

JUNE 13, 1952

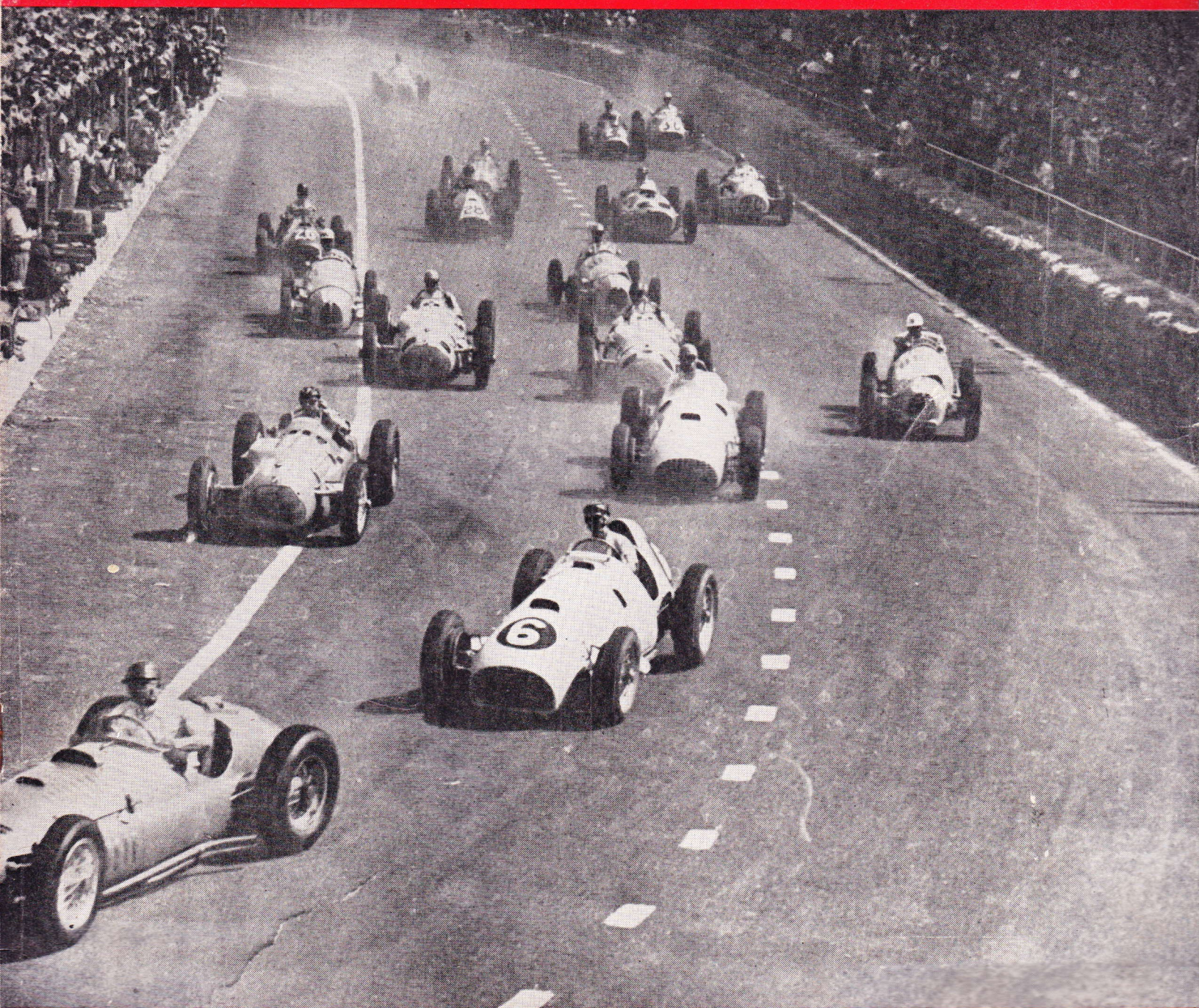
AUTOSPORT

1/6

EVERY FRIDAY

Vol. 4 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

LES 24 HEURES DU MANS; ILLUSTRATED PREVIEW : THE ULSTER TROPHY RACE AT DUNDROD :
CIRCUIT OF MUNSTER : THE "EIGHT CLUBS" AT SILVERSTONE : WHAT HAPPENED AT ALBI

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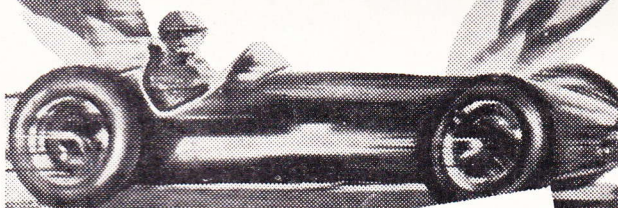


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SILVERSTONE CIRCUIT

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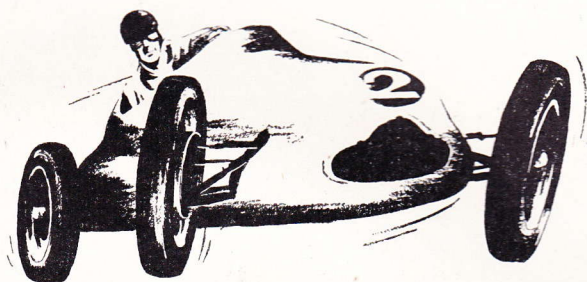
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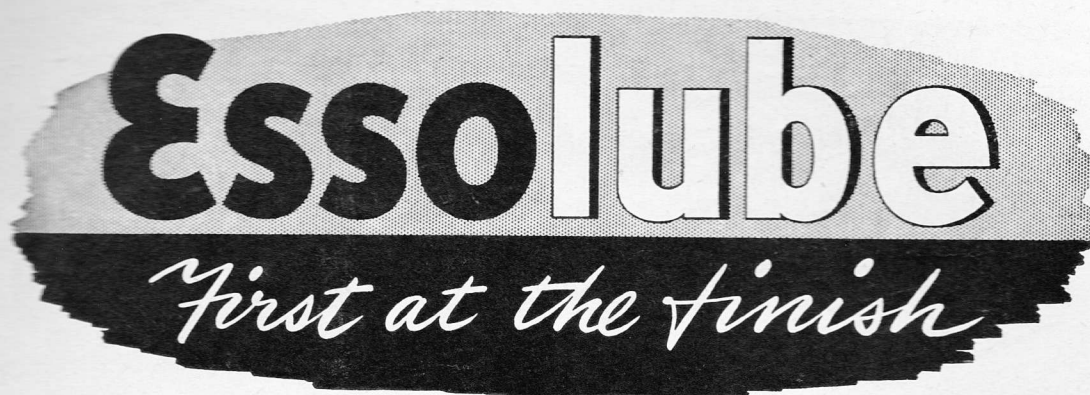
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International Ulster Trophy

DUNDROD, JUNE 7

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driving the Thin Wall Special (Ferrari) at 81.43 m.p.h.
CAR ENTERED BY MR. G. A. VANDERVELL

2ND J. M. HAWTHORN

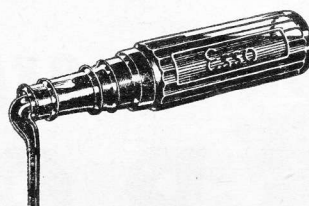
driving a Cooper-Bristol at 79.95 m.p.h.

3RD J. KELLY

driving an Alta at 78.51 m.p.h.

(subject to official confirmation)

ALL USING

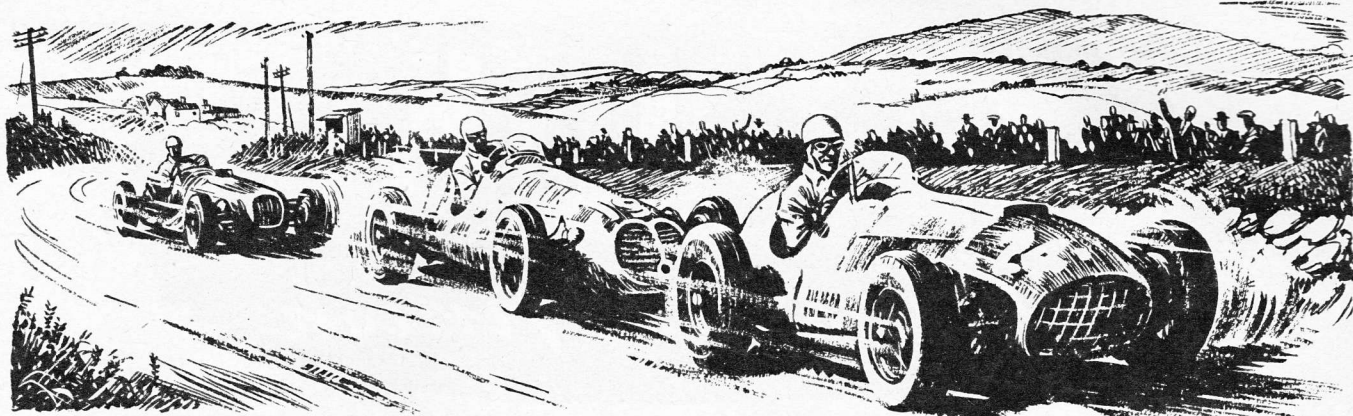


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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 24.

June 13, 1952

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EDITORIAL

THE failure of the B.R.M.s at Albi and at Dundrod fully explains why the sponsors were unwilling to risk sending a car to Turin last April. It is apparent now that Bourne realized that the machines were not raceworthy, despite the comparative success of the Monza tests. The sorry record of B.R.M. offers overwhelming proof that the failures are not all due to pure misfortune, and that either the complexity of the design itself, or faulty inspection of the materials used, must have been a contributory factor. It seems odd that porous blocks should suddenly have appeared at Albi, on engines which are reputed to have recorded some 500 b.h.p. during lengthy bench-tests in the winter months. Surely a larger safety margin should have been allowed for in the construction of the block, and also in the strength of the cylinder holding-down studs, the failure of which caused Fangio's elimination at Albi?

Let us hope that something can be done immediately to save B.R.M. from suffering the fate of the C.T.A.-Arsenal, the E-type E.R.A., and other ambitious projects which have now passed into the limbo of forgotten things.

* * *

THIS week-end's great 24 Hours Race at Le Mans is more than a sporting contest. It is a vitally important struggle for International honours, with a lucrative export market as a glittering prize. The Jaguar victory in 1951 not only produced heavy orders for the products of the Coventry factory, but stimulated the sale of British cars all over the world, the only fly in the ointment being the restrictions on imports by Australia, the largest overseas market for our cars.

Unlike a few years ago, several countries are in a position to cope with a sudden increase in production. Germany, France and Italy realize full well the shop-window value of the Sarthe race, and the Americans will do their utmost to prove that they, too, can build first-class high-performance machines.

AUTOSPORT wishes every success to the drivers, entrants and manufacturers of Jaguar, Aston Martin, Frazer-Nash, Jupiter, Nash-Healey and Morgan, which will carry Britain's racing green in the company of the most powerful International opposition that has ever been assembled in an important road-race.

* * *

THE attitude of the daily Press in general to motor-racing is often maligned. It is well worth bearing in mind that, without the financial backing of the *Daily Express*, the *News of the World* and others, it would be difficult, and often impossible to put on races of the magnitude now expected by the public. The cost of bringing famous drivers and fast modern cars to the starting line is considerable, not to speak of the large sums of money required merely for race-promotion.

OUR COVER PICTURE

RARE SIGHT: A B.R.M., driven by Juan Manuel Fangio, takes the lead from Ferraris, Talbots and super-charged Gordins, at the start of the Albi Grand Prix. B.R.M.s failed to finish here, and at Dundrod—two of the very few Formula 1 races of 1952.

SPORTS-NEWS

A S C A R I OUT: Hopes for a European come-back in the recent Indianapolis 500 Miles race end as a wheel on Ascari's 4½-litre Ferrari collapses on the North-West turn.

LE MANS—NEXT WEEK'S ISSUE

SUCH is the popular appeal of the great 24 Hours Race at Le Mans, to layman and enthusiast alike, that "Autosport" has decided to make next week's issue almost 100 per cent. Le Mans, with a complete history of the race, and numerous photographs taken under the direction of George Phillips. There is bound to be a tremendous demand for this special Le Mans issue, and casual readers should place an order with their newsagents immediately, otherwise they may be disappointed.

WEEK-END CONTINENTAL RESULTS

CIRCUIT D'AIX-LES-BAINS

(Formula 2; 122.7 miles)

1, Jean Behra (2-litre Gordini), 80 laps, 2 hrs. 10 mins. 42.2 secs. (55.75 m.p.h.); 2, Lance Macklin (H.W.M.), 80 laps, 2 hrs. 11 mins. 26.6 secs.; 3, E. de Graffenried (Maserati-Platè), 80 laps, 2 hrs. 12 mins. 8.6 secs.; 4, Harry Schell (Maserati-Platè), 79 laps; 5, Bira (Gordini), 78 laps; 6, Elie Bayol (DB "750"), 77 laps; 7, Trintignant (Ferrari), 74 laps.

Heat 1: Behra (Gordini), 55.5 m.p.h.; 2, Manzoni (Gordini); 3, Macklin (H.W.M.). **Heat 2:** 1, Behra (Gordini), 56.05 m.p.h.; 2, Macklin (H.W.M.); 3, de Graffenried (Maserati-Platè). **Fastest lap:** Behra, 57.4 m.p.h.

MONZA G.P.

(Formula 2; Times of two 136.9-mile heats added together)

1, Giuseppe Farina (Ferrari "4"), 2 hrs. 31 mins. 15 secs. (110.25 m.p.h.); 2, André Simon (Ferrari "4"), 2 hrs. 31 mins. 52.8 secs.; 3, Rudi Fischer (Ferrari "4"), 4 laps behind; 4, Peter Walker (Ferrari V-12), 4 laps; 5, Eric Brandon (Cooper-Bristol), 5 laps; 6, Alan Brown (Cooper-Bristol), 6 laps; 7, Bonetto (Maserati); 8, Johnny Claes (H.W.M.); 9, Tony Gaze (Alfa). **Fastest lap:** Ascari (Ferrari "4"), 112.45 m.p.h.

CIRCUIT D'ORLEANS

Formula 3: 1, Les Leston (Cooper-Norton), 27 mins. 52.6 secs. (61.35 m.p.h.); 2, S. Lewis-Evans (Cooper-Norton); 3, Alan Rippon (Cooper-Norton); 4, Pons (DB); 5, Audibert (DB); 6, Charrier (DB); 7, Thanelet (C.C.I.).

CIRCUIT DES 12 HEURES D'HYÈRES

1, Heurteaux/Crespin (XK 120 Jaguar), 1,355 km. (70.5 m.p.h.); 2, Penon/Ugnon (DB-Panhard); 3, Gignoux/Touzot (DB-Panhard); 4, Martin/Thomas (Simca); 5, Picard/Bonnet (Porsche).

Index of Performance Winners: Heurteaux/Crespin (Jaguar), 126.8.

STEVE WATSON

WE regret to report the death of Steve Watson in a road accident on the Paris-Bordeaux road last week-end. His passenger, Vicomtesse de Walquiers, owner of several racing and sports-cars, was seriously injured. Steve Watson was formerly associated with H. W. Motors, Ltd., and had recently embarked on a career of motor-racing.

E.R.A. AT SPA?

THERE is a strong possibility that Stirling Moss will appear in the Grand Prix of Europe at Spa on 22nd June, with the new Bristol-engined Formula 2 E.R.A.

FANGIO CRASHES

AFTER flying from Dundrod to drive a new Formula 2 Maserati at Monza last Sunday, Juan Fangio crashed on the first lap, suffering concussion, bruises and lacerations. He hopes to be fit in time for Silverstone on 19th July, when he is due to drive the B.R.M. in the 100 Miles Formula 1 race.

BRANDS HATCH

SUNDAY, NOT SATURDAY

READERS please note: the Half-Litre Club's "Restricted" Race Meeting at Brands Hatch takes place on Sunday, 22nd June, commencing at 2 p.m. and NOT on Saturday, 21st June, as advertised on page 2 of cover.

THE ANNECY SPORTING TRIAL

21 Entries for Event Sponsored by the A.C. du Mont Blanc, and the London M.C.

ON 22nd June, 21 of Britain's leading trials drivers will take part in the first British-style trial to be organized in France. The event will be staged in a park, overlooking the lovely Lake of Annecy, in the shadow of towering Mont Blanc, and arrangements have been made by Marcel Becquart to permit spectators to have as good a view as possible.

THE ENTRIES

Cuth Harrison (Harford 3); B. H. Dees (Dellow); S. A. Cracknell (H.P. Spl.); Ron Faulkner (Paul); J. D. Ackernley (Austin-Ford); Ted Spence (Spence VII); Jack Reiss (Allard); E. J. Chandler (Chandler); A. F. Erskine (Ford Spl.); Maurice Wilde (Ford Spl.); John Deeley (Cranford); J. A. Hebdon (Delta Spl.); Denis Flather (Keystone Spl.); H. H. Alderton (P.S.M.); J. W. Fleetwood (G.R.H.); H. R. Smart (B.S.T.); J. Tucker-Peake (Scarlet Runner); Edward Harrison (Harford I); Berwyn Baxter (Rovan Spl.); Charles Hardman (Dellow); S. J. Price (Price Spl.).

"AUTOSPORT"

£200 CHAMPIONSHIP

Positions as at 10th June, 1952

	Driver	Car	Pts.
1.	Don Parker	Kieft	34
2.	Stirling Moss	Kieft	19
	Charles Headland	Kieft	19
3.	Ninian Sanderson	Cooper	18
4.	S. Lewis-Evans	Cooper	16
5.	George Wicken	Cooper	14
6.	A. J. Nurse	Cooper	10
7.	Alan Brown	Cooper	8
	Les Leston	Cooper/	
		Leston Spl.*	8
	W. Webb	Kieft	8
8.	Paul Emery	Emeryson	6
	Don Truman	Cooper	6
	Tom Leigh	Cooper	6
9.	Norman Gray	Cooper	5
	G. E. Thomas	Cooper	5
10.	R. A. Bicknell	Revis†	4
	Don Gray	Cooper	4
	André Loens	Kieft	4
	R. W. Brise	Cooper	4
11.	Derek Annable	Kieft	3
	J. Brown	Arnott	3
	Norman Pugh	Cooper	3
	Donald Beauman	Cooper	3
	Ken Carter	Cooper	3
12.	Ken Smith	Smith†	2
	R. D. Brown	Arnott	2
	L. Lewis-Evans	Cooper	2
	Jack Westcott	Kieft	2
	John Coombs	Cooper	2
13.	P. S. Ashcroft	Cooper	1
	Arthur Gill	Mackson	1

*Includes 2 points for non-series car award.

†Eligible for non-series car award.

WHAT HAPPENED AT ALBI

DETAILS OF FRANCE'S FIRST FORMULA 1 RACE OF 1952

FOR the first day everyone was present for practice except the Ecurie Belgique, whose cars were still on the way from Chimay, and the two Brazilians Landi and Bianco. Rosier's cars were at the practice but Rosier had not arrived.

First man out on the circuit was Schell in one of the blown 1½-litre Gordinis, followed by the Talbots. The greatest centre of attraction was the B.R.M., of which there was only one present at the first practice session, and Fangio set off to demonstrate the great potentialities of this controversial car. After a few laps averaging 170 k.p.h. he pulled out on three successive laps 180.02 k.p.h., 181.037 k.p.h., and 182.898 k.p.h., beating his old Maserati record by 10 k.p.h. Trintignant showed how a Talbot could be driven, making the second best time in 3 mins. 9.8 secs. (169.185 k.p.h.). Crespo, the Argentinian driver, looked most dangerous on the Talbot, going round corners every way except backwards.

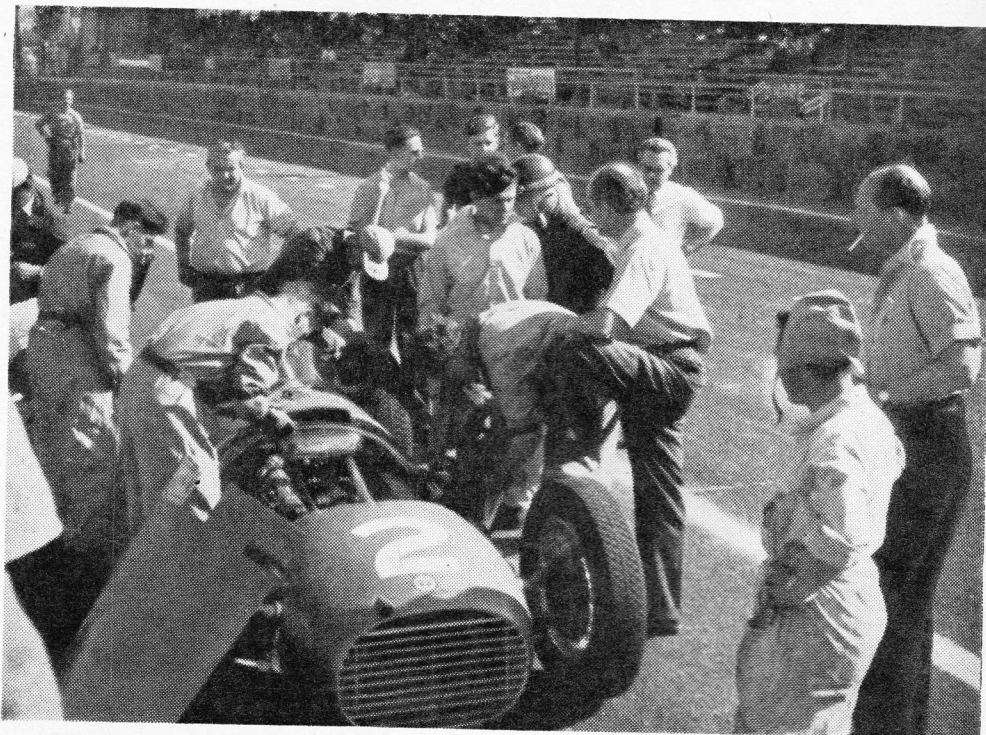
Second day's practice

Gonzalez took Fangio's B.R.M. out to return 3 mins. 2.4 secs. (175.078 k.p.h.) before he spun the car round and was called in for Ken Wharton to try a few laps at a leisurely pace. The car was then called in altogether, suffering from overheating, a complaint affecting several of the other cars as well. Rosier took out the 4½-litre Ferrari and although returning third best time in 3 mins. 6.2 secs. (172.092 k.p.h.) seemed a little uncertain in his driving, afterwards climbing out shaking his head. Landi on the other "4½" Ferrari was having little success, being slower than the Talbots of Trintignant, Cabantous and Etancelin. Fischer improved his time to 3 mins. 18 secs. The Ecurie Belgique cars had not arrived, and had to practice on Sunday morning. Pilette returning to the wheel after his serious accident at Zandvoort last year. Steve Watson, driving the ex-Chiron Maserati, succeeded in breaking two pistons.

The Grand Prix

An hour before the start the drivers sat in what shade there was, looking apprehensively at the sun which was even hotter than during the practice days. As the cars lined up for the start it was a grand sight to see the two B.R.M.s in the front row drowning the noise of the other cars when their motors were started. As the flag fell Fangio leapt into the lead with smoking tyres, having gained almost 20 yards lead on reaching the first corner, followed by Rosier and Schell. Gonzalez was not so fortunate, making a very slow start and being overtaken by most of the field. As they streamed round on their first lap Fangio had already obtained a considerable lead, followed by Rosier, Landi, Trintignant, Schell, Behra, Bira and Gonzalez.

André Pilette was already in the pits, but was off again quickly only to crash seriously on his second lap, breaking his leg and completely wrecking the Talbot which pitched down a ravine. On the



FINIS: Fangio's B.R.M. at the pits after leading the Albi G.P. for the first 15 laps.

second lap Landi had displaced Rosier for second place and Gonzalez was now in fourth place followed by Schell, driving the blown Gordini with great abandon. Trintignant was already in the pits changing his plugs and lost a lap as a result. On the third lap Gonzalez caught Rosier and Landi to take second place behind Fangio, setting up a new lap record which was to stay for the rest of the race, all the drivers refusing to take the risk of overheating their cars. Lap times showed that Fangio, although well in the lead, could go almost another 15 seconds faster according to his practice times. He was no doubt conserving his car as B.R.M.s had spent all night putting a new engine into it. Bira (Gordini) came into the pits for the first time on the third lap but was quickly off again. On lap five Rosier overtook Landi and stayed in front of him for the rest of the race.

Fate struck the first blow against B.R.M.s on the sixth lap, when Gonzalez came into the pits with his engine smoking furiously; as he halted he was besieged by firemen all seeking the honour of extinguishing the fire should there be one. It transpired that two pistons had broken. On the sixth lap, also, Schell went out with a broken clutch, and Behra had managed to pass Landi but was overtaken again on the next lap. Peter Whitehead was driving a very steady race behind Giraud Cabantous. The position at 10 laps was Fangio, Rosier, Landi, Behra, Cabantous, Whitehead, Crespo, Fischer, Bira, and Comotti. Fischer's car was going very poorly compared with last year's performance and Bira, after another pit stop which let Fischer pass him, chased the Swiss

driver, narrowing the gap from 48 secs. to 8 secs. in four laps and passed him again on the 15th lap. That same round there was great consternation in the B.R.M. pits when Fangio passed with water spilling from the car and on the next lap came in for three minutes, letting Rosier into the lead, to the joy of the French spectators. On completing another lap Fangio came in with boiling water pouring out of the car and retired with a broken cylinder head stud, hard luck indeed after a fine run.

Rosier was now beginning to lap the back markers. Crespo's driving was making the crowd gasp; six times he got into difficulties coming out of the corner past the grandstands, and each time he managed to right himself. At 20 laps the order was Rosier, Landi, Behra, Cabantous, Whitehead, Bira, Crespo, Fischer, Comotti, Trintignant. Jean Behra's magnificent run on the 2-litre Gordini unfortunately ended on the 24th lap, when he was only six seconds behind Landi and 25 seconds behind Rosier. Five rounds later Gordini lost his last entry when Bira abandoned his car on the course. Whitehead was now making his effort and slowly catching Cabantous for third place but it was not to be, for two laps from the end he had to come in for fuel, and had great difficulty in starting again. Just as he drew out of the pits Crespo passed him robbing him of his fourth place. On the last few laps Landi, too, speeded up and was gaining on Rosier finishing five secs. behind him.

The final order was: 1, Rosier (4½-litre Ferrari), 164.955 k.p.h.; 2, Landi (4½-litre Ferrari); 3, Giraud Cabantous (4½-litre Talbot); 4, Crespo (4½-litre Talbot); 5, Whitehead (1½-litre Ferrari S); 6, Fischer (2½-litre Ferrari); 7, Comotti (1½-litre Ferrari); 8, Trintignant (4½-litre Talbot).

An hour after the race the homebound spectators were treated to some real Silverstone weather, the roads becoming rivers through which the cars ploughed more than axle deep.

HANS TANNER.

ALBI STARTERS

Fangio (B.R.M.), Gonzalez (B.R.M.), Landi (4½-litre Ferrari), Rosier (4½-litre Ferrari), Trintignant (4½-litre Talbot), Crespo (4½-litre Talbot), Behra (2-litre Gordini), Bira (1½-litre Gordini S), Schell (1½-litre Gordini S), Etancelin (4½-litre Talbot), Grignard (4½-litre Talbot), Comotti (1½-litre Ferrari S), Whitehead (1½-litre Ferrari S), Fischer (2½-litre Ferrari), S. Watson (1½-litre Maserati S), Bianco (1½-litre Maserati S), Pilette (4½-litre Talbot).

NEW LOOK: Piero Taruffi's winning 4½-litre Thin Wall Special Ferrari, now with 24-plug engine and new brakes, has a revised nose treatment.

No B.R.M.s appeared at scrutiny or at the first official practice, but it was rumoured that the two Albi cars had arrived by Silver City Airways in Belfast on Thursday, and one was having its engine replaced by a spare. As Fagioli, the nominated driver of the 4½-litre "Thin Wall" Ferrari, lay seriously ill following his Monaco crash, his place was taken by the famous Italian designer, record-breaker, and ex-motor-cyclist, Piero Taruffi. The "Thin Wall", with 24-plug Ferrari engine, ram air-intake, redesigned front end and open Girling brakes, looked a very different car from that in which Parnell finished second (at

TARUFFI TAKES ULSTER TROPHY

Italian Veteran Wins in Thin Wall Ferrari—Both B.R.M.s Retire—Amazing Performance by Hawthorn with Cooper-Bristol—Misfortune Ends Fine Drive by Flockhart

THE 1952 *News of the World* Ulster Trophy was a race of surprises and disappointments, and the Ulster Automobile Club received but a poor reward for its courageous and public-spirited attempt to organize a full Formula 1 event, in the face of overwhelming difficulties. Two very tired B.R.M.s, hurriedly repaired after their failure at Albi, reached the starting line only to retire—one after three laps, the other after 25 of the gruelling, 7½-mile Dundrod course. The Italian veteran, Piero Taruffi, drove the Thin Wall Special Ferrari superbly to win at 81.43 m.p.h., but this average compares sadly with the

91.46 m.p.h. of Farina's Type 159 Alfa Romeo in the (slightly shorter) 1951 race. Indeed, the fastest lap of the day—91.12 m.p.h. by Taruffi—was a little slower than Farina's average for last year's event, and his course record of 94.0 m.p.h. remains unbroken.

For 13 of the 34 laps, the entire field was led by Mike Hawthorn in John Cooper's 2-litre, unsupercharged Cooper-Bristol, which covered the full 250 miles and finished second with a badly warped cylinder head. Of the 13 starters, only four cars completed the distance, and even they had lost their tune.

90.62 m.p.h.) in the 1951 Ulster Trophy. During the first evening's practice Taruffi shared the honour of making the fastest lap with Hawthorn in the Bristol-engined Cooper, each setting a speed of 86.40 m.p.h. On Friday evening, Taruffi went up to 87.25 m.p.h. but Hawthorn, whose car had a warped cylinder head after running out of water, took things more slowly.

Then, after the other Formula 1 cars had finished practice, the worried organizers saw one B.R.M. arrive. With it, world champion Juan Manuel Fangio

FORMULA 2 TO THE FORE: (Below) Mike Hawthorn's little 2-litre Cooper-Bristol shoots ahead at the start. Behind are Joe Kelly's Alta, which finished third, two Talbots and Rosier's Ferrari. Farther back, mechanics are crowded around Taruffi's stalled car.



immediately commenced to lap at increasing speed, setting 88.99 m.p.h. on his fourth lap. Stirling Moss, preparing for his first race with a B.R.M., also took the car out for a couple of laps, but seemed to find the gear change difficult. Bira's 4½-litre, V-12 Osca suffered continual oil-scavenging trouble and Ron Flockhart smashed up the complete crownwheel and differential assembly of R.1.A.—the first E.R.A. ever built.

* * *

Race day dawned cold but dry, and as the stands filled troubled creases appeared on the brows of U.A.C. officials, for no B.R.M.s were in the paddock. The weather—arch-enemy of Dundrod—commenced a cat-and-mouse game which was to continue all day, with a heavy shower which ended just before the start of the 10-lap scratch race for cars of under 1,300 c.c. capacity, running on 80-octane fuel. Nine cars, most of them M.G.s or M.G. specials, assembled on the grid and took the flag promptly at 11.30 a.m.

retired at his pit, as had Bucknall at Cochranestown.

On the seventh lap came heavy rain and hail, and Watson was reported to have spun twice at the back of the course. The engine starting to misfire, he stopped at Leathemstown to close the cover, losing much of his two-minute advantage. At the end of the eighth lap he pulled into the pits, decided not to change the oiled plug, again closed his intractable cover, and set off after Flynn and Going, both of whom had passed. One lap before the end found him 28 secs. behind Flynn at the pit area, and it looked like a close finish. Really determined now, he averaged 99.36 m.p.h. over the kilo, but the chequered flag caught him just 3½ secs. behind the Dubliner, with Going's Ford third.

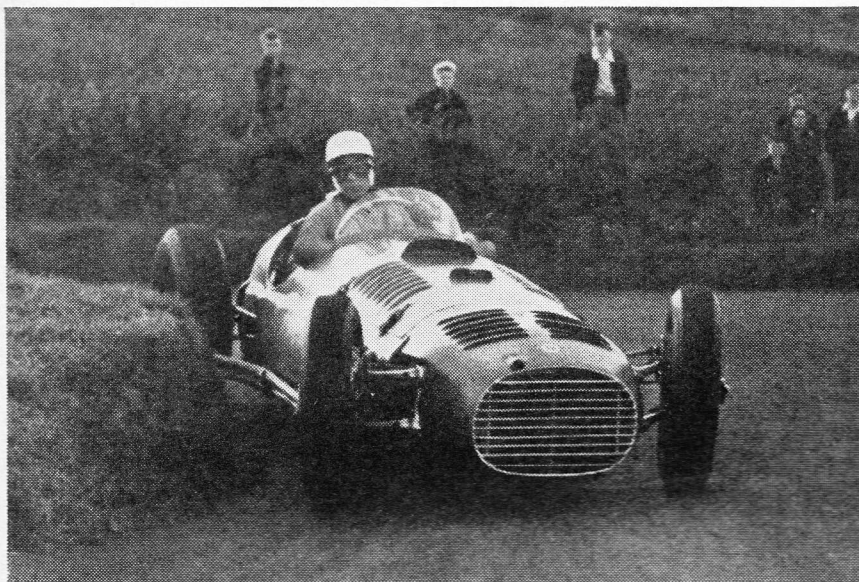
As the Prime Minister of Northern Ireland, Sir Basil Brooke, Bt., left in a green Austin A.40 Sports to make a tour of the course, Bira arrived at high speed in the Osca. Then a whisper was heard among the crowd—"A B.R.M. is coming—two B.R.M.s are coming!" All eyes

were on the empty road when the Prime Minister's car appeared with, hot on its tail, Mays in one B.R.M. and Moss in another. The two entered the paddock, where they were immediately mobbed by officials, pressmen, spectators, and small, wide-eyed boy scouts.

* * *

With the sun again shining, the 28 starters for the 14-lap Handicap Race were arranged on the grid and, at 1.15 p.m., set off in bunches according to their allowances. Particularly enthusiastic starts were made by Going, Durbidge (3,922 c.c. "Newpark") and Wilkinson (E.R.A.), but scratch man Wilkinson retired at the hairpin with no oil pressure in the ex-Shawe-Taylor car. Freddie Smyth, the pioneer of Irish Ford-specialising, was first through the pit area, chased by Sandy Fleming's Morris-cum-Ford-cum-M.G., Going's Ford, and the Riley of A. M. Calder, who was second in the 1951 handicap event. Back markers Bob Dickson (Jaguar XK 120), Desmond Titterington (Allard J2) and Durbidge looked fast and steady as they came through, with over three laps to make up on limit man Henderson (Austin A.40 Sports).

But on his second lap Durbidge's V.8-powered special hit the bank at Torna-grough, wrenching off a wheel and overturning. Fortunately, Durbidge was thrown clear and escaped with a shaking. By the end of the lap Titterington had passed five other cars, including Dickson's, and Jack Christie's i.f.s. Ford had pulled in with a faulty fuel feed. Next time round, Fleming was in front of Smyth, and the Allard and the Jaguar had passed both of them. Dick Lovell-Butt was driving his K.3 Magnette par-



BRIEF SPELL: (Left) Stirling Moss's B.R.M., fitted with a new engine, covered three laps then retired.

THAT'S THAT: (Below) Fierce activity at the B.R.M. pit as mechanics work on Fangio's car during its last stop. Fuel starvation put the car out after 25 laps.

Marshal Watson took the lead immediately, with the 1,000 c.c. J.P.-Vincent which Flockhart brought home first in this race last year, and he was tailed by the ex-Lindsay "Nufor" (second in 1951) and John Dickson's TC special. Right on the first lap the fun started, for Dickson hit the bank at Wheeler's Corner, a damaged trackrod forcing his retirement. On the same lap Ernest McMillen, in the "Nufor" (TC engine in Ford chassis), left the road at Torna-grough. After calling at his pit, he courageously continued, although the front axle was bent, and the car was obviously a handful to control. Jennings changed plugs on his Magnette special, and Bucknall replaced a broken blower belt on the ex-Jacobs TD special, which was third last year. Watson, his nearside engine cover flapping in the air, was already 16 secs. ahead of Joe Flynn's blown TC, and covered the measured kilometre at 99.02 m.p.h. A cheerful duel between Philip Going (Ford Special) and Torrie Large (TD Special) ended when Large lost the bottom union nut of his carburetter at Leathemstown, on the fifth lap. By this time Jennings had



ROBUST: Despite troubles with a warped cylinder head, Mike Hawthorn's Cooper-Bristol, second in the race, maintained a remarkable pace. He is seen here at Deer's Leap.



Taruffi Takes Ulster Trophy—continued

ticularly well, with a 76.52 m.p.h. lap against his set average of 73.14 m.p.h.

Again the position changed as Chambers (Vauxhall Special) stopped at Leathemstown, Dickson lost his oil pressure, and Redmond Gallagher shed the primary chain of his 500 c.c. "Leprechaun II". Christie, caught with his foot to the boards when his Ford suddenly cut in on a fourth cylinder, left the road at Leathemstown. Stringer (TC) retired at Jordan's Cross, and Megaw (Ford/Morris) and Stevenson (TC) also visited their pits. J. D. Barber (Cooper-J.A.P. 1,000 c.c.) quickly refuelled and went to sit on Titterington's tail, only to have the motor burst into flames at the hairpin, four laps later.

As the race drew to a close Smyth began to press Fleming hard, making the last lap an exciting one. But Fleming's car, with Morris block, TC head, and Ford chassis, stayed in front to win by a bare second, followed by Scotsman Calder, and the sturdy Innes-tuned Ford of Philip Going, with over 150 racing miles to its credit inside three hours.

Once more the clouds rolled away as the "big guns" made ready for the 3.0 p.m. start of the 250-mile Ulster Trophy Race. Exactly ten minutes before the hour, a bareheaded and unshaven Ron Flockhart reached the grid, having worked from 10.0 p.m. on Friday until noon on Saturday to repair his E.R.A. The filler cap was whipped open, fuel poured in, and Flockhart, grabbing a crash-helmet, moved forward to the line without leaving the seat. The grid positions were: *Front row*, Taruffi (Thin Wall Ferrari), Hawthorn (Cooper-Bristol), Rosier (Ferrari 4½); *Second row*, Giraud-Cabantous (Lago-Talbot), Kelly (Alfa 1½ s/c); *Third row*, Flockhart (E.R.A.), Richardson (R.R.A.), Etancelin (Lago-Talbot); *Fourth row*, Baird (Griffin 1½ s/c), Moore (H.W.M.-Jaguar); *Fifth row*, Bira (Osca), Moss (B.R.M.), Fangio (B.R.M.).

When the covers were pulled from the B.R.M.s, they were revealed in a

rather dulled green finish, with wide front grill, much-louvered bonnet, and Girling caliper disc brakes. Moss and Fangio climbed into their seats, the latter very slowly and deliberately, and the electric starters were applied to the nose of each car. After several attempts Moss's engine fired and spluttered to a stop, restarted, and Raymond Mays signalled the tense young English driver to keep the throttle wide open.

As the flag fell the crowd gasped aloud, for when Moss let in the clutch his engine almost stalled again—a painful repetition of Gonzalez's experience at Albi. The grid cleared, disclosing the unfortunate Taruffi, whose engine *had* stalled. With perfect composure, the Italian waited until the frantic Vandervell mechanics had reapplied the starter, waved courteously to them, then abandoned his calm to accelerate viciously after the others. From a standing start, he recorded 125.2 m.p.h. over the kilometre.

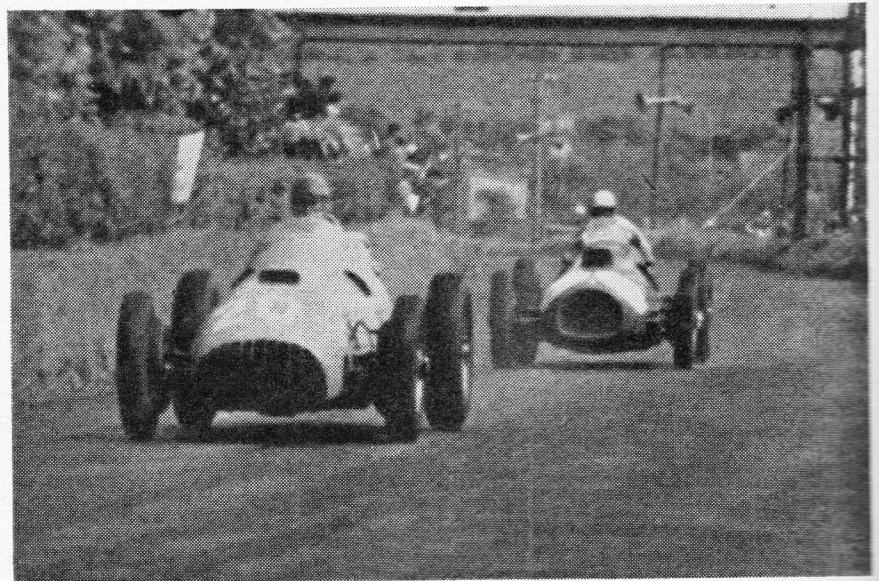
Kelly, leading at Leathemstown, was passed before Quarterlands by Hawthorn, who certainly wasn't sparing the Cooper-Bristol. At the hairpin, poor Bira crashed right through the hedge, while Fangio spun and, it was reported, motored the B.R.M. backwards round the

corner. Past the pits Hawthorn was far ahead of Kelly, who was closely pressed by Rosier. Then came Giraud-Cabantous, Etancelin, Moss and Fangio, Moss making 132.4 m.p.h. over the kilo to 137.9 m.p.h. from Taruffi, who was last.

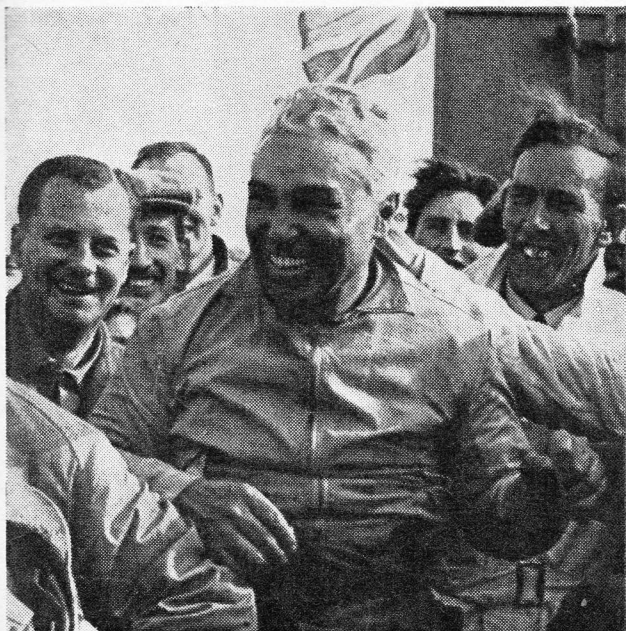
The end of lap 2 saw the amazing Hawthorn still well in front of Kelly, while Rosier had dropped behind Giraud-Cabantous and Fangio. Taruffi was already in sixth place and, to the crowd's horror, Moss pulled into the pits, leaving only after the rest of the field had passed through. Troubled by an overheated engine he continued, but did only one more lap before stopping again to have the B.R.M. examined. Richardson retired with a useless clutch, and Giraud-Cabantous also visited the pits. By this time the Cooper-Bristol had a 40-second lead over Kelly, and Taruffi was pressing Fangio for third position. Still scrapping, both passed the Irishman, and as Taruffi swept past Fangio's B.R.M. on the fifth lap, Moss's B.R.M. was wheeled into the paddock.

As if Moss's retirement were not a sufficient blow to their pride, the spectators then saw Taruffi widen the gap between his Ferrari and the remaining B.R.M., and as the space increased between them, so he closed up on the flying Hawthorn. 43 secs.—32—16—2 secs.—then with a lap at 91.12 m.p.h. (the fastest of the race) the Italian took the lead, and Fangio's exhaust began to *falter!* Kelly and Rosier maintained their fourth and fifth places, but Baird and Flockhart had both got past Etancelin.

As rain flurried over the pit area, two gaps opened up simultaneously—31 secs.—41—45—47—51 secs. between Taruffi and Hawthorn, and 19 secs.—34—44—56—64 secs. between the Cooper-Bristol and Fangio's B.R.M. Lap 12 found Fangio, Rosier, Etancelin and Giraud-Cabantous *all* with soft exhausts, while Baird and Kelly refuelled, Baird speedily, Kelly slowly. Trying to catch Flockhart



TARUFFI AT HIS TAIL: Louis Rosier's 4½-litre Ferrari, closely followed by the winning Thin Wall Ferrari, entering the timed section of the course.



★
THE LAST SHALL BE FIRST: Piero Taruffi all smiles at the finish. Although last away when his engine stalled, the Italian came through the field, scoring his third race victory this year.
★

and Taruffi) passed Rosier, but again began to misfire, and pulled in once more. Baird stopped to investigate a leak in the Griffin, then continued, leaving a thin, sticky trail of oil behind him. At the end of his 22nd lap, Fangio made his fourth pit stop.

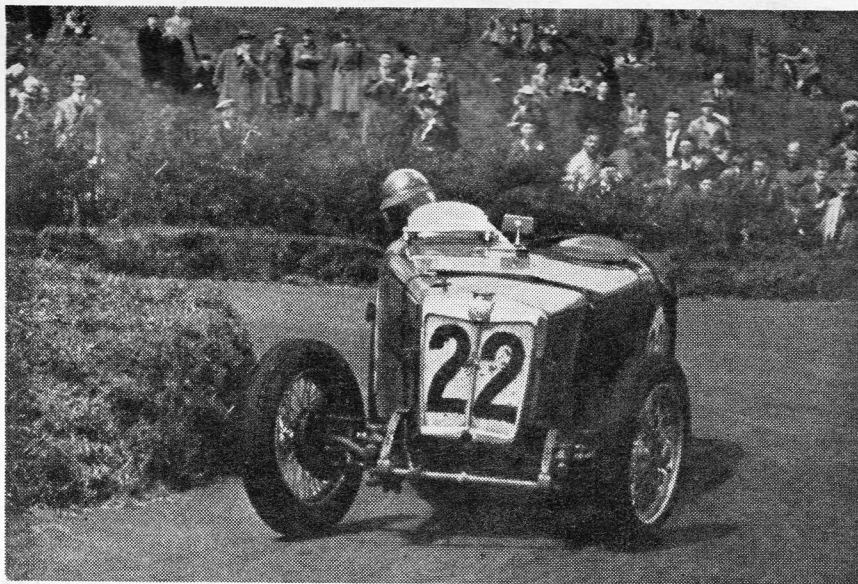
Kelly again refuelled—this time with churns—and proceeded without losing his place, but the other Irishman, Baird, had received the black flag. Fangio's B.R.M. halted yet again for a short time, and still the order was Hawthorn, Taruffi, Kelly, Rosier, and Etancelin. But it changed as Hawthorn called, amid clouds of steam, for fuel, oil and water, when Taruffi took the lead and Rosier repassed Kelly. With 25 laps behind it, and lying sixth, the B.R.M. made its sixth and final pit stop. For more than a quarter of an hour the mechanics worked at it, then pushed the car slowly into the paddock. Fangio flung away his crash helmet, and many of the spectators left the grandstand.

Now even the Thin Wall Ferrari's engine had begun to lose its crisp note, and Taruffi was said to have only second and top gear left. Hawthorn tried hard

(now lying fifth), Kelly took the slip road at Leathemstown and, on his next lap, overshot Cochranestown. Over three minutes separated the first three—Taruffi, Hawthorn, Fangio—from the remainder.

Finishing his 15th lap, Fangio made a 74-second stop for fuel. Then Baird passed Etancelin and, on the 17th lap, Flockhart brought the old E.R.A. in front of Rosier's Ferrari. There were now 67 secs. between Taruffi and Hawthorn, who led the B.R.M. by 3 mins. 38 secs. One lap more and—Fangio was at the pits, the diagnosis being fuel starvation. His stop cost him two positions, taken by Flockhart and Rosier. But the Scotsman's stay in third place was short-lived, for the beautifully prepared E.R.A. ran out of fuel at Quarterlands—a sad ending to a splendid effort.

Almost before one realized it, Taruffi had taken on fuel, and had both rear wheels changed. Even this brief stop, however, let Hawthorn into the lead, to which he clung for five more laps. Oscar Moore paid a brief visit to his pit, the B.R.M. (now lapped by both Hawthorn



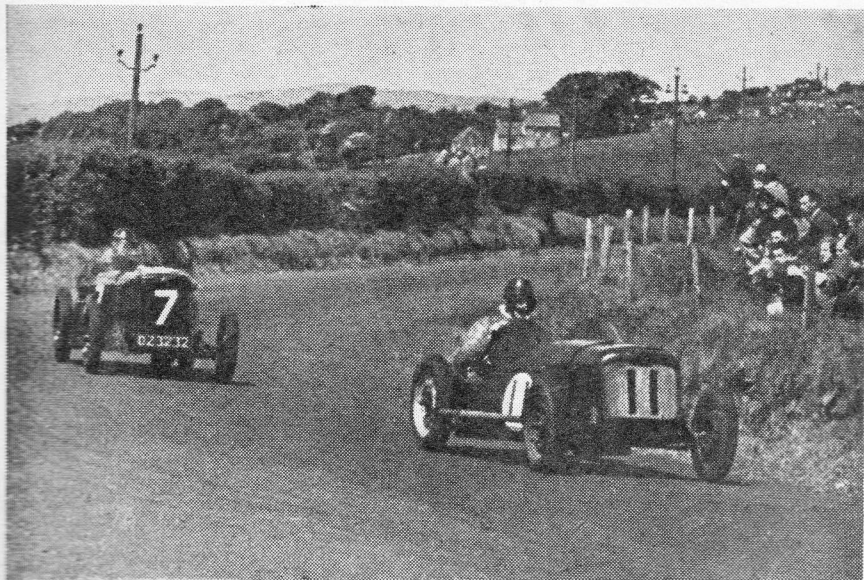
1,300 c.c. SCRATCH RACE: (Above) Winner Joe Flynn at the Hairpin in his blown M.G. TC.

HANDICAP RACE: (Left) F. D. Smyth (Ford) chases the winner, A. W. Fleming (Ford) into Tornagrough bend during the exciting last lap.

to reduce Taruffi's advantage of over 3 mins., but the engine was overheating badly by this time, and he had to make another brief call for water. Moore also stopped, and Kelly, driving very well, was now leading Rosier. So ended the 1952 Ulster Trophy, with an 81.43 m.p.h. win for Taruffi and the Ferrari, and a well-earned second place to Mike Hawthorn in a 2-litre car. Seven of the 13 starters had retired and Kelly's Alta, in third place, was the only supercharged car to finish.

RESULTS

1,300 c.c. Scratch Race (10 laps): 1, J. J. Flynn (1.250 c.c. M.G. S), 1 hr. 4 mins. 40.2 secs. (68.80 m.p.h.); 2, M. Watson (998 c.c. J.P.-Vincent), 1 hr. 4



Taruffi Takes Ulster Trophy—*continued*
mins. 43.6 secs. (68.74); 3, E. P. Going (1,172 c.c. Ford), 1 hr. 5 mins. 30 secs. (67.93); 4, E. T. McMillen (1,250 c.c. Nufor), 1 hr. 8 mins. 3.6 secs. (65.38); 5, W. T. Todd (1,200 c.c. Todd Spl.), 1 hr. 9 mins. 17 secs. (64.22).

Open Handicap Race (14 laps): 1, A. W. Fleming (1,140 c.c. Ford), recd. 2 laps + 4½ mins., net 1 hr. 16 mins. 48 secs. (69.52 m.p.h.); 2, F. D. Smyth (1,172 c.c. Ford), recd. 2 laps + 4½ mins., net 1 hr. 16 mins. 49 secs. (69.5); 3, A. M. Calder (1,089 c.c. Riley), recd. 2 laps + 4½ mins., net 1 hr. 17 mins. 51 secs. (68.65); 4, E. P. Going (1,172 c.c. Ford), recd. 2 laps + 4½ mins., net 1 hr. 18 mins. 27 secs. (68.06); 5, R. G. Lovell-Butt (1,087 c.c. M.G. S), recd. 2 laps, net 1 hr. 19 mins. 13 secs. (71.46).

Ulster Trophy Race (34 laps): 1, P. Taruffi (4,500 c.c. Thin Wall Ferrari), 3

hrs. 5 mins. 47 secs. (81.43 m.p.h.); 2, J. M. Hawthorn (1,971 c.c. Cooper-Bristol), 3 hrs. 9 mins. 13.4 secs. (79.95); 3, J. Kelly (1,500 c.c. Alta S), 3 hrs. 12 mins. 42 secs. (78.51); 4, L. Rosier (4,500 c.c. Ferrari), 3 hrs. 14 mins. 13.6 secs. (77.89); 5, P. Etancelin (4,500 c.c. Lago-Talbot), 3 hrs. 16 mins. 3.2 secs. (74.89) (33 laps comp.); 6, O. Moore (3,814 c.c. H.W.M.-Jaguar), 3 hrs. 14 mins. 15.6 secs. (71.0) (31 laps comp.).

Fastest Lap of the Day: Piero Taruffi, 4 mins. 53 secs. (91.12 m.p.h.).

* * *

CIRCUIT CHATTER: A very disconsolate pair, Fangio (to Monza) and Moss, left Ulster by air soon after the race, and did not appear at the prize-giving. Mays, looking very fatigued, was present and, making a reluctant speech, regretted the loss of this "chance to see the B.R.M.

being really driven as it can go—when it does" . . . Taruffi had some nice things to say about "those peoples not known"—the flag marshals, for much oil had been spilt on the course . . . It was said that the B.R.M. *équipe* did not keep a pit chart: Deputy Clerk of the Course C. F. C. Lindsay spent many hours searching Belfast for a particular type of watering-can which they wanted in their pit . . . Spectators were impressed by the train-like performance of Margulie's Talbot "105", which ran steadily through the handicap race without missing a beat . . . Sid Durbidge, examining his crash hat after its contact with the road, was heard to mutter that "Maybe it wasn't such a bad regulation"! . . . John Bolster on the B.B.C. referred to "Mustard Mike", the reason being that temporary repairs were effected to the Cooper-Bristol with a large tin of Colman's mustard poured into the radiator.

THE CIRCUIT OF MUNSTER

Premier Award Won By R. J. Nash (TD M.G.)

THE fourth annual Circuit of Munster Trial run over a 500-mile course in the South and South-West of Ireland by the Limerick Light Car and Motor Cycle Club proved an epic of organization and sporting entertainment. The course was tough in places, including as it did the Priests Leap, the Gap of Dunloe, etc., but was thoroughly suitable for all types of sports- and touring-cars, whilst a concession was made for saloons in that they by-passed the tougher parts of the course.

First Day—Sunday, 1st June

Starting from a control on the Dock Road at Limerick, competitors proceeded to Tipperary Town, shortly after which came the first test, a timed climb of Ballyglass Hill, where Hector Newnham, driving a Ford Zephyr saloon, was fastest. From Ballyglass, via Middleton, competitors drove to Cork and on to Aghada, where the now well-known artificial curve test used in the Monte Carlo Rally and the recent Circuit of Ireland was laid out on the concrete base of an old seaplane base. Again Newnham was fastest, taking a long run-in and pedalling the Zephyr through the markers at a really fantastic speed, heeling from side to side on the three changes of lock in a most perfectly controlled manoeuvre on a soaking course of wet concrete in a tremendous cloud-burst! Other fine efforts in this test were those of Colin Hogan (Hillman Minx), Dick Nash (TD M.G.) and Maxwell Boyd, who forsook his camera for a steering wheel for a change, and persuaded his large and somewhat difficult Wolseley saloon through at quite high speed with the loss of only one marker.

From the Healey Pass, by which time the pouring rain had ceased, the route led to Coomhola Bridge, where the Trial divided, the saloon cars proceeding via

Kilgarvan, Morley's Bridge and Toon Bridge to the night stop control at Killarney, and the open cars via Priests Leap, Kenmare and Gap of Dunloe. At Killarney the results for the first day's motoring showed that Dick Nash was leading the open cars and the Trial with 507 marks, whilst among the saloons, Billy Spillane's M.G. was leading with 495½ marks. Second in the Trial and leading the large saloons was Hector Newnham's Ford with 505 marks.

At the end of the first day a number of retirements had been registered. Jimmy Millard and Doctor Jackson in the Milpool-Morford Special retired in the first section after Ballyglass Hill with a broken tappet; later, however, they plugged on to Killarney and were reported as having trudged around that town all afternoon knocking-up closed garages and junk yards in search of a spare; it is further rumoured that they

eventually found a spare Ford Ten engine in an undertaker's parlour and were told to dismantle same and help themselves! This they did and worked to such good effect that they had the Morford running sweetly again before the first competitors checked in at the night stop control.

Donald Murtagh, game as ever in his old Vauxhall Twelve saloon, had distributor trouble during the day and wasn't sighted again after Cork; he may, of course, be somewhere dreadful in the Macgillicuddy-Reeks still!

The Second Day—Monday, 2nd June

On Monday morning the first competitor, P. Kennedy, left the Killarney control at 9.15 a.m. to cover the second half of the 500-mile circuit, followed by Kevin Murray, driving his TD M.G., and Paul Soden, driving the M.M. Mark II. The first test was at Caragh Lake via a



DUNLOP'S DELIGHT: Hector Newnham (Zephyr) makes 'em squeal in the Limerick Figure of Eight test. He won the class for large saloon-cars.

check point at Devil's Elbow. This test was at a T-junction on the bog road and on a fairly good surface. The test consisted of driving forward from the bottom of the T, turning right along the top of the T and reversing across the top bar then forward again round to the right and over the start line, then reversing back round to the right of the top bar and a flying finish forward across the bar. The distance of each leg of the T was about 60 yards and speeds were certainly high enough to make things interesting, especially when the saloons arrived! Fastest in the open car class was Elmer Connell in his fine old "Brooklands" Riley, whilst excellent performances were put up by Dick Nash (TD M.G.), Victor Ross (TC M.G.), J. O'Leary (TC M.G.), W. O'Donohue and S. V. Baker (Buckless) and Guy Baker (Ford 10 Special), amongst others. Doctor Brendan O'Hara was very quick and neat with his Porsche-engined Volkswagen, and a really clean and creditable performance was that of Miss Anita Newell, the only lady competitor, in her



BEST: Premier Award winner Dick Nash with his TD M.G. in the downhill "wiggle-woggle" at Knockampaha.



OUT OF THE PAST: Suggestive of Brooklands, Phœnix Park or Ulster twenty years ago — Elmer Connell's "Brooklands" Riley at speed in the Caragh Lake test of the Circuit of Munster.

Morris Minor saloon. In the second reversing manoeuvre W. Mullen managed to turn over his Triumph Mayflower without damaging either himself or his co-driver, but only missing turning completely upside down in the bog by a very small margin. The Mayflower was quickly put back on to four wheels, and apart from one buckled wheel and slightly scraped panelling, was undamaged and, therefore, able to continue the trial. After Caragh the course led via Ballaghdsin Pass, Bealalaw Bridge and Ballaghbeirna Pass back to Killarney and Muckcross control, then to Dingle and the Connor Pass to Tralee and an acceleration/braking test nearby. By this time further retirements had been recorded, including Michael O'Flaherty, H. McE. Greene and Dudley Colley.

After Tralee the course took competitors through Ballybunion and Athea to Knockampaha, where a check and two tests, one immediately following the other, were held. The first test consisted of a forward-and-reverse around a grass triangle at a Y road junction. The second test was unique, to say the least. It consisted of a downhill wiggle-woggle on a very steep and narrow track with a loose surface, the actual course being already shaped zig-zag fashion to assist horses to pull carts up the steep track. Each of the curves was made by a semi-circle of grass and to define the exact course for the test a thin pylon was placed at each curve. Connell and Nash were best here in the open class with Swanton and Newnham in the saloons: a difficult test, requiring very good judgment.

From Knockampaha the course led direct into Limerick where the final check, scrutiny and last test were held, the latter being on the dock road by the river. It proved most spectacular and once again the saloons provided the better entertainment for spectators and

required a higher degree of driving ability. It consisted of a double figure of eight through four pairs of low marker cans. In the open class Kevin Murray was best with a magnificent display, taking his TD through the whole test in one long howling power slide. Connell, who had amassed the highest marks at this stage, lost much ground by one or two mistakes, caused, presumably, by the fact that he had to change an inner-tube *en route* and only just made the control in time, taking the test without a chance to study it carefully.

Dick Nash, as usual, was extremely neat and fast and his marks here gave him the Trial after an extremely fine display all through. Val Baker was doing well with his Buckler until the bolts dropped out of the front radius rods and he was stuck in the middle of the test with front brakes locked on. The saloons were really most spectacular, and fine performances were put up by Colin Hogan, Billy Spillane (M.G.), Ted Woolley, Doctor O'Hara and others. "Billy" Tamplin gave a wonderfully clean display in his little 6 h.p. Renault, as did Anita Newell in her Morris Minor. Hector Newnham found that the Zephyr was too long to get through the markers without repeated reverses, but still put up a very fast time.

H. A. O'B.

RESULTS

Premier Award: R. J. Nash (TD M.G.), 508½ marks.

Open Cars: 1, R. J. Nash (TD M.G.), 508½; 2, E. Connell (Riley), 506½; 3, J. O'Leary (TC M.G.), 494.

Small Saloons: 1, D. J. Swanton (Ford Anglia), 491; 2, Dr. B. O'Hara (Volkswagen), 482½; 3, R. W. Tamplin (Renault), 478.

Large Saloons: 1, H. Newnham (Ford Zephyr), 487; 2, J. Maxwell Boyd (Wolseley), 468.

Veteran's Award: V. Fraser-Ross (TC M.G.), 486½.

Novices' Award: T. Lord (TC M.G.), 480½.

Team Award: "The Corkers", D. Swanton, J. O'Leary, R. Tilson.

AN EXCELL

Close Finishes a Feature of Well-
Outstandingly Good Handicapp

BECKETT'S: (Left) Nancy Mitchell (H.R.G.) leads John Gott (H.R.G.) in a five-lap handicap race, whilst R. F. North (SS 100) prepares to leave the course rather abruptly. (Below) W. J. Frost (Alfa Romeo) broadsides in the same race at the same corner, whilst I. T. Easdale (Alfa Romeo) just manages to squeeze through.

THE Eight Clubs Silverstone last

Saturday drew what must have been the largest number of spectators to attend a non-International meeting at the circuit. Barclay Inglis, Secretary of the Meeting, not only produced a superbly organized event, but also arranged for perfect weather. This was an all sports-car affair, and the ambitious programme of 13 events included five-lap scratch and handicap races, and a couple of one-hour, high-speed trials. A feature of the meeting was the first-class handicapping, a tribute to the skill and knowledge of Chief Handicapper, Charles Bulmer, and assistant John Willis. It is a fact that, in the last event of the day, there nearly occurred that dream of all handicappers—the entire field almost crossed the finishing line together. As a matter of interest, just over 7 secs. were all that separated the first six cars!

The opening event was the up to 1½-litres One Hour High Speed Trial, which, like all similar events, is merely an opportunity to lap as fast as possible, and to see by how much one can beat the qualifying distance. Although many of the entrants were having their first go at a circuit event, the standard of driving was fairly good, although the sharp corners at Beckett's and Woodcote caused many people to arrive at rather ambitious speeds. The event might well be renamed the "One Hour Tyre Squeal"!

Bucklers and H.R.G.s Do Well

The numerous Bucklers all qualified, their cornering and road-holding being particularly impressive. These little cars are built to the modern idea of a good power-weight ratio, and are becoming very popular as all-purpose sports-cars. The seven H.R.G.s also had 100 per cent. qualification, D. M. D. Blakely's Le Mans car being noticeably fast. J. B. Davidson had little difficulty in taking Lotus round at more than the required speed, and it was exciting to watch T. J. Brooks's rapid cornering with his Dynaplan convertible.

In the larger car classes, only Easdale's supercharged Alfa Romeo, Range's Plus Four Morgan, R. B. Burke's Healey and A. P. O. Rogers's fast Riley saloon managed to qualify, whilst none of the three over 3-litre drivers completed the required distance. Incidentally, Rogers received a wiggling from the stewards for a rather sudden pit-stop during practice, when his car almost demolished a pit, and did ruin one or two folks' lunches!

Lotus did not have it all her own way in the 750 Formula race, which had 17

starters, J. B. Davidson being closely challenged by "Steve" Stephens in the Stoneham, and L. L. West and R. H. Grimsley in their Austins. Davidson finally won by just under a second from Stephens, putting up fastest lap of the race with 56.34 m.p.h.

F. C. Rourke (TA M.G.) had a rather easy win in Event 4, a five-lap scratch race, R. L. T. Nightingale (A.C.) leaving his effort just too late, having some difficulty in finding the speed to deal with F. B. Taylor's speedy little Ford Eight-powered Austin "Nippy".

The first five-lap handicap race produced much exciting racing and several incidents. M. J. C. Keen, the limit man in his aerodynamic H.R.G. went out with gearbox trouble when in the lead, Blakely revolved at Woodcote with his Le Mans "Hurg", whilst W. J. Frost rather impeded the forward progress of the backmarkers by broadsiding at Beckett's and coming to rest. The race then developed into a fierce triangular contest between Nancy Mitchell (H.R.G.), John Gott (H.R.G.) and R. F. North (SS 100). Gott just managed to edge ahead of the skilful Mrs. Mitchell—surely one of the best women drivers of today—their H.R.G.s being cornered to the limit. North lost his chance when he left the course at Beckett's, scattering marker tins and proceeding for more than 100 yards on the runway, before rejoining the course. The two H.R.G.s crossed the finishing line almost bonnet-to-bonnet, the verdict going to John Gott by ½ second!

Event 6 (five-lap handicap) produced a remarkable finish, with Taylor (45 secs.) almost caught on the line by Jean Bode (H.R.G.) and A. S. Friend (H.R.G.), both from the 35 secs. mark, who both managed to pass P. A. Cross (747 Austin)—45 secs. Taylor finished ½ sec. ahead of Jean Bode, who was ½ sec. in front of Friend, the last-named nearly dead-heating with Cross. D. M. D. Blakely's and Mrs. Bluebelle Gibbs's Le Mans H.R.G.s had a stirring struggle in Event 7 (five-lap scratch race), both drawing well away from A. R. Morton's Plus Four Morgan. Blakely scraped home by ½ sec., in what looked like a photo-finish. K. F. T. Nightingale (Bentley) had to drive all he knew to hold off A. P. O. Rogers (Riley) in the saloon and d/h. coupé handicap, both being off the scratch mark, and catching the rest of the field fairly early on. Nightingale won by precisely one second, with Rogers making a tremendous bid out of Woodcote, in a highly spectacular piece of cornering.

Event 9 (five-lap handicap) featured a spirited attempt by P. D. Gammon (M.G.), the scratch man, to catch P. R. W. Jackson (Allard), 10 secs. However, the 4½-litre car won by 2 secs. from the bored-out, 1,497 c.c. M.G.

The next handicap saw D. G. Hamshar's Coventry Climax-engined Vernon-Derby, named Vernon-Crossley, win from the limit mark by 4 secs. from the Stoneham "750", R. R. Rayner (Buckler), A. H. Greig (M.G.) and H. Porteous (Porteous) drove very fast from scratch,

ENT "EIGHT CLUBS"

Aggregated Silverstone Meeting— Makes for First-class Racing

finishing third and fourth respectively, with Porteous turning fastest lap of the race.

D. H. C. Hull (Jaguar) drove a splendid race in Event 11 (scratch), defeating the redoubtable Ron Willis in his BMW-Bristol, and P. D. Gammon's swift M.G. Hull, it will be recalled, was the man who gained prominence last season by his handling of an elderly Alfa Romeo coupé. Fastest lap of the race, and of the day, was made by Willis with 71.99 m.p.h.

Another Photo-Finish

The final scratch race was a composite affair, for it contained also a special 1.172 Formula class, with six Bucklers and four others making up the list. The event itself resolved into another John Gott-Nancy Mitchell duel, but this time Gott came home with 3 secs. to the good, turning fastest lap with 63.34 m.p.h. R. R. Rayner (Buckler) won the "1.172" race, defeating G. Tapp's similar

RESULTS—5-LAP SCRATCH RACES

Event: 750 Formula (5 laps): 1, J. B. Davidson (Lotus), 8 mins. 59.8 secs. (53.63 m.p.h.). 2, P. J. Stephens (Stoneham), 9 mins. 0.6 sec. 3, L. L. West (Austin), 9 mins. 1.4 secs. 4, R. H. Grimsley (Austin), 9 mins. 3.8 secs. **Fastest Lap:** Davidson, 56.34 m.p.h.

Event 4: 1, F. C. Rourke (1,292 TA M.G.), 8 mins. 46.2 secs. (55.04 m.p.h.). 2, R. L. T. Nightingale (1,991 A.C.), 8 mins. 49.6 secs. 3, F. B. Taylor (933 Austin), 8 mins. 51 secs. **Fastest Lap:** Nightingale, 56.87 m.p.h.

Event 7: 1, D. M. D. Blakely (1,496 H.R.G.), 7 mins. 35.6 secs (63.56 m.p.h.). 2, Mrs. R. B. Gibbs (1,496 H.R.G.), 7 mins. 36 secs. 3, A. R. Morton (2,088 Morgan), 7 mins. 44.8 secs. 4, K. Whalen (2,443 Healey), 7 mins. 45.4 secs. **Fastest Lap:** Blakely, 65.35 m.p.h.

Event 11: 1, D. H. C. Hull (3,442 Jaguar), 6 mins. 58.8 secs (69.11 m.p.h.). 2, Ron Willis (1,971 BMW-Bristol), 7 mins. 9 secs. 3, P. D. Gammon (1,497 M.G.), 7 mins. 12.4 secs. 4, G. Lee (3,442 Jaguar), 7 mins. 15.4 secs. **Fastest Lap:** Willis, 71.99 m.p.h.

Event 12: 1, John Gott (1,496 H.R.G.), 7 mins. 49.4 secs. (61.67 m.p.h.). 2, Mrs. Nancy Mitchell (1,496 H.R.G.), 7 mins. 52.4 secs. 3, R. R. Rayner (1,172 Buckler),* 7 mins. 59.8 secs. 4, G. Tapp (1,172 Buckler),* 8 mins. 4 secs. **Fastest Lap:** Gott, 63.34 m.p.h.

* 1st and 2nd in 1,172 Formula class. **Fastest Lap:** Rayner, 62.25 m.p.h.

5-LAP HANDICAP RACES

Event 5: 1, John Gott (1,496 H.R.G.), recd. 55 secs., 8 mins. 1.4 secs. (61.41 m.p.h.). 2, Mrs. Nancy Mitchell (1,496 H.R.G.), 55 secs, 8 mins.

16 secs. 3, A. R. Morton (2,088 Morgan), 45 secs. 4, R. F. North (2,663 S.S.), 55 secs. **Fastest Lap:** D. H. C. Hull (Jaguar), 70.60 m.p.h.

Event 6: 1, F. B. Taylor (933 Austin), 45 secs., 9 mins. 2.6 secs. (54.36 m.p.h.). 2, Miss Jean Bode (1,098 H.R.G.), 35 secs., 9 mins. 3.0 secs. 3, A. S. Friend (1,098 H.R.G.), 35 secs. 4, P. A. Cross (747 Austin), 45 secs. **Fastest Lap:** G. Tapp (1,172 Buckler), 60.68 m.p.h.

Event 8 (Saloons and d/h. Coupés): 1, K. F. T. Nightingale (3,669 Bentley), scr., 9 mins. 27.4 secs. (58.78 m.p.h.). 2, A. P. O. Rogers (2,443 Riley), scr., 9 mins. 28.4 secs. 3, R. L. T. Nightingale (1,991 A.C.), 50 secs. 4, G. R. Remfry (4,453 Lagonda), scr. **Fastest Lap:** K. Nightingale, 60.53 m.p.h.

Event 9: 1, P. R. W. Jackson (4,375 Allard), 10 secs., 8 mins. 17.2 secs. (63.45 m.p.h.). 2, P. D. Gammon (1,497 M.G.), scr., 8 mins. 19.2 secs. 3, L. Gibbs (1,496 H.R.G.), 20 secs. 4, A. J. Range (2,088 Morgan), 35 secs. **Fastest Lap:** Gammon, 68.44 m.p.h.

Event 10: 1, D. G. Hamshar (1,087 Vernon Crossley), 80 secs., 9 mins. 31.2 secs. (52.52 m.p.h.). 2, D. Parker (747 Stoneham), 50 secs., 9 mins. 35.2 secs. 3, R. R. Rayner (1,172 Buckler), scr. 4, A. H. Greig (1,250 M.G.), scr. **Fastest Lap:** H. Porteous (1,172 Porteous Spl.), 60.69 m.p.h.

Event 13: 1, A. S. Friend (1,098 H.R.G.) 8 mins. 57.2 secs. (55.44 m.p.h.). 2, Miss Jean Bode (1,098 H.R.G.), 8 mins. 58 secs. 3, F. B. Taylor (933 Austin), 9 mins. 1.8 secs. 4, Chris Sears (1,496 Frazer-Nash), 9 mins. 2.8 secs. **Fastest Lap:** P. D. Gammon (1,497 M.G.), 68.91 m.p.h.

ONE HOUR HIGH-SPEED TRIAL

Qualifiers

Up to 1,100 c.c. (Qualifying Distance, 29 laps, 46.63 miles): R. P. Lowe (Lowe Spl.), J. B. Davidson (Lotus), T. J. Brooks (Dyna-Panhard), M. Ness (Ford), A. S. Friend (H.R.G.), Non-qualifiers, 6.

1,101-1,500 c.c. (30 laps, 48.24 miles): R. R. Rayner (Buckler), H. Porteous (Porteous Spl.), P. H. Scart (Buckler), G. Tapp (Buckler), Derek Buckler (Buckler), A. H. Greig (M.G.), H. C. Bradford (M.G.), F. L. Rourke (M.G.), F. E. Still (Jupiter), M. J. C. Keen (H.R.G.), D. M. D. Blakely (H.R.G.), Mrs. R. Gibbs (H.R.G.), F. Allott (H.R.G.), H. Lester (H.R.G.), John Gott (H.R.G.), Mrs. Nancy Mitchell (H.R.G.), D. Crowe (Jupiter). Non-qualifiers, 3.

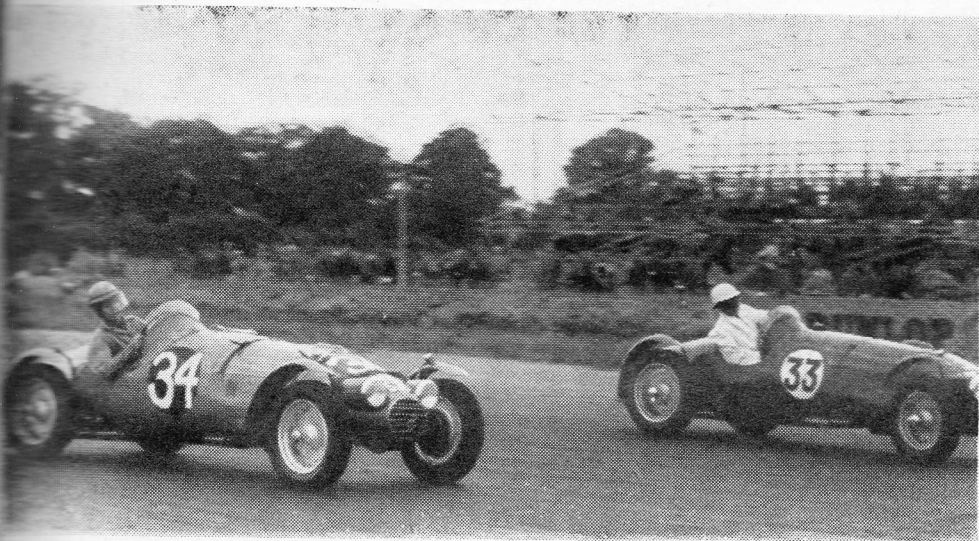
1,501-3,000 c.c. (32 laps, 51.46 miles): I. T. Easdale (Alfa Romeo), A. J. Range (Morgan), A. P. O. Rogers (Riley), R. B. Burke (Healey), R. F. Barnard (Aston Martin). Non-qualifiers, 6.

Over 3,000 c.c. (34 laps, 54.67 miles): No qualifiers.

Team Race: 1, H.R.G. (Keen, Blakely and Mrs. Gibbs).

NECK-AND-NECK: (Left) Mrs. Bluebelle Gibbs (H.R.G.) and D. M. D. Blakely (H.R.G.) in one of the photo-finishes which were a feature of the meeting. Blakely won by two-fifth sec.

SEVEN-FIFTIES: (Below) G. Buckingham (Austin, No. 83) and J. M. G. Mickelsen (Austin, No. 88) at the start of the well-supported scratch race for 750 Formula cars.

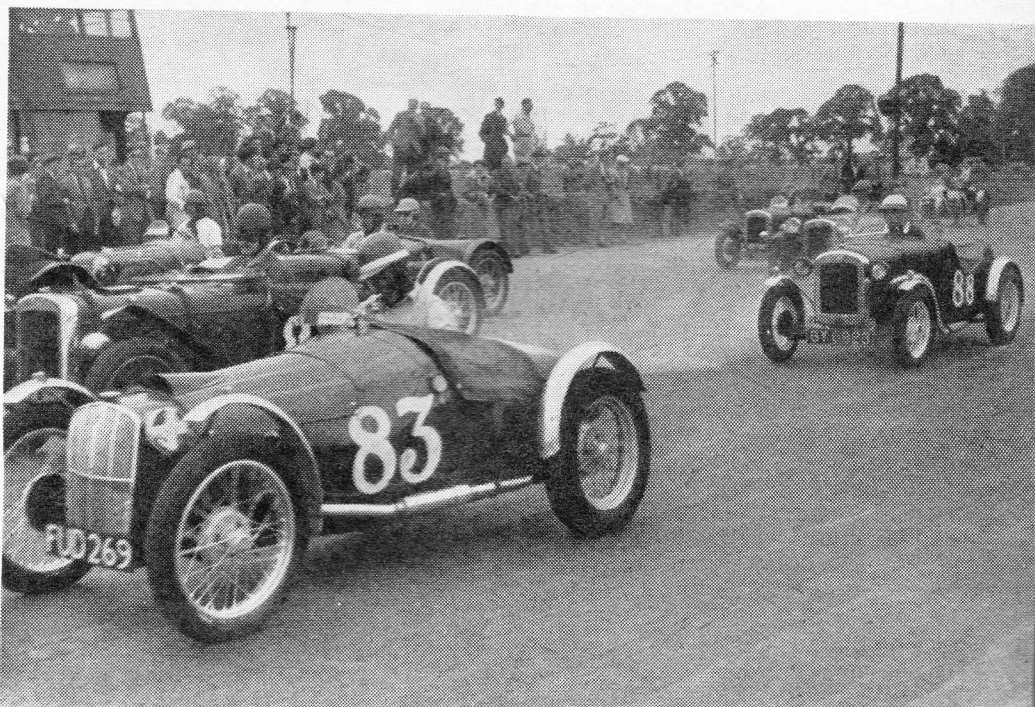


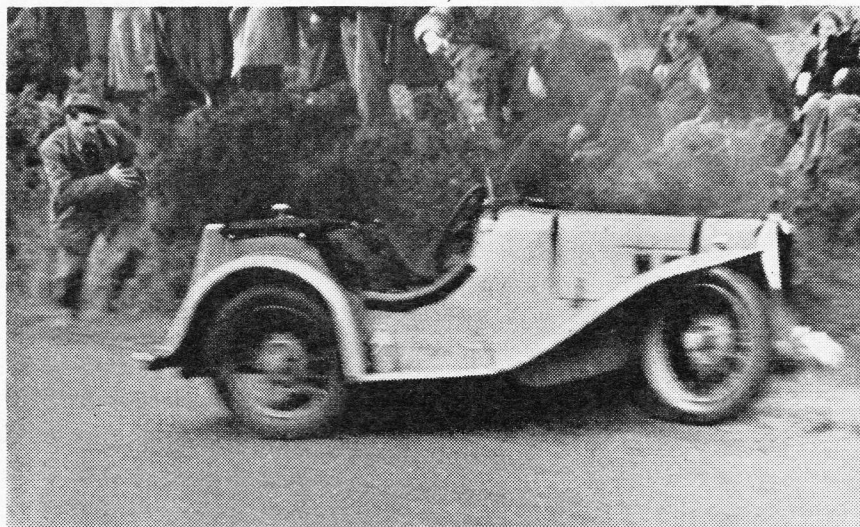
car by $\frac{3}{8}$ sec. in yet another "Eight Clubs" photo-finish.

The last race produced the exciting finish mentioned early on, with A. S. Friend (1,098 H.R.G.) getting the verdict by $\frac{3}{8}$ sec. from Jean Bode (H.R.G.)—who, incidentally, drove a wonderful race—with Chris Sears in his very fast Leaf-engined Frazer-Nash, one of the back-markers, just failing to catch the third man, L. B. Taylor (933 Austin) by 1 sec. The same period separated Sears and the fifth car, which finished just $\frac{3}{8}$ sec. in front of the sixth car.

Altogether a most enjoyable day, and one which should do a great deal to popularize "clubs only" meetings. There were no organizational slip-ups, the programme ran to time, and an excellent commentary was arranged by that arch-priest of the P.A., Tony Curtis.

G.





SPARKS FLY AT SYONFIN

Four Crashes at Quarry Bend—Titterington
(Allard) Breaks Course Record

THIS time last year the Omagh M.C. held their first hill-climb at Syonfin, Co. Tyrone. Heavy rain throughout the event kept speeds down, but the usually reliable Geoff McCrea clipped the tail off his R-type M.G. on a bend near a quarry, and I recall describing the hill as a "corker of a find".

The fine weather gave the hill, and the quarry S-bend in particular, a chance to show its true character. Four pile-ups occurred here, and Noel Hillis (6C Maserati), trying really hard, was one second slower than Desmond Titterington in the "Festival of Britain" J2 Allard. Titterington established a new record with a beautiful climb in 68.4 secs., against last year's B.T.D. of 77.2 secs., held jointly by Hillis and C. F. C. Lindsay (Nufor).

The first climb was made by J. Baillie's Morris Minor in 1 min. 57 secs., from which time Dr. N. McCann removed 7 secs. in his similar car. Then came a neat 99.2 secs. climb by T. P. O'Connell (Volkswagen) and a frightening 97 secs. from F. J. Cunningham in an Austin A.40 pick-up. The 90-second barrier was crossed by local man Billy Torney (Sunbeam-Talbot) at 88.4 secs. and, shortly afterwards, Miss Frances Glenny rocketed through Quarry Bend at the outside limit of tyre adhesion in her J2-powered M-type M.G., obviously enjoying her 89.4 secs. ascent.

Life became more exciting still as the M.G.s appeared, Malcolm MacGregor (TC) actually finding time to stick his tongue out at AUTOSPORT's reporter as he passed through Quarry. After which Joe Potter, carrying the torch for *traction avant*, steamed into the bend at a quite impossible speed, hit the outside bank a fearful thump, and almost converted his Citroën to rear-wheel drive. The remains were removed, and Alfie Carroll set the fastest time so far with his neat Ford special, in 81.4 secs.

Fighting all the way, 64-year-old Harry Torney clocked a courageous 86.4 secs. in the "Torney Terror", which comprises a Ford engine in an early Morris Minor

chassis, and gives an exciting ride. Then Norman Graham appeared at Quarry, looking mighty determined in his Kieft-sprung Ford. Round came the tail, and down went the Graham right foot—but the road was just six inches too narrow for his slide, and he ended up in the inside ditch, minus an exhaust system.

After a pleasing 77.4 secs. from Barry Stuart, with what looked like coil-spring rear suspension on his Ford, Titterington made the whole thing seem easy with 69.2 secs., the Allard's tyres refusing even to squeal. Hillis and Ernie Robb (Mercury Spl.) both climbed in 72.4 secs., and Hillis returned to grace by setting a good 97 secs. in his Hillman Minx saloon. In case the spectators at Quarry felt bored, Harry Torney, Jnr., spun the "Terror", and Victor McAnerney (Ford) charged the

MISSING — ONE LADY DRIVER: Miss Frances Glenny was shot head first into a ditch when her M-type M.G. crashed at Quarry Bend, Syonfin. She was unhurt, but it was a close shave for photographer Louis Morrison, on the left.

bank, just where yours truly had decided to stand no longer. The onlookers dragged him out, he checked the steering, and continued up the hill—a nice advertisement for Buckler chassis frames.

When the second attempts commenced, Dr. McCann (Minor) got down to 1 min. 47 secs., and five competitors in a row exactly equalled their first times. "These people aren't trying!" remarked the commentator, and the unfortunate Miss Glenny endeavoured to improve on perfection at Quarry. With a wild slide the little M.G. shot into the inside ditch, the car actually whipping the arm-band off one of the photographers, Louis Morrison. And where was poor Frances? Upside-down in the ditch, her stockinged soles waving in the breeze. Inside the car (which suffered little damage) your chronicler found her shoes, the laces *still firmly tied!*

The Quarry was treated with marked respect after that little lot, until Carroll took 0.2 sec. off his first climb. Harvey McWhir made slow progress with one plug-lead adrift on his H.R.G., and Alan Brown, in his first hill-climb, registered 88 secs. in his H.R.G. "Straight back to the saddle", was obviously Norman Graham's motto, as he climbed in 78.4 secs., apparently none the worse for his crash. This left Barry Stuart's figure untouched, which was just as well for Stuart, who had had to retire with a recurrence of his old spinal trouble.

Then came b.t.d.—68.4 secs. from Titterington, who still seemed unhurried, apart from some rapid elbow-work as he left Quarry. Robb clocked an even 72 secs., Stanley Porter upheld the fine old Invicta's reputation with 74 secs., and Hillis's Maserati touched the ground only occasionally as he did his darnedest—69.4 secs.

F. WILSON MCCOMB.

(Results were published in last week's issue.)



UNSCATHED: Desmond Titterington (Allard), who made B.T.D., was fastest, but perfectly safe, through Quarry.

Correspondence

Silverstone

A SURPRISING number of people seem to have gone home after the 10th May Silverstone meeting with some grouse or bee in their bonnets. A simple soul myself, I thought it one of the most interesting, varied and enjoyable meetings I have ever attended, but it seems some people are never satisfied.

To one correspondent the supposed low standard of the commentary and the absence of fencing are apparently much more important than a one-two British victory. Another pours scorn on the organization, and another apparently would rather have had a Formula 1 race.

All one can say to these niggling critics is "try it yourself and see if you can do it better". Surely the writings of Stanley Sedgwick and John Bolster in AUTOSPORT would have impressed upon people how difficult it is to organize a major meeting and give a commentary. And the B.R.D.C. announced publicly that the spectator amenities at Silverstone were at that time far from complete.

Does the correspondent who complains of the long intervals between races realize that preparing the pits for different events takes time?

I am perhaps not qualified to judge the commentary, as I always concentrate primarily on the racing as I see it instead. However, I have always considered Messrs. Walkerley and Eason Gibson as thoroughly competent commentators. I was amazed to read complaints that the commentaries had no wit—I have always considered Eason Gibson's to be rapier-sharp.

PATRICK KELLY.

HARROW, MIDDLESEX.

MAY I endorse 100 per cent the comments of James G. Boulton in your 23rd May issue, re the selfishness of a section of the crowd at Silverstone recently. After driving from Plymouth and arriving in a three-quarter-mile queue at 2.50 a.m., we were allowed on to the track at 6.0 a.m. only to find that many hundreds of cars had by-passed the queue during the night and had pirated the best track positions. We who had attempted to be orderly had turned out to be just "mugs".

This was added to when people who arrived just before the first race at 10 a.m. completely blocked all views with ugly erections of scaffolding, planks and tents. All we could see was a brief flash as the cars passed between the private grandstands.

Goodwood have now very rightly banned private grandstands. Is it too much to expect Silverstone to follow the example to ensure that the sport of the masses is not ruined by the ever-present dogs in a manger? I, for one, will stay away from Silverstone if, after a long journey and all-night wait, we cannot expect to get a good view.

B. K. HARPER.

PLYMOUTH, DEVON.

Private "Grandstands" at Race Meetings

I FEEL that I must write in support of James G. Boulton's plea for an official ruling with regard to the building, by a large number of people, of private grandstands at motor-racing events.

However, I think Mr. Boulton has missed the real point, for surely the crime of these people is not the mere building of the stands but the fact that in the majority of cases they are built so close to the "rails" as to allow the less fortunate spectators very little view of the proceedings. I have nothing against people improving their viewing facilities but very few of those who do seem to have reason enough to realise that their place is behind the main bulk of the public and not in front of it.

Ruling bodies at all tracks, and especially Silverstone should therefore see to it that these luxury-loving customers plant their ironmongery a few yards back from the ropes, if they want to keep their six-figure crowds.

ALLEN G. LUNN.

TOLWORTH, SURREY.

I.o.M. Speed Discrepancy

IN the recent B.R.D.C. Empire Trophy race in I.o.M. I was watching from a position half-way between the Grandstands and Parkfield corner, and timed the cars by stop-watch from

when they passed me to when they went out of sight round the corner.

It will perhaps be of interest to readers that the fastest cars on this stretch were the two Lester-M.G.s of Griffith and Ruddock; these two cars were taking 9 secs. to 9½ secs. each lap and the Frazer-Nash of Mike Hawthorn was taking 9½ or 10 secs. The fastest times by Stirling Moss and Duke that I timed were also 9½ secs.

As the larger cars were obviously passing me faster than the M.G.s it would be interesting to know where the difference in time came in.

K. HOLT-WIGGLESWORTH.

ST. ANNES-ON-SEA, LANCS.

The M.G. Midget

As an enthusiastic supporter of the marque M.G. it pains me to see the threat there is to the acceleration and maximum speed supremacy of the mighty Midgets in the installation of short-stroke 2-litre power units in bread and butter family saloons. In the 1,500 c.c. class in sporting events too, we are giving away 250 c.c., and, with the introduction of the TD (so disappointing at Silverstone) a few hundredweights.

Regrettable though it is, the general public do not pause to consider engine capacity, as b.f. and i. steamrollers them on their way, but lump all sports-cars together as a class, and if they should see a 2-litre Morgan or a 1½-litre Jupiter get by the smaller M.G. they are unjustifiably inclined to draw conclusions adverse to Abingdon.

Surely, therefore, having regard to current engine, and wind-cheating body design trends, the time has come regretfully to say goodbye to the praiseworthy Series T and turn to Series Z, modelled on the lines of George (Jupiter) Phillips's last Le Mans entry, with alternative 1½-litre and 2-litre power-units poking out, say, 65 b.h.p. and 85 b.h.p. respectively.

With a TA chassis and steering layout, a TC gearbox and perhaps (dare I add?), perforated disc wheels and independent suspension all round, then I am sure we should keep our badge visible to the motoring world through the windscreen, and not in the rear mirror.

DOUGLAS JOHNS.

CLIFTONVILLE, KENT.

More Correspondence on page 763



"A little woman round the corner ran it up for me."

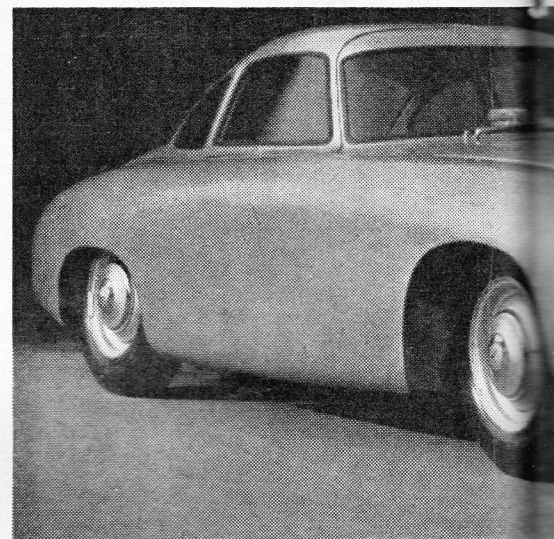
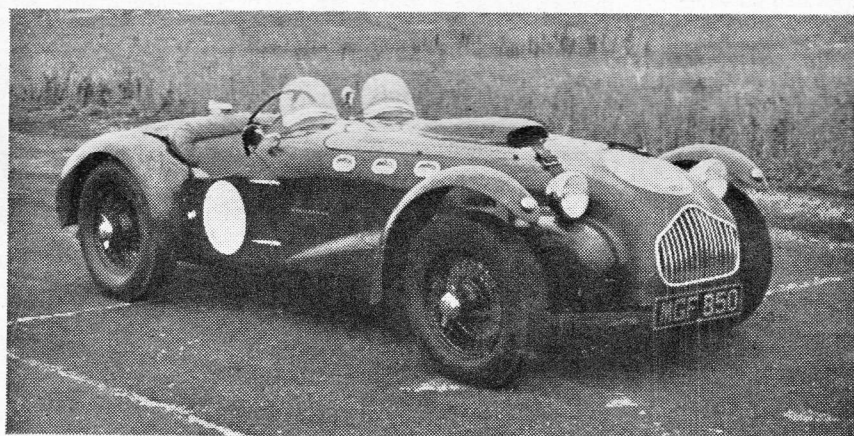
Le Mans 24 H

**Homeric Six-Nation Struggle
Revised Jaguars to face late**



REPRESENTING BRITAIN: The three works Type C Jaguars, one of which is seen above, have a completely new look for the 1952 race, with much lower

frontal area and long streamlined tail. (Below) The works Allard will be shared by Sydney Allard and Jack Fairman. Tony Curtis's car is also entered.



REPRESENTING GERMANY: (Above) The team of three Mercedes-Benz 3-litre saloons will make a strong challenge for victory.



TOMORROW (14th June), at 4 p.m., will begin what promises to be the greatest 24 Hours Race at Le Mans ever staged. The struggle for outright victory will be immense, involving as it does the fastest sports-car in the world.

Whilst hopes run high for a second successive British victory, our Jaguars, Aston Martins and Allards face the strongest opposition possible from France, Italy, Spain, Germany and the United States of America.

France will be represented by the 4½-litre Lago-Talbot, and the six-cylinder, 2½-litre Gordini which displayed astonishing speed at Monaco. At least one of the Talbots (Levegh's) is a streamlined, two-seater, with a chassis which is basically that of the Formula 1 car. The Manzoni-Behra Gordini is probably the lightest sports-car of 2½-litres ever constructed, and is said to weigh about 11 cwt. The twin-o.h.c. engine is a larger edition of the Formula 2 power-unit, and is also provided with three, double-choke Weber carburettors.

Italian opposition will be headed by the 4.1-litre Ferraris and the allegedly very rapid 2.9-litre Alfa Romeos. Scuderia Ferrari's entry will be driven by Farina and Taruffi, a combination which cannot be treated lightly. The

V-12, 4.1-litre Ferrari has been considerably lightened, whilst it now has an entirely new clutch and transmission. This machine may well prove to be the fastest car in the race, as was undoubtedly Taruffi's in the Mille Miglia. Three other 4.1-litre cars will back it up, and also the American-Italian 2.6-litre car, to be driven by Moran and Cornacchia.

The new Alfa Romeos have yet to appear in public. The cars will be handled by the great Argentinian drivers, Juan Manuel Fangio and Froilan Gonzalez, with Franco Cortese and Consalvo Sanesi as second string. Monza tests of the cars have proved extremely satisfactory, and the Milan concern is full of confidence that their hush-hush entries will not be out-paced.

Mercedes-Benz have created a most favourable impression with the new 3-litre, 300 SL coupés, the speed and handling of the cars earning for them a reputation of being "trés formidables". Two of the machines will be driven by Kling/Klenk, and Riess/Lang, but the crew of the third entry has not been announced owing to the injuries to Caracciola and Fagioli, both of whom were originally selected for the team. However, in Karl Kling and Fritz Riess, the Germans have a couple of the

fastest sports-car drivers racing today, as had been proved in the Mille Miglia, and at Berne and Nürburgring.

Great Britain's first line will obviously be last year's winning marque—Jaguar. The earlier Type C has not been entirely free from troubles this year, but the new Le Mans cars will have the advantage of meticulous preparation for a type of

Le Mans du Mans

Promised in the Sports-Car Classic of the Year—
Mercedes, Ferrari, Alfa Romeo and Cunningham models



doubtless go the job of making the running, a job which is ideally suited to their temperament. Both have had lots of experience in long-distance racing, and, on wet roads, are probably the most expert drivers of all—as was seen last year. Jaguar No. 2 will be handled by Duncan Hamilton and Tony Rolt, an ideal combination as was evidenced by their magnificent showing with the Nash-Healey in 1951. The third car will be shared by Peter Whitehead and Ian Stewart. Whitehead,

of course, was the 1951 winner (with Walker), whilst the stylish driving of the young Scotsman with an XK 120 in British events has earned for him a place in the team.

It is now known that the Aston Martins which appeared at Monaco were the new 2.9-litre cars. Although the DB3s suffered from overheating troubles, this was probably due to the nature of the course with its many corners and lower gear sections, rather than to any defect in the design of the cars. They are known to be very fast, and the strong team comprises Reg Parnell/Eric Thompson, Lance Macklin/Peter Collins, and George Abecassis/Dennis Poore. Aston Martin team orders are: "Flat-out till the finish!"

The privately-entered DB2 saloons of Nigel Mann/Mort, Morris-Goodall, and Peter Clark/Jack Scott are the cars which qualified last year for the Biennial Cup, which will not be competed for after this year. Clark's car has some interesting modifications, including the use of four SU carburettors. Separate instruments feed Nos. 1 and 6

REPRESENTING THE UNITED STATES:
(Below) The Chrysler-powered Cunninghams have been considerably modified in the light of last year's experience at Le Mans.



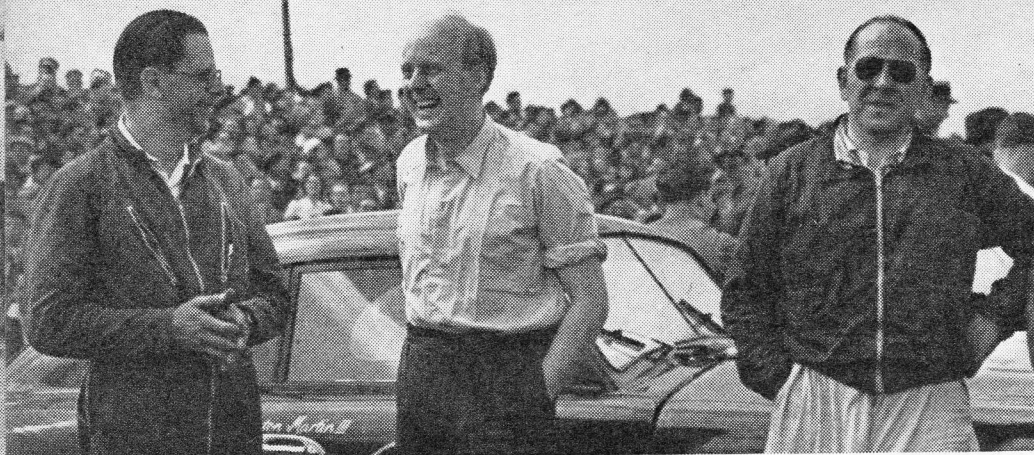
ANOTHER BRITISH CHALLENGER:
(Above) The DB3 Aston Martin, now with 2.9-litre engine, will race at Le Mans for the first time.

REPRESENTING ITALY: (Below) Ferraris, both "works" and private entries, will be eager to avenge their last year's failure.



event in which Jaguars have had a wealth of experience. Power-output has been considerably stepped up since last year, while disc brakes have been incorporated. Bodywork is ultra-streamlined.

The team will be led by Stirling Moss and Peter Walker, both of whom have lapped the Sarthe circuit faster than anyone else. To this skilful pair will



(Above) An Aston Martin trio (left to right): Peter Clark (DB 2), Eric Thompson (DB 3) and Reg Parnell (DB 3).

Les 24 Heures du Mans—continued

cylinders, whilst Nos. 2 and 5, and 3 and 4 each have one SU.

Sydney Allard and Jack Fairman will be No. 1 of the two Chrysler-powered Allard entries, the other car being driven by Tony Curtis and Zorra Duntov, the last-named well-known as the designer of the Ardun o.h.v. cylinder head.

The withdrawal of Ken Wharton and Graham Whitehead from the Nash-Healey team has caused their places to be given to Leslie Johnson and Tommy Wisdom. Car No. 2 will be driven by Frenchmen, Pierre Veyron and Yves Giraud-Cabantous.

The American Cunninghams have been completely re-designed. They are much lighter than the original cars, have a better streamlined shape, and have the very latest Chrysler engines said to develop over 300 b.h.p. One of the cars will be a coupé, and the crew is entirely American, with Briggs Cunningham himself, and Bill Spear, leading the team of three cars. Those very fine drivers, Phil Walters and John Fitch are also included.

Spain's Pegasos have, so far, been comparatively disappointing. The 2½-litre V-8 cars are fast, but their road-holding and general handling characteristics are not too satisfactory. Violent front wheel flap developed on the two Monaco cars, causing their withdrawal after practice.

Well, there we have it! These are the cars which will fight out the Grand Prix d'Endurance.

Now what about the smaller cars, all of which have a direct interest in the Index of Performance, and in the various classes. The 2-litre Frazer-Nashes will face stern opposition from Gordini, Lancia Aurelia and Alfa Romeo. Alfas have a new edition of the "1900", whilst the Gran Turismo Aurelias have far more powerful engines than the original machines. Dickie Stoop/Peter Wilson and Roy Peacock/Gerry Ruddock will have a stiff task to keep ahead of the fast Italian cars.

The Lawrie/Isherwood Morgan is a sporting entry, and has been entered more as a demonstration of high-speed reliability than as a contender for class honours in a category which includes Ferrari, Aston Martin, Pegaso, Gordini, Mercedes, Alfa Romeo and a super-charged Peugeot.

Jupiters uphold Britain's prestige in the 1½-litre category, and the R.I. two-seaters of Marcel Becquart/Gordon Wilkins, and Bert Hadley/Tommy Wise,



Allard: Sydney Allard/Jack Fairman; Tony Curtis/Zorra Duntov.
Morgan: Bob Lawrie/R. Isherwood.
Jupiter: Marcel Becquart*/Gordon Wilkins; Bert Hadley/Tommy Wise.
Frazer-Nash: Dickie Stoop/Peter Wilson; R. F. Peacock/Gerry Ruddock.
Nash-Healey: Tommy Wisdom/Leslie Johnson; Pierre Veyron* / Yves Giraud-Cabantous*.

FRANCE

Talbot: (4.5-litre) L. J. Rosier/X; Morel/Chambas; Levegh/Marchand; Meyrat/X.
Gordini: (2½-litre) Manzon/Behra; (2-litre) Aldo Gordini/X.
Simca: (1,100 c.c.) Scaron/Mahé.
Peugeot: (S) Constantin/Poch.
Renault: (750 c.c.) Lecat/Senfftleben; Vernet/Pairard; Lesur/Brist; Moser/X.
Dyna-Panhard: (850 c.c.) Savoye/Liénart; Plantivaux/X; (745 c.c.) Gaillard/Chancel; (612 c.c.) Hemard/Dussous.
D.B.-Panhard: (745 c.c.) Bonnet/X; Colas/Schollemann.

(Left) John Fitch, one of the Cunningham drivers.

(Below) Frenchmen Auguste Veuillet and Edmond Mouche, who will share a 1½-litre Porsche.



will have to contend with the very fast Veuillet-Mouche Porsche and the 1.3-litre Osca.

The 1,100 c.c. section will be a straight fight between Simca and Siata-Fiat, with opposition supplied by a pair of new 850 c.c. Dyna Panhards. A swarm of Panhards, Renaults and D.B.-Panhards will dispute the smallest class, great interest being centred on a brand-new, ultra-streamlined 750 c.c. Renault.

LE MANS ENTRIES

GREAT BRITAIN

Jaguar: Stirling Moss/Peter Walker; Tony Rolt/Duncan Hamilton; Peter Whitehead/Ian Stewart.

Aston Martin DB 3: Reg Parnell/Eric Thompson; George Abecassis/Dennis Poore; Lance Macklin/Peter Collins.

Aston Martin DB 2: Nigel Mann/Mortimer Morris-Goodall; Peter Clark/Jack Scott.

ITALY

Ferrari: (4.1-litre) Chinetti / Lucas; Farina / Taruffi; Louis Rosier* / M. Trintignant*; Helder*/Dreyfus*; (2.6-litre) Moran†/Cornacchia.

Lancia Aurelia: 2 Gran Turismo cars, drivers not known.

Osca: (1,300 c.c.) Damonte/Martial.

Siata/Fiat: (1,100 c.c.) Capelli/Lurani.

Alfa Romeo (2.9-litre) Fangio/Gonzalez; Cortese/Sanesi; (1,900 c.c.) Daetwyler†/Cabanca; Ruffo/de Graffenried†.

U.S.A.

Cunningham: (5.4-litre) Cunningham/Spear; Walters/Rice; Fitch/Carters.

GERMANY

Mercedes-Benz: (2.9-litre) Kling/Klenk; Riess/Lang, and one more car, drivers not yet known.

Porsche: (1½-litre) Veuillet*/Mouche*; (1,100 c.c.) Muller/von Hanstein; Lachaize*/Chancel*.

Continued on page 756

**ULSTER
INTERNATIONAL
TROPHY**



1st

P. TARUFFI

(Ferrari Thin Wall Special)

2nd

J. M. HAWTHORN

(Cooper-Bristol)

(Subject to Official Confirmation)

using

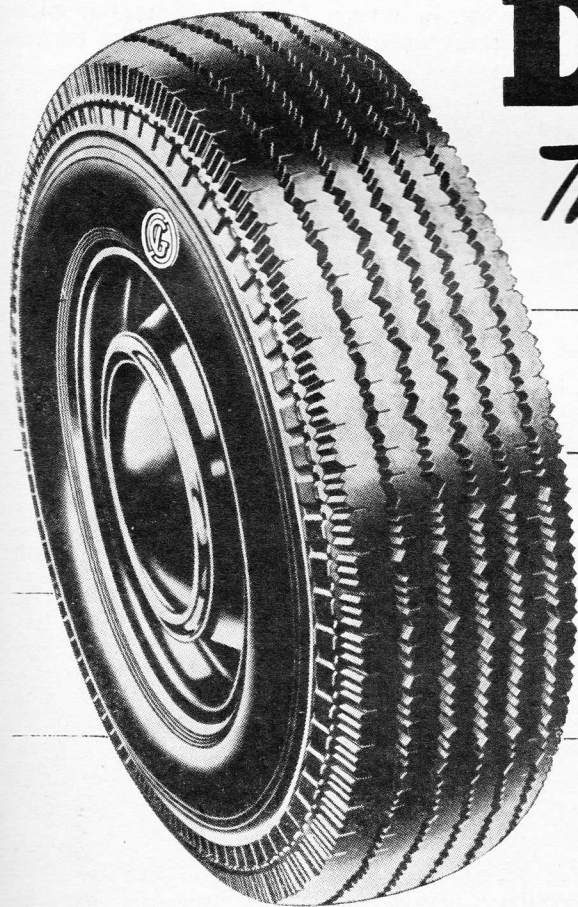
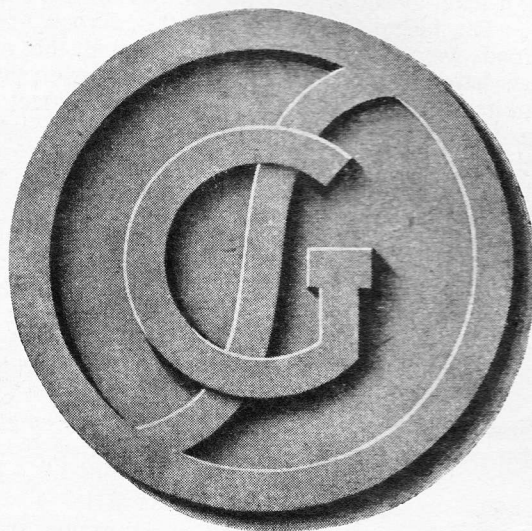
K.L.G.

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for all that is LATEST
and BEST in design,
materials and manu-
facturing technique . . .
the result of 64 years'
experience**



DUNLOP

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**STRENGTHENED CASING TO MEET
MODERN MOTORING CONDITIONS**

**FLEXIBLE CONSTRUCTION FOR ADDED
COMFORT**

**UNIQUE TREAD WITH 'TEETH' TO BITE
THE ROAD**

**NON-STATIC PROPERTIES TO IMPROVE
RADIO RECEPTION**

Technical and Otherwise

by John Bolster

ISLAND ODYSSEY

THE Isle of Man has a motor-racing history going right back to the earliest days of the sport. Just after the turn of the century, eliminating tests were held there to pick a team of British cars for the Gordon Bennett contest. The Island was chosen for this purpose, because its roads were not subject to the speed limit that applied everywhere on the mainland, and also because the laws permitted the closing of the highway. Parliament would have to pass special legislation, even today, before a single yard of the public road could be used for such a purpose in this country.

The first actual Manx race was the 1905 T.T. It was won by an Arrol-Johnston, with a Rolls-Royce second, and Rolls won the event the following year. In 1907, an additional race was run, and although it did not seem important at the time, it was to colour the whole future of the Island. This was the motor-cycle T.T., which soon captured the imagination of the world, and far eclipsed the car events in importance.

Nowadays, of course, the car race is very small beer, and even its grand title—The British Empire Trophy—fails to attract many spectators. Nevertheless, there is a special atmosphere about the place, and so I was glad that the B.B.C. once again gave me an excuse to go and watch a motor race. For various reasons, the actual broadcast was a somewhat frustrating experience, but from every other point of view, the visit was a memorable one. Racing machinery of any sort is granted a special dispensation, and I have, in the past, driven a stripped G.P. car through the streets of Douglas, with never a raised eyebrow. On this occasion, a flock of T.T. motor-cycles with megaphone exhausts, thundered through the town each day at 4.30 a.m., on their way to early morning practice. It was even worth being wakened at that dread hour, to see such a flouting of the dreary conventions by which we are normally bound.

The two-wheelers, of course, use the famous "Mountain" circuit, of which there is no finer in the world. The cars, on the other hand, have to encompass only a small area on the outskirts of Douglas, and whereas the riders cover $37\frac{1}{2}$ miles per lap, the drivers do only one-tenth of that distance. I am afraid that, in all honesty, I must say that I dislike "our" course. It is a car-breaker of the very worst type, and is terribly destructive to brakes and transmissions. The braking areas for most of the corners are steeply downhill and unpleasantly bumpy, though it must be admitted that the one straight allows a high maximum speed to be developed. Certainly, great demands are made on the skill of the drivers, but most of this virtuosity is wasted on the desert air, for the best viewpoints are inaccessible to spectators. The lack of paying customers must surely have resulted in a financial deficit, and one reaches the melancholy conclusion that the race cannot long continue to be run in its present form.

What a different picture the motor-cycle races present! It is literally true that no bike enthusiast who can arrange his annual holiday at the right time, will even consider spending it away from the Island. Boarding houses and hotels are filled to bursting point, and at least half a dozen people sleep in even the smallest rooms. Never has so much discomfort been endured by so many, and yet their first thought, on

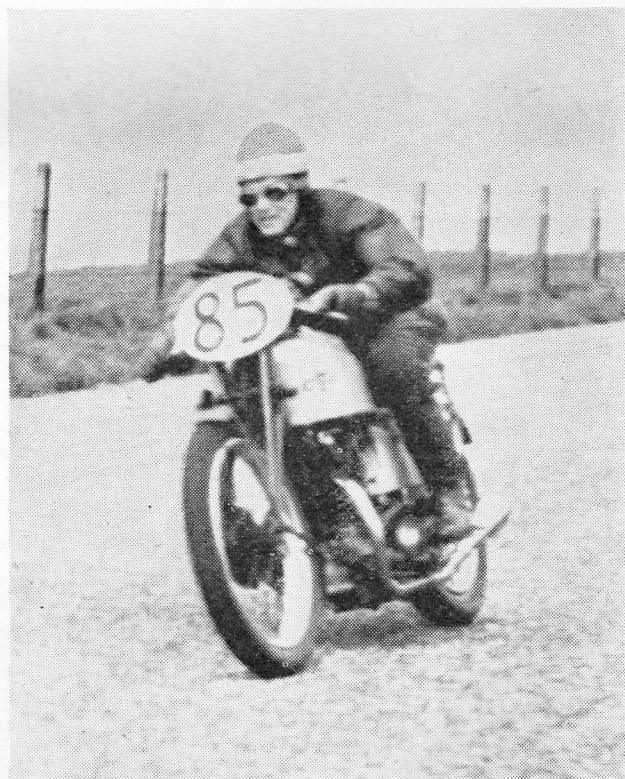
returning to the mainland, is about saving enough out of their wages to go again next year. *Formidable!*

Now, for sheer spectacle, the sight of first-line T.T. riders coming through the curves has never been equalled. There is a glamour, too, that has grown up through the years, which gives the certain knowledge that one is seeing "the best there is". The biggest factor of all, though, is the "Mountain" course itself, and it provides a magnificent stage for the contests that is not equalled elsewhere. The maddening thing is that "we" had it first, for whereas the earlier car races were held on the great circuit, the bike boys contented themselves with a shorter and easier course.

It was not until 1911 that both types of vehicle took to the same roads, and then, around 1922, it was decided that the T.T. course was too narrow and dangerous for the racing-cars of the period. That may have been true then, for most of the surface was extremely dusty, or muddy when wet; it was, in fact, largely plain untarred macadam. Since then most of the circuit has been widened and the corners eased, while the condition of the surface is almost uniformly excellent. If I were asked whether it were suitable for cars, I would answer, emphatically, "yes".

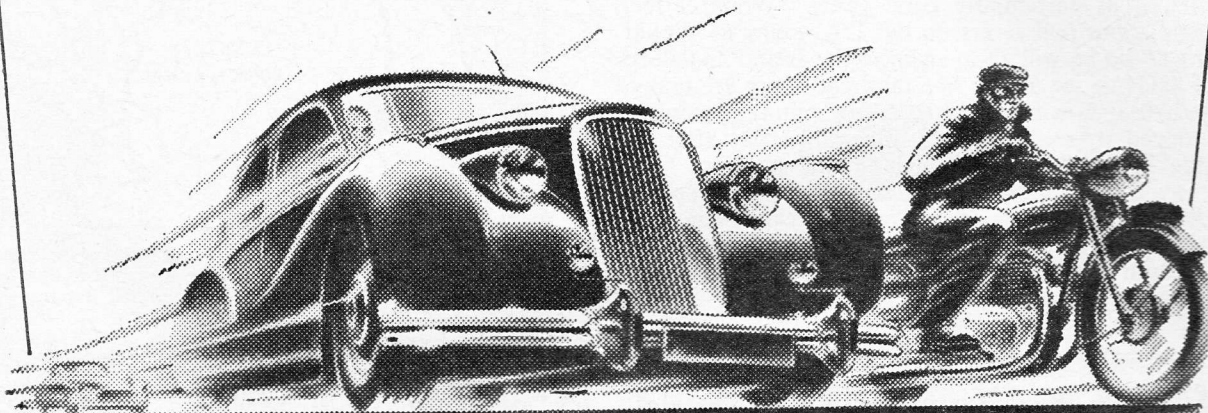
Has the time gone when the Island authorities would be willing to let us use the T.T. course? I think that perhaps it has. Motor-cyclists object to racing on a track where cars have been, for they say that our sliding technique leaves quantities of rubber on the corners.

Continued on page 760



NOTHING FINER: The $37\frac{1}{2}$ -mile "Mountain" course in the Isle of Man provides a magnificent setting for the world-famous T.T. races.

Castrol always leads!



1ST in 1935 with additive
to reduce cylinder wear
*British Patent No. 423441. Also see
National Physical Laboratory Report
12/1/35*

1ST in 1935 with a mild
detergent to clean the
engine itself
British Patent No. 431066

1ST in 1938 to announce
lighter oils for easy
starting, quick getaway
and petrol economy
*See National Physical Laboratory
Report 2/9/38*

1ST in 1949 with improved
inhibitors to protect
the oil itself
British Patent Nos. 658243—658183

1ST in 1951 with hypoid axle
oils containing anti-scuffing
additive and rust and
corrosion inhibitors
*covered by — British Patent Nos.
561898—561941—588864*

2ND to none! The world's
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in 1952

That is why most British motorists say
“GIVE ME CASTROL EVERY TIME”



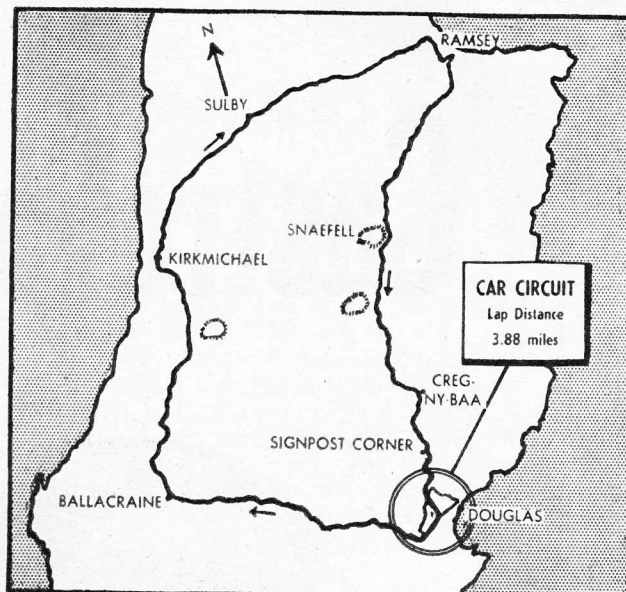
THE MASTERPIECE IN OILS

Island Odyssey—continued

They are, to some extent, prejudiced, for on short circuits, which they have hitherto shared with us, the trouble is naturally many times worse. Five or six laps would be ample for a first-class long-distance race, and the rubber trouble would be negligible with that amount of use. There remains the problem of practice, however, and to that there is no easy solution.

I enjoyed watching the "Trophy", which was a pleasant and well-organized little sports-car race. On the other hand, if I had had to save up my wages for a year, and then sleep six in a room, I would not have regarded it as particularly good value. Would I feel the same about real racers on the T.T. course? Would I blaze! I'd be willing to swim to the Island and sleep in the fields to see a race like that, and there are many, many thousands who would be of like mind. There may be a dozen reasons why it's impossible, but after all that the B.R.D.C. have wrought in the past, we have come to expect miracles of them. Just imagine the H.W.M.s, the Ferraris, the Cooper-Bristols, and the Gordinis, fighting it out on Snaefell! It certainly makes one's mouth water.

What about it, Desmond?



MANX MECCA: Enthusiasts gather in thousands around the "Mountain" course to watch the annual T.T. races. The Douglas car circuit is shown for comparison.

SCOTCH CORNER By "AENEAS"

MANX MOMENT—CHARTERHALL VERDICTS—KIRKCALDY ENTHUSIASM—AIR CLEARED—SCOTTISH RALLY—THE "REST" AND BO'NESS

AT the recent Charterhall meeting there were many references to David Murray's misfortune with the Jaguar at Isle of Man. With the car minus its braking power Murray took it into an "escape" road only to find there were spectators on it. Had it not been for the fact that David chose deliberately to prang the car and risk his own neck I am told that at least one spectator might have been involved.

How about the Charterhall circuit?

That's the question most people ask. I had a word with Mike Hawthorn and Jack Walton and as they managed to chalk up awards they should be the soundest judges. Hawthorn found the track very bumpy and considered that racing on it was very hard work. However, he also remarked that it compared very favourably with a large number of English circuits. Walton commented that he found certain sections fairly bumpy, didn't like the camber at Tofts Turn and reckoned Paddock Bend was pretty stony. In practice during the morning the sun was really warm and melted the tar on Lodge Corner but the sky clouded a little in the afternoon and this section hardened again.

EDWIN GANGE, secretary of the Scottish Motor Racing Club, has found a great deal of enthusiasm for motor-racing in the long town of Kirkcaldy. The town council talk of widening the Beveridge Park circuit, perhaps by 10 feet. It would be a very expensive undertaking and the real bugbear is the amount of money involved. This has already been mentioned in AUTOSPORT and, quite apart from its pleasant surroundings, this circuit is well located and easy to get at from both Glasgow and

Edinburgh so it is to be sincerely hoped that the track will be widened in the not too distant future.

IT is a great pity that there should have been a misunderstanding between the Winfield Joint Committee and the R.A.C. over the Charterhall permit for the October meeting. There is no doubt that the various members of the W.J.C. were very much aggrieved over what they considered to be a poor reward for their efforts to arrange race meetings that would provide first class competition for our Scottish drivers and good entertainment for the spectators, but it is to be regretted that they did not consult with the R.A.C. before the matter became public. However, it is good to know that the permit will be an unlimited one but might I suggest that the W.J.C. curb some statements that are being made about the Scottish Grand Prix.

RECENTLY I remarked on the fact that the long haul up to Aberdeen would prevent many drivers entering for the events run by Aberdeen and District M.C. on the attractive Crimond circuit. Comish Hunter tells me that there is talk among Aberdeen officials of attracting competitors by some system of mileage allowance that would at least reduce the actual cost of getting to the meeting. This is an excellent idea and it is to be hoped that it becomes an established fact.

THE reception and dance at the end of the Scottish Rally was a very pleasant occasion indeed. Competitors had obviously enjoyed the event, the R.S.A.C. was complimented on its organization,

the clubrooms contained no long faces nor yet were there the discordant sounds of protests in the air.

In accepting his award, Peter Hughes—who won the large closed car class in his Allard—put in a good word for the bloke who gets all the blame and little credit—the navigator. He remarked of his own navigator that, besides doing an efficient job, said navigator had allowed Peter to use words of opprobrium concerning the general personality of navigators and of one in particular, but the end of each day and the Rally found them in harmony. Which is as it should be.

THE colour of Miss C. Sadler's Rover was variously described as lilac, pale petunia and magenta. Being unqualified to discriminate between the niceties I am capable of saying one thing, it wasn't a MAUVE one or it never would have won the ladies' award.

AWARDS for the Rally were fairly evenly distributed. Dennis G. Scott (M.G.), winning the class up to 1,300 c.c. for the second time, is an Englishman, as is J. M. Readings (M.G.), who took the closed car award for the same capacity. In the open cars up to 2,200 c.c. W. K. Stewart (Morgan) is a Scot, and his opposite number in the closed car class, S. Pentland (Citroën), is an Irishman. In the big car classes G. P. Denham-Cookes (Jaguar) and P. S. Hughes (Allard) are both Scots, so it seems an equitable division of the spoil.

THE regulations for the R.S.A.C.'s Rest-and-Be-Thankful and the S.S.C.C.'s Bo'ness hill-climbs should have been read and digested by this time but, have you sent in your entry? It's time you did so as both these hill-climbs are included in those that will decide the R.A.C. Champion and entries should be posted this week-end to arrive on time.

MINTEX successes at Goodwood

WHITSUN B.A.R.C. MEETING

500 cc INTERNATIONAL TROPHY

1st F. R. Gerard Cooper/Norton

2nd G. Wicken Cooper/Norton

SUSSEX INTERNATIONAL TROPHY

1st J. M. Hawthorn Cooper/Bristol

2nd F. R. Gerard E.R.A.

(Subject to Official Confirmation)

These cars were fitted with
MINTEX Brake Liners



When high performance is required you can rely on **MINTEX**

MINTEX Brake Liners are manufactured by British Belting & Asbestos Ltd., Cleckheaton, Yorkshire and are available from all Mintex Service Depots & Stockists.

NEWS FROM THE CLUBS

THAMES ESTUARY A.C. DRIVING TESTS

ON Sunday, 25th May, in ideal weather, the Club held a series of driving tests on the private roads of the Basildon Development Corporation, near Wickford. The tests were officially observed by the R.A.C.

RESULTS

Best Performance: B. R. Millbank (M.G.).

Class Winners:

Open: A. C. Westwood (Jaguar XK 120).

Closed (Over 2,000 c.c.): P. S. R. Smith (Sunbeam-Talbot).

Closed (Under 2,000 c.c.): D. Bernard (Ford).

Ladies' Award: Mrs. E. M. Price (Dellow).

RENAULT O.C. RALLY

A RALLY held at the Old Manor Hotel, Witley, Surrey, on 25th May, was attended by 60 members and friends of the Renault Owners' Club. Competitions included driving, parking and regularity tests, five prizes were awarded, the premier award going to B. Pulver (Renault 748) with Miss D. Farr (Renault 760) a close second.

Renault owners interested in this club should apply to Hon. Secretary, 7 Belle Vue Hill Rise, Greenford, Middlesex, for all details. Next event is to be held on 29th June.

MIDLAND M.E.C. SILVERSTONE

THE Midland Motor Enthusiasts' Club are holding their Annual Race Meeting at Silverstone on the 28th June. The following clubs are invited to compete: Vintage S.C.C., Bugatti O.C., Half-Litre C.C., M.G.C.C., Sunbac, London M.C., and Nottingham S.C.C.

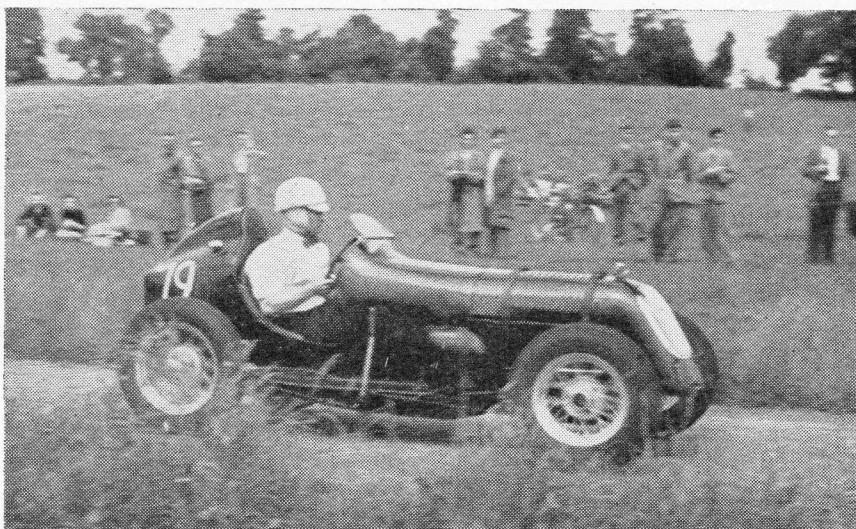
Prospective entrants should apply to S. Cornthwaite, of 56 Barton Lodge Road, Hall Green, Birmingham, 28.

EASTERN COUNTIES SNETTERTON MEETING

THE Eastern Counties M.C.'s closed invitation race meeting at Snetterton takes place on Saturday, 28th June, the change of date being unavoidable as Sunday events are banned on the Norfolk circuit.

There are events for sports-cars, 500s and *Formule Libre* racing-cars, and special handicaps for Aston Martin and Bentley cars. Invited clubs are A.M.O.C., B.A.R.C., Bentley D.C., Half-Litre, Peterborough M.C., West Essex and Nottingham S.C.C. Racing begins at 1.30 p.m.

Secretary of the Meeting is H. F. Marland, of 28a Church Street, Woodbridge, Suffolk, from whom the regulations can be obtained.



TEWIN TUNE: Alick Pitts in J. W. Broad's ex-Maclachlan supercharged Austin winning the 1,500 c.c. racing class in the "Berko" sprints at Tewin Water on Whit Monday. Driven by Broad, the car made equal B.T.D. with W. Coleman's Jaguette.

RAMSGATE SPEED TRIALS

ON Sunday, 13th July, the Herts County A. and A.C., in conjunction with the North London Enthusiasts C.C., will hold Speed Trials on the Western Undercliff Drive at Ramsgate.

There will be classes for racing, sports and saloon-cars of all capacities. Cars will be run in pairs over a flat and mainly straight course from a standing start; the timed section is a quarter-mile.

The award for best time of the day will be £20 and the Hundred Guinea Challenge Trophy presented by the Ramsgate Corporation. There are further trophies for the fastest members of each of the two clubs, for the fastest foreign car and for the fastest sports-car, saloon-car and car driven by a lady driver. Racing class winners will receive £5, while winners of the other classes will get special awards.

The Secretary of the Meeting is Duncan T. Russell, of 18 Queens Road, Watford.

Invitations to take part have so far been accepted by the Bugatti O.C., Half-Litre Club, Falcon M.C., Berkhamstead M.C. and C.C. and West Essex C.C.

PLYMOUTH PRESIDENTIAL RALLY

WE learn that, due to delay in the production of the Prospectus of the Plymouth Motor Club Presidential Rally, the closing date for the receipt of entries has been extended for another week. Will intending competitors please note.

SILVERSTONE AGAIN TOMORROW

THE Club racing season at Silverstone is getting into full swing now, and following the Eight Clubs session last week-end, tomorrow the Bugatti O.C. run their closed invitation meeting, open to their members and those of seven other clubs. The very full programme of racing begins at 11 a.m. with standing start sprints for racing and sports-car classes and sub-classes, followed by a handicap for Bugatti cars, a one-hour sports-car Handicap Relay race, and five

10-lap scratch races, for 500 c.c., up to 2,000 c.c., and *Formule Libre* racing-cars, and up to 2,000 c.c. and over 2,000 c.c. sports-cars.

RADCAP RALLY

REGULATIONS have been issued by the North London Enthusiasts' C.C. for their Radcap Rally on 21st/22nd June. This is a closed invitation event of about 250 miles, starting at the premises of Clayton-Mayers and Co., Ltd., near Staples Corner, on the North Circular Road, N.W.2, and finishing at the Grand Hotel, Lyndhurst, Hants.

Clubs invited to compete are Hants and Berks, 750, Chiltern, West Essex, Cemian, A.C., and Thames Estuary. Entry list closes on 14th June, and the address of the Secretary of the Meeting, Mrs. Joyce Hobbs, is 38 Liddell Gardens, Kensal Rise, N.W.10.

STEPASIDE HILL-CLIMB

THE Dublin University A.C. again ran their annual hill-climb on the mountain road above Stepaside, Co. Dublin, tremendous heat and brilliant sunshine bringing out large numbers of spectators. Redmond Gallagher again made the fastest climb—quite a monotonous habit of his in Irish events—with his 995 c.c. Leprechaun-J.A.P. He broke his last year's record by 2.07 secs., recording 48.14 secs. Nearest to this was Lovell-Butt's K3 M.G. Magnette with 50.7 secs., and third best was Joe Flynn's 1,140 c.c. blown Morris-M.G. Special.

"Bobbie" Newell in his famous old 12/50 Alvis took the over 1,250 c.c. Handicap class. B. Crofts Greene drove one of the early type 2½-litre Healey saloons, but looked very uncomfortable, having to crouch in his seat and peer forward through the windscreen owing to a tall crash-hat and a low roof.

Desmond Jones (TC M.G.) won the 1,250 c.c. handicap, and M. P. O'Flaherty's Porsche-engined Volkswagen minus wings was handled well to take second place. Dudley Colley took up his old Frazer-Nash in great style, but the engine sounded a little lacking in power.

(Results were published in last week's issue.)

Continued on page 764

Correspondence—continued

Trials Regulations

I SHOULD like to support Mr. Dent completely. Trials are in danger of being the preserve of the few who can afford to keep a machine exclusively for that purpose.

Given an easily administered set of regulations to preserve a semblance of sanity in trials cars, entry lists will swell again, and courses will be found more easily.

A Ford Ten-engined Austin Seven tourer can now complete a course in competition with most machines but will probably not be an award winner.

Nevertheless, such a car is perfectly usable for everyday purposes and can be driven to and from events with comfort. In addition the total cost can be well under £100 with comparatively inexpensive repair bills if something does get bent.

Even if the regulations are not amended I shall still be driving next winter because I enjoy the sport and am not hunting for pots.

ROBERT BARLOW.

DANBURY, ESSEX.

BOOK REVIEW

Title: "Full Chat".

Author: Noel B. Pope.

Size: 5½ in. x 8½ in. 80 pp. 40 illus.

Price: 8s. 6d.

Publishers: Motor Racing Publications, Ltd., 81a Gray's Inn Road, London, W.C.1.

THOSE whose racing interest is confined to four-wheeled vehicles may not have heard of Noel Pope, but to motor-cycle fans he is far famed as a pre-war Brooklands star rider, a dauntless member of the Continental Circus and an aspirant for the world's motor-cycle absolute speed record. To all this he now adds a further notable distinction in being the author of one of the most enjoyable books ever written on that ever-exciting subject, the pursuit of speed.

In eighty closely printed pages, Pope unfolds the story of a remarkable career, beginning with a stolen ride on a Triumph sidecar outfit when a schoolboy, an adventure which, followed by brief ownership of aged Matchless and Douglas machines, precipitated him joyously into the world of motor-cycle racing. He became no Stanley Woods or Geoff Duke but, like many others, established himself as a good, sound road racer, enjoying many home and overseas events without any startling success. In sprints and track work, however, his was a name verily commanding awe, especially when coupled with that of his famous Brough Superior 1,000 c.c. supercharged twin. Those who have seen the pair in action at the Brighton speed trials in recent years will know why—no mechanical device could surely compare to that Brough for sheer animal ferocity and fascination. On it he hauled in countless B.T.D.s in sprints, and is permanent holder of the Brooklands "Outer Circuit" two-wheel record.

It was upon this Brough that a carefully schemed out streamlined shell was fitted for an attempt in 1949 on the "absolute" bike figures on the Utah salt flats, an attempt which ended dramatically when Pope ran off the road while doing over 150 m.p.h. and *about to change into top!* The resultant happenings, and many similar hair-raising incidents, are related in graphic yet delightfully humorous style. You don't have to be a motor-cycle fan to enjoy this one—it is as entertaining and readable a work as was ever published at the price.

C. P.

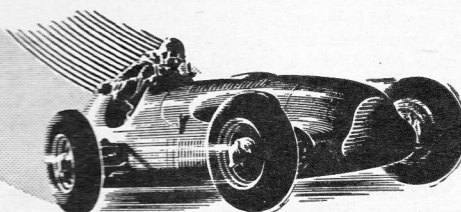
First**GRAND PRIX
MONZA****1ST****FERRARI—Farina****2ND****FERRARI—Simon**

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FUEL BY SHELL

News from the Clubs—continued

ALLARD OWNERS' CLUB

A MEETING of the Northern Centre was held on Wednesday, 4th June, at the Hare and Hounds Hotel, Toller Lane, Bradford. This took the form of a "Noggin and Natter". A collection of scale model racing- and sports-cars were on show, loaned by J. H. Farrar, secretary of the Northern Centre.

M.U.M.C. MATTERS

THE Manchester University M.C. has regretfully had to postpone its Speed Sprint, due to be held on 29th June, until later in the year and will, instead, hold a series of driving tests including one on a local Police skid-pan. Regulations and entry forms are obtainable from N. A. Silverston, The University Union, Manchester, 15.

The Club's second Annual Dinner/Dance will be held at the Dixon Arms Hotel, Chelford, on Friday, 27th June. Alan Rogers will present the Trophies to the winners of events held during the last year. Tickets at 12s. 6d. are obtainable from the Social Secretary, F. R. V. Abraham, The University Union, Manchester, 15.

The Club is also holding an informal dance in the University Union tomorrow, 14th June. Decorations are kindly being provided by Esso—these will include a number of illuminated petrol pumps but members will not be encouraged to bring their vehicles on the dance floor to fill up.

SOUTH ESSEX NORMAN CUP RALLY

ON Sunday, 25th May, the South Essex M.C. ran the first of its day rallies—the "Norman Cup Rally". In glorious weather the competitors left the Orsett Cock at regular intervals from 9.30 a.m. onwards, and following printed directions on their route cards, proceeded at an average speed of 30 m.p.h. northwards through Brentwood and Chipping Ongar to Great Dunmow, and thence to the charming village of Finchingfield and over the Suffolk border to Clare.

This was the end of the first stage and cars were timed in as they arrived, marks being deducted if arrival was over a minute late or early. They were then sent on to a special non-stop section nearby where eight miles of small roads made the 30 m.p.h. average much more difficult to maintain. The drivers were in good form by now and this stage was carried out with great skill by all, even though one Triumph showed some impatience, and competitors passed the village of Borley, famed for its haunted house. The spirits evidently felt unequal to the furious activity of both cars and marshals, for none were seen.

A welcome lunch followed at Long Melford, where by chance the cars were joined in the car park by a wonderful old 1908 Rover—the report that the Club's chairman nearly took it by mistake is quite untrue. Then followed a quiet jaunt back to the Orsett Cock on main roads and at the same average, through Sudbury, Colchester and Chelmsford. This section included a timed section of 10 miles when the average had to be maintained exactly over the distance, but apart from that

COMING ATTRACTIONS

June 14th. Midland A.C. Shelsley Walsh Hill-climb, Worcestershire. Race Meeting (F.3), Jonkoping, Sweden.

Bugatti O.C. Race Meeting, Silverstone. Start 11 a.m.
Herts County A. and A.C. Panshanger Rally and Driving Tests. Start 2.30 p.m.
Armagh and Dist. M.C. Trial, Co. Armagh.

June 14th/15th. 24 Hours G.P. d'Endurance (S.), Le Mans. Start 4 p.m.

Sunbeam-Talbot O.C. Rally, Turnberry, Scotland.
Walsall and Dist. C.C. Rally, Worcs.
Aberdeen and Dist. M.C. Night Trial.
Newcastle and Dist. M.C. Trial.
West Hants and Dorset C.C. Rally.

June 15th. Prix de Picardie (F.3), Amiens, France.

Lancs and Cheshire A.C. Stott Trophy Trial, Cheshire.
Huddersfield M.C. 24-Hour Rally, Yorks.

Connacht M.C. Curlew Hill-climb, Eire.

Gosport A.C. Speed Trials, Gosport.

Lothian C.C. Sprint Meeting.

Mid-Surrey A.C. Sprint Meeting, Redhill, Surrey.

Peterborough M.C. Trial.

Chiltern C.C. Touring Rally. Start, Chorley Wood Common.

June 19th/22nd. Rally of the Mid-night Sun, Sweden.

nothing disturbed the peace of the afternoon until the last four cars ran into a herd of cows on the road near Billericay. In spite of all protests and coaxing, the animals refused to raise their two m.p.h. to 30, but after an age, reached their farm. How the delayed competitors ever reached the Orsett Cock on schedule will for ever remain a mystery.

At Orsett the organizers, E. Steele, A. A. Garner, F. J. Beatty and L. Bingham, had excelled themselves and four driving tests confronted the entrants. To the accompaniment of squealing brakes and the gnashing of teeth and gears, "garages" were entered, kerbs parked up against and white lines straddled with much enthusiasm. This section was by far the most exciting to watch and the most difficult to execute, and some remarkably fine driving was seen.

This ended a wonderful day's motor-ing and eventual winner was R. Andrassy in a Ford, followed closely by C. Miller in his Morris, fitted with rubber mounted king pins. D. Holdaway in another Morris was third and R. Corden (Ford) fourth. This was by far the most ambitious rally ever carried out by the club and members are looking forward to the next on 6th July, when the newly arranged Thurrock Cup Rally will be run. This will be more simple, to give members who have not yet entered a rally a chance to have a gentle, but enjoyable and exciting introduction to a branch of the sport rapidly growing in popularity.

750 M.C. (SOUTHERN CENTRE)

THE Southern centre of the 750 M.C. are holding a "Pow-Wow and Pint" at the Sir Walter Tyrrell, Canterton, near Lyndhurst, Hants (off the Ringwood-Cadnam Road), at midday opening time, Sunday, 15th June.

The next monthly meeting of this centre is at the King's Arms Hotel, Christchurch, on Wednesday, 25th June, at 8 o'clock, when George Hartwell will be talking on the 1952 Monte Carlo Rally.

To these meetings all enthusiasts are welcomed.

CHILTERN C.C. TOURING RALLY

A RECORD entry of over 70 cars has been received for the above event which takes place on Sunday next, 15th June. The start is on Chorley Wood Common on the main Rickmansworth to Amersham Road, in Hertfordshire, and the route is approximately 30 miles in length and passes through some fine scenery in Hertfordshire and Buckinghamshire. There will be tests en route and a Regularity section. The finish is at the "Bell House" Hotel, on the London-Oxford Road, between Beaconsfield and Gerrards Cross, Buckinghamshire.

After tea, weather permitting, the Hotel Swimming Pool will be available to Competitors, their guests and spectators.

Spectator Information will be available at the start and will give details of the best vantage points, lists of entrants and their numbers, etc., so that spectators can take an active interest right through the event.

LONDON M.C.

LAWRENCE CUP TRIAL

(Bagshot and Pirbright, 8th June)

RESULTS

Best Performance (Lawrence Cup): A. E. Rumfitt (Cotton II).

Second Best (Ripley Cup): R. W. Faulkner (Paul Spl.).

Third Best (Wick Cup): E. A. U. Jauncey (Marden).

1st Class Awards: A. E. A. Day (Spence Spl.); B. Rundell (B.B.S.); D. W. Price (Clayton Spl.).

2nd Class Awards: D. F. H. Cotton (Cotton IV); J. A. Appleton (Appleton); E. Vero (Dellow).

Team Award: Rumfitt, Cotton, Faulkner.

CLUB FIXTURES

M.G.C.C. (Midland).—Rally and Film Show, 13th June. White Horse Hotel, Congreve Street, Birmingham, 7 p.m.

Bentley D.C.—Meetings: 14th June. New Inn, Stratfield Saye, Berks, 7 p.m.; Crown Hotel, Middlesmoor, Yorks; Brig-y-don Hotel, Gwent, Glam, 3 p.m.; Spread Eagle, Wilham, Essex, 15th June, The Grange, Bromes, nr. Scite, Norfolk; Molesworth Arms, Wadebridge, Cornwall, 7.30 p.m.

19th June, King's Head, Rochampton, 8 p.m.
Bentley O.C.—Meeting, 15th June, Ruffin Street, New Forest, 3 p.m.

N. London M.C.—Social Run, 15th June, West Denham Way, opposite Film Studios, 3.45 p.m.

Welsh Counties C.C.—Gymkhana, 19th June, Cardiff Airport.

Manchester Univ. M.C.—Talk by N. A. Silverston, 17th June, Wythenshawe, 7.30 p.m.

Vintage S.C.C.—Third Thursday Meeting, 19th June, White Lion, Cobham, Surrey.
London M.C.—Third Thursday Meeting, 19th June, Mason's Arms, Maddox Street, London, W.1, 7.30 p.m.

News from the Clubs—continued

LAGONDA NORTHERN RALLY

ON Saturday, 28th June, the Lagonda Club are staging a Northern Rally at Old Bell, Bamby Moor, Bawtry, followed by driving tests with classes for all Lagonda models at Bawtry airfield.

Entries at 7s. 6d., should reach the Secretary of the Meeting, D. H. Coates, before 21st June; after this date the fee is 10s. Offers of assistance should also be made to the S. of M., whose address is Hill Farm, Swine, near Hull. The club is particularly anxious that all Northern owners should take this opportunity of meeting each other and fixing further events in the area.

* * *

SCOTTISH S.C.C.

Inter-Club Gymkhana

LAST Saturday saw an excellent turnout of club teams for the annual inter-club gymkhana, but where, oh where, were the lads of the Lothian? The event took place in the open ground at the rear of Falkirk Ice Rink and amidst clouds of dust, trios of motor-cars went through weirdish evolutions and looked, occasionally, as though their radiators were determined to let nothing come between them. The contusions, fractures and abrasions were, however, confined mainly to pylons and oil drums and there was no serious damage to motor-cars, although time will tell with the gearboxes.

The tests were well thought out and the manœuvres of Ninian Paterson, Mickey Gillespie and R. M. Gray, in their trim M.G.s were definitely a treat to watch. They motored with real precision and co-operated with each other to such an extent that they recorded the best times of the day in three out of six tests that formed the day's doings.

A newcomer to Scottish events was P. B. Forrest in a closed Auburn. He threw that big car around in no uncertain manner and his dirt-track tactics around the pylons were quite a thing.

Comish Hunter handles his M.G. saloon with the same competence as his J.P. and with W. W. Fulton (Javelin)—a very tidy motorist—and J. McK. Hunter (Morris), we saw a trio of closed cars that would be very difficult to beat. The three of them reversed, parked, got in and out of garages deftly and with despatch—a combination which brings high marks.

The M.G. Club won the day and won

it in style as it was a case of official types having a busman's holiday and among their five teams were officials Douglas Mickel, Bert Kay, Ernie Herrald stiffening the backbone of their members and thoroughly enjoying themselves. The Falkirk Club did well with secretary Robin Traill doing dextrous things with his A40 sports, but the S.S.C.C. members rallied round, remembered they were organizing the event and, although courtesy demanded that they let their opponents win—large question mark by M.G. types—they managed to make the club runners-up.

A. N. F.

RESULTS

Winners: M.G. C.C. (Scottish Centre), 629.3 marks lost.

Runners-up: Scottish S.C.C., 650.0.

BEST TEAMS

Open: M.G. C.C. "A" Team—N. L. Paterson, C. M. M. Gillespie and R. M. Gray (M.G.s), 276.8.

Closed: S.S.C.C. "A" Team—W. W. Fulton (Javelin), C. R. Hunter (M.G.) and J. McK. Hunter (Morris), 345.5.

* * *

RILEY M.C. BUXTON RALLY

THE week-end of 20th/21st September, sees the staging of the National Buxton Rally, open to members of all centres of the Riley Motor Club.

There will be six starting points and the route will cover approximately 170 miles, with various time controls, converging on Buxton. After lunch there will be a further 35 to 45 miles of Rally route through Derbyshire.

There will be no rough stuff or tracks that may damage a car. The Rally will be divided into five classes embracing all Riley models from 9 h.p. to 2½-litre, so that members will only compete against similar cars, except for the main event. There will be a Team award, ladies' prize, novices' prize, first and second class awards.

This event replaces the Riley M.C. N.W. Centre's Keswick Rally.

* * *

THE R.S.A.C. SCOTTISH RALLY

RESULTS

Class 1, Open Cars up to 1,300 c.c.: 1. Denis G. Scott (M.G.), 370 marks; 2. I. C. Blair (M.G.), 361; 3. J. C. Taggart (Singer), 320.

Class 2, Closed Cars up to 1,300 c.c.: 1. J. M. Readings (M.G.), 373; 2. R. Sidwell (M.G.), 367; 3. E. R. Herrald (M.G.), 361.

Class 3, Open Cars, 1,301-2,200 c.c.: 1. W. K. Stewart (Morgan), 377; 2. D. H. Murray (Frazer-Nash), 374; 3. J. H. Ray (Morgan), 368.

Class 4, Closed Cars, 1,301-2,200 c.c.: 1. S. Pentland (Citroën), 377; 2. F. D. Dundas (Jowett Javelin), 376; 3. R. Neate (Riley), 367.

Class 5, Open Cars, over 2,200 c.c.: 1. G. F. Denham-Cookes (Jaguar), 379; 2. J. H. Cunningham (Jaguar) and M. H. Lawson (Jaguar), 375; 3. J. C. Broadhead (Jaguar) and L. Wood (Jaguar), 370.

Class 6, Closed Cars, over 2,200 c.c.: 1. P. S. Hughes (Allard), 376; 2. B. W. Fursdon (Sunbeam-Talbot), 370; 3. A. P. Warren (Riley), 366.

Team Award: 1. "Scottish M.R.C.": W. K. Stewart (Morgan), P. S. Hughes (Allard), E. R. Herrald (M.G.). Total 1,114 marks; 2. "South of Scotland": G. P. Denham-Cookes (Jaguar), F. D. Dundas (Jowett), J. Watson (Allard). Total 1,101; 3. "M.G. Y": R. Sidwell (M.G.), J. M. Readings (M.G.), A. H. McGrady (M.G.). Total 1,095.

* * *

M.C.C. EDINBURGH RALLY

(30th/31st May)

Provisional Results

Class Winners: C. M. Seward (M.G.), P. H. G. Morgan (Morgan), D. O'M. Taylor (Jaguar).

First Class Awards (Cars): H. Harrop (Triumph), C. M. Seward (M.G.), P. P. Ford (Vauxhall), P. H. G. Morgan (Morgan), W. A. G. Goodall (Morgan), H. B. Woodall (Ford), F. B. Copeland (Austin), R. Davis (Austin), K. F. A. Walker (Triumph), D. J. Farquharson (Jaguar), H. J. Finden (Lagonda), P. A. Taylor (M.G.), R. H. Ellis (Wolseley), C. F. Share (Jowett), R. F. Vanderpump (Hillman), J. W. Bowdage (Allard), Dr. B. H. Goodrich (Jowett), W. L. Butler (Allard), P. G. Cooper (Hillman), R. E. Griffiths (Sunbeam-Talbot), A. E. H. Parsons (Ford), D. O'M. Taylor (Jaguar).

Second Class Awards (Cars): W. L. T. Winder (Jowett), D. N. Herbert (Hillman), R. Sidwell (M.G.), R. E. Wright (Dyna-Panhard), F. S. Whitfield (S.S. Jaguar), M. Biberfeld (Morgan), B. H. Thompson (Alvis), L. Sims (Riley), J. P. Davis (Allard), W. E. Kendrick (M.G.), H. G. W. Kendrick (M.G.), L. J. Spiller (Hillman), A. D. C. Gordon (H.R.G.), B. A. Roy (Morgan), F. C. W. Emery (Jaguar), H. W. Underhill (Bentley), K. B. Shaw (Morris), A. Turney (Riley), P. C. Brand (Triumph), A. S. Lusty (M.G.), F. Cartwright-Williams (Triumph), G. Howard-Sorrell (Ford), A. G. Norgard (Riley), D. S. Price (Dellow), J. Clarke (Dellow), A. G. Cooper (Triumph), W. Slocombe (Jaguar), G. W. Cottle (Lancia).

Third Class Awards: N. F. Walker (Chrysler), J. Carefoot (Lancia), Capt. J. G. Searle (Ford), H. Palmer (Standard), P. H. Thompson (Alvis), C. J. McCann (Morgan), J. E. de Loooper (Ford), H. Thornton (Lea-Francis), S. W. Facks (Lea-Francis), W. F. Mead (Jaguar), Sir E. D. W. Verner (H.R.G.), B. Fisher (Riley), D. C. Mitchell (H.R.G.), W. S. Bennett (M.G.), H. M. Yeates (Riley), N. Freeman (Jowett), R. J. Thurgood (H.R.G.), I. A. Reid (M.G.).

Team Award: Morgan Plus-Four Team: P. H. G. Morgan, W. A. G. Goodall, C. J. McCann.

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ASTON "International" 1931 4-seater, good all-round condition. £265 o.n.o.—Snowdon, "Rose Cottage", North Leverton, Nr. Retford, Notts.

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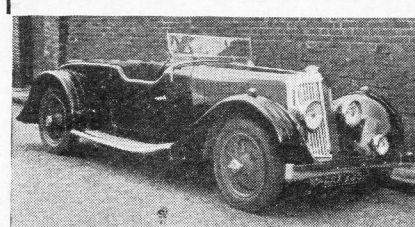
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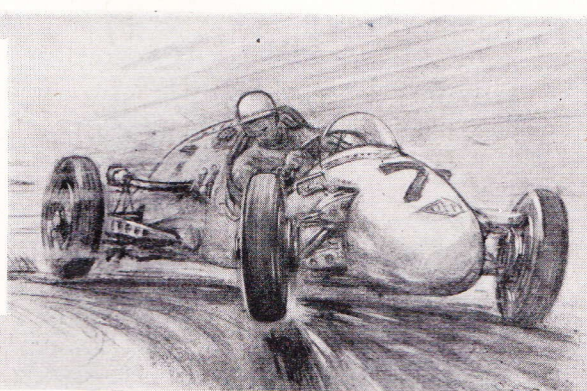
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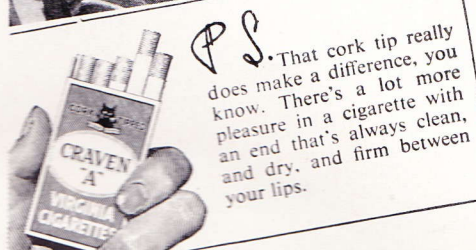
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