

THE DUTCH GRAND PRIX AT ZANDVOORT—STORY AND PICTURES

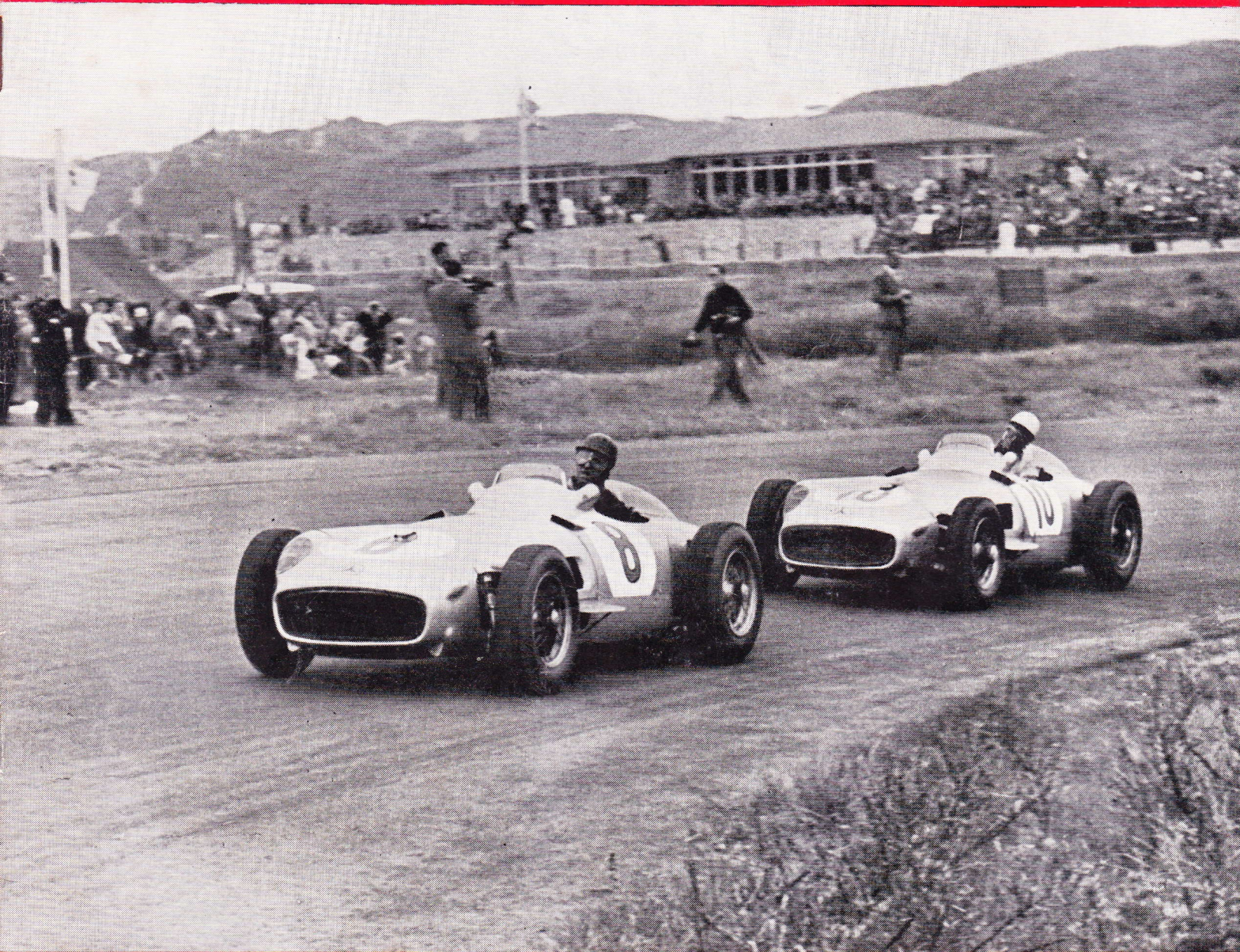
AUTOSPORT

JUNE 24, 1955

1/6

EVERY FRIDAY
Vol. 10 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

FRENCH GOVERNMENT DECISION ON MOTOR RACING IN FRANCE : THE LE MANS DISASTER
JOHN BOLSTER TESTS A PACKARD CLIPPER WITH AN INGENIOUS NEW SUSPENSION SYSTEM
F3 IN SCOTLAND : CLUB RACING AT GOODWOOD AND HILL-CLIMBING AT SHELSLEY WALSH

"Dr." Laystall says :

Laystall Performance!

for M.G.s and
WOLSELEY 4/44s

PETER GAMMON'S SPORTS LOTUS-M.G. fitted with a Laystall-Lucas Alloy Head, obtained in 1954 Fourteen Firsts, Two Seconds and One Third out of Seventeen Scratch Races entered.

★ ★ ★ ★ ★

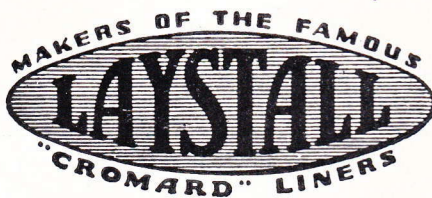
Extract from letter from Sir Thomas Beevor, Bart., dated August 23rd, 1954 . . .
"I have been racing a 1949 M.G. TC of 1,250 c.c. fitted with your LAYSTALL-LUCAS Head. The car started in Seven races and has been placed Five times, with Three Firsts."

★ ★ ★ ★ ★

Also LAYSTALL-MODIFIED Cylinder Heads
suitable for **FORD "CONSULS"** and **"ZEPHYRS"**

Extract from "Over to You" by King Pin in the "MOTOR", 5th January, 1955.
". . . Ford Consul with Laystall modifications . . . Statically and Dynamically balanced, the engine feels like a six, while two S.U. carburetters, larger valves and 8.45:1 compression ratio have raised the output from 45.7 at 4,500 on this particular engine to 70.5 at 5,200. It is thus a 'wolf job' in the Q-ship tradition. . . The Consul refuses to pink on ordinary premium fuels, even when pulling away from a pottering pace on top."

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RESULTS



TROPHY WINNER

TRIUMPH TR 2 R. B. Bensted-Smith **71.02 m.p.g.**

The Trophy is awarded to the Entrant whose final score exceeds by the greatest percentage the average score of the finishers in the respective class.

CLASS I (under 1,000 c.c.)	1	RENAULT 750	B. J. Cumbers	76.39 m.p.g.
	2	STANDARD 8	A. Jones	62.00 m.p.g.
	3	FIAT 600	K. Evans	60.08 m.p.g.
CLASS II (1,000 to 1,600 c.c.)	1	SIMCA ARONDE	C. M. Walker	57.03 m.p.g.
	2	FORD ANGLIA	M. M. Wallace	53.09 m.p.g.
	3	SINGER HUNTER	R. Hellyar	42.57 m.p.g.
CLASS III (1,600 to 2,600 c.c.)	1	TRIUMPH TR 2	R. B. Bensted-Smith	71.02 m.p.g.
	2	TRIUMPH TR 2 SALOON	D. S. Done	64.86 m.p.g.
	3	TRIUMPH TR 2	G. Heaps	63.58 m.p.g.
CLASS IV (over 2,600 c.c.)	1	AUSTIN-HEALEY	H. G. W. Kendrick	48.36 m.p.g.
	2	HUDSON RAMBLER	J. M. Readings	44.44 m.p.g.
	3	JAGUAR XK 120	J. Fisher	43.81 m.p.g.
ALL COMERS CLASS*	1	RENAULT 750	B. J. Cumbers	76.39 m.p.g.
	2	TRIUMPH TR 2	R. B. Bensted-Smith	71.02 m.p.g.
	3	TRIUMPH TR 2 SALOON	D. S. Done	64.86 m.p.g.
LADIES		BUCKLER Mk. V	Mrs. Joan Johns	40.61 m.p.g.

* All cars entered in Classes I to IV were eligible for awards in All Comers Class.

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SPECIAL

THE SPIRIT OF
FLYING HORSEPOWER

CASTROL WINS

DUTCH GRAND PRIX

19/6/55

1ST

MERCEDES-BENZ
(J. M. FANGIO)

ALSO **2nd MERCEDES-BENZ**

(Subject to official confirmation)



THE MASTERPIECE IN OILS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 25

June 24, 1955

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NOTICES

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EDITORIAL

REVISED SPORTS CAR REGULATIONS

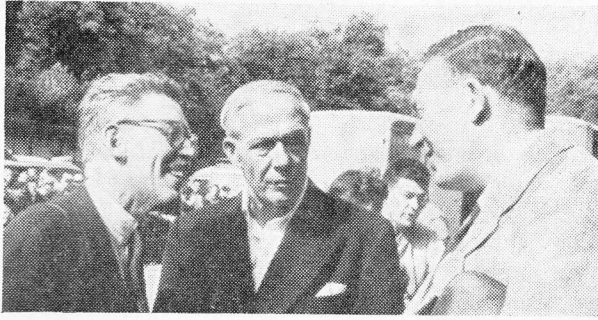
ARISING out of the tragic Le Mans 24 hours race are bound to emerge new regulations for International sports car racing. In the first place the "Index of Performance" is surely doomed. To mix up small capacity and production sports machines capable of 100-110 m.p.h. at the most, with 200 m.p.h. sports-racing vehicles has always seemed to AUTOSPORT to be about the most dangerous procedure of all. However, nothing must be done to discourage the development of small-capacity machines, and the time is now ripe to consider the possibilities of organizing separate events for cars of (say) up to 1,600 c.c. and over 1,600 c.c. Both events need not necessarily take place at Le Mans, although manufacturers of the smaller cars may grumble at the loss of publicity due to non-appearance at the Sarthe circuit. It has been suggested that small-capacity machines could be permitted at Le Mans, provided they passed a qualifying lap time of something under five minutes. This is a possible solution, but still does not solve the real problem of speed differential. Even a reversion to production sports car racing would not avoid this, as most modern manufacturers could evolve production machines as fast, if not faster, than existing sports-racing vehicles. No, the only real answer is to place a dividing line, based on actual practice lap times, between the "rapid" and the "not-so-rapid". One cannot ban the ultra-rapid machines, the presence of which is the main magnet which draws huge crowds to Le Mans. Therefore it may come to pass that all entries will race for one distinction, and one only, namely, the "Grand Prix d'Endurance". In other words, future long-distance sports car races may be confined to scratch machines, irrespective of capacity, but based on known capabilities for eligibility. This would also tend to encourage separate long-distance events for smaller-capacity and production-type vehicles, which might not be a bad thing at that!

PANIC MOVES

THE French Government still holds by its decision to ban all organized motoring and motor-cycling sport until new safety regulations have been approved. This has led to more or less panic moves in other countries: Switzerland proposes to abandon the Berne races, and Spain has announced its intention to cancel Barcelona. In Italy, Germany and Great Britain more sane counsel prevails. While agreeing wholeheartedly that safety precautions for spectators must be enforced, these three countries have not announced any absolute ban on racing, a ban which may strike at the entire heart of many industries tied up with the development and publicity side of automobile engineering. However, Mercedes-Benz, with Press conferences and so on, have done anything but allay the fears of the panic-minded!

OUR COVER PICTURE

ON TOW?: In the Dutch Grand Prix at Zandvoort, Juan Manuel Fangio and Stirling Moss ran nose-to-tail for the whole race, to take first and second places for Mercedes-Benz, passing the flag at the finish only three lengths apart.



LE MANS SNAPS: (Above, left) Gordon Neill (U.A.C.) discussing Porsche T.T. entries with Baron von Hanstein and Bill Aldington. (Right) Harold Parker (Shell), Briggs Cunningham and Bill Spear.

PIT & PADDOCK



YELLS department: To Denis and Phyllis Scott—a son. To Pat and Jo Prosser—another son. Yells department—continued!!

JIMMY RAY and Peter Reece will share a Sunbeam "Alpine" in the forthcoming Criterium des Alpes. No Ford team is competing, but Cuth Harrison will probably drive a modified Zephyr.

DICK JACOBS was flown back to England last week-end from Le Mans. He continues to improve, and his condition gives no rise for anxiety.

ALAN BROWN'S Irish namesake, who raced an H.R.G. until a recent incident with a lorry ended its career, has just become engaged to Miss June Cooper of Southsea, Hants.

ROB WALKER'S non-streamlined G.P. Connaught is now undergoing tests, and should appear for the first time at Aintree next month. Driver will probably be Tony Rolt. Two Connaughts, drivers McAlpine and Fairman, were entered for the cancelled French G.P. at Rheims.

DELIVERY NOTE: Cliff Davis collected his new Lotus last week; Bristol engine, de Dion back axle and Dunlop disc brakes (inboard at the rear). The car is due to appear in the 2-litre class of most of the more important sports car events during the rest of the season.

GIUSEPPE FARINA and B. Bira are reported to have announced their retirement from motor racing.

FANGIO, Moss, Fitch, Etancelin, Simon, Rosier and Kling attended the funeral of Pierre Levegh at the church of Saint Honoré d'Eylau on 16th June.

DEUTSCH and Bonnet, constructors of the French D.B., have been presented with the Toussaint Medal by the Society for the Encouragement of National Industry.

IN the recent Gosport A.C. speed trials, Rob Walker's 300SL Mercedes was excluded from the saloon class and transferred to the open sports category, in which it was beaten by Tony Everard's Aston Martin DB3S.

J. A. PRESTWICH INDUSTRIES, LTD., manufacturers of the J.A.P. engine, have presented the B.R.S.C.C. with a trophy. It will be awarded for the best performance in J.A.P. races between 11th April and 31st October this year.

THIRTY senior apprentices employed by the Owen Organisation will spend a fortnight in Germany next month, visiting industrial plants in the Ruhr.

THE Bugatti driven by Bob Roberts at Prescott was the ex-Ivan Carr 3.8-litre originally owned by Nuvolari. Rodney Clark's 3.3-litre model is now in the U.S.A.

HANS HERRMANN is still in hospital following his practice crash at Monaco, but it is expected that he will be fit to race again in a couple of months.

STIRLING MOSS and Ken Gregory wish to thank Rob Walker and John Wyer, who released Peter Walker to drive the Moss Maserati at Zandvoort.

ADDITIONAL reward for the winner of the London Rally, to be held on 16th/17th September, is a free air trip to Paris for two, complete with hotel reservations and seats at the Folies Bergère!

ENTRANTS for tomorrow's National Hill-climb at Bo'ness include Michael Christie and Tony Marsh, the leading protagonists in this branch of the sport.

IT is said that the accident which caused the death of Bill Vukovich at Indianapolis was the result of a strong cross-wind making him lose control of his car while attempting to avoid four other cars which had crashed in his path.

LATEST Maserati G.P. cars will have new 5-speed gearboxes. It is also intended to make the gearbox available on the sports-racing machines.

M. G. THIRION (300 SL Mercedes-Benz) won the Alghero-Cava Piccada hill-climb in Sardinia, covering the 9 kiloms. course in 5 mins. 53.7 secs. (91.603 k.p.h.).

JACK BRABHAM'S Cooper-Bristol G.P. car, destined to make its début in the British Grand Prix, is based on the successful rear-engined machine.

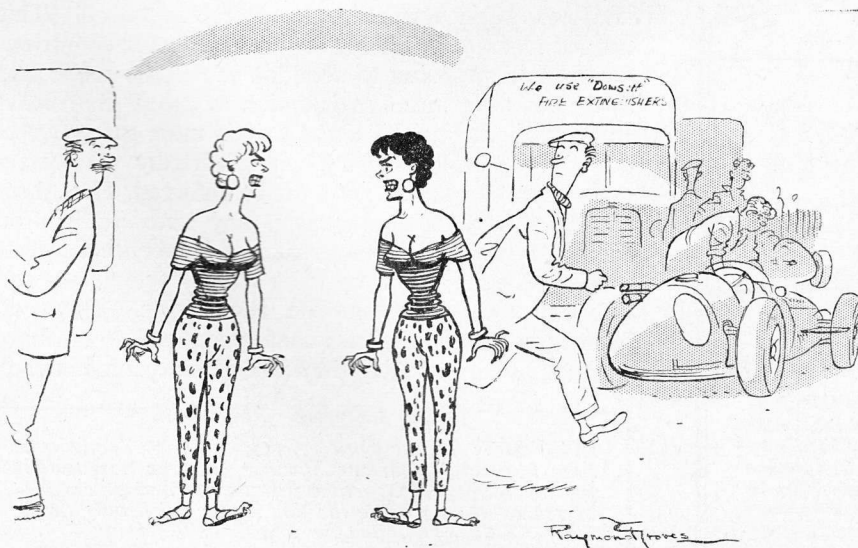
DUTCH motor-cycle race course, the Circuit van Drenthe, may be used for cars next year.

AUSTRALIAN Reliability Trial will take place on 21st August/11th September, not 2nd/22nd July as in the R.A.C. Calendar.

TWO new Silver City air services, from Birmingham to Le Touquet and Liverpool to Belfast, were inaugurated last Friday and have already proved popular. Bookings are also heavy on the Stranraer-Belfast route, where 250 vehicles have been carried since 6th April, and it is expected that a total of 55,000 cars will be handled on all routes during 1955.

TWO of the new rear-engined baby Fiat "600"s were recently driven 8,240 miles from Calcutta to Rome in 11 days, averaging over 30 m.p.h. in most gruelling road and weather conditions.

AS racing is no longer permitted at the Curragh Circuit, Co. Kildare, following last year's fatal accident, the Wakefield Trophy race will not be held this year. It may be run in 1956 at a new circuit near Navan, Co. Meath.



SPORTS NEWS

RHEIMS CANCELLED

French Government Refuse to Relax Complete Ban on all Organized Motoring Sport

GRAND PRIX OF PORTUGAL

WITH the Rouen G.P. cancelled, the most important event in the calendar for this week-end becomes the Grand Prix of Portugal next Sunday. It is a sports-car race, run over 55 laps (407.385 kms.) of the difficult Oporto circuit with its mixture of metalled and cobbled surfaces, two fast straights and twisty, tree-lined back leg. The competing cars will be of 1½- to 2-litres, and 2- to 3½-litres. So uncertain is the racing picture as a whole that it is difficult to give an accurate entry list, but possible contenders include Duncan Hamilton (who has visited Oporto four times previously) with a Jaguar, Bob Berry (Jaguar), Les Cosh (Aston Martin), Peter Whitehead (Cooper-Jaguar) and Tony Gaze (Aston Martin). Other entrants may include Musso, Behra and de Graffenried (Maseratis), John Claes, Carini, Jacques Swaters and Masten Gregory (Ferraris). Local men Nogueira, de Oliveira, Sameiro, Nogueira Pinto and Mascarenhas are also down to drive Ferraris.

The preceding day, 25th June, will be given over to the City of Oporto Cup Race for sports cars of up to 750 c.c. and 751 to 1,500 c.c., mainly supported by Porsche-engined Denzels and Fiat-based F.A.P.s and Albas.

FOLLOWING the French Government's decision not to rescind the ban on organized motoring sport which was announced following the Le Mans disaster, AUTOSPORT has been officially informed that the 12-Hour Sports Car Race and Grand Prix de l'A.C.F. at Rheims (2nd/3rd July) have been cancelled. Naturally, this Sunday's Rouen Grand Prix is also affected.

It seems likely that no further motoring or motor-cycling events at which spectators attend will be held in France until new regulations are framed by the F.I.A. and approved by members of the French Cabinet. This decision comes as a severe blow to the many industries connected with automobile engineering which directly support motor racing and other events in France. It is, of course, in the nature of a panic move, but in view of the magnitude of the Le Mans disaster, the French Government are convinced that the situation could only be met by a complete and utter ban.

It is expected that an emergency meeting of the F.I.A. will be called as soon as possible in order to draw up new regulations, not only aimed at ensuring the safety of spectators, but to review the present tendency to organize sports-car races for machines with great speed differentials.

As regards the abandonment of the classic French Grand Prix—greatest of all motoring events—it is said that the position of the pits in relation to the width of the road came under adverse criticism, particularly from Mercedes-Benz. The cancellation of this major race will probably mean that only three *grandes épreuves* remain to be disputed; namely, the British, German and Italian Grands Prix.

G.

ITALIANS REVOKE BAN

ITALY, falling into line with France, earlier announced a ban on motor and motor-cycle racing, awaiting an inquiry into safety measures. Apparently the Italian Government is satisfied that the Le Mans accident was a freak incident and does not call for any panic moves. Nevertheless, organizers will ensure that

extra precautions are to be taken, particularly in the pit areas.

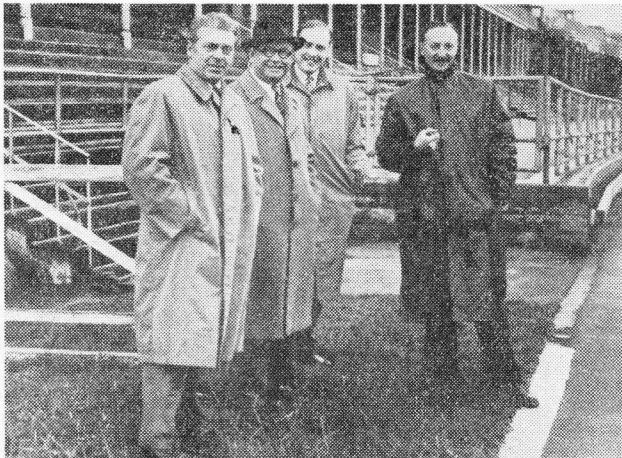
Road events such as the classic Mille Miglia will continue, but here again there will be much stricter spectator control than formerly, even although this may require the mobilization of several hundred extra police. Monza will be comparatively unaffected, as all are agreed that, from a spectator angle, the Autodromo is one of the safest of European circuits. As in the case of Nürburgring, the pits area is particularly wide and permits of ample room for passing. However, there are rumours that Italy may limit sports-car racing to cars of up to 2-litres.

SWISS G.P. ABANDONED

IT is announced that the Swiss G.P. at Berne on 21st August will not be held. The A.C. de Suisse state that the Berne canton authorities are against holding the race this year.

BRITISH GOVERNMENT'S VIEW

REPLYING to a question put to the Home Secretary on the subject of guaranteeing safety to spectators at British motor race meetings, Sir Hugh Lucas-Tooth, M.P., on behalf of the Minister, said that the Government saw no reason to intervene, as the R.A.C. was reviewing the matter.

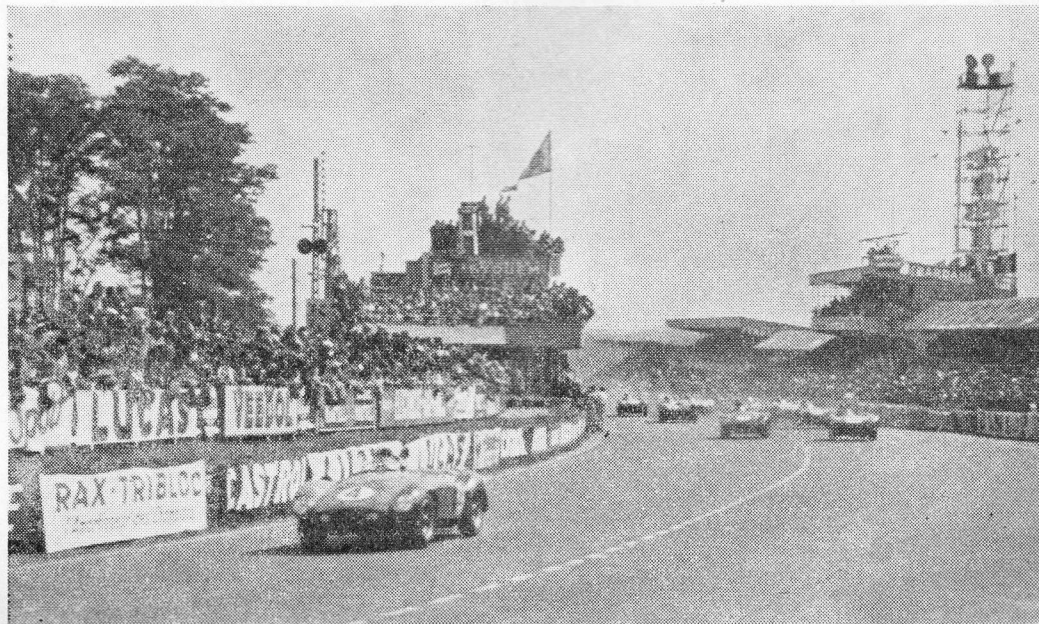


INSPECTION PARTY: Rudolf Uhlenhaut, J. Morgan (B.A.R.C.), G. Bidwell (R.A.C.) and Jerry Ames, Mercedes representative in Great Britain, on the occasion of the recent Mercedes-Benz visit to the British G.P. course at Aintree.

MERCEDES-BENZ APPROVE AINTREE

PAYING a flying visit to England, Rudolf Uhlenhaut examined the Aintree circuit on behalf of Mercedes-Benz last week. Herr Uhlenhaut, who was accompanied by John Morgan (B.A.R.C.), expressed himself satisfied that Aintree meets all the requirements of spectator safety. He did suggest one or two minor alterations, which will be carried out forthwith. This means that the full Mercedes-Benz team will almost certainly appear on the Liverpool circuit for the British Grand Prix on 16th July.

SCALDED CAT!: Mere seconds after the start at Le Mans, Castellotti took his Ferrari into an outstanding lead, well ahead of the rest of the field.



TOMORROW AT SNETTERTON

AN excellent entry has been received for the 100-mile sports car race which is the main event in tomorrow's National Race Meeting at Snetterton, organized by the Eastern Counties M.C. and starting at 2 p.m. Drivers include Michael Head with Duncan Hamilton's D-type Jaguar, George Abecassis and John Heath with two H.W.M.s, Archie Scott-Brown (Lister-Bristol), W. T. Smith (C-type Jaguar), Paul Emery (H.W.M.), Tony Brooks (Frazer-Nash), J. E. Stevens (Aston Martin DB3S) and Michael Burn (R.G.S. Atalanta). Two cars have also been entered by Equipe Endeavour.

THE ALPINE RALLY

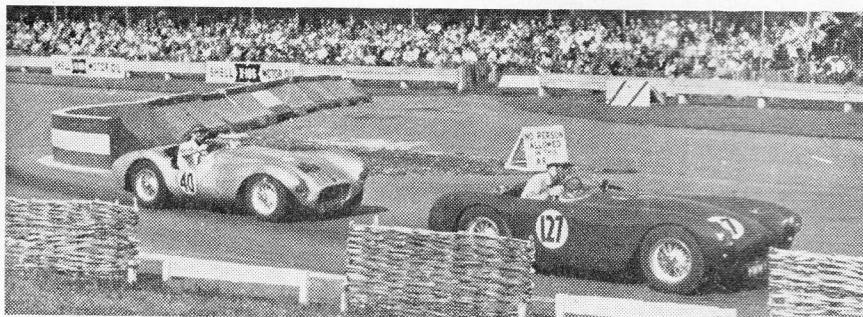
ENTRIES so far received for the International Alpine Rally (8th-13th July) include Triumph, Daimler, Sunbeam, Jaguar and Frazer-Nash cars from Britain, and works-sponsored DKWs, Porsche, Renault, Panhard and Peugeot. Amongst named drivers are Stirling Moss, Sheila Van Damm, Hal O'Hara Moore, John Gott and Ian Appleyard. Doubts still exist as to whether the "Alpine" will take place, there being considerable opposition from some quarters in view of possible road congestion during July. Moreover, the French Government ban seems to be affecting rallies.

CHANGES IN FRENCH RALLY CALENDAR

THE Lorraine Rally, which should have started today, has been postponed until a later date. Last week-end's Rallye d'Evreux was cancelled because of the Le Mans disaster, and for the same reason the Le Touquet Rally will not take place this week-end.

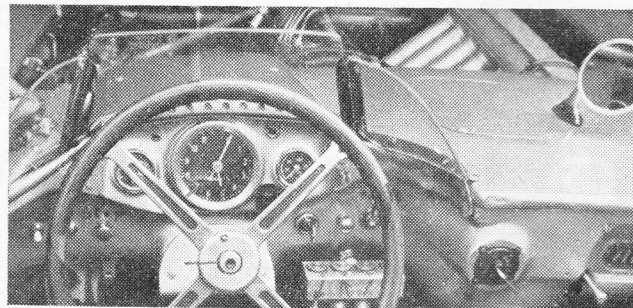
HAWTHORN LEAVES VANDERVELL

BY mutual consent, the contract between Tony Vandervell and Mike Hawthorn, to drive Vanwalls in G.P. events, has been terminated. Ken Wharton will be Vanwall No. 1 in forthcoming races. Hawthorn is, at the moment, free-lancing outside his Jaguar commitments, but is expected to drive for Ferrari when available. It is, however, not unlikely that Lancia may re-enter G.P. racing, as it is known that they have made overtures to Hawthorn. At the moment, the Turin firm have lent Castellotti to Scuderia Ferrari.



TWO H.W.M.s (above) are entered for Snetterton tomorrow. As at Goodwood, they will be driven by Heath and Abecassis.

COCKPIT VIEW (right) of the Fangio/Moss Mercedes at Le Mans. Lever on extreme right operates the air-brake.



TOURIST TROPHY RACE, 1955

REGULATIONS have been published for the R.A.C.-U.A.C. Golden Jubilee Tourist Trophy Race, at Dundrod on 17th September. Following criticism in recent years, the Tourist Trophy will be awarded to the fastest car to complete the full course of 84 laps (approx. 623 miles), instead of to the winner on handicap, who will receive the new R.A.C. Trophy and £500.

Under another new regulation it will no longer be possible for a driver to stop short of the finishing line to await the chequered flag, and then drive over the line to qualify as a finisher, as has happened in the last two races.

Cars eligible are Series Production Sports Cars and Sports Cars, including Prototypes; starters are limited to 54, entries are by invitation and regulations may be obtained from the Ulster Automobile Club, Donegall Chambers, Donegall Place, Belfast, N.I.

NINTH MONT BLANC RALLY

THE ninth Mont Blanc Rally, which is scheduled for 28th to 31st July, starts from Evian and finishes at Megève, by way of Sestriere and Aix-les-Bains, in a 2,000 km. route, including 37 cols, over the steepest and highest passes of

the French and Italian Alps. The 30 time controls will be purposely close together, in order that the Rally may be won on the road; however, to decide ties, there will be a 10-lap speed test over the winding Aix-les-Bains circuit and a hill-climb at Megève. The prize fund totals 2,000,000 French francs, and there are special awards for B.T.D. in the two tests. Entries are limited to 100, and regulations are obtainable from the A.C. du Mont Blanc, Rue Camille-Dunand, Annecy (Haute-Savoie).

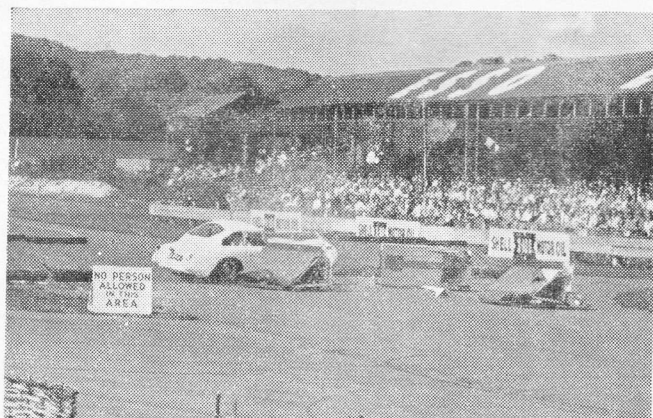
DEATH OF ALLARD WORKS MANAGER

WE regret to record the sudden death, on 7th June, of Mr. "Dick" Read, works manager of the Allard Motor Company.

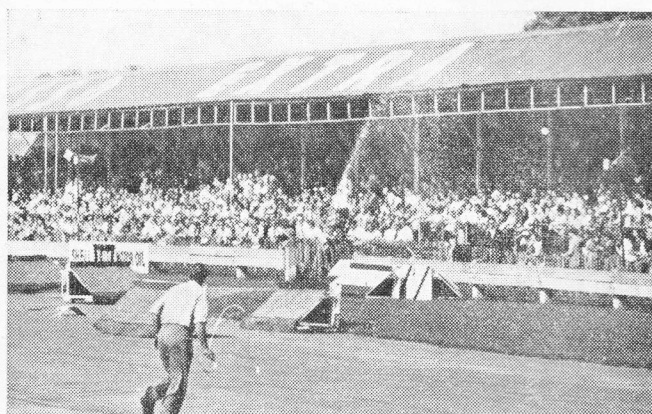
THE WORLD CHAMPIONSHIP

Positions after the Dutch Grand Prix (Provisional)

1. Juan Manuel Fangio (Mercedes-Benz)	.. 27
2. Stirling Moss (Mercedes-Benz)	.. 13
3. Maurice Trintignant (Ferrari)	.. 11.3
4. Giuseppe Farina (Ferrari)	.. 9.3
5. Eugenio Castellotti (Lancia)	.. 8
6. Roberto Mieres (Maserati)	.. 5
7. Luigi Musso (Maserati)	.. 4
8. Paul Frère (Ferrari)	.. 3
9. Jean Behra (Maserati)	.. 2.3
10. Luigi Villorosi (Lancia)	.. 2
José Froilan Gonzalez (Ferrari)	.. 2
11. Cesare Perdisa (Maserati)	.. 1.3
12. Hans Herrmann (Mercedes-Benz)	.. 1
Karl Kling (Mercedes-Benz)	.. 1



COMMON CAUSE. . . Competing cars often demolish the Goodwood chicane, as J. M. Sparrowe's M.G. Special is doing here.



. . . STARTLING EFFECT. But seldom is a fire extinguisher moved to spray the crowd like this as a result!

PERDISA WINS AT IMOLA**Maserati Success in Shell Grand Prix**

CESARE PERDISA (Maserati) won the Shell G.P. at Imola last Sunday, which was limited to sports cars up to 2,000 c.c. Perdisa's average speed of 141.394 k.p.h. was a record for the circuit. In second place was Maglioli (Ferrari), followed by Harry Schell (Ferrari). Many safety precautions were enforced; no passing was permitted at corners or in front of the pits. Clear indication of pit stops had to be made at least 200 yards before a white line denoting the pits area. The event counted for the Championship of Italy.

Bellucci (Maserati) led for 14 laps, but went out with engine trouble. Perdisa forged ahead, followed by Maglioli and Schell, the order remaining unchanged until the end.

Results

1, Cesare Perdisa (Maserati), 50 laps, 1 hr. 46 mins. 26.8 secs. (141.394 k.p.h.); 2, Umberto Maglioli (Ferrari), 1 hr. 46 mins. 48.3 secs.; 3, Harry Schell (Ferrari), 1 hr. 48 mins. 22.4 secs.; 4, Azzurro Manzini (Maserati), 49 laps; 5, Luigi Munaron (Ferrari), 49.

AUSTIN-HEALEY VICTORY IN MADAGASCAR

THE 4th Circuit of Ivato, Madagascar, was held on 5th June over the 2.6 kiloms. circuit. General classification (distance) went to Moretti (Austin-Healey S), who was also runner-up in the "Index of Performance".

Results

1, Moretti (Austin-Healey S), 108,364 k.p.h.; 2, Redon (Monomill S); 3, Courouble (Triumph TR2); 4, Chantrel (Austin-Healey); 5, Murat (Porsche); 6, Moretti (Simca Sport); 7, D. Unienville (M.G. TF); 8, Saulnier (Austin-Healey); 9, Helfft (Sunbeam); 10, Mennel (Tank-Panhard).

Fastest lap: Schlessler (300SL Mercedes-Benz), 1 min. 19.4 secs. (118.655 k.p.h.). (Circuit record.)

Class Winners. Up to 750 c.c.: Mennel (Panhard). **751-1,300 c.c.:** Moretti (Simca). **1,301-2,000 c.c.:** Courouble (Triumph TR2). **Over 2,000 c.c.:** Moretti (Austin-Healey S).

FERRARI VICTORY AT TUNIS

DRIVING a 750S Ferrari, Piotti and Bardonaro were first and second in the Grand Prix of Tunis last Sunday. Of the 14 starters only three abandoned.

Results

1, Piotti (3.0 Ferrari), 115.436 k.p.h.; 2, Bardonaro (3.0 Ferrari); 3, Storez (1.5 Porsche); 4, Chiron (2.0 Osea); 5, Pucci (2.0 Ferrari); 6, Veuillet (1.5 Porsche); 7, Peron (1.5 Osea); 8, Porre (1.5 Osea); 9, Arezzo (2.0 8V Fiat); 10, Brettesch (2.6 Austin-Healey).

Fastest lap: Piotti, 1 min. 36.1 secs. (125 k.p.h.). Circuit record.

NEW DIFFERENTIAL UNIT

SPECIAL builders will be interested in a new differential unit, designed for chassis mounting and suitable for all forms of independent or de Dion rear suspension. Known as the Lasdiff, it is available in the following ratios: 4.125 to 1, £52; 4.72 to 1, £43; 5.5 to 1, £40.

AUSTIN CELEBRATION

AUSTIN'S 50th anniversary will be celebrated on 9th July with a reception for visitors from all parts of the world. The programme will include the final tests of the Veteran C.C.'s Silver Jubilee Rally, to be staged at Longbridge. There will also be a cavalcade of famous Austin vehicles, including the first Austin 7, the 1910 100 h.p. racing model, and the record-breaking Bonneville Austin-Healey.



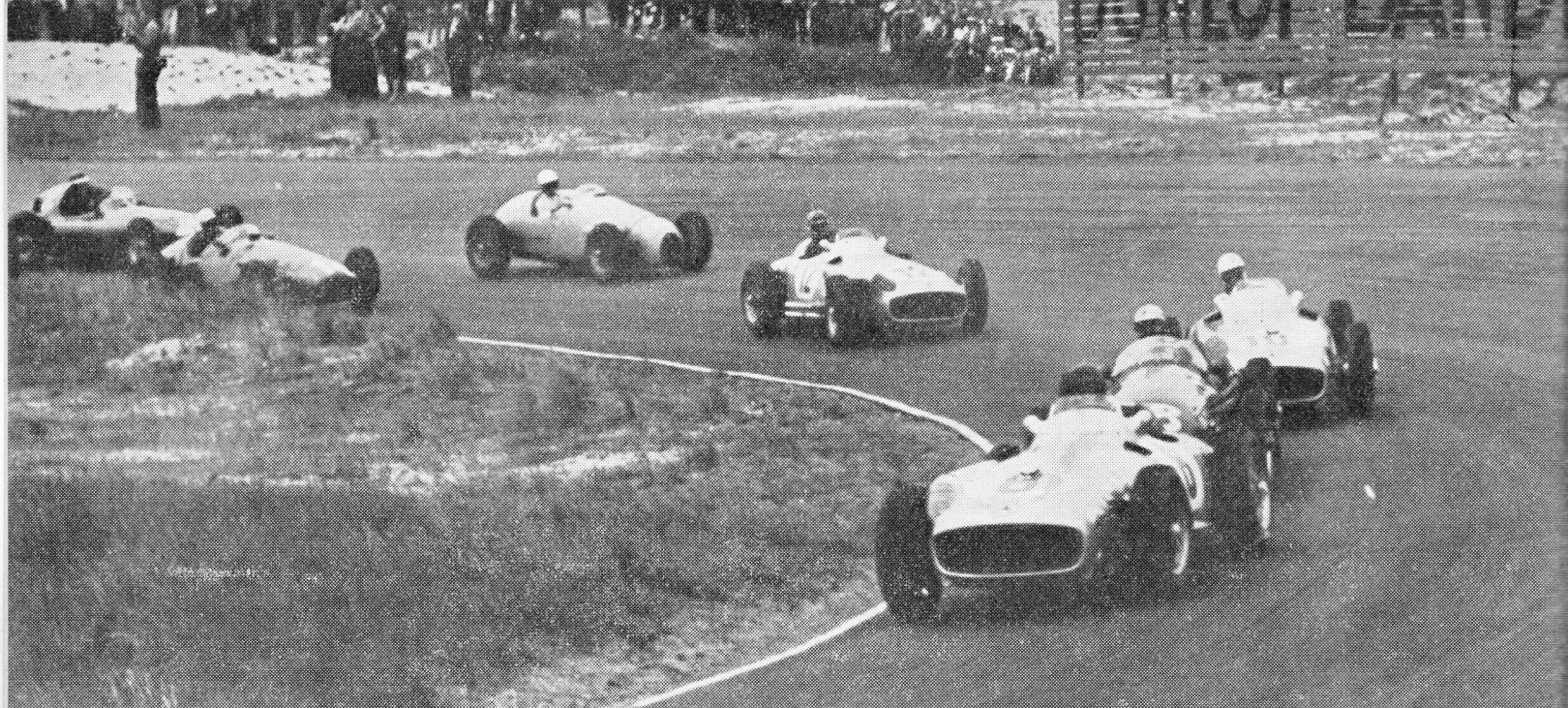
Photograph by Patrick Benjafield

PORTRAIT GALLERY**No. 25—COLIN DAVIS**

TO be the son of a famous father is not necessarily an enviable position, and to take up the same hobby as that father is to risk the most embarrassing of comparisons. Colin Davis is the son of "Sammy" Davis, known throughout the world for his prowess as a motoring journalist and racing driver, but this young man's enthusiasm for racing is such that, although not yet 22, he has already set out to prove himself a capable driver in his own right.

His first mount was a Mark 8 Cooper with "double-knocker" Norton engine—a potent-sounding combination, but deliberately undertuned for his first few races. Nevertheless, he gained a second and a third at his very first meeting, last August's 100-mile races at Silverstone. To show that this was no flash in the pan, he followed up with a third place at Brands Hatch a few weeks later and made his presence definitely felt for the remainder of the season. This year, using the same car tuned to a greater extent, his successes have included a good third at the Easter Goodwood fixture and a second place at the Whitsun Brands Hatch meeting. Then, two weeks ago at Brands, he showed his real form by winning the main race under appalling conditions, for his cool, capable handling of the car on a streaming wet track was most impressive. Colin has not followed his father's occupation, being in the advertising business, but his early prowess at the wheel suggests that he has inherited much of his father's racing ability. We look forward to the time when he takes up long-distance sports car racing, which it is his ambition to do.

MCC.



GROTE PRIJS VAN NEDERLAND

Fangio and Moss (Mercedes-Benz) Dominate Holland's World Championship
Grand Prix — Fine Drive into Third Place by Luigi Musso (Maserati)

It was *Deutschland* considerably *Uber Alles* at Zandvoort last Sunday, when the fourth round of the 1955 World Championship was run by the K.N.A.C. over the 2.605-mile circuit in the sand dunes near one of Holland's most popular seaside resorts. Germany's Mercedes-Benz occupied the first two places throughout the 100 laps, but the Stuttgart team owed their success to the driving of an Argentinian and an Englishman—Juan Manuel Fangio and Stirling Moss—who sped round nose to tail for the entire distance, to outpace all opposition and win at the record speed of 89.64 m.p.h., with but three lengths between them as they took the flag. The third Mercedes driver, Karl Kling, spun off the road on his 22nd lap and could not rejoin the race.

Third man to finish, after driving magnificently, was the young Italian Luigi Musso with a works Maserati, who left his team-mates Mieres and Behra well behind, and was the only driver to avoid being lapped by the Mercedes. British competitors besides Moss were Mike Hawthorn, who returned to the wheel of a Ferrari but was delayed with gearbox trouble, finishing seventh; Peter Walker in Moss's disc-braked Maserati, whose race ended most disappointingly

after only two laps when a wheel bearing broke up "outback" of the course; and Horace Gould in the ex-Bira Maserati, who retired with rear axle bothers after an adventurous run.

By
CYRIL POSTHUMUS

Holland's premier motor racing circuit can be likened to many others in Europe. The atmosphere is redolent of Goodwood; the starting area and the parallel back stretch ending in a sharp left-hander remind one of Nürburgring on a smaller scale, while the back stretch through the woods has something of Berne or Spa about it. But there is one thing about Zandvoort which is unique, and that is the sand—and there is an awful lot of it around the 2.6-mile lap. The course lies in the dunes behind the sea front, and the higher ridges and knolls provide admirable vantage points for the spectators, who crowd upon them like ants, so that by starting time the broad yellow sand patches had turned black with humanity.

It was the bait of the *Wereldkampioenschap*, and bright blue, sunny skies,

which drew them in so many thousands to Zandvoort, on bicycles, autocycles, motor-cycles, cars of every description, and at least two 19th-century horse-drawn devices which were accorded special parking places by the ever-helpful Dutch police. Holland's racing enthusiasts had been foiled of their Grand Prix last year by cancellation, so with prospects of a keen Italo-German struggle this time they were determined to miss nothing, and the attendance was a record of some 50-60,000, and that despite Olympic Games in Amsterdam the same day.

1.50 p.m.—10 minutes to go, and the competitors massed on the starting grid. So far as drivers went, there was a fine international cross-section, with the Argentine, Italy, Germany, France, Belgium and Britain represented. Of the 15 cars which started, three were German—the Mercs, of course—three were French—the Gordinis of Manzon, Pollet and, breaking in on Grand Prix racing, da Silva Ramos—and the rest Italian. They comprised three of the latest, stumpy tailed Ferraris, driven by Trintignant, Hawthorn and Castellotti, the latter a "transfer" from Lancia; three official Maseratis, with Behra, Musso and Mieres to handle them, and four independents—Rosier, Gould and Walker with "Masers", and John Claes in Rosier's 1954 Ferrari, a machine which, like the Gordinis, was feeling the effects of *anno domini*, but hid its blue paint below a coat of Belgian yellow. Fears of non-participation by Mercedes-Benz following the Le Mans disaster were allayed when the Germans pronounced their satisfaction with the circuit arrangements. At their suggestion a yellow line was painted on the right-hand side of the road preceding the pits, cars coming in pulling to the right of this line, well away from those passing at full speed.



ANOTHER VICTORY for Fangio (left) who seems likely to retain his championship title this year.

OPENING LAP (left) at Tarzan Turn, with Musso holding a brief second place between Fangio and Moss. Kling is lying fourth.

SAME OLD STORY: (Right) Fangio, tailed by Moss, is in the lead, and a Mercedes mechanic signals the World Champion's preceding lap time as Castellotti's Ferrari flashes past.

It was 1935-1939 all over again to see the starting grid, for the sole tenants of front row positions were the three silver Mercedes-Benz, Fangio's practice lap in 1 min. 40 secs. gaining him the "pole" position, with Moss alongside. The complete line-up is given at the foot of this column.

That master of quick starts, and motor racing as a whole, Juan Fangio, was best away from the line when J. H. Van Haaren of the K.N.A.C. dropped the flag, and the noise of the three Mercs. as they tore away was earsplitting. From row 2, however, a red streak thrust ahead of Stirling Moss to split the German formation—Musso's Maserati—which clung to Kling's tail, and ripped past during the opening round. Then Moss, too, passed Kling, so that the first lap order was Fangio, Musso, Moss, Kling, then Behra, Hawthorn, Trintignant, Mieres, Manzoni, Castellotti, Walker, followed by Ramos, Pollet, Gould, Rosier and Claes.

Musso's second place was a brief

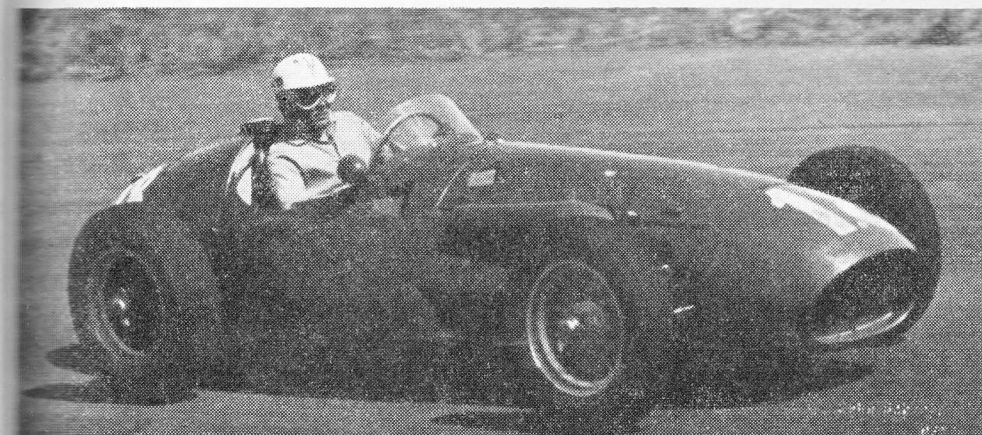


luxury, for Moss soon passed him, while the unfortunate Kling was relegated to fifth place by Behra. Manzoni was taken both by Castellotti and Walker, the latter finding the Maserati much to his liking. It was singularly unfortunate, therefore, that a wheel almost came off following a breakage in the hub assembly, forcing Walker's retirement so

early on a circuit rating as one of his favourites.

Now the race order was settling down, and there was no doubt about who was leading it! Fangio and Moss, a length or so apart in the two Mercedes, were slamming round, shaking the stands and pit installations as they shrieked past, and steadily drawing away from the valiant Musso and the other works Maseratis, all of which clearly had the legs of the Ferraris. Horace Gould, way back in 13th place with the blue and yellow "Bira" Maserati in which he finished third at Albi, now began motor racing in greater earnest, and after a spirited tussle, accompanied by fist-wavings at the hairpin preceding the steep climb up the Hunzerug, succeeded in taking Pollet's Gordini. The latter came into the pits two laps later, there to wage a second tussle, wordy this time, with *le patron* Amedée Gordini, before reluctantly stepping back into his car and rejoining the contest.

By the eighth lap the two leaders were due to lap Claes's Ferrari, and by the ninth Musso, Behra, Kling and Mieres had also passed the Belgian. Mieres, by the way, was credited with a lap in

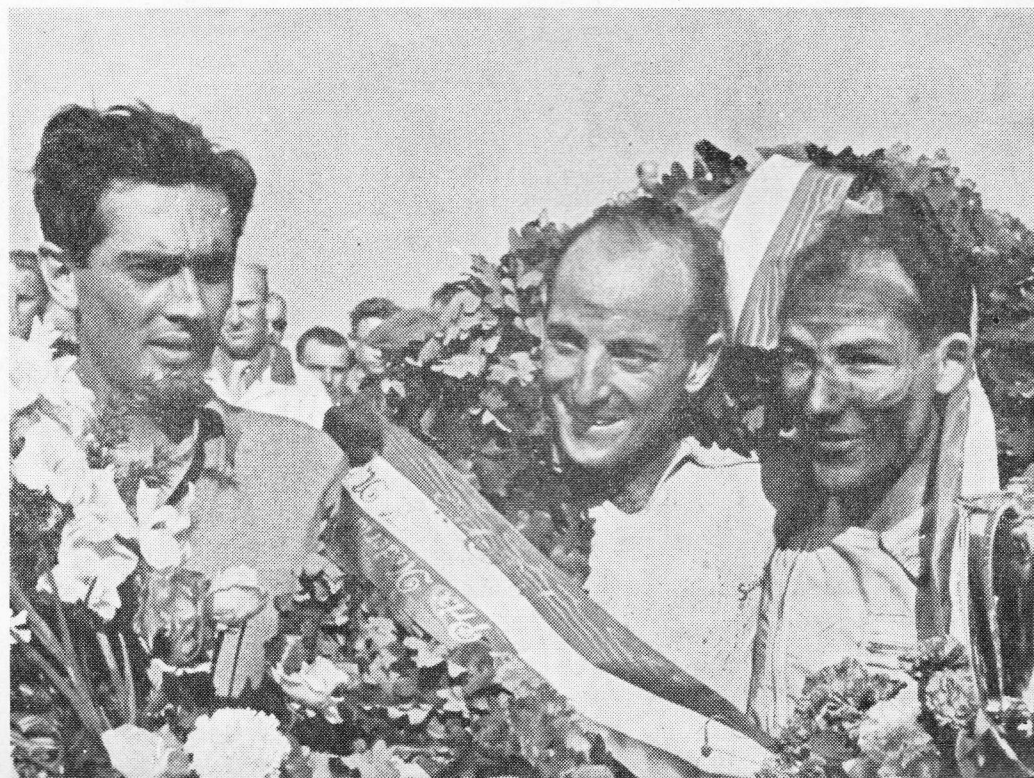


THIRD (above) was Luigi Musso, who drove an excellent race.

THREE "Ms": (Right) Musso, Mieres and Moss, wreathed in flowers, line up after the event.

STARTING GRID

Kling (Mercedes-Benz)	Moss (Mercedes-Benz)	Fangio (Mercedes-Benz)
1 m. 41.1 s.	1 m. 40.4 s.	1 m. 40.0 s.
Hawthorn (Ferrari)	Musso (Maserati)	
1 m. 41.5 s.	1 m. 41.2 s.	
Trintignant (Ferrari)	Mieres (Maserati)	Behra (Maserati)
1 m. 42.4 s.	1 m. 42.1 s.	
Walker (Maserati)	Castellotti (Ferrari)	
1 m. 44.9 s.	1 m. 42.7 s.	
Rosier (Maserati)	Pollet (Gordini)	Manzon (Gordini)
1 m. 47.2 s.	1 m. 48.4 s.	1 m. 46 s.
Gould (Maserati)	da Silva Ramos (Gordini)	
1 m. 50.4 s.	1 m. 50.2 s.	
	Claes (Ferrari)	
	1 m. 53.3 s.	



BACK TO FERRARI went Mike Hawthorn (right), but he lost much time with a damaged gearbox.

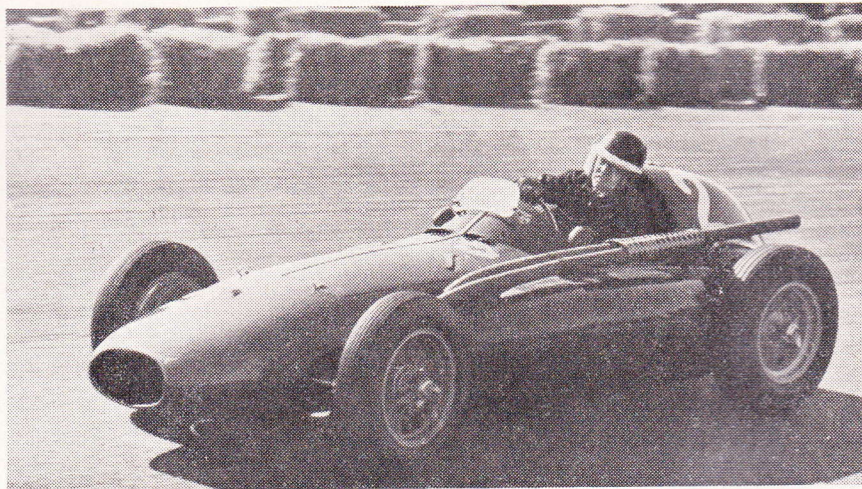
1 min. 40.9 secs (92.96 m.p.h.) on his second round, this standing as fastest lap of the day. Inspired by his success over Pollet, Gould now set about da Silva Ramos, and succeeded in passing him on the 10th lap.

It was strange to see Maserati's No. 1, Jean Behra, so capably led by his teammate Musso, but in truth the Frenchman was not on best form after his being bowled over as a pedestrian at Le Mans by a D.B. during practice. Musso, on the other hand, was going magnificently, while all the Maseratis sounded extremely healthy. The Ferrari's pace, in contrast, was disappointing, and Mike Hawthorn, on whom great hopes were pinned, lost time making a pit stop on the 20th lap with gear change troubles.

On the 22nd round Karl Kling was missing, and Mieres moved up to fourth place. The German, it seemed from the excited gutturals emanating from the loudspeakers, had spun off-course and into the sand, and either because of this, or a stalled motor, could not get back into the race. That put paid to any prospects of a Mercedes 1-2-3 success, and diminished the already slender chances of a drive for reserve man John Fitch, standing, clean-overalled, in the pits.

Next excitement came two laps later, when Horace Gould performed a hearty *tête-à-queue* on the slightly banked left-hander going into the Hunzerug. Anxious to get out of the way of other competitors, the man from Bristol reversed fast up the hill, then maneuvered to turn, only to get his wheels in the sand. Some violent wheelspin sent clouds of sand flying, and after a spot of impromptu motoring in the reverse direction of the course, he at last got away in a series of power slides. A lap later and he brought the Maserati to the pits, to retire with rear axle trouble.

And still Fangio and Moss blared their way around Zandvoort—and still Musso kept them in sight. As the Mercs stormed up the Hunzerug, the Maserati was taking the treacherous right-hand bend preceding it. At half-distance (50 laps) the order was Fangio, 1 hr. 26



mins. 4.8 secs.; Moss, 1 hr. 26 mins. 5.9 secs.; Musso, 1 hr. 26 mins. 21.9 secs.; followed by Mieres and Behra, then Trintignant a lap behind, Castellotti, missing his Lancia, two laps behind, and Rosier, Hawthorn, Ramos, Pollet and Claes.

Manzon had retired after 45 laps with—here we go again—rear axle trouble, and Hawthorn made a second call to waggle his gear lever furiously. Now Mieres passed the subdued Behra, and not very long afterwards both were lapped by the Mercedes. That great motoring enthusiast, Prince Bernhard of the Netherlands, took much interest in the cornering behind the pits, and when the skies, long dulled, sent rain spattering down, he continued spectating, untroubled.

Soon the rain intensified, and the crowds on the dunes ran for such cover as they could find. Cars twitched and slewed on newly slippery bends, and the pace slackened. But out in front were two masters of racing in the rain, Fangio and Moss, and if they eased slightly, they made no mistake and left no opportunity for others to catch up. Neubauer donned his "circus tent", Behra nearly spun, so did Ramos, while the short, stubby Ferraris weaved perilously on exit from every corner. Then Musso spun broadside at the Hunzerug, losing several seconds but not his third place.

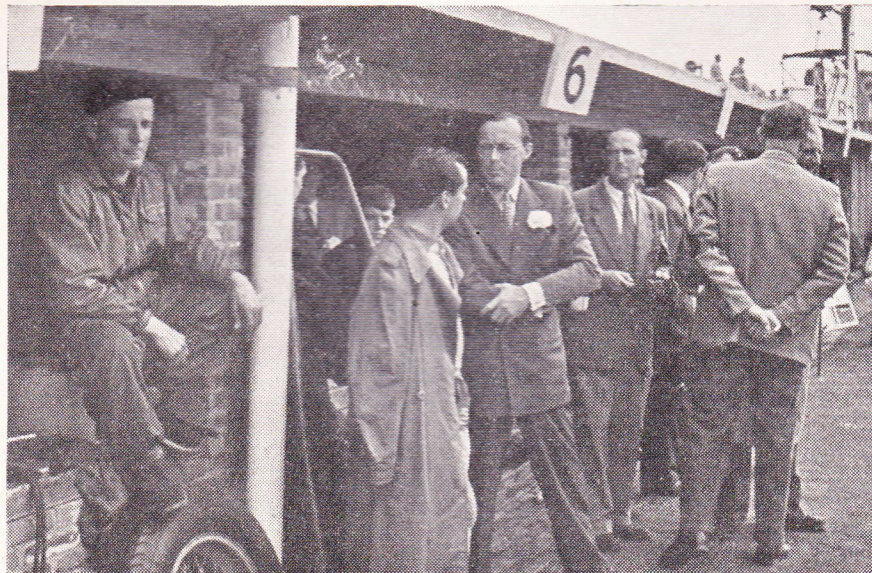
Now Maurice Trintignant's Ferrari was sighted, crawling slowly pit-wards. Mechanics had it up on the jack in a trice, but transmission trouble had put another car out, and Trintignant turned from the car and conversed with Prince Bernhard instead. The rain eased, stopped, then, just as spectators emerged hopefully, it renewed the attack vigorously for another few minutes before finally clearing. Wind and sun thereafter soon dried the circuit, and for the closing rounds the old pace was resumed.

With 10 laps to go, just when the public were growing restive at the ordered pattern of the race, Mike Hawthorn found himself sandwiched between Fangio and Moss, who were lapping him, and reacted vigorously. He held Moss off briefly, let him by, then spurred in a valiant effort to take him on the Hunzerug rise. His Ferrari couldn't match the urge of the Mercs., but he hung on for a lap or so, then dropped back gradually. During the final rounds his Ferrari cast its exhaust pipe almost at spectator Peter Walker's feet.

So to the finish, and a fine victory for Mercedes-Benz, for Fangio and for Moss. Fangio's face was absolutely black, but his wife kissed him heartily, as did Neubauer, when the Champion drew in. The crowd swarmed and the two silver cars disappeared from sight as the *fête* of the winners began. The strains of *Deutschland Uber Alles* rang out before a silent crowd, while the applause for Musso was terrific. Amongst the awards was a large delft china windmill which went to Mieres for his fastest lap, and while this was being presented Prince Bernhard climbed into a breathtakingly beautiful Ferrari coupé to perform a royal lap of the circuit.

Results

1, Juan M. Fangio (Mercedes-Benz), 100 laps, 260.5 miles, in 2 hrs. 54 mins. 23.8 secs., 144.268 k.p.h. (89.64 m.p.h.); 2, **Stirling Moss** (Mercedes-Benz), 2 hrs. 54 mins. 24.1 secs.; 3, Luigi Musso (Maserati), 2 hrs. 55 mins. 20.9 secs.; 4, Roberto Mieres (Maserati), 1 lap behind; 5, Eugenio Castellotti (Ferrari), 3 laps behind; 6, Jean Behra (Maserati), 3 laps behind; 7, **Mike Hawthorn** (Ferrari), 5 laps behind; 8, J. da Silva Ramos (Gordini), 7 laps behind; 9, Louis Rosier (Maserati), 7 laps behind; 10, Jacques Pollet (Gordini), 8 laps behind; 11, John Claes (Ferrari), 12 laps behind.
Fastest lap: Mieres, 1 min. 40.9 secs., 149.601 k.p.h. (92.96 m.p.h.).

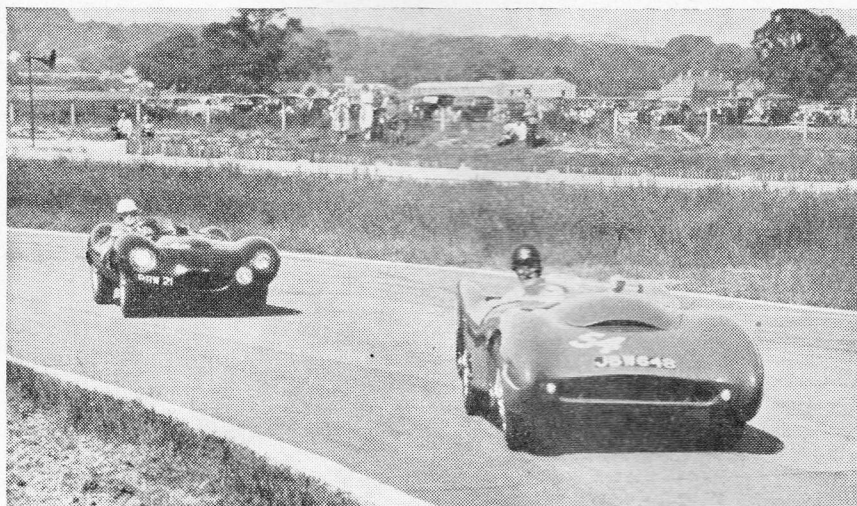


PRINCE BERNHARD (Left) talks to Trintignant in the pits, after the Ferrari driver had retired with transmission trouble.

FULL DRIFT through Madgwick, featuring Peter Scott-Russell's Lotus-Bristol leading Michael Head's D-type Jaguar.

Two drivers, Tom Sopwith and George Abecassis, dominated the B.A.R.C.'s 19th Members' Meeting at Goodwood on 18th June, winning between them five of the seven events for which they were eligible, the remaining race being for "girls only".

In Event 1, 5 laps scratch for cars up to 1,250 c.c., Sopwith found himself in the front row of the grid, at the wheel of the Equipe Endeavour Cooper-Climax, the first of these cars to be raced privately. Behind were an assortment of Rileys and Bucklers, the Elva, and no less than eight Lotuses, all variations on Chapman's original theme, and including Len Gibbs's Ford-engined model, making its debut with the Farina cylinder-head



Sopwith's Goodwood Treble

First Privately Owned Cooper-Climax Makes Successful Debut

and a 9:1 compression ratio. At the fall of the flag, Sopwith shot into the lead and was hardly seen again by the rest of the field, increasing his lead from 6 secs. on lap 1 to 25.2 at the end of the fifth, and putting in a lap at 80.15 m.p.h. meanwhile. Second home, albeit nearly half a minute behind, came Mackenzie Low in the Elva, while the final "order of power units" for the first six places was Climax, Ford, Climax, Ford, Climax, Ford. So that particular argument still continues.

In the Ladies' Race the high standard of handicapping throughout the meeting first became evident when Mrs. Lorna Snow brought her Jaguar coupé through the field to win from scratch-woman Miss Hazel Dunham (A.C. Ace). Despite removing some of the chicane fencing, Miss Dunham drove neatly and fast to climb from sixth on laps 3 and 4 to second at the end, while Mrs. R. G. Ashby motored her Wolseley 6/80 to very good effect, the handicap not telling against her until the fourth lap. Anyway, "our Lorna" handled her Jag. with real verve!

Again with the Cooper-Climax, Sopwith repeated his performance in the five-lap scratch race up to 1,500 c.c. by leading throughout, and bettered it by putting a margin of 31.4 secs. between himself and the second car (W. A. Liddell's Buckler) and increasing his fastest lap speed to 80.60 m.p.h. The first time round, T. Barnard made an excursion into the infield, but he re-

started and finished the race with the front suspension of his Lotus Climax most becomingly draped with grass.

For Event 4 (five-lap handicap), the Lotuses turned out in force again, with a fair sprinkling of M.G.s. But it was N. I. Barrett's Buckler that led for the first four laps, with R. M. Ireland's 1,087 c.c. Riley close behind. Eventually, though, this game veteran reversed the position at the end of the last lap and beat the Buckler past the flag by a bare 4 sec.

The leading trio of the main event of the day, 10 laps scratch from 1,500 to 3,500 c.c., were three new cars driven by three "old hands"—George Abecassis with the 1955, Jaguar-engined H.W.M., Michael Head with his D-type Jaguar and Peter Scott-Russell driving a rather biliously green, but very fast, 2-litre Lotus-Bristol. Abecassis had no trouble in winning by 11 secs., and once Head passed Scott-Russell he kept his second place, though not without having to keep his foot well down all the time.

The same trio met again over 5 laps handicap, when they finished third, fourth and fifth, Scott-Russell this time beating Head, but none were fast enough to have the advantage over a TR2 and an Aston Martin DB3, well driven by W. E. Parkin and D. R. Barthel respectively.

For sheer value for money the saloon car event would have been hard to beat. Sopwith chalked up his third win, this time in a Sapphire, driving fast and

impeccably, but it was only on the fifth lap that he passed N. W. Graham who had led for the first four in his A30, sometimes on three wheels, but mostly on two. J. M. Sparrowe caused a sensation when he hit the chicane head on, removing three sections of it and most of the front of his car, and triggered off a fire extinguisher which playfully sprayed the crowd.

In the last race, Abecassis climbed from scratch to win again for H.W.M., from R. W. Appelbee's fast Leonard-M.G. and a couple of TR2s driven by B. P. Odoni and G. S. Morton.

M. B.

Results

Event 1. 5 Laps scratch, up to 1,250 c.c.: 1, T. Sopwith (Cooper-Climax), 9 mins. 10 secs. (78.54 m.p.h.); 2, R. Mackenzie Low (Elva), 9 mins. 35.2 secs.; 3, W. A. Liddell (Buckler), 9 mins. 42.0 secs. **Fastest lap:** T. Sopwith, 1 min. 47.8 secs. (80.15 m.p.h.).

Event 2. Ladies' 5 Laps handicap: 1, Mrs. Lorna Snow (Jaguar XK 120), 11 mins. 48.4 secs. (67.66 m.p.h.); 2, Miss Hazel Dunham (A.C. Ace), 11 mins. 53.4 secs.; 3, Mrs. Jean Bloxham (Aston Martin DB2), 11 mins. 57.6 secs. **Fastest lap:** Miss H. Dunham, 1 min. 57.2 secs. (73.72 m.p.h.).

Event 3. 5 Laps scratch, up to 1,500 c.c.: 1, T. Sopwith (Cooper-Climax), 9 mins. 15.6 secs. (77.75 m.p.h.); 2, W. A. Liddell (Buckler), 9 mins. 47.0 secs.; 3, P. Riley (Lotus), 9 mins. 49.4 secs. **Fastest lap:** T. Sopwith, 1 min. 47.2 secs. (80.60 m.p.h.).

Event 4. 5 Laps handicap: 1, R. M. I. Ireland (Riley), 10 mins. 55.8 secs. (66.41 m.p.h.); 2, N. I. Barrett (Buckler), 10 mins. 56.2 secs.; 3, W. J. Watson (Alvis), 11 mins. 6.0 secs. **Fastest lap:** M. F. MacDowel (Lotus), 1 min. 49.6 secs. (78.83 m.p.h.).

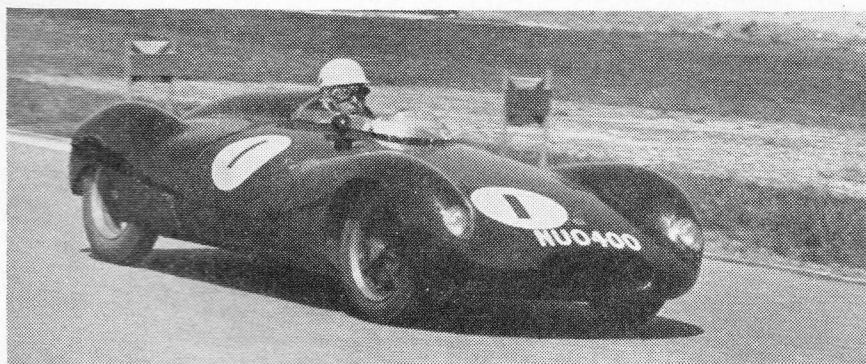
Event 5. 10 Laps scratch, 1,500 c.c. to 3,500 c.c.: 1, G. Abecassis (H.W.M.), 17 mins. 22.0 secs. (82.92 m.p.h.); 2, M. W. Head (Jaguar D-type), 17 mins. 33.0 secs.; 3, P. Scott-Russell (Lotus-Bristol), 17 mins. 35.2 secs. **Fastest lap:** G. Abecassis, 1 min. 42.8 secs. (84.05 m.p.h.).

Event 6. 5 Laps handicap, saloon cars: 1, T. Sopwith (Armstrong Siddeley Sapphire), 12 mins. 3.6 secs. (69.28 m.p.h.); 2, M. J. Clay (Healey), 12 mins. 11.0 secs.; 3, A. T. Foster (M.G.), 12 mins. 12.8 secs. **Fastest lap:** G. M. Walters (Aston Martin DB2/4), 2 mins. 1.4 secs. (71.17 m.p.h.).

Event 7. 5 Laps handicap: 1, W. E. Parkin (Triumph TR2), 10 mins. 12.0 secs. (70.59 m.p.h.); 2, D. R. Barthel (Aston Martin DB3), 10 mins. 12.4 secs.; 3, G. Abecassis (H.W.M.), 10 mins. 16.0 secs. **Fastest lap:** G. Abecassis (H.W.M.), 1 min. 42.2 secs. (84.54 m.p.h.).

Event 8. 5 Laps handicap: 1, G. Abecassis (H.W.M.), 10 mins. 37.2 secs. (83.51 m.p.h.); 2, R. W. Appelbee (Leonard-M.G.), 10 mins. 43.0 secs.; 3, B. P. Odoni (Triumph TR2), 10 mins. 46.4 secs. **Fastest lap:** G. Abecassis, 1 min. 41.4 secs. (85.21 m.p.h.).

THREE VICTORIES for Tom Sopwith, seen here in the Cooper-Climax with which he won the 1,250 c.c. and 1,500 c.c. scratch races.



CHROMIUM is not excessive, and the lines are less flamboyant than expected, in this newcomer from America, photographed beside the Thames.

panel, with proper round, separate dials, was slightly reminiscent of some of the best Continental sports cars. Of course, the Packard seemed *enormous* at first, and I could just about have laid full length on either of the bench-type seats. The upholstery and general finish was superb.

On moving off in the ordinary "drive" range, I was at once struck by the smoothness of the transmission. It approaches, in fact, very close to perfection, and the simplicity of driving in heavy traffic has to be experienced to be believed. I plunged straight into London during the strike chaos, and the ease with which the big machine glided forward, either inch by inch or in a sudden rush, was a revelation.

Speaking of sudden rushes, let us come to the "dart" position on the quadrant.

JOHN BOLSTER TESTS THE

Packard Clipper with "Torsion-Level Ride"

... and finds it a remarkable car, shining with bright ideas

THE work of a road test driver is always interesting, but just occasionally it becomes really dramatic. That is when a new car arrives with some feature which is obviously a great step forward over all that has gone before. Such a feature is the Packard Torsion-Level Ride.

During the last few years it has become generally known that the front and rear suspension of a car cannot be considered separately. Leaving out the higher mathematics, it's obvious that when a front wheel passes over a bump, the rear wheel on the same side will suffer a similar deflection a moment later. If the car is to remain completely level throughout, the wheel that isn't going over the bump should hang on a bit tighter, and then quickly hand the load over to its mate while it, too, vaults the obstacle. That is an over-simplification of a very complicated problem, but it explains why no conventional suspension system gives an absolutely flat ride.

This general idea has been current for some time, and a small Continental car already exists which has interconnection between the front and rear suspension. It has fallen to the Packard engineers, however, to take the thing to its logical conclusion, and like all really great ideas, it's extremely simple. They have taken a pair of 9 ft. torsion bars, and installed them down each side of the chassis. Then they have attached either end to the front and rear suspension, and "balanced" the car on the fulcrum points. As the illustration shows, the arms are connected so as to "wind up" the two ends of the bars in an opposite sense. Thus, they are enabled to carry the weight.

In order to accommodate changes of load (passengers and luggage), it has been necessary to design an automatic device to keep the balance constant. This consists of an electric motor, coupled to a pair of auxiliary torsion bars. A sensitive switch cuts in the motor if the rear of the car is higher or lower than normal, and levels the riding position. It has a delayed action of 5

to 7 seconds, so that it responds only to changes of load and not to bumps

Introducing this revolutionary suspension system in their new car, Packards also came across with a new engine. This is a V-eight of some 5.8-litres capacity, with four carburettors combined in one unit, and the extremely high compression ratio of 8.5 to 1. It is very much over-square, the dimensions (101.6 mm. x 75.5 mm.) being of the same order as those of the Grand Prix Ferrari. As installed in the Packard Clipper, it develops 245 b.h.p. at 4,600 r.p.m.

The Packard automatic transmission also has some novel features. For normal use, the car moves off on a two-stage hydraulic torque converter, which progressively "changes up" without any steps until a clutch locks it solid for direct drive. However, for really savage acceleration, the lever can be moved to the "dart" position. This brings an extra epicyclic reduction into play, which is also subject to automatic selection. Of this more anon. . . .

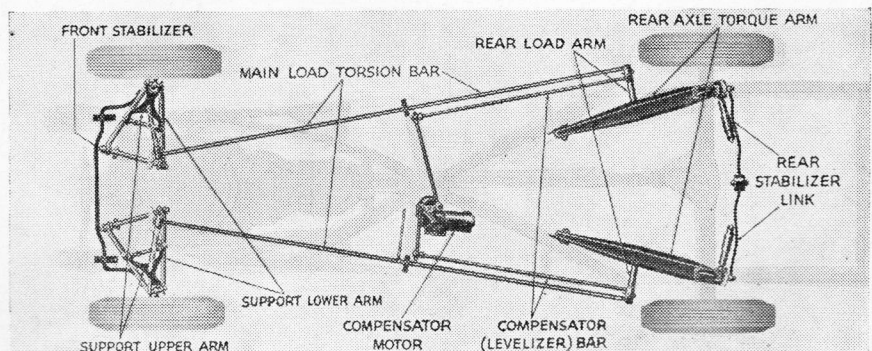
When I went to the works of Leonard Williams & Co., Ltd., on the Great West Road, I was agreeably surprised to find that "my" car was quietly painted in a dark shade of blue. It had far less chromium decoration than the average American car, and the instrument

This need only be used when you want to beat a 100 m.p.h. sports car away from the lights. The acceleration on this lower gear is simply electric, and a change up to the higher range can be secured by lifting the accelerator for a momentary pause. Down changes are automatic.

The use of this gear is very seldom required, the "drive" position sufficing to deal with all normal opposition. There is no reason why one cannot use the "dart" all day, except that the running then becomes less effortless. The big engine runs at higher revs., and the change down can be felt. Ultimately, the same high top gear is engaged, and it is only at the lower speeds that the extra epicyclic reduction comes into play.

The acceleration figures of this 37 cwt. luxury car give one furiously to think. It flings itself from a standstill to 60 m.p.h. in 10 seconds dead, without a trace of wheelspin and extraordinarily little dipping of the tail. Furthermore, its maximum speed of around 110 m.p.h. (120 on the "clock") is fully in keeping with its acceleration performance. It means that you and I, who drive sports cars, are probably in danger of being passed by a Packard, which is a pretty sobering thought!

The suspension is quite phenomenally



CONSTRUCTION details of the "Torsion-Level Ride" suspension system.

"soft", and at first the floating sensation is a little uncanny. There are no quick movements at all, and a marked absence of pitching, which is emphasized by the absolute steadiness of the headlight beams. It was, however, a very small thing that convinced me that this new ride really is something different. I have a daughter who is a martyr to that distressing malady, car sickness. Normally, she suffers most in cars with soft suspension. Yet, a long run in the Packard completely failed to produce the slightest symptom, and Annabelle is now a fervent admirer of the Torsion-Level Ride!

Naturally, the Packard is not at its best on sharp corners. This is simply because they are relatively so much sharper for this enormous automobile. Nevertheless, it is surprisingly controllable on faster bends, and will sweep through typical main road curves at around 85 m.p.h. One does not expect it to corner like a light sports car, of course, but it puts up a very competent performance and shows no pronounced tendency to under- or over-steer.

My test car was fitted with power steering, and this I really loved. It gives incredibly light control at all speeds, the servo doing 80 per cent. of the work, and the driver only 20 per cent. Yet, there is no loss of sensitivity or "feel", and there is some caster return action. I felt entirely at home with it at once, even at the highest speeds. I dislike heavy steering intensely, and this 5.8-litre car was lighter to handle than an "eight" or ten.

Any very fast and heavy car must give the brakes a man-sized job. The servo brakes on the Clipper are powerful, and need only very light pedal pressure. I employed them frequently at three-figure speeds and did not suffer from fading or increased pedal travel. Nevertheless, there was a smell of hot linings after this treatment, and I think it is unreasonable to use these brakes as one would those of a light sports car, in spite of their obvious potency.

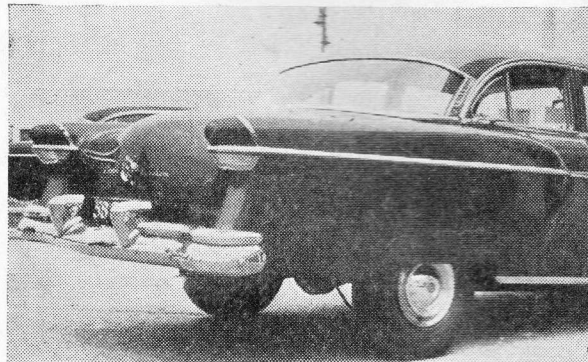
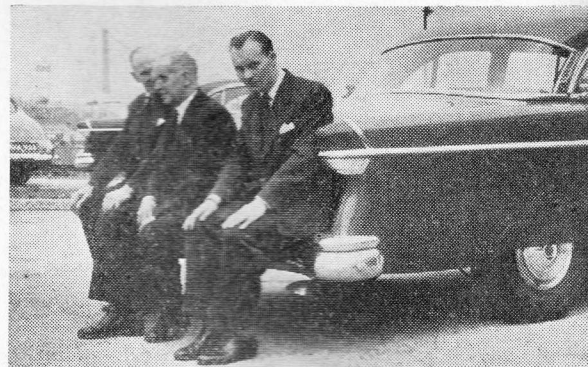
The all-round visibility, driving

position, and location of the instruments and controls, get full marks. The deeply hooded headlamps are powerful, too, a far cry from the feeble 6-volt lights of earlier American cars. The heating and demisting system is more than adequate for the coldest transatlantic winter, and the superb radio which, by some electronic magic, can even tune itself in, is just one of the many "extras" one may specify.

To some extent, all this luxury is paid for in terms of fuel consumption. I feel, though, that the figure I obtained is not excessive when one considers the size and speed of the car. A driver who was content to make less use of the performance could probably register about 15 m.p.g.

There remains the question of sheer size, and it is certainly often suggested that American cars are too big for British roads. I would rather say that British roads are too small for American cars, and too small for most British cars, too. It is true that one cannot nip through gaps in the traffic as one can with the smaller European cars. Nevertheless, the sheer power often makes up for that, and one can pass four or five cars at a time instead of taking them one by one.

When this new Packard was introduced, it was driven, under official A.A.A. observation, for 25,000 miles at the makers' test track. The average speed, including all pit stops, was 104.7 m.p.h. This is the finest performance ever put up by a production car, and proves that the high maximum speed and rapid acceleration are certainly not bought at the expense of reliability and long life.



Specification and Performance Data

Car Tested: Packard Clipper Custom 4-door saloon. Price £1,870 (£2,650 5s. 10d. including P.T.). Extras on test car: Twin ultramatic transmission, £156 15s. 1d.; Power steering, £83 7s. 5d.; Power brakes, £28 16s. 7d.; Heater and defroster, £59 10s. 0d.; Signal seeking radio with electric antenna and rear speaker, £95 16s. 9d., all including P.T. Total, £3,074 11s. 8d.

Engine: Eight cylinders in Vee, 101.6 mm. x 75.5 mm. (5,768 c.c.). Pushrod, operated overhead valves. 245 b.h.p. at 4,600 r.p.m. 8.5 to 1 compression ratio. Four-barrel downdraught carburetter with automatic choke and idling control, oil bath air cleaner, silencer, and flame arrester. Coil and distributor ignition with automatic advance.

Transmission: Two-stage torque converter with direct drive clutch and auxiliary two-speed epicyclic reduction gear, automatically controlled. Open propeller shaft. Hypoid bevel rear axle, ratio 3.23 to 1.

Chassis: Box and channel-section cruciform braced frame. Independent front suspension by wishbones, normal rear axle, with telescopic dampers

all round. Front and rear suspension coupled by a single 9 ft. torsion bar on each side. Rear suspension has auxiliary compensator torsion bars to give automatic levelling by electric motor. Front anti-roll torsion bar. Rear trailing arms and stabilizer link. Power steering by engine-driven hydraulic pump. Hydraulic brakes with servo. 7.60-15 ins. tyres on bolt-on disc wheels.

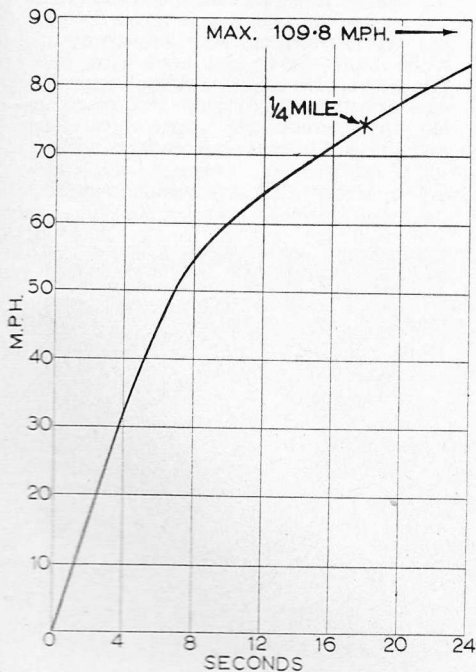
Equipment: 12-volt lighting and starting. Speedometer, ammeter, oil, fuel, and temperature gauges, and clock. Flashing direction indicators. Heating, demisting, and ventilation system. 3-speed wipers and screen washers. Radio.

Dimensions: Wheelbase, 10 ft. 2 ins.; track, front 4 ft. 11½ ins., rear 5 ft.; overall length, 17 ft. 10½ ins.; width, 6 ft. 6 ins.; height, 5 ft. 2 ins. Weight 37 cwt.

Performance: Maximum speed 109.8 m.p.h. Standing ¼-mile 17.8 secs. Acceleration, 0-30 m.p.h. 3.8 secs., 0-40 m.p.h. 5.2 secs., 0-50 m.p.h. 7 secs., 0-60 m.p.h. 10 secs., 0-70 m.p.h. 15.4 secs., 0-80 m.p.h. 21.6 secs.

Fuel Consumption: Driven hard, 12.2 m.p.g.

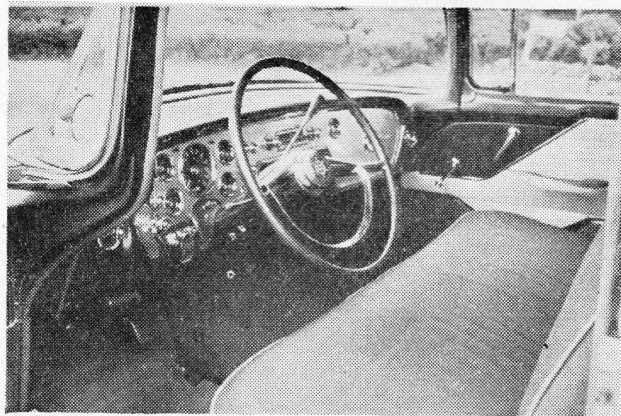
ACCELERATION GRAPH



SEQUENCE of operation (above, right) of the levelling system. With increased load the tail dips, then levels automatically. With load removed, the tail rises, then again levels itself.

★

INSTRUMENT layout (right) is easy to survey. Two pedals indicate the automatic transmission.



ON THE WAY to second best time of the day, Michael Christie takes the Peter Bell 2-litre E.R.A. up the slippery slopes of Shelsley.

time for his class although Boshier-Jones's earlier 47.11 secs. was not improved.

Lt.-Col. Peter Vaughan was over from B.A.O.R. in Germany to drive his Frazer-Nash and he experienced quite a hectic climb. The twin rear wheels still left him with some spin and then a chain was left behind. Another gear was found but just beyond the Crossing the 'Nash went into the bank and was out of the reckoning for the day.

When Tony Marsh came to the line onlookers were treated to a demonstration of how to use a lot of brake horses sensibly in the wet. In a beautiful start and a clean drive Tony's unblown

M.G. was somewhat the worse for wear at the front things seemed well under the bonnet. One could see experience in Jack Newton's performance in his M.G.-engined Killeen. He treated the hill with respect but his 51.26 secs. was exceptionally good. Tony Marsh had gone back to the paddock to bring out his rather different Dellow. This little car was beautifully handled and reached the top with absolutely no fuss and in very little time.

The 1½-litre Turner handled by R. F. Hill seemed to have stacks of revs., some of which he lost negotiating the Esses. This reflected in his rather slow run.

J. E. Pritchard drove the ex-Binns Buckler-Ford in a quiet climb and the same might be said of M. Crump in his M.C.S., a neat job based on an Austin 7 chassis. But Crump's climb was also a most alert effort. Spectators were reminded of the racing classes when David Hoskin brought his Fiat-BMW up, for the noises were there and almost the speed. It was a fine effort occupying only 50.37 secs.

Gil Baird's run in the Climax-engined Kieft was a model of neatness without the urge which would have put Gil in the reckoning. This could hardly be said of the Peter Jackson Cooper-M.G. Peter J. had brought the car back for his partner Peter Lane to handle and a most spirited drive resulted.

R. Gibson introduced the racing cars of 2½-litres and used, with discretion, the available power. The crowd expected, and received, something more spectacular from Tony Crook and his well-known Cooper-Bristol. But that was only a foretaste, for soon P. J. Stubberfield brought his 2.3-litre Bugatti to the hockey stick. With noises that can only be referred to as typical of the machine and the venue, the car came hustling up the slopes with Stubberfield working like a beaver. Most impressive both in sight and sound, Peter's 48.13 secs. was not to be sneezed at either.

A different noise was then heard echoing around the wooded slopes. A noise which could only be those two 1-litre pots of the G. N. Spider. When the car got away the noise belched from the colossal "meggers" and the evergreen old car thrashed and pounded its way up while Basil Davenport, head bent, had every available arm working furiously. The efforts of both man and machine left the considerable crowd breathless and the 47.21 secs. was received with a lot of applause.

Jim Berry (E.R.A.) maintained the
(Continued on page 802)

SHELSLEY WALSH

B.T.D. by Tony Marsh at Midland A.C. National Hill-Climb

AFTER a brilliant day for practice, rain marred the first Shelsley meeting of its Golden Jubilee year on Sunday, 19th June. But the Worcestershire climb still holds its interest despite the conditions, for the problem of weather only adds to the hazards of this sinuous hill-climb.

If Tony Marsh and Michael Christie scrapped for premier honours of the day then surely Peter Stubberfield and Basil Davenport fought to provide the most stirring spectacle. Any one of these men brought his own particular thrill to the dash but it was to young Tony Marsh in his unblown Cooper that the best time (42.60 secs.) fell. It was no day for records.

Rain had been falling for some time when Clive Lones took his Tiger Kitten off the line and Clive, Reg Phillips and Austen May (Coopers) had some trouble getting their spinning wheels to take effect. Doug Haigh (Cooper) gained the upper reaches only to catch fire but commentator Murray Austin was quick on the ball and no trouble resulted. E. C. Guest (E.G.S.) did not manage the start too well in contrast to David Boshier-Jones (Cooper), who overcame the conditions magnificently.

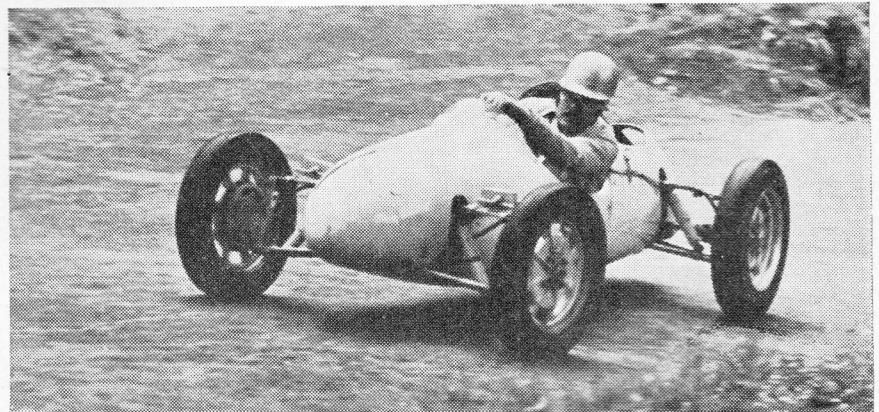
J. W. Burgoyne handled the Kieft with 4-cylinder Turner engine and although he took it away with little fuss and plenty of revs. the go wasn't there. It was left to Don Parker really to weigh up the start line conditions for he chose a spot on the opposite to normal side of the road away to the left. Mervyn Keaton did not follow suit but nevertheless went away to a superb start. The class ended with Miss Brock's slow run in J. B. Welton's Cooper-Norton.

Arthur Owen chose to place his 1,100 Cooper in the Don Parker position and made a quiet but efficient run. Rupert Instone found his Djinn going into the grass at the start and in fact found the car something of a handful throughout the run. Considerably quicker was the Peter Bell Cooper handled by Les Leston, for his 47.25 secs. was a good

Cooper 1,100 returned 45.71 secs. Shenstone hotelier Dick Henderson took but little longer in the ex-Greenall Cooper and went very hard indeed as his 46.20 secs. indicated. A blown version of the marque Cooper was handled by genial Bertie Bradnack and Bertie was right in amongst them with 46.59 secs. Unfortunately a spluttering motor upset R. E. Hardy's time in the G. N. Sumner-J.A.P. and Alan Southon was only fractionally better in the Becke Powerplus in 56.26 secs. The lines of the Lagonda Rapier which Mrs. Cherry Osborn drove were neat in the older traditions and her run was not too quick. But things livened up when Ray Adcock (Cooper) came out and no less when the one and only Reg Phillips brought his newly acquired Cooper twin. Ray's 48 secs. was 0.85 sec. better than Reg's time.

Arthur Owen had brought his Cooper back for W. D. W. Knight to drive and a very fine 47.63 secs. resulted. Then came a fitting climax to the class. Michael Christie was handling another Peter Bell stable machine—the blown Cooper twin—and right well he did it. In spite of the atrocious road conditions which now prevailed, it was a superb drive which was given as completed in 45.05 secs.

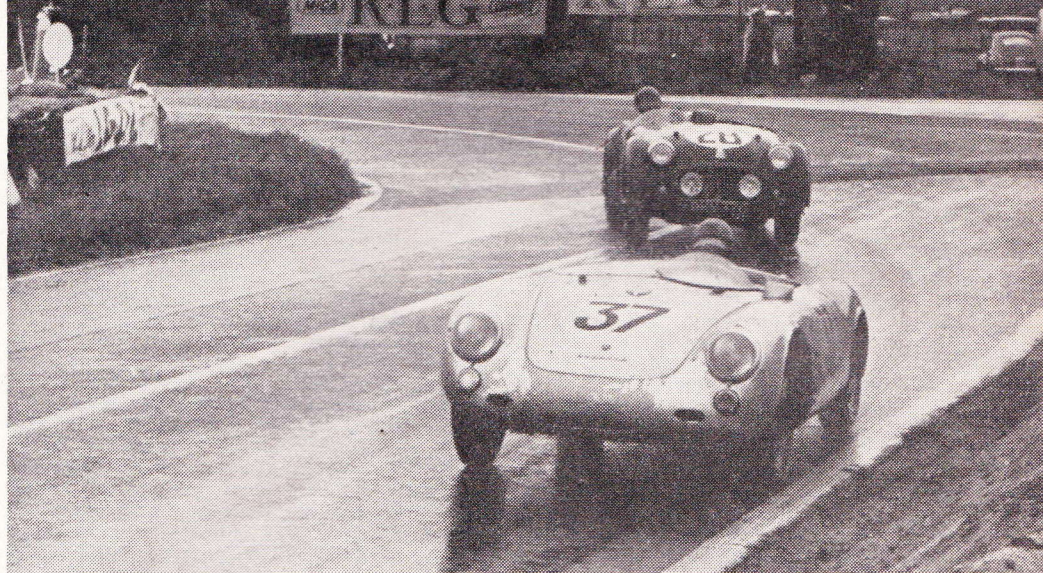
Peter Jackson introduced the smaller sports cars and although his Cooper-



HOLDING IT on the wet track is Mervyn Keaton in his Cooper at the start of the Esses.

LEADING Ninian Sanderson (TR2) through Mulsanne is Frankenberg in the record-breaking and Index-winning Porsche.

THERE was a spate of record-breaking at Le Mans. Not only was Mike Hawthorn credited with a new lap record of 4 mins. 6.6 secs., but no less than five existing class distances were exceeded. The winning Jaguar, of course, covered the greatest-ever distance with 4,175.38 kiloms., over 87 kiloms. farther than the Rolt-Hamilton record set up in 1953, also with a Jaguar. Nevertheless, probably the most outstanding performance was that of the 1½-litre Porsche. Two of those fantastic little machines actually exceeded the distance covered by the winning Mercedes-Benz in 1952, the Polensky/



5 Class Records Broken at Le Mans

Jaguar, Aston Martin, Bristol, Frazer-Nash, Porsche and M.G. all Exceed Previous Le Mans Figures—1½-litre Porsche Beats 1952 Mercedes-Benz Distance

Frankenberg car doing so by over 96 kiloms.

It was no secret that von Hanstein planned to average 100 m.p.h. with his entries, and had the rain kept off, the Polensky/Frankenberg car would have done so with ease. In point of fact, the machine averaged 98.16 m.p.h. for the entire distance. In the 1,100 c.c. category, the Zorra Duntov/Veuillet car took the record from Osca. Six Porsches started, and five finished—a proof of the high-speed reliability of these air-cooled vehicles.

Peter Collins and Paul Frère (Aston Martin), sole finishers in the 2,001-3,000 c.c. category, comfortably exceeded the distance record set up in 1953 by a 2.5-litre Gordini. Indeed, they were just over 15 kiloms. short of the existing out-and-out figures. All three Bristols exceeded the 1954 record distance in their class, as did the Marcel Becquart/Dick Stoop Frazer-Nash. Another really excellent achievement was that of the Ken Miles/Johnny Lockett M.G. This machine actually exceeded the existing 1,500 c.c. distance record, put up in 1953 by Porsche.

It is interesting to note that of the 58 cars which took the "depart", only D.B., Panhard, Bristol and M.G. used push-rod engines. Practically every report (barring that of AUTOSPORT), gave the number of starters as 60. In actual fact, as I stated last week, the two Italian

Moretti cars arrived a few minutes after 2 p.m. The regulations gave the latest hour of arrival as 2 p.m., and officials had no option but to debar the cars from starting. It may have appeared rather high-handed, but regulations are regulations.

It was surprising that the scrutineers passed the unorthodox Nardi. In my opinion this machine bears no resemblance whatsoever to a sports-racing machine; a twin-boom design, with the driver carried in one nacelle, and the

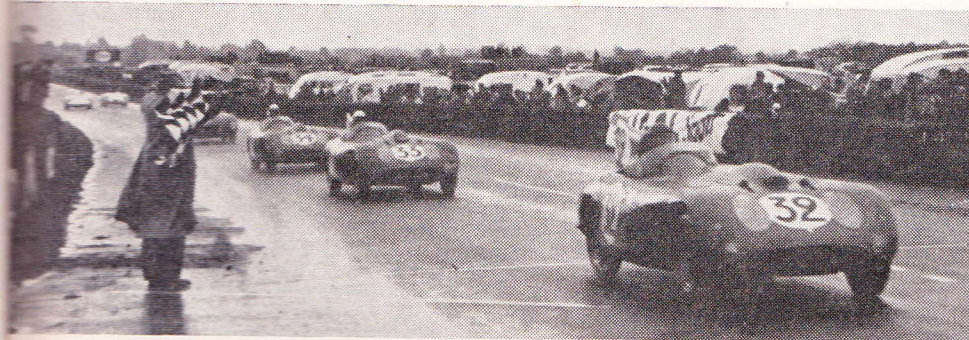
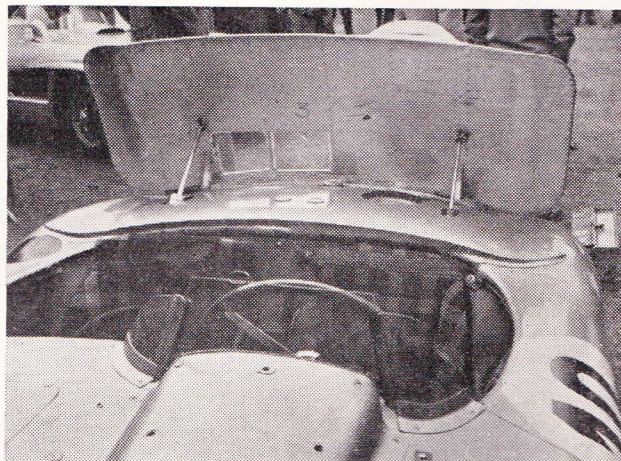
engine in another, may be all right for record-breaking attempts, but as a serious prototype for a road car tends towards the ridiculous. Admittedly it was fairly rapid for a "750", but as regards directional stability—well—it revolved at least twice on one lap. The demonstration of how a passenger could be carried was pure slapstick—it was a true "down the hatch" effort!

Rudolf Uhlenhaut was surprised to learn that the Mercedes-Benz had been timed over the kilometre on the Mul-

SAIL UP: (Right) The ingenious and effective airbrake on the Mercs. was operated by hydraulic rams and controlled from a lever on the dash.

★

ONE-TWO-THREE in the 2-litre class, the Bristols are flagged over the line by Charles Faroux (below).



sanne straight at 181 m.p.h. He told me that, with the low axle ratio employed, it was almost impossible to attain this speed, without considerable over-revving. He did add, however, that Fangio has been known to be a trifle naughty as regards r.p.m.—but that the engine of No. 19 showed no evidence of ever having been revved past its safety limit. In fact, he maintained that the Hawthorn/Bueb Jaguar was faster on the long straight; at least Fangio informed him that Hawthorn definitely had a slightly higher maximum.

The 4.4-litre Ferraris were also extremely rapid, but once again the

Achilles Heel of Italian automobile engineering became evident; clutch slip occurred. The brakes were nothing like so efficient as those on Jaguar and Mercedes-Benz, and it appeared likely that Castellotti could not keep up his opening hour assault owing to gradual disappearance of the anchors. The 3-litre Maseratis were disappointing, and No. 16 was absolutely stressed to the limit in a vain attempt to catch the leading Jaguar during the early hours of Sunday morning. Whatever went wrong with the car, the engine did not seem to have much compression when attempts were made to restart it after its 11 a.m., and final pit-stop. The clutch was also seized solid!

Briggs Cunningham's Offenhauser-powered car suffered continually from gearbox trouble. Until its retirement it never had more than two gears operative, and usually had to be coaxed round in top. The motor, after preliminary misfiring, settled down to sound quite healthy, but the handicap was too great to overcome. This was a great pity, for it is the first time that a Cunningham has failed to finish at Le Mans; the D-type was eliminated with serious engine maladies, after running well up with the leaders for many laps.

The disappearance of the Connaught was most disappointing. This car had been going extremely rapidly, and was almost as quick in every way as the Porsche. It succumbed to a broken piston. The Chapman/Flockhart Lotus had clutch trouble, but was going well when its designer-driver was disqualified after an incident at Arnage. The Brown/Wadsworth Cooper-Climax proved to be much faster than the 1,100 c.c. 4-cam Porsche, but was delayed when a chafing fan-pulley cut through a radiator hose. Requiring to cover eight laps before the radiator could be replenished, the little machine was motored round very sedately. It appeared to suffer little engine damage from this shocking maltreatment, but the long delay cost it the honour of qualifying.

Also non-qualified was the TR2 of Leslie Brooke and Mort Morris-Goodall. "Brookie" was easily the fastest of the M.G. and TR2 drivers, and for many laps averaged over 90 m.p.h. Overdoing things at Arnage, he finished up in the sand-bank where so many before him have rested, and spent over 1½ hours digging out his car—a herculean effort.

The lost 90 minutes were impossible to retrieve, although the car still went like a train for the remainder of the race. The Dickson/Sanderson and Richardson/Hadley machines were extremely reliable, but failed to make any impression on the surprising Miles/Lockett M.G. With a maximum of nearly 120 m.p.h., the Magnette-powered machines were several m.p.h. faster than the Triumphs on the straight—probably due to a more efficient aerodynamic shape—certainly not to more power!

The Bristols were, as usual, dead reliable, and it was this reliability that gained them a 1-2-3 class victory. The 2-litre Maserati and Gordini were faster, but succumbed to mechanical bothers. The Becquart/Stoop Frazer-Nash, like the TR2s, a purely production machine, also put up an admirable performance, apt to be overshadowed by the prototype vehicles. Reverting to the Porsches, they too are anything but prototypes, and, except for minor modifications, the successful cars were essentially production "Spyders", of which more than 100 have been supplied to private owners during the past few months.

To Bristol's three cars went the newly constituted team prize.

Mercedes-Benz were more than satisfied with the novel air-brake. Its use prevented undue tyre wear, and it was evident that the ram-effect produced considerable slowing powers. The scrutineers made the technicians add another "Perspex" window, so that the driver would have a clearer view of cars behind.

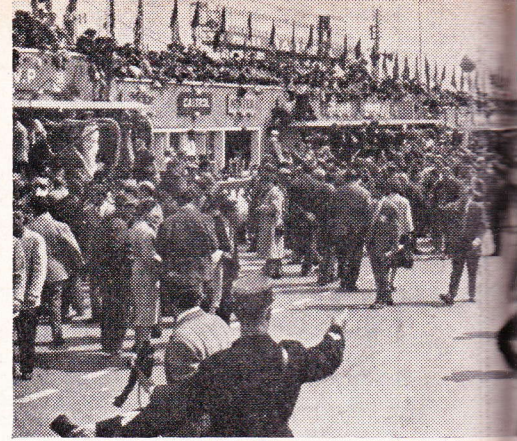
GREGOR GRANT.

NEW LE MANS DISTANCE RECORDS

3,001-5,000 c.c.	Hawthorn/Bueb (Jaguar),	4,175.38 km. (4,088.060).
2,001-3,000 c.c.	Collins/Frère (Aston Martin),	4,073.02 km. (3,945.460).
1,501-2,000 c.c.	Wilson/Mayers (Bristol),	3,654.31 km. (3,505.570).
1,101-1,500 c.c.	Polensky/Frankenberg (Porsche),	3,829.73 km. (3,330.650).
751-1,100 c.c.	Duntov/Veuillet (Porsche),	3,303.57 km. (3,127.050).

Figures in parentheses denote old record.

ECURIE BELGIQUE NATIONALE: D-type Jaguar which finished third, seen after the race with its jubilant Belgian crew and drivers Jacques Swaters and John Claes.



SCENE in the pit area shortly before the cars are hidden behind the sand-bank. Mechanics at the pits on the left; the cars clear the track. Opposite, the start.

THE LE MANS

As an eye-witness of the dreadful crash at Le Mans, I feel that it is my duty to present the facts. In my opinion the finger of blame cannot be pointed at any one person. A combination of circumstances produced a series of incidents which led to the appalling happenings, and one should consider very carefully how these things came to pass.

I was timing the difference on each lap between Hawthorn and Fangio, and realized that one, or both, were due to lap Levegh. Looking down the straight towards "Maison Blanche", I watched a group of cars approaching. Kling's Mercedes drew in at the pits. Then came a green car, followed by Hawthorn's Jaguar and a silver machine which I presumed to be that of Fangio. The green machine was Macklin's Austin-Healey, travelling more to the "slow" side of the track than the centre, which was quite normal. Long before entering the pit area, the Jaguar overtook the Austin-Healey on the left, and made for its pit, Hawthorn raising his arm to indicate his intention. There appeared to be room for the manoeuvre, but for some reason the smaller car swerved and went almost broadside.

Suddenly the silver car appeared, bearing right down on the helpless Macklin. There was no room to pass. Everything happened at once. There was a tremendous crash. The silver car reared up in the air and dived towards the crowd, whilst the Austin-Healey, partially wrecked, went spinning in all directions. It raced through my mind that it could not be Fangio's car that had crashed, as I seemed to see No. 19 cutting into the pit side passing Hawthorn's now stationary Jaguar. It was Fangio all right, therefore the other car must have been Levegh's!

Flames roared up from the remains of the wrecked car, and officials sprang into action with alacrity, to warn approaching cars of the danger. I realized, as did many others with a front-seat view from the press-tribune, that portions of the Mercedes had caused terrible havoc among the packed crowd. As dense black smoke poured from the car, two separate explosions took place, sending white sparks high into the air. But the race went on.

From where I sat I saw every move in this unbelievable catastrophe, but was not close enough to observe the actual reason for the sudden avoiding action of the Austin-Healey. Did Hawthorn com-





start of the race. of officials and farmerie begin to enclosures are

packed with excited spectators. The accident occurred at the far end of the line of stands, but the protective barriers are the same for the whole length. With present-day speeds, is this protection and track-width sufficient?

NS DISASTER By GREGOR GRANT

mit an error of judgment in cutting in ahead of Macklin and suddenly braking? Could Macklin have continued on his course without having to swerve suddenly? Was Levegh too near the centre of the road? These are questions which can only be answered by those who were in close proximity.

There is little doubt whatsoever that Hawthorn's pit-stop set up the chain of happenings which led to the disaster, but that is not enough to have this unfortunate young man pilloried in the French Press as having been the direct cause of the accident. It is my opinion, and that is based on a long experience of watching, studying and reporting on motor racing, that the main cause of the accident was the narrowness of the road comprising the pit area, allied to the tremendous speed at which modern sports-racing cars approach this part of the circuit. According to Mercedes technicians, Levegh's speed could have been anything up to 175 m.p.h. At that pace, any sudden incident ahead would require split-second decision. If the pit area had been as wide as (say) Nürburgring, then the driver would have had sufficient room in which to manoeuvre. At Le Mans he had practically none at all, and his natural reaction was to attempt to overtake on the regulation side, i.e., the left-hand side of the course.

No charge of inexperience could be levelled at any of the drivers involved. Pierre Levegh had been taking part in major events for many years; Lance Macklin has raced in practically all the more important formula and sports car events: Mike Hawthorn, twice winner of a *grande épreuve*, is reckoned to be among the best drivers in the world.

Admittedly, errors of judgment do take place, but these are extremely rare in top-line racing. Human beings, even the greatest drivers of all, are not infallible; surely if the chain of events led up to what must be regarded as the most terrible tragedy ever to take place in motor racing, then it must be regarded as purely accidental? To single out any one individual and blame him for causing the disaster would not be true justice. If nothing really serious had happened to the crowd, but had only drivers been involved, then I am quite certain that the incident would just have been regarded as one more risk in motor racing.

However, the very magnitude of the

disaster has caused panic-reaction in the world's Press. Several of the French newspapers have made most incriminating statements, which, when examined, contain much that is mere hearsay. A sane view of the matter demands a less sensational treatment, and I feel sure that the accident would not have taken place had the Le Mans authorities realized years ago that the increasing speed of modern sports car racing had made many parts of their otherwise excellent circuit dangerous.

OFFICIAL STATEMENTS Jaguar and Mercedes-Benz

THE following statement has been issued by Jaguar Cars, Ltd., in regard to the Le Mans disaster:—

"In view of the fact that all the circumstances surrounding the Le Mans disaster are in course of official investigation by the French authorities, we would not have thought it incumbent upon any firm or individual to make any comments which seek to fix responsibility or apportion blame for the tragic occurrence. Nevertheless, certain statements have been quoted in the Press implicating one of our drivers and, in fairness to him, we have no option but to make it known that, as a result of close questioning of the Jaguar pit personnel and others who witnessed the occurrence, there is no evidence to establish that Hawthorn acted in any way contrary to accepted racing practice.

"In the course of our own enquiry, Hawthorn made the following statement:

"After passing Levegh's Mercedes at Arnage, I passed the Austin-Healey between White House Corner and the Pits and, having given the necessary hand signal, I braked and pulled into my pit in accordance with pit instructions given during the course of the preceding lap. In my judgment I allowed sufficient time for the driver of any following car to be aware of my intentions and for him to take such action as might be required without danger to others."

"In view of the foregoing statement and the evidence of the Jaguar pit personnel who witnessed the occurrence, the Company is of the opinion that any adverse criticism of Hawthorn's driving is without justification."

At a Press conference held by Daimler-Benz A.G., Dr. Koenecke, Dr. Nallinger and Herr Neubauer gave their

views. Dr. Koenecke stated that the late withdrawal of the two remaining cars was due to the risk of creating a panic had the cars been withdrawn earlier. In any case, Mercedes-Benz were satisfied that although one of their cars was involved, the concern could not be held responsible for the disaster. Dr. Koenecke also announced the conditions under which Mercedes-Benz would race, which were published in last week's issue.

Dr. Nallinger refuted all implications that spectators had suffered burns from explosions. The main havoc was caused by the tremendous force of the impact, which produced such a sudden stoppage that the fore part of the car was projected among the crowd. All Mercedes-Benz drivers were warned to pull over to the right in plenty of time when intending to call at their pits; this was due to the narrowness of the road. He gave it as his opinion that Hawthorn's pit-stop caused a chain reaction which forced the Austin-Healey to turn to the left, brake sharply and finally skid. This caused Levegh's Mercedes to collide with it, and run up the embankment. Fangio agreed with this, and said that his car just brushed past the stationary Jaguar.

Alfred Neubauer suggested that in all future races, drivers should be forbidden to overtake at start and finish, in the pits area and in front of spectator grand stands. No-passing areas should be defined by painting white stripes across the road. He maintained that in the very strictest interpretation of racing rules and regulations, no track or road today conforms to the full requirements of car racing. The road width everywhere should be not less than three tracks width, and the pit area an additional track making a minimum width of 104 ft. In his opinion it was not correct to build for spectator protection walls of concrete, or, as at Le Mans, earthen banks. Trenches would be much more effective, and if used at Le Mans, would have caused the car to dive into them, and it could not have reared up and turned over.

MERCEDES-BENZ TO ABANDON G.P. RACING

FOLLOWING earlier unconfirmed reports, Mercedes-Benz announce that after the Spanish Grand Prix at Barcelona in October, they will cease to take part in Formula racing. The Unterturkheim concern will concentrate on sports car events, and in several major rallies. An entry of at least three cars will be made in the Pan-American road-race, and Sebring is also a possibility. Other events planned for 1956 include Mille Miglia, Le Mans, and Nürburgring "1,000 kilometres". It is likely that 220A Mercedes will be entered in the Monte Carlo Rally, and also 300SL models in events for which they are eligible.

SPANISH G.P. DOUBTS

ACCORDING to a report from Barcelona, the Penya Rhin club may cancel the Spanish Grand Prix due to be run next October. Civic authorities feel that there is insufficient guarantee of safety for spectators on the existing Pedralbes circuit. However, no actual statement of cancellation has so far been issued by Penya Rhin.

Shelsley Walsh—continued.

excitement, his sterling efforts bringing him a 47.11 secs. time and this little phase was brought to a climax by the following driver, Michael Christie. Driving for Peter Bell again he took the 2-litre E.R.A. away in delightful fashion. Every touch of the wheel showed delicate handling and the car went up in great style. It was obviously fast but under the conditions 43.67 secs. was quite breathtaking.

The sports cars which followed were led by Ken Richardson driving the Le Mans TR2. But it was R. B. James who took the honours for this type of motor car. Real skill was displayed in his apparently quiet run which returned a fine 50.40 secs.

Tony Crook's Cooper-Bristol was dashing up and down the hill almost on a shuttle service with Tony himself and R. Gibson driving. Tony's 48.39 secs. in this class was extremely good but Gibson took this very hot motor up in 48.24 secs. Another car serving a dual role was the Zephyr-engined Wilkins Special completed barely a week ago.

In addition to Crook's, two other Cooper-Bristols were driven to good

effect; Sir Clive Edwards handled one and the Hon. Edward Greenall, who has not had his car long and was obviously keeping a bit in hand, drove the other.

Rochdale driver A. K. Howarth was in charge of the historic 2-litre Bugatti (ex-Varzi, Targa Florio car) and there was lashings of urge still there.

The Morgan-TR2 rivalry was much in evidence, several examples of these makes being on the hill. Peter Morgan certainly kept his colours flying, for on both runs he got below 49 secs.

In the upper capacity brackets the Steyr-Allard, handled by D. A. Wilcocks and C. P. Tooley, ran well with Tooley getting the best out of this erstwhile record-holder. The bigger cars were dominated by Geoff Mansell's H.W.M., G. E. Pinkerton's Allard-Cadillac and the ex-Phillip Scragg Alta-Jag, nicely handled by J. Clark. J. C. Winby's Austin-Healey came near, as did Bertie Bradnack's Cooper-Jaguar, while F. Preece also drove a Jaguar in spirited fashion.

In the second runs Don Parker made sure of his class on a slightly less damp road and Tony Marsh took advantage of this—and also pulled a little more out to take the best time of the day.

Late in the event (having missed its first run while undergoing clutch repairs) the fantastic De Havilland-M.G. was aired. This 4-cylinder 6½-litre engine in an M.G. chassis had colossal poke which was difficult to translate to the roads. The Gipsy Major engine did its stuff, but by now the rains had come again.

WILSON ROGERS.

Provisional Results

Best time of the day (Shelsley Challenge Trophy): 1, A. E. Marsh (Cooper), 42.60 secs.; 2, M. A. H. Christie (E.R.A.), 43.21; 3, C. S. Henderson (Cooper), 44.07.

Best time of the day by a Sports Car (M.A.C. Challenge Trophy and Souvenir): T. A. D. Crook (Cooper-Bristol), 47.41. **Team Award:** Sir Clive Edwards (Cooper-Bristol), Hon. E. G. Greenall (Cooper-Bristol), T. A. D. Crook (Cooper-Bristol). **Best Shelsley Special (Rossiter Trophy):** E. J. Moor (Wasp), 46.10. **Best Non-Supercharged Car (M.A.C. Garvagh Challenge Trophy):** A. E. Marsh (Cooper), 42.60. **Best time by a Lady Driver (Shelsley Ladies' Challenge Trophy):** Mrs. D. Osborn (Triumph TR2), 53.03. **Best time by an E.R.A. (The Raymond Mays Shelsley E.R.A. Challenge Trophy):** M. A. H. Christie, 43.21. **Best time by a Vintage Car (The Forrest Lycett Challenge Trophy):** P. J. Stubberfield (Bugatti), 46.38. **Special Trophy:** R. B. James (TR2), 50.4.

Class Awards: 1, Don Parker (Kieft); 2a, M. A. H. Christie (Cooper); 2b, C. G. Escott (Lester-M.G.); 3a, P. J. Stubberfield (Bugatti); 3b, T. A. D. Crook (Cooper-Bristol); 4a, C. P. Tooley (Steyr-Allard); 4b, G. E. Pinkerton (Allard-Cadillac).

CORRESPONDENCE

The Le Mans Catastrophe

It is to be hoped that when new regulations are framed, as undoubtedly they should, following the dreadful Le Mans tragedy, steps will be taken to prevent the presence of cars of widely differing performances on the track at the same time. Even though this particular factor may not have contributed directly to the Le Mans horror, there can be no doubt that, with the speeds now attainable by the larger and faster cars, the presence of smaller and considerably slower cars creates a situation fraught with danger to drivers and spectators alike.

If this proposal were to be adopted, not only would the interests of safety be served, but we would be spared the ludicrous spectacle of teams of cars with no earthly hope of winning even a class slowly circulating with no other object than that of finishing and so demonstrating their "reliability". The proper place for such demonstrations of ability to keep mobile for 24 hours is on a closed circuit where they can circulate by themselves for as long as they like and as fast as they are able without being a menace to others.

A. COLTART.

WEST MOLESLEY, SURREY.

THE recent tragic accident at Le Mans has given many non-enthusiasts an opportunity to condemn the greatest of all sports, at a time when motor racing has reached a very high degree of popularity in this country.

This will not, of course, affect the true enthusiast, but could have a great bearing on bodies who control proposed venues for future circuits. I understand that there has been a good deal of opposition to the proposed Derbyshire Road Circuit project, and surely this tragic episode will give opponents a further lever.

I feel that AUTOSPORT, as Britain's best and most popular motor sporting journal, should give emphasis that this accident, appalling as it was, should be taken in correct perspective. It is hoped that the popular Press would follow this example.

JOHN H. FARRAR.

NORTHOWRAM, NEAR HALIFAX.

Broadcast Opinion

HAVING heard Miss Jennie Lee's remarks classing motor racing as a "blood sport", we suggest that the R.A.C., the B.R.D.C., the B.A.R.C. and the B.R.S.C.C. should get together and demand a public apology.

MR. AND MRS. HOLDEN.

PINNER, MIDDLESEX.

Is Racing Too Fast?

FAR from being "based on true facts", Monsieur G. Dardenne's letter in your 17th June issue is, I find, confused and inaccurate in its arguments. He confuses the problem of safety with the fact that there are only a few racing drivers who can extract the last ounce from their cars, or who are prepared to try to do so. His thoughts about the comparative safety of Grand Prix and sports-car racing are also muddled.

First of all, although there may be only six or seven drivers who can drive Grand Prix cars to their utmost limit, there is a larger number, perhaps 25 or so, who can do so perfectly safely at very slightly slower speeds. The difference in car performance usually compensates for the variations in driver ability, and interesting racing results.

I should say that Grand Prix racing is certainly safer today than it was in the 'thirties, and the cars easier to drive. There is not the old problem of a great excess of unusable engine performance, and the cars steer better now. How many drivers have been killed driving G.P. cars since the war? Apart from poor Marimon and Achille Varzi I cannot think of any of first-rate ability. Wimille was killed in a small Simca-Gordini, Ascari and Bonetto in sports cars, and Fagioli in a saloon. Yet in the six years before the war we find Seaman, von Delius, Campari, Guy Moll, Borzacchini, Emilio Villorosi, Hamilton and Berndt Rosemeyer (making a record attempt).

Sports-car racing is clearly the more dangerous, and has needed new regulations for a very long time. Yet M. Dardenne wants to keep an upper limit of 3½-litres for sports cars—in fact, the same size as the fastest cars now. The faster sports cars are more dangerous because they are less stable on corners, less easy to get out of trouble when once they are in it, and are less tailored purely for the job in hand. Sports-car racing is also comparatively hazardous because a far greater number of drivers, many of a lower level of ability, take part, and because of the great speed differential between the cars.

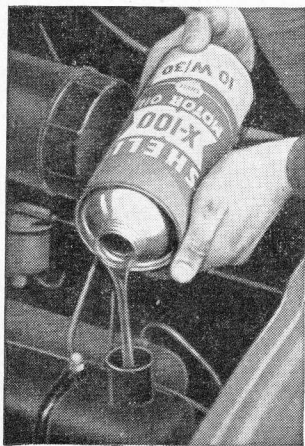
Finally, as regards Grand Prix racing at least, I would say that, far from being in a "period of decadence", the last few seasons have been the finest in the history of the sport. Far more teams with similar potentialities have been competing, and there have been few walkovers. And in addition to the efforts of the top half-dozen drivers there has been immense interest for the true enthusiast in watching the performance of the slightly less glamorous people like Trintignant, Manzon, Collins, Schell and Mieres, not to mention that wily independent, Bira. There is, in fact, very little wrong with Formula 1, and only simple changes in the sports-car field are needed.

JOHN D. STOCK.

HARLOW, ESSEX.

More Correspondence on page 804

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Correspondence—continued.**Is Racing Too Fast?**

I AM afraid that your correspondent, G. Dardenne, is falling into the old familiar trap. Racing cars are too fast, they always have been, and always will be. To limit the Grand Prix Formula 1 to 1,500 c.c. unsupercharged would not be the answer—within two years, possibly less, cars of this size would be achieving the speeds now being attained by the present 2,500 c.c. machines.

Your correspondent hints at this, by saying that the old Formula 2 cars eventually became almost as fast as those of the original Formula 1. Merely reducing engine size is not the solution! Where is this trend going to lead? If the F.I.A. reduce each new formula because the expiring one is too fast, we are likely to reach the stage where Grand Prix machines will have a volume of 500 c.c.

Regarding the shortage of star drivers for ultra-rapid machines, this has always been a problem. In any given period there will only be a few really great drivers.

M. Dardenne's knowledge of top drivers seems limited. Has he not heard of Michael Hawthorn, certainly the equal of the three he mentions as being first rate?

Finally, we must not overlook Peter Collins, who, although not seen on Grand Prix machines as much as one would like, must certainly be approaching the Fangio/Moss/Hawthorn category.

HAROLD HUNT, JUN.

COVENTRY.

IN reference to the letter in the 17th June issue from M. Dardenne; I am in full agreement with him as regards the minority of first-class drivers capable of handling a modern Formula 1 car, and also the limiting of engine capacity.

Returning to the lack of suitable drivers, I should like to have Mike Hawthorn included in his list of those able to handle these powerful F1 cars. I would support my view on Hawthorn by stating his steady performance with Scuderia Ferrari. He took second place to Fangio in the Italian Grand Prix at Monza, was second in the British Grand Prix, and was second again to Fangio in the Grand Prix of Europe at Nürburgring; and to bring his 1954 season to a "Grand Finale", won an outstanding race at Barcelona by sheer verve and driving skill.

Apart from Formula 1 racing, Mike Hawthorn has now achieved a reputation for his skill in the handling of sports cars. In the 1954 season, he achieved second place in the T.T. at Dundrod, being heavily retarded by handicapping of the DB-Panhard. In the Gran Premio Supercortemaggiore he achieved first place in a 3-litre Ferrari, and in this race showed his remarkable skill on wet roads. Coming to this season, Hawthorn has won both the Sebring race and also Le Mans. . . . These successes must go to place Mike Hawthorn amongst those drivers of the first and finest calibre in present motoring sport.

W. H. FARGUS.

UPPINGHAM.

MONSIEUR DARDENNE'S letter was tragically topical, but somewhat confused and misleading. I cannot see that he has any grounds for concluding that Grand Prix F1 racing has become too dangerous.

He starts by posing the question, "How many drivers are actually able to handle a F1 racing car of first rate?" He concludes that there are only three—namely, Fangio, Moss and Behra. This is absolutely ridiculous. I would be inclined to agree with him that these three drivers are slightly better than the other members of the continental circus; but this does not mean that Farina, Trintignant, Schell, Manzon, Villoresi, Hawthorn, Mieres and the young Italians are not capable of handling top-line Grand Prix cars in comparative safety. Grand Prix racing has a fine safety record just because the drivers are of such a high standard. Certainly, Marimon was killed in a Grand Prix car, but Baird, Cole, Pagnibon, Fagioli, Bonetto, Ascari and Levegh all died in sports cars. It is sports-car racing, alone, which is becoming too dangerous, mainly because in this field drivers of only mediocre ability can compete in cars which in many cases are more powerful and more difficult to handle than Grand Prix cars.

After the various tragedies of this season it is essential that the authorities act in a cool-headed manner and do not spoil the spectacle of Grand Prix racing merely because of

the unfavourable publicity that unlimited sports-car racing has brought on the sport in general.

It must be remembered that danger is an integral part of motor racing in the same way as it is an integral part of mountaineering, ski-ing and bull-fighting. It can never be eliminated entirely by the limitation of engine size—Jean-Pierre Wimille was killed in an 1,100 c.c. Simca, and Raymond Sommer in a Cooper—nor is it desirable that it should be eliminated. The emotional appeal of motor racing lies in the fact that there are severe consequences in making a mistake or in consistently falling below a certain standard of skill. If you eliminate danger, motor racing would cease to be a sport and would become merely a technical exercise.

G. G. L. STOCK.

TRINITY COLLEGE, DUBLIN.

Dictation from Stuttgart?

I HAD always thought that safety precautions at an International motor race were the responsibility of the National body concerned and of the F.I.A., with the insurance company intervening.

If this is so, by what right do Mercedes take it upon themselves to give their approval too? And if they have such a right where will it end? The next step would logically be for them to insist on their own scrutineers, medical board and driving examiners to ensure that both the opposing cars and their drivers were quite fit to race.

While this sudden concern on their part for safety may be good publicity it is also in my view confounded cheek, and if I were running the British G.P. I should be sorely tempted to tell Dr. Koenecke what to do with his cars.

The accident at Le Mans was indeed tragic but, as you said in your Editorial, it was a pure accident, and there is no need for panic action or hysteria. The recent antics of Mercedes seem merely to pander to the popular press.

R. E. LEAPINGWELL.

DERBY.

Commentaries at Goodwood

AS one of the Goodwood commentators, may I present our side of this vexed problem? In no way at all is this an excuse, but merely an attempt briefly to record what needs to go on.

When I started, this season, I realized with a sharp shock that 25 years' enthusiastic devotion to the sport can almost be discounted when faced with a commentary. Each commentary is an entirely separate operation.

In common with others, I am unable to attend anything like as many meetings as I'd like—meetings other than Goodwood, that is. How, then, to amass the type of information your correspondents are perfectly entitled to expect from us? I embarked on a system of records aimed at tracing the fortunes of all drivers at all meetings throughout the country. This soon developed into chaos, if I were not to spend probably two hours a day—every day—throughout the season on these massive records.

Instead, I have prepared an alphabetical card index. When I receive the entry list for a particular meeting, all drivers are carded. On practice day, every one is interviewed personally (75 were achieved for the Whit-Monday meeting), and notes taken verbatim from everyone. At the next meeting, cards are prepared for those who did not appear at the previous meeting, and more interviews made and more notes taken. I find that this method not only enables me to "tie up" car numbers for the commentary itself, but far more quickly to clarify each situation as it develops.

Nevertheless, the preparatory work is enormous. It was necessary, for instance, to devote some 18 hours to the preparation of the commentary for the Whit-Monday meeting. This, of course, included the time devoted to interviewing.

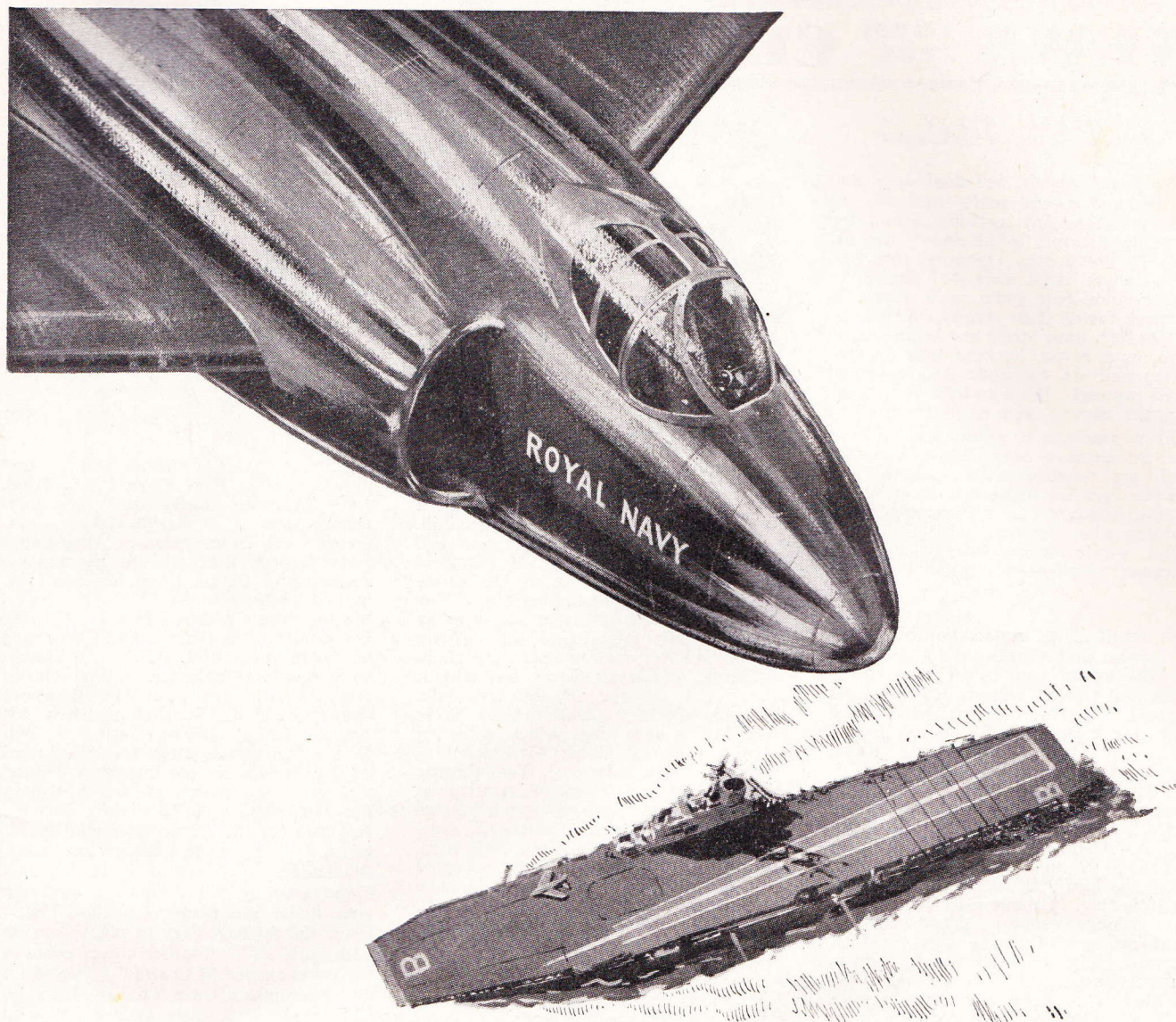
It should be borne in mind that the customers don't want stale news, and news becomes stale very quickly. More work! As my card index swells, so grows the need of thumbing through and rubbing out the bits of information no longer required.

And the job isn't pensioned!

ALAN CUTLER.

SHOREHAM-BY-SEA, SUSSEX.

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NEWS FROM THE CLUBS

By Wilson McComb

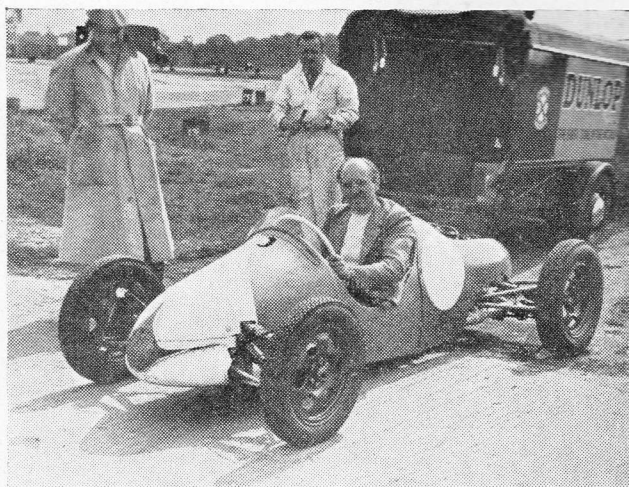
TWIN rear wheels, 5:1 final drive and first and second gears—that was the drill recommended to John Broad for climbing Prescott in "Remus", the ex-Bira 1½-litre E.R.A. Ignoring this, Mr. Broad chose single rears, 4:1 final drive and bottom gear only; as a result he climbed faster than Ansell, Whitehead or Walker have done in 1½-litre cars. Also, as a result, he bent four exhaust valves and six pushrods, and damaged three pistons! His comment was, "Perhaps the 'experts' were right after all!!"

From gradients to grass: it seems that the Southend-on-Sea United Football Club are vacating their stadium, and envious eyes are being cast on it by the Thames Estuary A.C. Plans are being laid for what they call "flat autocross" on a ¼-mile course interspersed with chicanes, which sounds rather fun.

* * *

ON behalf of the Association of North-Eastern and Cumberland Car Clubs, the **Darlington and D.M.C.** and **Newcastle and D.M.C.** will on 3rd July hold a speed hill-climb at Catterick, Yorks, starting at 2 p.m. Entries should be sent to R. B. Horn, 3 Westwood Road, Brunton Park, Newcastle upon Tyne, 3. . . . Members of the B.R.S.C.C., Eastern Counties M.C., London M.C., Snetterton M.R.C., Sporting O.D.C., Thames Estuary A.C. and West Essex C.C. are invited to a Snetterton sprint meeting which the **East Anglian M.C.** are staging on 10th July. Classes cater for production saloons, sports, grand touring, sports-racing and racing cars. D. W. Burns, Hillwood, Hillwood Grove, Hutton, Essex, will close the entry list on 4th July. . . . Owing to the success of their last autocross meeting on 5th June, the **Sporting Owner Drivers' Club** are offering, to all who took part in that event, a free entry for the next one on 24th July. . . . This Sunday's Charles Cup Rally, organized by the **Swansea M.C.**, will start from Fairwood aerodrome at 10.30 a.m. . . . Also this Sun-

WHAT'S THIS!
Well-known Bentley driver Jack Williamson in a five-hundred? But he isn't driving it—merely trying the Grose Special on for size at the Northampton Sprint Meeting, where he made B.T.D. with his Bentley.



day, 26th June, there is the **Surrey Sporting M.C.'s** Rainbow Rally, a 100-mile navigational event starting at 2 p.m. from the Warwick Hotel, Redhill. . . . Next Thursday, 30th June, and also on 14th July, the **Singer O.C. (Sheffield Centre)** will be meeting at the Three Cranes, Queen's Street, Sheffield. The Centre's rally on 5th June was won by Miss R. Appleby, and regs. for the next one on 3rd July may be had from H. B. Goldberg, 40 Church Street, Sheffield, 1. . . . C. L. Savage, 21 Chatterton Hill, Ashford, Middx., has details of the **Brent Vale M.C.'s** next rally, which will start from the Byron Hotel, Greenford, at 9 a.m. on 10th July. . . . Two **Chester M.C.** events are a sprint meeting at Summers Drive, Sealand Aerodrome, at 2 p.m. tomorrow, and an inter-club navigation run next Wednesday, 29th June. Entries for the latter will be accepted at the starting point, which is Stanney Lane, near Ellesmere Port, at 7.30 p.m. . . . To their already considerable list of social meetings, the **Vintage Sports C.C.** have added the following: first Fridays, Manor Barn Hotel, Burley, Ringwood, Hants; first Thursdays, Rose and Crown, Elham, near Folkestone, Kent. They no longer meet at the Bull Hotel, Wrotham, Kent. . . . The **Old Merchant Taylors' M.C.** will join with the **Harrow and Windsor C.C.s** this Sunday for the Midsummer Touring Trial over a 100-mile course, and will themselves organize a 60-mile regularity rally scheduled for 17th July.

Recent Results

ALLARD O.C. and BRIGHTON & HOVE M.C. SPRINT MEETING
Goodwood, 4th June

Goodwood Trophy (B.T.D.): Farrell.

Allard Owners' Trophy: Allan. Park Hill Trophy: Leather. Class 1: Blomfield. Class 3: Girling. Class 5: Knight. Class 7: Sidnell. The Brighton & Hove M.C. results have not yet been received.

NORTHAMPTON & D.C.C. SPRINT MEETING
Silverstone, 11th June

Open cars, 1,001-1,500 c.c.: H. S. Ladds (M.G. TC), 1 min. 37.8 secs. 1,501-2,000 c.c.: D. Barratt (Doretta), 1 min. 31.0. Over 2,000 c.c.: J. A. Williamson (4½-litre Bentley), 1 min. 26.6.

Closed cars up to 1,000 c.c.: J. A. Williamson (Renault 750), 1 min. 59.0. Over 2,000 c.c.: E. R. Parsons (Jaguar XK 120), 1 min. 37.0.

Specials and Supercharged: E. Lewis (Lotus 1,100 c.c.), 1 min. 26.4 secs. Racing cars: J. A. Williamson (E.R.A. 1,500 c.c. S), 1 min 21.2 secs. Open handicap: 1, J. A. Williamson (Bentley 4½-litre); 2, M. Barron (B.B.S. Spl.).

B.T.D.: J. A. Williamson (E.R.A.), 1 min. 20.6 secs.

MID-SURREY A.C. SPEED TRIAL

Brands Hatch, 22nd May

Pre-war 1,100 c.c.: P. A. Bailey (Singer). Pre-war 1,500 c.c.: S. F. Pile (Aston Martin).

Post-war, closed, up to 1,100 c.c.: R. H. Lambert (DKW). Up to 1,500 c.c., closed: J. G. Marks (M.G. ZA). Open: K. P. Tomei (M.G. TC). Up to 2,200 c.c., closed: R. C. Trevor Jones (Rover 75). Open: M. Conard (Triumph TR2). Up to 3,000 c.c., closed: J. Tuson (Riley 2½-litre). Open: M. C. Sleep (Austin-Healey). Over 3,000 c.c., open: J. L. E. Ogier (Jaguar XK 120).

M.G.C.C. (N.W.) DRIVING TESTS

Chapel-en-le-Frith, 12th June

Class I: 1, J. H. Brooks (Morris Minor). Class II Open: 1, G. R. Holt (M.G. TF); 2, D. G. Sidebotham (M.G. TC). Class II Closed: 1, B. J. Warr (Ford Prefect); 2, R. Foster (M.G. 1½-litre). Class III Open: 1, M. Hawley (Triumph TR2); 2, W. Yarranton (Morgan). Class III Closed: 1, R. Oakes (Ford Zephyr).

Ladies' Prize: Mrs. W. Wallis (Ford Anglia). Mixed Pairs Competition: Mr. and Mrs. B. J. Warr (Ford Prefect). Nominated Centre Team Trophy: 1, Midland Black; 2, Midland Yellow; 3, Midland Brown.

. . . A "cloverleaf" route will be employed for the **West Essex C.C.'s** Three Jolly Wheelers Rally on 17th July. Details from A. J. Beagle, 2 The Leas, Avon Road, Upminster. . . . The **Lancs and Cheshire C.C.** will be running an autocross at Eaton, Ches., on 3rd July. Invited clubs are the M.G., Bolton-le-Moors, Mid-Cheshire, North Midland, Lancashire, 750 and Sunbac. Secretary of the meeting is M. A. Reid, 9 Heathland Road, Manchester, 7, and entries close on 29th June. . . . The **Blackpool and Fylde M.C.** are holding their 5th Annual Rally Driving Tests on 29th October (advance notice, this!) followed on the Sunday by the inter-area driving test challenge match of Great Britain for the Blackpool Challenge Trophy. Inquiries for this hectic week-end should go to E. B. Scott, 48 Corporation Street, Blackpool. . . . A closed event, which appears to be a rally but at any rate goes under the name of "Not-a-Trial", is on the **Sunbac** diary to take place on 13th July. . . . Another closed event is the **Berkhamsted M.C. and C.C.** Lockhart and Bossingham Cups Trial on 3rd July. This again is a rally type event, and covers some 100 miles of main and secondary roads in Herts and Bucks. . . . On 17th July, the **Herts County A. and A.C.** and the **North London E.C.C.** will jointly run the Ramsgate National Speed Trials on the Undercliff Promenade of that seaside resort. A variation this year is the inclusion of a chicane for the afternoon runs, the awards being based on the aggregate of the competitor's best straight run in the morning and ditto plus chicane in the afternoon. There will be classes for saloon, sports and racing cars, and entries close on 11th July with Mrs. E. Ibbotson, 20 Derby Lodge, East End Road, London, N.3. In addition there will be an entry-on-the-spot driving test meeting on the previous day. . . . The **Lancia M.C.** announce that their Lancia Challenge Trophy meeting, which was to have taken place on Sunday at Thruxton Aerodrome, has had to be cancelled through lack of support. . . . The **Taunton M.C.** are running a night rally for their members on 9th July, which will take them over 250 miles of West Country roads. . . . Davida Pilkington (Sheffield 70969) has details of the **North Midland M.C.'s** 200-mile Midsummer Moonlight Rally on 2nd/3rd July.



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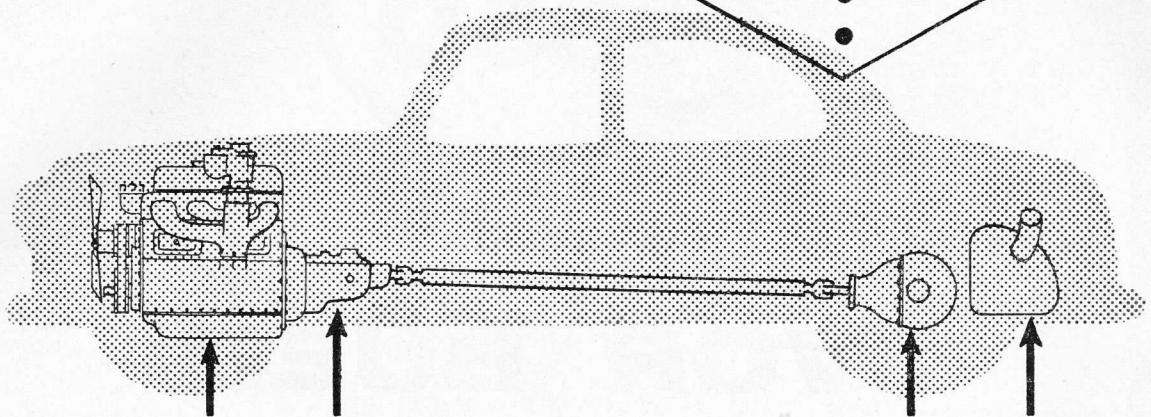
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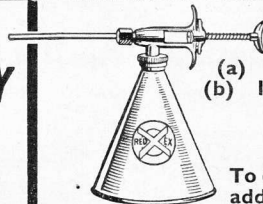
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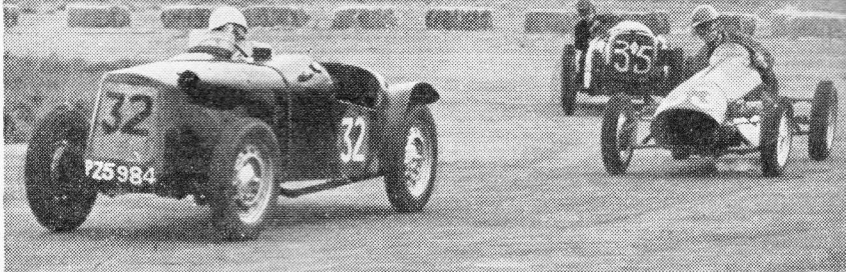
DEPT. A.S.6

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SOLD AT OVER 30,000 GARAGES IN THE U.K.

It was a bright thought that prompted the 500 Motor Racing Club of Ireland to take note of (and cater for) current trends in their race meeting at Kirkistown Airport on Saturday, 11th June. The programme, in addition to the race for Formula 3 cars and the inevitable open handicap, also carried special scratch events for Ford-based specials

FORD FASHIONS (right) have changed in Ulster. G. Drew's angular model was unplaced at Kirkistown, and Arthur Clapham's Cooper-based car won from W. Pearson's Special in the Ford race.



MIXED RACING AT KIRKISTOWN

J. B. Johnstone (Triumph TR2) Wins Two Races at Ulster Meeting

and a new race confined to TR2s and Austin-Healeys. As ever, the club enjoyed the best of weather for their meeting, although a "cloudburst" in neighbouring Belfast just about the time one would be setting out for the meeting was reflected in the gate receipts.

The Formula 3 movement makes slowish progress in Ulster and the McCandless cars of Laurie McGladery and Rex McCandless continue to dominate the scene. Thus, having decided that the 500 c.c. event would be on a handicap basis, it was inevitable that the Norton-engined McCandless cars should be put on the scratch mark and asked to concede at least one lap to the others. The others, in this case, meant Jim Meikle's Kieft-Norton, the same owner's Cooper-B.S.A. driven by J. McCready, a Cooper-J.A.P. driven by E. J. W. Ferguson and the promoting club's Cooper (now fitted with a Triumph engine), on this occasion handled by Dickie Lovell-Butt. It was McCready who seized the lead, Lovell-Butt keeping close company and later passing. On the eighth lap Meikle passed Lovell-Butt, but was permitted to hold the lead for only two laps before McGladery and McCandless surged past on the final lap.

There was plenty of interest in the

Ford-based event, which brought to the line, for its first race, Billy Morton's new car and an equally handsome-looking special bodied by Arthur Clapham. Morton seized an early lead with Robin Scott not far away, and a trio consisting of Clapham, Waddell and Pearson jockeying just behind. For two laps the order remained, then Scott slowed, letting Clapham through into second place with Pearson just behind. Then, with only three laps remaining, Morton's motor went sick and he fell behind the flying Clapham and Pearson, but kept his speed high enough to avoid being overtaken by Scott.

The defection of the only two Austin-Healeys entered made the next race one confined to eight Triumph TR2s. A Le Mans-type start was employed and Syd Durbidge was the first to get moving, but was soon overtaken by John Johnstone, who settled into a lead he was not to lose. Behind him Billy Leeper, Gerry Lambe and Bobby McMillan starting mixing things, with Leeper falling back, what time Lambe and McMillan got to terms with each other.

The field settled with Johnstone ahead, and for 12 laps nothing at all between Lambe and McMillan. Then McMillan squeezed past, to draw away from

Lambe and do what he could to catch Johnstone, but that worthy held to his advantage and, in fact, was able to slow down and win comfortably.

The handicap final was dominated by Carter's M.G. TC which eventually gave way to Allen's *monoposto* but behind was John Johnstone, just keeping clear of the third round of the Lambe-McMillan debate, which was brought to an abrupt close by Lambe being flagged in. While Lambe was hearing what the stewards had to say about the correct method of cornering, Johnstone nipped into the lead, with McMillan only just behind, while Durbidge captured third place and was fastest finisher.

W. A. McMASTER.

Results

500 c.c. Handicap (10 laps): 1. L. McGladery (McCandless), scratch, 13 mins. 56.0 secs. (70.78 m.p.h.); 2. R. McCandless (McCandless), scratch, 13 mins. 57.0 secs.; 3. J. L. M. Meikle (Kieft), rec'd 1 lap, 14 mins. 8.0 secs. **Fastest lap:** McCandless, 1 min. 16.0 secs. (72.34 m.p.h.).

1,172 c.c. Ford Specials (10 laps): 1. W. A. Clapham, 15 mins. 13.4 secs. (60.20 m.p.h.); 2. W. Pearson, 15 mins. 15.0 secs.; 3. W. Morton, 15 mins. 25.0 secs.

Triumph TR2s (20 laps): 1. J. B. Johnstone, 28 mins. 11.0 secs. (64.99 m.p.h.); 2. W. R. McMillan, 28 mins. 16.0 secs.; 3. G. Lambe, 28 mins. 25.0 secs. **Fastest lap:** Lambe, 1 min. 22.6 secs. (66.34 m.p.h.).

Open Handicap—Final (10 laps): 1. J. B. Johnstone (Triumph TR2), rec'd 1 lap, 13 mins. 34.0 secs. (65.63 m.p.h.); 2. W. R. McMillan (Triumph TR2), rec'd 1 lap, 13 mins. 38.0 secs.; 3. S. Durbidge (Maserati 1,500 c.c. S), rec'd 10 secs., 13 mins. 45.0 secs.

FORMULA 3 IN SCOTLAND *A Competitor's Comments*

It must be apparent to all that whilst Formula 3 goes from strength to strength south of the Border, it is now dead as the dodo in Scotland. A recent Kirkcaldy meeting had to be cancelled in its entirety, and the F3 class dispensed with at Crimond. There are now less than half a dozen active exponents of the class in Scotland, all with elderly machinery (excepting the as-yet-unseen Martin of Sanderson).

Think of all the names which have been a common sight in past programmes: Pat Prosser, Alex McGlashan, Joe Potts, Comish Hunter, David Swan, Ron Flockhart, David Blain and yours truly, to mention only those who stuck it out for several years (a host of others fitted briefly across the scene). Why should all these people have come and gone? All sorts of reasons are given but the real answer, the only answer, is that they have had no chance of success at all, while since the advent of the Norton engine the costs have reached ridiculous heights.

Who could have avoided the present debacle? The clubs, of course, who have done absolutely nothing although the writing has been on the wall for the last three or four seasons.

The Scottish Sporting C.C. run no race meetings at all. At Bo'ness, their only speed event, they made a hash of the class in question. In 1954 I, in common with others, did not compete in the June International Meeting because there was an extra handicap to our old cars and J.A.P. engines—nitromethane fuel. If any committee member says "So what", let me remind him that the tank could be filled with "White Horse" more cheaply than with "nitro". Now the 1955 Bo'ness regs. are to hand and, although our class has for several years been known as Formula 3 throughout the world, the S.S.C.C. remain aloof and call it Class Zero. What's in a name? Well, International Formula 3 bans nitromethane and all oxygen-producing fuels. Class Zero is a free-for-all, and the man with the price of nitro is 'way out in front before the wee green lamp at the start even begins to flash.

Incidentally, as 250 c.c. cars are now beginning to appear, it will be interesting to see what name

the S.S.C.C. bestow on this class. Zero minus? Or just Below Zero?

Next, look at the Scottish M.R.C., organizers of Kirkcaldy. What have they done to foster and encourage Formula 3 interests in Scotland? A couple of big names don't make a race meeting and the local boys must be catered for as well, but the S.M.R.C. run two races at their meetings, both for the big boys. Who wants to prepare a car, travel—in my case nearly 100 miles each way—and pay a hotel bill, just for a five-lap heat? Things can be arranged so that the "also-rans" have a chance of a place and a little prize money—the B.R.S.C.C. have done it, but not the S.M.R.C. So their 1954 meeting had a thin field, and the 1955 event was cancelled.

Finally we come to the Winfield J.C., who run Charterhall. I'm a little surprised at their failure to appreciate the position, as they have the benefit of local advice from at least one active F3 man. It hasn't done much good as they also permitted nitro fuel in 1954 and—worse still—in 1955; it was certainly in some tanks at the last Charterhall meeting. But one has at least the chance of a run at Charterhall.

What is the cure for Kirkcaldy and Charterhall? It is to follow the lead of the B.R.S.C.C., late Half Litre Club, and put on races for all classes of drivers. At B.R.S.C.C. meetings, two and sometimes three finals are run off after the heats, entries being according to heat times. This means close racing, which interests the crowd, and gives every entrant a chance of a place and a little prize money and encouragement. Again, there are usually J.A.P. races as well, which is a very sound idea. What an example for the Kirkcaldy people, whose meeting was just made for such a set-up! The picture is different at Charterhall, which can absorb such a large number of cars, but a J.A.P. race of 7 to 10 laps could be included before the main event, and the J.A.P. driver could also enter for the main race. Or both could be run together, with a distinguishing mark on the J.A.P. cars.

Why harp on about J.A.P.? Well, if one blows

up a J.A.P., nine times out of ten it can be put right for under £15. The special connecting rod for a Norton costs £25, and an exhaust valve £6. Perhaps the Norton is more reliable, and it certainly has lots more urge, but it is more expensive both to run and to buy.

Owing to the small number of Formula 3 men left, what can be done? I would suggest that many committee men must swallow their pride and hold a round-table conference—not next April, but now, June, 1955. The first item on the agenda should be maximum use of Charterhall, and I would suggest one large joint meeting per annum with newspaper support, starting money, big names and all. Then, each club should pay to hire the circuit for two club meetings per year; no starting money, etc., but a sharing-out of profits among the starters after all legitimate expenses have been paid (and that doesn't include free food, drinks and travelling expenses for visitors, observers, pressmen, etc.). These remarks apply to all classes, but for Formula 3 I would suggest separating Nortons and J.A.P.s, running two races concurrently or on handicap, and barring fancy fuels.

Now, my suggestions mean pride-swallowing by individual clubs, which I don't think they will do voluntarily. What is needed is a man of personality, position, racing experience and influence to act as the focal point; a man who would ask each club to co-operate individually, and who would act as chairman at the initial meeting until a proper committee, representative of all clubs, was formed. In my opinion, we have such a man, fortunately, in Mr. David Murray of *Ecurie Ecosse*, and I appeal to him to help because I'm sure he knows that Scotland can afford only one circuit. Will you help us, Mr. M.?

To all competitors, and F3 ones in particular—past, present and "thinking about it", I say let your voice be heard. State your opinion to the clubs, to the papers, to David Murray, to me—but DO SOMETHING. Soon, if you don't, there will be no racing at all in Scotland.

I could sign this letter "Also Ran" or "Noises Off", but as I retire to my dug-out to await the barrage, will simply say—

Yours sincerely,

CHARLIE GRAHAM.

"MAHARG", THORNHILL, DUMFRIES-SHIRE.

Coming Attractions

June 24th/25th. Plymouth M.C. National Presidential Trophy Rally.

Knock M.C.C. All-Night Trial, N. Ireland.

June 25th. Oporto City Cup Race (S), Portugal.

Eastern Counties M.C. National Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.
Scottish S.C.C. National Hill-climb, Bo'ness.

Midlands M.E.C. Race Meeting, Silverstone, near Towcester, Northants.

Bristol M.C. and L.C.C. Mendip Petit Prix, Castle Combe, near Chippenham, Wilts. Start, 2.30 p.m.

Chester M.C. Sprint Meeting, Summers Drive, Sealand Aerodrome, Queensferry. Start, 2 p.m.

B.A.R.C. Regularity Trial, Goodwood, near Chichester, Sussex.
Brighton and Hove M.C. Brighton Rally. Start, London and Brighton, 6.30 a.m.

Lagonda Club Northern Rally.
Leinster M.C. Veteran Car Run, Eire.

June 25th/26th. Hagley and D.L.C.C. 12-Hour Rally. Start, Hagley, Leominster and Shrewsbury, 10 p.m.

June 26th. Portugal Grand Prix (S, 1½-3½-litres), Portugal.

Brighton and Hove M.C. Concours d'Élégance, Madeira Drive, Brighton. Start, 2.30 p.m.

Sheffield and Hallamshire M.C. Team Test Rally. Start, Rising Sun, Bamford, 10.30 a.m.

Lothian C.C. Autocross Meeting, Romano Bridge, Scotland.

Windsor C.C./Old Merchant Taylors' M.C./Harrow C.C. Midsummer Touring Trial. Start, Windsor, 10.30 a.m.

Swansea M.C. Charles Cup Rally. Start, Fairwood Aerodrome, near Swansea, 10.30 a.m.

Surrey S.M.C. Rainbow Rally. Start, Warwick Hotel, Redhill, 2 p.m.

Northampton and D.C.C. Versatility Trial.

R.A.F.A.M.C. Midsummer Rally.
Peterborough M.C. Driving Test Meeting.

June 29th. Chester M.C. Inter-Club Navigation Run. Start, Shell Club, Stanney Lane, near Ellesmere Port, 7.30 p.m.

STORMY STEPASIDE

THE Dublin University C.C.'s hill-climb on 4th June was run under the most miserable conditions imaginable, with high winds of the biting variety and steady drizzle of the wetting variety. Mike Heather made B.T.D. with his Jaguar XK 120 (56.12 secs.) and added to his bag of Sexton Trophy points. However, Des Jones in his old Riley-engined M.G. stole everybody's thunder by getting to the top in 65.23 secs., to go home with a hatful of trophies. Despite the condition of the road, there were no incidents.

J. O'D.

Results

Up to 1,300 c.c., handicap: 1, D. P. Jones (1,089 c.c. M.G.-Riley), 48.11 secs.; 2, A. G. Ryan (1,182 c.c. Volkswagen), 57.14; 3, V. Hennessy (1,200 c.c. Austin Spl.), 57.51. **Over 1,300 c.c., handicap:** 1, R. E. Newell (1,645 c.c. Alvis), 55.07; 2, M. D. Heather (3,442 c.c. Jaguar), 56.12; 3, R. M. McGregor (1,426 c.c. M.G.), 56.20.

General Handicap: 1, D. P. Jones; 2, R. G. Newell; 3, R. M. McGregor.

Up to 1,200 c.c., scratch: 1, D. P. Jones (1,089 c.c. M.G.-Riley), 65.23 secs.; 2, L. Manthorpe (1,250 c.c. M.G.), 68.12. **Up to 1,500 c.c., scratch:** 1, R. M. McGregor (1,426 c.c. M.G.), 57.69; 2, V. Hennessy (1,200 c.c. Austin Spl.), 59.85. **Unlimited, scratch:** 1, M. D. Heather (3,442 c.c. Jaguar), 56.12; 2, J. J. Flynn (1,250 c.c. M.G. S), 57.23; 3, P. B. Hopkirk (1,991 c.c. Triumph), 57.63.

B.R.S.C.C. MEETING

A VOTE of thanks to Johnnie Higham was passed at the A.G.M. of the B.R.S.C.C.'s Northern Centre, held in the Victoria Hotel, Leeds, on 2nd June. Higham was unanimously re-elected Secretary, and a new member, Dennis Blacow, was elected Assistant Secretary.

The retiring Chairman, E. Taite, did not seek re-election and his position was taken over by J. Ramsden. G. Goddard

was re-elected Treasurer, and the Competitions Committee was also re-elected. It is now: S. Dawson, T. Hargreaves, G. Johnson, B. Buttle, J. Yates, E. Taite, J. Ramsden, J. Higham, G. Goddard, the last three being *ex officio*. A dance will be held in July and a social rally in September.

PETERBOROUGH A.G.M.

BILL BANKS, the well-known rally driver, attended the annual general meeting of the Peterborough M.C. in his capacity as President of the club. The meeting was held on 2nd June in the Campbell Hotel, Peterborough, and it was reported that membership had grown considerably during the past year. It was agreed that the permitted maximum should be increased to 450, and the following officers were elected: *Chairman*, C. B. Beckett; *Hon. Secretary*, G. W. Woodcock; *Hon. Treasurer*, J. S. Olsson; *Hon. Assistant Secretary*, R. F. Horrell; *Magazine Editor*, B. A. Nicholls; *Hon. Social Secretary*, J. Huggins; *Hon. Press Officer*, H. A. Lyall.

HANTS & BERKS M.C.

MOBILGAS ECONOMY RUN

18th/19th June

Mobilgas Economy Run Trophy (greatest improvement on class average): R. B. Bensted-Smith (TR2), Fuel consumption, 71.02 m.p.g.

Up to 1,000 c.c.: 1, B. J. Cumbers (Renault 750), 76.39 m.p.g.; 2, A. Jones (Standard 8), 62.0; 3, K. Evans (Fiat 600), 60.08. **1,001-1,600 c.c.:** 1, C. M. Walker (Simeca Aronde), 57.03; 2, M. M. Wallace (Ford Anglia), 53.09; 3, R. Hellyar (Singer Hunter), 42.57. **1,601-2,600 c.c.:** 1, R. B. Bensted-Smith (TR2), 71.02; 2, D. S. Done (TR2), 64.86; 3, G. Heaps (TR2), 63.58. **Over 2,600 c.c.:** 1, H. G. W. Kendrick (Austin-Healey), 48.36; 2, J. M. Readings (Hudson Rambler), 44.44; 3, J. Fisher (Jaguar XK 120), 43.81. **All-comers Class:** 1, B. J. Cumbers 76.39; 2, R. B. Bensted-Smith, 71.02; 3, D. S. Done, 64.86. **Ladies' Prize:** Mrs. J. Johns (Buckler MK. V), 40.61.

KENTISH BORDER'S BROADSTAIRS RALLY

AT the start of the fourth Annual Kentish Rally, run by the Kentish Border Car Club on 12th June, competitors were handed ¼-inch maps on which the seven control posts were marked. An average speed of 30 m.p.h. was set for the 110-mile course over twisting Kentish lanes, in driving rain. Fourteen competitors lost marks for late arrival at controls, and one car which skidded into a ditch was manhandled back on to the road by the passengers of a passing coach.

On arrival at Broadstairs there was a series of driving tests, the best times being recorded by A. D. Hasemer (Kent Spl.), S. F. Wilder (Porsche) and F. L. Stark (Austin-Healey).

Results

Bussey Trophy (Best performance): S. F. Wilder (Porsche).

Deal Cup: A. D. Hasemer (Kent Special). **Kent Cup:** W. F. E. Armstrong (Ford). **Club Cup:** D. J. Bones (Ford). **First Class Awards:** G. R. Ray (Singer), F. L. Stark (Austin-Healey), R. B. Cook (Riley). **Second Class Awards:** D. N. Greig (Morris), J. C. Bates (M.G.).

EIGHT CLUBS SILVERSTONE

WE regret that in our report of the Eight Clubs' Silverstone meeting on 4th June, a group of qualifiers in the High Speed Trial was omitted from the list of results. These were the drivers in the 1,501-3,000 c.c. class who all completed 23 laps, and were as follows:

J. Venn (Healey); C. J. B. Hatton (Triumph); Miss M. Glockton (Triumph); B. de Mattos (A.C. Ace); W. C. N. Grant-Norton (A.C. Ace); A. F. Coakley (Austin-Healey); L. Sims (Aston Martin).

Also, the Ace involved in the collision with Bradley's Doretta was in fact that of Grant-Norton and not Hiam as stated in the report.

Club Fixtures

Hants & Berks M.C.—Midsummer Night meeting, 24th June, George & Dragon, Wargrave, 7.30 p.m.

Citroën C.C.—Visit to Citroën factory, 25th June. Meet outside Citroën Cars, Ltd., Trading Estate, Slough, 3 p.m.

Bentley D.C.—Meetings 25th June, Elcot Park Hotel, Newbury, Berks; Halfway House Hotel, Aylesbeare, Devon; 28th June, Hautboy Hotel, Ockham, Surrey; 30th June, Bull's Head, Shennstone, Staffs.

Aston Martin O.C.—Dinner/dance, 25th June, Hilden Manor Hotel, Nr. Tonbridge, Kent, 8 p.m.

Leeds University U.M.C.—Procession and *Concours d'Élégance* for Veteran and Vintage cars, 25th June. Assemble Woodhouse Moor, 12 noon.

A.C.O.C.—*Concours d'Élégance* and Gymkhana, 26th June, Bulstrode Park, Nr. Gerrard's Cross, Bucks, 11 a.m.

750 M.C.—Meeting, 27th June, Sheer House Hotel, Byfleet, Surrey.

Lagonda Club—Meeting, 28th June, Red Lion, Holme-on-Spalding-Moor.

Sussex C. & M.C.C.—Meeting, 28th June, Southwick & Fishersgate Community Centre, Southwick.

Eastern Counties M.C.—Meeting, 28th June, Red Lion, Martlesham, Nr. Woodbridge.

North London M.C.—Meeting, 29th June, Rising Sun, Chase Side, Southgate.

Liverpool M.C.—Meeting, 29th June, Royal Hotel, Hoylake.

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

Southsea M.C.—Photographic run, 29th June, starting 7.30 p.m. from Leopard Hotel, Purbrook.

Vintage S.C.—Meetings, 30th June, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Cheshire.

Singer O.C.—Meeting, 30th June, Three Cranes, Queens Street, Sheffield, 1.

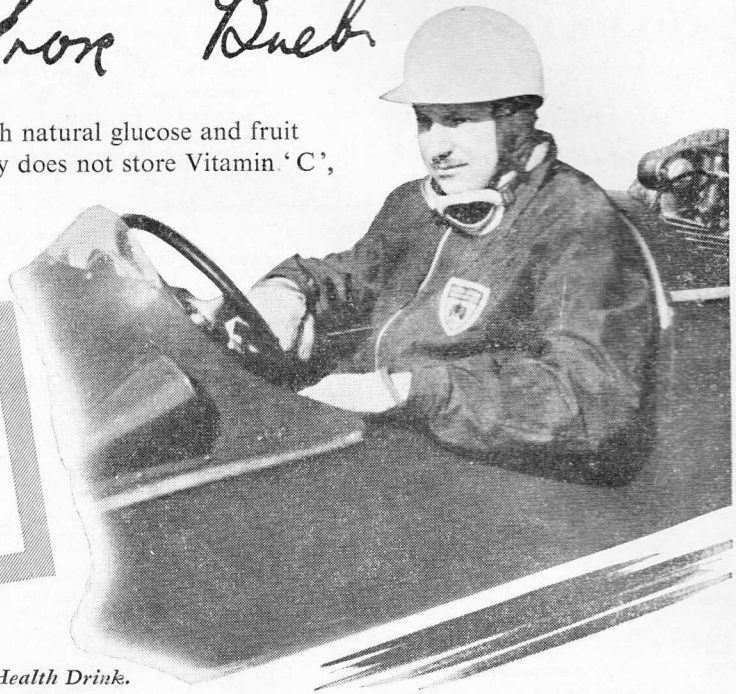
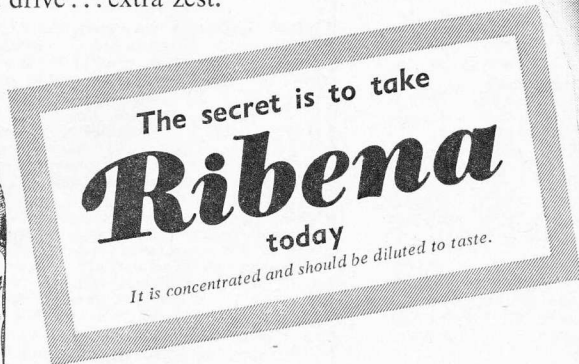
Sunbac—Meeting, 30th June, Royal Oak, Lozells Road, Birmingham, 6.

Surrey Sporting M.C.—Meeting, 30th June, Warwick Hotel, Redhill.

'Ribena fights off nervous strain'

says
Ivor Bueb

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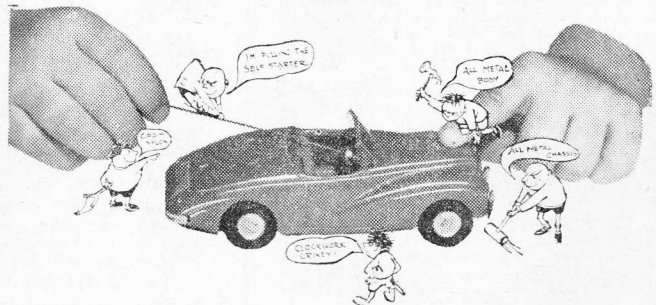
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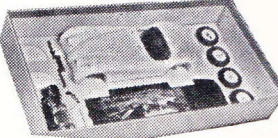
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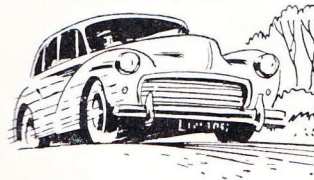
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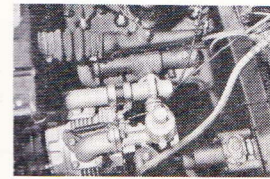


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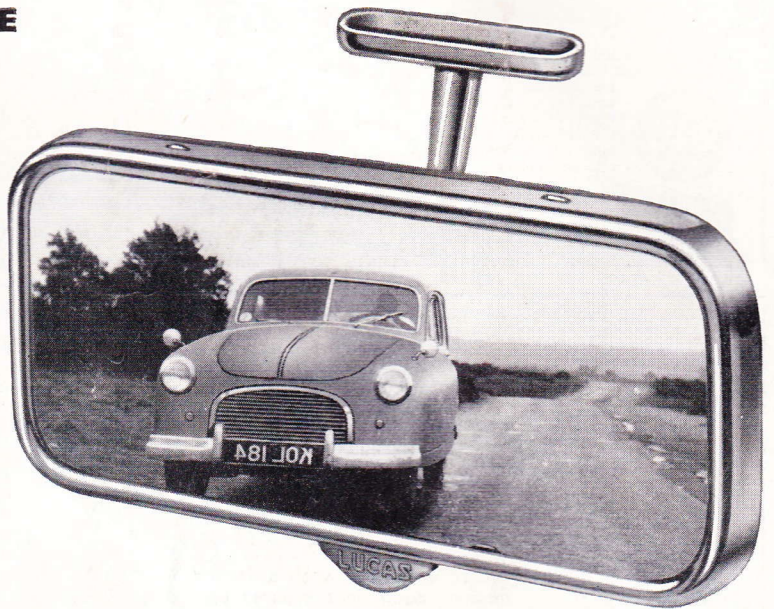


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