

HOLIDAY ROUNDUP.

This is a real busmen's holiday - or at any rate a holiday without buses. Nobsey's started growing tomatoes in them yet, but London's almost forgotten what they look like; so if the Whitsun holiday queues are a little longer and the trains a little fuller, nobody worries very much. Of course, you can always buy a car and do your queuing sitting down. We understand there's no truth in the rumour that car salesmen drink a toast to Mr. Cousins every night, but business is business, and why shouldn't they cash in while the sun shines. Talking of the sun shining, will it? Anyhow, the sort of optimist who banks on a sunny bank holiday, is the sort of optimist who takes the family out in a pre-war bargain he's only just bought.

Great things about these pre-war jobs - they were built to take the strain. The salesman said that, so it must be true.

Yes, a typical British bank holiday - though fortunately this doesn't happen everywhere, or all the time. In between the showers, there's quite a lot going on. For example, let's drop in at Birkenhead, to meet the model yacht enthusiasts. It's the British Open Championship for the "10-rater" class, which the Birkenhead Club have won for the past two or three years. They're beautiful little craft; most of them are made by the competitors - if you have one made professionally it can cost anything from £60. to £150. Did anyone say you can get a real yacht for that much? Throw him out!

Much of the ingenuity of the "10-rater" goes into the neatly-designed automatic tiller.

Over to Whitstable for the life-sized version. Main event of the weekend is the Whitstable Challenge Cup for the Flying Dutchman class. A powerful challenge to the British yachtsmen is provided, very appropriately, by a Dutch contingent of seven boats - though the yacht belonging to Mr. B. Verhagen of Rotterdam, has the very English name of "Daisy".

They're away!

There's Daisy now, and Mr. Verhagen's with her if not exactly in her. The Flying Dutchman class - which look very trim with their Bermuda rig and Genoa jibs - were adopted last autumn by the International Yacht Racing Union as the two-man centre-board boat for the 1960 Olympics, so they're gaining in popularity these days - Victory this time goes to Mr. Verhagen and his crewman, Mr. Dries.

Back to dry land for the world's biggest caravan rally - in the park of Harewood House, Yorkshire. It's the Golden Jubilee rally of the Caravan Club, which has been flourishing since a caravan presupposed a horse. But although there are some vintage types around, and the oldest caravan here dates from 1926, there's not a horse in sight.

There's a real shopping centre - for 1,500 caravans, most of them family affairs, present quite a catering problem. They almost add up to a mobile town - and what's a town without a pub?

If you're wondering where they've gone - they're having a look at Harewood House, which is open for the weekend. There's been a great house here for more than eight hundred years; this is the third, which was built in the eighteenth century by the Lascelles family, who later became the Earls of Harewood.

Now for something more active - the international two miles at the White City British Games, sponsored by the News of the World. Toughest foreign challenger is Szabo of Hungary, but Gordon Pirie and Derek Ibbotson are here to keep Britain's end up. Ibbotson's lying second, Szabo fourth, and Pirie fifth, as they round the first bend.

Windsor policeman Stan Eldon is in the lead - but Ibbotson's overhaling him - and Szabo and Pirie are coming up, too! It's going to be a battle between these three - Ibbotson, Szabo, and Pirie!

The final straight - Szabo and Ibbotson are neck and neck - but Pirie's pressing them hard! Ibbotson's falling back - and it's Szabo and Pirie - here's the tape - and Pirie's made it by inches!

The time - 8 minutes 46.4. Southend would take a little longer, but then Pirie had only himself to push!

Let's leave them to it and nip over to Holland for the Dutch Grand Prix, where several of the top British drivers - including Mike Hawthorn, driving a Ferrari, and Stirling Moss, a Vanwall - are taking part in one of the international classics that count towards the world championship. And British cars are well to the fore from the start - three Vanwalls, and two B.R.M.s being first away from the grid. Moss takes the lead - No.1 Vanwall - with Lewis Evans, No.3 Vanwall, and Harry Schell, No.15 B.R.M., close behind.

Just watch Moss's beautiful control as he takes a double bend!

Schell's B.R.M. and Hawthorn's Ferrari still on Moss's tail - and Behra in another B.R.M. Every one of the leaders is either a British car or a British driver or both - here's Hawthorn passing the pits - and up front Stirling Moss is lapping the field. And the 80,000 crowd can hardly believe their eyes - for against the best the world can produce, the first four cars are all British - A Vanwall, two

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B.R.M.s., and a Cooper - with Stirling Moss's Vanwall first over the line! The most complete British victory in motor racing history!