

COMING EVENTS

- March 6: C.U.A.C. Speed Trial at Tempsford. Details from -
H. Nott,
Botolph House,
Botolph Lane,
Cambridge,
- March 18: ANNUAL GENERAL MEETING. Golden Hind, Milton Road,
Cambridge, at 7.15 p.m.
- March 20: March Rally. This will be an event similar in
character to that held in February. The road
section will be about 120 miles and will be covered
partly in daylight and partly in darkness.
There will be a special award for the best
performance by a novice and members who have not
had previous competition experience will be set a
slower time schedule than the more expert.
Regs. available from:-
H.A.F. Jackson,
35, Metcalf Road,
Cambridge.
- Last month there were 27 entries; let's see if
we can beat that this time.
- March 26: Snetterton Motor Racing Club race meeting.
This is the first meeting of the season with events
for sports and racing cars. We are invited and
regs. are available from the Competition Secretary.
- March 27: Falcon Motor Club Wintercross. This is a
combination of sporting trial and driving test,
to be held in the Welwyn area. Entry fee is low
and the event will be quite suitable for any kind
of car. Details from:-
H.W. Tucker Peckem
52, High Street,
Stevenage.
- April 2/3: Falcon M.C. Night Navigation Rally. Regs.
available soon from Competition Secretary.

BOOK CORNER

Through the courtesy of Messrs. Galloway & Porter I have been able to read Volume 2 of Laurence Pomeroy's "Grand Prix Car". This is a book that is a "must" for any serious collector of books, or in fact anyone who is interested in Grand Prix racing. The author, who besides being technical editor of the "Motor", is regarded as one of the greatest authorities on this subject alive to-day, deals with every aspect of the sport from the early days of lurching, bouncing monsters that had to be kept on the road by brute force on the part of the driver, through the classic stage of Alfa Romeo and Bugatti era, via those fabulous German racing machines of the pre-war years, to the less exciting cars we know to-day which make up in roadholding what they lack in power, so that circuits are still being lapped as quickly as ever. The book is a real mine of information, much of it arranged in intriguing tables that make quick reference easy, and the most technical aspects are described as well, and illustrated most adequately with really good photos and section drawings that even I can follow. At £3.15.0. the book is not cheap, but if the price is divided into the hours of entertainment it provides then indeed it is excellent value for money.

Also in my orbit last month was a book called "Best Wheel Forward" by the French engineer Grogioire, who describes in it his experiences between the wars as a "garagiste" and designer. Despite the fact that his design of tractor could apparently only achieve reliability because it was too heavy to go fast enough to blow up, and his chief call to fame a universal joint for use with front wheel drive was so good that the most successful F.W.D. drive car, the Citroen, would not use it, he finds time in the book to criticise most of the great designs of the period and even remarks that a Ford V.8 engine is better looking than a Bugatti! If only for the oddness of some of his ideas then the book is entertaining and well worth the effort of wading through parts that due to too literal translation from the French are difficult to follow.