and factory cars, there must always be certain modifications taking place to the latter. A factory races its products for development and publicity, and there are bound to be constant changes between various models. When a sports-racing car is put into production, it is similar in every respect to the cars

that were being raced by the factory at the time the series commenced. No one can expect works cars to remain static, and every race brings new problems in order to compete with rival factories. For Mr. Miles to emphasize that Mr. Ferrari "sells what he races and races what he sells" is peculiar reasoning. In other words, when one buys a Monza Ferrari, all improvements are automatically carried out by long distance from Maranello, in order that privately owned cars are identical to those raced by Scuderia Ferrari. This, of course, is sheer nonsense. The cars raced by Fangio, Castellotti, Collins and company differ from those sold to the public, as chalk does from cheese. The component parts may be the same, but the power obtained from the factory-raced cars is far in excess of that obtained by any private individual.

This must also apply to Jaguar, to Porsche and, in fact, to any concern which builds sports-racing cars and maintains factory teams. The 550 Porsche Spyder, for example, is a very fast little car, but, when up against works products, will invariably be outpaced. One could quote dozens of examples stressing the point that any privately owned sports-racing car is not expected to be as rapid as the very latest products of a factory. It is, therefore, all the more credit to Jaguars that they have been able to lay down a series of production cars, with which private owners have scored outstanding successes in direct competition with factory cars from all over Europe.

**A Matter of Value**

I do not know which particular axe Ken Miles has to grind, but he can be assured that Sir William Lyons and the Jaguar company do provide wonderful value in every single product, from the 2.4-litre saloon to the "D". A mere difference of \$2,000 between Ferrari and Jaguar "D" is lightly dismissed by Mr. Miles. In our opinion, £700 is a great difference. Coming to the XK 140 coupé, while this cannot be compared to the 300SL Mercedes-Benz from a sheer performance point of view, it is quite amazing how so many wealthy people, who could quite well afford to purchase the German car, prefer the Jaguar. Again, reverting to the original statement of Mr. Miles—what person in his senses would pit a privately owned 300SL against factory products. As regards Mercedes, their policy appears to be completely opposite to that of Jaguar, as they do not produce cars for sale until they are obsolescent as regards factory racing standards. Even the 300SLs, entered by the factory in Grand Touring categories, have a performance far in advance of that of any privately owned Mercedes!

So it would seem that Mr. Miles's statements are completely unsubstantiated, and, in accusing Jaguar Cars, Ltd., of "cheating", he automatically embraces every single concern which offers sports-racing cars for sale to the general public.



*NO CLUES to the rear-engine mounting, other than the small wing air intakes, are apparent in the Dauphine's side aspect; the conventional exterior conceals many unusual but well-proven features, however.*

THE introduction of an expensive new speed model is always a matter of great interest. How will it perform in competitions, we wonder, and who will drive it? Nevertheless, the impact of such cars, outside our own sporting community, is not very large.

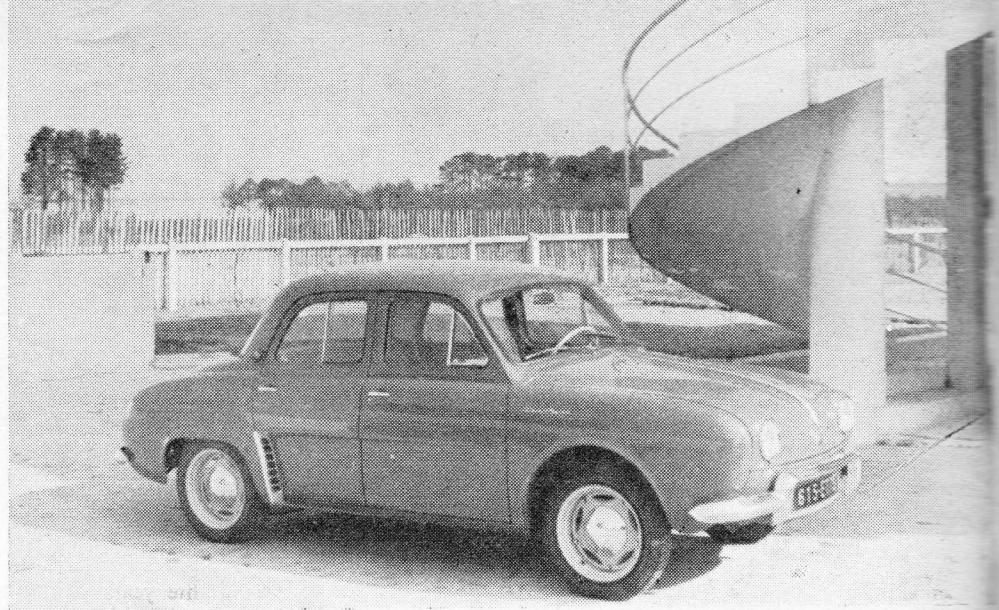
The arrival of the Renault Dauphine is an entirely different matter. France's biggest motor factory, the seventh largest in the world, is producing a new model which, on paper, has just about every-

## JOHN BOLSTER TESTS

thing that the small car buyer is after; it should certainly chase the Germans from many of their best markets throughout the world. The Régie Renault is out for blood this time, but is the new car a world beater? That is what I have just been finding out.

It is impossible to describe the Dauphine without comparing it with the 4CV, for the general design follows that of the smaller car closely. In making a slightly bigger version, the Régie could so easily have lost all the charm that endears the 750 c.c. model to so many of us. Yet, the Dauphine proves to have just as much character as its baby brother and is, as indeed it should be, a better car in almost every respect.

The body and chassis are integral, and all four wheels are independently suspended on helical springs and telescopic dampers. The front suspension is by rubber-mounted wishbones with an anti-roll bar and rack and pinion steering. Behind, there are swing axles pivoting on the final drive casing. The rear-mounted engine is similar to the 4CV in design, but it has a bore which is greater by 3.5 mm., bringing up the piston swept volume from 747 to 845 c.c. The difference is much greater than this, how-



# THE RENAULT DAUPHINE

**New 845 c.c. Model Worthily Upholds 4CV Traditions—70 m.p.h. and 40 m.p.g.**

ever, for it develops 30 b.h.p. in standard tune, a gain of no less than 9 b.h.p. The torque curve is also of improved shape, the maximum torque being registered at around 2,000 r.p.m.

The new car is 6.7 ins. longer in the wheelbase, and is a real five-seater. It is also the first rear-engined vehicle to have a really big luggage boot. Yet, almost incredibly, it is less than 1 cwt. heavier than the 750 c.c. car. The structure is, in fact, an absolute lesson in the correct application of light gauge sheet steel. The mudguard panels are easy to replace in the event of damage.

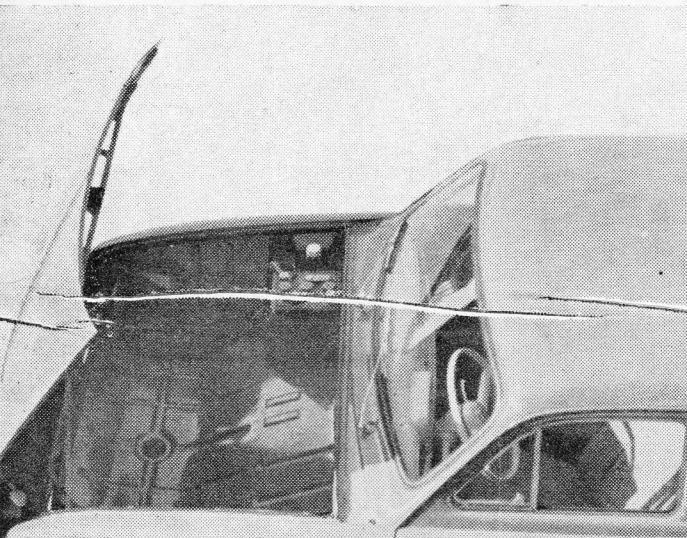
On taking one's seat, there is still no doubt that this is a Renault. The curved screen is wider, and the interior feels more spacious, but there is still much that is familiar. The engine is started by an extra twist of the key, an automatic choke taking care of the mixture. Then, joy of joys, one finds that dear little gear lever, in its proper place on the floor. In goes first speed, and we accelerate briskly away.

The engine is quieter and livelier than one would expect, bearing in mind its

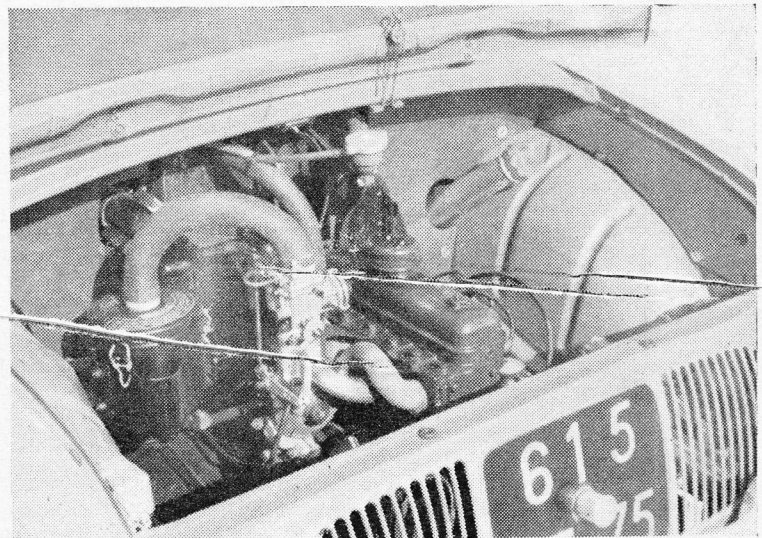
modest size. First gear is audible, but the other two only just miss complete silence, though there is no direct drive. The car is, in fact, as quiet as a good British machine, which cannot be said for previous Renaults. There is an exceptional absence of road noises over all types of surface, nor do wind noises obtrude. Quite how this acceptable degree of silence is achieved is something of a mystery, for at just under 12½ cwt. this machine is phenomenally light for a full-sized family model. Surely, there cannot be much sound-deadening material included in this low weight?

Particularly in two respects, the Dauphine is ahead of the older model, for that little vibration at certain speeds, especially on the overrun, has been completely eliminated—I must admit that I waited for it, and almost missed it when it did not happen! The other improvement comes from the wind tunnel, for the new car is profiled so that sudden gusts of wind do not deflect it.

If anybody still thinks that a conventional rear axle and semi-elliptic springs are a tolerable design feature, he



*SPACE IN THE BONNET of the Dauphine for luggage is generous, the 6-volt battery being the sole permanent occupant.*

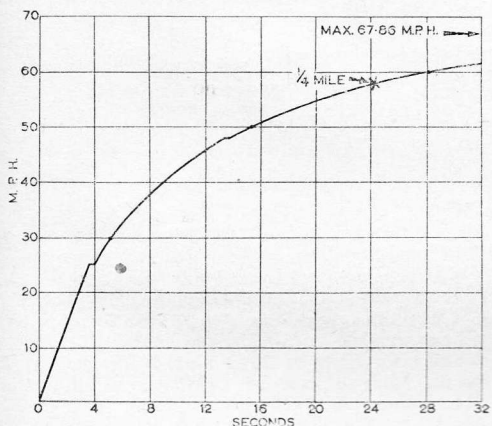


*ENGINE IN THE BOOT occupies a modest area, but its 30 brake-horsepower propels the 12½ cwt. Dauphine with typical Renault liveliness.*



should take a ride in a Dauphine. In normal driving, the suspension feels fairly firm, yet it swallows the most atrocious bumps as if they did not exist. There is a remarkable freedom from pitching under all conditions, but the springing never feels "soft". As regards handling, it is literally impossible to tell from its response to the wheel that this is a rear-engined car. The cornering power is just as high as that of the 750 c.c. model, but the special driving technique which the smaller machine exacts need no longer be practised. I know of no small saloon which can safely be flung round corners with quite such abandon as this one, and the adhesion of the four independent wheels also allows the powerful brakes to be used to the limit.

The new Renault has been specifically designed to be capable of high average speeds on the road, but fuel economy has also been kept very much in mind. As a result, an adequate but not spectacular maximum speed has been accepted. I lapped Monthléry at 67.86 m.p.h., which means a little over 70 m.p.h. on



**Acceleration Graph**

**SPRING ITALIAN SPRINT**

At a sprint meeting at the beginning of March on the Castel Fusano circuit, Italy, Piero Taruffi (Tarf) set a new, but unofficial, 500 c.c. International record. His time for the standing kilometre was 29 secs., 75.27 m.p.h. B.t.d. was made by G. Scarlati (2-litre Maserati) in 26.7 secs., 134.832 k.p.h., and it was interesting to note that the Fiat 600s produced consistently faster times in the normal touring class than either Panhard or Renault in the 750 class.

**TULIP RALLY—BRITISH ENTRIES**

D. Absalom (Riley Pathfinder); L. Ashfield (Standard); Lord Avebury (Jaguar VII); Bill Banks (Bristol); Dudley Barker (Ford Anglia); W. Bennett (Wolseley 6/90); O. Berry (Jaguar XK 140); John Boardman (Borgward); Peter Bolton (Daimler); T. Boothroyd (Alvis); Eric Brinkman (Renault); P. Brookes (Morris Minor); R. Brookes (Austin A30); D. Bull (M.G. Magnette); Gerry Burgess (Austin A90); A. Burton (Jaguar XK 140); J. Campbell (X); T. Christie (X); Tom Clarke (A.C. Aceca); Joy Cooke (Ford Zephyr); J. Dathan (Fiat 600); F. Crossley (X); E. W. Cuff-Miller (Ford Anglia); Capt. F. Elliott (X); Ken Fraser (M.G.); Gregor Grant (Lagonda); T. Gold (Standard); Walter Grant-Norton (A.C. Aceca); T. Greenley (A.C. Aceca); L. Griffiths (Austin); Frank Grounds (Jaguar XK 120); H. J. Harper (M.G. Magnette); Peter Harper (Sunbeam 90); Syd Henson (Austin A90); D. Hiam (Ford Anglia); N. Hickmet (M.G.); H. Hobson (Austin A90); R. Hodson (Rover 90); Paddy Hopkirk (Standard); Joan Johns (Austin A90); J. Kat (Ford Zephyr); J. La Trobe (Riley

a straight road. For a four-door, five-seater saloon that returns 40 m.p.g. under give and take conditions, one can expect no more. The new engine takes "tuning" very readily, but more speed must be bought at the expense of more petrol.

The body is very well proportioned, and the frontal overhang occasioned by the large luggage boot does not detract from its lines. This is a pretty car, and the air inlets to the rear engine have been cleverly employed as a styling motif. The appearance is more conventional than that of the 4CV, and if I personally regret the loss of that "cheeky" look, this can be disregarded as the affectionate view of the proud owner of a "Quatre Chevaux"! In general, the details are well thought out, but as this car is the result of five years of intensive development, one would be disappointed if they were not.

Some people have criticized the Dauphine for possessing only three speeds, but I am not so sure that they are right. With its very light weight, and the exceptional torque of the engine, it seems to have the mastery of most comparable four-speed cars in traffic. The very useful second gear, with its 48 m.p.h. maximum, gives absolutely the right ratio for the spirited negotiation of the crowded roads around Paris; equally, the 25 m.p.h. first speed is just the job when the gendarme starts the "race".

Also, there are those who wonder why the Régie did not develop an air-cooled engine. I am quite sure that the body would require a great deal of heavy damping material to obtain quiet running with such a power unit. This would more than counterbalance the weight saving gained by deleting the radiator, and surely it is easy enough to put in a little anti-freeze each winter. Furthermore, the similarity of the Dauphine and the 4CV is of great commercial benefit. Many of the new components are now being fitted to the smaller car,

**SPECIFICATION AND PERFORMANCE DATA**

**Car Tested:** Renault Dauphine saloon, price £512 (£769 7s. 0d., including P.T.).

**Engine:** Four cylinders 58 mm. x 80 mm. (845 c.c.), pushrod operated overhead valves in light alloy head, 30 b.h.p. at 4,250 r.p.m., 7.25 to 1 compression ratio. Solex downdraught carburettor with automatic choke. Delco coil and distributor.

**Transmission:** Single dry-plate clutch, 3-speed gearbox with short central remote control lever, ratios 4.37, 7.87, and 16.18 to 1. Rear engine, gearbox and spiral bevel final drive in one unit, with universally-jointed swing axles.

**Chassis:** Integral pressed steel body-cum-chassis. Independent suspension of all four wheels by helical springs and telescopic dampers. Front suspension by rubber-bushed wishbones and torsional anti-roll bar, with rack and pinion steering. Rear suspension by swing axles. Bolt-on detachable rims, fitted 5.20-15 ins. tyres. Bendix hydraulic 2.L.S. brakes, area 82.5 sq. ins.

**Equipment:** 6-volt lighting and starting. Speedometer, fuel gauge plus warning light, ammeter, water temperature gauge, oil warning light. Heating and demisting. Flashing direction indicators. Radio (extra).

**Dimensions:** Wheelbase, 7 ft. 5 ins.; track, front 4 ft. 1 in., rear 4 ft.; overall length, 12 ft. 11 ins.; overall width, 5 ft. Weight 12½ cwt.

**Performance:** Maximum speed (Monthléry lap) 67.86 m.p.h. (equivalent road speed 71 m.p.h. approx.). Speeds in gear, 2nd 48 m.p.h., 1st 25 m.p.h. Standing quarter-mile, 24.2 secs. Acceleration, 0-30 m.p.h. 5.2 secs., 0-50 m.p.h. 15.4 secs., 0-60 m.p.h. 28.4 secs.

**Fuel Consumption:** 40 m.p.g. (approx.).

which will not only improve that machine but will simplify production and servicing.

When a great factory, which already produces 1,000 vehicles a day, announces a new model, that is news indeed. From the point of view of the enthusiast, however, the availability of an economical family saloon that handles as well as any sports car is of even greater significance. I am sure that this car is a winner and, being something of a sentimentalist, I am glad that it comes from the firm that won the very first Grand Prix, long, long ago.

Pathfinder); John Melvin (Sunbeam Rapier); A. Meredith Owens (Standard 10); D. Milton (Austin A30); Nancy Mitchell (M.G. Magnette); D. Morley (Riley Pathfinder); S. Norman (Austin A90); Cherry Osborne (Standard); J. Patten (A.C. Aceca); D. Perring (Aston Martin); V. C. Preston (Ford Zephyr); D. Rawson (Sunbeam Rapier); Jimmy Ray (Sunbeam Rapier); Jack Reece (Rover 75); Ken Richardson (Porsche 1500 Super); J. Risk (Ford Zephyr); M. Routley (Sunbeam); Denis Scott (Ford Zephyr); J. S. Shaw (Ford Zodiac); Lyndon Sims (Aston Martin); Bill Slocombe (M.G. Magnette); E. Stephens (M.G. Magnette); L. Stross

(Jaguar XK 140); J. Suter (Sunbeam 90); Ian Sutherland (Standard 8); Dennis O'M. Taylor (Standard); W. Teague (Jaguar VII); J. Trieg (Sunbeam Rapier); E. Walker (Simca); J. Walker (Jaguar VII); Johnny Wallwork (Standard); R. H. Wilkins (M.G. Magnette); G. Wood (Jaguar XK 140); J. E. Wright (Riley).

(X) Mainly entrants who originally entered sports cars and have option of changing category. Should be noted that Triumph TR2/TR3 and Austin-Healey are now classed as Grand Touring by F.I.A., provided certain modifications have been effected by manufacturers.



*GETTING READY for the Tulip Rally. The official Ford entries being prepared at the Lincoln works on the Great West Road.*



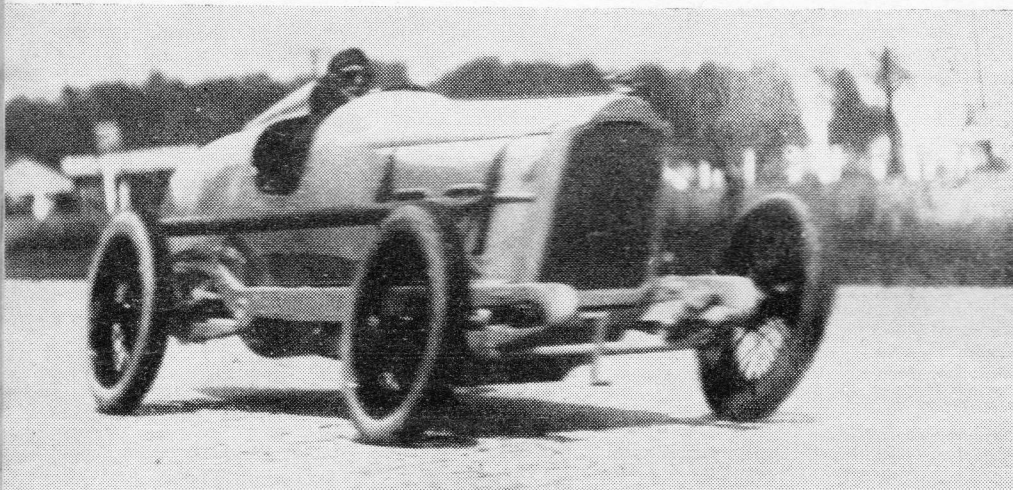


## RALPH DE PALMA—

*America's "Knight of the Roaring Road"*

by

Dr. Vicente Alvarez



THE road that winds its way up Mount Wilson is clearly visible from the writer's window on this bright Easter Sunday morning. The return of spring has brought back all the light and colour that make this one of the most beautiful sceneries in Southern California; Mount Wilson, emerging in all its glory from the wrapping of fog and haze of the long winter months, reminds old-timers of hill-climb races of yesteryear, with which the name of Ralph de Palma is invariably associated. De Palma, one of the greatest race drivers of all times, passed away, at 73 years of age, on 31st March, following a long illness. During his racing career, which covered a span of 27 years, De Palma won 2,557 out of 2,889 starts, earning universal recognition not only for his marvellous driving ability but for the unmatched sportsmanship that made his name a standard to be admired by the entire sporting world. De Palma was a criterion for cleanliness and thoroughness in car preparation, as well as discipline and efficiency—attained through exhaustive drilling—of his pit crew. A perfect knowledge of

every little part of his race car, plus a thorough planning of his pit work, performed at times under seemingly too stern directions, made De Palma's outfit a favourite in every race and backed to perfection his own—invariably excellent—toil at the steering wheel. Twice a national champion and a winner of each of the major events of the "golden era" of racing, De Palma is unanimously referred to as a true knight of the roaring road and more pages have been devoted to tell of his achievements as a driver and a sportsman than those of any other driver of any time; he was elected for the A.A.A. Hall of Fame in 1954.

Born in Italy, on 19th December, 1882, De Palma came to the United States at the age of ten. Interested in athletics and boxing at first, he soon took to mechanical sports as his "natural" career. A gifted competitor, De Palma rapidly became a winner; first on bicycles around 1900, and then on motor cycles. Cham-

was, undoubtedly, his best, to the extent that he was (and will be, for many years) regarded as the greatest dirt track pilot of all times.

A regular competitor in the Indianapolis Speedway, since its inauguration in 1909, De Palma lined up for the first 500-mile race in 1911, and drove in every "500" (except in 1914) until 1925. Thirty years later, his record of leading a total of 613 laps still stands. With one and a half laps to go, De Palma missed victory in the 1912 "500" as the motor blew up in his 1908 "Dieppe" Mercedes. De Palma and his riding mechanic, exhausted from the terrific strain of the race, still had energy left to push the car over a mile to the finish line. This is one of the most dramatic episodes of the old times of racing and is invariably evoked at the sole mention of early Indianapolis. De Palma missed another "500" victory under similar circumstances; a broken connecting rod in his 3-litre Ballot while leading the 1920 race,

with a few laps to go. But in the meantime, he had won, in record time, the 1915 race, with a "Lyons" 4.5 Mercedes. This record stood until 1922.

De Palma won the A.A.A. National Championship in 1912 and 1914; the Vanderbilt Cup in 1912 and 1915; the Santa Monica race in 1914; the Elgin Road Races of 1912, 1914 and 1920. This list is by no means complete but gives an idea of his achievements in major races; some 40 national championship race wins should be added.

One of the very few American drivers to be listed in the land speed record history, De Palma set a mark of 149,887 m.p.h. for the flying mile in 1919, at the wheel of a V12 904 cu. in. Packard. However, this mark was not recognized as international, but A.A.A. registered it as an American record.

De Palma tried his luck in Grand Prix racing, too, on several occasions. British old-timers may probably remember him as a Vauxhall pilot in the 1914 Grand Prix of France. His most memorable performance in Europe took place in 1921, when he got second place in the French Grand Prix at Le Mans. A hole in the fuel tank of his 3-litre Ballot did not stop him from beating a choice field, but he could not catch the leader, another American invader, Jimmy Murphy, who won with a Duesenberg. This was the first—and last—one-two victory for U.S.A. drivers in a European Grand Prix.

De Palma's career covers from the road races of the early 1900s to the fabulous board tracks of the 'twenties; either as a "works" pilot or independent, he was always equipped with the best racing machinery built throughout this long span. It was a Fiat, of over 900 cu. in. in the early days, to which followed Mercer, Packard, Simplex, Mercedes, Ballot, Duesenberg and Miller; from the 200 h.p. of the huge Fiat, running on the tricky roads of early days' "circuits",

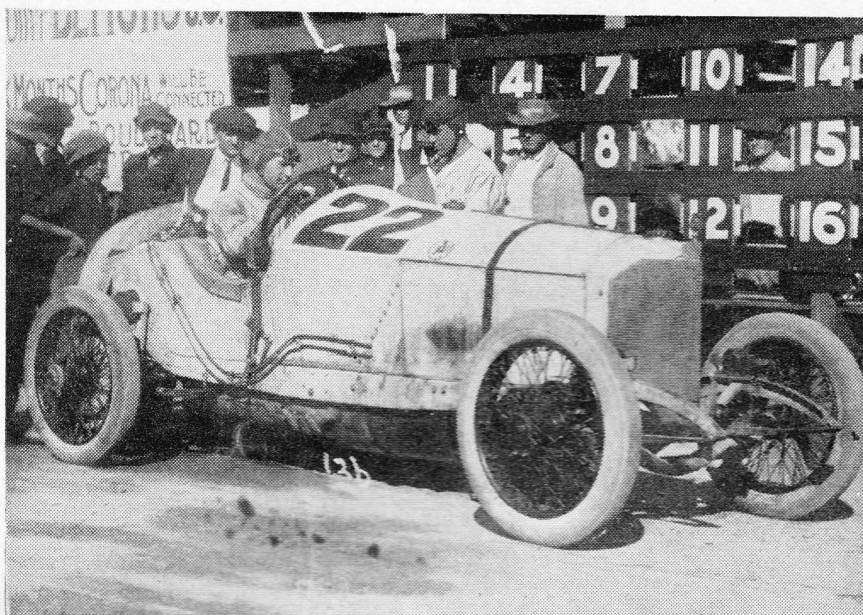
*MASTER of the art of motor racing in its many spheres, Ralph de Palma speeds down one of the straights at Indianapolis, a familiar hunting-ground of his, in a 3-litre Packard during the 1923 500 miles race.*

pion on two wheels, he was singled out as a potential automobile champion by the connoisseurs and soon he was given a break in the game. Road races of the very early 1900s had young De Palma pitted against the top-ranking figures such as Oldfield, Dingley, Robertson, Tetzlaff, who—very often—had to surrender to the irresistible determination of the Italian "rookie". Briarcliff, in 1908, was the scene of his first auto race and, at the same time, of his graduation into the upper circle. But road racing was only a part of De Palma's activity; right from the start, he took dirt track racing as his chief interest, winning the national dirt track championship four years in a row, from 1908 to 1911. Through his whole career, he was a consistent dirt track competitor; this line of activity, of lesser—if any—international transcendence—



to the 200 h.p. of the tiny 91 cu. in. Miller, on the terribly fast board saucers. Big league racing surely changed in those 20 years, but De Palma held a place throughout in that exclusive circle of the winners. And he made a winner of each new marque he drove, including a particular car which had been pronounced a failure: the beautiful 3-litre Ballot of 1920—which never made the full grade in the sphere for which it was built—Grand Prix racing, but which, in De Palma's hands, was one of the greatest "money winners" ever in America, and always a sizzling pace-setter, either on the road or the speedway. And competition was certainly mighty tough in America in those years.

De Palma's racing career, however, cannot be discussed as just a cold statistic of his many victories. A true professional, Ralph was ever conscious of his responsibility in giving "his" public the show they expected and deserved. His car would always be the shiniest and cleanest one on the track; his personal attire—as well as that of his crew—would be immaculate; his pit the epitome of discipline and efficiency, and



(Above) De Palma at Corona, California, in a famous car, the 1914 4-litre French Grand Prix-type Mercedes with which he won at Indianapolis in 1915. His brother Johnny De Palma, standing behind the car, was his mechanic in the road races at Corona.



(Left) "The Old Fox" (on the left) seen in 1953 with the late Jack McGrath and 1951 Indianapolis winner Lee Wallard.

his own behaviour at any moment, no matter how rough competition could be, a distinct endorsement for the sport he loved. De Palma certainly knew all the tricks; he did not get the "Old Fox" nickname for nothing. There is no harm in knowing the tricks—just the contrary—as long as you don't count on them—as his case was—to win a race. With a reputation for having always a winning card saved for the right moment, De Palma has in his record many a victory obtained through an unexpected move. His often recollected tactics were only evidence of his excellent race strategy and sound knowledge of every psychological reaction of his opponents. One of his best known anecdotes tells of a race in 1919, on the board track of Sheepshead Bay, when De Palma was declared the winner in a "photo finish" and he protested the decision stating he had been beaten by one foot. . . . Decision was, naturally, reversed and thus De Palma lost another race.

De Palma was declared Canadian Champion in 1929; in 1931 he campaigned the Mid-West dirt tracks; he could still teach the new generation quite a few things on this mighty rough type of racing. He announced his retirement but made a brief comeback two years later; there was plenty of fire still burning. His last speed mark: Plainfield Hill-Climb, in which he drove a stock Ford in 1937 to break the record he had set in the early 1900s.

During the last 30 years, as his racing activity decreased, De Palma worked for different auto companies, such as Chrysler, Ford, Studebaker and Cadillac, as well as Ranger Aircraft Co. Since

1946 he occupied a position with General Petroleum, working in public relations. It was during this time that De Palma addressed hundreds of audiences, with his always fascinating lectures on automotive themes. A most pleasant conversationalist, he was permanently sought to speak for clubs and charity organizations throughout the country. This line of activities increased De Palma's popu-

larity with millions of new friends. Ralph De Palma, the racing maestro, was known as such in just an indirect way to the new generation, but now they learned to admire this charming, grey-haired soft-spoken gentleman who, after leading a thrill-packed life as a motor racing star, devoted his years of retirement to the people and the sport he loved so much.

Ralph De Palma spent his last years in South Pasadena, California. A short drive north leads from his place to Mount Wilson, and over this mountain road he set a climb record back in 1924; local old-timers could tell you all about it.

As this story draws to a close, the writer takes another look at the mountains to discover the view has completely changed. Mount Wilson, that showed two hours before in all its impressive grandeur, for the first time in the year, has disappeared, covered by a heavy coat of black clouds. . . .

### THE ROUND-AUSTRALIA TRIAL

THE Redex (Australia) concern announced in Sydney on 17th February that they would not sponsor the Round-Australia Trial in 1956. Within hours of the announcement, made by Mr. R. W. Shephard, Redex managing director, two major oil companies, Ampol Petroleum and the Vacuum Oil Co., both indicated that they were prepared to take over the event. Meantime, Commonwealth Oil Refineries, marketers of B.P. and Energol in Australia, have been signing up all leading competition drivers under similar conditions to those in Europe.

So ends a period of frustration for Australian competitors and organizers alike. After the 1939-45 War, the major oil companies of Australia came to an agreement whereby none would use motor sport as an advertisement theme. A persevering Englishman by the name of Reg Shephard, managing director of the Redex additive concern in Sydney, took a keen interest in competitions, however, and after experimenting with the sponsorship of short N.S.W. trials, launched the first Redex Round-Australia Trial in 1954, the Australian

S.C.C. being the organizers.

Public response in these Trials was far beyond expectations, and Shell and Vacuum contributed much work to make them possible. Now sponsorship and support of competitions has increased to a remarkable extent, and Australian motor sport is at last enjoying the support it deserves. A postal ballot amongst members of the National Council was held, from which it emerges that Vacuum will run the Round-Australia Trial in 1956 under official permit, following a similar but shorter route than last year, omitting Darwin. The Mobilgas Economy Run will also be sponsored by Vacuum. But Ampol are undeterred, and have asked the A.S.C.C. to run their Trial over a route which amounts broadly to the "Redex" in reverse.

H. A. C. RUSSELL.

### A VANGUARD ON SAFARI

MAURICE GATSONIDES is to drive a works-entered Standard Vanguard III in the Coronation Safari, that very tough East African "annual" run over 2,666 miles of some of the world's worst roads, and which starts on 24th May.



# CORRESPONDENCE

## Safety in Motor Racing

I FEEL it is high time some constructive criticism was levied at the officials concerned in the organizing and promotion of that greatest of all sports—motor racing.

I know that motor racing is dangerous and that the drivers accept the risks incurred, and perhaps it is unfair to condemn the officials as the vast majority do a fine job of work in a purely honorary capacity.

However, something must be done to try to obviate, or at least reduce, the appalling number of accidents during the last season or so, and as everyone knows, they are still unfortunately occurring, with far too great a frequency. It is a morbid subject to dwell upon, but the mounting death roll cannot be dismissed as lightly as is so often done, by the motoring press with the words "the day was marred by a fatal accident", and, of course, enormous damage is done to the sport when the National Press publish its version of the story, together with the usual lurid and horrific photographs, remembering that these papers are read by millions.

These fatalities are having a demoralizing effect on the sport as a whole and drivers in particular. On analysing these accidents we find that 70 per cent. occurred during sports car races and that at least half the drivers involved were comparative novices. Dealing first with the drivers, it is beyond my comprehension how some of them were ever allowed to come to the starting line. I suggest in future that no man may compete in any National or so called International meeting unless he has previously won, yes won, at least six races at Club meetings—this would apply to all classes with the possible exception of Formula 3 where happily the accident rate is very low.

In regard to the cars, statistics will show sports car racing to be the most dangerous. Better brains than mine have failed to supply an answer to the age-old question, "what is a sports car?", and personally I find it easier to define what is not a sports car.

In future, sports car racing should be restricted to sports cars, and I congratulate AUTOSPORT on the example they are setting by the Series Production Sports Car Championship. Quite honestly I do feel the banning of sports/racing cars would be far more beneficial than harmful to the sport. Also I see the B.R.S.C.C. are willing to stage a race for the new Formula 2 cars as soon as any are available, so this is the obvious outlet for Messrs. Cooper's and Chapman's undoubted and brilliant engineering capabilities and my guess is they will give the Formula 1 boys much food for thought.

Another point against the present type of sports car is the modern trend for aerodynamic bodywork; it is all very well for novice drivers to corner by feel, but it is better to be able to see which way the wheels are pointing; even Fangio finds a problem here—remember his oil drum bashing on the Mercedes at Silverstone?

My only qualification for writing this epistle is 25 years of very enjoyable spectating at hundreds of race meetings and a devout enthusiasm for a great sport, which I hope will continue to flourish for years to come—but organizers beware! My sole reason for writing in this vein is not an hysterical outburst, but I do feel the whole matter is long overdue for urgent discussion at top level, so let's see what other readers think.

I suggest a committee of motor racing experts comprised of men such as Tony Rolt, who would have authority to prune the entry lists of all National meetings.

T. W. GILLARD.

LONDON, E.18.

THE three recent fatal accidents in the first two major motor race meetings held in this country this year, have caused me, and many other enthusiasts, to think very seriously.

Lest the wrong impression be given, may I point out that I am not a morbid pessimist wishing to curtail this wonderful form of sport, but am an enthusiast who has been following motor racing for the past six years, and I hope to compete myself in a small way next season.

So far, my only ventures in the racing field have been in a 24-lap club Speed Trial at Brands Hatch last October and one general practice at Goodwood this month, but those two experiences have confirmed my worst suspicions about the "slap-happy" attitude some competitors take to motor racing. At Goodwood, for example, there was a "first-timer" in the paddock next to mine with a standard sports car in moderately

good shape, but which had some difficulty in passing the scrutineers. When I say that the owner did not even have a set of standard tools, perhaps one can appreciate why. There was also another driver present who did not even possess a pair of goggles. These were only two fellow drivers I happened to speak to out of, I suppose, about 50 or 60 present. Everyone taking part in racing must surely admit that there is an element of danger—perhaps that is the main attraction. But why make it unnecessarily dangerous? Another point that has occurred to me is that too many drivers are trying to take short cuts to the top. That cannot be done. Surely a lesson or two can be learned from Stirling Moss, Peter Collins, Mike Hawthorn and Tony Brooks? They have all gone to the top through starting in a small way on the bottom rung of the ladder; Moss and Collins on 500s; Hawthorn and Brooks on sports cars. It has taken them a long while to get there and it has been done through patience and experience.

It is an easy matter to criticize, but not so easy to provide remedies. A solution, however, must be found—and soon, because motor racing is getting a bad name with a large proportion of the British public.

At the moment, I can only put forward one suggestion, that is, apart from the general tightening up of scrutineering and stricter control of race meetings. It stems from the means of selection adopted by the R.A.F. for their "V-bomber" aircrews. To quote just one example of the standards required: a prospective Valiant pilot must have had 1,750 hours as a first pilot (over 2,000 hours total), an "above average" flying ability, green jet instrument rating and have been "highly recommended" by his parent unit. If he has not had Canberra experience, he must go to Binbrook to take a Canberra course and then be posted to a Canberra squadron. Could not a similar method be adopted when selecting competitors for motor races? Cannot the promoting Clubs in this country get together to decide upon a number of categories into which every competitor must be placed according to his ability? I would not like to define the categories myself with any degree of certainty, but what about basing them on the maximum speed of the cars? (Engine capacity does not mean much these days.) The categories might then be:

1. Up to 100 m.p.h.
2. 100-120 m.p.h.
3. 120-140 m.p.h.
4. Over 140 m.p.h.

The above figures are purely for illustrative purposes, but if a driver were required to complete a certain number of hours or, more appropriately perhaps, races in each category before proceeding to the next, it would prevent anyone jumping from, say, a Mk. VI Lotus to a D-type Jaguar. Such a scheme could not be said to remove incentive from the sport, in fact it would provide something to aim for. One could only get to a D-type Jaguar through experience.

I abhor red tape and restrictions of an unnecessary nature, but something must be done to reduce the possibility of accidents taking place in the way they have done already this season. Perhaps my suggestions are impracticable, but if this letter brings forth from other readers some better propositions aimed at improving this sport which we enjoy so much, its purpose will have been served.

F. V. POUND.

HARROW WEALD, MIDDLESEX.

## From South Australia

CONGRATULATIONS for a very fine magazine. Although I have only been getting your magazine for one year, I eagerly await each issue. One thing that impresses me most about your magazine is the excellent coverage of all events, be it Grand Prix or Trial, and I think that all the photographs are superb.

I always get a laugh out of the "shots" that readers have about John Bolster's articles. I, personally, think that his articles are very good.

One thing that distinguishes AUTOSPORT from other magazines is the "Pit and Paddock" and "Sports News" on the first few pages. They keep one, such as I on this side of the ocean, informed on things that we would not be able to read elsewhere. Keep up the good work on this truly excellent magazine.

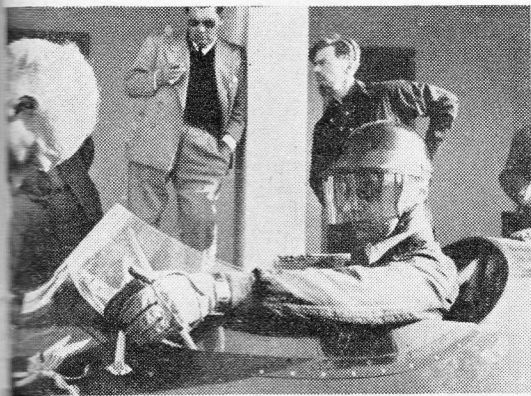
JOHN VATER.

SADDLEWORTH, SOUTH AUSTRALIA.

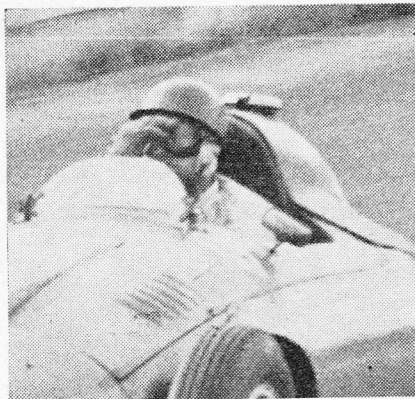
More Correspondence on page 397

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





*OUT OF THINGS* this year were Connaught, the 1955 winning marque at Syracuse. Desmond Titterington, seen here, retired after 22 laps when lying fourth, while Scotti broke a half-shaft.



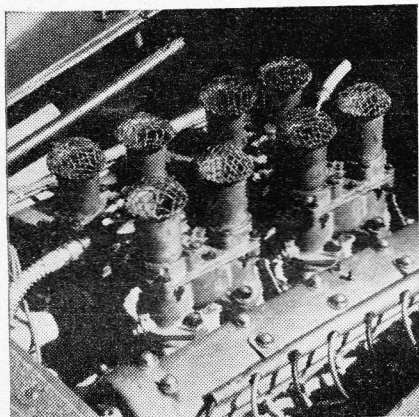
*FANGIO FAGGED?* Is the sun in his eyes? Or is he merely adjusting his goggles? Anyway, he drove his usual magnificent race, and scored his fourth victory of 1956.



*BACK TO THE COCKPIT*, despite reported retirement, came the ever-popular "Gigi" Villoresi, to finish fourth, two laps behind the Ferrari team, with this Maserati.

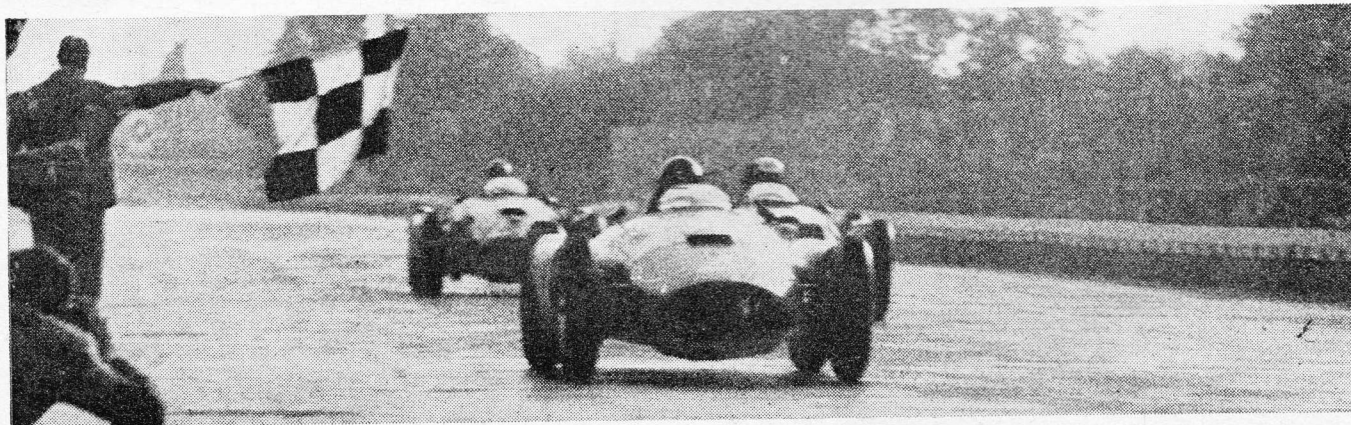
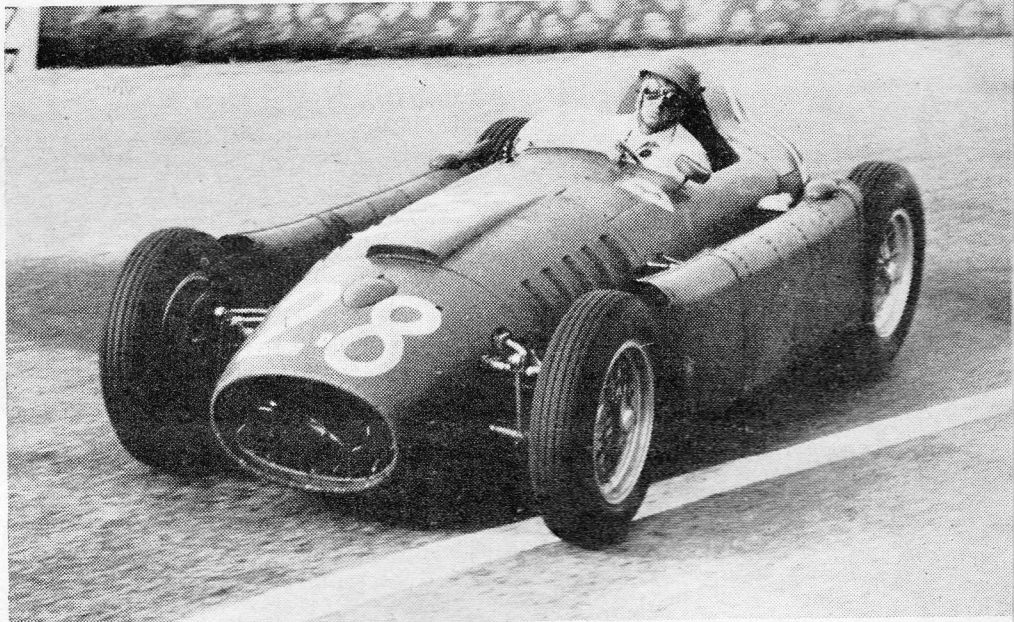
## GRAN PREMIO SIRACUSA

With Louis Klemantaski's Camera at the First Continental Formula 1 Race of 1956



*WIRE GUARDS*, somewhat battered, on the V8 Lancia-Ferrari carburetor intakes, look like something to keep the birds out—or to put flowers in.

*FINE DRIVE* by a fine driver gained Peter Collins (right) third place in the Scuderia Ferrari team formation with one of the Lancia-Ferrari machines.

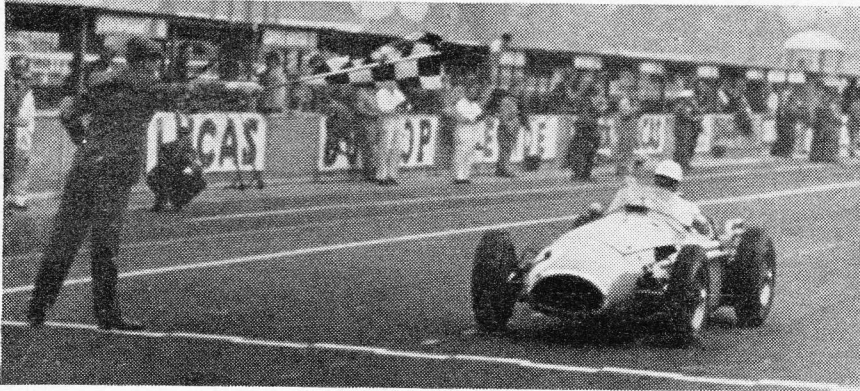


*CLOSE ENOUGH?* The thrilling finish of the 1956 Syracuse Grand Prix, with Fangio leading his team-mates Musso and Collins over the line by one-fifth of a second only.



# It's Moss Again!

Stirling Moss (Maserati) Wins Aintree International "200" Formula I Race. Tony Brooks (B.R.M.) Second, in a Race of Retirements



MARKING the 35th anniversary of the original "200", England's first long-distance race, held for the first time by the J.C.C. at Brooklands in 1921, this year's Aintree International "200" Formula I race was the second to be held at this new circuit. It was again won by Stirling Moss, driving with his customary skill, in his own privately entered Maserati after an extraordinary series of withdrawals and retirements that left but five cars in the race at the finish. Tony Brooks, in one of the new B.R.M.s, was a fine second, after leading for most of the distance until brake trouble forced him to reduce speed. Indeed, this race showed that disc brakes have yet to prove themselves superior to the drum type on a circuit that demands constant use of the "anchors".

\* \* \*

The first event on the B.A.R.C.-organized programme was the saloon car race, which was dominated by Reg Parnell in Rob Walker's new, lightweight 300SL Mercedes-Benz. He started on the front row of the grid in company with J. G. Maude, in the XK 120 of the "Anglo-Italian Racing Co.", and the Alfa Romeo of Sweden's J. Bonnier, the ice-

racing man; and in that order they finished. Parnell was unchallenged once he got clear of the first corner, but Bonnier tried desperately to get past Maude during the whole eight laps, in spite of the fact that they were in different classes and that Bonnier was easily leading the 2½-litre class. He tried to take him on the inside, outside, both sides at once; for although the Jaguar was faster on the straights, the Alfa was quicker round the corners—always an exasperating situation! Some way behind came the rest of the field, led by Ivor Bueb, unfamiliarly mounted in an XK 140, L. Potter (Porsche) and Harold Grace, familiarly, in his "old" 2½-litre Riley. G. Gelberg's Riley Pathfinder retired with clutch trouble.

Event 2 saw an enormous field line up on the grid for the race for sports cars up to 2 litres. The 1,100 c.c. class was exclusively occupied by Climax-engined cars, either Lotus or Cooper with the exception of McMillan's Elva. The 2-litre class contained a majority of the new 1½-litre Climax engines, plus a group of Bristols. There were two Maseratis, driven by J. B. Naylor and Bonnier. All the star drivers were there and Hawthorn in the new Mark II Lotus soon settled himself in the lead, with Salvadori in



ANOTHER POT for the Moss collection, as Stirling receives the trophy for the second Aintree "200" after a trouble-free race.

second spot. In third place was Archie Scott-Brown in the new Lister-Maserati, while working rapidly up through the field, after spinning on the third lap, was Reg Bicknell in the Team Lotus 1½-litre car. Chapman himself had switched from 1,500 to 1,100 c.c. and had taken over Cliff Allison's Lotus; he therefore had to work right through from the back row (no practice time) to win the 1,100 c.c. class! Peter Gammon, MacDowel and Tony Marsh (all Coopers) had to give Colin best. Among the bigger cars, Les Leston (Cooper-Climax), lying fourth on the seventh lap, tried to lie third by going into Tatts at an impossible speed and consequently finished seventh after he had found his way back on the track again. Bicknell meanwhile had commandeered third spot from Archie Scott-Brown while Moss (Cooper-Climax) finished fifth. Kasterine (Lotus) who had been in eighth position, went off the track on his sixth lap, coming out of Waterway Corner, colliding with the rails of the horse-racing course and sustaining severe facial injuries.

The 10-lap Formula 3 race provided the expected fireworks from the start. A battle for the lead immediately ensued between Colin Davis and Jim Russell, the latter gaining it on the fourth lap, Stuart Lewis-Evans lying third. Behind them was a scrap between Bueb, Parker and Allison, positions repeatedly changing until they resolved themselves into the named order. Russell was still leading on the ninth lap, when he slid wide at Tatts Corner and went broadside into the straw bales, giving victory to Colin Davis. However, in his efforts, Russell set up a new F3 lap record for Aintree, in 2 mins. 14 secs. (80.60 m.p.h.).

The 10-lap unlimited sports car race



SWIFT SWEDE: Joakim Bonnier drove his 2-litre Alfa Romeo with great enthusiasm in the saloon race to win the 2½-litre class.

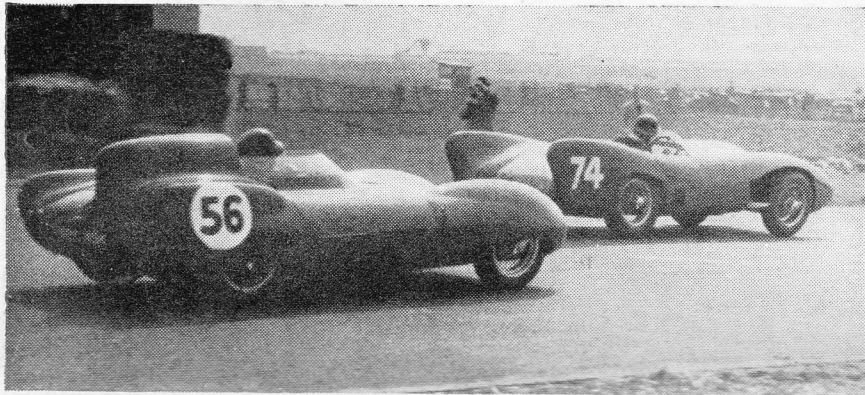
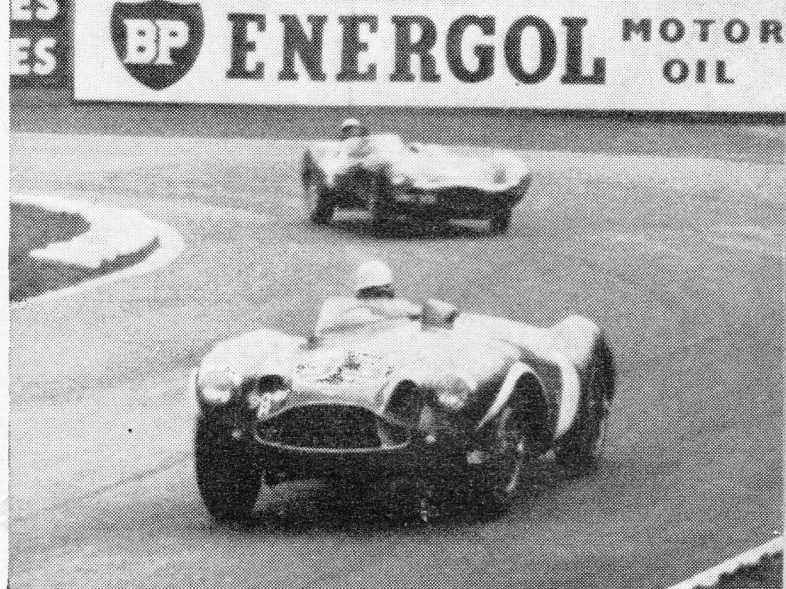


saw a clear-cut victory by Roy Salvadori in an Aston Martin DB3S; he also set up a new Aintree lap record for sports cars, in 2 mins. 8 secs. (84.38 m.p.h.), previously held by Peter Collins in a similar car, at 83.33 m.p.h. He was at first pursued by the three Ecurie Ecosse D-type Jaguars driven by Sanderson, Titterington and Flockhart, but the latter experienced lack of brakes on the third lap and went off-course temporarily which dropped him to eighth place, and Titterington overtook Sanderson, in which places the three finished well ahead of the field. Next man in was N. Cunningham Reid, in the works H.W.M., followed by Bob Berry in J. C. Broadherd's D-type Jaguar, and then Ken Wharton in Musy's Maserati.

As 3 p.m. approached, speculation intensified on the outcome of the "big race"—the Aintree International "200" Formula 1 event. Although barely international—there was only one foreign

**NEW RECORD**  
was set up by Roy Salvadori (DB3S) (right) in winning the unlimited sports car race. He is seen leading Ninian Sanderson (Jaguar) at Tatts.

★  
**NEW AND OLD**  
specimens of Lotus (below) seen at Anchor Crossing, driven by Colin Chapman and Peter Scott-Russell.



entry: Louis Rosier (Maserati)—the line-up in the programme looked exciting enough. Two B.R.M.s, two works Connaughts, two Vanwalls, the Gilby Maserati and a collection of privately entered Maseratis including one nominated by S. Moss, Ltd. (Driver, S. Moss). However, a deal of interest had faded when it was announced that the Vanwalls would not be there, due, it was stated, to "mechanical confusion". Easily fastest practice lap had been put up by Archie Scott-Brown in the "Syracuse" Connaught, in 2 mins. 3.8 secs. (the course record is 2 mins. 0.4 sec., set by Stirling Moss in a Mercedes-Benz at the British G.P. last year). Hawthorn (B.R.M.) was next, in 2 mins. 6 secs., then Titterington ("aerodynamic" Connaught), 2 mins. 6.2 secs., Moss and Salvadori (Maseratis) both with 2 mins. 6.6 secs., and Brooks (B.R.M., 2 mins. 7.4 secs.).

For the first two rounds, after the drop of the flag, it was Archie, going hell-for-leather in the lead, with the two B.R.M.s in hot pursuit, followed by Moss, Titterington, Reg Parnell in Rob Walker's Connaught and a struggling mob composed of Bob Gerard (Cooper-Bristol), Bruce Halford (Maserati), Rosier, Jack Brabham (Maserati), and Salvadori (Maserati). By lap 3, Hawthorn was in the lead, with Archie hanging on to his tail, Brooks was close behind, and then a gap before Stirling appeared. Salvadori had worked up to seventh place.

Came the time for the leaders to

**BATTLE** of Melling Crossing in the Formula 3 race, with Colin Davis leading Jim Russell.

appear at the end of the fifth lap and—where was Mike? Archie roared through, then Brooks, Moss, Titterington and Salvadori—but no Hawthorn. He had left his anchors at Anchor Crossing and motored on smartly into the country at Cottage Corner, completely and utterly brakeless. Having rejoined the circuit near Melling Crossing, he appeared at Tatts, going very slowly, crash-hatless and nearly purple with rage at his change of fortune, for his race was finished.

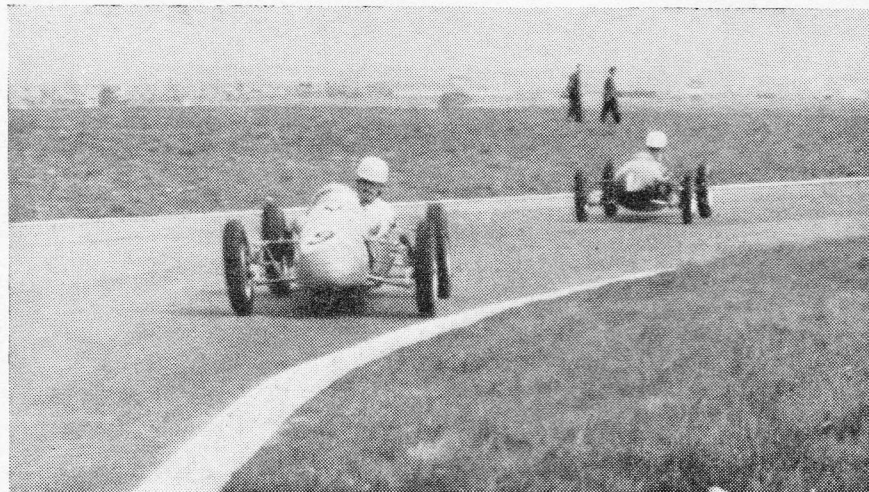
Next time round, it was Salvadori who was missing from fifth position and who coasted in later with a dead engine, and soon Parnell retired with an over-hot Connaught. So began a variation on "Ten Little Niggers" that was to

change the picture all the way through the race. At the end of 10 laps, Scott-Brown had averaged 84.64 m.p.h. and had a lead of 6.2 secs. over Brooks, while Moss was a further 17.6 secs. behind. However, whereas Archie was driving in a quite frightening manner and even Stirling was pulling out the stops, Brooks took exactly the same line through the corners and used just enough road and no more; in fact, he was driving immaculately—and very fast.

Then, after completing 13 laps, Archie's car threw away a piston, and at Anchor Crossing he came to rest. "And then there were nine!" The leaders now consisted of Brooks (B.R.M.), Moss (Maserati) and Titterington (Connaught). While the leaders had been scrapping, a monumental battle had been going on further back, between Brabham, Gerard, Halford and Rosier, the order changing every time they came round. However, after Archie retired, the party broke up and Brabham moved into a firm fourth place, with Rosier not far behind.

Brooks now had what appeared to be an unassailable lead over Moss, and try as he might, Stirling could not close the gap. At 20 laps he was 27.2 secs. behind, continually harried by Titterington, right on his tail, while at 30 laps the gap was still exactly 27.2 secs. but the race average was now up to 84.51 from 84.38 m.p.h. and Titterington was now 23.6 secs. behind Moss.

Next man to fall by the wayside was





John Young, whose gearbox seized. Halford, in his efforts to catch Brabham and Rosier, became a little wild and managed to spin off twice on successive laps and was admonished from his pit when he called in later to change a wheel. Titterington's Connaught began misfiring badly and called in to change two plugs, re-entering the race with renewed vigour.

But what was this? The gap between Brooks and Moss was closing fast. In six laps it had shortened from 22 secs. to 10.2 at the end of the 40th lap. Yes, Brooks was in trouble. Moss had been pressing really hard; pit signals had urged them both to go faster and the race average had risen to 84.77. But now the disc brakes of the surviving B.R.M. were losing their power and Tony was having to cut off before Moss in his "old-fashioned" drum-braked car. The excitement rose. Would Moss win after all? Another seven laps and Moss was only four seconds behind and closing rapidly. Next time round and he was treading on the heels of the B.R.M.—and then Brooks pulled into his pit, letting Stirling into the lead. But there was nothing they could do and Tony would have to go on. With an encouraging pat on the helmet, Brooks was sent back into the race, not quite brakeless, but certainly without much stopping power, and resumed his unruffled circulating in a most creditable manner.

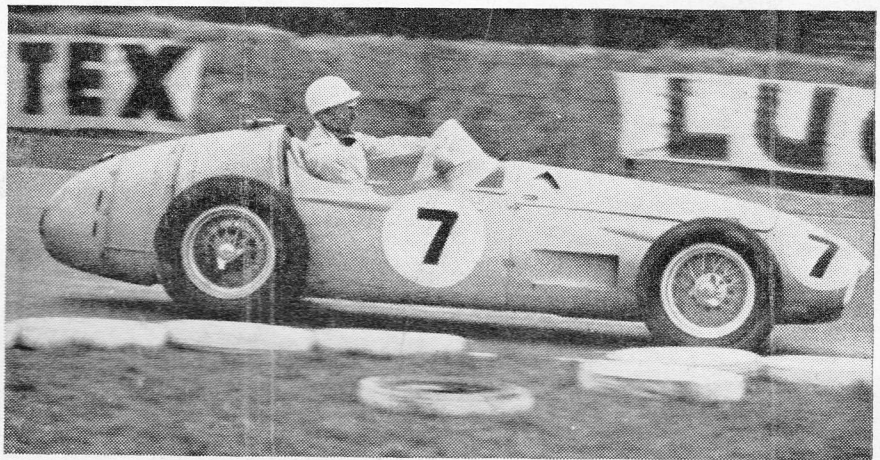
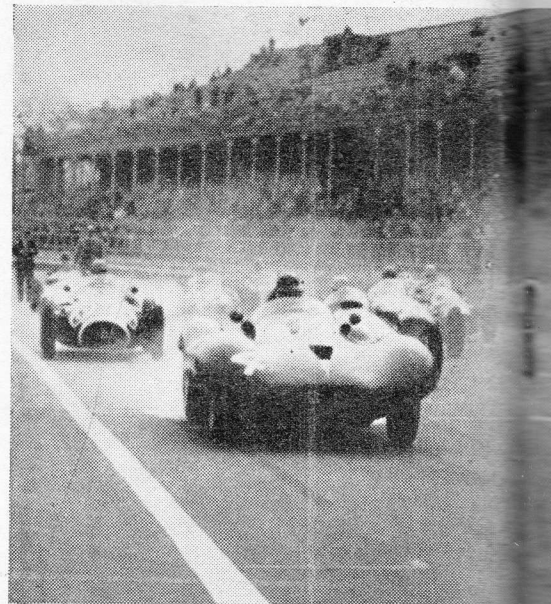
By this time Gerard had retired with a seized engine, and Halford, in spite of his lecture, had finally run off-course into the wall at Waterway Corner, fortunately without injury to himself. Rosier was in trouble too. Coming round Tatts Corner on his 52nd lap, he spun most spectacularly and lost some ground before rejoining the race. Shortly afterwards he began trailing smoke and pulled into his pit where it was found that the camshaft cover was leaking oil on to the exhaust pipe. However, as there were only 10 laps to go and he was four laps ahead of the next man, he continued to

*THE START of the 200-mile Formula 1 race. Scott-Brown has already disappeared out of the right of the picture, hotly pursued by Hawthorn; Moss is behind the latter with Titterington in the streamlined Connaught on the left.*

circulate at touring speed, trailing his own private smoke screen.

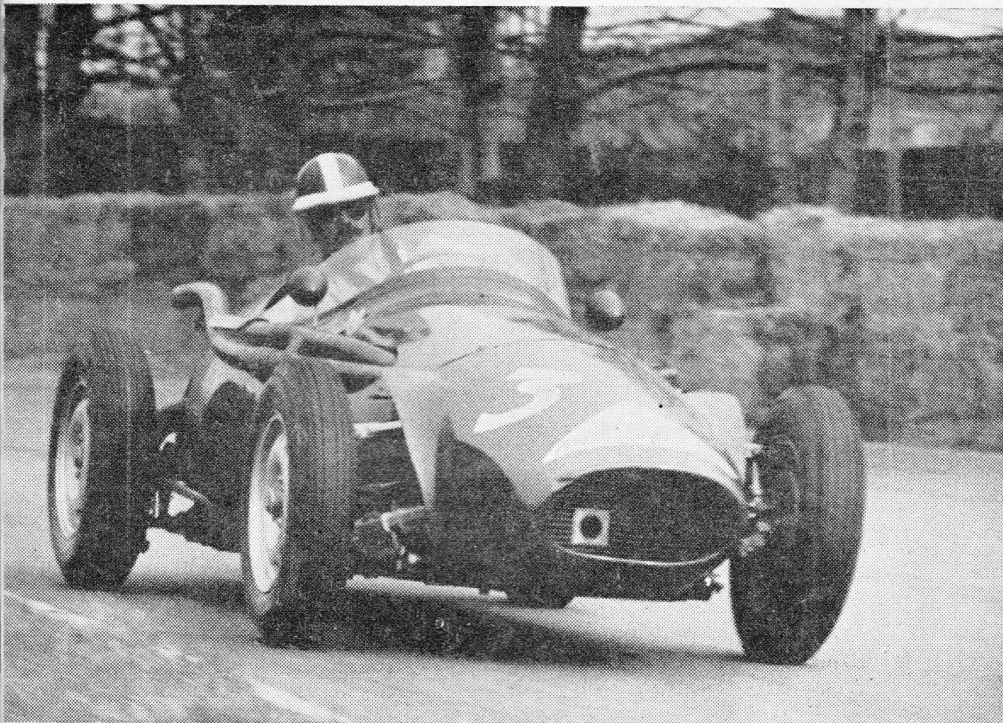
While all this was going on, it was suddenly observed that Titterington was no longer with us. After 54 laps of the 67-lap race, he had gone off-course abruptly at Anchor Crossing and was suffering from concussion. "And then there were five."

And so the survivors continued to the finish. The winner, Stirling Moss, in his own grey Maserati, who had completed the 201-mile race without a single stop. Second, Tony Brooks, nearly a lap behind, but who had driven superbly in a car which, although stricken with brake trouble, had gone very fast indeed and appeared to handle outstandingly well. Third, Jack Brabham from Australia, who drove the ex-Owen Maserati to



*THE VICTOR, Stirling Moss (above), takes Tatts Corner on the last lap but one in his three-year-old Maserati.*

*SCOTT-BROWN (left) drove very rapidly in the Syracuse Connaught and held second place for 11 laps, after leading for two.*



## RESULTS

### Aintree "200" Formula 1 Race, 67 laps, 201 miles

1, S. Moss (Maserati), 2 hrs. 23 mins. 06.4 secs. (84.24 m.p.h.); 2, C. A. S. Brooks (B.R.M.), 2 hrs. 23 mins. 13 secs. (66 laps); 3, J. Brabham (Maserati), 2 hrs. 23 mins. 13.6 secs. (64 laps); 4, L. Rosier (Maserati), 2 hrs. 24 mins. 07.2 secs. (62 laps); 5, R. Gibson/R. E. Berry (Connaught), 2 hrs. 24 mins. 29 secs. (59 laps).

**Fastest lap:** C. A. S. Brooks, 2 mins. 4.6 secs. (86.68 m.p.h.).

### Saloon Car Race, 8 laps, 24 miles

**Over 2,500 c.c.:** 1, R. Parnell (Mercedes-Benz 300SL), 70.82 m.p.h.; 2, J. G. Maude (Jaguar XK 120); 3, I. Bueb (Jaguar XK 140).

**Fastest lap:** Parnell, 72.58 m.p.h.

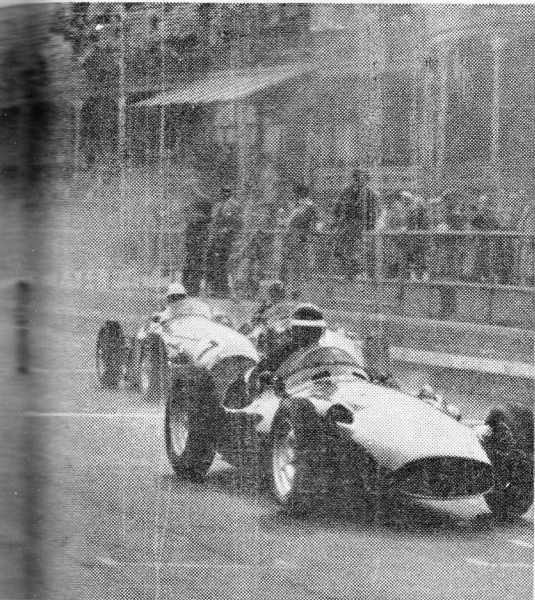
**Up to 2,500 c.c.:** 1, J. Bonnier (Alfa Romeo), 70.10 m.p.h.; 2, L. Potter (Porsche); 3, G. H. Grace (Riley).

**Fastest lap:** Bonnier, 71.24 m.p.h.

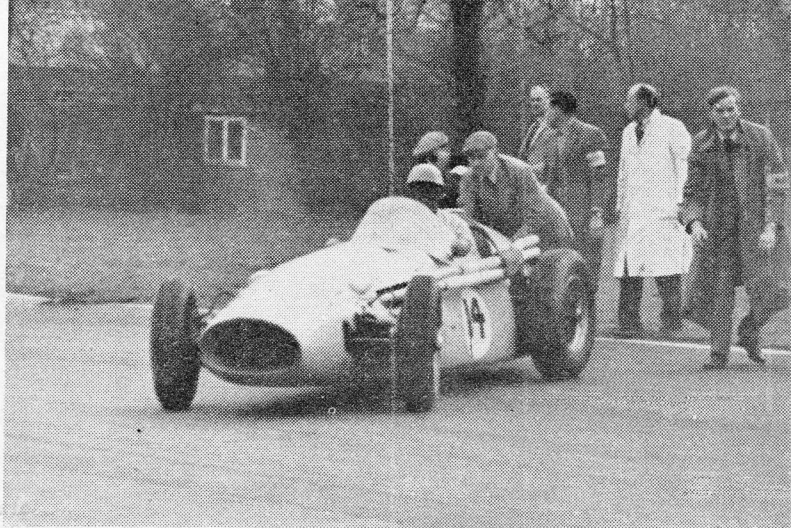
### Sports Car Race, up to 2,000 c.c., 8 laps, 24 miles

**Up to 1,100 c.c.:** 1, C. Chapman (Lotus-Climax),

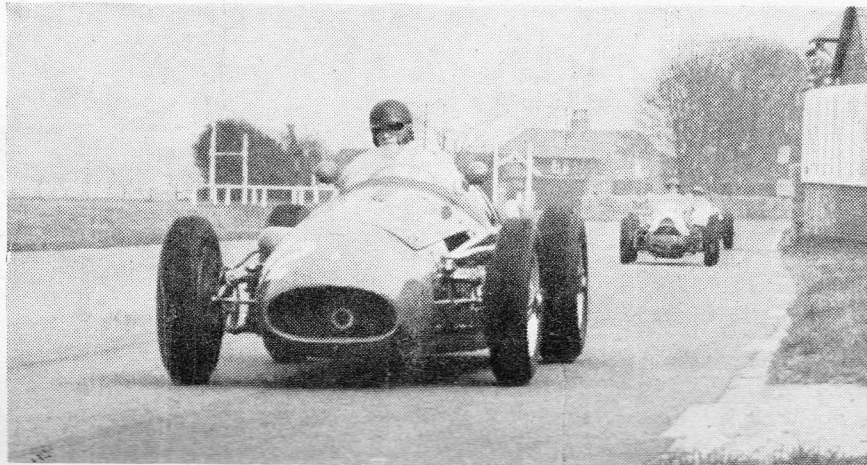




**AMBASSADOR:** Sole foreign entry in the big race was Louis Rosier of France, who finished fourth. He is seen restarting after a spin at Tatts.



**TRIER:** Bruce Halford (below) is seen leading Bob Gerard near Melling Crossing.



excellent effect. Fourth, Louis Rosier of France, sole foreign entrant, crossing the line in a cloud of smoke; and fifth, R. Gibson, whose Connaught had stopped to refuel and to hand over to Bob Berry for the latter stages of the race—but nevertheless finished “in the money”. And thereafter there were none. What an extraordinary race!

*Post Scripts.* Archie Scott-Brown's team orders were to limit engine revs to 6,500 until the half-distance; thus he allowed Hawthorn to pass him. When his engine blew up, he had still not exceeded 6,000 r.p.m. Cause of the blow-up was a broken piston, as at Goodwood. . . . Desmond Titterton had been instructed to keep station behind Moss—which he did—but the failure of one magneto caused him to start dropping back and misfiring to set in. His crash was caused by brake failure(!) at Anchor Crossing; he tried to spin the car, but the finned, streamlined Connaught is designed *not* to spin. Titterton hit the crossing gate and a very large signboard fell on his head! He was taken to hospital with slight concussion but not detained.

STUART SEAGER.

**JOHN BOLSTER TRIES A New Conversion**  
*. . . to improve the suspension of the Ford Popular*

**THE** Ford Popular is, in many ways, one of the best cars that Britain has ever produced. Incredibly hard-wearing and reliable, it provides the sort of basic transport, backed by ubiquitous service facilities, with which Henry Ford originally made his name. At a price of £275, plus P.T., it is a full-sized 1,172 c.c. four-cylinder car for the cost of a single-cylinder tricycle.

Under these circumstances, it may seem ungrateful to ask for luxurious comfort. Yet, there are some of us who, finding the Popular acceptable in every other respect, have been spoiled by modern independently sprung cars, and consider its ride somewhat rugged. It is, of course, possible to convert the front axle to independent suspension, but while this gives good results, the cost is too great for many owners. Therefore, Raymond Mays and Partners, of Bourne, Lincs, in conjunction with the manufacturers of the well-known Woodhead springs, have spent many months in developing a cheap, effective conversion.

The outfit consists of a new rear spring, an anti-roll torsion bar, and four Woodhead Munro telescopic dampers. There is also a set of brackets and adaptor plates, so that the parts may be fitted without drilling a single hole. The astonishing thing is that one gets all this equipment for £15 15s., and there is no reason why any amateur should not do

the work himself. Alternatively, the outfit can be supplied and fitted for about £20. This conversion also applies to the old type Ford 8s, 10s, Anglias, and Prefects, and as most of these need a new set of shock absorbers anyway, the additional cost is almost negligible.

For my test of this conversion, I took over a Popular from the works of Raymond Mays and Partners. I also had an absolutely standard car, borrowed from a local Ford agent for purposes of comparison. I drove both machines over ordinary roads and on a very rough test course, and I then travelled on their back seats under similar circumstances. While I was at once struck by the better riding of the converted car, I was even more impressed by the improvement in handling. That tendency to dart off at a tangent had been eliminated, and I succeeded in driving down a rough farm track at 58 m.p.h., whereas I found difficulty in controlling the standard vehicle at over 45 m.p.h. The well-known pitching movement had been greatly reduced, which rendered the rear seat sufficiently comfortable for long journeys.

The latest Jonas Woodhead conversion from Raymond Mays makes that admirable car, the Popular, ride and handle like a much more expensive model. For the man who cannot afford a new Anglia or Prefect, it provides a very acceptable form of motoring.

**ULTS**

77.25 m.p.h.; 2, P. D. Gammon (Cooper-Climax); 3, M. G. H. MacDowel (Cooper-Climax).

**Fastest lap:** Chapman, 79.65 m.p.h.

**1,100-2,000 c.c.:** 1, J. M. Hawthorn (Lotus-Climax), 81.69 m.p.h.; 2, R. Salvadori (Cooper-Climax); 3, R. G. Bicknell (Lotus-Climax).

**Fastest lap:** Hawthorn, 82.82 m.p.h.

**Formula 3 Race, 10 laps, 30 miles**

1, C. C. H. Davis (Beart-Cooper), 79.41 m.p.h.; 2, S. Lewis-Evans (Cooper-Norton); 3, I. Bueb (Cooper-Norton); 4, D. Parker (Kieft-Norton); 5, C. Allison (Cooper-Norton); 6, H. Taylor (Cooper-Norton).

**Fastest lap:** J. Russell (Cooper-Norton), 80.60 m.p.h.

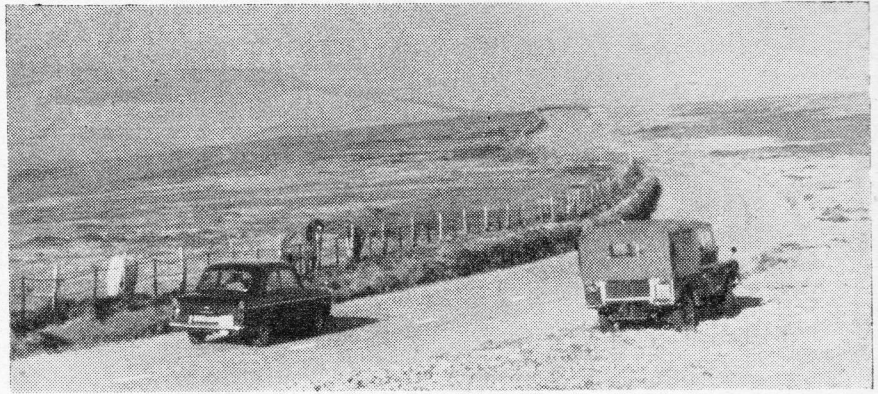
**Unlimited Sports Car Race, 10 laps, 30 miles**

1, R. Salvadori (Aston Martin DB3S), 83.20 m.p.h.; 2, D. Titterton (Jaguar D); 3, N. Sanderson (Jaguar D); 4, N. Cunningham-Reid (H.W.M.); 5, R. E. Berry (Jaguar D); 6, K. Wharton (Maserati).



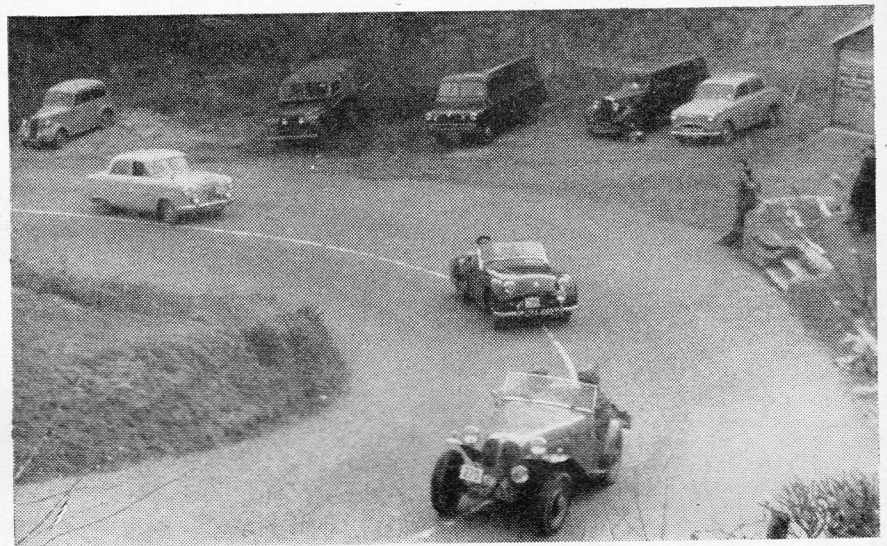
**WIDE OPEN SPACES:** (Right) An Exmoor landscape, occupied by three horses, J. A. Powell's Ford Anglia, and the Land Rover used by "Autosport's" photographer. With its contempt for gradients, this four-wheel-drive vehicle proved ideal for following the Land's End Trial.

**BUT NOT TO "LAND'S-ENDERS":** (Below) Bland indifference by the M.C.C. to advice from the A.A.



## THE 36th "LAND'S END"

*Perfect Weather and No Mud for the 1956 Classic*



**P**RELIMINARY results, subject to final confirmation, of the M.C.C.'s 36th Land's End Trial, run in accordance with tradition on Easter week-end, indicate that 41 car competitors have qualified for First Class awards, 19 for Second Class, and 25 for Third Class awards.

The Car Team Award goes provisionally to the Dellow team (No. 48), comprising G. S. Edwards, Mrs. Nancy Parsons and C. R. Parsons. Edwards and Parsons also gain Best Performance awards in respective classes. Of the total of 374 car and motor-cycle entries, 23 non-started and 51 failed to finish.

**ON THE UP AND UP:** (Above) W. F. Mead (Dellow), C. J. Mores (Triumph TR2) and a Ford Zephyr climbing Porlock, famous in former days as a gruelling test hill.

(Below, left) An uncommon Land's End competitor, the Peugeot 403 of F. Denison, seen on Station Lane.

(Below, right) T. E. Barron's Ford Consul scorns the aid of the tractor at Darracott Hill.





# Unbeatable!



## INTERNATIONAL RACE MEETING, AINTREE, APRIL 21st, 1956

### SALOON CAR RACE

**1<sup>st</sup>** **R. Parnell** .... .. Mercedes-Benz\*  
*Car entered by R. C. Walker*

### SPORTS CAR RACE UP TO 1,100 c.c.

**1<sup>st</sup>** **Colin Chapman** .... .. Lotus\*  
**2<sup>nd</sup>** **P. D. Gammon** .... .. Lotus\*  
**3<sup>rd</sup>** **M. G. MacDowel** .... .. Cooper-Climax\*

### UNLIMITED SPORTS CAR RACE

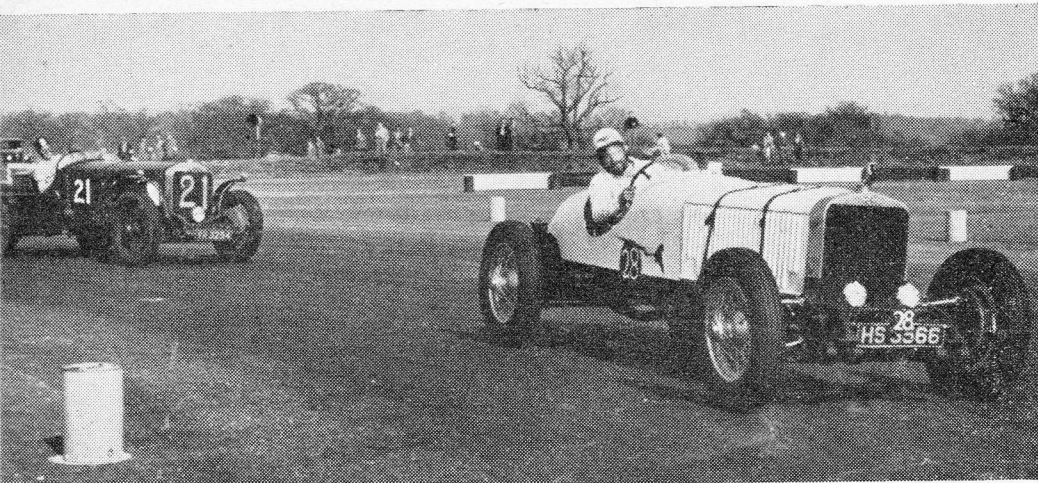
**1<sup>st</sup>** **R. Salvadori** .... .. Aston Martin  
**2<sup>nd</sup>** **D. Titterington** .... .. Jaguar\*  
**3<sup>rd</sup>** **N. Sanderson** .... .. Jaguar\*

*(Subject to official confirmation)*

**\*ALSO USING ESSO EXTRA MOTOR OIL**

*Exactly the same fine petrol and motor oil you can buy  
from your local Esso Dealer*





## A Vintage, Vintage Silverstone

*A. F. Eminson Carries on Bugatti Tradition  
of Winning G.P. Itala Trophy Race*

**I**N sunshine every bit as bright as that which graced the equivalent event last year, the V.S.C.C. held their first Silverstone meeting of the season last Saturday, 21st April.

As usual with this meeting, the principal event was the G.P. Itala Trophy race over 10 laps (about 17 miles) of the club circuit. Students of matters vintage will remember that this race has been won by the marque Bugatti for the last four seasons, once by A. F. Eminson and three times by J. C. Byron. This time Byron was not running, but Eminson was, and although no one would perhaps have bet on his victory, in view of the opposition, his chances were certainly high. The opposition itself included J. C. Tozer's fast 1927 Amilcar, G. H. Burton's almost impossibly fast, modified, 1927 Bentley, McDonald's Bentley of 1928 and Melville's 1924 Vauxhall. Also featured, of course, were the 1908 G.P. Itala itself, driven by Cecil Clutton, the ex-Bolster Isotta-Fraschini, 7½-litre and 1926, Morin Scott's 8-litre 1924 Hispano-Suiza, complete with new engine just fitted, arrived from France, and Attwood's "Razor Blade" Aston Martin.

For the first two laps the field was led by Burton's Bentley, but he was very closely followed by Eminson and the Bugatti. It was only a matter of a short time before the Bugatti took the lead, and from that moment onwards the lead never changed. Nor, in fact, did any of the first five places. From halfway until the end these were Eminson, Burton, Melville, McDonald and Miller (1927 Vauxhall). Several times McDonald challenged Melville very closely, but never quite managed to pass the fast Vauxhall. A second duel raged, amusingly, between the G.P. Itala and the Razor Blade. Looking very much

like a case of impudence versus dignity, Attwood seemed to taunt Clutton until he passed him on lap 5, whereupon he built up a lead and the Itala dropped back. The "battle of the giants" between Morin Scott's Hispano and Waine's Isotta nearly came to an untimely end at half distance when Scott overdid Woodcote and ran over the grass. He did battle with the wheel (there is hardly another phrase to describe it), and won, but in returning to the track very nearly side-swiped the Isotta, causing a moment of consternation in the pits and grandstand. However, the duel was resumed, being won valiantly by Waine, at the moment in the ninth lap when the leader, Eminson, lapped both of them. As one of the commentators pointed out, there can scarcely be imagined a race where a more varied or more interesting number of cars can be seen together, and the extremely large crowd, the size of which drew comment from the sur-

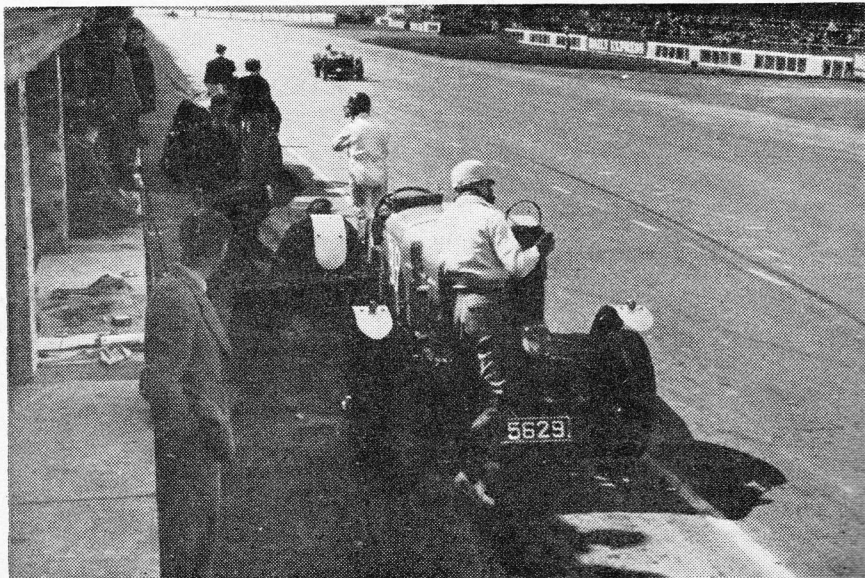
*HEAVY METAL in the Itala Trophy race: Morin Scott's 8-litre Hispano-Suiza leads S. R. Waine's Isotta-Fraschini around the Beckett's hairpin.*

prised but delighted organizers, certainly received value for the price of their car park sticker.

The first of the two five-lap handicap races preceding the G.P. Itala Trophy event brought to the line H. C. Spero's ex-Bira and Gaze 1934 Maserati, in superlative condition and driven by M. G. Sowman. Also E.R.A. R1A (W. F. Moss) and J. Freeman with the ex-Jock Horsfall 1936 Aston Martin which won the Spa 24 hours race of that year. Sowman, his first time out in the Maserati, was on scratch but found himself handicapped out of it, while Moss climbed steadily through the field to win.

The second race developed into a fierce duel for leading position between D. G. Cooke and M. H. Wilby, both driving Lagonda Rapiers. The former led the latter for four and a half laps, but with an extra spurt Wilby sneaked through into the lead on the straight. Coming into Woodcote they were neck and neck, and as Cooke appeared to try to pass Wilby again, they both left the outside of the corner, and charged the earth bank. Wilby stepped out of his car unhurt, but the unlucky Cooke overturned and was taken to hospital with serious injuries, to which, most unfortunately, he succumbed. The eventual winner, who had been lying third up to this point, was P. J. Nunn (Frazer-Nash).

The "supporting feature" to the Itala Trophy race was the "All-Comers" scratch event over 10 laps, which attracted no less than five E.R.A.s, the sixth, Lord Ebury's, having sheared its supercharger drive shaft in practice. These were J. A. Williamson's ex-Walker and Whitehead car, R. D. P. Wilkinson's ex-Earl Howe, Terry Carson's ex-Shave Taylor, J. T. Stuart's ex-Bob Gerard, and R1A. However, the E.R.A.s did not have the running all to themselves. Stuart retired early in the race and the first five laps were led by the 1934 2.9 *monoposto* Alfa Romeo driven by J. G. Vessey, his red spotted scarf flying in the wind. But Terry Carson was never far behind, and after a couple of laps neck



*PIT STOP during the High Speed Trial, by B. R. Eastick's 1930 4½-litre Bentley. Two pit stops are compulsory during the one-hour "blind".*



and neck, the E.R.A. passed into a lead it never lost, though both cars were a considerable distance in front of the rest of the field, and had, indeed, lapped all but the three cars that finished immediately behind them.

MAXWELL BOYD.

Comment on V.S.C.C. meeting (heard in paddock):—

First driver of Vintage sports car: "Sorry you've broken down, old man, what happened?"

Second driver of Vintage sports car: "Big ends."

First driver of Vintage sports car: "Pity. How will you get home? Can I give you a tow?"

Second driver of Vintage sports car: "It's O.K., old man, I've got the A90!"

"Modern Tinware" presumably having its uses. . . .

#### Results

**1-Hour High Speed Trial.** Qualifiers: P. J. E. Binns (Riley), A. R. Norton (Riley), R. Gibson Jarvie (Riley), W. L. T. Winder (Humber), Sq.-Ldr. E. J. Lisle (Amilcar), H. L. Halkyard (Austin), A. M. O'Connor (Frazer-Nash), D. D. Thirlby (Frazer-Nash), G. G. McDonald (Bentley), P. J. G. Pancheri (Bentley), B. R. Eastick (Bentley), L. R. Durdin (Vauxhall).

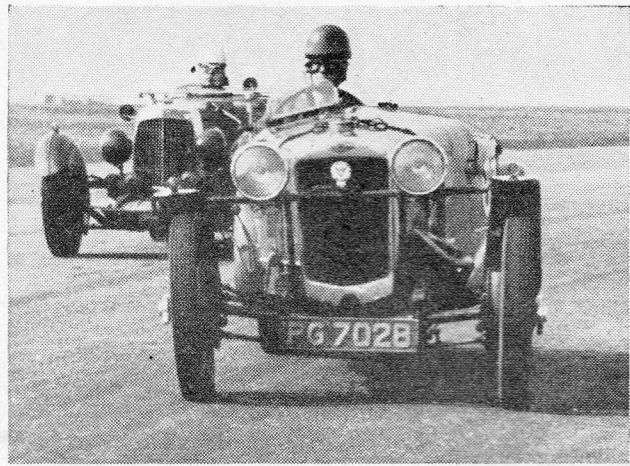
**5-lap Handicap Race:** 1, W. F. Moss (E.R.A.), 74.94 m.p.h.; 2, J. M. Crowther (Alfa Romeo); 3, J. S. Mudd (Alfa Romeo); 4, D. H. C. Hull (Bugatti).

**5-lap Handicap Race:** 1, P. J. Nunn (Frazer-Nash), 57.94 m.p.h.; 2, L. S. Michael (Lagonda); 3, F. P. Morley (Bentley); 4, R. W. Ashley (Frazer-Nash).

★

*MOMENT AT MAGGOTTS, and in the picture is J. V. Skirrow's Frazer-Nash leading an Aston through the left-hander.*

★



**G.P. Itala Trophy Race, 10 laps:** 1, A. F. Eminson (Bugatti), 70.68 m.p.h.; 2, G. H. G. Burton (Bentley); 3, W. P. S. Melville (Vauxhall); 4, G. G. McDonald (Bentley). **On Handicap:** 1, A. F. Eminson; 2, W. P. S. Melville; 3, G. H. G. Burton.

**16-lap Handicap Race for Vintage Sports Cars:** 1, P. J. E. Binns (Riley), 65.34 m.p.h.; 2, M. S. Geoghegan (Frazer-Nash); 3, G. G. McDonald (Bentley). **Up to 1,100 c.c.:** P. J. E. Binns. **1,101-3,000 c.c.:** M. S. Geoghegan. **Over 3,000 c.c.:** G. G. McDonald.

**3-lap Handicap Race for Edwardian Cars:** 1, S. J. Skinner (Rolls-Royce), 49.8 m.p.h.; 2, Sir Francis Samuelson (Sunbeam); 3, K. Neve (Humber).

**10-lap "All-Comers" Scratch Race:** 1, T. T. Carson (E.R.A.), 75.08 m.p.h.; 2, J. G. Vessey

(Alfa Romeo); 3, H. C. Spero (Macerati); 4, G. G. McDonald (Bentley).

**5-lap Handicap Race:** 1, M. D. Hollis (Bentley), 54.43 m.p.h.; 2, M. J. Bradley (Bentley); 3, D. G. Le Clair (Frazer-Nash); 4, L. L. Beavis (Riley).

**5-lap Handicap Race:** 1, M. W. Macquaker (Talbot), 64.18 m.p.h.; 2, G. H. G. Burton (Bentley); 3, A. R. M. Hopton (Alfa Romeo); 4, J. S. Mudd (Alfa Romeo).

**5-lap Light Car Handicap:** 1, G. L. Young (Fiat), 44.75 m.p.h.; 2, J. K. Milner (A.C.); 3, W. R. G. West (Morris Cowley); 4, J. C. H. Wrigley (Talbot).

**5-lap "Motor Sport" Trophy Handicap:** 1, P. J. E. Binns (Riley), 67.06 m.p.h.; 2, J. S. Mudd (Alfa Romeo); 3, M. J. Bradley (Bentley); 4, M. W. Macquaker (Talbot).

## BOOK REVIEW

**Title:** A Racing History of the Bentley.

**Author:** Darell Berthon.

**Size:** 7½ ins. x 10 ins. 144 pp. Many illustrations.

**Publishers:** The Bodley Head, 28 Little Russell Street, London, W.C.1.

**Price:** 25s. net.

To Bentley enthusiasts, Darell Berthon's book will be a bible.

Bearing the seal of "W.O.'s" approval, it must be considered as being an authentic racing history of the marque—although one wonders why Sir Henry Segrave's name is misspelt at least a score of times.

First experimental Bentley engine was constructed in 1919, and not long afterwards a prototype car was being tested at Brooklands. The second experimental car was fitted with a two-seater body, and was entered for the Essex M.C.'s Brooklands meeting on 7th May, 1921. Unfortunately a plug oiled on the line, and the car remained stationary. A week later, Bentley recorded the first of a great many victories, by winning a B.A.R.C. handicap at 72.5 m.p.h., from scratch. Driver was F. C. Clement. At Indianapolis in 1922, Douglas Hawkes finished 13th at about 80 m.p.h. in the 500 Miles Race. First road race to feature a Bentley was the 1922 R.A.C. T.T. in the Isle of Man, where Clement finished second to Chassagne's Sunbeam.

In 1923, the "Winged B" made its first appearance at Le Mans—a circuit with which the marque will always be associated. Duff and Clement took fourth place with their 3-litre. One year later the same pair scored a great victory over the much-fancied French Chenard-Walckers, Lorraine-Dietrich and Bignans. In 1925, both Bentleys entered retired, and a year later the same fate befell the works trio.

It was in 1927 that "Old Number Seven" gained undying fame, when Sammy Davis (co-driver J. D. Benjafield) went on to win, after being involved in a multiple crash at White House, which put out its team-mates. Yes, indeed, they may have been "camions" according to Ettore Bugatti, but the name Bentley is writ large in the annals of motor racing history. The names of the men who drove them will long live in memory: Clement, Hawkes, Kensington Moir, Benjafield, Glen Kidston, Davis, Duller, Gallop, Barnato, Birkin, Rubin, Cook, the Dunfee brothers—all contributed to the successes which have now become legend.

The book covers the period of official Bentley participation in racing (1921-1931), and touches briefly on record breaking, and the various track specials such as the Barnato-Hassan, Pacey-Hassan and Bentley-Jackson. Altogether a carefully prepared, if rather pedantic volume devoted to a subject about which the author can be said to be a life-long devotee.

G.

#### Correspondence—continued

##### Faster Than Dakar

I WAS somewhat surprised to read in AUTOSPORT that the recent Dakar G.P. was the fastest sports car race and that the fastest lap set up by Trintignant and Schell was the fastest lap ever recorded in a sports car race. In the 1953 Pan-Americana Mexico road race a speed of over 220 k.p.h. was set up on the eighth stage by U. Maglioli with a 4.5 Ferrari. Even if this is not counted as a lap speed a race held in Buenos Aires province on 5th September, 1954, and run over two laps of a 240-mile road circuit, was won by E. Saenz Valiente with a 4.5 Ferrari at an average speed of over 210 k.p.h. with approximately equal times for each lap, this race therefore being the fastest sports car race ever held in the world.

P. R. STOKER.

RUISLIP, MIDDLESEX.

##### Pit Stop Progress?

IT was somewhat startling to find the caption under the photo of the Salvadori/Shelby Aston Martin to be "Pit stop par excellence" when one reads that the time taken was 5 mins. 45 secs., i.e., 345 seconds. (AUTOSPORT, April 6th, page 300.)

In W. F. Bradley's excellent book *Targa Florio* (pp. 103/104) we find a description of a pit stop in 1929 at Bugatti's "replenishment station", where the car took on fuel and water (amounts admittedly unstated), four new wheels, a complete set of new brake shoes, and in addition the driver got a drink of water and the mechanic a half glass of champagne. This pit stop took only 57 seconds.

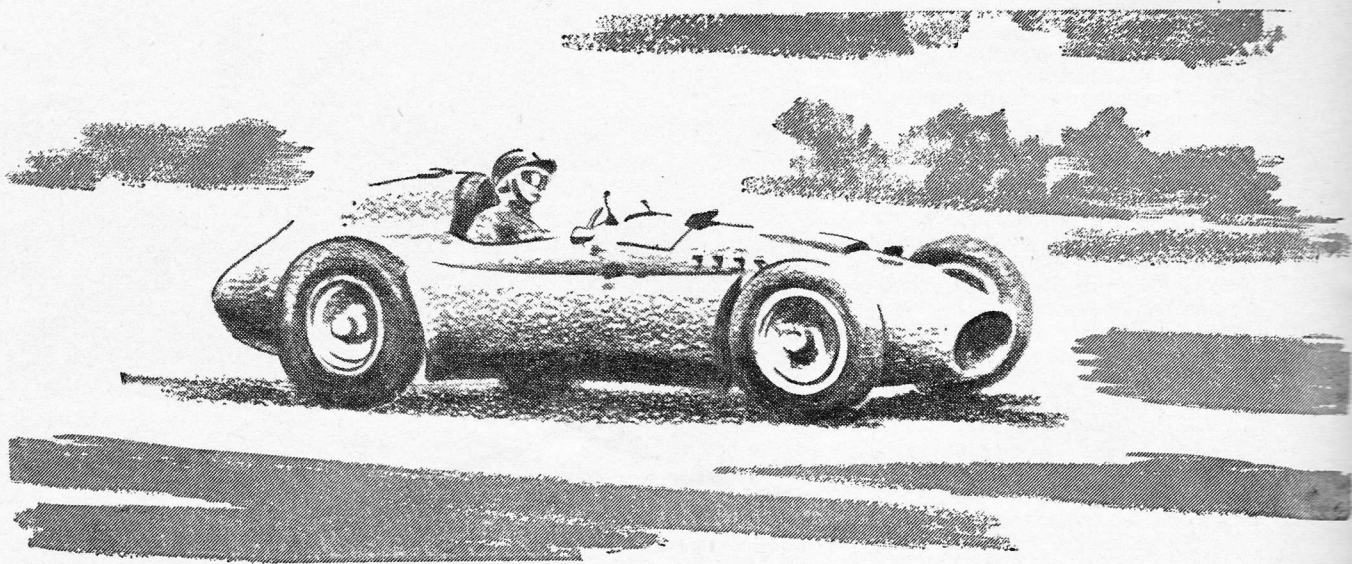
Such apparently is progress! !

MORIN SCOTT.

LONDON, S.W.7.

**TULIP RALLY.**—Does someone need a navigator? Alan Thomas, of 19 Suffolk Road, North Harrow, Middlesex, offers his services, as the driver with whom he was originally competing has had to withdraw. Tel.: HAR 1677.





## **SYRACUSE GRAND PRIX**

**1st FERRARI**

**2nd FERRARI**

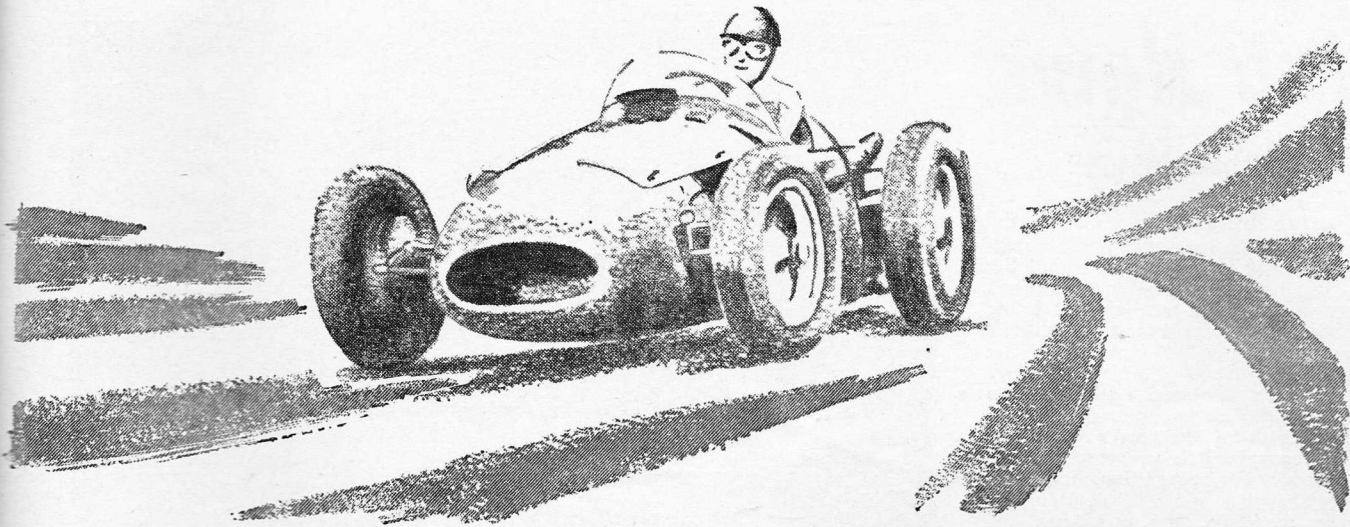
**3rd FERRARI** *(subject to official confirmation)*

**All used**

# **VANDERVELL BEARINGS &**

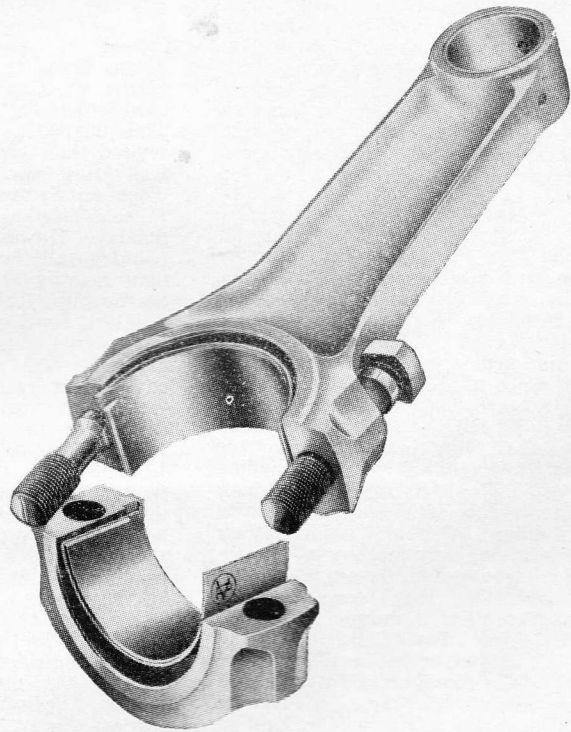
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# Club News

By STUART SEAGER

THE other week I referred to the R.A.C.'s concern about public relations in regard to rallies, and about the harm to the sport that unauthorized events may do, due to their not being run under the General Competitions Regulations of the R.A.C.; also to the likelihood of events clashing, if they have not been allocated a place in the contest calendar by the controlling body. There is nothing the R.A.C. can do about unrecognized clubs, except to urge them to apply for recognition, but, commendably, it has gone a step further towards avoiding the over-use of favourite rally areas by a new "monitoring" system just instituted.

Under new regulations introduced this month every club wishing to organize a rally will be required to submit full details of the route to the R.A.C. These itineraries will be carefully recorded on a file covering nearly 5,000 separate 100 square kilometre areas of Britain. Reference to these records will enable R.A.C. Competitions experts to keep an up-to-the-minute check on the tendency of any road or area to be "overworked" and advise rally organizers of any necessary adjustments.

\* \* \*

ON 2nd June the **Eight Clubs Association** will take over the Silverstone club circuit for their annual race meeting. As is customary, the event will include a five-lap scratch and handicap races and a 40-min. high speed trial. The constituent clubs of the Association are the Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia and A.C.O.C., but the secretary of the meeting is Douglas Johns, 48 Reading Road, Woodley, Berks, with whom entries close on 12th May. . . . The **East Anglian M.C.** are holding their regional driving test meeting at Lavenham Aerodrome, Suffolk, on 13th May, and have invited the Thames Estuary, Eastern Counties, London, S.C.C. of Norfolk, West Essex, B.A.R.C. and B.R.S.C.C. Details are available from A. E. Turner, Reedings, Felsted, Essex. Entries close on 9th May. . . . The **De Lacy M.C.** of Pontefract will be holding their Seven Dales rally on 27th May and have invited the B.A.R.C., C.U.A.C., Huddersfield, Lancashire, M.G., North Midland and B.R.S.C.C. to take part. The route is of 200 miles, with the accent on navigation and timekeeping, and the "sealed watch" system is being used to that end. It is a daytime event, finishing at Harrogate, and regulations may be obtained from Mrs. P. H. Bellamy, 70 Ferrybridge Road, Castleford, Derbys. Entries close on 17th May. . . . The **Eastern Counties M.C.** Eastern Counties rally will be held on 25th/26th May in (it may be revealed) the Eastern Counties. The invited clubs are the London, East Anglian, King's Lynn, Great Yarmouth and Lowestoft, S.C.C. of Norfolk, Marconi and Thames Estuary. The route is of some 350 miles, starting from Newmarket and finishing at Aldeburgh and further



ROUND THE PYLONS with no trouble at all goes J. Brodie, who used an Austin taxi in the Falkirk M.C. Bairns Trophy Rally recently.

details may be obtained from W. T. Harris, 9 Constitution Hill, Ipswich; closing date for entries is 15th May. . . . The **B.A.R.C. Yorkshire Centre** have revised their plans for the Scarborough Rally this year. It was to have taken place on Saturday, 9th June, with the Wilson Trophy Trial to follow on the Sunday. However, it is now felt that a two-day rally would have more appeal than a rally and a trial, so now the Scarborough Rally is a two-day event on 9th/10th June, but in two distinct parts, competitors being able to enter for either or both parts. They are claimed to have an enjoyable, but not dicey road section, the real competition being in the series of driving tests *en route*. Mike Wilson, Silver Royd House, Leeds, 12, will supply further details. . . . The **Surrey Sporting M.C.** announce that their regular weekly social meetings will be held at the Chequers Hotel, Horley, as from 26th April. The club will be running its fourth annual "Sortie" on 6th May over a 150-mile route, and the following clubs are invited to participate: Horsham, 750, London, Cranleigh, Sevenoaks, Tunbridge Wells and B.A.R.C. Details are obtainable from R. M. Powell, "Twin Wells", Charlwood, near Horley, Surrey. . . . The **Westmorland M.C.** Barbon Hill-climb takes place on 26th May at Barbon Manor, near Kirkby Lonsdale, and for the first time it will have a class for unlimited capacity production sports cars. There will also be classes to suit all sizes, plus two Vintage classes, saloon classes and a Formula 3 category. Entries are acceptable from the A.M.O.C., Scottish Sporting C.C., B.A.R.C., Vintage S.C.C., B.R.S.C.C., Lancashire A.C. and M.G.C.C. Entry forms are obtainable from J. H. Lafone, "Russell", Storrs Park, Windermere, Westmorland. . . . The **Stockport M.C.**, in collaboration with Stockport Road Safety Committee, the Manchester M.M.C.C. and the British School of Motoring will be running a Road Safety Rally on 13th May. Anyone may enter, the entry fee is but 5s. and inquiries should be addressed to the Chief Constable, Central Police Office, Stockport.

. . . A similar event in the South is being run by the **Mid-Thames C.C.** on the same day at Wimbledon. For this one the entry fee is a mere 2s. 6d. and regs. are available from Wimbledon Road Safety Committee, Wimbledon Town Hall.

## RODERICK GRAY TRIAL

PARTS of a tank testing ground at Catterick Camp provided the sections for the Roderick Gray sporting car trial, organized on Sunday, 8th April, by the Darlington and District Motor Club. The trial attracted an entry of 21 from all over the North, but Bernard Dees was the only Southerner present. The course, on Gandale Moore, consisted of two laps of a circuit of six sections.

Conditions were a little on the dry side as is indicated by the fact that winner Fred Harrison dropped only six marks from a possible total of 120. However, one hill on the second circuit stopped all the entry except the winner and second man Donald Ackernley. What bit of moisture there was in the ground dried out as the trial went on and gave an advantage to the later numbers.

A tie for third place between Cuth Harrison, Allan Hopkinson and "Doc" Lilley was decided by means of a cunning driving test. This involved a drop down into a gully, a reverse in the gully bottom and a climb up the other side. Fastest time was put up by Tommy Wise (Ford), but the award went to Cuth with a time of 29.2 secs. The other two challengers for the third scored 29.7 secs. and 33.9 secs. respectively.

A large crowd turned out to watch the event, and it was estimated that over 500 cars were parked in the trial area.

PETER CRAVEN.

## Provisional Results

**Best Performance:** 1, F. Harrison (F.H. IX), 114 marks gained; 2, J. D. Ackernley (Harford), 111; 3, T. C. Harrison (Harford), 106.

More Club News on page 402



**Goodwood . . .**  
**British Empire Trophy . . .**

**AND NOW**

**Ferodo**  
**First again**  
**at AINTREE**

**Aintree "200"**

**1st MASERATI — Stirling Moss**

**Unlimited Sports Car Race**

**1st David Brown ASTON MARTIN — R. Salvadori**

**Sports Car Race**

**1st (1100-2000cc) LOTUS-CLIMAX — M. Hawthorn**

**1st (up to 1100cc) LOTUS-CLIMAX — C. Chapman**

**500cc Race**

**1st BEART-COOPER — C. C. H. DAVIS**

*Fit race-proved*

**FERODO**

**Anti-Fade BRAKE LININGS**

*Results subject to official confirmation.*







## B.A.R.C. at Brunton

THE S.W. Centre B.A.R.C.'s 11th Brunton Hill-Climb, held on 15th April, can safely be described as the "best so far". Perfect weather, and one of the best entries yet, combined to give the large crowd a really good afternoon's entertainment.

The hill had been freshly re-surfaced, to repair the ravages of the recent heavy frosts. The tar wore down a bit on the top corner, and, during practice, several people who knew their Brunton inside-out found the surface had altered rather unexpectedly. However, officials descended upon the road, and a liberal dusting of cement took place, which cured the trouble, but probably ruined the marshals' suits!

Class 1 was composed entirely of Renaults, Mrs. Havard coming out on top with a smart run 38.95. Class 2 went to Jeff Sparrowe's neat M.G. Saloon, with fibreglass body, which reached the top in 31.07.

Class 3 was a Porsche benefit, Len Potter making a fantastic getaway on both his runs, fairly streaking up in 28.52, which dealt the class record a sharp blow. J. Burke took 31.64, and H. B. Portman 33.08. Mrs. Carol Fisher's attractive Borgward took 39.50. Capt. R. L. Woods created a minor sensation by tearing upwards in 26.53 on his second run, which beat the saloon record, and took second fastest time of the day. His black DB2 saloon has a

DB3S engine under the bonnet, which probably accounts for something!

Of the small sports cars, V. N. Hood scored a narrow victory over N. E. Davis, both driving 750 Austins, the little cars dancing about in startling fashion on the bumps. Class 8 contained some very rapid 1500s, and Tommy Sopwith set the ball rolling with a resounding run in 27.23, and 26.26 on his second run, which was a class record. The little Cooper was perfectly handled, and seemed remarkably steady over the bumpy lower slopes. M. G. D. Graham's Lotus was nearest, with a well judged 27.81 secs. R. Marshall won class 9, with the attractive Leco-M.G., in 30.30, with Mrs. M. A. Ashby second, on the same car. Class 10 went to Ian Smith's gleaming Lotus, with "old fashioned" body, in 27.48, with T. G. Cunane's aerodynamic model second, in 27.83.

Ken Rudd made sure of class 11, with a second run in 26.55, but R. Truscott's wonderful old Frazer-Nash ran him close, with 26.91, holding a most stirring slide on the bottom bend, in a huge cloud of dust. R. B. James took third spot, with his first run of 27.34, but committed an indiscretion on his second, without serious result.

Gordon Parker made a valiant effort with the big Jaguar, the suspension "bottoming" over the bumps, but was beaten this time by the thunderous Cripps special, which seems as sprightly as ever, and climbed in 26.82, with "W.L." at the wheel, to win the class. Peter Farquharson kept the Allard on the straight and narrow path with two excellent runs in 27.39 and 27.30 respectively.

*FASTEST saloon, and second B.T.D., Captain Woods raises the Brunton dust with his DB3S-engined DB2.*

P. Hilton's front wheels developed some extraordinary angles on the Mercury Special, E. H. Portman's ex-Whitehead DB3 was fast and steady, and Mrs. S. L. Park once again took the ladies' prize, in 27.85. The opening round of the Junior Hill-Climb championship went to J. R. Rudd's Frazer-Nash in 27.16.

A. HOLLISTER.

### Results

**B.T.D.:** T. Sopwith (Cooper-Climax), 26.26.

**Second B.T.D. and Fastest Saloon:** Capt. R. L. Woods (Aston Martin), 26.53. **B.T.D. by Junior Hill Championship entrant:** J. R. Rudd (Frazer-Nash), 27.16. **Ladies Award:** Mrs. S. L. Park (A.C.), 27.85.

**Class 1, saloons up to 950 c.c.:** 1, Mrs. E. M. Havard (Renault), 38.95; 2, M. de M. Malan (Renault), 44.54. **Class 2, 951-1,300 c.c.:** 1, J. M. Sparrowe (M.G.), 31.07. **Class 3, 1,300-1,800 c.c.:** 1, L. Potter (Porsche), 28.52; 2, J. Burke (Porsche), 31.64; 3, E. Portman (Porsche), 33.08. **Class 4, 1,801-2,300 c.c.:** 1, F. Downs (Sunbeam-Talbot), 34.17. **Class 5, 2,301-3,000 c.c.:** 1, Miss P. Burt (Aston Martin), 28.56; 2, R. W. Faulkner (Aston Martin), 29.84. **Class 6, over 3,000 c.c.:** 1, G. H. F. Parkes (Jaguar), 28.10.

**Class 7, Open cars up to 950 c.c.:** 1, V. N. Hood (Austin 7), 33.99; 2, N. E. Davis (Austin 7), 34.99. **Class 8, 951-1,100 c.c.:** 1, M. G. D. Graham (Lotus), 27.81; 2, M. J. Clay (Lotus), 28.22; 3, J. Fisher (Kieft), 29.47. **Class 9, 1,100-1,500 c.c.:** 1, R. Marshall (Leco-M.G.), 30.30; 2, Mrs. M. Ashby (Leco-M.G.), 30.69; 3, S. C. Gray (Grayford Spl.), 30.81. **Class 10, 1,501-1,900 c.c.:** 1, I. H. Smith (Lotus), 27.48; 2, T. G. Cunane (Lotus), 27.83. **Class 11, 1,901-2,750 c.c.:** 1, K. N. Rudd (A.C.), 26.55; 2, R. Truscott (Frazer-Nash), 26.91; 3, R. B. James (Triumph TR2), 27.34. **Class 12, over 2,750 c.c.:** 1, W. L. Cripps (Cripps Spl.), 26.82; 2, P. L. Farquharson (Allard), 27.30; 3, G. Parker (Jaguar), 27.92.

### Club Fixtures

- 750 M.R.C.**—Social Meeting, 27th April, 45 Hollywood Road, London, S.W.10.
- Cheltenham M.C.**—Dance, 28th April, Priory Lawn, High Street, Cheltenham, 8 p.m.
- Bentley D.C.**—A.G.M., 28th April, Bear Hotel, Woodstock, Oxon, 3 p.m. Social Meetings: 28th April, Halfway House Hotel, Aylesbeare, Devon; 29th April, Raemartin Hotel, Peebles; 30th April, The Hogsmill, Worcester Park, Surrey; 2nd May, Red Lion, Cheam, Surrey; Bampton House Club, Heaton Moor, near Stockport.
- Fiat 500 Club.**—Social Run, 29th April. Start, 11 a.m., Salisbury Hotel, Barnet.
- Bexley L.C.C.**—Social Meeting, 30th April, Travellers' Home, Long Lane, Bexleyheath.
- Bristol M.C. & L.C.C.**—Social Meeting, 1st May, Mauretania, Park Street, Bristol.
- Aberavon M.C.**—Social Meeting, 1st May, Welcome to Town Hotel, Aberavon.
- B.A.R.C. (Yorks).**—Social Meeting, 1st May, White Hart, Pool-in-Wharfedale.
- Sussex C. & M.C.C.**—Social Meeting, 1st May, Southwick & Fishersgate Community Centre, Southwick.
- Coventry & Warwicks M.C.**—Social Meeting, 1st May, Fletchamstead Hotel, Fletchamstead Highway, Coventry.
- 750 M.C.**—Social Meetings: 1st May, Dog & Gun, Banbury, Oxon; Albert Hotel, Bypass, Colchester; 3rd May, Red Lion, Knowle, Warwicks; 4th May, Malt Shovel, Carlisle.
- North London M.C.**—Social Meeting, 2nd May, Rising Sun, Chase Side, Southgate.
- West Essex C.C.**—Film Show, 2nd May, Three Jolly Wheelers, Woodford Bridge, Essex.
- Hagley & D.L.C.C.**—Social Meeting, 2nd May, Littleton Arms, Hagley.
- Wolseley Hornet S.C.**—Social Meetings: 2nd May, Mason's Arms, Maddox Street, London, W.1; 3rd May, Bull's Head, Horse Fair, Birmingham.
- Buckingham & D.M.C.**—Social Meeting, 3rd May, Swan Inn, Great Horwood, Bucks.
- King's College M.C.**—A.G.M., 3rd May, Union Society, King's College, Newcastle-upon-Tyne, 7.30 p.m.
- Harrow C.C.**—Social Meeting, 3rd May, Battle Axes, Aldenham, Herts.
- Vintage S.C.C.**—Social Meetings: 3rd May, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose & Crown, Elham, near Folkestone, Kent; 4th May, Manor Barn Hotel, Burley, Ringwood, Hants.
- Nottingham S.C.C.**—Social Meeting, 3rd May, Travellers' Rest, Plains Road, Mapperley.
- Romford E.C.C.**—Social Meeting, 3rd May, White Hart, Collier Row.
- Surrey Sporting M.C.**—Social Meeting, 3rd May, Chequers Hotel, Horley.
- Mid-Surrey A.C.**—Social Meeting, 4th May, Queen Adelaide Hotel, Kingston Road, Ewell.
- Triumph Sports O.A.**—Social Meeting, 4th May, Otter Hotel, Ottershaw, near Chertsey, Surrey.
- Cambridge '50 C.C.**—Social Meeting, 4th May, Ancient Shepherds, Fenditton.

### Coming Attractions

**April 27th/29th.** Caravan Club Caravan Road Rally. Driving tests at Goodwood, 28th April, from 1.30 p.m. Concours d'Élégance, 29th April, Bognor Regis, from 10 a.m.

**April 28th/29th.** Mille Miglia (S, T), Italy.

**April 29th.** West Essex C.C. National Speed Trial, Matching Green Airfield, near Brentwood, Essex. Start, 11 a.m.

**B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 2 p.m.**

**Border M.R.C. Race Meeting, Charterhall, near Berwick-on-Tweed. Start, 2.30 p.m.**

**Gosport A.C. Speed Trial, Ferry Road, Eastney, Portsmouth, Hants.**

**Ilkley and D.M.C. Pennines Trial. Start from Otley Chevin, 1 p.m.**

**BMW C.C. Gymkhana, Heston Airport, Middlesex.**

**May 5th. B.R.D.C "Daily Express" International Trophy Meeting, Silverstone, near Towcester, Northants.**

**Veterans C.C. Spring Rally and Run. Arrive Madeira Drive, Brighton, 10.30 a.m.**

**May 6th. Bugatti O.C. International Hill-climb, Prescott, near Cheltenham, Glos. Start, 11 a.m.**

**Cemian M.C. "President's Meeting" (Driving Tests), Heston Aerodrome, Middlesex. Start, 11 a.m.**

**Taunton M.C. Driving Test Meeting, Norton Manor Camp, Taunton, Som. Start, 1 p.m.**



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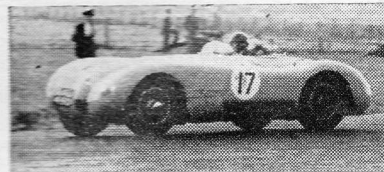
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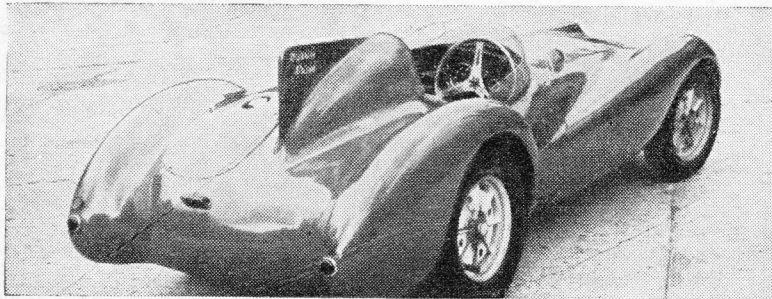
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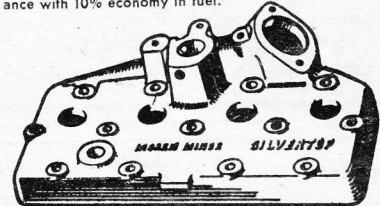
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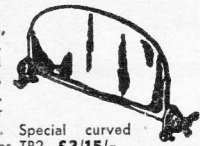
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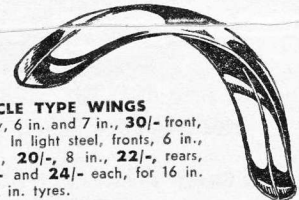
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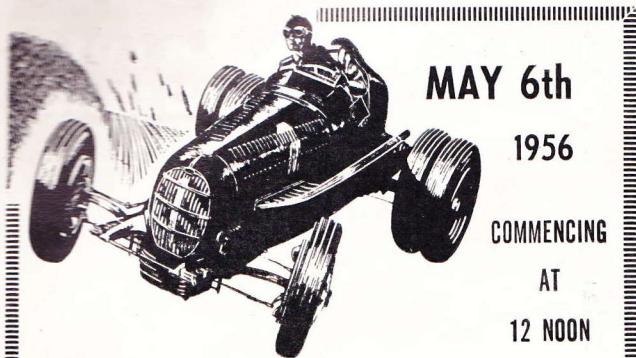
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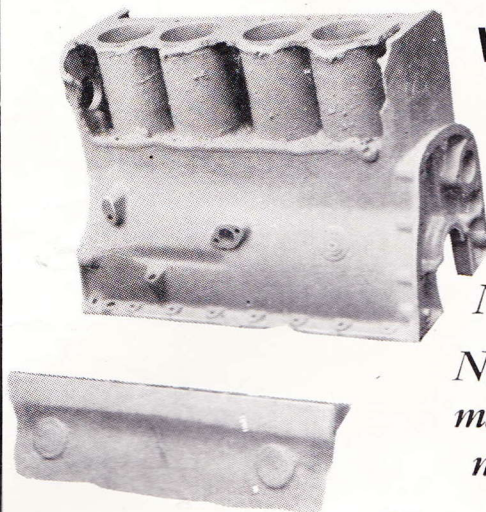
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MAY 21st., 1956**

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British Automobile Racing Club, British Racing & Sports Car Club, Peterborough Motor Club, S.U.N.B.A.C., Midland Automobile Club, Seventy-Five Car Club, Midland Motor Enthusiasts' Club.

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