

EDITORIAL

Members are already no doubt sick of the prospect of petrol rationing and the crippling increase in the price of petrol, and we have no intention of referring to it more than to say that the price increase is officially declared to be a temporary measure and that the increase in the tax will be removed as soon as the crisis is over. It is hoped that all motorists will kick up a very active fuss if the Exchequer is tardy in bringing this about.

Members are at last beginning to realise we have the use of a comfortable room at the Globe Inn on Friday nights, but the tendency is to leave it rather late in arriving, with the result that the landlord comes up to throw us out just as things are beginning to warm up. The committee realise this can appear to be rather discourteous to newcomers who turn up early and find the room deserted, and are determined to spend the money they save on petrol on Guinness instead. A worthy purpose that will no doubt be appreciated by the landlord.

Meanwhile, if we don't have the opportunity of seeing you before the end of the year, may you have a HAPPY CHRISTMAS, and may the NEW YEAR provide rather more hope (and petrol) than is evident at the moment.

AUTOCROSS REPORT - November 18th 1956

The third Autocross meeting run by the club, was held at Fulbourn in dry if dull weather and proved an undoubted success. The course, which was marked out by straw bales, thoughtfully left on the field by the Farmer for our benefit, was a mixture of fast and slow bends, with only one straight along which anything approaching speed could be attained. Fastest time of the day was again put up by H. Tucker-Peake, who treated the spectators to a fine exhibition of how to control a potent bit of machinery on sticky ground. The Tucker M.G. must surely be the most versatile car ever, equally at home on Blue Hills mine, Silverstone, or just taking the family

Autocross report - continued.

shopping. John Moore, driving one of John West's latest acquisitions the ex Taskent Lotus VI, put up a good time, but was obviously unable to use anything like the full power available from the Climax engine. Some cars had a busy time conducting more than one driver round the course the Austin 7 Special being handled by no less than three drivers in succession, but the car, for some reason it would be rude to suggest, was noticeably more stable in the hands of the owner. There appeared to be a dearth of cars over 1500 cc and it didn't occur to some of us until too late that we were eligible for more than one class. The once familiar face of Ray Walker was seen at the wheel of an old Jowett which stuttered its way round the course in a surprisingly good time, to be followed by Threlfalls V.W. van, which had a load of straw bales aboard to give grip to the back wheels. The Pryor and Harris Triumph Special were defeated by wheel-spin with apparently too much poke low down in the rev. range, a most unusual characteristic to some purpose round the course at the end of the meeting.

This was altogether a most enjoyable event, but it must be admitted that it had only a limited spectator value, and most of the fun was enjoyed by the drivers. We could have done with three times the number of entrants and it is apparent that quite a few members are a little doubtful about entering this type of event for fear of damage to driver and vehicle, but as they could see for themselves, it is a perfectly safe bit of sport, and entailing no more damage than can be removed with a hose pipe. We hope to put on another Autocross meeting in March, so as to give an opportunity for the owner of sundry Sunbeam Talbots, Jowetts, Morris Minors, Hillmans etc to join in the fun.

Thanks are due to Derck Prime and many members for a lot of preparatory work in making the event possible, and particularly to Mr. George White for allowing us the use of his field. We hope it is not the last time we shall be allowed to use it.