

# AUTOSPORT

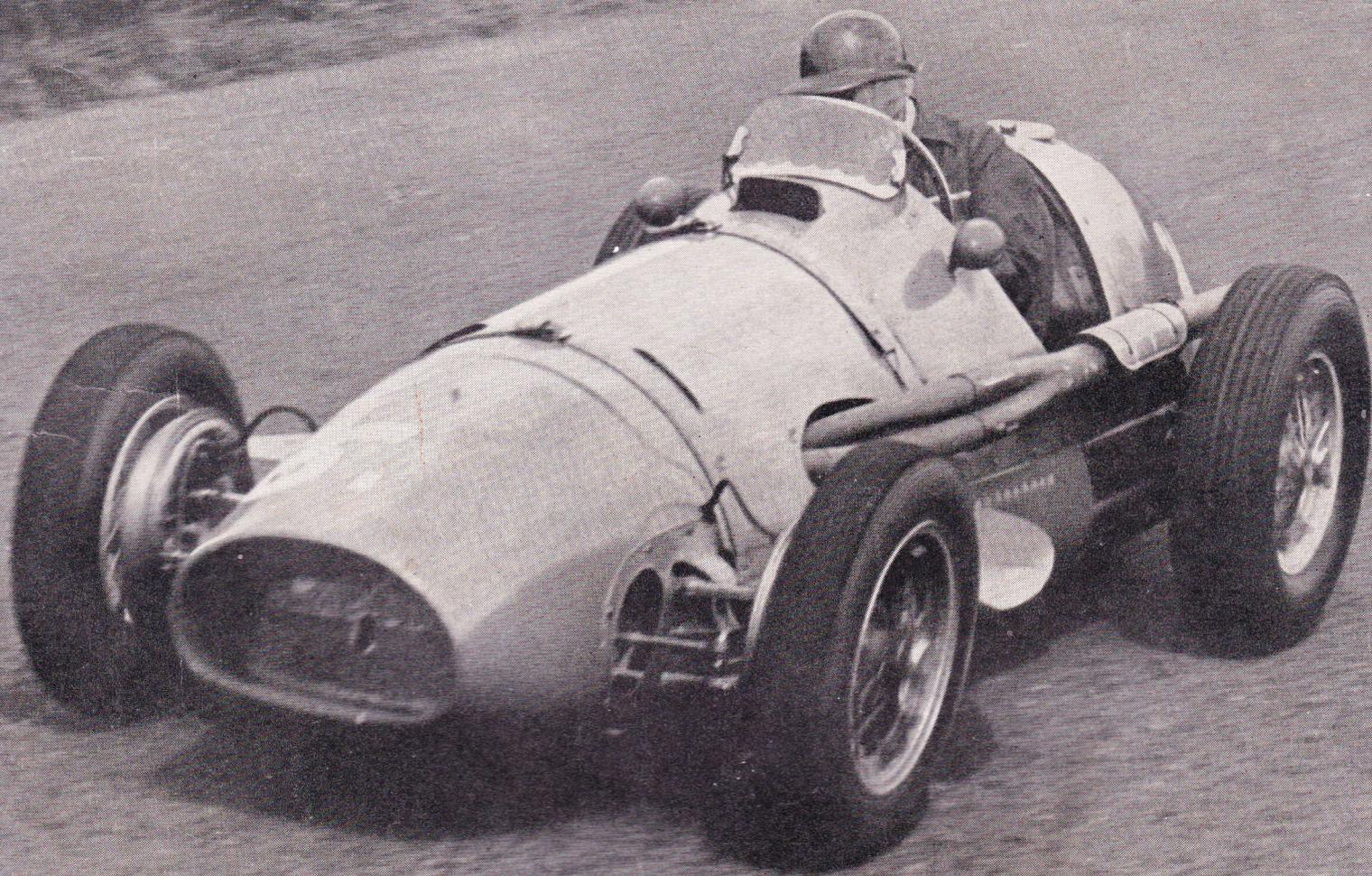
MAY 22, 1953

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EVERY FRIDAY

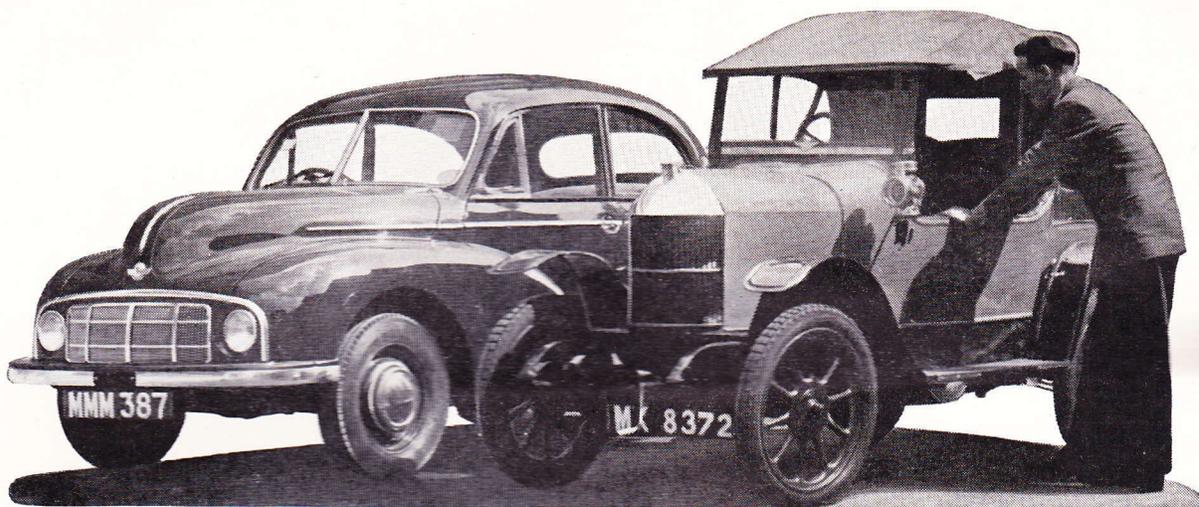
Vol. 6 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY



## *IN THIS ISSUE*

THE ULSTER TROPHY AT DUNDROD : BUGATTI O.C. PRESCOTT HILL-CLIMB : THE MORECAMBE RALLY  
MAIDSTONE AND MID-KENT AT SILVERSTONE : TARGA FLORIO : LANCIA'S BIG SURPRISE : CANADA'S CANYON RALLY



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 21

May 22, 1953

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## NOTICES

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## EDITORIAL

LAST week AUTOSPORT inaugurated a new service for its ever-increasing number of overseas subscribers, in the shape of a four-page, illustrated supplement printed on lightweight paper, specifically selected for low-cost air-mail delivery. This contained a report and full results of the B.R.D.C. *Daily Express* Silverstone meeting, descriptions of recent American events, results of important Continental races, and topical news paragraphs. Thus overseas readers in every part of the world were able to receive a report of an important motoring event, at the same time as readers nearer home were opening their normal weekly editions. This venture is only part of the plan for the expansion of AUTOSPORT. In addition to receiving their normal copies of the magazine by the usual delivery methods, overseas subscribers will have this special Air Mail News Supplement, covering important events published in "digest" form, and will thus be kept completely *au fait* with what is going on in the world of motoring sport. However, as soon as the cost of air freight becomes sufficiently low to make it an economical proposition for overseas purchasers, we shall immediately make arrangements for all copies to be delivered to readers abroad by this method. It is fully realized that, in publishing the world's only weekly devoted to motoring sport, AUTOSPORT has assumed full International status.

\* \* \*

ON Monday the Coronation Scottish Rally, an International event organized by the Royal Scottish Automobile Club, starts from Glasgow. The Highlands of Scotland possess roads which provide a fairly strenuous test of motor cars, even although average speeds cannot be arranged as high as those in Continental events. Nevertheless the "Scottish" can be a highly competitive event, and it does give people the opportunity to see some of the most beautiful country in the British Isles. The Rally has the additional distinction of being the only International competition of its kind to be organized in Great Britain, other than by the Royal Automobile Club. Scotland, largely due to the success of "Ecurie Ecosse", and the brilliant driving of George Murray-Frame in the "Alpine", has shown itself to be a very motor-sporting-minded country. Competitors who are visiting the country for the first time will find hospitality which often borders on the embarrassing, and they will leave wondering how on earth a race of people came to be judged by the traditional, kilted and bewhiskered stage comedian, not to speak of the tam o' shantered and be-tartanned hordes that stream down to the Metropolis biennially for the England v. Scotland football match.

## OUR COVER PICTURE

ULSTERMAN IN ULSTER: Bobbie Baird coming out of the Hairpin at Dundrod where he finished third in the Ulster Trophy Race with his Ferrari.

# PIT AND PADDOCK

**A**LFA ROMEOS for Le Mans will be 3,493 c.c. 6-cylinder coupés, with 5-speed gearboxes and six Weber carburettors.

**T**WO Cunninghams have been entered for the Rheims 12 Hours race on 4th/5th July. A team of three Bristols is also nominated, drivers including Lance Macklin, Graham Whitehead, Jack Fairman and Tommy Wisdom.

**R**OY SALVADORI drove Syd Greene's Frazer-Nash in the *Daily Express* sports car race at Silverstone, and not Dick Jacobs, as our report and official race bulletins stated.

**T**HE A.V.D. (Automobilclub von Deutschland) are the organizers of the German G.P., and not the A.D.A.C., as referred to in our Editorial of 1st May.

**G**EORGE BOYLE, well known as chief mechanic to the Peter Bell stable and tuner of the Wharton 2-litre E.R.A., has opened up in business at Mollington, near Chester, as specialist in sports and racing cars.

**C**HET MILLER, 50-year-old U.S. racing driver, was killed during qualifying trials for the Indianapolis 500 miles race. He was driving one of the 3-litre V8 Novi specials, and had been clocked at over 139 m.p.h. just prior to the accident.



**A** 1,758 c.c. diesel-engined Borgward broke international 1,500-2,000 c.c. class records for 5,000 km. and 48 hours, driven by Hartmann, Brudes, Schaufele, Nathan, Poch and Mouche. New figures are: 5,000 km. in 38 hrs. 15 mins. 7 secs.; Average speed 81.23 m.p.h. (old figure, 70.02 m.p.h.); 48 hrs. at 76.76 m.p.h. Distance covered 5,929.35 km. (old figure, 5,412.44 km.).

**A**LFRID OWEN, owner of B.R.M., presented awards at the Measham Concours d'Elegance on 12th May. John Bolster was on the Panel of Judges.

**L**AATEST Tojeiro chassis is being built for E. S. Ridley, of Bury St. Edmunds. He intends installing a "breathed-upon" M.G. TC power unit.

**K**EN DOWNING'S DB3 Aston Martin was disqualified at last Sunday's Spa Production Sports Car race for not having the regulation all-weather equipment.

**U**P to the time of going to press, there was a distinct possibility of a couple of Type 159 Alfa Romeos running at Albi on Sunday week. A full and illustrated report of this event will appear in the issue of 5th June.

**I**T seems that Bugatti plan to enter F1 racing in 1954 with super-lightweight 2½-litre cars.

**J**UAN MANUEL FANGIO and Ken Wharton are the official B.R.M. drivers for Albi, with José Froilan Gonzalez as reserve.

**F**ERRARI'S new cars will definitely appear at Zandvoort on 7th June, drivers Ascari, Villoresi, Hawthorn and Farina. Fangio and Gonzalez will drive the latest Maseratis.

**J**OHN HEATH is reported to have ordered new Formula chassis from a prominent racing car constructor in the South London area.

## HAWTHORN WINS—BUT NOT FOR BRITAIN

**M**IKE HAWTHORN, 21, blond, early British racing driver, with only a year's world-class experience, roared round the tricky Silverstone circuit for over an hour at an average of 82.15 m.p.h. to win the "Daily Express" International Trophy race. But it wasn't a win for Britain—he was driving an Italian Ferrari to beat Roy Salvadori in an American Connaught into second place. Best all-British performance was by Ken Wharton, finishing fifth in a Cooper-Bristol.

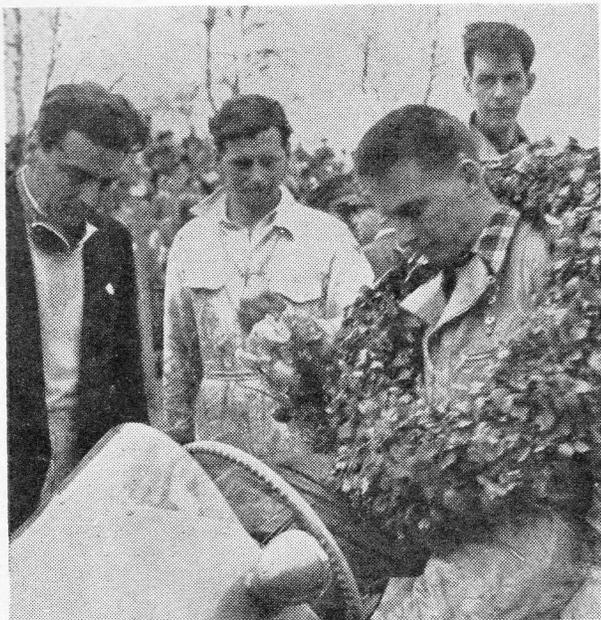
**MISINFORMING:** The *Daily Mirror* gave little credit to British cars in their report of Silverstone; second man, Salvadori, it seems, drove an American Connaught!

**F**RANCE'S Bol d'Or 24 Hours race on 7th/8th June will be run at Montlhéry, and not on the St. Germain circuit as originally intended.

**T**HE sports car concern mentioned in AUTOSPORT some time ago as having a new twin o.h.c. engine is H.R.G. A prototype has been completed of the Singer-based 1½-litre unit, with a new twin overhead camshaft cylinder head.

**J**ULIAN JANE, who was injured recently at Castle Combe, is in the Orthopaedic Hospital at Winford. Visiting hours are: Thursdays (6.30-7.30 p.m.), Saturdays and Sundays (2.30-4.30 p.m.). He expects to be there for at least a couple of months.

**TULIP FLASH-BACK:** Bill Banks and the Editor of AUTOSPORT examine the dial gauge used to record the power-output of Banks's Bristol on the Heenan and Froude roller-type dynamometer. These tests were carried out at the Shell depot at The Hague at the request of the organizers of the Tulip Rally, in which the Bristol finished second.



### FINNISH COOPER SUCCESES

**H**ELSINKI'S *Elaintarhanajo Djurgardsloppet* meeting on Sunday, 10th May, proved a successful one for British cars, which won three of the four events. A crowd of about 75,000 watched the racing, held on the narrow and twisty Djurgard Park circuit, where accidents were far too frequent, one motor-cyclist crashing fatally and one Formula 3 driver overturning and suffering serious injuries.

The sports car race was divided into two classes: up to, and over, 2 litres. W. Stener's 2-litre Ferrari easily won the smaller category from a Peugeot, a Porsche, a Jowett and a Veritas. The larger class proved an Allard success for Robert Nelleman of Denmark, followed by another Allard and five more British cars—four of them Jaguars and one an Aston Martin.

Rodney Nuckey gained a narrow victory in the 25-lap Formula 1 race with his Cooper-Bristol, when, while leading on the last lap, he got into a bad slide on the very last corner, enabling Roger Laurent to close right up in his Ferrari. In the dash for the finish Nuckey beat Laurent by .6 sec. E. Lundgren's Ford special lay third in the beginning, but retired with a broken propeller shaft. An 1,100 c.c. Cooper driven by Leo Mattila finished fourth.

The 500 c.c. event, also over 25 laps, saw Nuckey leading for seven laps, when gearbox trouble eliminated his Cooper; Curt Lincoln of Finland, also Cooper-mounted, took over the lead, holding it to the finish, ahead of P. Loivaranta's Elhoo and John Cooper's Cooper.

Other finishers were Geitel (Cooper), Bjorkqvist (Cooper) and three Effyhs.

Three days later Rodney Nuckey gained another victory with his Cooper-Bristol in the Tampere International races, crossing the line 1.3 secs. ahead of Erik Lundgren's Ford special. The Formula 3 race proved yet another Cooper success, Pentti Loivaranta heading John Cooper and Curt Lincoln, all on Surbiton-built machines.

HANS FRIES.

### BACK TO "THE PALACE" Racing in the Heart of London to be Resumed on Whit-Monday

**M**ONDAY next, 25th May, sees the resumption of motor racing in the grounds of Crystal Palace, South London, after a lapse of 14 years. The circuit has been modified since Bert Hadley won the last race there with his 750 c.c. supercharged Austin in August, 1939; the many wiggles which tried drivers and cars so much have departed, and today's simpler layout should result in some very fast racing.

An excellent entry has been received by the B.A.R.C. for the

# SPORTS - NEWS

★  
**B R I T O N S**  
**ABROAD:** Rodney Nuckey, winner of the Finnish race at Helsinki in his Cooper-Bristol, with John Cooper after the race.

Whit-Monday meeting. The programme consists of the Coronation Trophy race, run in two heats and a final, for Formula 2 cars; a race for sports cars of up to 2-litres capacity; a 500 c.c. event and one for 1,500 c.c. supercharged racing cars. The full entry list is appended.

First race of the day will begin at 2 p.m. Admission charges will be 4s. for adults, 2s. for the under-14s; car parking costs 5s., motor-cycles 2s. 6d., coaches £1 and pedal-cycles 6d. Special all-in charge for car and up to four occupants to inner part of the circuit, £1.

The circuit can be reached by London Transport buses Nos. 2, 3, 12, 49, 108, 137, 186 and 227, and trolley bus service number 654. Combined travel and admission tickets can be obtained from more than 60 Southern Region stations.

#### Entries

##### Coronation Trophy Race

**Connaught:** Roy Salvadori, Ken McAlpine, John Coombs, Tony Rolt, Leslie Marr. **H.W.M.:** Peter Collins, Lance Macklin, Duncan Hamilton or Jack Fairman, Frank Curtis. **Cooper-Alta:** Stirling Moss, Peter Whitehead, Tony Crook. **Cooper-Bristol:** Tom Cole, Ken Wharton, Archie Bryde, John Barber. **Emeryson:** Paul Emery. **Alfa:** O. E. Simpson or Peter Murdoch, W. R. Baird (driver to be nominated). **Woden:** Bertie Bradnack. **Turner:** J. H. Webb. **A.B.:** Bill Aston. **Cooper-Alfa Romeo:** Alan Brown. **Ferrari:** W. R. Baird (driver to be nominated). **Reserve:** D. C. T. Bennett (Cooper-Vincent).

##### Supercharged 1,500 c.c. Race

**E.R.A.:** Graham Whitehead, Ken Wharton, Alastair Birrell, C. J. Hamilton. **Cooper-J.A.P.:** Peter Reece. **Maserati:** Frank Kennington or John Marshall, John Habin. **Turner:** D. S. Shale. **Delage:** Tony Rolt.

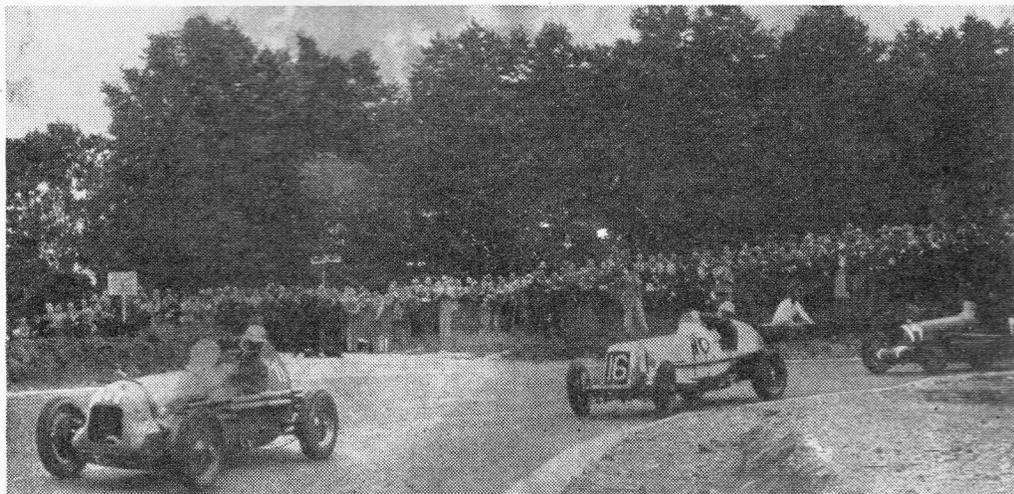
#### Sports Cars

**Cooper-Bristol:** Tony Crook, Alan Brown. **Tojeiro:** Cliff Davis, Lionel Leonard. **Frazer-Nash:** H. A. Mitchell, Ken Wharton, Bill Black. **Kieft:** Jim Mayers. **R.G.S.-Atalanta:** R. G. Shattock. **Reserves:** C. A. S. Brooks (Frazer-Nash), Michael Keen (Kieft), Peter Stewart (H.W.M.), O. E. Simpson (Rover-BMW).

#### 500 c.c. Race

**Cooper:** Stirling Moss, Alan Brown, Eric Brandon, Bertie Bradnack, George Wicken, Don Truman, Don Gray, Stuart Lewis-Evans, Les Lester (or Lester Spl.). **Kieft:** Don Parker, Charles Headland, Bernard Ecclestone. **Starider:** Reg Bicknell, John Habin. **Martin Spl.:** J. Brown. **Smith:** Ken Smith. **Reserves:** Reg Owen (Hill), L. Wood (Arnott), D. Taylor (Martin Spl.), H. Otterbein (Simca Surva), I. L. Bueb (Arnott).

*AS IT USED TO BE: (Below) Scene at a 1937 Crystal Palace race meeting, with Arthur Dobson (E.R.A.) chasing the Appleton Special.*



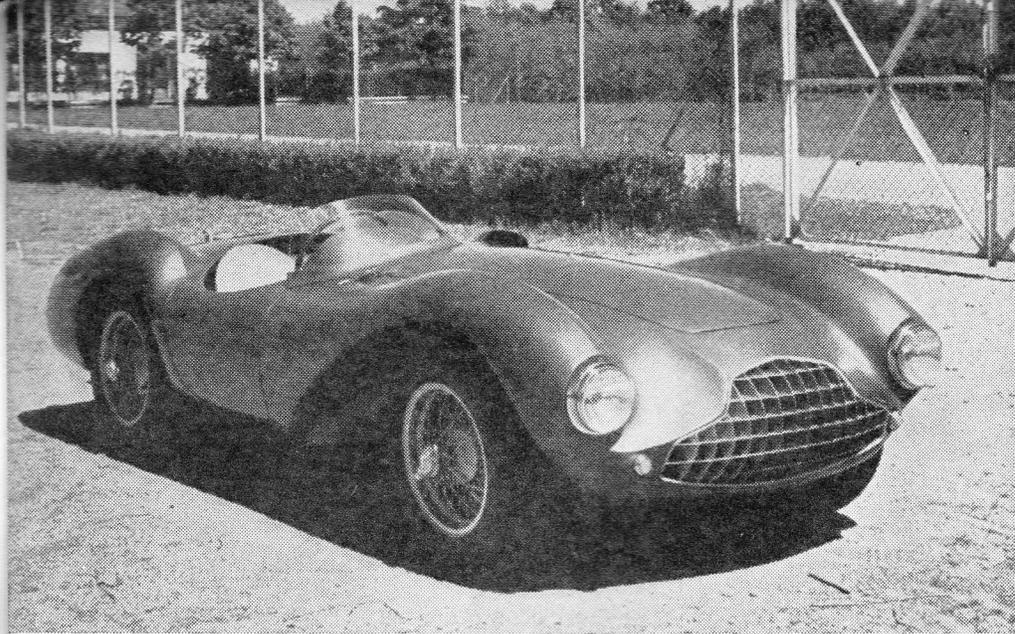
FOR LE MANS: New bodywork has been fitted to the works team of Aston Martin DB3s for June's great 24 hours race.

new scheme whereby the manufacturers can supply the car in kit form. The kit will be offered in six separate lots, an initial payment of £195 securing the chassis and body frame, body panels, seat and bearer plates. Remainder of the components, divided into five separate sections, at £50 each, will complete construction of the car.

\* \* \*

**PERFORMANCE CARS "1,500"  
TROPHY**

Leading Positions	
1. Cliff Davis (Cooper-M.G.)	21
2. Peter Gammon (M.G.)	20
3. Archie Scott-Brown (Tojeiro and M.G.)	13
4. Donald Beuman (Riley)	9
5. John Goldschmidt (Performance)	7
6. R. F. Fyson (Aston Martin)	6
L. L. West (Austin)	6
8. Tom Dargue (M.G.)	5
H. H. Gould (Cooper-Riley)	5
Rayner (Ford Spl.)	5
Moore (M.G.)	5



**THE "AUTOSPORT" £200  
500 c.c. CHAMPIONSHIP  
Revised Regulations**

CONSIDERABLE dissatisfaction has been expressed by many Formula 3 drivers regarding the rules and regulations for the AUTOSPORT £200 British National Drivers' 500 c.c. Championship, which were drawn up with the co-operation of the Half-Litre Club, and published in the issue of 17th April, 1953. The trouble is that entries are so limited in certain International and National events that many intending entrants for the Championship feel that they have no possible chance of amassing points.

In order to make this competition as fair as possible, AUTOSPORT has decided to revert to the 1952 rules, and make eligible for the Championship all 500 c.c. races of 10 miles and over run on approved circuits under an R.A.C. permit, but International races abroad will also be included.

Entrants for the non-series-car awards will, in addition, receive a bonus point for every race in which they finish in the first six, if they do not qualify for place points.

Closing date has now been extended to 19th June, 1953, and entrants must enclose 10s. 6d. registration fee as stated in the original regulations.

\* \* \*

**BRESSUIRE SPORTS CAR  
RACE**

REGULATIONS have been issued by the Association Sportive de l'A.C. des Deux-Sèvres for their International sports car race meeting at Bressuire on 28th June. Events will be run for touring cars over 20 laps of the 2.7 km. circuit, 1,100 c.c. sports cars over 30 laps, and over 1,100 c.c. sports cars (50 laps). Would-be competitors from

this country must send their entries to 11 Boulevard Albert 1st, Bressuire, by 17th June at the latest.

\* \* \*

**KIEFT PARTS KIT**

A SUM of £445 will now purchase the latest type Formula 3 Kieft, less engine and gearbox, under a

**THE TARGA FLORIO**

Victory for Maglioli with the 3-litre  
Lancia — Maseratis Second and Third

AT 10 a.m. on Thursday, 14th May, Vincenzo Florio dropped the flag for the start of the 37th Targa Florio contest in Sicily, the famous race which he himself inaugurated back in 1906. Heavy rain marred the scene, adding to the latent perils of the long, sinuous and fatiguing Madonie circuit, and the drivers, sent off singly at brief intervals, were faced with the grimmest of endurance tests, with an eight lap, seven hour session at the wheel.

The entry was preponderantly Italian, with the new Lancia 3-litre "Sport" models—no fewer than five of them, with Bracco, Manzon, Bonetto, Maglioli and Taruffi as drivers—constituting a stern challenge to the Ferrari and Maserati entries. Juan Fangio was down to drive one of the new 2-litre six-cylinder Maseratis, Cabianna, holder of the Madonie circuit lap record, had a Ferrari, Bordoni and Casella were Gordini-mounted, Franco Cortese drove a British Frazer-Nash, and Tommy Wisdom, the only driver from this country, was handling a C type Jaguar.

Stagnoli (Ferrari) led initially, followed by Bracco, Giletti (Maserati), Castellotti (Ferrari) and Manzon (Lancia). On the second lap the young Giletti, driving brilliantly, had displaced Stagnoli, but Bracco was coming up fast and took the lead on the following round.

Cortese's Frazer-Nash dropped out with rear axle trouble, and Palmieri (Ferrari) was another retirement. Fangio took over Mantovani's Maserati at around half-distance, and with the rain easing off really began motor racing, moving progressively up through the field. Taruffi, following a slowish start,

was another who was putting on speed, and by the seventh lap had taken the lead from Maglioli, only to run out of road at a sharp turn, his car being too damaged to continue. It seems that his pit, thinking Fangio was leading, gave Taruffi the "faster" signal. He crashed at Caltavuturo, close to the point where Masetti was killed in 1925.

Maglioli retained his lead to the very end, and Fangio burst through to the finish, seemingly second, until the arrival of Giletti, a later starter, relegated the Argentinian to third position. Tommy Wisdom's XK 120C Jaguar, a full handful on a course like Madonie, kept going to the end despite failing brakes, finishing 17th. He was awarded a gold medal as the first foreign entry to finish. The race was notable for the fine performances put up by the younger school of Italian drivers, as exemplified by Maglioli, Giletti, Bordoni, Cabianna and others.

**Results**

- 1, Maglioli (Lancia), 8 laps, 357.9 miles in 7 hrs. 8 mins. 35.4 secs.; 50.10 m.p.h.;
- 2, Giletti (Maserati), 7 hrs. 10 mins. 15 secs.;
- 3, Mantovani/Fangio (Maserati), 7 hrs. 13 mins. 43 secs.;
- 4, Valenzano (Lancia), 7 hrs. 18 mins. 47 secs.;
- 5, Bordoni (Gordini), 7 hrs. 19 mins. 26 secs.;
- 6, Cabianna (Ferrari), 7 hrs. 27 mins. 13 secs.;
- 7, Bornigia (Lancia), 7 hrs. 29 mins. 11 secs.;
- 8, Bonomi (Ferrari), 7 hrs. 35 mins. 18 secs.;
- 9, Stagnoli (Ferrari);
- 10, Pucci (Lancia);
- 11, Musso (Maserati);
- 12, Tramontana (Alfa Romeo).

**750 c.c. Class:** Piccolo (Nardi-Danese).  
**Fastest lap:** Taruffi (Lancia), 49 mins. 37 secs., 54.10 m.p.h. (New record.)

**939 MILES TO GO:** Felice Bonetto's 3-litre Lancia awaiting release at Brescia in the Mille Miglia. He finished third, half an hour behind Marzotto's 4.1-litre Ferrari.

DESPITE having been founded by that great and colourful racing driver Vincenzo Lancia back in the early part of the century, the Lancia concern of Turin, Italy, has remained noticeably aloof from racing for many years. Only recently has the marque made itself felt in competitions, and that mostly due to the efforts of private owners appreciative of Lancia liveliness and road-holding qualities.

The introduction of the 2-litre Aurelia brought innumerable class victories for this very fast production car, culminating in last year's 1-2-3 Targa Florio triumph. Then, in the recent Mille Miglia, appeared Lancia's latest competition sports car, the 3-litre, offering striking evidence of the firm's mounting interest in competitions.

## LANCIA'S BIG SURPRISE

**New 3-litre Car, Third in the Mille Miglia, Winner of the Targa Florio, Offers a Serious Challenge in the Forthcoming Le Mans 24 Hours Race.**

That the car finished third to a Ferrari and an Alfa Romeo in its first race, Felice Bonetto driving, is adequate proof of the basic soundness of the design, and Umberto Maglioli's triumph in last Thursday's Targa Florio over the gruelling Madonie mountain circuit further establishes the new Lancia as a very serious contender indeed for sports car racing honours this year.

Froilan Gonzalez is reported to have contracted to drive one of the cars in major sports car meetings, and with veterans Bonetto, Taruffi and Biondetti also members of the team, together with Manzon and Bracco, Lancia's challenge is clearly no half-hearted one.

Like the Aurelia, the engine of the new Lancia is a Vee-6, but instead of pushrods, twin overhead camshafts are utilized; capacity is 2.9 litres and dual ignition with two plugs per cylinder is used. Carburation is by triple twin-

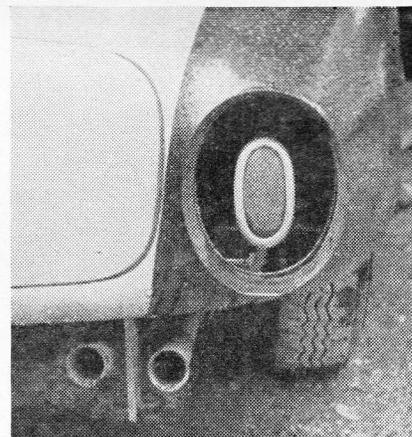


choke downdraught carburetters. This unit is mounted in a chassis fabricated in steel tubes of small diameter, mounting a very light coupé body. Front suspension, a departure from established Lancia practice, is by a transverse leaf spring and trailing links. Large front brakes are mounted inboard, connected to the wheels by universally-jointed half-shafts, the object of this somewhat expensive practice being to reduce unsprung weight.

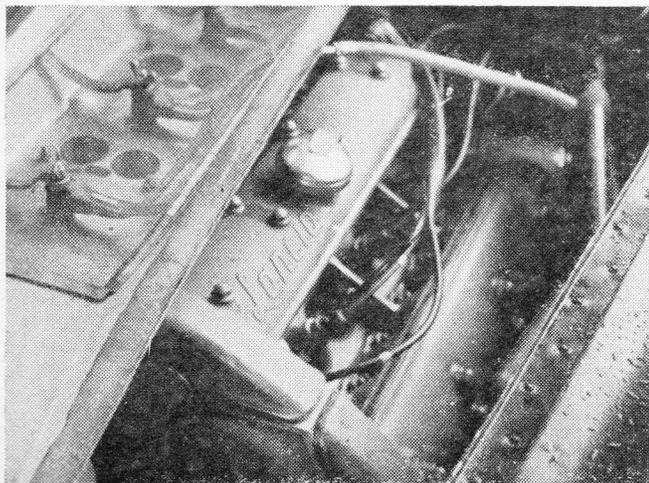
The rear brakes are also set inboard, and independent suspension, again by a transverse leaf spring, is employed. Neatly incorporated in the offside rear wing is an oil radiator, cooling air being ducted from an aperture at the fore-end of the wing.

A full team of these interesting cars is entered for the sports car classic of the year, the Le Mans 24 Hours Race, next

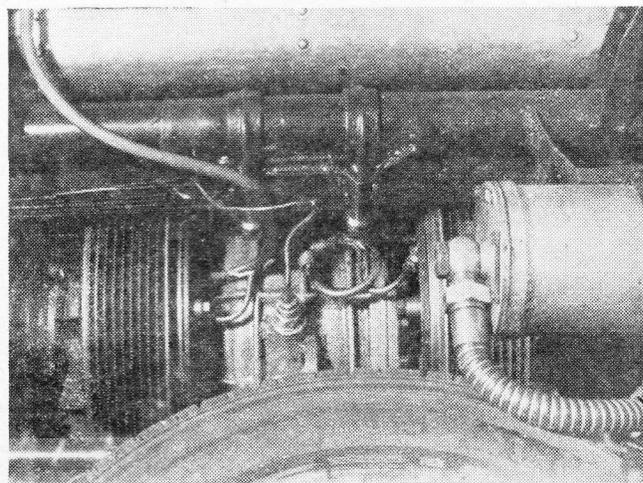
month. With 2-litre class wins in the 1951 and 1952 events already to their credit, Lancia will be very keen to augment their fine competition record, and the progress of the new 3-litre at Sarthe will be closely followed.



**COOLER:** An oil radiator is fitted in the offside rear wing of the Lancia, cooling being effected via a forward air duct.



The Vee-6 engine of the Lancia, with twin o.h.c., two plugs per cylinder, and triple d./d. carburetters.



Close-up of rear axle arrangements, showing differential, inboard rear brakes and transverse leaf spring.

## M. & M.-K. M.P.H.

Tony Crook (Cooper-Alta), Bill Black (Frazer-Nash), Don Truman (Cooper) and the Inevitable Cliff Davis (Tojeiro)  
Amongst Club Silverstone Winners

BOTH the weather and the day's racing might best be described in the familiar term "Bright Intervals", on the occasion of the Maidstone and Mid-Kent Club's annual Silverstone meeting on 16th May. The Club had elected to run seven out of their eight races as scratch events, over ten or more laps of the short circuit, which may account for the fact that, with one notable exception, breath-taking finishes were not the order of the day. The spectator attendance was small, but there could be no complaints as to the quality of the entry list, which included such names as Tony Crook, Cliff Davis, Oscar Moore, Peter Gammon, Don Truman and Charles Headland, to name but a few, whilst the standard of driving throughout the day was outstandingly high, and incidents were few.

Race 1, for U/s sports cars up to 1,100 c.c., was a gift for W. A. Scott-Brown, driving the J.A.P.-engined Tojeiro entered by B. H. Lister. After a rather desperate first lap he settled down to crackle round into a big lead, pursued by a variety of Rileys, with Len Gibbs trying all the way in second place, followed by W. F. Morice in the Ecurie Time Cooper-Riley.

The aforementioned exception was provided by the second race, another ten lapper for U/s sports cars up to 1,500 c.c. A full field faced the starter, with A. P. Hitchings in pole position in his Lester M.G., and such formidable contenders as Cliff Davis (Cooper-M.G.), Peter Gammon (1497 M.G.), T. W. Dargue (1467 M.G.) and Scott-Brown once more in the still-panting Tojeiro to add spice to the affair. C. M. Sears had had trouble with wheel-studs on his new Tojeiro during practice, and could not start, but Mrs. Gibbs came to the line with the newly-bodied and as yet unpainted H.R.G., with its neat enveloping bodywork. As the flag fell Gammon leapt into the lead with Davis's Cooper and the Tojeiro-J.A.P. hot on his heels, but as they came round at the end of lap one the Cooper-M.G. led Gammon's M.G. by a matter of feet, both well ahead

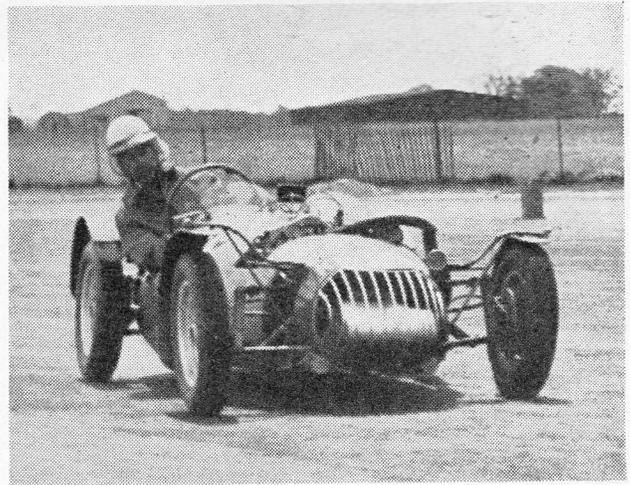
\*

*FIRST IN THE  
FIRST RACE:  
Archie Scott-Brown  
cornering Brian  
Lister's Tojeiro-  
J.A.P. at Woodcote.  
He won at 62.8  
m.p.h. by a wide  
margin.*

of Scott-Brown and the following pack.

From then onwards the race centred round the Davis-Gammon duel, with a secondary scrap between Hitchings and Dargue for third place. Gammon clung grimly to the Cooper-M.G., despite some agricultural excursions, and as the pair closed up to lap the field at three-quarter distance Gammon got by and led by a wheel. Scott-Brown consolidated second place, Dargue disposed of Hitchings, and the leading pair came down to Woodcote locked in mortal combat. Gammon took outside position, and with a final gallant effort crossed the line, mainly on the grass, ahead of Davis, to win by the skin of his teeth.

The 14 lap race for 500 c.c. cars could hardly be expected to produce more fireworks than this, though the start had the makings of a good scrap. There were one or two unfortunates as the flag fell, including Jack Moor, who had drawn a back position and had a high bottom gear in the new Wasp. D. Taylor driving the Martin set a cracking pace in the early stages. J. Byrnes was seen to be troubled with a too-independent rear suspension, and was ultimately given the black flag after spinning at Woodcote, Jack Moor was tearing through the field from his tail-end start and reached fifth place behind Austin Nurse's Cooper, and the Labrani cornered very quickly indeed. Meanwhile, behind the leader Don Truman's Cooper fought off Head-



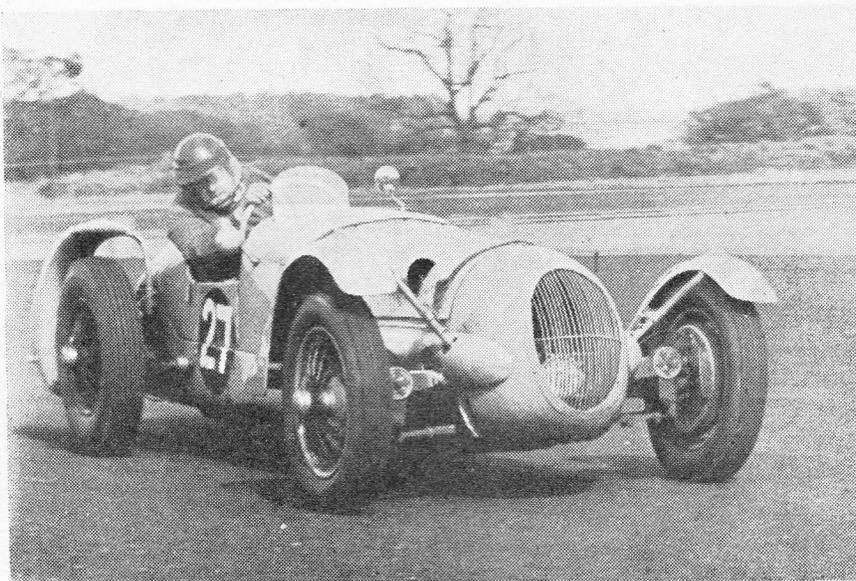
land's Kieft and K. W. Smith in the Smith, and then, with nine laps completed, Taylor's Martin lost a plug when holding a big lead, letting Truman through to win at 70.6 m.p.h., with Headland, Smith, Nurse and Moor following him closely home.

A ten lap race for sports cars up to 2,500 c.c. U/s proved somewhat processional. Cliff Davis was driving the Bristol-powered Tojeiro in typical Davis manner, and not even Gammon could make much impression on him. W. B. Black, having deserted his Jaguar for a Le Mans type Frazer-Nash, drove a steady and polished race into second place after Gammon had slowed perceptibly at half distance.

The M.G. picked up sufficiently, however, to stave off a challenge by W. A. McMillan's Mille Miglia Frazer-Nash, which was still apparently beset by clutch bothers. Fun and games behind the leaders was provided by the cornering of Grace's astonishing Riley saloon and D. Hely's "hard-top" Healey Silverstone.

Race 5, for racing cars up to 1,100 c.c. S/c and 2,000 c.c. U/s was a 14 lap affair, with only four starters. Tony Crook in the Cooper-Alta looked a winner from the start, and he enjoyed an untroubled drive with the best race average of 72.93 m.p.h. Second spot was held all the way by Jack Moor, the Wasp now really travelling, and demonstrating its greatly improved road-holding, and Black took third place in the Frazer-Nash; McMillan finally retired with a trailing exhaust system.

Race 6 was for unlimited sports cars, with a "best vintage" award. A likely duel between Oscar Moore's H.W.M. Jaguar and Cliff Davis with the Tojeiro-Bristol petered out on lap one, when the H.W.M. pulled out with rear hub trouble, and by lap three it was apparent that the Tojeiro was none too happy in the engine department, so once more the redoubtable Gammon seized his chance, and held off such opposition as Margulies in the Delahaye, Murkett's Jaguar and the Bentleys of Williamson and Bailey to win once more at 69.9 m.p.h. Murkett took second place and Davis managed to keep going to finish third. After a thunderous set-to, Williamson took the vintage award from Bailey's Bentley which went sick due to fuel feed trouble.



**HEAVY METAL:** The famous 1936 3½-litre Delahaye, now raced by D. Margulies, seen here at Beckett's Corner in characteristic pose.

Then followed the only handicap race, for M. & M.K. Club members and since no handicap figures were published the subsequent proceedings were a trifle cloudy to follow. Peter Gammon was paying the penalty for his previous exuberances by giving some seven minutes to the limit car, B. J. Birch's A40 Austin, and despite a gallant attempt when eventually he was allowed to start, was still 2½ laps to the bad with seven to go! Mrs. E. Waugh proceeded serenely on her way in her M.G. TD, quite detached from the strong-man stuff going on behind her, but was eventually overwhelmed by a bunch of the middle markers, led by Dargue, who drove a nice race to win at 64.77 m.p.h.

Last on the bill came a 25 lap *Formule Libre* race, which produced only six starters, the grid order being (front row) J. Goodhew (3,992 c.c. Darracq), D. G. Walker (499 c.c. Kieft), E. A. Murkett (3,442 Jaguar) and (back row) W. B. Black (1,971 c.c. Frazer-Nash), F. C. Davis (1,971 c.c. Tojeiro-Bristol) and T. A. D. Crook (Cooper-Alta). The latter, as might be expected, at once began to build up a commanding lead, followed by Davis and Goodhew. The Darracq did not last long, however, and retired in front of the grandstand, nor was the Tojeiro sounding at its best, whereupon Murkett's Jaguar came into the picture, and Black moved up to second place. Davis retired, and Crook continued on his way at 73 m.p.h. towards an apparently inevitable win. The Kieft had a lengthy stop, then things took a new aspect as Crook pulled up at his pit to change a plug. The stop cost him

one and a half laps to Black, who was circulating fast and steadily in the Frazer-Nash, with ten laps to go. This looked like being a real race, but after one more circuit the Cooper-Alta pulled in again, finally to restart five laps behind the leader. Crook really turned on the heat, lapping in 1 min. 16 secs., but could make no impression on the flying Frazer-Nash, which continued on its way to win, lapping the second man, Murkett near the end. The Kieft finally retired, leaving only the Cooper-Alta to finish far back in third position.

G. H. DEASON

#### Results

**Race 1. Sports Cars up to 1,100 c.c. (10 laps):** 1, W. A. Scott-Brown (Tojeiro-J.A.P.), 62.8 m.p.h. 2, L. Gibbs (Riley). 3, W. F. Morice (Cooper-Riley).

**Race 2. Sports Cars up to 1,500 c.c. U/s (10 laps):** 1, P. D. Gammon (M.G.), 70.06 m.p.h. 2, F. C. Davis (Cooper-M.G.). 3, W. A. Scott-Brown (Tojeiro-J.A.P.).

**Race 3. 500 c.c. Racing Cars (14 laps):** 1, D. Truman (Cooper), 70.6 m.p.h. 2, C. Headland (Kieft). 3, K. W. Smith (Smith).

**Race 4. Sports Cars up to 2,500 c.c. U/s (10 laps):** 1, F. C. Davis (Tojeiro-Bristol), 71.01 m.p.h. 2, W. B. Black (Frazer-Nash). 3, P. D. Gammon (M.G.).

**Race 5. Racing Cars, 1,100 c.c. S, 2,000 c.c. U/s (14 laps):** 1, T. A. D. Crook (Cooper-Alta), 72.93 m.p.h. 2, E. J. Moor (Wasp). 3, W. B. Black (Frazer-Nash).

**Race 6. Sports Cars over 2,500 c.c. U/s (10 laps):** 1, P. D. Gammon (M.G.), 69.9 m.p.h. 2, E. A. Murkett (Jaguar). 3, F. C. Davis (Tojeiro-Bristol).

**Best Vintage:** J. A. Williamson (Bentley).

**Race 7. M. and M.K. Members' Handicap (14 laps):** 1, T. W. Dargue (M.G.), 64.77 m.p.h. 2, D. Hely (Healey). 3, A. J. Jarvis (H.R.G.).

**Race 8. Formule Libre (25 laps):** 1, W. B. Black (Frazer-Nash), 69.56 m.p.h. 2, E. A. Murkett (Jaguar). 3, T. A. D. Crook (Cooper-Alta).

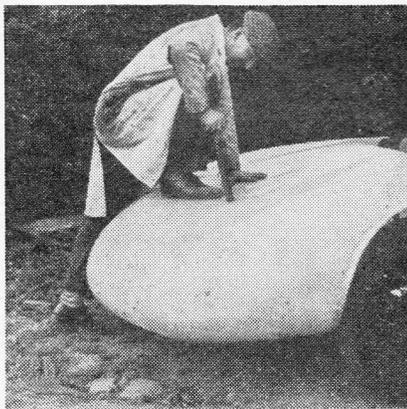
## GARBAGE GATHERERS

AFTER their recent and somewhat strenuous night rally the car section of the Lanarkshire M.C. and C.C. held a garbage hunt on 2nd May.

Oddish items like a pair of bell-bottomed trousers, a wig, a monocle and a chicken's wishbone were among the items on the menu, to say nothing of a full size Haig's dimple whisky bottle (empty) and a turkey egg. To add to the general gaiety all of 20 items had to be gathered within two hours and the entry had to get from Biggar to Peebles at the same time.

We don't know how those two teetotal types Ian Thomson and David Jack (Riley) managed to empty a full size "dimple" bottle but they were heard singing, "What will we do with the drunken sailor?" and flaunting a pair of bell bottoms at the same time. Andy Morrow (Hillman Minx) was more than somewhat embarrassed to be caught poking out a dustbin in search of a coconut, left there by a child who had won it at the fair.

The amazing thing, however, is the number of odd items that the entry did manage to get and that, before the dinner and dance in Peebles Hydro which concluded the day's fun, two of the entry actually tied for points and the time taken to get the things had to be taken into consideration for the following results: 1, J. K. Foulis (Austin), 220 points out of 300; 2, Dr. G. B. Logan (Morris), 220 points, 10 mins. late; 3, G. Rodger (Ford Zephyr), 205 points.



FOOT DOWN: R. G. Shattock demonstrates the flexibility of the R.G.S. fibreglass body . . .

A CONSIDERABLE snag in the "one-off" or small quantity production of a sports car is the cost of manufacturing light, graceful and efficient bodywork to do justice to a sound and well suspended chassis of modern conception. Aluminium or duralumin panel-beating is an expert's job, and as such is inevitably expensive, often to a degree far beyond the pocket of the amateur car builder.

The introduction to Britain of Fibreglass, already well-established in the United States, should greatly help to alleviate the amateur constructor's problems. Body shells of first class form and durability, easily adaptable to individual chassis layouts, are now avail-

## YOU, TOO, CAN HAVE A BODY LIKE THIS . . .

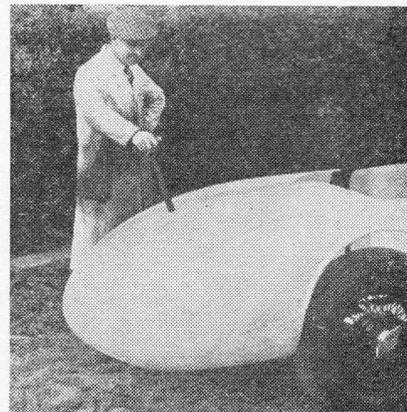
### Fibreglass Construction Comes to England

able, and R. G. Shattock (well known for his competition efforts with the Lea-Francis engined R.G.S.-Atalanta) in collaboration with the N.E. Coast Yacht Building Co. Ltd., of Blyth, Northumberland, is one of the pioneers in introducing fibreglass car bodies on a production basis to British markets.

Fibreglass itself consists basically of countless glass fibres of minute diameter, woven into a mat-like material. To produce a body shell this matting is laid in sections in a master mould, and impregnated with Polyester resin, which soaks into the glass matting and sets hard. The result is a tough, resilient structure, comparing well in weight to aluminium, and which is impervious to water and corrosion, can withstand temperatures up to 200 deg. C., and will not crack with vibration.

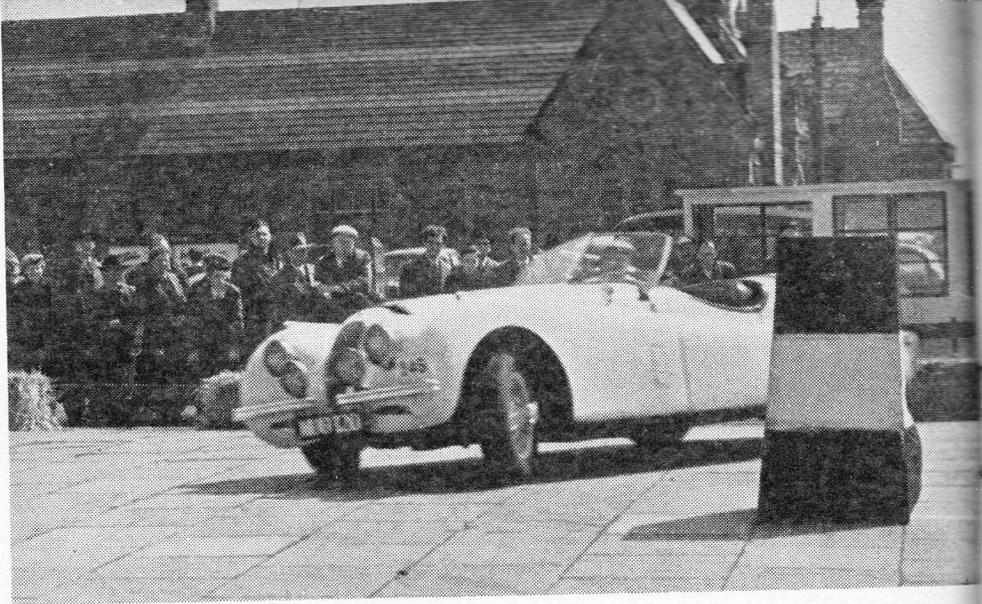
R.G.S. Automobile Components Ltd., of which firm Mr. Shattock is managing director, are offering the smooth-contoured fibreglass sports body illustrated, supplied in two main pieces, front and rear, plus two separate door pieces, at a price of £90 nett, plus carriage charge of £2, delivery being within three weeks. The body mouldings allow for a variation in wheelbase from 7 ft. 6 ins. to 9 ft., and track width from 4 ft. to 4 ft. 8 ins. Bonnet and tail pieces are fitted with hinges, being designed to open upwards à la R.G.S.-Atalanta, DB2 Aston Martin and other modern types.

Individual adaptations and modifications can readily be made by use of a "field pack" of fibreglass and resin included with the body kit, whereby the constructor can set in his own metal mounting lugs, hinges, brackets, etc. This most obliging material can be cut with a hacksaw, and drilled or filed with ease, whilst errors in fitting can readily be corrected by use of the field pack. Full details can be obtained from R.G.S. Automobile Components Ltd., Brookside Garage, Winkfield, Windsor, Berks.



NOTHING TO IT: Pressure relieved, the body obligingly resumes its original shape.

Ian Appleyard takes his near-veteran XK 120 round the pylons during the "Monte-Morecambe" driving test.



## APPLEYARD'S "MORECAMBE"

Leeds Jaguar Driver Wins Lancashire A.C. Event—Len Shaw (M.G.) Best in Touring Class

All routes, with mileages varying from 238 to 277 miles, converged at Higher Hodder, competitors then embarking on a common road section via Whitewell, over the trough of Bowland to Lancaster, their average speed here being 24-30 m.p.h., as opposed to the 30-40 m.p.h. required later in the day.

As last year, a timed hill-climb was held at Birdie Brow, now tarmac-surfaced; a stop-and-start test was situated in the middle of a 50 yards stretch at the steepest point. Dr. Charles Hardman (Dellow) made B.T.D. here in 12.2 secs., while F. Dundas (Cooper-M.G.), J. Cunningham (XK 120) and H. Harrop (Morgan) all bettered 13 secs. Quickest saloons were J. Murray's and F. Marsh's Healeys, in 14.2 secs.

On arrival at Morecambe, competitors headed for the promenade to face the usual pylon-chicane test, to stop astride a boxed line with dead-engine

start. Many drivers tried a new sort of start—engage first gear, clutch out and press starter, but most of them found to their cost that the old-fashioned method was best.

Ian Appleyard, with his white, wire-wheeled Jaguar, clocked best time in 9 secs., next up being Doc. Hardman, Harry Sutcliffe (Frazer-Nash) and J. T. Spare (Morgan), all in 9.8 secs. This promenade test brought the first day to an end for most competitors, but not for the 56 evening starters from Whalley, who did their test early then went off on their night drive.

Your reporter, through the kindness of Denis Scott, was ensconced on the "navigator's bridge" of the latter's Mark VII Jaguar, and with "Hardtop" teammates Norman Quick (Zephyr) and Arnold Pownall (Sunbeam-Talbot), with Ian Appleyard and John Dalton as "whippers-in", was violently hurtled

northward, being fed and watered at Keswick and Scotch Corner. There a gentleman in an A 70 who had, it seems, been passed on both sides at once, was heard to complain that he hadn't bargained with getting mixed up in the Pan-American Road Race! All good, clean fun.

On the way back over the moors near Hawes, Norman Quick, leading the group, missed a turn and trod on everything; the resultant mêlée will long be remembered by those involved, Appleyard's NUB 120 proceeding sideways down a narrow lane, loud pedal still down. But all ended well, Morecambe was reached, a welcome meal consumed at 4.30 a.m., and so to bed.

Not for long, however. At 9 a.m. on Saturday it was raining cats and dogs. At this stage, prior to the day's road section and driving tests on the promenade, class leaders were Hardman (Dellow), J. V. Holt (Riley), J. Cunningham (Jaguar)—fractionally heading Appleyard—D. Butterwick (M.G.), F. M. Marsh (Healey), J. P. Boardman (Jaguar) and F. D. Dundas (Cooper-M.G.). Doc. Hardman was leading in Rally order from Cunningham and Marsh.

Before setting off on the 120 mile road section in the Lake District the first running of the "Monte-Morecambe" test took place on the "prom". This



The Hardtop Team at Whalley control (L. to R.) Norman Quick, Arnold Pownall, Denis Scott, Ken Armstrong and Jack Allen. Sixth member, Frankie Penn, was behind the camera that took this picture.

### RALLY AWARDS

Morecambe & Heysham Corporation Perpetual Challenge Trophy: Ian Appleyard (Jaguar), 189.02 marks.

Morecambe & Lancaster Challenge Trophy, Group A. (Standard production sports cars, open or closed): Ian Appleyard (Jaguar).

Morecambe & Heysham Carnival Committee Challenge Trophy, Group B. (Standard production touring cars, closed): L. Shaw (M.G.), 191.6.

Prize for best performance in Group C. (Specials and supercharged cars): F. D. Dundas (Cooper-M.G.), 201.22.

#### Starting Control Results:

Birmingham	F. P. Grounds (Jaguar), 201.22.
Bristol	B. W. Fursdon (Renault), 198.2.
Leeds	L. G. Stross (Bristol), 204.
London	L. F. Powham (Bristol), 204.8.
Manchester	J. Cunningham (Jaguar), 193.52
Morecambe	C. Hardman (Dellow), 194.12.
Glasgow	Denham Cookes (Jaguar), 205.82.
Whalley	J. R. Holt (M.G.), 194.8.

#### Class Awards:

A 1.	J. W. Wall (Dellow), 202.33.
A 2.	J. N. Ray (Morgan), 198.43.
A 3.	J. Dalton (Jaguar), 201.23.
B 1.	D. Butterwick (M.G.), 196.9.
B 2.	F. Marsh (Healey), 193.8.
B 3.	D. S. Scott (Jaguar), 204.3.

#### Team Award:

"Tacklers" R. E. Holt (M.G.), 585.1  
L. Shaw (M.G.),  
J. R. Holt (M.G.).

placed a premium on skilful handling of the car at speed whilst negotiating the pylons and barriers, and thousands of spectators in specially erected stands on one side of the breakwater were gathered to watch and applaud their favourites.

The drivers' task was—car stationary, engine running, then proceed forward 120 yards, cross between two in-line pylons, a further 50 yards to turn round the main pylon, again through pylons the reverse way, reverse into a garage, then 145 yards straight to stop across a boxed line. The surface was wet, and unfortunately J. W. Waddington (Dellow) went into the turn too fast, and rolled his car over. No damage resulted, save for a shaking, but it was an alarming sight nevertheless. Ian Appleyard was fastest with a magnificent run in 40 secs., which never looked like being beaten. It stood as a record until the "repeat" in late afternoon, after the road run.

Unfortunately, delays through Waddington's accident set the start of the road section to the Lake District back a quarter of an hour, which was to prove disastrous. The route led via main roads to Bowlands Bridge, then on secondary lanes to Tow, where the first section of a regularity test was performed; wherein drivers were timed over 175 yards of steep gradient, standard times for different groups being laid down.

A check at the top of Kirkstone Pass followed, the route continuing down via Foolstep and Bla Tarn to Wrynose, where was situated a restart test. As it happened, Jowetts were busy here testing Bradford vans, which held up Rally proceedings for some time. V. Thomas (Morgan) did 17.6 secs. in this test, held on a bad surface, but J. C. Broadhead (Jaguar) bettered this with 16 secs. and Goff Imhof (Allard) clocked 14.6 secs. which stood as best of all.

From Wrynose the route led via Coniston to Lake Side, where a welcome respite for food was granted. On, then, to a time check at Ulverston, by Newton, followed by some rough going back to Tow Top to complete the regularity test. This achieved, all returned to Morecambe along main roads, to complete the final tests, under the eyes of crowds of holiday makers gathered thickly on the promenade.

Test 1, the "To and Fro", involved a start from rest with engine stopped, driving forward through two pylons,

reversing through two more, then forward again and reverse to halt astride the finish line. Ian Appleyard's time of 25.6 secs. was "tops", while Morgan exponents J. T. Spare and D. Howard achieved 26.8. Test 2, the "Monte Morecambe" again, saw Appleyard's morning time bettered by F. D. Dundas (Cooper-M.G.), whose run in 39.9 secs.—a record—was perfection itself, and was cheered to the echo. K. Flint (Cooper-M.G.) did 40 secs. dead, Appleyard 40.2, A. R. Eastwood (S.S.) 40.3, Jimmy Ray (Morgan) 40.5 and D. Howard (Morgan), 40.8.

Then came the news that, as a result of the delays in getting Saturday's road section under way, and the numerous protests received, the organizers were forced to wash out all time controls; a great pity, for it was no fault of theirs! The spot-on, polite and friendly organization, the magnificent route through the Lakelands and the three "cracking" promenade tests none-the-less made the 1953 Morecambe Rally a great success. Ian Appleyard collected the P.A., the Corporation's Perpetual Challenge Trophy, and his group award, while L. Shaw (M.G.) and F. D. Dundas were B and C group winners, Len Shaw, Geoff Holt and Reg Holt, collectively called the "Tacklers", taking the team prize.

FRANCIS PENN.

**LAWRENCE CUP TRIAL**

BAGSHOT HEATH, Surrey, noted "scramble" country, will once again be the scene of the London M.C.'s annual Lawrence Cup Trial; date is 7th June; starting time 10.30 a.m., starting point the cross-roads adjacent to Red Roads.

Tony Rumfitt is organizing the course, which will comprise 20 sections and two special tests.

**I.O.W.C.C. TREASURE HUNT**

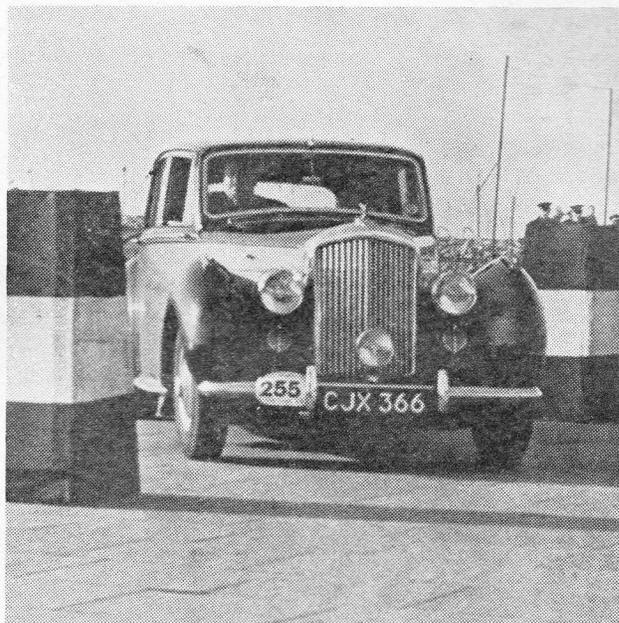
ON 16th May the Isle of Wight C.C. held an evening navigational Treasure Hunt. Crews of the 29 cars taking part were requested to locate eight points over a 50-mile course. At each point the clue to be found consisted of a map reference and exceedingly brief instructions for finding the succeeding clue.

The first competitor home completed the course in 1 hr. 56 mins., but spoilt his chance of gaining the first place by failing in a somewhat tricky driving test held in darkness at Sandown Airport. The result was tie for first place between D. P. Walmesley (Sunbeam-Talbot 90) and D. Emerson driving a pre-war Morris 8 tourer. Second was A. W. Austin (M.G. J2) and third W. G. Chick (Riley Kestrel).

The surprise of the evening came

(Right) W. H. Armistage (Bentley) skimming the pylons during the tricky "Monte - Morecambe" test.

(Below) G. Bewley's Standard Vanguard adopts an angular attitude to the road, during evolutions on the Morecambe promenade.



when D. Emerson put up best time in the driving test, beating the remainder of the entry (with the exception of J. Snelgrove's Vauxhall, who was only a second behind the Morris) by 4 secs.

The next club event will be a Gymkhana on 17th June.

**750 M.C. DRIVING TESTS—CHANGE OF VENUE**

THE 750 M.C.'s Inter-Club Driving Tests on 31st May will not be held at Frimley, as announced, but on Army ground opposite the caravan site on the road between Aldershot and Fleet, Hants, B 3011, map ref. 849525, sheet 169. First test is at 11.30 a.m. Details are available from John Collier, Cranborne Hall, Windsor Forest, Berks.



# WHARTON

Smethwick Star Makes  
Prescott Hill-Climb with

tory in the Formula 1 section. S. J. Smith did a notable run with the ex-Bear 1½-litre Bugatti to return second best time. Formula 2 saw friendly rivalry between Tony Rolt and Peter Walker in Rob Walker's ex-Downing Connaught. Rolt's very first run at Prescott produced 48.66 secs., which Walker failed to beat. Rolt then did 47.69, and Walker replied with 46.70, despite a hectic slide coming towards the bridge. Rolt got down to 46.84—not fast enough to beat Pete. Michael Christie struggled valiantly with the curious-looking, A.J.B.-powered Kieft, and eventually pushed the machine up in 48.21 secs. Rivers Fletcher's drives in the Bugatti were most exciting and eventually produced an excellent 49.74 secs.

Wharton was not too happy in the Arengo in the F3 class, and record-holder Leston did not exactly enjoy the Beart-Cooper, which, according to the programme was a Heart Cooper entered by F. Bent! Young Boshier-Jones made a skilful climb with his Kieft, as did Mervyn Kearon with his cream Cooper. Phillips's Marwyn mounted the bank at Pardon, spun right round, and coasted back to the finish. Best time went to Austen May (Cooper), whose immaculate drive brought him the reward of 46.59 secs. Apart from Jones and Kearon—Clive Lones was the only other driver to crack 48 secs.

It was Wharton all the way in the *Formule Libre* category, with 45.49 in the E.R.A. Peter Stubberfield was bang on form, and urged the veteran 2.3 up in 47.28 secs. Teddy Greenall did a superb climb with the neat, cream coloured Cooper-J.A.P. to record 45.67 secs.—fastest unsupercharged climb of the day. Peter Reece's first outing with the blown Cooper netted him 45.92—not fast enough, however, to defeat the inevitable Wharton, whose 44.66 stood as best climb of the day. The unfortunate Rudd (J.B.S.-J.A.P.), was fated never to get past Orchard Corner. On his first run he

*TOP OF THE CLASS: Ken Wharton takes his Cooper-J.A.P. close in at Pardon Hairpin, whilst putting up B.T.D. at Prescott.*

You can't keep Ken Wharton out of the headlines. After his magnificent drive in the Ulster Trophy race last Saturday, he flew back to England for Sunday's National Prescott Hill-Climb organized by the Bugatti O.C. Not content with putting up best time of the day with his Cooper-J.A.P., he also returned second B.T.D. in Peter Bell's 2-litre E.R.A.

This was yet another of those wonderful meetings at the lovely Gloucestershire venue. Early morning rain gave way to brilliant sunshine, and brought out a great crowd of spectators to watch a record number of competitors try to beat the clock on the tricky course. The

whilst Alec Francis's trials-stained H.R.G.-Mercury shook Gordon Parker and the twin-blower Jaguar, to say nothing of Cyril Wick and Rupert Larrinaga in their Cadillac-Allards, by capturing the large sports car class with 48.95.

Ken Wharton drove Harry Kayley's ex-Parnell, Tecnauto-i.f.s. E.R.A. to vic-

*RIVALRY: The duel between Tony Rolt (top) and Peter Walker (below) in Rob Walker's Connaught was a feature of last Sunday's Prescott. They are both seen here going through the Esses.*



synonym "garden party atmosphere" has been sadly overworked in connection with Prescott, but it is difficult to find a better term.

The long day of fast motoring began with the up to 1,500 c.c. sports class, on a rapidly drying road. Threlfall's Tojeiro was quicker on the first runs, and Archie Scott-Brown in Brian Lister's twin-cylinder Tojeiro vanished through Allard's Gap. Scott-Brown, however, retrieved himself on the second run by returning 49.87 secs., to defeat Threlfall by just .01 sec. Gerry Ruddock was third with his Lester M.G. (50.74).

Mike Beardshaw's immaculate maroon BMW was perfectly driven to head the 1,501-3,000 c.c. category with 51.09 secs.,



# ON AGAIN!

## B.T.D. at Bugatti O.C.'s Supercharged Cooper-J.A.P.

landed in the sand-bank, and on his second attempt spun round, saying dolefully to his mechanic as he coasted back to the paddock "I've done it again!"

During the afternoon, Bill Banks and Mike Porter did a climb of honour in the "Tulip Rally" Bristol. Amongst the spectators were several American airmen from Ruislip, who enjoyed their first view of a hill-climb immensely. Captain Bledsoe (Porsche) is an American stationed near Margate, and his first essay at hill-climbing has made him determined to find out more about the art.

Altogether a very happy day of motoring sport at its best. Roy Taylor, Jack Newton, Bill Cook, John Virr and all the other B.O.C. stalwarts who work so hard to make their meetings the success they are, are to be congratulated on their efforts.

### Results

**Best Time of the Day:** Ken Wharton (Cooper-J.A.P. S), 44.66 secs.

**Second B.T.D.:** Ken Wharton (E.R.A. S), 45.49 secs.

**Best Unsupercharged Car:** Hon. E. G. Greenall (Cooper-J.A.P.), 45.67 secs.

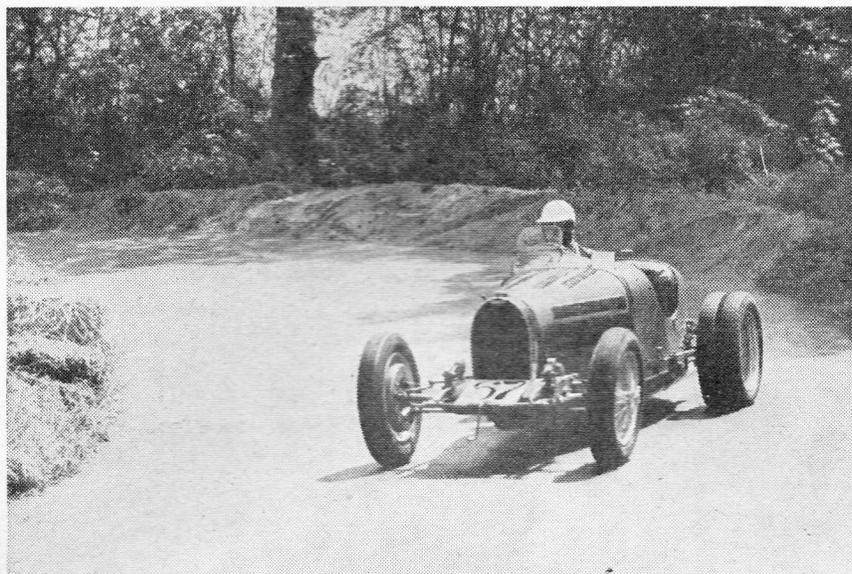
**Best Sports Car:** Alec Francis (H.R.G.-Mercury), 48.95 secs.

**Best Time by a Lady Driver:** Mrs. Harry Sutcliffe (Frazer-Nash), 55.87 secs.

### Sports Cars

**Up to 1,500 c.c. U/s.:** 1, Archie Scott-Brown (1,097 Tojeiro-J.A.P.), 49.86. 2, C. H. Threlfall (1,467 Tojeiro), 49.87. 3, Gerry Ruddock (1,467 Lester-M.G.), 50.74. 4, D. F. Ryder (1,467 Cooper-M.G.), 51.70.

**1,501-3,000 c.c. U/s.:** 1, Mike Beardshaw (1,971 BMW), 51.09. 2, A. E. Marsh (1,172 Dellow), 52.40. 3, Harry Sutcliffe (1,971 Frazer-Nash), 52.91. 4, J. Weber (1,087 Weber Spl. S), 54.73.



*BUGATTI-IST: J. Smith at Orchard Corner with his very fast, ex-Bear 2.3 Bugatti.*

**Over 3,000 c.c.:** 1, Alec Francis (4,375 H.R.G.-Mercury), 48.95. 2, G. D. Parker (3,442 Jaguar S), 49.96. 3, Cyril Wick (5,420 Allard), 50.20. 4, R. D. Larrinaga (Allard), 50.51.

**Handicap:** 1, Tom Dargue (1,467 M.G.), 2, J. B. Johnson (3,442 Jaguar). 3, S. R. H. Loxton (1,250 M.G. S).

### Racing Cars

**Formula 1:** 1, Ken Wharton (1,488 E.R.A. S), 48.26. 2, S. J. Smith (1,492 Bugatti S), 49.77. 3, W. Goodwin (1,488 E.R.A. S), 50.05. 4, E. Goodwin (1,488 E.R.A. S), 50.32.

**Formula 2:** 1, Peter Walker (1,960 Connaught), 46.70. 2, Tony Rolt (Connaught), 46.84. 3, Michael Christie (1,988 Kieft-A.J.B.), 48.21. 4, W. A. Taylor (1,991 Caesar Spl.), 49.31.

**Formula 3:** 1, Austen May (Cooper), 46.59. 2, Boshier Jones (Kieft), 47.38. 3, Clive Lones (Cooper Tiger Kitten), 47.89. 4, Mervyn Kearon (Cooper), 47.93.

**Formule Libre:** 1, Ken Wharton (1,980 E.R.A. S), 45.49. 2, Peter Stubberfield (2,261 Bugatti S), 47.28. 3, C. S. Henderson (2,270 Bugatti S), 47.96. 4, Ian Sievwright (1,990 Bugatti S), 48.78.

**Twin-Cylinder Cars:** 1, Ken Wharton (1,000 Cooper-J.A.P. S), 44.66. 2, Hon. E. G. Greenall

(1,100 Cooper-J.A.P.), 45.67. 3, Peter Reece (1,087 Cooper-J.A.P. S), 45.92. 4, Michael Christie (1,098 Kieft-J.A.P.), 46.13.

**Bugatti Handicap:** 1, T. A. Roberts (1,496). 2, Ted Robins (2,262 S). 3, R. C. Symondson (3,257). 4, D. Potter (3,255 S).

\* \* \*

## GERARD (E.R.A.) v. WHARTON (B.R.M.) AGAIN AT CHARTERHALL

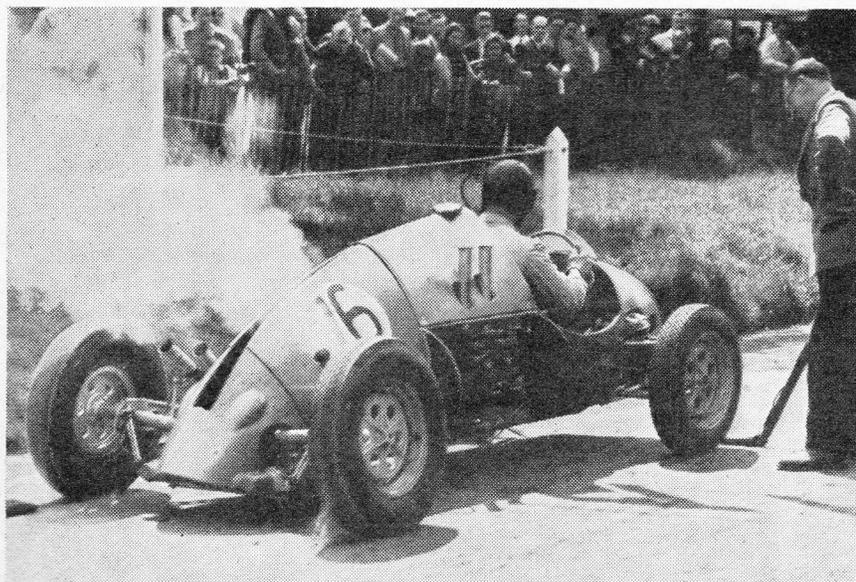
**T**OMORROW the Winfield Joint Committee stage this year's first National race meeting on a Scottish circuit. The two-mile Charterhall venue down in the pleasant Border country has been the subject of much roadwork and the surface of the track is very much improved while at Paddock Bend and Toft's Turn the corners have been banked, a proceeding which should improve the excellent speeds achieved at the International meeting last October.

The programme is a well supported one, even the smaller capacity sports car races have a good turn-out, and in the unlimited capacity sports car event there will be more than 20 cars competing. In addition to our "native" drivers, including the immaculate cars of *Ecurie Ecosse*, there is the prospect of us seeing yet another stage in the Jaguar versus Aston Martin battle for Reg Parnell and Bob Dickson will be seen at the wheel of two DB3s.

In the fifteen lap Formula 3 race there is an entry of 25 cars. Jock McBain's recently formed team of Border Reivers contributes five of this total and, after receiving succour for the rear end of his J.P. which was badly damaged at Beveridge Park, David Blane will be out for his first win in this new car. Ninian Sanderson and Alex McGlashan will be very much to the fore in their familiar Coopers.

A twenty lap *Formule Libre* event features the Ken Wharton B.R.M., the Tony Gaze Maserati and the E.R.A.s of Gerard and Flockhart. There are 21 competitors in this race which looks like being both interesting and exciting and will make a first-class conclusion to a promising day's sport which starts at 2 p.m. on Saturday afternoon and should finish around 6.30 p.m.

A.N.F.



*H.M.S. KIEFT: Michael Christie on the starting line with the very submarine-looking 2-litre Kieft, which has an air-cooled, flat-four A.J.B. engine.*

**B.C. BACKCLOTH:** *The Pontiac of Homer Defieux and Al Bell in an impressive mountain setting at the upper end of the Fraser Canyon. A flat tyre early in the Rally cost them 19 points and their chances of winning.*

A UNIQUE, two-day Canadian motoring event was terminated on Sunday, 15th March, when shortly after 8 p.m. the last entry in the British Columbian Canyon Rally rolled over the finish line. It was proclaimed a rousing success, and all are looking forward to next year's event.

The Rally, sponsored by the *British Columbian* newspaper of New Westminster, B.C., and the Vancouver Motor Club, of Vancouver, B.C., was the first event of its kind in Canada. Safe driving and reliability of the autos were stressed, and average speeds for the various legs were set low enough so that the existing speed limits would not be violated.

A number of the entrants were "green" regarding motor rallies, but after a briefing on the operation of such, entered and turned in admirable results. A wide selection of cars were represented, including Fords, Chevrolets, Plymouths, Austins, M.G.s, Morrisises and a fleet of Hudsons.

Queens Park, New Westminster, was the start of the rally, with the three 1953 Hudsons, the "Wasp", "Jet" and the "Hornet", the first cars across the

**DONALD G. SMITH**

**REPORTS ON**

## CANADA'S CANYON RALLY

Vancouver M.C. Organize First Event of its Type to be Held in the Dominion

starting line, at 3 p.m. on 14th March. They were entered as a team by Royal City Motors, but missed the winners' class when dogged by bad luck around the Princeton portion of the route, which cost them vital points. The Hudson Jet piloted by policeman Johnny Burnett and his brother Harry, a fireman, turned in a fine performance, the pair maintaining their speed and average, in spite of a broken speedometer, by "the seat of their pants".

### Nuffield Triumph

The Morris-M.G. team entered by Dublin Service Station literally swept the field. Their team entry of a Morris Minor, a Morris Oxford and a M.G. TD took the Manwaring Trophy, with 90 points lost. The Dublin Service M.G., with Cy Bullock at the helm, and Dick Rigby, an ex-R.C.A.F. navigator, as co-driver, took the individual winner's place with only 17 points against them, receiving a handsome trophy put up by the *British Columbian* newspaper. A great deal of credit goes to these two fellows in leading their team-mates in for a double victory.

Second place was taken by Gerry Lomas and Joe Burslem, driving a 1951

Plymouth, with 22 points. Third place went to a father and son, Roy and Bob Atlee, who finished with 24 points. Fourth place was a tie between two husband and wife combinations, Gary and Shirley McDonald with their Morgan sports car, matching the performance of Dave and Pat Wildman.

In the small car class (under 1,200 c.c.), John Pugh, a bus driver, and G. Campbell took first in their Prefect with 32 points. Second place went to John and Mildred Hajdik, driving the Morris Minor of the Dublin Service team; they totalled 38, while Gordon Butler and Bob Martin were third with 44.

Snow on Allison Pass on the Hope-Princeton highway tended to slow the autos down, but all went through the 4,400-foot pass without incident. After an overnight stop at Princeton, the route continued over a rugged, winding road to Merritt. It was on this Princeton-Merritt leg that unlucky number 13, an M.G. driven by Ken Thompson and D. Leonard, connected with a rock on rounding a curve. A holed sump held them up, but with the aid of a wooden plug and six quarts of oil they managed to reach the next control point at Merritt. The mishap put them out of

the running, however. Several other cars encountered tyre trouble which piled up a costly debit in points.

### Tough Going in Final Stage

The final legs of the rally route were through the well-known Fraser Canyon, where the road lies many hundreds of feet above the turbulent, muddy Fraser River. Narrow, winding roadway and hairpin turns added to the navigating problems. At the lower end of the Fraser Canyon, Yale marked the last check point, and then it was approximately 110 miles to the finish at New Westminster. A torrential downpour added to the troubles of the navigators on the last 50 miles, much restricted visibility compelling the cars to slow down.

On the early legs of the route the average speed was set around 31 miles per hour, but for the latter part it was a faster clip at 35 m.p.h. This ensured that the legal speed limit would not be exceeded. Any participant who collected a police ticket for a violation of the Motor Vehicle Act was disqualified. The one purpose of the rally was to show that safe, steady driving on the highway pays off, that to reach a destination it is not necessary to burn up the rubber,

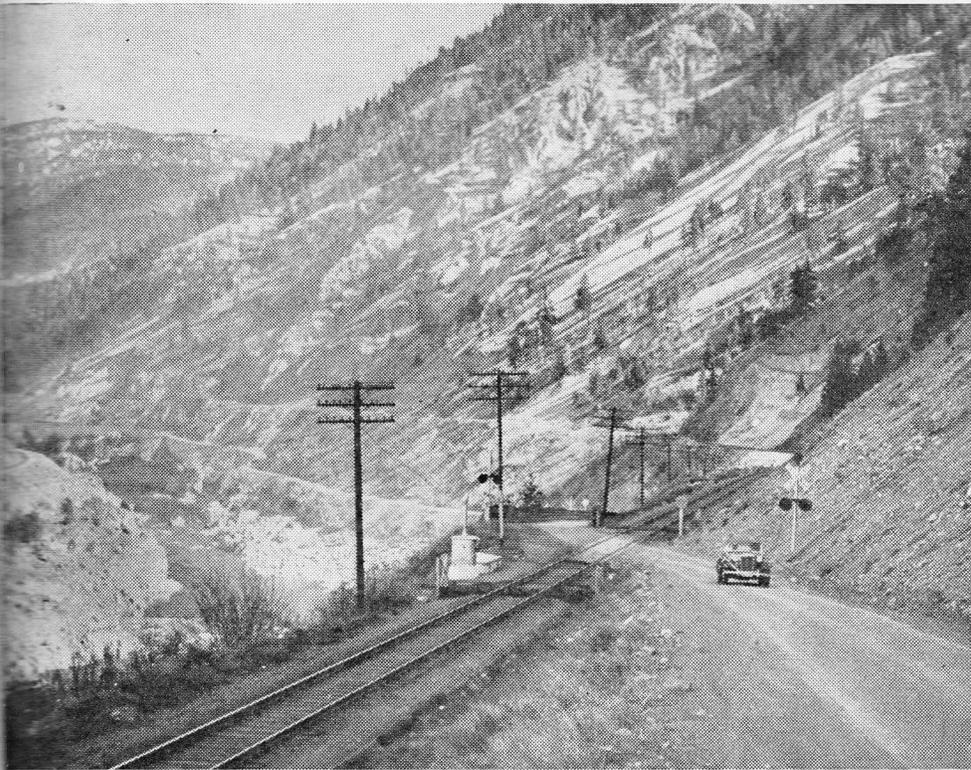
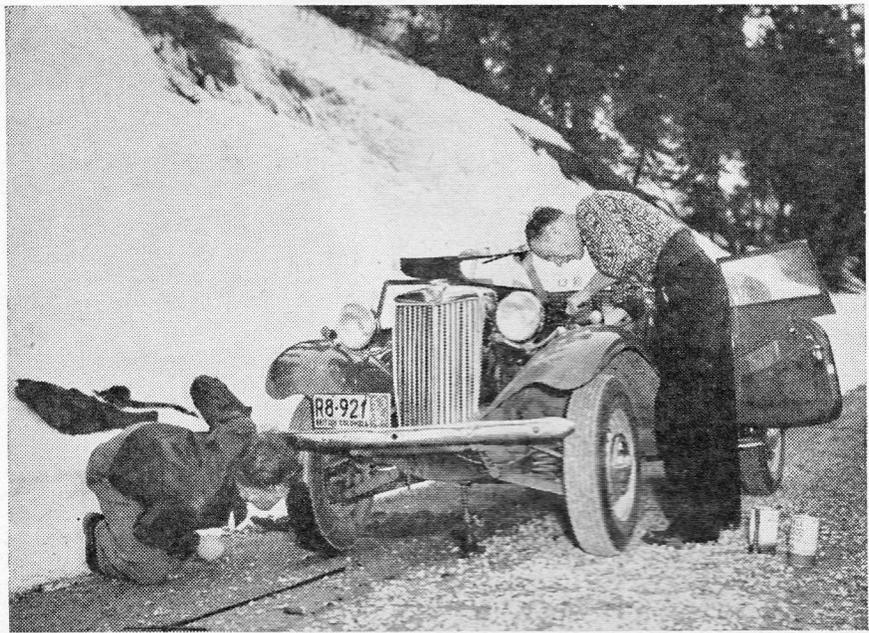


and that steady motoring will get one there in one piece, and in very little less time.

The enthusiasm with which the event was received indicates that next year's Canyon Rally will be bigger and better. Already plans are tentatively under way for another successful *British Columbian Canyon Rally* for next year.

**UNLUCKY 13:** (Right) Ken Thompson and D. Leonard holed the sump of No. 13 M.G. TD on a rock while traversing the Princeton-Merritt leg of the course. Thompson anxiously surveys the dribble of oil, loss of which put them out of the running.

**ROAD, RIVER, AND RAILWAY:** (Below) The mighty grandeur of the Rockies dwarfs the winning M.G., passing through the Fraser Canyon. Crossing the road is the C.N.R. main line; to the left is the Thompson River.



**SCOTTISH CORONATION RALLY**

WHIT-MONDAY, 25th May, sees the start of the Royal Scottish A.C.'s Coronation Scottish Rally. With the Charterhall meeting on the Saturday and the M.C.C.'s Edinburgh Rally finishing in the Capital City on the same day a lot of competitors from the South will make this an opportunity to sample Secretary A. K. Stevenson's organization. The entry of 145 competitors for the Coronation Scottish Rally is quite the biggest since the war finished. For those who have competed in previous Scottish Rallies the event needs no introduction, but for those who have not the event is a social-cum-sporting occasion that is never really arduous but always enjoyable. This year the programme includes almost 1,000 miles of route-finding, eight driving tests and two undisclosed navigation tests.

(Full entry list on page 662)

**HOLIDAY THRUXTON**

ONE of the several racing features this Whitsun is the Bristol M.C. and L.C.C.'s meeting at Thruxton, Hants, on 25th May, and despite the rival attractions of Crystal Palace and Davidstow, an excellent entry has been received, many classes being over-subscribed.

The Ecurie Ecosse will be there in force, with Jaguars, Connaught and Cooper-Bristol; Eric Thompson will drive a works DB3 Aston Martin, Sydney Allard, Ray Merrick and Phillip Fotheringham-Parker will drive works-entered Allards, several C-type XK 120 Jaguars are listed, and J. M. Sparrowe is down to handle a Cooper-Bristol.

There are races for 500s, sports cars and *Formule Libre* racing cars, the meeting beginning at 1.30 p.m. Thruxton airfield circuit is near the town of Andover.

**WHITSUN RACING IN CORNWALL**

RACING for Formula 3 racing cars and all-capacity sports cars will make up the Whit Monday programme at Davidstow airfield circuit, near Launceston, East Cornwall. The organizers, the Cornwall Motor Racing Association (a joint committee of the Cornwall V.C.C. and Plymouth M.C.) have arranged nine races, first of which starts at 2 p.m.

Nominations include Bill Nicholson (Kieft), A. J. Nurse (Cooper), Ken Watkins (Allard), O'Hara Moore (Frazer-Nash), D. Margulies (Delahaye) and P. Jackson (Lester-M.G.).

The circuit, set amid the rugged grandeur of Bodmin Moor, is nearly two miles long and has been lapped by a sports car at around 85 m.p.h. One of the corners is named Melbourne, bringing back memories of the famous bend at Donington Park. Davidstow is close to the main Launceston-Camelford road, A395, and the Bodmin-Launceston road, A30; routes to the course will be adequately marked for the guidance of spectators.

Admission fee is 5s., or 2s. 6d. for children under 14; car parking 5s., motor-cycles and 3-wheelers, 2s. 6d., coaches 10s.

\* \* \*

**BRANDS HATCH**

THIRD 1953 meeting of the Half Litre Club at their popular circuit has drawn the usual galaxy of "Kentish-mile" stars. Don Parker, Les Leston, George Wicken, E. Fenning, D. Taylor, Don Gray, the Lewis-Evanses, father and son, Reg Bicknell, Alan Brown, Charles Headland, Paul Emery, and Don Truman are a few in the list of 59 entries.

Racing begins at 2 p.m. The circuit is near Fawkham, off the London-Folkestone A20 road.

\* \* \*

**NORTHERN IRELAND SPRINT**

TWO Northern Irish Clubs, the Newry and District M.C. and the Armagh and District M.C., are combining forces tomorrow in the promoting of a speed trial meeting at Cranfield aerodrome. The course is of level concrete, on the main north-south runway. There are classes for saloons, open cars, and racing cars, and the meeting begins at 2 p.m.



OFF THEY GO—on the Final of the Ulster Trophy Race, with Joe Kelly's Alta-Bristol and Sir James Scott-Douglas's Connaught taking up the rear.

# ANGLO-ITALIAN VICTORY IN ULSTER

Hawthorn (Ferrari) Unchallenged at Dundrod—Splendid Wharton/Baird Duel—More Ill-Fortune for Moss and de Graffenried

ONE week after his triumphant Silverstone appearance as a member of the official Ferrari team, Mike Hawthorn chalked up yet another Italian victory last Saturday, 16th May, in the first F2 Grand Prix to be held on British roads. Hawthorn, winner of the 1951 Dundrod handicap race and second to Taruffi's Thinwall in last year's F1 Ulster Trophy, needed no route card for the tricky, 7.4-mile circuit—nor mustard, either, to keep his fleet works Ferrari right out in front of the opposition, winning his heat at 88.28 m.p.h. and the final at 86.49 m.p.h. in a race supported financially by the *News of the World*, and organized by the Ulster A.C.

Stirling Moss, on the other hand, had yet another bout of misfortune which lost him his heat and made him a non-starter in the final, with one of the works, fuel-injection Connaughts. Duncan Hamilton (H.W.M.) won the heat (at 84.70 m.p.h.), but managed only sixth place in the final, after indulging in a little bank-bashing on the way. De Graffenried, too, suffered bad luck, when rear-end failure put his A6GCS Maserati out of the fast second heat on the first lap: there were several such failures (and doubtless would have been more, had the Gordini team not decided to withdraw) on this punishing course. If a good circuit be defined as a fast one which tests both drivers and cars to the utmost, then Dundrod is superlative. It has been lapped at 94 m.p.h. (Farina's Type 159 Alfa Romeo in 1951), and last Saturday saw the demise of many

By WILSON McCOMB

(Pictures by Maxwell Boyd)

usually-reliable cars and drivers. But Dundrod, by these standards, is almost too good; so many fell by the wayside that the final was robbed of much of its interest.

It was left to Wharton (whose pre-selector Cooper-Bristol, despite strong rumours, is *not* fitted with fuel injection) and local man Bobbie Baird to provide the *obligato* for Hawthorn—and this they did in no grudging manner, with two fine scraps which will long be remembered in Ulster. Wharton bested the privately-owned Ferrari in the end, but it was very far from being a walk-over.

## PRACTICE

THERE were two practice periods, the previous Thursday and Friday, but the first was marred by low-lying cloud which amounted almost to a fog. Drivers endeavouring to learn the course were much handicapped by this, and both Scott-Douglas (Connaught) and Webb (Turner) contacted the sturdy banks which line the course, the latter non-starting. Friday evening saw better weather, and Hawthorn took the opportunity of registering a very fine lap at 91.74 m.p.h. Wharton and Moss shared second best, with 89.29 m.p.h. Bira split the back axle case of his Maserati, and Lance Macklin was reported to have thrown a rod on his H.W.M.

## Heat 1 Grid Positions

Moss (Connaught) 4 m. 59 s.	Lyons (Connaught) 5 m. 17 s.	Hamilton (H.W.M.) 5 m. 19 s.
Somervail (Cooper-Bristol) 5 m. 33 s.	Kelly (Alta-Bristol) 5 m. 35 s.	Lawrence (Cooper-Bristol) 5 m. 34 s.
Non-starter (Webb)	Dunham (D.H.S.) 5 m. 35 s.	Richardson (R.R.A.) 5 m. 36 s.
Richards (H.A.R.) 6 m. 5 s.	Volonterio (Maserati) 6 m. 38 s.	Odlum (Frazer-Nash) 5 m. 58 s.
		Bryde (Cooper-Bristol) 6 m. 52 s.

## HEAT 1, ULSTER TROPHY (10 LAPS)

WITH memories of previous happenings at Dundrod, many drivers were keeping a careful eye on a doubtful-looking sky, on the morning of race day. But the sun was shining when the grid lined up and the flag fell at 11.30 a.m. Duncan Hamilton seized the lead immediately, but lost it to Moss before Jordan's Cross on the first lap, while Volonterio's rather shabby Maserati made a poor start and Dubliner Dick Odlum's single-seater Frazer-Nash refused to start at all. Archie Bryde's Cooper-Bristol, still showing signs of its Silverstone conflagration, retired with carburettor trouble after Leathemstown, and Richards's Riley-based H.A.R. took the escape road at Wheeler's, but got away again.

At the end of the first round Moss had a lead of about 10 seconds on Hamilton, followed by Lawrence (Cooper-Bristol), Somervail (Cooper-Bristol), Lyons (Con-

naught), Kelly (Alta-Bristol), Richardson's six-Amal H.A.R. and Dunham's D.H.S. The result of the heat seemed certain, but the position changed dramatically at the end of the second lap, when Moss pulled in to the pits with clutch trouble, and six other cars went by before he restarted. Richardson was now lying fourth, only to drop back again because of a loose battery lead, and nine seconds separated Hamilton and Lawrence. On the fourth lap the H.W.M. driver took the escape road at Cochrantown, then clouted the bank at the hairpin, so that Lawrence, driving beautifully, came round first. He held his position for four laps (still finding time to wave to a female admirer at Ireland's Corner!) until on the penultimate round he pulled in, smothered in oil from head to foot; after a quick refill he continued, and managed fourth place—bad luck after a fine piece of driving.

Meanwhile Moss, despite his far from perfect transmission, was making up about eight seconds on each lap. But there just wasn't time enough to reach first place in a 10-lap heat, and he finished nine seconds behind Hamilton,

**HEAT 2, ULSTER TROPHY (10 LAPS)**

WHILE mechanics worked frantically at the gearbox of Moss's Connaught, a very interesting collection of cars came out for the second heat—and still the malignant spirit who controls Dundrod weather forebore to strike. The Ferraris of Hawthorn and Baird both wore splash-fins, however, and a spot of hacksaw work had been done on the tyres of some. Bira's two-tone blue Maserati,

**Heat 2 Grid Positions**

Hawthorn (Ferrari) 4 m. 51 s.	Wharton (Cooper-Bristol) 4 m. 59 s.	de Graffenried (Maserati) 5 m. 1 s.
Chiron (Osca) 5 m. 5 s.		Baird (Ferrari) 5 m. 8 s.
P. Whitehead (Cooper-Alta) 5 m. 8 s.	Collins (H.W.M.) 5 m. 10 s.	Macklin (H.W.M.) 5 m. 13 s.
Swaters (Ferrari) 5 m. 25 s.		Salvadori (Connaught) 5 m. 25 s.
G. Whitehead (Cooper-Bristol) 5 m. 26 s.	Scott-Douglas (Connaught) 5 m. 28 s.	Bira (Maserati) 5 m. 32 s.
McAlpine (Connaught) 5 m. 39 s.		Large (Alta Spl.) 5 m. 53 s.

the rear axle case now repaired, took its place on the grid; Graham Whitehead was driving Tom Cole's Cooper-Bristol, and Torrie Large, not Tony Gaze, the Alta Special which he has now bought from Baird.

Just who led the fantastic start of this heat it would be hard to say—especially for your reporter, as the 15 cars took up every inch of roadway, and he had to make a hurried jump for the ditch. But it was Hawthorn who came into Leathemstown first, with Wharton and de Graffenried behind; at the pits de Graffenried led the Cooper-Bristol, after which came Peter Whitehead's stub-exhaust Cooper-Alta, Louis Chiron (Osca), Bira, Baird, and Peter Collins (H.W.M.). The other H.W.M., driven by Macklin, was in fact Duncan Hamilton's car with a hurriedly repainted number; the ever-vigilant Gordon Neill paid a visit to the H.W.M. pit, and Macklin retired on his next round, in response to a signal from George Abecassis.

Once again the unexpected happened on the second lap, and what looked like a wonderful race was marred by an early retirement. De Graffenried came round with his rear wheels flapping, and drew into the pit. Platé looked, the Baron looked, and saw the rear axle case split—exactly as it had in Bira's car. One lap later, and it was Peter Collins's turn to halt, with serious misfiring in the remaining H.W.M. Three laps—three retirements, and Hawthorn had already a 25-second lead over Wharton.

Interest switched to local man Bobbie Baird, who had now passed Chiron and Bira to challenge Peter Whitehead, winner of the first Ulster Trophy at Dundrod. On the sixth lap he took the Cooper-Alta, and started to close up on Wharton, clocking a fastest-yet 135.5 m.p.h. over the measured kilometre by the pits. Bira's axle casing split again, and Swaters also paid a visit to the pits, with oil in the rear-mounted magnetos of his Ferrari. McAlpine, lying eighth, collected a hen in the front grille of his Connaught, and stopped to have it removed from his fouled (or fowled) cowl.

Now the order was Hawthorn, Wharton, Baird, Whitehead, Chiron, the latter coming round first in a cloud of blue smoke, then without, then smoking again, for



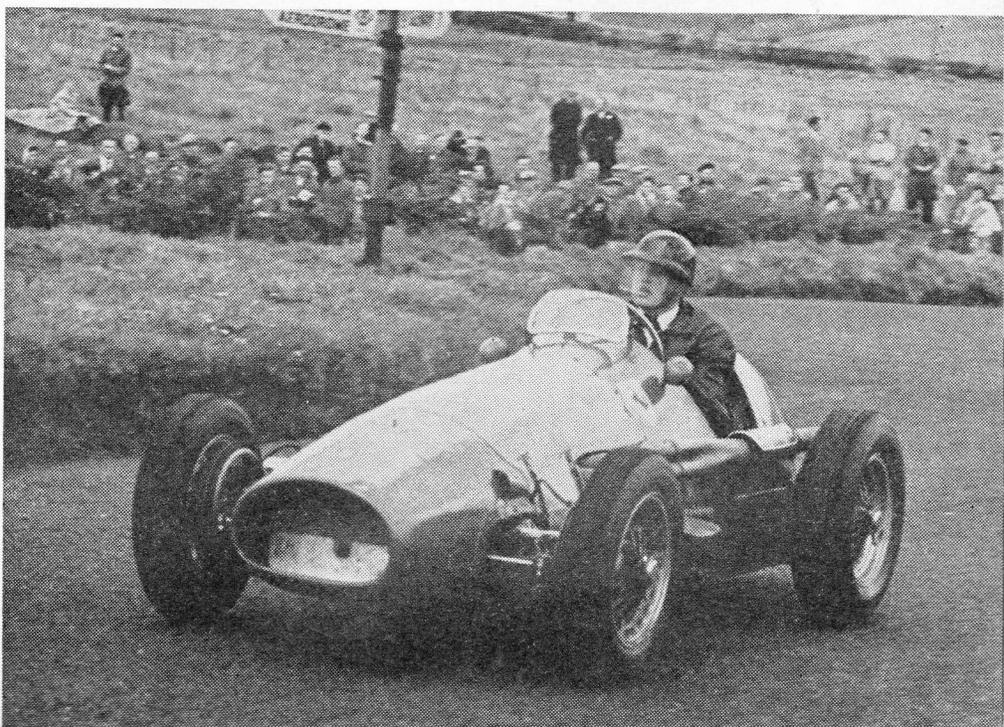
**DUNDROD WEATHER:** (Above) Spectators taking shelter from a heavy hail-storm during the Handicap Event.

**LE PAPILLON:** (Right) Ulster Trophy winner Mike Hawthorn coming out of the Hairpin with his Ferrari.

with Somervail third after a very safe and steady drive. Kelly made two pit stops towards the end of the heat, and Volonterio was lapped by almost the entire field.

**Heat 1 Results**

1, J. D. Hamilton (H.W.M.), 52 mins. 32 secs (84.70 m.p.h.); 2, S. Moss (Connaught), 52 mins. 41 secs. (84.46 m.p.h.); 3, J. Somervail (Cooper-Bristol), 54 mins. 47 secs. (81.22 m.p.h.); 4, J. Lawrence (Cooper-Bristol); 5, J. Lyons (Connaught); 6, G. N. Richardson (R.R.A.); 7, C. G. H. F. Dunham (D.H.S.); 8, J. Kelly (Alta-Bristol); 9, H. A. Richards (H.A.R.), 9 laps; Volonterio (Maserati), 9 laps. **Fastest lap:** Moss, 90.19 m.p.h.



with a two-inch toe-out of the front wheels, his determined effort came to an unfortunate end when the Lea-Francis-powered Cooper reappeared, the tail badly crumpled. As a local spectator remarked drily, "Looks like Goldschmidt needs a blacksmith!"

Meanwhile Charles Maunsell was making splendid progress against his

*FOWL PLAY: (Left) Ken McAlpine's Connaught showing visible signs of contact with a chicken that unwisely elected to cross the road.*

*LOOK—NO HANDS! (Below) Ken Wharton allows his Cooper-Bristol to straighten itself out unaided, after rounding the Hairpin.*

lap after lap with apparent unconcern. On the eighth round Baird passed Wharton, only to be repassed almost immediately. So heated was the Baird/Wharton duel that the two of them, almost without realizing it, had closed up on Hawthorn, and "Le Papillon" finished only seven seconds ahead of Wharton, with Baird a bare second behind. Another half-minute saw Peter Whitehead cross the line, followed by Chiron one minute later.

#### Heat 2 Results

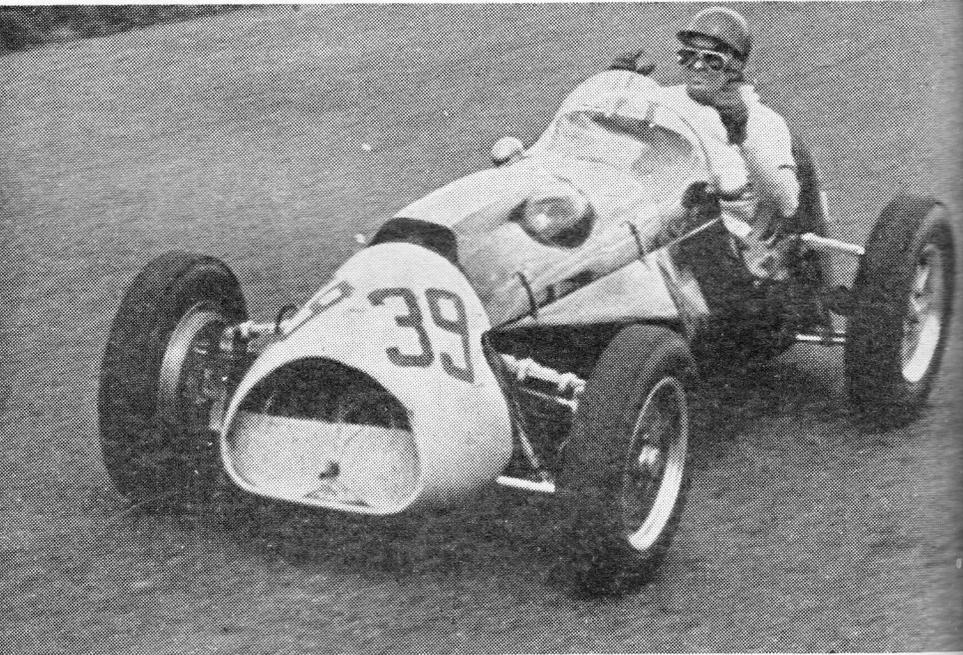
1, J. M. Hawthorn (Ferrari), 50 mins. 24 secs. (88.28 m.p.h.). 2, K. Wharton (Cooper-Bristol), 50 mins. 31 secs. (88.07 m.p.h.). 3, W. R. Baird (Ferrari), 50 mins. 32 secs. (88.05 m.p.h.). 4, P. Whitehead (Cooper-Alta). 5, L. Chiron (Osca). 6, R. Salvadori (Connaught). 7, Sir James Scott-Douglas (Connaught). 8, G. Whitehead (Cooper-Bristol). 9, T. N. Large (Alta Spl.), 9 laps. 10, K. McAlpine (Connaught), 9 laps.

**Fastest lap:** Hawthorn, 90.81 m.p.h. (Fastest lap of the day.)

\* \* \*

#### HANDICAP RACE (14 LAPS)

UNDER a lowering sky, as bewildering an array of vehicles as one is ever likely to see, assembled on the grid for the well-supported handicap race. There were 34 of them, with Ernie Wilkinson taking scratch position in the ex-Shaw-Taylor E.R.A.—its first outing since a crankshaft breakage in the same event last year. Given one minute start on him were Odlum's Frazer-Nash and Bob Dickson's spotless DB3 Aston Martin, brand new the previous Monday. Desmond Titterton's J2 Allard, this season changed from its former bright red to a handsome dark green, Spivack's white XK 120 Jaguar and H. H. Gould's Cooper-M.G., in "standard" Cooper-M.G. alloy finish, shared a 3½-minute allowance. Through Riley Sprite, Mercury special, DB2 saloon and J.P. Vincent, Ford-powered M.G.s and M.G.-powered Fords, the entry ran to TDs, TCs, and much earlier models. The limit men, with a 3-lap start, were Wilbert Todd's trials car, the "Toddler", with Austin A40 engine and Hillman Minx front suspension, and J. L. M. Meikle's remarkable 500 c.c. J.A.P.-powered K3 Magnette with pre-selector gearbox. Splash-fins, it seemed, were



fashionable, being fitted to several of the cars.

As confusing as always, the start involved sending the entrants off in bunches according to credit laps as well as time allowances. First off, then, were Billy Leeper's *monoposto* TC, Ernest McMillen's "Nufor", now re-bodied and utilizing a Ford van chassis to encourage a modicum of roadholding, Billy McCausland's TD, Sandy Fleming's F.M.G. (now driven by partner Pixell), and Philip Going's blown Ford; the latter justified its epithet within a short distance of the start, and came to rest *sans* gasket. Edwards's N-type Magnette lost most of its cylinders at the getaway, and the J.A.P.-engined K3 also misfired, to stop on the first lap. Plugs were in great demand at the end of the second lap, for Joe Quinn's S.A.M. and Lovell-Butt's blown K3 among others, and H. J. Goldschmidt (Performance) stopped for a hurried examination of his steering after contact with a bank. He restarted the engine and drove into the paddock; just as everyone was putting "R" against his name on their programmes, he shot out the other end, scattering officials in all directions. But

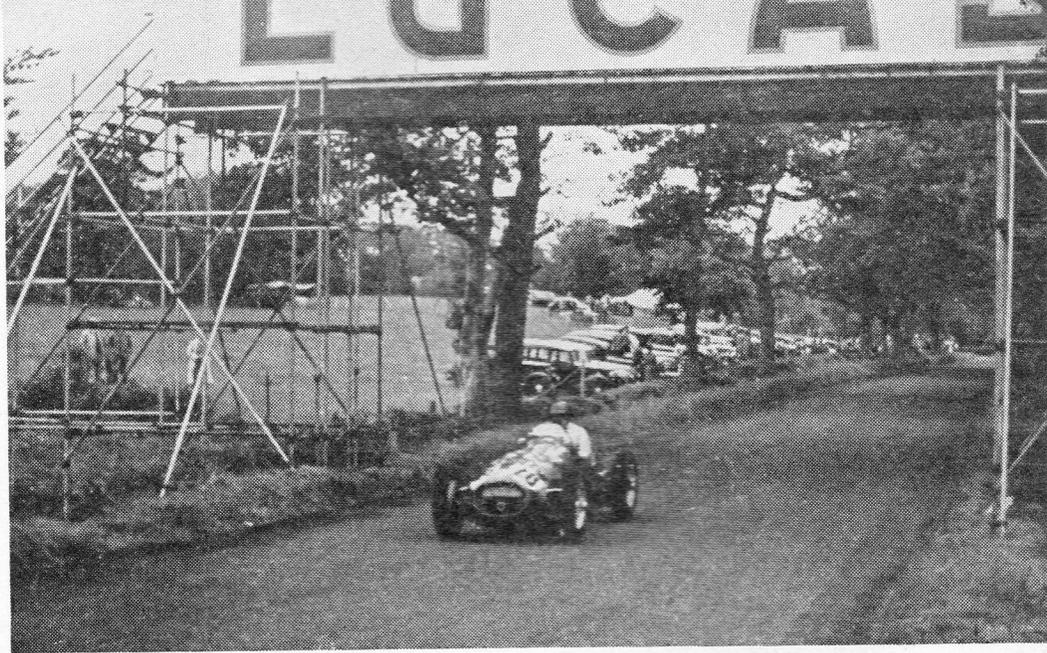


handicap in the single-seater H.R.G., now fitted with the ex-Todd Riley 9 engine and Laystall crankshaft. On the sixth lap he clocked 93.76 m.p.h. and lay in third position on the road, while just behind him Freddie Smyth delighted this chronicler's heart by registering an honest 90.78 m.p.h. in his Ford, yes truly Ford, special. By the eighth lap Maunsell had passed Tom Lord's TC, and only the Todd car lay ahead. The scratch and near-scratch men were really cramming it on, with 121 m.p.h. over the kilo. from Dickson's DB3, 100.3 for Joe Flynn's DB2 saloon, and the even ton by Titterington. McMillen now showed 94.64 m.p.h. with the unblown Nufor—fantastic, by any standards, for a TC engine in a Ford chassis—and took third place on handicap behind Maunsell and Smyth.

Meanwhile the unfortunate Pixell had the engine of his Ford-M.G. cut out when he was doing a spot of power-sliding, and with the power turned off produced some charming pirouettes. Wilkinson left the road—and the race—at Quarry, fortunately without injury to himself. The neat single-seater H.R.G. now had a comfortable lead, and Maunsell scored a popular victory, one minute ahead of Freddie Smyth's all-Ford Ford; the Nufor dashed in eight seconds later, McMillen acknowledging the flag with a characteristic two-handed wave of triumph, very frightening for all in the pit area.

**Results**

1, C. W. E. Maunsell (H.R.G.), 1 hr. 21 mins. 25 secs.; 2, F. D. Smyth (Ford), 1 hr. 22 mins. 25 secs.; 3, E. T. McMillen (Nufor), 1 hr. 22 mins. 33 secs.; 4, W. Leeper (M.G.); 5, T. D. Lord (M.G.); 6, B. McCaldin (M.G.); 7, W. T. Todd (Todd Spl.); 8, R. Dickson (Aston Martin); 9, J. D. Titterington (Allard); 10, J. M. Watson (J.P.-Vincent); 11, W. A. Clapham (Ford Spl.); 12, H. McCausland (M.G.); 13, D. B. Beaman (Riley Sprite); 14, J. J. Flynn (Aston Martin); 15, N. O'D. Browne (M.G.).



*NEW LANDMARK: Duncan Hamilton (H.W.M.), winner of Heat 1, passing under the new Lucas Bridge at Cochranstown.*

**ULSTER TROPHY FINAL (14 LAPS)**

**I**N theory the first three cars in each heat, plus the 14 fastest other finishers, were to take part in the final. In fact a total of five retirements and 11 non-starters, in the previous heats, meant that every runner was given a place on the grid for the final, with the exception

Final		
Hawthorn (Ferrari)	Baird (Ferrari)	Wharton (Cooper-Bristol)
Non-starter (Moss)		Salvadori (Connaught)
P. Whitehead (Cooper-Alta)	Chiron (Osca)	Hamilton (H.W.M.)
G. Whitehead (Cooper-Bristol)		McAlpine (Connaught)
Lawrence (Cooper-Bristol)	Scott-Douglas (Connaught)	Richardson (R.R.A.)
Somervail (Cooper-Bristol)		Dunham (D.H.S.)
Kelly (Alta-Bristol)	Large (Alta Spl.)	Richards (H.A.R.)

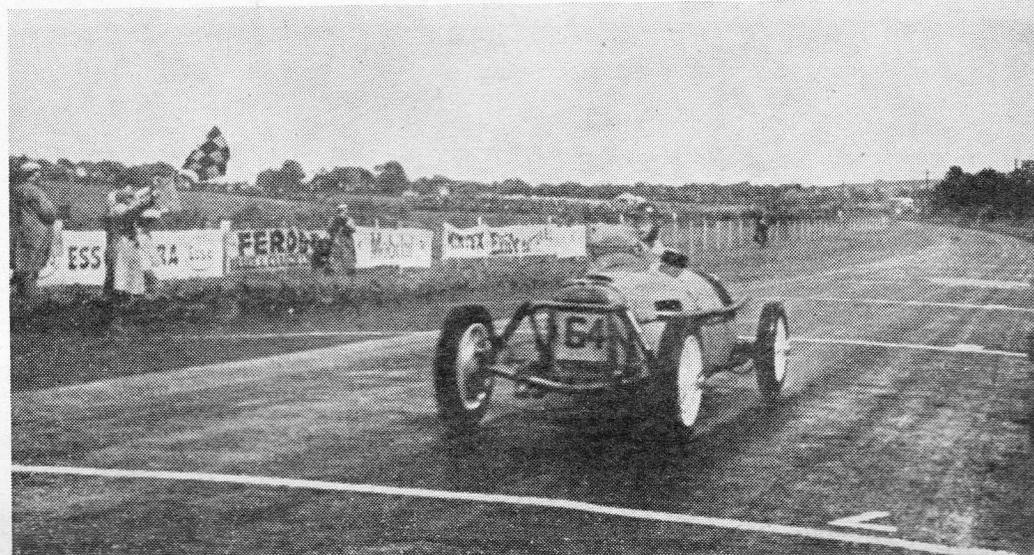
*KICK IN THE PANTS: (Left) John Goldschmidt's Performance has a slightly modified rear end after arguing unsuccessfully with a bank.*

*HURG-RILEY: (Below) Charles Maunsell's Riley-engined H.R.G., being flagged as winner of the Handicap Race.*

of Volonterio. The biggest disappointment of the day was the absence of Stirling Moss, whose Connaught's gearbox could not be repaired in time; Swaters and Lyons also non-started, the former having bent a valve when mis-firing, and the latter having bent his front suspension. Jim Lawrence, after his oil-bath in the first heat, was wearing borrowed clothes, and the radiator block of McAlpine's Connaught was very misshapen as a result of the hen episode. The sky had cleared a little, but there was a promise of more rain to come—as, indeed, it did after the first lap.

Another fine start opened the final—and, unexpectedly, it was not Hawthorn in the van. Wharton and Baird were out in front, followed by Kelly and Graham Whitehead at Ireland's Corner. By Jordan's Cross Hawthorn was taking Baird, and at the end of the first lap he had reached the position he meant to retain; Kelly's burst of speed ended when he retired at the pits with valve trouble, and Dunham, after a quick plug change, had his motor die out at Cochranstown on the second lap. After two rounds Baird and Wharton passed the first wheel to wheel, and the Belfast driver then took second place to Hawthorn. Behind lay Peter Whitehead, Chiron, Hamilton, Salvadori, McAlpine, Lawrence and Scott-Douglas; it was almost

*(Continued on page 661)*



JOHN BOLSTER TESTS

# THE LAMBRETТА SCOOTER



**T**HIS is not a motor-cycling article! A motor-cycle, as we car types understand it, is a form of transport that requires the rider to be swathed in many layers of leather clothing, and even then provides a tough form of motoring. The Lambretta, on the other hand, demands no "dressing up", and provides better weather protection and superior riding comfort to many open cars. It balances perfectly at less than 1 m.p.h., and for all practical purposes one can forget that it is a two-wheeler. Let us, then, call it a small luxury car, which happens to have two wheels instead of four, and leave it at that!

At the recent International Trophy Meeting at Silverstone, various V.I.P.s were to be seen going about their duties on Lambretta scooters. The work of a senior official is arduous; it is quite a step, for instance, from the paddock bar to the members' bar, and so the little machines were greatly appreciated. Let it be whispered, however, that the scooters came to Silverstone in a van, and the V.I.P.s in Mark VI's and Mark VII's. Your man Bolster, however, visited the Concessionaires in Wimbledon Broadway, and set off for the circuit Lambretta-mounted.

I was immediately delighted to find that the wind-screen, a very worthwhile extra, is so proportioned that no draughts whatever are felt. I was, in fact, much cosier than I had been in the open sports car which I had just vacated, and my legs and feet were completely protected by the very wide shielding provided, which merges into the full-length floorboard. Naturally, all this pandering to the rider's comfort results in a formidable frontal area, and limits the both-ways maximum speed to an honest 42 m.p.h., though 45 m.p.h. is sometimes seen on the road. I regard that velocity as entirely adequate for this type of machine, and I did not bother to remove the screen and sample the extra 5 m.p.h. which was probably available, for I am old enough to enjoy a bit of pampering.

### Good Getaway

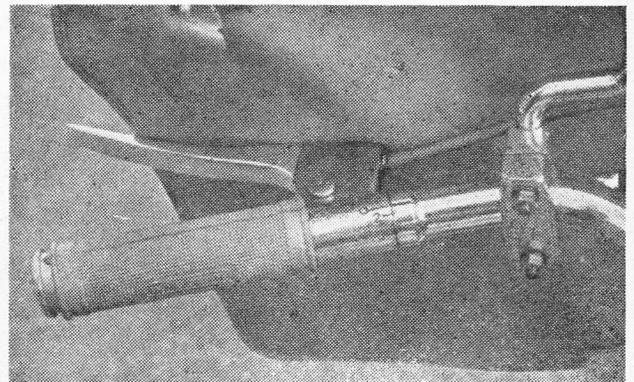
Perhaps the most surprising characteristic of the Lambretta is its "stepaway" from the traffic lights, and many cars are left behind in the initial surge of acceleration on bottom gear. To change into second, one eases the clutch lever and simultaneously twists the left handlebar grip; it is best to make this movement fairly deliberately to avoid missing the gear. A further and similar action engages the top speed.

One operates the throttle through the usual right-hand

twist grip, and there is a hand lever for the front brake. I found that I never needed to use this, for the foot brake on the rear wheel is extremely effective. The rearward weight distribution, coupled with the torsion bar suspension, keeps the back tyre fairly glued to the road. The multi-plate clutch, running in oil, is capable of withstanding a great deal of abuse, and if one carelessly lets it in too sharply, a torsionally flexible driving shaft mitigates the jerk.

As I covered the miles towards Silverstone, I realized that I had seldom encountered any type of vehicle that was so comfortably sprung. All road surfaces come alike to this remarkable little device, and one can deliberately drop the wheels into large pot holes without feeling any shock, in spite of their small diameter. At the rear, the suspension differs from earlier models of this make. The rear wheel is now supported by a light alloy torque tube, which extends forward to the engine-gearbox unit. A torsion bar is mounted beneath the engine, at right angles to the direction of motion, and the whole power plant-cum-transmission assembly pivots on this. All the mechanism is therefore enclosed, and there are no universal joints in the shaft. It will be realized that a slight rocking of the engine takes place as the wheel follows an uneven road surface, but in practice this is no disadvantage, and one could not wish for better suspension.

The front springing is by trailing arms, which work against very long helical springs, hidden in the fork tubes. It is a very soft form of suspension, but the steering and cornering are in no way affected thereby. Many racing types, who took lifts on my pillion at



*SIMPLE: Clutch lever and handlebar gear change on the Lambretta, with ratios clearly indicated.*

Silverstone, remarked that the comfort of the ride extended to the rear passenger.

I found the machine a godsend when covering the race meeting for the B.B.C. All the hard work was taken out of paddock prowling, and I gathered the necessary information with remarkable ease. It was at getting in and out of the place, however, that the scooter excelled, and the time I saved in the race-day traffic was enormous. After the racing was over, I set off for home, which is the best part of a hundred miles away. A lengthy stop for dinner in Towcester meant that the journey must be completed in darkness, but the direct lighting, with no battery, was perfectly sufficient, though my cruising speed was kept within 2 m.p.h. of the maximum. Of course, the light diminishes if one slows to a crawl in top gear, but a change into second brings it back to full brilliance. A similar and somewhat hilarious effect is found with the electric horn, for although it gives the authentic "peep" at high engine revolutions, its low-speed performance can only be described as a raspberry.

### Not Short Range Only

Most people think of motor scooters as purely shopping and short distance conveyances. Of course, they are ideal for this, particularly for ladies, and the parking problem is entirely overcome by their use. However, I had so enjoyed my Silverstone trip that I determined to try an even longer journey, and so I chose the Lambretta to travel to the Measham Concours d'Elegance. Again, the 150-odd miles was covered with ease, and if the organizers were surprised to see their chief judge arriving on a scooter, they were too well-mannered to show it. On my return home, I found that my petrol and oil bill for the 300 miles was less than fifteen shillings. Truly, these scooters have advantages for long journeys as well as short ones!

It might be thought that the straight-toothed gears in the Lambretta transmission would be objectionably noisy. That this is not so can only be put down to extreme accuracy of manufacture. The whole machine is, in fact, superbly made and finished, and to examine it is a real joy after one has become sickened by the shoddiness of some modern cars. The appearance is most attractive, combining an artistic purity of line with the minimum of decoration. Everything is an integral part of the design, and nothing is clipped on as an afterthought.

In addition to the various extras that were on my machine, and which are listed in the data panel, there

are some other accessories. Most useful of these is a large leather zip-fastened bag, which can be fitted to the shield ahead of the rider, and would be ideal for groceries from the village or bottles from the local. A fair-sized luggage grid can also be installed above the spare wheel. Gaily patterned covers can be had for the seats and spare tyre, and even an amusing little sidecar, of delightfully streamlined shape, may be added. The point is that all these things are in keeping with the original conception, and there is no danger of producing that regrettable Christmas-tree effect.

### Readily Accessible

Accessibility is first-class, in spite of the total enclosure, for the side panels are each secured by a single lever. They are mounted on rubber and cannot rattle or drum. There is a spring-loaded trap door for access to the carburetter and reserve petrol tap. The kick-starter is surprisingly light to operate, but one must be careful not to over-choke, even on a cold morning.

The Lambretta combines many personalities, for it is a short distance shopping bike that revels in long journeys. It is above all a utility vehicle, and yet it represents the height of smartness and luxury. It is a maid of all work with the sex-appeal of a film star. Finally, it seems rather expensive, and yet you wonder whether you can afford *not* to have one.

I never knew that you could have so much fun at 42 m.p.h!

### SPECIFICATION AND PERFORMANCE DATA

**Machine Tested.** Lambretta Model LD Scooter, price £121 16s. 8d., plus £25 7s. 8d. P.T. Extras on test machine: speedometer £4 4s., screen £5 12s. 6d., spare wheel £7 7s., pillion seat £4 10s.

**Engine:** Single-cylinder two-stroke, 52 mm. x 58 mm. (123 c.c.), petrol lubrication, 6.5 to 1 compression ratio, 5 b.h.p. at 4,200 r.p.m. Directed air cooling from centrifugal blower.

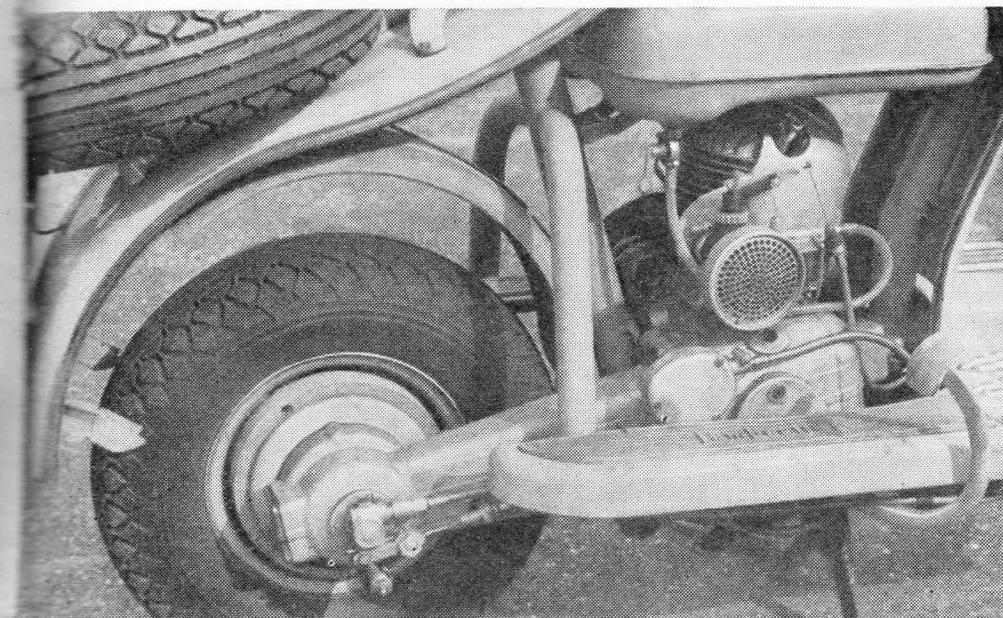
**Transmission:** Three-speed unit gearbox driven by right-angle bevel drive from crankshaft, via multi-plate clutch, ratios 4.75, 7.5, and 12.9 to 1. Final drive by enclosed shaft and straight bevel gears. Twist grip gear control and hand clutch lever built into left handlebar.

**Frame:** Tubular backbone frame. Torsion bar rear suspension. Trailing link and helical spring front suspension. Cable operated brakes in finned drums, 4 ins. x 8 ins. tyres on detachable disc wheels.

**Dimensions:** Wheelbase 4 ft. 2½ ins., overall length 6 ft. Weight 187 lb.

**Performance:** Maximum speed, 42 m.p.h. Speeds in gears, 2nd, 30 m.p.h., 1st, 20 m.p.h. Acceleration, 0-30 m.p.h. 12½ secs.

**Fuel Consumption:** 100 m.p.g.



★  
 "TRAILING LINK": The Lambretta's engine, gearbox, final drive and wheel are disposed as a single swinging member, suspended by a transverse torsion bar.  
 ★

A MONTE CARLO type rally, beginning Friday evening and winding up Saturday night, was staged by the Connecticut Sports Car Club on the last week-end of April. Invitations were extended to seven other sports car clubs in the New York-New England area, including the newly formed Yale Sports Car Club, of Yale University, New Haven, Connecticut, and the even more-recently organized Republic (Aviation) Motor Sports Club, of Long Island. Several of the clubs ran teams of three cars, and more than 60 cars participated. The starting controls were in Alley Pond Park, Long Island; Grant's Tomb, Metropolitan New York; Norwalk, Connecticut; and various points in Massachusetts. The first car was sent off from each control at precisely 6 p.m. Friday evening, and the drivers were obliged to cover 163 miles before checking in for a night's sleep at Pittsfield, Massachusetts. The second stage on Saturday

clubs. Thompson is 150 miles north-east of New York City. By race time—2 p.m.—the rain had turned into a heavy mist and the normal pit area had become a lake. However, neither rain, mist, nor slippery roads could dull the spirits of the race-thirsty drivers, and the first race—for stock M.G.s—saw 15 cars on the starting line, a couple of Mark IIs drawing a handicap of 10 secs.

George Rabe was first away in a turquoise blue TD followed closely by John Plaisted's green TD, Jim McCleery's red TC, Jim Zarbock's green TD, and Conrad Janis's black one. By the end of the third lap, the first three cars were pulling away from the rest of the field and a battle was developing for first position between Rabe and Plaisted. At the end of the ninth lap the turquoise car came through the last sharp turn alone and everyone wondered, "Where's Plaisted?" Some involuntary gyrations had moved him back to sixth spot, and

Rutan's VW jumped into the lead and held it for two laps, followed by Danny Todd in his TD. (His modifications include the installation of cardboard doors to reduce weight!) The Offy-Lester and Porsche roadster, of Leroy Thorpe and Bill Procter, now began moving away from their 15-second delay, and by the end of their third lap Thorpe was leading and Procter was in fourth position. Next lap Procter moved into second place, and so the order stayed through the tenth lap, with Thorpe crossing the line three seconds ahead of Procter. Todd's M.G. was retired with clutch trouble on its fifth lap.

1, Thorpe (Offy-Lester), 14 mins. 50 secs.; 2, Procter (Porsche roadster); 3, Rutan (Supercharged VW).

The stars of the fourth race were Don McKnought in his newly-acquired 1,995 c.c. Siata with Fiat V8 engine (which he purchased from Tony

## DESTINATION . . . DICING!

Rallying and Racing in Connecticut — BY RUTH SANDS BENTLEY

covered 165 miles through winding, hilly back roads of Massachusetts, New Hampshire and Vermont—many of the sections unpaved and proving a test for suspension, tyres and drivers.

The Colonial Hotel, Claremont, New Hampshire, was the scene of a gay banquet on Saturday night, and the following winners were announced:

1, E. A. Hawkins and E. A. Sisco (both of Westport, Connecticut) (M.G. TD); 2, Fred Allen and Edna Royston (New York, New York) (M.G. TD); 3, Mr. and Mrs. David Stewart (Westport, Connecticut) (Morgan Plus 4).

**First Team Prize:** Connecticut Sports Car Club (Al Hawkins (M.G. TD), Charles Laube (M.G. TD), Frank Zack (M.G. TD)).

**Second Team Prize:** Westchester Sports Car Club (Bill Baldwin (M.G. TD), Don Blackburn (XK 120), Art Rosien (M.G. TD)).

Bright and early Sunday morning the group drove 147 miles south to Thompson, Connecticut, for an afternoon of racing at the Thompson course, but they found Thompson far from bright. Rain was falling heavily, and although technical inspection took place under the grandstand, the steady drips from openings above was anything but pleasant. Already at the course was a large group of enthusiasts, who had skipped the Rally and come solely to race. The Thompson road course was built last year by Bill Procter and Bill Lloyd (both of Westport, Connecticut) and George Weaver (of Boston, Massachusetts). Using the old macadam oval half-mile Thompson Speedway for their start and finish, the young men had a road constructed that includes a hill, a tricky downgrade bend, a hairpin turn, a very sharp right-angle turn back on to the old oval. Spectators are fenced from the 1½-mile road, and a grandstand is situated on the start-and-finish straight. This private course is available to all

the tenth and final lap saw Rabe, McCleery and Janis in winning places.

1, Rabe (M.G. TD), 16 mins. 47 secs.; 2, McCleery (M.G. TC); 3, Janis (M.G. TD).

The second race had 10 starters: three Porsche coupés, a Cisitalia, a Fiat, a Bandini, three Crosleys and a Singer. Frank Miller, one of the newest and finest drivers in the Sports Car Club of America, jumped into the lead at the fall of the flag and never relinquished it. At the end of the first lap, his light green Porsche Super had a several-seconds lead, Paul Ceresole's Zagato Cisitalia was running second, Bill Fleming (Business Manager of the S.C.C.A.) was third in a cream-yellow Porsche, and Chuck Kotchman was fourth in a cream-coloured Fiat sports roadster. The little red Bandini of Henry Rudkin passed Kotchman next lap around, but was later retired with carburation bothers. On his third lap, Fleming's Porsche overtook Ceresole's Cisitalia. A notable performance was made by Hal Stetson, who, piloting a tiny blue Crosley, passed several cars in higher classes and finished fourth. Bill Fleming drove well but could not catch Frank Miller who won by 10 secs.

1, Miller (Porsche Super), 15 mins. 50 secs.; 2, Fleming (Porsche); 3, Ceresole (Cisitalia Zagato).

The third race included four M.G.s, a supercharged Volkswagen, a Siata, a Lester with Offenhauser engine, and a Porsche sports roadster, the last two cars drawing a 15 secs. handicap. (Bill Lloyd's Offy-Lester, which was driven by Leroy Thorpe in this race, formerly had an M.G. engine and was owned by Jim Mayers of the Monkey Stable in England.) When the flag dropped,

Pompeo's stand at the International Motor Sports Show) and Bill Lloyd in his 1,496 c.c. Offy-Lester. The eight cars in the race included, in addition to the Siata and Offy-Lester, two XK 120 coupés, a Chevrolet sports car (built by the driver and quite neat in appearance), and three very modified M.G.s. The red flags went up before the end of the first lap, and it was discovered that Hitchcock, in his V8 60 M.G., had slid a little on the damp pavement coming out of the hairpin and his wheels had hit the soft mud at the side of the road, throwing the car into three complete rolls. By the time worried marshals reached him, Hitchcock was standing by the side of his bent car with no personal injuries other than a sore finger.

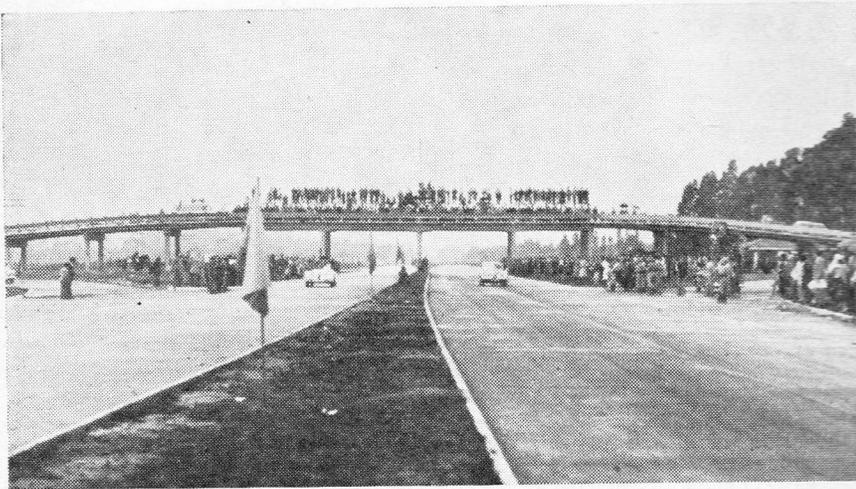
After a restart, McKnought's Siata and Lloyd's Offy-Lester captured a lead that kept increasing every second. By the end of lap four the two cars were half a lap ahead of the field, with Conley's light blue XK 120 running third and Barkley's silver XK 120 fourth. Next time around, the leaders both lapped Norwood's modified TC and by lap nine there were only two Jags on the same lap with them. These they passed on their tenth and final lap. And so they finished:—

1, McKnought (Siata), 13 mins. 57 secs.; 2, Lloyd (Offy-Lester); 3, Conley (Jaguar XK 120).

The fifth race was a walk-away for the winner. With nine cars at the starting line, John Negley's new J2X Le Mans Allard took off with torrid tempo. He had a good lead at the end of the first lap, and following were Stewart Rutherford's K2 Allard, John Meyer's Meyer-Cadillac, and Colonel George Felton's modified XK 120. Meyer moved into second place on his second lap and Rutherford retired on his third with mechanical failure. Negley continued to pull away from

(Continued on page 661, column 2)

[This article was used in condensed form in the AUTOSPORT Air Mail Supplement for overseas readers dated 15th May, 1953.]



### SOUTH AMERICAN FLYING KILOMETRE

#### Jaguar XK 120 Makes Best Time

IN spite of a late start, an early drizzle, and a finish flooded by a torrential tropical downpour, Colombia's first flying kilometre trials, on 1st May, were successfully run. Let's toast the enthusiasm of the drivers in spite of inclement weather and poor organization, and a special "hurrah" for the excellent work of the stewards. By the time noon had passed, stomachs were empty, and open sports cars looked more like wheeled bath tubs, the event was over, much had been learned.

The event was part of the inaugural ceremonies of the opening of the Bogota-Chia *Autopista*, and was attended by high officials of the Colombian government. Thanks are also due to the police for their excellent help in crowd control, the first real control we have ever had at such type of events.

First on the programme was the up to 1,250 c.c. sports car events, in which M.G.s didn't have to put up with 1,500 c.c. Porsches and others of that displacement. While the first run was by Gustavo Piquero in his M.G. TD, Frank Mejia, popular sportsman and excellent driver, was overall winner of this event with an average of 127.24 kilometres per hour, not bad at all when one takes into consideration the Bogota altitude of well over 8,000 feet that results in almost 30 per cent. loss of power. Your chronicler is still bemoaning the fact that his Mark II M.G. came in a poor fifth with a supposedly more powerful car. Official results in this report are those as given by the Automovil Club de Colombia, sponsors of the event.

A stock Volkswagen won the 1,250 c.c. Stock Turismo event with a very excellent 110.082 k.p.h.—most unusual for this car. Unhappily, Juancho Gaviria in his 600 c.c. Dyna-Panhard had to compete against the cars of larger displacement since his was the only car of such small capacity. His time was only 84.19 k.p.h. He was lucky as were others in this event; they had closed cars while we of open "el gran sport" cars got soaked.

One "race" (how did the rules committee let this happen?) was a two car event between two bright red Porsches. Rodolfo Levy won this at an average of 146.40 k.p.h. then dashed back to the pits to get in and drive and win the



*Obregon spits out a mouthful of horrid-tasting 91-octane, after starting the siphon to fill the diminutive fuel tank of his M.G.*

up to 4,000 c.c. stock class in a Studebaker, his favourite car; in it he won the Tour-de-Colombia event two years ago.

The last event was one of friendly rivalry, Daniel Rebolledo driving the white XK 120 Jaguar (former property of Vic Bessudo in which he won the Boyaca Gran Premio last year in July), brother Julio Rebolledo driving the metallic green XK 120 Jaguar which he cracked up a few weeks ago and only fixed in time for the race, Vic Bessudo in his new XK 120 fixed head coupé which was running with bent torsion bars and without front brakes as a result of a crash and lack of spares.

A. V. WELTSCHOFF.

#### Destination—Dicing—continued

Meyer, who kept widening the space between his car and Felton's, and by the end of the final lap, Negley had lapped every car except the Meyer-Cadillac, which was almost half a lap behind. John Meyer, as usual, drove impeccably.

1, Negley (Le Mans Allard), 13 mins. 36 secs.; 2, Meyer (Meyer-Cadillac); 3, Felton (XK 120B).

The sixth and final race was for absolutely stock M.G.s. Len Bastrop in

*Daniel Rebolledo and Victor Bessudo crossing the first kilometre mark at the Colombia Speed Trials.*

a cream TD made a brilliant start, and at the end of the first lap was way out in front. Second was *Auto's* photographer, Bill Harkins, in a grey TD, and third John Plaisted's green TD. At the end of the second lap, Bastrop had dropped right back to last position and everyone wondered what had happened. Harkins now led, Ward Brackett's green TC was running second, and Plaisted was still third, but he moved into second spot on the following lap. The two leaders now sorted themselves out from the rest of the cars, and Len Bastrop, who had got away so well at the start, threw a rod on his last lap.

1, Harkins (M.G. TD), 16 mins. 35 secs.; 2, Plaisted (M.G. TD); 3, Brackett (M.G. TC).

#### Ulster Trophy—continued

a repeat of the second heat, with Hamilton and Lawrence to give added spice to the mixture.

Fifteen seconds—27, 37, 45, 55—Mike Hawthorn's lead continued to increase, and Wharton continued to press Baird, gaining a little, losing a little, while the crowd fairly roared with delight at their duel. Further back, the position did not change, until Graham Whitehead took first Scott-Douglas, then Lawrence, then McAlpine and finally Salvadori when yet another back-end failure claimed the latter, on the ninth lap. Scott-Douglas, too, paid a visit to his pit, on the previous round.

On the tenth lap two things happened; Hawthorn lapped Richards for the second time, and Wharton slipped by Baird at Jordan's Cross. Next time round, Hamilton met Mother Earth at the hairpin, but having an enormous lead over Graham Whitehead, did not lose his place. Wharton now put in laps at 87.82 m.p.h., 88.11 and 88.40 m.p.h., but Hawthorn replied with an even five-minute round (88.99 m.p.h.). And so it ended, with the invincible Anglo-Italian combination more than a minute ahead of the nearest challenger, having lapped no less than six of the other competitors. For the second time Hawthorn had won a race at Dundrod, and for the fourth time running, an Italian car had taken the Ulster Trophy.

#### Final Results

1, J. M. Hawthorn (Ferrari), 1 hr. 12 mins. 1.6 secs. (86.49 m.p.h.). 2, K. Wharton (Cooper-Bristol), 1 hr. 13 mins. 15.0 secs. (85.04 m.p.h.). 3, W. R. Baird (Ferrari), 1 hr. 13 mins. 48.2 secs. (84.40 m.p.h.). 4, P. N. Whitehead (Cooper-Alta), 1 hr. 15 mins. 5.0 secs. (82.97 m.p.h.). 5, L. Chiron (Osca), 1 hr. 15 mins. 41.6 secs. (82.30 m.p.h.). 6, J. D. Hamilton (H.W.M.). 7, A. G. Whitehead (Cooper-Bristol). 8, K. McAlpine (Connaught). 9, J. Lawrence (Cooper-Bristol). 10, G. N. Richardson (R.R.A.). 11, J. Somervail (Cooper-Bristol). 12, Sir James Scott-Douglas (Connaught). 13, T. N. Large (Alta Spl.). 14, H. A. Richards (H.A.R.).

Nos. 1 to 8, 14 laps completed; 9 to 12, 13 laps; 13 and 14, 12 laps.

**Fastest lap.** Hawthorn, 88.99 m.p.h.

## ILFRACOMBE RALLY

Over 80 Entrants for North Devon M.C. Event, Won by G. H. Turnbull (Morgan)

OF a more ambitious character than its two predecessors, the third Ilfracombe Rally organized by the North Devon M.C. attracted an entry of 83 cars. Competitors who had left the various starting points on the Saturday evening converged on a control at Ottery, whence they set out on a very tricky navigation test which, if done correctly, led them to the airfield at Winkleigh. There, in the dark, a regularity test had to be undertaken; later in the proceedings the same test was done in daylight.

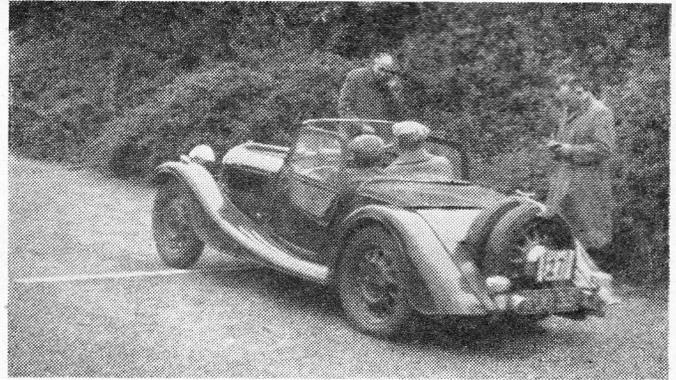
A run across Exmoor and Dartmoor took competitors to Dartmeet, where was held a stop-and-restart which did not cause any undue concern. The run did not allow much time to spare and several people were reported as being late; it was during the night section that I. D. L. Lewis broke a spring on his Ford and so retired. The next target was Crackington, in Cornwall, for another regularity test, this time on very secondary roads and tracks. Having completed the regularity test the rally headed for Winkleigh once more.

Some rapid motoring across the moorland after the Winkleigh daylight test brought the cavalcade to Minehead. A technical fault made it necessary for the timed hill-climb on North Hill to be held after breakfast instead of before. Though speed was a deciding factor in the question of marks lost, it was surprising the number of drivers who did not seem inclined to put their foot down. Of the early arrivals, R. J. Harris, a local driver in an Allard, was fastest in 48 secs., until P. McNaughton in a much modified 3-litre Sunbeam equalled his time. G. Turnbull, driving a Morgan 4/4 for a change, made a good getaway and climbed in 57 secs. Two members of the Devon police force watched the event with interest, and on occasions provided the officials with valuable assistance.

Via narrow lanes drivers made for the somewhat elusive control at Dunkery Hill, several losing marks on what proved a tight section. Then Winkleigh was visited for the last time—and by now the villagers had become used to the unusual activity, some turning out to watch the acceleration and braking test held over a long sinuous course on the aerodrome.

The incredible angles assumed by some of the more softly sprung cars on this test were well worth watching during their efforts at fast cornering. A. S. Harris threw his Ford 8 about with abandon. The fastest time was 17.20 secs. and this was made by Dr. J. Spare in a Plus 4 Morgan. Finishing nearly broadside on to the foul line, H. H. Gould took his very untidy looking Ford 8 Special through in 18.80 secs., a time that W. L. Butler only just equalled with an XK 120. Rex Neate was not so neat when he overshot the foul line with the Riley. Lt.-Col. Bassett made his Javelin heel over in an alarming manner as he forced it through the bends. The latest type Vanguard looked positively unsafe both while cornering and under the brakes.

**CHANGED MOUNT, SAME HABIT:** Successful Rallyist G. H. Turnbull drove a 4/4 Morgan for a change but won just the same. He is here seen at the start of the Minehead hill-climb.



Competitors next dashed off to Watersmeet, thence to a non-stop section on a rough-surfaced track overlooking Woody Bay, and then on to Ilfracombe where three tests were held on the pier before an interested gallery of early visitors and local people.

In each of the three tests J. B. Oliver had severe axle judder on his L.R.G.; R. Woolaway placed his Austin A70 with precision in the Garages Test but scattered the flags in the other two; A. S. Harris, taking his time, put the Ford Popular cleanly through all three, while R. J. Harris had his Allard's reverse go with a loud crunch in the last manoeuvre.

W. A. R. Harper evolved a technique that cut out one reverse movement in the Garage test and was rapid in consequence, but ruined his chances by striking a marker in the second test. G. Turnbull did all three tests very neatly and quickly and so piled up some points that were to prove most valuable to him. P. McNaughton's venerable 3-litre Sunbeam started test No. 1 with the crown wheel making ominous noises and had to retire when the transmission ceased to transmit. Two locks were surprisingly needed by B. Phipps to get his Morgan Plus 4 into one of the Garages.

After unfortunately getting muddled up in the Garages Test J. King put his

long Lagonda through the second test in an incredibly neat fashion.

With the road section and all the tests in this far from easy but most enjoyable rally completed, competitors adjourned to the Imperial Hotel where a dinner was held and the results announced with commendable speed.

J. H. RADBOURNE.

### Results

**Best Performance:** G. Turnbull (Morgan 4/4). 114 marks lost.

**Best, Opposite Class:** Lt.-Col. Bassett (Jowett). 119.

**Runner-up, Open Car Class:** W. L. Butler (XK 120). 124.

**Runner-up, Saloon Car Class:** P. W. White (Standard Vanguard). 120.

**Best Performance by a Lady Driver:** Miss Slatter (Sunbeam-Talbot). 455.

**Best Member of Promoting Club:** R. J. Harris (Allard). 156.

**STARTING CONTROL AWARDS:** Ilfracombe: S. J. Tucker (Austin A90). Bournemouth: F. Tolman (M.G.). Bristol: G. Best (Ford Anglia). Plymouth: F. H. Gibbons (M.G.). London: J. Trigg (Hillman).

**Best Aggregate Time, Pier Tests:** Dr. Spare (Morgan Plus 4).

**Club Team Award:** London Motor Club.

**One Make Team:** Vauxhall.

**Class Awards:**

Up to 1,300 c.c. Open: F. H. Gibbons (M.G.).

Up to 1,300 c.c. Closed: G. W. Best (Ford).

Over 1,300 c.c. Open: Dr. J. Spare (Morgan).

Over 1,300 c.c. Closed: S. White (Ford).

Supercharged Cars, etc.: D. W. Watkin (Dellow).

## SCOTTISH RALLY ENTRIES

(25th-28th May, 1953)

### Open Cars

Up to 1,500 c.c.

**Cooper-M.G.:** F. D. Dundas. **Dellow:** Charles R. Hardman, A. C. Westwood, J. F. Dickinson. **H.R.G.:** Sir Derek Verner, John Grieve, Norman Lithgow, W. K. Stewart, C. W. Ian Jeffrey, N. B. Shepperson. **Jowett:** C. G. Marshall. **M.G.:** K. D. Fraser, Dr. C. Moncrieff Fraser, Arthur Ridy, A. C. Pollard, Miss M. M. Clarke, L. G. Eckett, Albert Smith. **Morris:** A. N. McGrady. **Riley:** T. B. Hague, Mrs. Kay Hague. **Singer:** Mrs. Rosemary Beaumont.

1,501-2,500 c.c.

**Allard:** Denis Scott. **Frazer-Nash:** D. H. Murray, D. H. Reardon-Smith. **Frazer-Nash-B.M.W.:** Niall Campbell-Blair. **Healey:** Francis G. Davis, R. Gray Mickel, F. Kingston-Whittaker. **Morgan:** Gerald Hoyle, James H. Ray, C. W. Whiteley, Mrs. Nancy Mitchell, Miss Annie Neil. **Riley:** Mrs. James Barclay, The Lord Bruce, Neil Buchanan. **Sunbeam-Talbot:** Mrs. A. Torsi-Condavi, Alan B. Fraser, Ronald L. Sharp, Major L. Sherley-Price.

Over 2,500 c.c.

**Allard:** Maurice Wick. **Austin:** John Somervail. **Jaguar:** Mrs. Lorna Snow, C. M. B. Kite, G. Dracup, C. E. W. Sleight, Iain Campbell-Blair, Hartley W. Whyte, J. C. Broadhead, James M. Cringean, John H. Cunningham, P. Denham-Cookes, Michael H. Lawson, W. Slacombe, W. L. Sleight, Jr. **Lagonda:** R. J. N. Guion. **Rolls-Royce:** John Noble.

### Closed Cars

Up to 1,500 c.c.

**Austin:** H. C. Hobson, George Valentine, Jack Wilson. **Dyna-Panhard:** R. E. Wright. **Ford:**

Douglas C. Mitchell, P. G. Mallam. **Jowett:** Donald Wood, H. P. Bradshaw, G. D. W. Organ, Mrs. M. L. Vaughan, Frank P. Grounds, T. C. Clapham, L. J. Hunter. **M.G.:** Miss Agnes Balfour, Ernest R. Herral, Gregor Grant. **Minix:** Miss M. H. Dunn-Pattison, Thomas Dryfe. **Morris:** Hugh Galt, Mrs. Evelyn Stancer, P. J. Kenneth, N. MacKenzie Milligan. **Renault:** B. W. Fursdon. **Riley:** Rex Neate, P. D. Mallock. **Singer:** F. D. Cooper. **Wolsley:** Andrew Hutchinson.

1,500-2,500 c.c.

**Alfa Romeo:** Giacomo Caprara. **Bristol:** Bill Banks, S. G. Haithwaite, L. S. Stross, L. F. Parham. **Citroën:** Sydney Pentland. **Fiat:** Max Weisband. **Ford:** J. C. Fraser, Viscount Chetwynd, Andrew McCracken, K. G. Moss, George Read. **Healey:** F. M. Marsh, Edgar Wadsworth. **Marauder:** R. E. Cunningham-Graham. **Riley:** A. P. Warren, W. R. Sutherland, Alan Stross. **Rover:** H. E. Gibbon, A. E. Turner, Sidney Levinson, Miss Charlotte Sadler, Mrs. M. M. Baddiley. **Sunbeam-Talbot:** W. Keith Elliott, Gerry Rimmel, John D. L. Melvin, Edwin Elliott, William Anderson, Miss Mary Walker, Paul Lee, G. K. Lindsay, J. W. S. Utley, Capt. M. Kozabski. **Vanguard:** Bob Dickson, John Stoddart, James M. Worton. **Vauxhall:** W. M. Donald. **Wolsley:** Geoffrey Oyler, R. Michalkiewicz.

Over 2,500 c.c.

**Allard:** George Wood, Dr. James Watson, Peter S. Hughes. **Aston Martin:** J. S. Dykes. **Austin:** John Campbell Nairn, D. J. Morley, A. Raynor. **Bentley:** H. W. Underhill. **Jaguar:** Miss Jessie Sleight. **Wolsley:** L. L. Maitland. **Unspecified:** H. O'Flaherty, Mrs. M. Vermealen-Thermsk, J. Lowry, D. M. Grassick.

# ULSTER TROPHY MEETING

Another win for Mike Hawthorn on  
Shell X-100 Motor Oil

**1st FERRARI**

Mike Hawthorn

*SHELL X-100 40*

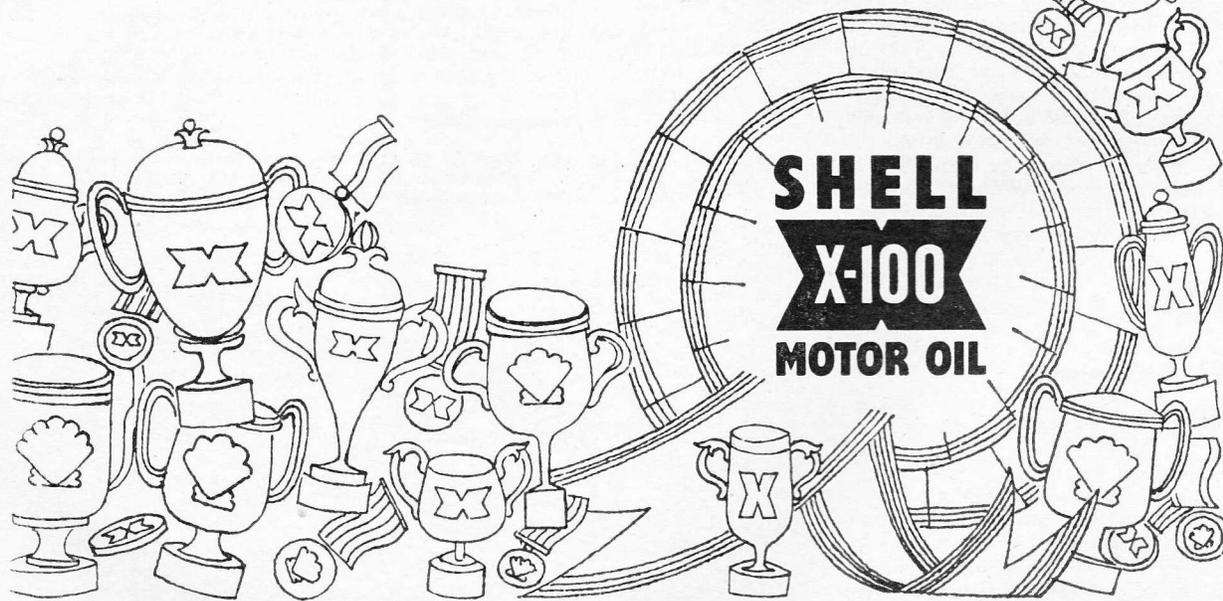
**2nd COOPER-BRISTOL** Ken Wharton

*SHELL X-100 30*

**4th COOPER-ALTA** Peter Whitehead

*SHELL X-100 30*

(Subject to official confirmation)



## CALIFORNIAN CAPERS

E. J. Chandler Sets B.T.D. in Berkshire Driving Tests

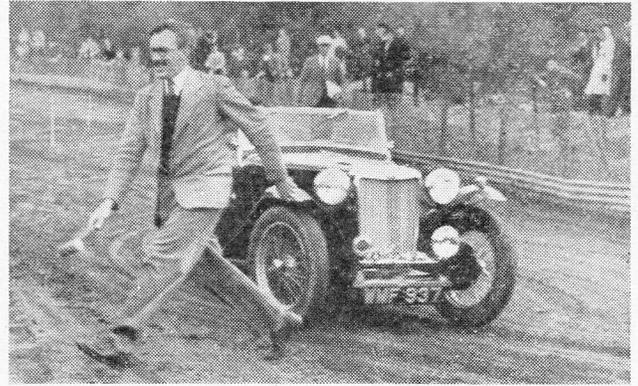
FIRST of this year's Hants and Berks M.C. closed driving test meetings was held on 17th May, on the motor-cycle dirt-track at California-in-England and attracted an entry of 32.

All six tests were demonstrated by the organizer, Harry Hopkinson in his large Wolseley, so there was no excuse for entering garages or wiggle-woggles in the wrong order. Test 1 involved two forward and one reverse garage, and G. A. Robins, who has recently graduated from a Wyvern to a Velox, lost time sorting out the steering column gear lever in one of the garages—a thing one seldom sees with a central gear lever. In test 2 a double set of curved wiggle-woggles had to be negotiated—a clean run for everyone.

For test 3, a passenger had to be carried and at a stop astride a line both he (or she) and the driver were required to alight and circumambulate the vehicle before continuing.

After liquid sustenance provided from a mobile canteen came test 4, a timed lap—additional interest being provided by running two cars simultaneously—

★  
*MAN AT WORK: H. & B. Club Secretary Douglas Johns energetically playing the role of passenger for H. Kendrick on Test 5.*  
 ★



separated by some 75 yards or so. A passenger was again carried on the next test to collect and deposit a mallet on an otherwise ordinary wiggle-woggle.

The last test catered separately for the two classes. Open cars doing a forward, reverse and forward again wiggle-woggle, while saloons did the last two movements without either wiggling or woggling. P. Kinggett, in his twin carburetter export Anglia had his own ideas about the wiggle-woggle and started from the wrong side of the track, this costing him a class win. E. J. Chandler in the

Chandler Special made best time of the day and M. Ness must be congratulated on his second in a Ford 10 Special in face of supercharged competition.

G. M.

### PROVISIONAL RESULTS

**Open Class:** 1, E. J. Chandler (Chandler Spl.), best time of day. 2, M. Ness (Ford Spl.). 3, Mike Hopkinson (Austin/Ford). 4, D. Buckler (Buckler).

**Saloon Class:** 1, H. W. F. Hamblin (Ford Anglia "10"). 2, P. Kinggett (Ford Anglia "10"). 3, P. L. Pulver (Lancia Aprilia). 4, L. Linney (Jaguar).

**Ladies' Award:** Molly Hopkinson (Austin/Ford).

## CORRESPONDENCE

### Jumping the Start—Mr. Scannell Explains

WITH reference to Mr. J. L. Aspland's letter regarding the penalties imposed on several competitors during the recent International Daily Express Trophy Meeting at Silverstone, I should like to draw your attention to the following:

The current edition of the International Sporting Code defines a false start as occurring when a driver under Starter's orders moves forward from his prescribed position in advance of the starting signal. In the case of a mass start, the Code provides that the driver concerned shall be penalized by the addition of one minute to the time taken by him to complete the course, except where penalties for false starts are defined specifically in the Supplementary Regulations, which is rarely done. Consequently, a Judge of Fact having reported that a false start has occurred, the Stewards of the Meeting have no option but to impose the penalty referred to above, irrespective of whether the start is jumped deliberately or, as in all cases last Saturday, purely involuntarily.

Furthermore it should be noted that in the section devoted to protests, rule 168 lays down that there shall be no right of protest against the decision of a finishing Judge or a Judge of Fact.

D. J. SCANNELL  
(B.R.D.C.).

LONDON, W.1.

### The Zephyr's Maximum

WITH regard to John Bolster's Road Test of the "Ford Zephyr" (AUTOSPORT, 8th May) and the quoted maximum speed of 80 m.p.h., I would be obliged if he could enlighten me as to the reason why the Ford Zephyr I drive shows a clock speed of 97 m.p.h. plus.

I assume that we can deduct approximately 10 per cent. on my reading and still produce speeds near to the 90 m.p.h. mark.

G. BEDNASH.

LONDON, W.1.

### Tony Rolt

HAVING attended the Silverstone Meeting and read your excellent report, as well as those of the other journals, I am surprised that so little has been made out of Tony Rolt's excellent drive into third place in the International Trophy.

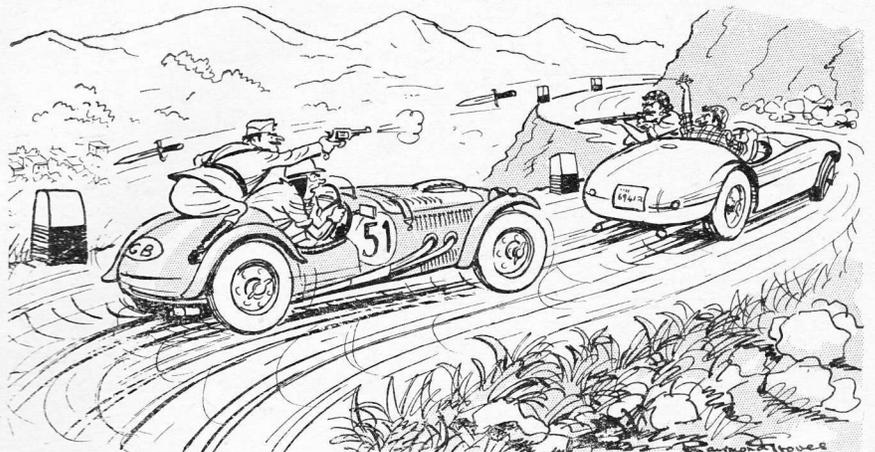
It is an admitted fact that Rob Walker's 1952 Connaught is a minimum of 25 b.h.p. down on the fuel injection car, yet Tony finished only 30 seconds behind Salvadori. At Woodcote, his passage was a magnificent spectacle, both optically and factually steadier and faster than anyone in the race. To win a race on a fast car is all very fine indeed, but literally to blast a comparatively slow one into a close third place is true virtuosity.

When armchair critics, eager scribes and, most important, team managers, discuss varied claims to be the premier British driver, let them clear away the haze of speculation and realize that in Rolt we possess one of those rare motor racing phenomena and possibly the first that this country has ever had. Give the man a car to drive and let the Continentals watch.

JAMES BOOTHBY.

LONDON, S.W.7.

[D. HOLDEN of 62 Church Road, Kearsley, near Bolton, Lanes, would appreciate any information readers can offer regarding the fitting of a Ford 10 engine in a M.G. 12 chassis.]



"Oh well, I suppose it's a change from the eternal airfield circuit!"



SUBJECT TO  
OFFICIAL CONFIRMATION

# SUCCESSSES

International "Daily Express"  
Meeting, May 9th, 1953

## SILVERSTONE

### TOURING CAR RACE

OVER 3,000 c.c.

**1st** JAGUAR Mark 7 (Stirling Moss)  
*and record lap 76.36 m.p.h.*

2,000-3,000 c.c.

1,100-1,500 c.c.

**1st** RILEY (G. H. Grace)      **1st** M.G. (R. W. Jacobs)

**2nd** ALVIS (C. G. H. F. Dunham)      **3rd** M.G. (George Phillips)

**3rd** HEALEY (A. P. Hitchings)

### PRODUCTION SPORTS CAR RACE

OVER 3,000 c.c.

**3rd** JAGUAR XK 120 (P. D. Walker)

1,100-1,500 c.c.

**1st** COOPER-M.G. (F. C. DAVIS)

**2nd** KIEFT (J. C. C. Mayers)

**3rd** KIEFT (P. W. C. Griffith)

*All fitted with*

# S U

## CARBURETTERS and PUMPS



# NEWS FROM THE CLUBS

By Wilson McComb

I HAVE never, I am sorry to say, found a piece of Sheraton in a junk-shop, just as I have never seen a radiogram for sale in Woolworths or bought a car which was a bargain. Such things, if you ask me, only happen to other people. But I was rather thrilled in the Dundrod paddock last Saturday, when I found a K3 Magnette bearing the registration number JB 4607. Unless I am much mistaken, that is the number carried by the Magnette with which Nuvolari won the 1933 T.T. at Newtownards.

*Tout ça change, c'est la même chose.* But not in this case; under its long bonnet (painted red, in honour of its former driver) JB 4607 now carries—of all things—a 500 c.c., single-cylinder J.A.P. motor-cycle engine! A pity that the owner, J. L. M. Meikle of Bangor, Co. Down, was unable to score another Ulster win with the old Magnette last Saturday, but the pre-selector gearbox is proving more than a little temperamental.

\* \* \*

## SHEFFIELD AND HALLAMSHIRE SPRINT

FIVE capacity classes, including one for 750 Formula cars, will make up the entry for the Sheffield and Hallamshire M.C.'s Spring Sprint Meeting, to be held at the one-mile Bircotes circuit, near Bawtry, on Sunday, 31st May. Entries close on Monday, 25th May, with K. G. Settle, 6 Grove Road, Totley Rise, Sheffield.

\* \* \*

## LEICS "STURGESS" RESULTS

RESULTS of the Leicestershire C.C.'s Sturgess Trophy Trial on Sunday, 3rd May, are as follows: **Sturgess Trophy:** F. J. Rudkin, 4 marks lost. **First Class Awards:** H. H. Mayes (5), W. H. Green (6) and K. M. Law (7). **Second Class Awards:** F. J. Chambers (7) and A. Payne (10). **Novice Award:** Miss May Herbert (15). **Passenger's Award:** Mrs. F. J. Rudkin.

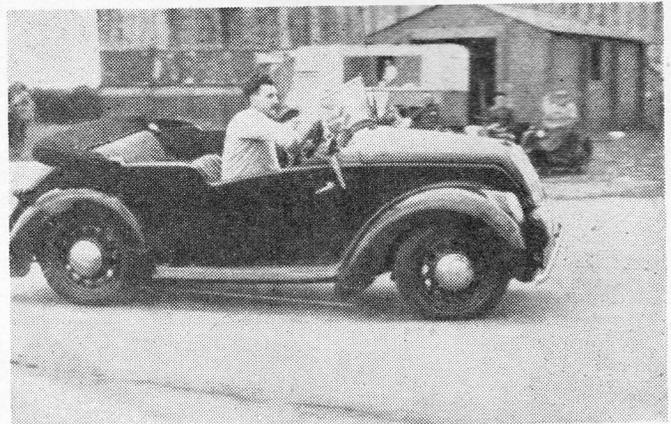
\* \* \*

## SOUTHEND CORONATION RALLY

A 400-MILE road section, followed by driving tests on Thorpe Bay sea front, a Rally Ball at the Palace Hotel, Southend, and a Concours d'Elegance are the main ingredients of the Southend-on-Sea Coronation Car Rally taking place on 5th/7th June.

Organizers are the Thames Estuary A.C. and this closed invitation event is open to members of the London M.C., Lloyds M.C., East Anglian M.C., Eastern Counties M.C., M.G.C.C. (S.E.), West Essex C.C. and N. London E.C.C. Secretary of the Rally is K. Sloman, Hazlemere, Prince Avenue, Westcliff-on-Sea (Southend-on-Sea 44020 or BERMondsey 1893), from whom full particulars and entry forms may be obtained. Entry closing date is 28th May.

**"E" FOR EXUBERANCE:** J. S. Hollings energetically wigglegoggling his supercharged Series E Morris in the Nottingham S.C.C.'s recent driving tests.



## LANCIA INTER-ONE-MAKE DRIVING TESTS

WOULD-BE competitors in the Lancia M.C.'s 5th Inter-One-Make Driving Tests on 28th June have until 10th June to get their entries in to Frank Barkway, Secretary of the Meeting, of 5 Mark Road, Wood Green, London. Eligible are members of any recognized one-make car club, driving a car of that marque.

The contest starts from Thruxton aerodrome, Hants, at 10.30 a.m.

\* \* \*

## K.B.C.C. DEAL RALLY

OPEN to Kentish Border C.C. members, the Deal Rally on 7th June will be contested in five classes: three for saloons and two for open cars.

The start will be from the Catford Greyhound Stadium Car Park at 8.30 a.m. The route will be of approximately 160 miles, including a number of

tests. Finishing point will be at Deal. Entry fee for the Rally is £1 1s. Further information regarding the Rally is obtainable from H. Alderton, The Cottage, Bromley Grove, Shortlands, Kent.

## E.F.M.A. EXHIBITION

LOUGHTON'S Secondary Modern School at Roding Road, Loughton, will be the scene of a small exhibition on motor racing, combined with a display of motor sporting books, from 26th to 29th May inclusive, 7.30 to 10 p.m. each evening.

This exhibition will be put on by the Epping Forest Motorsport Association, and there will be a continuous programme of films, including three on the B.R.M., "Le Mans 1952" and others. Admission is to be free, and all visitors will be welcome. Programmes can be obtained, price 6d., from S. J. N. Wright, 203 High Road, Loughton, Essex.

More News from the Clubs on page 668

## "AUTOSPORT" DIRECTORY OF THE CLUBS—47

### 500 Motor Racing Club of Ireland



(Founded 1948)

**President:** Mr. W. R. Baird.

**Vice-Presidents:** Vice-Commodore Shillington; G. McCrea; S. Durbidge.

**Open to:** All interested in motoring.

**Caters for:** Motor Racing, Hill-climbs, Trials and Social Events.

**Principal Events:** 500 c.c. Championship of Ireland (Racing).  
Cairncastle Hill-climb.

**Headquarters:** No fixed headquarters, but generally The Blue Peter, Newtownards.

**Meetings:** Quarterly.

**Bulletin:** Duplicated. Editorial chair at present vacant.

**Whether Associated with R.A.C.:** No.

**Approximate membership:** 150.

**Annual Subscription and Entry Fee:** No Entry Fee. Annual Subscription: £1 1s. Lady members, 10s.

**Honorary Secretary:** Mr. J. L. Stirling, 9-11 Mill Street, Ballymena. Telephone: Ballymena 6012.

**REDUCTION IN PRICE of £73 - 3 - 3**

**New price for the KIEFT three-seater sports car is £750 (plus £174 - 7 - 3 P.T.) for Chassis and body less engine and gearbox**

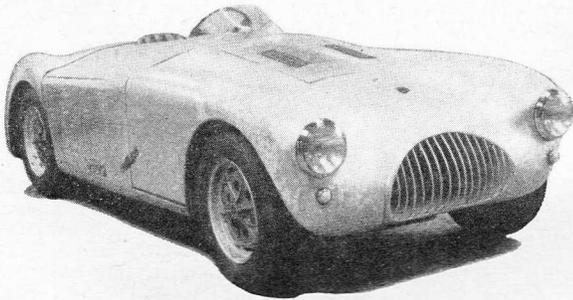


Car complete with 1½-litre specially tuned engine £1,125 (plus £626 - 10 - 0 P.T.)

Car complete with 2-litre specially tuned Bristol engine

£1,365 (plus £759 - 16 - 8 P.T.)

Four of these cars have been built for the Monkey Stable, and other well-known racing personalities are taking delivery of 1½ or 2-litre models



**Dimensions** :—Wheel base 7' 6". Track 4' 2". Overall width 4' 10". Height to scuttle 3' 2". Overall length 11' 2". Ground clearance 5".

**Overall gear ratios** :—3-27-1, 3-64-1, 3-916-1, 4-3-1, 4-55-1, 4-88-1.

**Brakes** :—Lockheed or Girling optional. Front : 2 LS 11" × 1½". Rear : 2 LS 11" × 1½". Hand : Mechanical transmission and normal independent hydraulic.

**Tyres** :—15" × 5-00—5-50—6-00.

**Wheels** :—Detachable rim.

**Tank capacity** :—For up to 40 gallons.

**Body panels** :—Complete nose section hinges forward. Complete tail section hinges backwards.

**Suspension** :—Front : Double wishbone—coil spring oil damped. Rear : Double wishbone—transverse leaf spring oil damped.

**CYRIL KIEFT & Co. LTD., RELIANCE WORKS, DERRY STREET, WOLVERHAMPTON**

Telephone: Wolverhampton 24394/5

**Halfords**  
SEASONAL REMINDER \* **MAY**

DIRECTION INDICATORS **47½ PAIR**

GREASE GUN **12/6**

FOOT PUMPS **20/-**

LICENCE HOLDERS **2/-**

Ropes pulls **11/6 pair**

ASHTRAYS from **11/-**

Must get a good ROAD MAP \*

## LANCS AND CHES RALLY

THE Lincs and Ches C.C.'s premier closed event, the Capt. Scott Trophy Rally, will be held on Sunday, 14th June, starting at 11 a.m. from the St. Annes Hotel, Buxton, Derbyshire. Ten simple tests will be included in the 50-mile route, and the Secretary of the Meeting is Lt.-Cmdr. P. L. D. Attwood, 34 Palatine Road, Manchester, 20.

## THE HARROW C.C. RALLY

IN previous years the Harrow C.C. Rally has consisted mainly of a short road section and a series of driving tests. This year is was decided, however, to give the navigators a chance to show their skill with a night road section as well as the driving tests. The navigation section proved to be so sticky that nobody managed a clean sheet; best was A. Newbery, who gained best performance in the whole rally—a very fair result.

The event started late on Saturday night (16th May) from Hatfield, with competitors being dispatched at 2 min. intervals on a regularity section. The competitors having found this a gentle amble, the first of the navigation sections followed, which was anything but gentle! Standard time to collect six code words (located by grid ref.) was 2½ hrs., and very few managed it without penalty. After a short supper break came the second navigation section, in which the grid references took navigators to five telegraph poles, the G.P.O. numbers of which had to be given, quite a test of good navigation. For the third navigation section, competitors had to visit every road crossed by a specified overhead pylon line, and here several people had difficulty in deciding what was a road and what was a track. At least one competitor had to reverse for over a mile down a rough track because the navigator had lost the way out! The last section before the breakfast halt used the "Eight Clubs" system of six points giving the grid ref. of the last point.

After a tie deciding test, requiring competitors to reverse their car into a garage so that it was centrally placed, and brake fast, the last section led the field back to Water's Garage at Hatfield. Unfortunately gremlins had removed one of the code words, and part of this section had to be cancelled.

Now it was the drivers' turn to perform, with the driving tests. In the first "Patter Platter", drivers had to attempt to get their front nearside wheel over 10 plates in 15 secs. Only C. Green (Riley Spl.) and R. Stretton (Alvis) succeeded in touching all 10 plates, best saloon being J. Trigg (Humber), who missed one plate. "Hesitation Waltz" involved much dicing round pylons, and exceptional were K. Baker (M.G.), 50.9 secs., and S. Joberns (Consul), 57 secs. Several folks discovered that if you left the concrete, the grass was lovely and slippery! "Corners" was a real "Dunlop Benefit", M. Mostyn (Frazer-Nash) producing a breathtaking 34.8 secs. In the "Petit Prix du Circuit" drivers had to make a tour of a D-shaped circuit (complicated by a hairpin that very few cars could manage in one) at any speed they chose. Then they had to make two further

## COMING ATTRACTIONS

**May 22nd/23rd.** *M.C.C. Edinburgh Rally.* Start, Kenilworth, Warwick, 11 p.m.

**May 22nd/24th.** *Eastern Counties M.C. Coronation Felixstowe Rally and Concours d'Elegance.* Start, Cavendish Hotel, Felixstowe, Suffolk, 11 p.m.

**May 23rd.** *Bridgehampton Road Races, Bridgehampton, N.Y., U.S.A.*

*Winfield Joint Committee Race Meeting, Charterhall, Berwick, Scotland.* Start, 2 p.m.

*Newry and Dist. M.C., Armagh and Dist. M.C. Speed Trials, Cranfield, Northern Ireland.* Start, 2 p.m.

*Mid-Antrim M.C. Rally, Co. Antrim.*

**May 24th.** *Frontières G.P. (F2, F3), Chimay, Belgium.*

**Coupe des Dames, Como, Italy.**

*Half-Litre Club Race Meeting, Brands Hatch, Kent.* Start, 2 p.m.

*Cheltenham M.C. Speed Trials, Staverton Airfield, near Cheltenham, Glos.* Start, 2.15 p.m.

*Riley M.C. (Cardiff) Whitsun Rally.* Start, Castle Garage, Cardiff, 10 a.m.

*Morgan 4/4 Club Navigation Rally, Kidlington Airport, Woodstock.*

*Singer O.C. Driving Tests, Hunsdon Aerodrome.*

**May 24th/25th.** *Limerick M.C. Circuit of Munster Trial.*

**May 25th.** *B.A.R.C. Race Meeting, Crystal Palace, Sydenham, London, S.E.19.* Start, 2 p.m.

*Bristol M.C. and L.C.C./Sporting Owners' D.C. Race Meeting, Thruxton, near Andover, Hants.* Start, 1.30 p.m.

*Cornwall M.R. Assoc. Race Meeting, Davidstow, near Launceston, East Cornwall.* Start, 2 p.m.

*Jersey M.C. and L.C.C. Hill-climb, Bouley Bay.*

**May 25th/28th.** *R.S.A.C. Coronation Scottish Rally.* Start, Glasgow.

circuits in the same time as the first lap, i.e., twice the speed. Dave Price (Javelin) and D. Farquharson (XK 120) both got it down to a fine art with an error of 0.2 sec., and most people seemed to consider it a good excuse to wake up their navigators. So to the last test of the day, "Excursions", involving driving out of a garage, turning in a confined area, and driving back again, then the same thing in reverse. Fastest here was R. Barnard (Dellow), 23.8 secs., with Mostyn 1 sec. slower.

L. N. N.

## Provisional Results

**Triplex Cup** (Best Performance): G. Newbery (Austin A40 Sports).

**Paul Fowler Memorial Trophy** (Best H.C.C. member): D. Farquharson (Jaguar XK 120), 52.

**First-Class Awards:** A. Paul (14-litre M.G.), 59. J. Trigg (Humber), 55. W. Butler (Jaguar XK 120), 50.

**Second-Class:** Dave Price (Javelin), 64. M. Allott (Riley), 72. R. Barnard, 99.

**Souvenir Award:** L. N. Needham (M.G. PA), 93.

MUNSTER M.C. HILL-CLIMB  
(FARMER'S CROSS)

## Results

**Best Time of Day:** W. O'Connell (1,172 Ford Spl.), 1 min. 28½ secs.

**Up to 1,250 c.c. Handicap:** 1, J. Carroll (940 Karlford), 25 secs. h'cap, 1 min. 5½ secs.; 2, W. O'Connell (1,172 Ford Spl.), 17 secs., 1 min. 11½ secs.; 3, D. J. Swanton (1,172 Ford Roadster Spl.), 20 secs., 1 min. 14½ secs.

**Up to 1,250 c.c. Scratch:** 1, W. O'Connell (1,172 Ford Spl.), 1 min. 28½ secs.; 2, J. Carroll (940 Karlford), 1 min. 30½ secs.; 3, D. Conway (1,250 M.G.), 1 min. 30½ secs.

**Allcomers Handicap:** 1, J. Carroll (Karlford), 25 secs. h'cap, 1 min. 5½ secs.; 2, W. O'Connell (Ford Spl.), 17 secs., 1 min. 11½ secs.; 3, D. J. Swanton (Ford Roadster Spl.), 20 secs., 1 min. 14½ secs.

[Report to be published next week.]

## SALFORD CORONATION RALLY

ONE of the districts where the police take a keen (but not embarrassing!) interest in motor sport is Salford. On behalf of the Salford Road Safety Committee, the Lincs and Ches C.C. and Pendleton and D.M.C. are running the Salford Coronation Safety Rally on Sunday, 7th June, starting at 9.30 a.m. from Salford Racecourse; the event is open to residents of the district and members of the A.C.U. (N.W. Centre). After a road section of some 70 miles, with driving tests en route and at the finish, vehicles will be examined for condition rather than elegance. For inclusion in the official programme, entries should reach the Traffic Department, Salford City Police, Crescent, Salford, 5, before noon on Saturday, 23rd May. Entry fee, 5s.

## CHELMSFORD CONCOURS

PART of the Chelmsford Coronation celebrations include a big Concours d'Elegance on 31st May, in which there are 17 classes and many awards. Vintage, veteran and "specials" classes are featured. Entries (5s. per car) should be sent to the Organizer, Civic Suite, Public Library, Duke Street, Chelmsford, to reach him by Monday, 25th May.

## CLUB FIXTURES

**Coventry and Warwick, M.C.**—Evening Navigation Run, 22nd May.

**Bentley D. C.**—Meetings, 23rd May, George Hotel, Amesbury, Wilts (after Thruxton); 26th May, Blacksmith Arms, Thornwood Common, near Epping, Essex, 8 p.m.

**W.O. Club.**—Meeting, 24th May, Ilchester Arms, Abbotisbury, Dorset, 4 p.m.; Social Evening from 7 p.m.

**Welsh Counties C.C.**—Run, 25th May, Start Museum Avenue, 2 p.m.

**London M.C.**—Talk by Police Inspector Priestley, 26th May, Paviour's Arms, Page Street, London, S.W.1, 7.30 for 8 p.m.

**Eastern Counties M.C.**—Last Tuesday Meeting, 26th May, Red Lion, Martlesham, near Woodbridge.

**Chiltern C.C.**—Last Wednesday Meeting, 27th May, George Hotel, Beaconsfield, from 7.30 p.m.

**A.C. O.C.**—Talk by Bill Palmer, 27th May, Marlborough Head, N. Audley Street, London, W.1, 8.30 p.m.

**750 M.C. (Southern).**—Meeting, 27th May, The Bell, Brook, near Cadnam.

**(Midland).**—27th May, Forest Hotel, Dorridge.

**Vintage S.C.C.**—Meetings, 27th May, Ferry Boat Inn, Holywell, St. Ives; 28th May (Last Thursday Meetings) Jolly Farmers, Enfield Road E., Middx; Smoker Inn, Plumley, near Northwich, and Crescent Hotel, Ilkley, Yorks.

**Sunbac.**—Fourth Thursday Meeting, 28th May, Fleur de Lys, Lownsonford, near Lapworth.

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R.A.C. PERMIT No. D446

ENTRIES CLOSE 28th MAY 1953

Secretary of the Rally: K. SLOMAN

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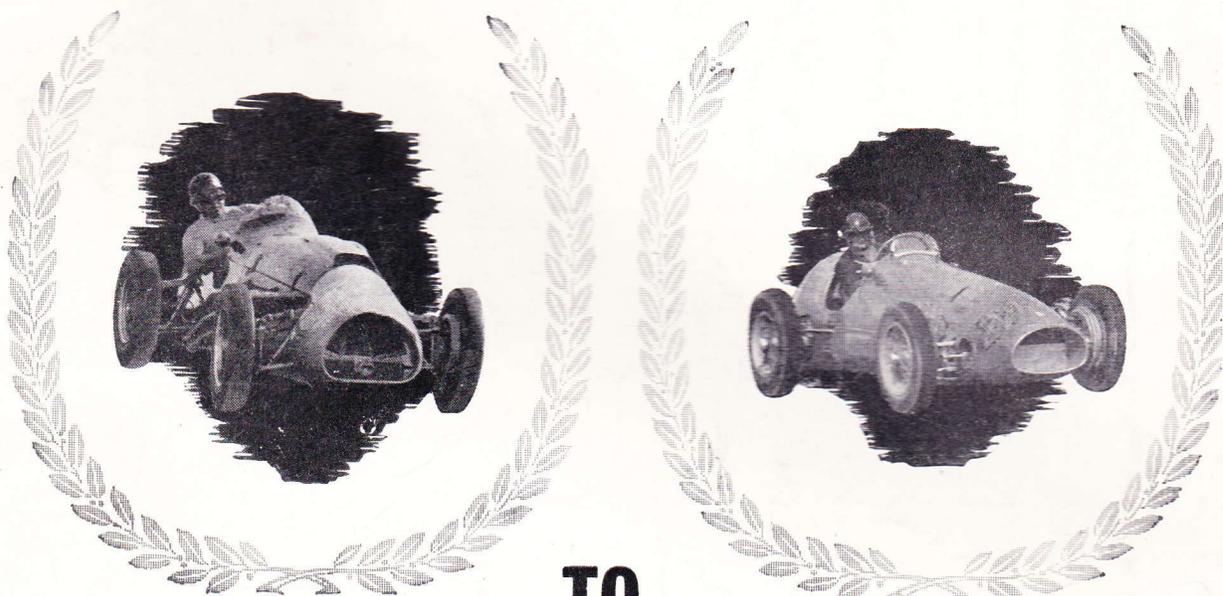
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