

AUTOSPORT

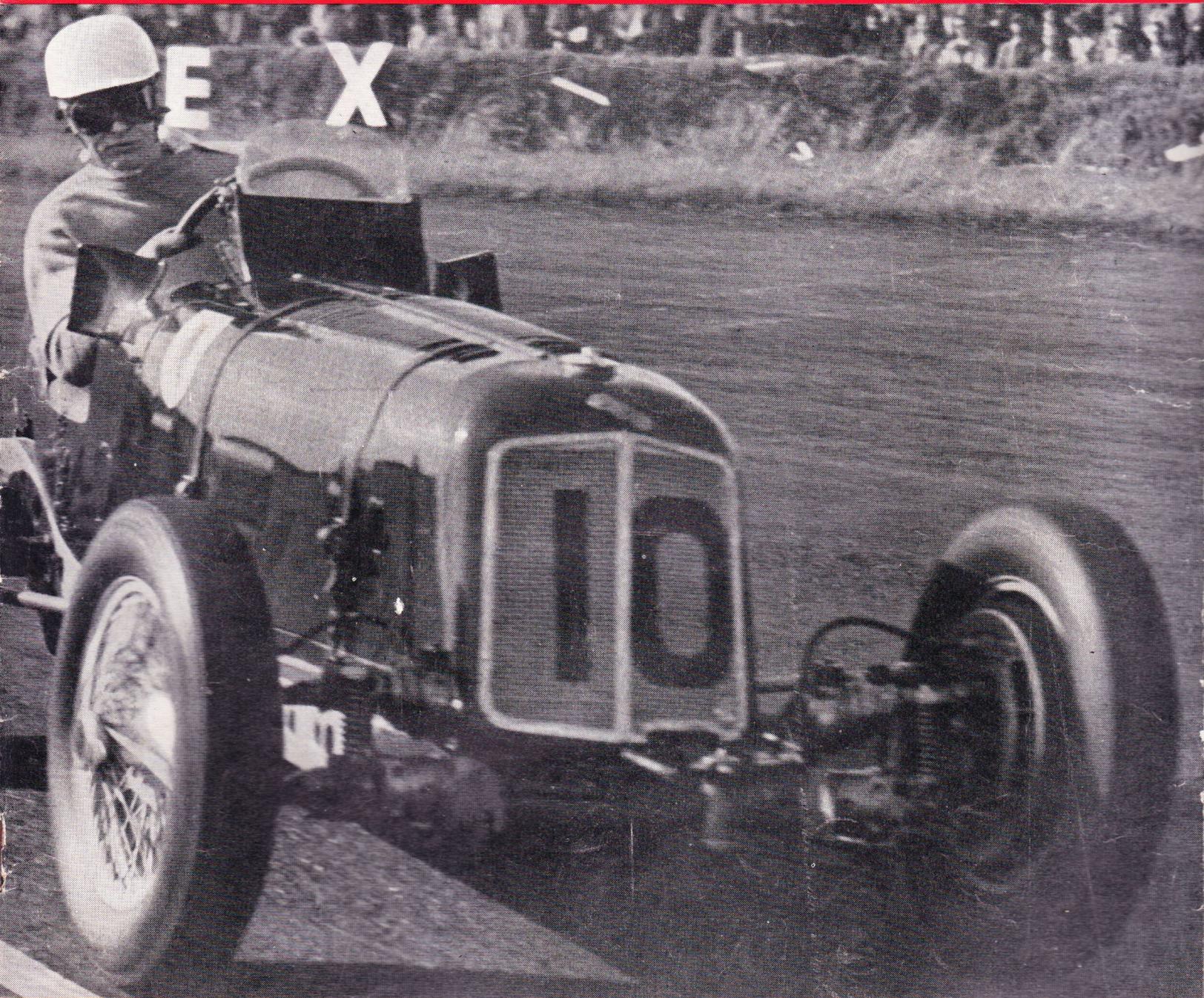
AUGUST 7, 1953

1/6

EVERY FRIDAY

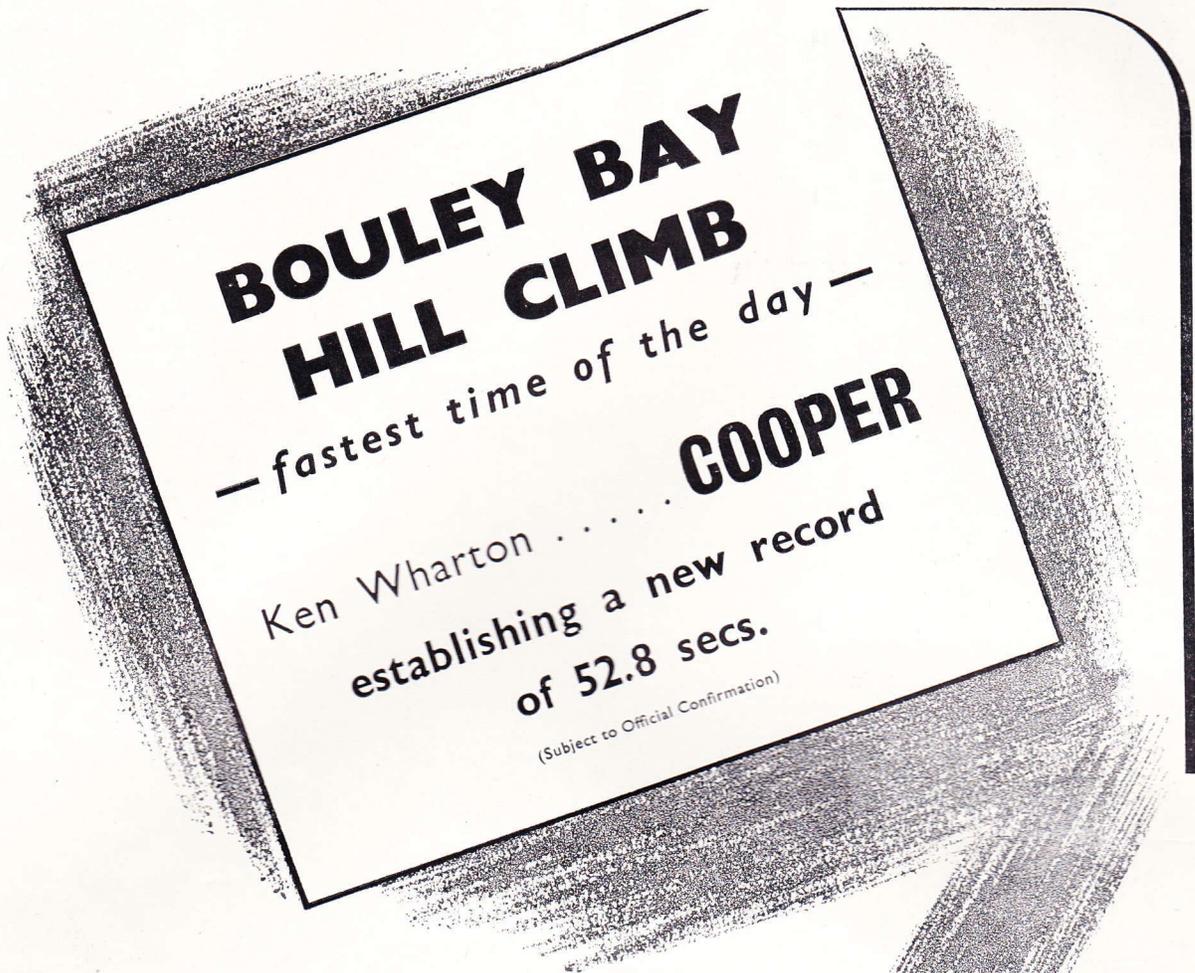
Vol. 7 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE GERMAN GRAND PRIX—FULLY ILLUSTRATED REPORT : BANK HOLIDAY SPORT AT BRANDS HATCH, THRUXTON, DAVIDSTOW, KIRKISTOWN AND SNETTERTON : THE LISDOONVARNA HILL-CLIMB



using

K.L.G

The fastest Plug on Earth

one of **SMITHS** accessories for better motoring

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 6

August 7, 1953

Managing Editor : GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

Northern Ireland

W. A. McMASTER

Canada

R. J. THURGOOD

South America

U.S.A.

Road Tests and Technical

Eire

H. A. O'BRIEN

Scandinavia

HANS FRIES

DR. VICENTE ALVAREZ

RUTH SANDS BENTLEY

JOHN V. BOLSTER

Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

CONTENTS

	Page
Pit and Paddock	166
Sports-News	167
Don's Day at Brands	168
Tony Rolt Again	170
West Essex C.C. at Snetterton	171
Holiday Davidstow	173
Silverstone Again, by John Bolster	174
Correspondence	175
Back to Kirkistown	177
XVI Grosser Preis von Deutschland	178
A Day in the Life of Ascari	180
Workshop Corner	188
Leprechaun Fastest at Lisdoonvarna	190
News from the Clubs	192

NOTICES

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office

PADDington 7673

Advertisement Department

PADDington 7671-2

General Manager: PETER BAYLEY

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

Direct from the Publishers or all Newsagents

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

THERE is an entirely new spirit of optimism in the B.R.M. camp these days. Despite the set-backs, failures, adverse criticism, jeers and so on which have been the lot of the sponsors ever since the late Raymond Sommer failed to leave the line at Silverstone nearly four years ago, the belief and loyalty of all concerned in B.R.M. remains unshaken. Since Mr. Alfred Owen took over, a certain amount of despondency which was beginning to make itself apparent has been swept away, to be replaced by an even greater determination to build a winning Grand Prix car. After all, A. G. B. Owen is one of Great Britain's leading industrialists, and, unlike many executives in this country's motor industry, realizes the immense prestige value of full-scale Grand Prix racing, in which the cars taking part are acknowledged to be the most highly-developed products of automobile engineering. He took over the B.R.M. project simply because he believes in it, which is as good a reason as any.

Notwithstanding the comparative failure of the cars in the more important races, they continue to be major attractions wherever they appear. Again, in acquiring the set-up, Mr. Owen and his technicians have become possessed of an unrivalled knowledge relating to the application of centrifugal supercharging to small-capacity engines. Apart from Rolls-Royce, Ltd., no other concern on earth has anything like the experience of this technology, and it appears that the not inconsiderable problems connected with its application to road-racing cars have more or less been solved. In spite of the continued development of normally-aspirated racing engines, possibly aided by fuel injection, many experts are convinced that a high-pressure-supercharged "750" can be made to produce a really fantastic power-output, owing to the sheer weight of fuel that can be forced into the cylinders. Even the problem of obtaining a good torque from this type of engine is not considered to be insurmountable, and in any case the development of new forms of transmission is forecast, owing to the imminence of gas-turbine machines. It was not really fair to say that the 4½-litre unsupercharged Ferrari engine eventually outclassed the supercharged 1½-litre Alfa Romeo; the last-named was already considered to be obsolescent by its designers when Lampredi's efficient V-12 engine first appeared.

From 1954 onwards, Grand Prix racing offers a challenge to all concerned to prove whether or not an unsupercharged 2½-litre is better than a supercharged "750"—or *vice versa*. At present the odds appear to be in favour of the larger engine, but time will surely tell.

OUR COVER PICTURE

DE DIOR: The "far from the ground" look has been worn proudly this season by the young Scots driver, Ron Flockhart, whose handling of the ex-Mays D-type E.R.A. has enlivened Formule Libre races in England and Scotland. He is seen here taking Copse Corner during the B.R.D.C. Silverstone "free formula" event.

PIT AND PADDOCK

MERCEDES-BENZ will re-enter sports car racing next year, and will apply to have three cars at Le Mans.

LIONEL LEONARD'S Leonard-M.G. will run in the "1,000 kilometres" at Nürburgring with David Blakely as co-driver. Sir James Scott-Douglas has entered his C-Type Jaguar.

JOSÉ FROILAN GONZALEZ will be out of racing for at least three months. He has a fractured spinal vertebra, which will take a long time to heal.

HARRY SCHELL will probably take over the injured Gonzalez's place in the official Maserati team. He was due to go to Monza for trials after the German Grand Prix.

ANTONIO POMPEO, North American importer of Maseratis, was the happiest man at the recent Wilkes-Barre meeting. He saw the new 2-litre car win a couple of races, as well as its class in the Giants' Despair hill-climb.

LANCIA will have a works team of three 3-litre cars for the Tourist Trophy. Drivers will probably include Bonetto, Taruffi and Maglioli. John Claes will drive a 2.5 Lancia Aurelia in the forthcoming "Liège-Rome-Liège".

PAUL FRÈRE is named as a Mercedes-Benz team driver for next year. Hans Herrmann is also another possible.

THE Veritas concern at Nürburgring has been acquired by BMW, who plan to build an entirely new range of sports-racing cars.

MAJOR Christopher ("Under-the-bridges") Draper, whose recent flying escapade surprised and delighted Londoners, is now employed by Raymond Way of Kilburn.

WATKINS GLEN races on 19th September are being sponsored by the village of Watkins Glen, its Chamber of Commerce, and the Grand Prix Corporation.

FLOYD BENNETT Field race entries for 29th August include Briggs Cunningham (Osca), John Fitch and Phil Walters (Cunningham) and Bill Spear (Ferrari), who have all been racing in Europe.

WILLIAM GRIEBLING, in a modified Ford with Cadillac engine, won the annual "Vuelta de Colombia", the race over the Andes which includes some of the worst roads in the world. Luis Garzon (Chrysler Special) was runner-up. He had an oxygen-injection system on his 1937 motor to help him over the 14,000 ft. Quinto Pass.



EAST AFRICAN NEWS

KENYA has been much in the news recently owing to the disturbed state of the Colony, and the permanent road racing circuit at Langa Langa, some 70 miles from Nairobi, has been taken over and now houses detainees under the Emergency Regulations. The Sport, however, must go on, and thus the Royal East African Automobile Association have hastily carved out a 1½ mile circuit on the Nairobi Race Course, incorporating several tricky corners. About 300 40-gallon drums of oil were used to seal the earth surface of the track and, as a result, a highly successful meeting was held there on 19th July. A fine example of Colonial enterprise!

The driving was of a very high standard, particularly taking into consideration the new techniques necessary on the admittedly tricky surface. The two main events in the large car classes were won by C. J. Manussis and Ron Richardson in Jaguar XK 120s in both cases. J. C. Morland won the events for cars of up to 2,000 c.c. in his Le Mans Replica Frazer-Nash.

To round off an excellent day, the prizes were distributed by Kaye Don.

Best time of the day at the recent Brackenhurst Hill-climb was put up by Cliff Collinge (Flying A). Monty Banks appeared with his new Singer Special.

WORLD CHAMPIONSHIP PLACINGS

(After German G.P.)

	Points
1. Ascari (Ferrari)	37½
2. Hawthorn (Ferrari)	22
3. Farina (Ferrari)	20
4. Fangio (Maserati)	19
5. Gonzalez (Maserati)	16½
6. Villoresi (Ferrari)	14

"AUTOSPORT" 500 c.c. CHAMPIONSHIP

Parker Forges Ahead

DON PARKER, by winning both races at Brands Hatch and being placed at Davidstow, collected 12 more points during Bank Holiday week-end, and leads with the large total of 66 points.

Leading Positions (up to 4th August)
(Subject to confirmation)

	Points
1. Don Parker (Kieft)	66
2. Les Leston (Leston Spl. and Cooper)	32
3. Stirling Moss (Cooper)	22
Reg Bicknell (Staride)	22
5. Don Truman (Cooper)	20
6. Charles Headland (Martin-Headland)	15
7. George Wicken (Cooper)	14
8. R. K. Tyrell (Cooper)	13
9. Ken Smith (Smith)	11*
10. E. Fenning (Staride)	8
11. G. G. Smith (Kent-Smith)	6†
12. R. A. R. Bell (Cooper)	5

* Leading in Non-Series Car Award.
† Second in Non-Series Car Award.

WHAT IS IT? Villoresi and Ascari might well ask. This weird-looking sports car, seen at Zandvoort recently, is actually a very much modified Porsche.

SPORTS-NEWS

GRAND PRIX OF PORTUGAL

RESULTS of the G.P. of Portugal held at Lisbon on 25th July have now been confirmed as follows:—

General Classification

1, F. Bonetto (Lancia), 50 laps, 2 hrs. 2 mins. 34.44 secs., 133.140 k.p.h. (82.7 m.p.h.). 2, **Stirling Moss (Jaguar)**, 49 laps. 3, N. Pinto (Ferrari), 49. 4, R. Loyer (Gordini), 48. 5, Count Monte Real (Ferrari), 48. 6, **Peter Whitehead (Jaguar)**, 47. 7, Valentin (Ferrari), 47.

A 2-litre and a 1½-litre Kieft were first and second in the up to 2,000 c.c. category.

Lisbon Cup

1, H. Mascarenhas (Porsche). 2, J. Correia (Porsche). 3, J. Branco (Porsche). 4, Redele (Renault).

* * *

OULTON PARK TOMORROW

FOR the first time, motor racing will take place at the new Oulton Park circuit tomorrow, with a 50-mile Formula 2 race and a Formula 3 event in two 15-mile heats and a 25-mile final. Oulton Park, near Tarporley in Cheshire, is a natural road course, 1½ miles in length, and will doubtless be acclaimed by the Northern enthusiasts who have been starved of racing for so long. Tomorrow's meeting will commence at 2 p.m.

* * *

WHARTON FOR CRAIGANTLET

TOMORROW'S open hill-climb at Craigantlet, County Down, will see Ken Wharton in his twin-cylinder Cooper-J.A.P. out to crack Sydney Allard's 1951 record of 1 min. 13 secs. Over 40 entries have been received by the Ulster A.C. for their classic event, which counts for



ÉCLAT ECOSSAIS: Second place in the recent Belgian 24 Hours Race at Spa was the reward for a brilliant drive by Sir James Scott-Douglas and Guy Gale with their Ecurie Ecosse XK 120C Jaguar.

the R.A.C. British Hill-Climb Championship.

Wharton made his first appearance at Craigantlet last year, when he climbed in 1 min. 20.2 secs. in teeming rain. First ascent of the hill will be at 3 p.m.

* * *

SUNDAY AT SABLES D'OLONNE

NEXT Formula 2 race to happen is the Sables d'Olonne G.P. this Sunday, 9th August. Twelve cars only will be permitted to race on the short, twisty course, the nominations comprising Macklin, Collins and Giraud-Cabantous (H.W.M.s), Rosier (Ferrari), Moss (Cooper-Alta), Trintignant, Behra and Schell (Gordinis), Chiron and Bayol (Oscas), and Claes and Pilette (Maseratis). Final placings will be decided on the results of two equal-length heats.

WILKES-BARRE WEEK-END—U.S.A.

GIANTS' DESPAIR HILL-CLIMB

Results

Over 5,500 c.c.: Arthur J. Hoe (Duesenberg), 1 min. 11.7 secs.

5,000-5,500 c.c.: Del Lee (J2 Allard), 1 min. 4.3 secs. (B.T.D.).

3,000-5,000 c.c.: Dean N. Gooderham (M.G. TD with G.M.C. engine) and William A. Barkey (XK 120 Jaguar), 1 min. 14.8 secs.

2,000-3,000 c.c.: Ray Leibensperger (M.G.-V8 60), 1 min. 20.8 secs.

1,500-2,000 c.c.: Fritz Koster (Maserati), 1 min. 11.2 secs.

1,100-1,500 c.c.: Albert A. Garthwaite (Osca), 1 min. 10.5 secs.

500-750 c.c.: Dr. G. Vilardi (PBX Special), 1 min. 22.3 secs.

Formula 3: Gordon C. Lipe (Cooper Mk. VID), 1 min. 14.7 secs.

BRYNFAN TYDDYN ROAD RACES

Stock M.G.s: 1, Harry P. Dager (TD), 38 mins. 20.6 secs. 2, Robert Holbert (TD), 38 mins. 20.7 secs. 3, Conrad Janis (TC), 39 mins. 7.5 secs.

500-750 and 1,100-1,500 c.c.: 1, Dr. G. Vilardi (PBX), 37 mins. 41.5 secs. (Winner, Class H). 2, G. W. Fleming (Porsche), 38 mins. 12.5 secs. (Winner, Class F). 3, James Kilgore (Porsche), 38 mins. 17.5 secs. 4, E. W. Howell (M.G.).

Formula 3: 1, R. L. Moodie (Cooper Mk. V), Canada, 34 mins. 31.9 secs. 2, Hal Stetson (Cooper Mk. VID), 34 mins. 47.2 secs. 3, Alexis du Pont (Cooper Mk. VI).

Class E (Modified): 1, Fritz Koster (Maserati), 35 mins. 55.2 secs.

Class F (Modified): 1, Al Garthwaite (Osca), 35 mins. 59.7 secs.

Invitation Race: 1, Joe Koster (Maserati), 34 mins. 13.6 secs. (Winner, Class E). 2, John Bentley (Porsche), 35 mins. 43.7 secs. (Winner, Class F). 3, Guy Atkins (1,384 M.G. Special), 37 mins. 16.8 secs.

(Full story and pictures next week.)

* * *

GOODWOOD "NINE HOURS"

Entry Acceptances

Over 2,000 c.c.: W. Lyons, 3 Jaguar XK 120C. David Brown, 3 Aston Martin DB3S. Equipe Gordini, 1 Gordini 3-litre. Ecurie Ecosse, 2 Jaguar XK 120C. T. H. Wisdom and B. S. Cannell, 1 Jaguar XK 120C. Tom Meyer, 1 Aston Martin DB3. H.W. Motors, Ltd., 1 3.5 H.W.M. R. A. Page, 1 Allard.

Reserves: (A) J. D. Hamilton, P. N. Whitehead and Ian Stewart have been given right to alternative private nominations if works-entered cars are withdrawn.

(B) 1, N. H. Mann (Aston Martin DB2). 2, A. M. H. Bryde (Allard). 3, Oscar Moore (H.W.M.). 4, J. B. Swift (Jaguar XK 120C). 5, D. S. Boston (Jaguar XK 120).

Up to 2,000 c.c.: A.F.N., Ltd., 3 Frazer-Nashes. Kieft Cars, Ltd., 1 Kieft. H. A. Mitchell (Frazer-Nash). J. C. Broadhead (Frazer-Nash). J. R. Stoop (Frazer-Nash). F. C. Davis (Tojeiro). T. A. D. Crook (Bristol). J. Coombs (Cooper-Bristol). R. J. Chase (Cooper-Bristol). D. M. D. Blakely (H.R.G.). R. W. Jacobs (M.G.). P. W. S. Pope, 2 Porsche.

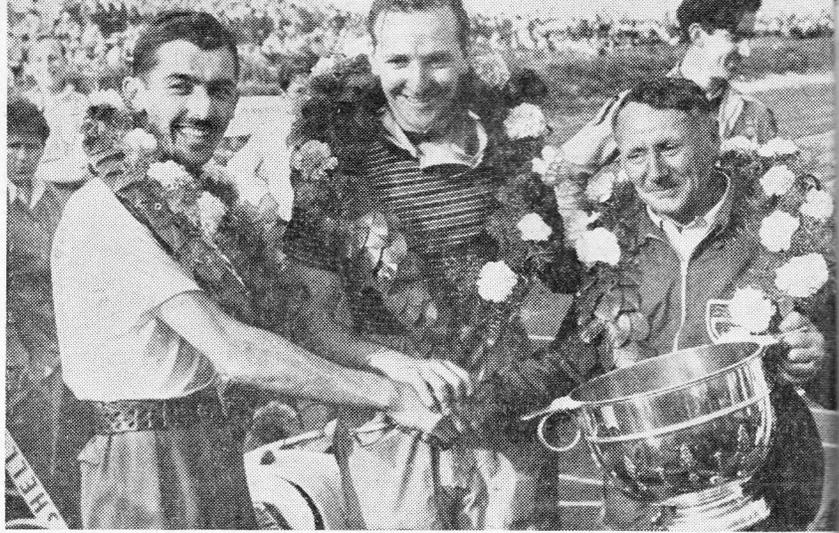
Reserves: 1, G. A. Ruddock (Lester-M.G.). 2, C. P. Hazelhurst (Kieft). 3, W. B. Black (Frazer-Nash). 4, S. G. Greene (Frazer-Nash). 5, Revis Motors (Tojeiro-M.G.).



KLING CRASH: This happened at Nürburgring during tests for the forthcoming 1,000 kilometres race, when the 3-litre Alfa Romeo driven by Karl Kling crashed into a wall after believed steering rod breakage. The driver was only slightly injured.

DON'S DAY AT BRANDS

Parker Wins "Daily Telegraph" Trophy and August Sprint Race at Brands Hatch —Spirited Opposition from Lewis-Evans, Leston and Bicknell



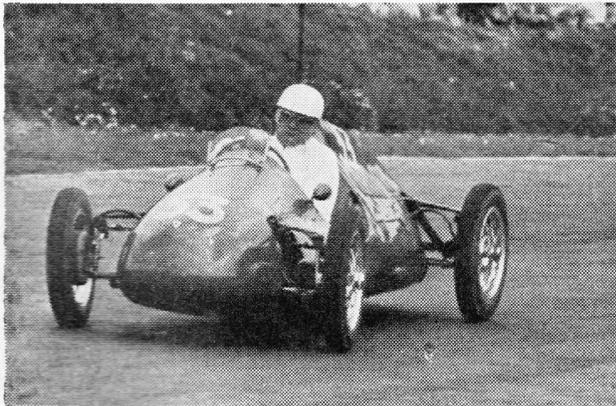
THREE, TWO, ONE: An unusually happy picture of Stuart Lewis-Evans, Les Leston and winner Don Parker at the finish of the Daily Telegraph International Trophy Race.

BEFORE a record crowd of 50,000, and in glorious weather, the fourth and fastest-yet *Daily Telegraph* International Trophy Race was won by Don Parker at Brands Hatch on Monday—his second successive victory in this event. The 1952 AUTOSPORT 500 c.c. champion was right on top of his form, and also won the August Sprint Race from Stuart Lewis-Evans, who drove his Cooper brilliantly. In both races, British half-litre machines completely out-classed the foreign cars present—the single-cylinder Gilera Saturno-powered Volpinis and the four-cylinder Simca Surva—none of which reached the finals. An added attraction, immensely popular with the

tonelli's Volpini, failed to qualify for the final. Heat 3 was Parker's, the maroon Kieft, bearing number 12 as usual, being followed in by Taylor (Arnott). A near dead-heat for third spot between "Pop" Lewis-Evans (Cooper) and H. W. Walker (Walker) was finally decided in favour of the former, and the second Volpini, driven by Chazalet, was also unable to match the performance of the local cars. Stuart Lewis-Evans led the last heat throughout in his Cooper, second place going to a determined Headland, who worked his Martin-Headland past G. G. Smith (Kent-Smith) and J. K. B. Brise (Arnott). Then came the four eliminating heats

for the *Daily Telegraph* International Trophy Race, with the same competitors in a slightly different order—and they were won by the same four drivers! Bicknell's yellow Staride led the first easily, followed by J. Brown (Martin); H. W. Walker (Walker) took third place after Harold Daniell (Emeryson) had dropped out, and J. Rolls (Kieft) won a private scrap with R. A. Anderson's Cooper for fourth position. Nobody could catch Stuart Lewis-Evans in Heat 2, and interest centred on the antics of Charles Headland, who caught both George Wicken (Cooper) and Smith in a frightening sixth lap.

Don Gray tried hard to take Leston in the third heat, but just could not reach the Leston Special. J. Russell (Cooper) lay in third place, and Taylor's Martin held fourth spot until it retired on the ninth lap, letting through Paul Emery with the Emeryson; Antonelli's Volpini retired on the fourth round. More than half a lap separated Don Parker from the rest of the field in Heat 4, in which J. K. B. Brise drove his Arnott beautifully to take second place from



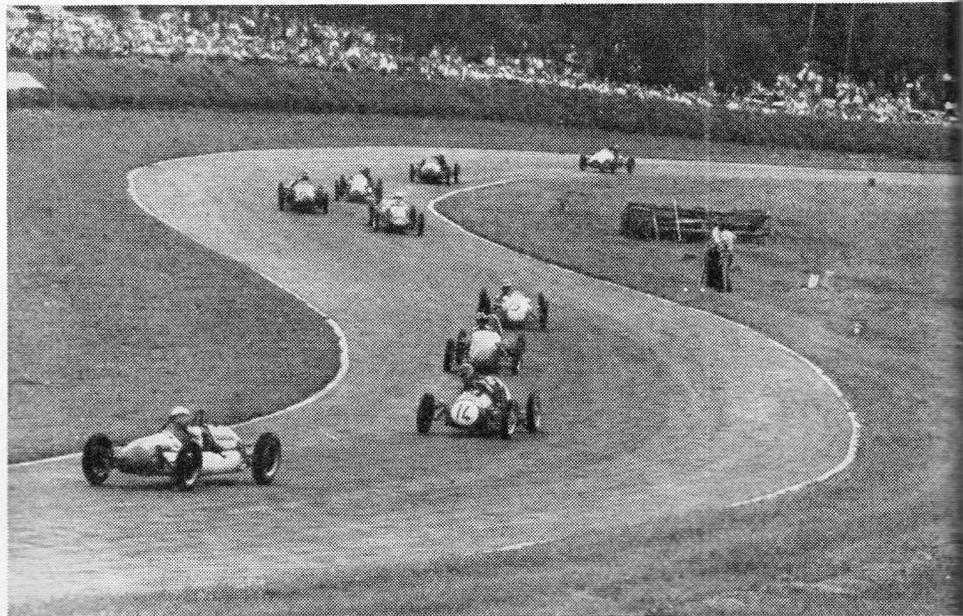
UNFAMILIAR: (Left) Among the foreign entrants at Brands Hatch was F. Antonelli (Volpini).

AUGUST SPRINT: (Below) Stuart Lewis-Evans, winner of the fourth heat of the August Sprint Race, takes his Cooper out of Clearways in front of Smith (Kent-Smith), Brise (Arnott) and Headland (Martin-Headland).

large crowd, was a five-lap demonstration of early racing cars, which took the form of a handicap "race" with prizes for all the competitors!

To get within a mile or two of the Brands Hatch Stadium was not particularly difficult on August Bank Holiday Monday, but to penetrate a little closer was much more of a problem. Inch by inch the long queues of vehicles edged their way towards the main entrance, and every few minutes one would pull over to the verge with steam pouring from the radiator. By the time racing started, every available parking place was taken, every vantage point was filled, and programmes were worth their weight in gold. The meeting opened with four heats for the August Sprint Race, the first of which was won by Reg Bicknell (Staride) from J. Russell (Cooper), Harold Daniell (Emeryson) and Raby (Cooper); Otterbein's Simca Surva, although an attractive little motor-car, was disappointingly slow.

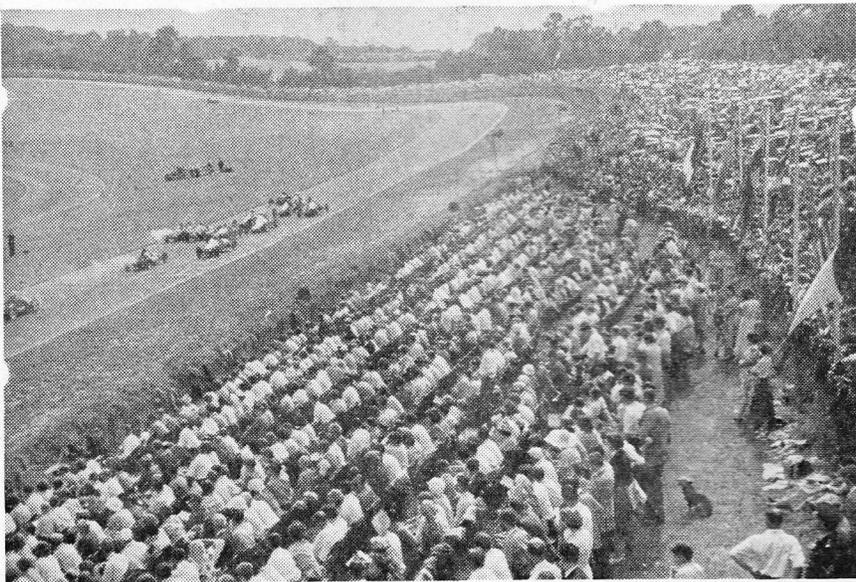
In the second heat, Les Leston (Leston Spl.) stayed in front of R. Brise (Arnott), chased home by Don Gray (Kieft) and Berrow-Johnson (Martin), while An-



Borrow-Johnson after a slow start. Ian Burgess held a quiet and unruffled fourth spot in his Mackson.

All the heats having been run off, the crowd settled down to watch the final of the August Sprint Race which, like all the other events, started exactly on time. Although in the best position on the grid, Parker started slowly, and found himself behind Stuart Lewis-Evans at the end of the first lap, with Reg. Bicknell close behind; the remaining inhabitant of the front row, Headland, had left the party in a hurry at the first bend. Parker, however, took his usual position on the second lap, and the first three were unchallenged to the end. Leston made a nice job of working up to fourth place, by means of pitched battles with Smith and Russell, who continued the argument themselves when Leston went on ahead. The first four lapped tail-ender Henrote (Ettorne), and Parker's race average exactly equalled his speed in the previous heat.

500 c.c. machines were banished to the paddock, and the track cleared to



BANK HOLIDAY CROWD: (Above) Not a seat vacant, scarcely even standing room, as 50,000 spectators watch the start of the last heat in the Daily Telegraph International Trophy Race at Brands Hatch on August Bank Holiday Monday.

HANDICAPPER'S DREAM: (Left) Almost on the finishing line, scratch man Jack Sears (1914 T.T. Sunbeam) catches "Doc" Taylor's 1912 Rolls-Royce, in the Veteran Car Demonstration which was a popular feature of the meeting.



receive nine splendid, veteran racing cars. Emitting strange noises, they assembled on the grid for a five-lap race, with handicap allowances planned by Lord Charnwood and John Bolster, both of whom were taking part. Charnwood was driving his beautifully restored 1911 Coupé de l'Auto Delage, the vast exhaust pipe of which produced more noise than seemed possible, and Bolster abandoned his microphone to take the wheel of his immaculate 1911 Rolls-Royce.

For three laps, limit man Stanley Sears kept his immaculate (sorry, but they all were!) 1905 T.T. Replica Rolls-Royce in front, followed by Charnwood's Delage and "Doc" Taylor's 1912 Rolls-Royce. On the fourth lap Charnwood passed Sears but was in turn taken by Taylor, while "Steady" Barker in the ex-Watson, 1908 T.T. Hutton and Bolster also captured the limit man. The last lap saw Jack Sears, whose 1914 T.T. Sunbeam had been on the scratch mark, work his way steadily past the others to take the flag from Taylor by a matter of yards. Nice work, handicappers Bolster and Charnwood—who were fourth and fifth, by the way! Horns of parked cars were sounded and the spectators clapped and cheered, as the nine old-timers—all of which finished—made a *tour d'honneur*, each with a complimentary barrel of beer on board. For a moment, it seemed rather doubtful if they would all restart—Barker, for one, had to dive under the bonnet—but they made it.

And so to the final of the day's main event, the 40-lap Daily Telegraph Trophy Race. Parker, Lewis-Evans, Headland and Wicken occupied the front row of the grid, and once again it was Lewis-Evans who got away to a dashing start

ahead of Parker. At Clearways, Bicknell, Smith and Rolls were involved in a nasty mix-up which, like all Brands Hatch "incidents", looked very much more spectacular and unpleasant than it really was. Reg. Bicknell, whose Staride overturned, was the only one to receive more than minor injuries, and his were confined to a broken shoulder.

By the second lap the order was Parker, Lewis-Evans, Leston and Headland, but Leston was determined to improve his position, and passed Lewis-Evans on the seventh round. Further back, Don Gray was challenging George Wicken, and managed to catch him on the eleventh lap. J. K. B. Brise lay eighth behind Paul Emery until the fifteenth lap, when he retired, and by half-distance all but Emery had lapped Burgess, Cowley and Borrow-Johnson. Emery himself was lapped by Parker on the 25th round, as was sixth man Wicken on the 33rd. Nobody could catch the flying Kieft, and as Parker went on to put half a lap between himself and the Leston Special, people whispered "Ah, yes—nitro-methane!" to each other. Which may or may not be true, but his inspired driving certainly owed nothing to abstruse chemistry.

The order established during the first quarter of the race remained unchanged except that the unfortunate Gray dropped out with only six laps to go. Tension mounted as the end approached, but Parker's engine never missed a beat, and took him over the line for the fortieth time, to win his second Daily Telegraph trophy. Leston held off an equally determined Lewis-Evans to the finish, and Headland drove a sensible race, without fireworks, to earn a good fourth position.

F. W. McC.

RESULTS

AUGUST SPRINT RACE

Heat 1 (7 laps): 1, R. G. Bicknell (Staride), 6 mins. 9.4 secs. (68.22 m.p.h.). 2, J. Russell (Cooper). 3, H. L. Daniell (Emeryson). 4, I. E. Raby (Cooper).

Heat 2: 1, L. Leston (Leston), 6 mins. 12.2 secs. (67.71 m.p.h.). 2, R. Brise (Arnott). 3, D. H. R. Gray (Kieft). 4, N. Borrow-Johnson (Martin).

Heat 3: 1, D. Parker (Kieft), 6 mins. (70 m.p.h.). 2, D. Taylor (Martin). 3, L. Lewis-Evans (Cooper). 4, H. W. Walker (Walker).

Heat 4: 1, S. Lewis-Evans (Cooper), 6 mins. 6.2 secs. (68.82 m.p.h.). 2, C. D. Headland (Martin-Headland). 3, G. G. Smith (Kent-Smith). 4, J. K. B. Brise (Arnott).

Final (10 laps): 1, Parker, 8 mins. 31.6 secs., 70.37 m.p.h. 2, S. Lewis-Evans. 3, Bicknell. 4, Leston.

VETERAN CAR HANDICAP (5 laps)

1, J. Sears (1914 Sunbeam), scr., 6 mins. 58.4 secs. (57.43 m.p.h.). 2, Dr. W. A. Taylor (1912 Rolls-Royce), rec'd 45 secs. 3, R. Barker (1908 Hutton), rec'd 45 secs. 4, J. V. Bolster (1911 Rolls-Royce), rec'd 45 secs. 5, Lord Charnwood (1911 Delage), rec'd 1 min. 20 secs. 6, Sir F. Samuelson (1914 Sunbeam), rec'd 15 secs. 7, Dr. G. A. Ewen (1908 Itala), rec'd 5 secs.

"DAILY TELEGRAPH" INTERNATIONAL CHALLENGE TROPHY

Heat 1 (10 laps): 1, Bicknell, 8 mins. 45.4 secs. (68.52 m.p.h.). 2, J. Brown (Martin). 3, Walker. 4, J. Rolls (Kieft).

Heat 2: 1, S. Lewis-Evans, 8 mins. 37.8 secs. (69.52 m.p.h.). 2, Headland. 3, G. Wicken (Cooper). 4, Smith.

Heat 3: 1, Leston, 8 mins. 44.4 secs. (68.65 m.p.h.). 2, Gray. 3, Russell. 4, P. Emery (Emeryson).

Heat 4: 1, Parker, 8 mins. 31.6 secs. (70.37 m.p.h.). 2, J. K. B. Brise. 3, Borrow-Johnson. 4, I. Burgess (Mackson).

Final (40 laps): 1, Parker, 34 mins. 4.6 secs. (70.42 m.p.h.). 2, Leston. 3, S. Lewis-Evans. 4, Headland. 5, Wicken. 6, Emery.

TONY ROLT AGAIN

Le Mans Co-winner Scores a "Double" at Thruxton, and Breaks Lap Record with Connaught

EVER since 1939, when 19-year-old A. P. R. Rolt won the British Empire Trophy race at Donington in shattering style with a Freddy Dixon-prepared E.R.A., people have been saying what a fine driver Tony is, and what a pity it was that he hadn't more opportunity to exercise his prowess with a really fast car. This year has seen that laudable wish achieved, and Tony Rolt has come into his own. He shared the winning Jaguar at Le Mans with Duncan Hamilton, he won the first Crystal Palace meeting, he won at Snetterton and he won at Crystal Palace a second time, all with R. R. C. Walker's ex-Ken Downing Formula 2 Connaught. Last Monday, at Thruxton, he did it again, winning both the 55-mile Formula 2 race and the 82½-mile *Formule Libre* event, out-stripping all opposition and raising the lap record for that pleasant 2¼-mile Hampshire circuit to 83.84 m.p.h.

Bank Holiday weather in the old style, with blue skies and a circuit shimmering in the heat, brought a very large crowd to Thruxton. The organizers, the Bristol M.C. and L.C.C., had drawn up a five-race programme catering for all types of sports and racing cars, each race being somewhat longer than is customary for "mixed" airfield meetings, and providing, in conjunction with the almost unbelievable weather, a really grand afternoon's sport for everyone.

Event 1 was for sports cars up to 1,500 c.c., with an up-to-1,200 c.c. subdivision. It brought Cliff Davis (Cooper-M.G.), Donald Beauman (Riley) and Peter Gammon (M.G.) together, so sparks inevitably flew. Certainly it was the day's most keenly-contested race, right from the Le Mans-type start, in which Davis effected a lightning getaway to lead from Beauman, Gammon and C. M. Sears (Tojeiro). Gammon displaced Beauman on round 2, but C. M. Clairmonte, successful at Snetterton two days before, spun his chances away with the low, black Clairmonte. He resumed

★

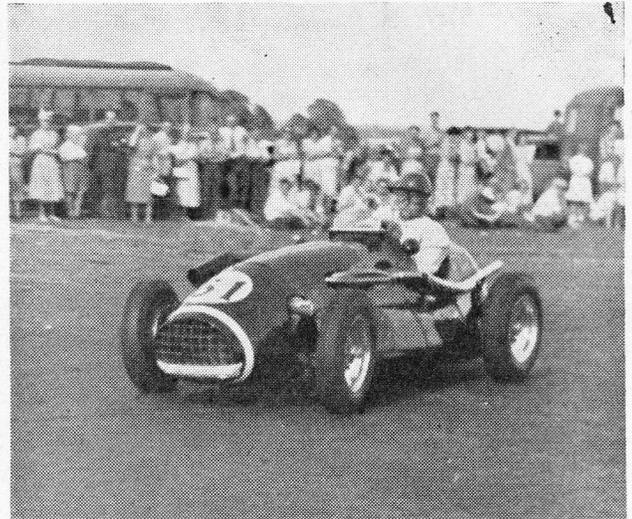
DOUBLE WINNER: Victory in both the Formula 2 and Formule Libre races at Thruxton went to Tony Rolt, who drove Rob Walker's Connaught in masterly style.

★

racing, but something dire happened to the car's internal workings and he gave up. Peter Jackson's Lester M.G. staged a monumental blow-up right in the finishing straight, leaving a trail of oil and violently dismembered engine components as it came to an abrupt halt.

Peter Gammon was now after Cliff Davis, and on lap 6 he was momentarily level emerging from Club Corner, dropped back, tried again on lap 7 and passed. Now Beauman made a terrific effort on lap 8, taking first Davis, then Gammon as well, to lead to the end in fine style, while Cliff Davis snatched second place back from Gammon. Chris Sears came fourth in the Lea-Francis-powered Tojeiro, and J. Riseley Prichard's *Disco Volante* replica Cooper-Riley, which had been going very fast, provided last-minute drama by suddenly catching fire beyond Club Corner. The driver jumped at speed, suffering contusions, shock and a damaged eye in the process, while the car ended up well off-course, sending up flames and smoke which evoked a fine rush by the fire squad. They soon put out the blaze, but the car, already damaged through earlier contact with another car, and now covered with extinguisher foam, was a sorry sight.

The second sports car race, for the



over 1,500s, gave Jimmy Stewart (Jaguar XK120C) a nice win on behalf of the Ecurie Ecosse, with co-Ecurier John Lawrence third behind M. L. Currie's fast and noisy ex-Jack Newton Frazer-Nash. Peter Bolton (Frazer-Nash) charged the bales at Club Corner, She-Simonds's Allard split its radiator and R. K. Darby spun his Allard at Apex Corner.

Came the Formula 2 race, in which H. H. Gould, of Bristol, in his recently-acquired Cooper-Bristol, stole a march at flag-fall on Tony Rolt and led the opening round. Rolt calmly waited his chance, passed Gould at Paddock Bend, and led the race unchallenged thereafter. Leslie Marr's Connaught revolved at Club, setting him way back in the field. Gould was driving with real Gonzalez determination—indeed, he notably resembled the Argentinian in build, in crouch, and in cornering, but Rolt was extending his lead in true Ascari style. Brian Ecclestone, another newcomer to Formula 2 with a Cooper-Bristol, lay third for a while, then became too closely acquainted with the bales down at Club, resumed racing at a slower pace and finally retired. Rolt won as he liked, Gould was a good second, patting his Cooper's bonnet approvingly, and Jack Walton (sports-type Cooper-Bristol) won a keen scrap with Peter Bolton, driving Walton's Frazer-Nash.

Despite Brands Hatch counter-attractions, the Formula 3 race drew a goodly entry totalling 22. T. J. Clarke in the sparsely bodied CB2 made a sensational start to lead the first two rounds, but John Coombs, waiting Rolt-like behind, thrust his Staride ahead on lap 3, and, equally Rolt-like, stayed there unshakably to the end of the race. Behind, diverse troubles drastically reduced the field during the 20-lap, 55 mile race, only eight cars surviving. The Coopers of N. Veronique and F. H. Bacon shared the same escape hole through the bales at Club Corner, both emerging again unscathed. Furious pre-race rush by R. K. Tyrell to change the Norton unit in his Cooper was poorly rewarded by a loose petrol union and resultant fuel

SCORCHED SAUCER: J. Riseley-Prichard's striking Cooper-Riley, replica of the Alfa Romeo *Disco Volante*, caught fire at the close of the 1,500 c.c. sports car race, with this lamentable result.

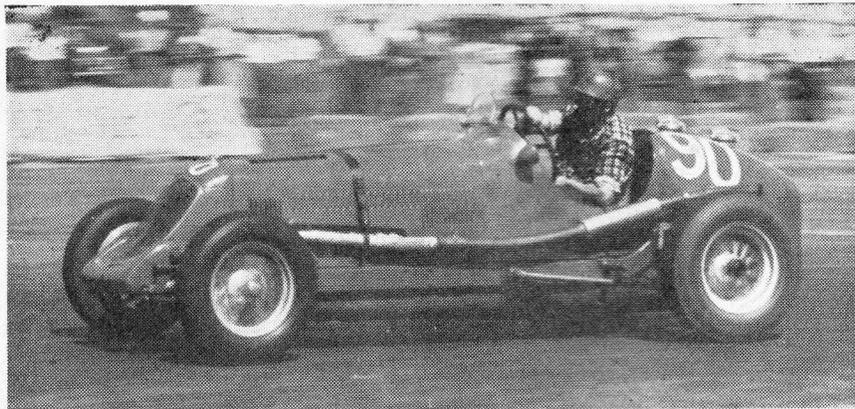


NEW MOUNT FOR DAVIS: The 1934 2.9-litre straight-eight Maserati—ex-Straight, ex-Bira, ex-McAlpine, was driven by Cliff Davis in the Formule Libre race. Unluckily he was forced to retire after eight laps when the exhaust pipe dropped off, setting the bodywork on fire.

starvation. T. J. H. Bennett revolved at Club, P. Murdoch (Cooper) neatly dodging him, while D. Boshier-Jones had a last-lap spin at Apex, and abandoned his Kieft near the Paddock. Billy Nicholson's B.S.A.-engined Kieft went well to finish third behind Coombs and Don Truman (Cooper).

The day's last race, to *Formule Libre*, was also the longest, with 30 laps (82½ miles) to be covered. Some heavy metal came out to contest it, notably the famous old "2.9" Maserati, to be driven by Cliff Davis, and E. N. Whiteaway's 5-litre B.H.W.; Richardson's R.R.A., Peter Walker's Cooper-E.R.A. and Tuck's Maserati, all supercharged, were also "amongst those present". So was Tony Rolt in the unblown 2-litre Connaught, however, and he it was who sped out of the first corner, already nicely in first place ahead of Cliff Davis in the red "Maser"; while behind, Geoffrey Richardson (R.R.A.) slid askew on the corner itself, smote the bales, and was out.

Lap 1 order was Rolt, Davis, Tuck, Walker, J. Stewart (Jaguar), Ecclestone (Cooper-Bristol), Marr (Connaught)—and Rolt was pulling away. Davis was handling the big Maserati impeccably, holding a sure second; Tuck dropped back, Walker moved up, and Marr passed Ecclestone. Then, on the fifth lap, the exhaust pipe on Davis's Maserati detached itself, the lengthy flames traditionally emitted by this old warrior of Britain's circuits became lengthier,



playing on the bodyside—and three rounds later, down at Club Corner, Davis saw—and felt—flames in the cockpit, climbed up on the tail and steered the car to a halt beyond the turn. The flames quickly died away, but Davis's race was done, and Peter Walker, bounced in and out of his cockpit on the bumpy back-stretches, moved up to a second place he held to the end despite unsuitable fuel.

By half distance, six cars had retired, and Rolt had the race in the bag. Whiteaway was handling the big and difficult B.H.W. warily; yet even so it caught him unawares on one lap by spinning at Club Corner. Rolt's 20th circuit was completed at 83.28 m.p.h., which improved on Ian Stewart's old figure with the Ecurie Ecosse Connaught. His 21st lap bettered this with 83.56 m.p.h., and his 28th lap raised it to 83.84 m.p.h., the new Thruxton record. His winning average was 82.17 m.p.h.; Walker, second home, was a whole straight and a corner away, and Jimmy Stewart, third, was a lap behind the Cooper-E.R.A. C. P.

Results

Race 1a—Sports Cars up to 1,200 c.c.: 1. A. C. B. Chapman (Lotus), 33 mins. 41 secs., 68.76 m.p.h. (14 laps). 2. I. D. L. Lewis (Riley). **Fastest lap:** I. D. L. Lewis, 2 mins. 20 secs., 70.90 m.p.h.

Race 1b—Sports Cars, 1,201-1,500 c.c. (15 laps): 1. D. B. Beuman (Riley), 33 mins. 28.8 secs., 74.12 m.p.h. 2. F. C. Davis (Cooper-M.G.). 3. C. M. Sears (Tojeiro). **Fastest lap:** D. B. Beuman, 2 mins. 10 secs., 76.36 m.p.h.

Race 2—Sports Cars over 1,500 c.c. (15 laps): 1. J. Stewart (Jaguar), 32 mins. 11.8 secs., 77.07 m.p.h. 2. M. L. Currie (Frazer-Nash). 3. J. Lawrence (Jaguar). **Fastest lap:** J. Stewart, 2 mins. 5.2 secs., 79.29 m.p.h.

Race 3—Formula 2 Racing Cars (20 laps): 1. A. P. R. Rolt (Connaught), 41 mins. 15 secs., 80.21 m.p.h. 2. H. H. Gould (Cooper-Bristol). 3. J. H. Walton (Cooper-Bristol). **Fastest lap:** A. P. R. Rolt, 2 mins., 82.72 m.p.h.

Race 4—Formula 3 Racing Cars (20 laps): 1. J. Coombs (Staride), 43 mins. 24 secs., 76.24 m.p.h. 2. D. Truman (Cooper). 3. W. Nicholson (Kieft). **Fastest lap:** J. Coombs, 2 mins. 7.6 secs., 77.79 m.p.h.

Race 5—Formule Libre Racing Cars (30 laps): 1. A. P. R. Rolt (Connaught), 60 mins. 22.8 secs., 82.17 m.p.h. 2. P. D. C. Walker (Cooper-E.R.A.). 3. J. Stewart (Jaguar). **Fastest lap:** A. P. R. Rolt, 1 min. 58.4 secs., 83.84 m.p.h. (New lap record.)

WEST ESSEX C.C. AT SNETTERTON

THE sun shone at Snetterton last Saturday, and the faithful few spectators who turned up were able to enjoy an excellent programme of racing, carried through with that celerity and precision which always distinguishes the meetings of the West Essex Car Club. The surprise of the meeting was undoubtedly the performance of C. M. Clairmonte's beautifully finished and rakish looking Clairmonte Special. This car, fitted with a lined-down Lea-Francis engine, set the handicappers a pretty problem, winning the first handicap race by 12 seconds, coming a close second to Desoutter's Lotus in the under 1,500 c.c. handicap, and then crowning an excellent afternoon's work by beating up Cliff Davis and Peter Gammon in the under 1,500 c.c. scratch race.

* * *

The first race, the saloon car handicap, saw Richmond's elderly Wolseley on the limit, with a 2 mins. start from back marker Everard (DB2 Aston Martin). On the third lap Hazel Dunham, of Tulip Rally fame, took her heliotrope Rover saloon into a lead which she proceeded to hold, swirling through the Esses in fine style, until she was overtaken at the end of the straight in the final lap by the DB2. Lincomb's big

Lincoln saloon disliked the Esses intensely, heeling farther and farther over until the inevitable happened on lap three, and it spun to a standstill amid dense clouds of smoke and burning rubber. Thurston's Vauxhall, starting on the 1 min. 40 secs. mark, came into third place behind Hazel Dunham and Everard who won in the excellent time of 13 mins. 11.6 secs. (72.36 m.p.h.).

Saloon Handicap (5 laps): 1. P. A. Everard (Aston Martin), scr., 13 mins. 11.6 secs. (72.36 m.p.h.). 2. Miss Hazel Dunham (Rover), rec'd 1 min. 30 secs., 13 mins. 17.2 secs. 3. E. F. Thurston (Vauxhall), rec'd 1 min. 40 secs., 14 mins. 6.8 secs. 4. G. R. L. Oddey (Riley), rec'd 1 min. 0 secs., 14 mins. 16.0 secs. **Fastest Lap:** Everard, 2 mins. 10.6 secs. (74.43 m.p.h.).

The second race was the sports car handicap for cars of any capacity. Limit man was P. T. Nott on an elderly Austin Seven, but the lead after one lap was taken by Murray Rash's much-modified M.G. PB. Clairmonte, however, surprised everybody with the speed of his Lea-Francis Special, and came through the field from the 1 min. mark to score a runaway win at an average speed of 73.90 m.p.h. Back marker Peter Woozley, who was driving the ex-1952 Le Mans Cadillac Allard, put up the fastest lap in 2 mins. 2 secs., but despite extremely energetic cornering was unable to make any impression on the leaders.

Sports Car Handicap (5 laps): 1. C. M. Clairmonte (Clairmonte), rec'd 1 min. 0 secs., 12 mins. 27.6 secs. (73.90 m.p.h.). 2. P. A. Desoutter (Lotus), rec'd 1 min. 45 secs., 12 mins. 39.2 secs. 3. C. Sears (Tojeiro), rec'd 45 secs., 12 mins. 40.2 secs. 4. A. M. Goldthorpe (Connaught), rec'd 1 min. 0 secs., 12 mins. 49.8 secs. **Fastest Lap:** P. Woozley (Allard), 2 mins. 20 secs. (79.67 m.p.h.).

Only seven cars started in the 500 c.c. scratch race. Ken Smith got into the lead at the start, but was soon overtaken by Jim Russell's bright red Cooper, and hotly pursued by Headland's Martin-Headland. These three proceeded to outstrip the rest of the field, and to have a private race on their own. On the third lap Headland managed to get by Ken Smith, and, despite immense efforts by Smith, to stay there until the sixth lap, when the positions were again reversed. Neither of them could make any impression on Russell who, having once got out in front, contrived to remain there until the end, winning by nearly 6 secs.

F3 Race (7 laps): 1. J. Russell (Cooper), 14 mins. 34.6 secs. (77.8 m.p.h.). 2. K. Smith (Smith), 14 mins. 40.4 secs. 3. C. D. Headland (Martin-Headland), 15 mins. 14.4 secs. 4. D. G. Walker (Kieft), 15 mins. 38.2 secs. **Fastest Lap:** Russell and Headland, 2 mins 2.8 secs. (79.15 m.p.h.).

The handicap race for cars of under 1,500 c.c. looked like producing another round of the Davis-Gammon duel, both

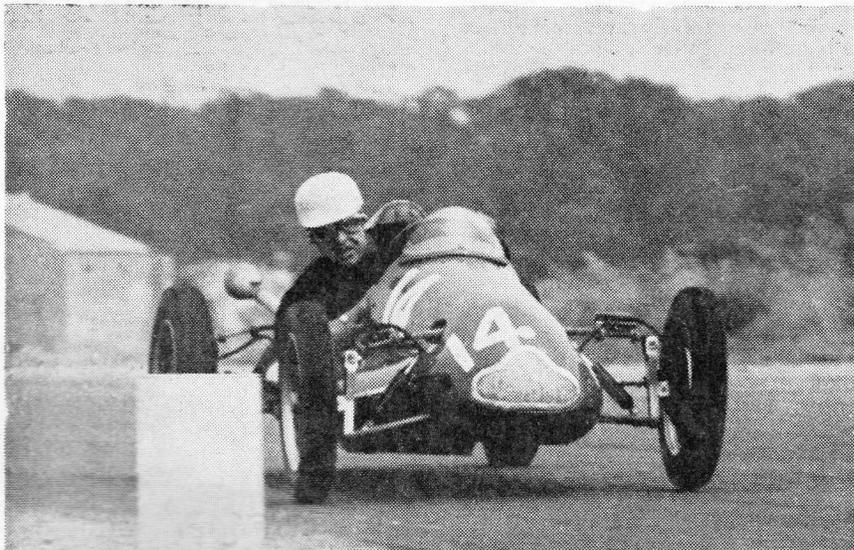
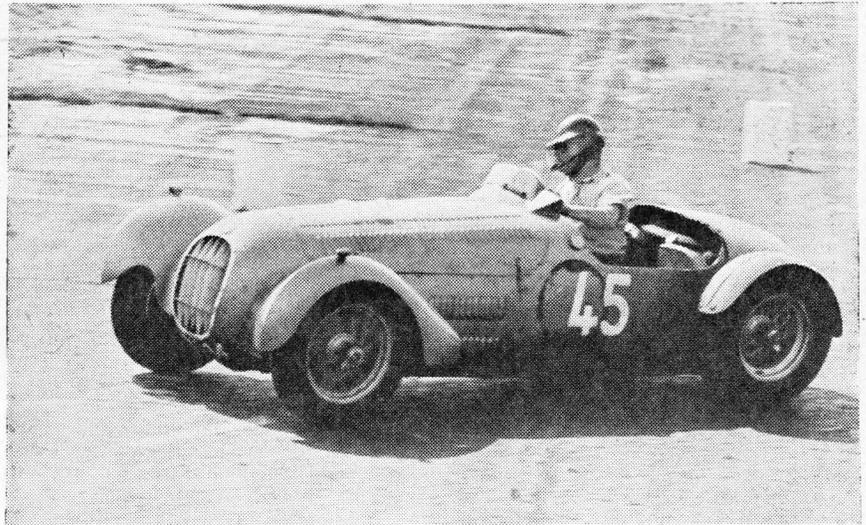
(Continued overleaf)

of whom were on the scratch line, and so, indeed, it proved. Both cars worked their way steadily through the field with Gammon just a little in front of Davis, and neither able to do much about it until Gammon disappeared out in the country with a faulty ignition lead. The handicappers had done a good job in this race, for only 11 secs. separated the first four cars, and Davis actually overtook limit man Nott on the finishing line. The race was won by Desoutter's Lotus, with Clairmonte a close second.

Sports, up to 1,500 c.c. (5 laps, h'cap): 1, P. A. Desoutter (Lotus), rec'd 1 min. 45 secs., 12 mins. 37.2 secs. (68.24 m.p.h.). 2, C. M. Clairmonte (Clairmonte), 12 mins. 40.2 secs. 3, T. W.

(Right) Oscar Moore on his way to winning the five-lap scratch race for over 1,500 c.c. cars in his familiar H.W.M.-Jaguar.

(Below) Formula 3 race winner J. Russell takes his Cooper close in through Coram Curve on the final lap.



Dargue (M.G.), rec'd 45 secs., 12 mins. 44.4 secs. 4, L. J. Coe (Riley), rec'd 1 min. 45 secs., 12 mins. 48.8 secs. **Fastest Lap:** Clairmonte, 2 mins. 6.4 secs. (76.90 m.p.h.).

In the scratch race for cars of up to 1,500 c.c., it was Gammon and Davis who led from Dargue and Clairmonte at Riches Corner, but by the end of the first lap Gammon had dropped back and the order was Davis, Clairmonte, Gammon. By the end of the third lap Clairmonte had moved into first place, which he held to the finish to win at an average of 75.72 m.p.h.

Sports, up to 1,500 c.c. (5 laps, scratch): 1, C. M. Clairmonte (Clairmonte), 10 mins. 41.8 secs. (75.72 m.p.h.). 2, F. C. Davis (Cooper-M.G.), 10 mins. 45.2 secs. 3, P. D. Gammon (M.G.), 10 mins. 50 secs. 4, T. W. Dargue (M.G.), 10 mins. 55.0 secs. **Fastest Lap:** Clairmonte, 2 mins. 5.8 secs. (77.27 m.p.h.).

The scratch race for cars of over 1,500 c.c. saw a welcome return to form by Oscar Moore, who won at an average of 80.01 m.p.h., although the indefatigable Wyatt pushed him all the way. His usual satellite, Peter Woolzley, followed him into third position. Cliff Davis in the Tojeiro, who had got ahead by Riches Corner, was overtaken by Moore's H.W.M. on the first lap, and after holding second place for three laps, was overtaken by Wyatt and Woolzley and retired.

Sports, over 1,500 c.c. (5 laps, scratch): 1, O. Moore (H.W.M.), 10 mins. 7.4 secs. (80.01 m.p.h.).

2, B. Wyatt (Frazer-Nash), 10 mins. 9.0 secs. 3, P. Woolzley (Allard), 10 mins. 19.4 secs. 4, P. J. Kenneth (Frazer-Nash), 10 mins. 35.2 secs. **Fastest Lap:** Wyatt, 1 min. 57.8 secs. (82.51 m.p.h.).

The handicap for cars of over 1,500 c.c. was much more of a cut-and-thrust affair. No less than five cars were on the limit line, and as they shot off into the afternoon sun it was C. A. Brooks' Healey Silverstone which went into the lead, with C. D. Boulton's similar car close behind. Ben Wyatt and Peter Woolzley had a private duel from the 30 secs. mark, but by the time the Esses were reached on the first lap Wyatt had got his Frazer-Nash in front of the Allards. Cliff Davis again found the back marker's position too much for him and, although he drove the Tojeiro in his usual polished style, was never in sight of being placed. Oscar Moore, whose H.W.M. was smoking badly, dropped farther and farther behind and on the fourth lap pulled into the paddock. Meanwhile Brooks had got well out in front of Boulton and the two Healeys continued to lead the field until the final lap, when Messrs. Wyatt and Woolzley, in that order, thrust past Boulton into second and third place. Brooks going on to win at an average of 74.36 m.p.h.

Sports, over 1,500 c.c. (5 laps, h'cap): 1, C. A. Brooks (Healey), rec'd 1 min. 15 secs., 10 mins.

53.6 secs. (74.36 m.p.h.). 2, B. Wyatt (Frazer-Nash), rec'd 30 secs., 11 mins. 2.4 secs. 3, P. Woolzley (Allard), rec'd 30 secs., 11 mins. 2.8 secs. 4, C. D. Boulton (Healey), rec'd 1 min. 15 secs. **Fastest Lap:** Woolzley, 2 mins. 0.4 secs. (80.73 m.p.h.).

Only five cars started in the *Formule Libre* race, and of these Moore's H.W.M. spun on the first lap as the result of a track rod coming adrift. Leslie Marr's Connaught had things all its own way, and had established an unchallengeable lead by the end of the second lap, after which he eased up until Wyatt began to look like catching him. However, there was never really any doubt about the issue, and in response to "speed up" signals from his supporters, Marr opened the gap between himself and Wyatt to more than half the length of the straight within a single lap, and won as he liked at 79.79 m.p.h. Wyatt again beat Woolzley for second place, while W. B. Black brought up the rear, nearly a minute behind.

Formule Libre (7 laps, scratch): 1, L. Marr (Connaught), 14 mins. 12.8 secs. (79.79 m.p.h.). 2, B. Wyatt (Frazer-Nash), 14 mins. 28.0 secs. 3, P. Woolzley (Allard), 14 mins. 28.2 secs. 4, W. B. Black (Frazer-Nash), 15 mins. 2.0 secs. **Fastest Lap:** Marr, 1 min. 57.2 secs. (82.94 m.p.h.).

J. C. B. PEARCE.

* * *

TRENGWAINTON HILL-CLIMB

W. ASHLEY CLEAVE'S remarkably fast Morris Special set up B.T.D. at the West Cornwall M.C.'s hill-climb at Trengwainton on Monday, 3rd August. His time of 26.02 secs. bettered that of runner-up A. J. Currie (Lotus) by a bare $\frac{1}{2}$ second. A. W. ("Dick") Richards won the up to 1,100 c.c. racing class with a run in 27.04 secs.

PROVISIONAL RESULTS

Racing Cars, up to 1,100 c.c.: 1, A. W. Richards (J.B.S.-Norton), 27.04 secs.

Sports Cars, up to 750 c.c.: 1, D. Watts (Austin), 30.25 secs.

Sports Cars, up to 1,300 c.c.: 1, W. A. Cleave (Morris), 26.20 secs. 2, A. J. Currie (Lotus), 26.29 secs. 3, C. D. F. Buckler (Buckler), 27.06 secs.

Sports Cars, up to 2,000 c.c.: 1, E. H. Dennis (H.R.G.), 28.19 secs. 2, Mrs. Osborn (H.R.G.), 28.44 secs. 3, J. H. Greenwood (H.R.G.), 28.61 secs.

Sports Cars, over 2,000 c.c.: 1, C. M. B. Kite (Jaguar), 26.92 secs. 2, G. S. Scali (Allard), 26.96 secs. 3, D. A. Hoskin (Jaguar), 27.54 secs.

Championship: 1, W. A. Cleave (Morris), 26.02 secs. (Best Time of Day). 2, A. J. Currie (Lotus), 26.04 secs. 3, G. S. Scali (Allard), 26.45 secs.

Best Time by Lady Driver: Mrs. Osborn (H.R.G.), 28.44 secs.

VARIED FIELD: Start of the 1,500 c.c. race for sports cars, with H. H. Gould's Cooper-M.G., G. Tyrer's Supermotor, Riseley-Prichard's Cooper-Riley and Brandon's winning Leonard-M.G. in the first row.

(Cooper); 3, L. Leston (Leston Spl.); 4, R. K. Tyrrell (Cooper).

A real scrap was seen between the first three cars in Heat 2 of the 1½-litre sports car race, the lead changing no less than six times. At the end of the first lap Buckler (Buckler) had a small advantage over Broad (M.G.), with Tom Haig (M.G.) about one length behind. On lap 2, Haig passed both and stayed in front until the eighth round, when he overslid coming out of South Bend and was taken by Buckler. D. A. S. Colvin overturned his M.G. at Altarnum, with little damage to his car or to himself.

Sports, up to 1,500 c.c., Heat 2: 1, C. D. F. Buckler (Buckler), 64.66 m.p.h.; 2, T. Haig (M.G.); 3, S. J. Broad (M.G.); 4, M. R. G. Llewellyn (M.G.).

In the next event, Jack Walton gave the crowd a thrill by his really fast driving of the Cooper-Bristol, lapping consistently at around the 77 m.p.h. mark. Tyrer and Gould had another duel, for second place this time, passing and repassing on almost every lap. Gould got the Cooper-M.G. in front on the ninth lap, only to swing wide and be repassed on the final round.

Sports, over 1,500 c.c., Heat 2: 1, J. H. Walton (Cooper-Bristol), 77.37 m.p.h.; 2, G. Tyrer (Supermotor); 3, H. H. Gould (Cooper-M.G.); 4, R. Gibson (Jaguar XK 120).

Another runaway win was scored in the second heat of the F3 race, by Eric Brandon (Cooper), who was unchallenged

HOLIDAY DAVIDSTOW

Jack Walton (Cooper-Bristol) Breaks Ken Watkins's Lap Record—Eric Brandon Wins Sports Car and Formula 3 Races

SOME excellent scratch racing, organized by the Cornwall Motor Racing Association, was seen at Davidstow last Saturday. Practice times showed that the lap record of 75.59 m.p.h., set up by Ken Watkins's Allard, was in real danger, and in the race for cars of unlimited capacity Jack Walton (Cooper-Bristol) established a new figure of 81.11 m.p.h. Eric Brandon won four events driving his Cooper and Leonard's Leonard-M.G.

In Heat 1 of the 1½-litre sports car race, Gillie Tyrer set a cracking pace in the "Supermotor", hotly pursued by Gould (Cooper-M.G.) and Eric Brandon in the Leonard-M.G. LOY 501. The scrap continued for four laps until Gould, trying to take Tyrer, climbed a straw bale at Altarnum Corner, letting Brandon through. Brandon then passed Tyrer on the back straight during the sixth lap, to win comfortably.

Sports, up to 1,500 c.c., Heat 1: 1, E. Brandon (Leonard-M.G.), 71.21 m.p.h.; 2, G. Tyrer (Supermotor); 3, J. Riseley-Prichard (Cooper-Riley); 4, P. Jackson (Lester-M.G.).

P. R. Bolton (Frazer-Nash) got away very smartly in Heat 1 of the "unlimited" race, and led Watkins (Cadillac-Allard) until passed at the chicane on the fourth lap, when Watkins put the lap record up to 77.88 m.p.h. Lying third, and driving very steadily, was Lt.-Col. O'Hara Moore (Frazer-Nash), who was having a private scrap with Copeland's

Nash until he, too, was taken, on the sixth round.

Sports, over 1,500 c.c., Heat 1: 1, K. Watkins (Allard), 75.65 m.p.h.; 2, P. R. Bolton (Frazer-Nash); 3, F. B. Copeland (Frazer-Nash); 4, Lt.-Col. O'Hara Moore (Frazer-Nash).

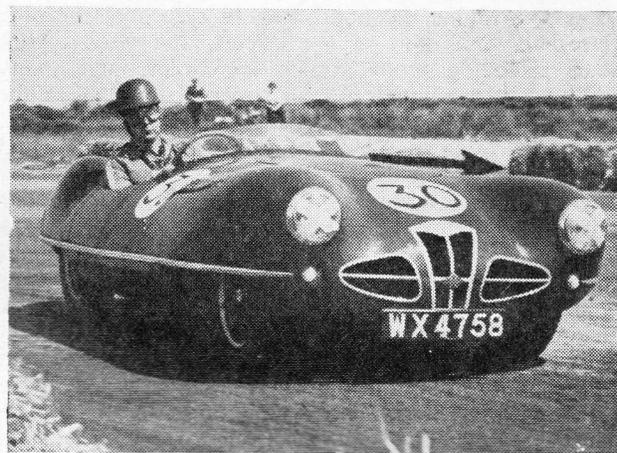
The first heat of the 500 c.c. race proved a little disappointing, as Don Parker led from start to finish, followed by Stuart Lewis-Evans and Les. Leston, with R. K. Tyrrell bringing his Cooper into fourth place.

Formula 3, Heat 1: 1, D. Parker (Kieft), 74.28 m.p.h.; 2, S. Lewis-Evans

★
REALLY "DISCO": (Right) J. Riseley-Prichard's 1,496 c.c. Cooper-Riley of Alfa Romeo Disco Volante form went well at Davidstow.

★
DAY OUT FOR BRANDON: (Below) Eric Brandon won his heat and the final of the 1,500 c.c. sports car race in the Leonard-M.G., then took first prize in the Formula 3 race with a Cooper.

★

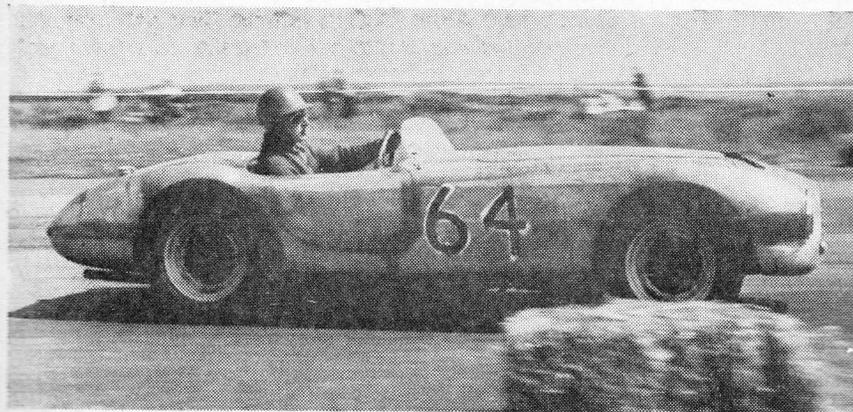


by second man Don Truman, also Cooper-mounted.

Formula 3, Heat 2: 1, E. Brandon (Cooper), 76.31 m.p.h.; 2, D. Truman (Cooper); 3, N. Berrow-Johnson (Martin); 4, A. A. Butler (Cooper).

Brandon, in the Leonard-M.G. again, achieved another victory in the final of the 1,500 c.c. race, taking the lead from Tyrer on the third lap and holding it to the finish. Yet another scrap was waged between Tyrer and Gould for second place, with never more than a length between them. On the 15th lap, however, Gould had the misfortune to break a valve in his Cooper-M.G., letting Buckler into third place.

(Continued on page 191)





★
Probably the fastest corner-artist of today. Juan Manuel Fangio with his Maserati, taken during the recent Dutch Grand Prix.
★

TECHNICAL & OTHERWISE

By JOHN BOLSTER

SILVERSTONE AGAIN!

MY visit to Silverstone, on the occasion of the British Grand Prix, was on behalf of the B.B.C. Nevertheless, I took the opportunity of carrying out a good deal of research, both to give my broadcast more authority and as a matter of general interest. Basically, the project I had in mind was to discover who was fastest on what part of the circuit, and why. After much travelling from corner to corner, and many hundreds of readings on two stop-watches, during the two practice days, I think I found some of the answers.

The first thing that I discovered, and which repeated tests only confirmed, was that Fangio is consistently faster through corners than anybody else. He only has a tiny margin over the other first-line drivers, and one might almost question the accuracy of hand timing if the same results had not been obtained over and over again. Gonzalez can corner as quickly on occasion, but shows considerable variation.

Next come Ascari and Farina, and it is interesting to notice that the Doctor indulges in a good deal more wheel twirling than in his Alfa Romeo days. Mike Hawthorn, Tony Rolt and Ken Wharton can equal the Italian experts, but nobody else is in the same class, though Harry Schell does wonders with the skittish Gordini. The intelligent use of the stop-watch can isolate many driving faults, and I soon discovered what is the besetting sin of the less expert British competitors. Briefly, it is clumsiness in brake application.

The pitiless hand of the watch reveals all too clearly that once a car has been unsettled by violent or overlate braking, it never fully recovers its cornering power throughout the bend. To the uninitiated, such driving actually looks faster, but a whole second may easily be thrown away in one corner, which nobody can afford to do. Let me make it perfectly clear that I am not attempting the over-simplification of what is, after all, a very complex art. I am merely suggesting that if some drivers would get their braking technique tidied

up, their cornering deficiencies might be largely eliminated.

A comparison of different makes of car was interesting. I think that the Connaughts hold the road just as well as the Italian machines, and their initial acceleration out of the bends is comparable. It is in the middle of the range that the Ferraris and Maseratis are so patently superior, and nowhere is this more manifest than on the climb up through Abbey Curve. One feels that a nice shape in power curves, rather than astronomical b.h.p., is the answer here.

Switching to sports cars for a moment, I would like to doff my deerstalker to the DB3S Aston Martins. These were not only exceedingly fast, but their cornering, in the authentic four-wheel drift, was a joy to watch. Reg Parnell, in particular, had the thing thoroughly taped, and he was on the top of his form.

I was bitterly disappointed that the "beam axle" Cunningham did not run. The other two cars were somewhat heart-stopping on the corners until a much tighter damper setting transformed their stability. They were fast—very fast—but they appeared to take a lot of arresting before the bends. Incidentally, there seemed to be some friction among their pit crew, and one mechanic was heard to complain that there were more chiefs than Indians in this outfit.

It is pleasant to be able to record a great improvement in the B.R.M. *équipe* since A. G. B. Owen took over. I shall never love the design of the present cars, though they are extremely rapid on certain courses; they are still a considerable handful, and, let's face it, virtually undrivable after a shower of rain. The point is, however, that the thing is now organized in a businesslike manner, and all the embarrassing nonsense and phoney publicity of the past has been excoriated. I would like to congratulate Mr. Owen on a considerable achievement.

To turn to the actual racing, I was sorry that a

prophecy which I have often made came true. I have always feared that a car would get out of control leaving Woodcote Corner and slew across into the pits, for I consider that they are dangerously sited. It was with horror that I saw Charles Headland's accident developing, and only a miracle saved many people from serious injury. I have also seen the film of the episode—a most alarming business—and I feel that if Mr. Headland were to see it run through several times, he would never make the same series of mistakes again. In contrast, I felt that Mike Hawthorn's handling of an even worse predicament was beyond all praise; it was an amazing recovery from the very worst sort of disaster.

I was glad to see the officials take a firm stand over the Gonzalez incident. There is not the slightest doubt that his oil tank had been over-filled, and expansion had forced the lubricant out of the breather. It is perfectly true that the trouble had ceased by the time the car came in, but it was essential that the machine should be examined by an engineer to ensure that this was so, for the safety of all the other drivers was

involved. This was not the only dry sump tank which overflowed, and one hopes that team managers and mechanics will watch this point in future.

Once again, I used a Lambretta scooter for my paddock prowling, but on this occasion a box sidecar of useful capacity was fitted. For such purposes, a lower gear ratio is used, and the tiny engine was master of its load, though I habitually carried two passengers. With brisk acceleration and an easy 30 m.p.h. cruising speed, this is a very useful vehicle.

It only remains to thank the B.R.D.C. and the *Daily Express* for an excellent meeting in which a very full programme went through without a hitch. For my part, the day was made when Alberto Ascari spoke English into my microphone, and spoke it jolly well, too! I only regret that we were not on the air during the Gonzalez incident, for all the impassioned shouting and yelling would have provided the broadcast with considerable atmosphere. Perhaps it was just as well, however, since some words are almost the same in any language.

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

Nitromethane Fuels

So Mr. John Bolster considers (page 50, 10th July issue) that experiments incorporating special chemicals in alcohol racing fuel are "deplorable" and "dicy", and that Mercedes-Benz has started us off "on a crazy bender".

Admittedly, Nitromethane is expensive, but not fabulously so—penicillin was also expensive until its usefulness was established and large-scale production started. Progress depends upon experimentation and if Nitromethane or any other fuel additive proves capable of raising b.h.p. in ordinary fuel-injection cars, any concomitant problems must, and will no doubt be solved.

Please do not restrict inventiveness and progress by banning compounds which, as the article shows, are not fully understood. Rather, follow German and American policies by tackling all technological problems with enthusiasm and the knowledge that even "negative" research is important.

Nitromethane is certainly hazardous but so too are methyl alcohol, benzene and tetra-ethyl lead.

G. R. JONES.

LONDON, S.W.20.

Beam Axles

HAVING just received the 3rd July issue of AUTOSPORT out here, I am prompted by John Bolster's excellent article on the Le Mans Cunningham's suspension to add a few lines.

The basic faults of old beam axle layouts are the narrow spring base and damper base which encouraged patter and tramp; the inaccurate axle location with inadequate provision for brake torque and geometric errors in the drag link layout; the torsionally flexible chassis; and the unnecessarily heavy unsprung weight. The advantages offered by the beam axle are a high roll centre giving weight transfer without roll and without the need for a massive anti-roll bar; no excessive scrub or camber changes; perfect cooling of brake drums; vertical wheels on cornering.

Given a really stiff chassis, a wide spring and damper base, and accurate location, I do not think the boggy of shimmy and tramp will cause any worry. Indeed, for racing I think the beam axle may well be in for a revival. However, it will never

replace i.f.s. for the touring car because of the popular forward engine mounting position.

The old Allards provide a good example of how a high roll centre at the front-end can enable a tail heavy car to handle adequately. The latest Le Mans Allard with its more normal weight distribution would appear to be an understeerer, and the only cure is either to go back to the old weight distribution or to lower the front roll centre somewhat.

Finally, I must disagree with Bolster over his contention that an anti-roll bar raises the roll centre of the suspension. An anti-roll bar only serves to increase roll stiffness and has no effect whatsoever on the roll centre which depends solely on the geometry of the suspension.

JOHN FARLEY.

R.A.F. KABRIT, M.E.A.F. 15, EGYPT.

The Six Hours Relay Race

AS Secretary of the Meeting for the Six Hours Relay Race, I would like to make known a few points of importance to prospective entrants.

Judging by the rate at which entries are coming in, the event will be over-subscribed, and some people may have to be disappointed. The great majority of these entries are from clubs and small groups, putting forward very diverse teams of cars.

The only method of handicapping possible with our system of free relay arrangements is to assume that the faster cars in the team will do most of the running. We discourage a declaration of maximum number of laps for such cars as a nuisance to all concerned, and there is no provision to cope with one or two slow cars in a fast team. Obviously it is to a team's advantage if all its cars are of similar performance.

Another factor is that we also have to please the public, to whom makes of cars carry great significance, whereas the name "Mudhampton and South Gertshire M.C." means nothing. We, therefore, offer a high priority of acceptance to one-make teams, provided their intention to enter is known in good time.

Again, since any one person getting a team together is only acquainted with a small fraction of those anxious to run, we accept individual entries and these have to be placed.

Therefore a certain amount of adjustment to teams will be made in this office to the ultimate benefit of everybody, and at the risk of being called a bloated bureaucrat I propose to take a fairly strong line over this.

Anticipating a recurrent query, the race is on National permit, and is open to all holders of full competition licences. All clubs are invited; one make clubs are welcome.

HOLLAND BIRKETT.
750 CLUB.

(More Correspondence overleaf)

Correspondence—continued**Too Many Splines?**

AFTER a certain amount of thought, I put forward the following points in reply to "Crownwheel and Pinion" (10th July issue):—(1) If the number of splines were reduced, the size would have to be increased to transmit the required torque at the same loading per unit area. (2) The hub section would have to be made heavier, to transmit the increased load at each spline. (3) Square section splines would give rise to excessive stress concentrations at the spline roots, causing early failure unless the hub section were made excessively heavy. (4) The lighter the hub section, the less will be the unsprung weight and the less will be manufacturing costs. (5) Assuming that manufacturing accuracy were maintained, a sine curve shaped spline would be the best in theory. But if we bring reduced cost and increased ease of machining into account, the present Rudge hub is the best practical design.

The importance of radiusing splines can be seen in one example taken from marine engineering practice. Readers may recall the large number of Liberty ships which suffered from propellers dropping off, in the period 1943-1946. One of the greatest contributing factors to this somewhat expensive and embarrassing occurrence was insufficient radiusing in propeller keyways.

"PLUMBER."

LEE-ON-SOLENT.

Passengers in Rallies

I HAVE pondered considerably over the subject of passengers in rally tests, and am of the opinion that tests should be conducted with passengers on board.

I recall that in the recent Morecambe Rally three cars overturned on one turn in a test. I only saw one of these mishaps, but am assured that all three took place in the same manner. The driver was on the outside of the 180 deg. turn, and I am convinced that had there been a second person in the car all would have been well. I navigated one of these cars in a rally some three weeks later, and on one test, whereas most other cars motored solo, I remained seated. Violent changes of course were included, but the car was completely stable and we returned the fastest time. In fairness it should be stated that it was a loose surface.

Just why organizers say passengers must not be carried is hard to understand. I think it is fairly obvious that the risk of inversion is reduced and times need not necessarily be slower due to the increased weight, particularly if the passenger does his "sidecar" stuff, etc.

Finally, speaking as both a driver and passenger, I think it is a trifle hard on the passenger, when, having worked hard

navigating round half of England he is barred from joining in the fun and excitement of the tests. I would welcome other rallyists views on this subject.

PATRICK M. KENNETT.

LEA, NEAR PRESTON.

* * *

The Russon

I HAVE noticed from time to time in your journal that you have given reports of various motor-cycle engined cars, so I thought that you might be interested in some details of the Russon four-wheeler, which is unfortunately no longer in production.

There were various models, my example being powered by a rear-mounted 250 c.c. Talisman Twin two-stroke, with chain drive via an Albion three-speed and reverse box to both back wheels, with no differential. Suspension is fully independent by swing axles front and back, with coil springs and Girling telescopic dampers. There are Girling mechanical brakes on all wheels, and steering is by rack and pinion. The chassis has two large diameter tube side members, upswept at the front and rear for the spring anchorages.

The body is of the modern streamlined open type, with a 48 in. wide bench seat and two doors. A good feature is the fitting of a car type Lucas generator, which permits a very comprehensive set of electrics to be used; starter, twin screen wipers, 45 watt headlights, etc.

The design is notable for the number of rubber bushes employed, in fact, no lubrication is needed for the suspension parts. Another unusual (almost unique) feature is that the engine is completely accessible "in flight" through a hatch behind the seat.

A. C. WEMYSS.

BITTERNE, SOUTHAMPTON.

* * *

Crystal Palace

MAY I associate myself with your correspondent Mr. J. A. Ruckworth in querying whether the increase of around 10 m.p.h. in the lap speed of the new Crystal Palace circuit is sufficient to justify the shortening of an already small circuit.

Admittedly, speed is important but it is not the only factor essential for interesting racing, and the recent meeting did seem to me to lack some of the appeal of pre-war races.

Certainly the inroad section of the pre-war circuit included several interesting corners, particularly Stadium Dip, which called for considerable skill, and its sinuous nature did not prevent close finishes.

R. S. MARRIOTT.

CHINGFORD, E.4.

BOOK REVIEWS

OUT of the Crucible is an absorbing reprint of a 1924 Duesenberg booklet which should appeal considerably to historically minded racing enthusiasts. It lays bare many interesting design features of those highly successful straight-eight cars which the famous Indianapolis house of Duesenberg produced in the '20s, and with which they won the French G.P. at Le Mans in 1921 and the Indianapolis 500 Miles races in 1924, 1925 and 1927. Hydraulic braking was only one of their notable features.

Close basic similarity of the famous Model A passenger car to the racing machines is an interesting revelation in this booklet, brought home by comparative diagrams and photographs. To the publisher, Jack Carmody, of 542 Rockdale Drive, San Francisco, 27, California, should go credit for this welcome contribution to the sparse records of American racing car development through the years.

C. P.

* * *

THE tendency among Italian racing and sports car designers to revert to the leaf spring has focused attention on this old friend. Thus, a book of this

title is timely. *Leaf Spring Design*, by Alan Hodgson, is published by the well-known spring makers, Richard Berry & Son (Prop.: J. Brockhouse & Co., Ltd.). It is available gratis to senior executives of the motor industry, and is a most valuable work.

Naturally, the treatment is largely mathematical, and a host of useful formulæ and graphs are provided. In spite of this, Mr. Hodgson's style is light and readable, which makes the pursuit of knowledge more pleasant. I am sure that I, for one, shall make constant use of this little text book, and I would advise all constructors, from the special builder up, to beg, borrow or steal a copy, or even write to Messrs. Brockhouse, at 25 Hanover Square, W.1.

J. V. B.

* * *

GEORGE MONKHOUSE'S magnificent book, *Grand Prix Racing—Facts and Figures*, has been re-issued by G. T. Foulis, and now covers the years between 1894 and 1952. A large number of entirely new photographs has been added, making the total 241 illustrations. The table of results has also been enlarged to include events held up to the end of 1952, and several left out of the original edition have been added to make the list as complete as possible.

G.

BACK TO KIRKISTOWN

Successful Second Meeting at Kirkistown Circuit—Rex McCandless Breaks Lap Record

LIVELY racing marked the joint meeting of the 500 M.R.C.I. and the Ards M.C.C. at Kirkistown airfield on Saturday, 1st August. The date coincided with the first spell of summer weather for several weeks, and once again the Ulster spectators showed that they are prepared to travel some distance to enjoy motor racing if the weather is kind and there is a prospect of good motoring.

Before the start, the 500 M.R.C.I. asked all present to join them in a moment of tribute to their late president, Bobbie Baird. In a few moving sentences vice-president Sydney Durbidge voiced the extent of the loss the club had suffered through W. R. Baird's death, after which a silent tribute was observed.

The programme consisted of three motor-cycle races and two car events—a 20-lap scratch race and a 10-lap handicap event run off in two heats and a final. Practising had taken place in the forenoon and passed off without incident, except that Marshall Watson made an excursion into the bales with his J.P.-Vincent and damaged his steering beyond immediate repair.

The existing lap record, made last June by Dickie Lovell-Butt in Baird's blown Griffin, stood at 77 secs. (71.40 m.p.h.) when the racing started, and although the motor-cyclists enjoyed spirited racing, the best laps recorded by them were 2 secs. outside this figure.

Eight cars took the line for the scratch race, perhaps the most interesting being

BEST HANDICAP (Right): *Sidney Pentland (Ford Special) took first place in the handicap event during the joint meeting of the 500 M.R.C.I. and the Ards M.C.C., at Kirkistown on 1st August.*

BEST SCRATCH (Below): *Victory in the 20-lap scratch race went to Dubliner Torrie Large and his Alta.*

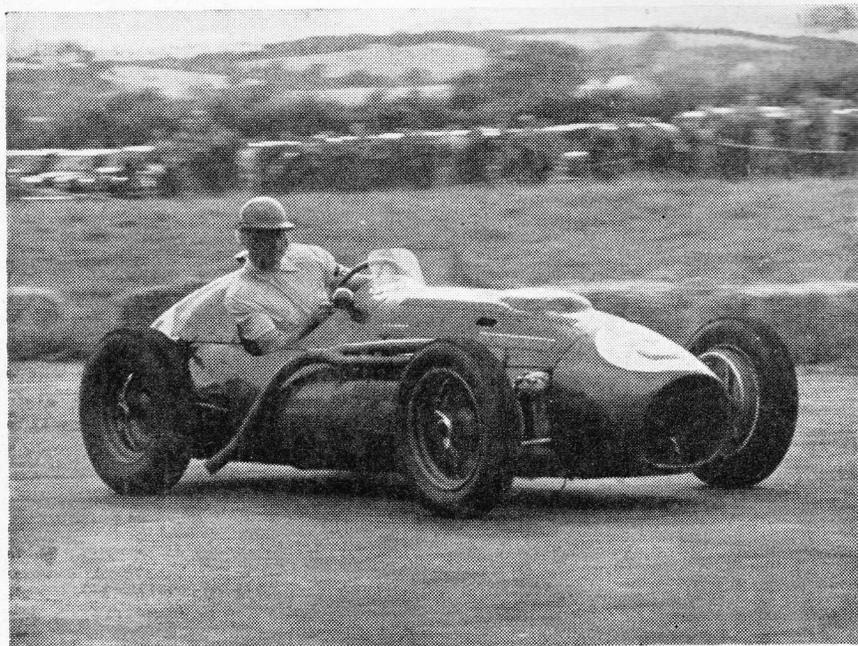
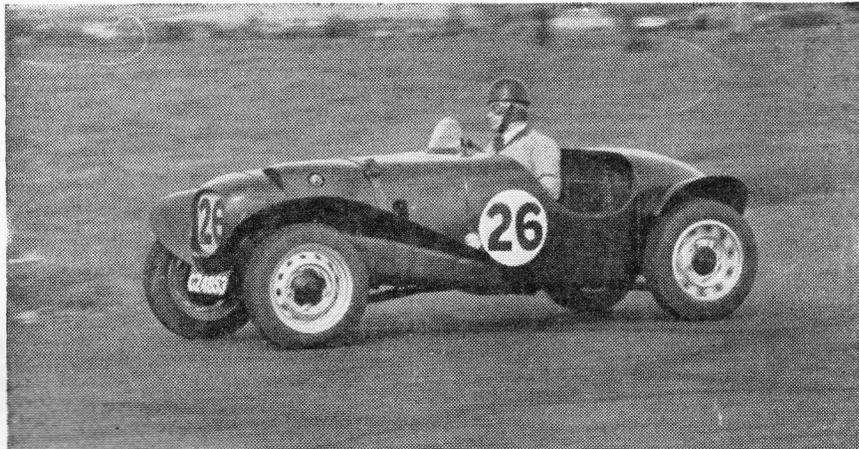
Rex McCandless's McCandless-Norton, having its first outing since the Easter Monday meeting at Goodwood and making its initial appearance in Irish racing. The 497 c.c. Cooper-J.A.P. purchased recently by the 500 M.R.C.I. was used by Norman Stock in this race. Tommy Seymour had Tom Allen's 499 c.c. Iota-J.A.P.; Billy Leeper his well-known M.G.; Torrie Large brought a healthy-sounding 2-litre Alta and Dickie Odlum his 2-litre Frazer-Nash. The "heavies" were represented by Desmond Titterington's J2 Allard and Syd Durbidge's Mercury-engined Eros Special.

As the flag dropped the McCandless streaked away from the field, demonstrating for the first time to an Irish crowd its amazing cornering qualities. At the end of the first lap McCandless was 200 yards ahead of Titterington, with Durbidge in third place and Leeper fourth. Odlum and Large followed, with Stock tailing the field and Seymour already out with a broken valve cap. The only change on the second lap was

that Large passed Odlum, but on lap 3 the McCandless stuttered to a halt on the straight, to let Titterington into the lead, while Large really settled down to the course and filtered rapidly into second place.

The McCandless was pushed off the track as Titterington tried to stall off the rapidly-approaching Alta. Odlum, too, had moved up past Leeper and Durbidge. On his seventh lap Large cracked the record by 1 sec. (72.34) to pass Titterington on the straight, the latter slowing with brake trouble. That settled the order of the race, but was not the end of excitement. As Large completed his 15th lap a roar from the paddock announced the re-entry of McCandless into the fray—the loose fuel-pump which caused his 17-minute halt having been repaired. He had no hope of a place in the results—only a chance of a crack at the lap record, and on his very first circuit—almost a standing start—he clocked 74 secs. (74.30 m.p.h.), which was not approached for the remainder of the meeting.

20-lap Scratch Race: 1, T. N. Large (1,980 Alta), 26 mins. 22 secs. (69.51 m.p.h.). 2, J. D. Titterington (3,917 Allard), 27 mins. 23 secs. (66.93). 3, R. E. Odlum (1,971 Frazer-Nash), 27 mins. 32 secs. (66.55). **Fastest lap:** Rex McCandless (499 McCandless-Norton), 74 secs. (74.30 m.p.h.)—**Course lap record.**



The first heat of the handicap race brought a varied assortment of machinery to the line. Limit starter was J. K. McNinch (M.G.) with an allowance of one lap plus 50 secs., while the scratch mark held only Torrie Large, Desmond Titterington electing to non-start because of his faulty brakes.

McNinch made the most of his advantage until overtaken by Alfie Carroll's Ford-engined A.T.C. But behind them all Large was pressing hard, his lap times falling from 78 secs. to five consecutive laps in 77 secs., and a final circuit in 76 secs. This last was in response to a sight of the leader, Arthur Clapham (Ford). Large's effort was successful and he won easily.

10-lap Handicap Race. First heat qualifiers: 1, T. N. Large (Alta) (scr.), 13 mins. 59 secs. (70.58 m.p.h.). 2, W. A. Clapham (1,172 Ford) (1 lap 20 secs.), 14 mins. 28 secs. (60.42). 3, A. T. Carroll (1,172 A.T.C.) (1 lap 40 secs.), 14 mins. 30 secs. (56.81). 4, D. E. Waterson (1,172 Ford) (1 lap 40 secs.), 14 mins. 51 secs. (56.81). 5, H. Chambers (1,250 M.G.) (1 lap 40 secs.), 14 mins. 59 secs. (57.61). 6, J. K. McNinch (1,250 M.G.) (1 lap 50 secs.), 15 mins. 20 secs. (54.38). 7, W. J. B. Christie (1,172 Zack) (1 lap 20 secs.), 15 mins. 25 secs. (55.91).

Scratch man for the second heat was Dickie Odlum (Frazer-Nash), while the limit starter was Miss Frances Glenny
(Continued on page 192)

XVI GROSS

Farina (Ferrari) Wins Fastest
—Ascari Loses Wheel When
by Mike Hawthorn (Ferrari)

by

GREGOR GRANT

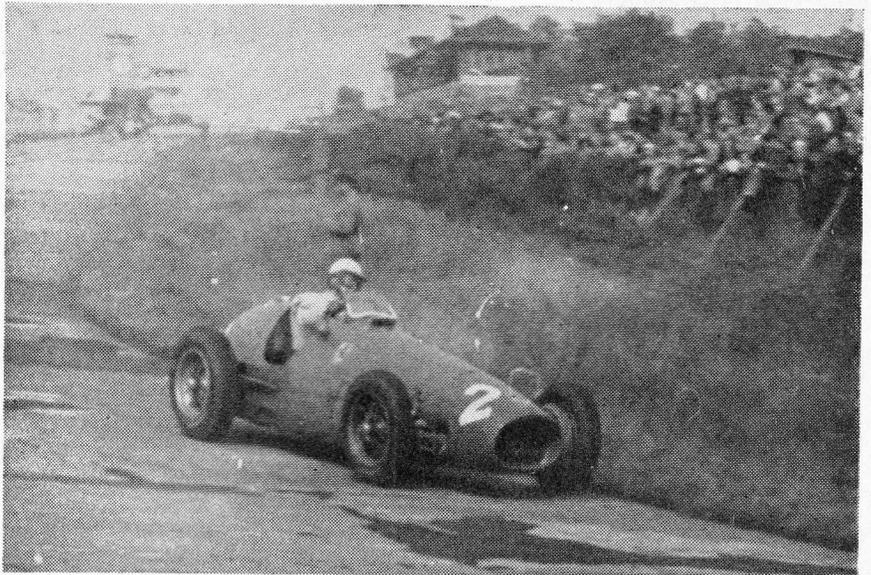
Farina most favourably with the absolute record for the circuit, put up by Lang (Mercedes-Benz) in 9 mins. 53 secs.

Stirling Moss drove a grand race with a new Cooper-Alta which was built in 12 days. Despite gearbox trouble he finished sixth. Rodney Nuckey (Cooper-Bristol) finished, but Alan Brown (Cooper-Bristol)



HAPPY NINO: (Above) Farina after his great win in the German Grand Prix; on the right is Paul de Bruyn of the A.v.D. (Right) The Italian master with his Ferrari on the last lap.

LAST Sunday's 16th German Grand Prix at Nürburgring was a race full of drama. Just when it seemed likely that Alberto Ascari would go on to win his fourth successive German G.P., the Ferrari shed a wheel and damaged a brake drum. The World Champion took over Villoresi's car in an effort to obtain a place, but blew up. Farina and Hawthorn (Ferraris) had an exciting struggle with Fangio (Maserati), and the first-named drove with all his former skill to win by over a minute from Fangio. During Ascari's progress a new F2 lap record of 9 mins. 56 secs. was established. This com-



went off the road when a spring-locating bolt sheared; this happened on the last lap. Two of the three works Connaughts were retired, and Claes's car had gearbox bothers. Only 16 out of the original 33 starters were running at the end.

Hans Herrmann, driving one of the "dope-motor" Glockler Porsches, ran away with the 1½-litre sports car race, putting in a lap in the almost unbelievable time of 11 mins. 2 secs. (124.04 k.p.h.). Borgwards were second and third, and Mike Keen pleased the German crowd by finishing fifth with his "Monkey Stable" Kieft-M.G., and putting up an excellent show with his 80 octane motor against the very fast Porsches, Borgwards and various BMW variants.

GOOD SHOW: Stirling Moss with his hurriedly constructed Cooper-Alta drove a fine race to finish sixth behind the "works" Ferrari and Maserati team drivers. He was easily the first of the British entries to finish.

GROSSER PREIS VON DEUTSCHLAND

... Ever Run at Nürburgring
... in the Lead—Magnificent Drives
... and Stirling Moss (Cooper-Alta)

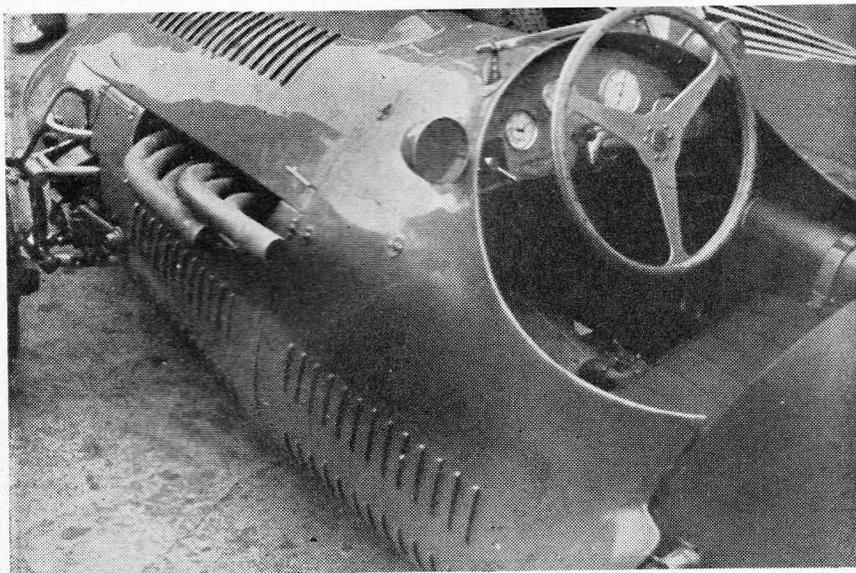
Result

1, Giuseppe Farina (Ferrari), 18 laps (410.08 km.) in 3 hrs. 2 mins. 25 secs., 135 k.p.h., 83.89 m.p.h. (new Nürburgring record); 2, Juan Manuel Fangio (Maserati), 3 hrs. 3 mins. 29 secs.; 3, Mike Hawthorn (Ferrari), 3 hrs. 4 mins. 8.6 secs.; 4, Felice Bonetto (Maserati), 3 hrs. 11 mins. 13.6 secs.; 5, Emanuel de Graffenried (Maserati), 1 lap behind; 6, Stirling Moss (Cooper-Alta), 1 lap behind; 7, Jacques Swaters (Ferrari) 1 lap behind; 8, Luigi Villorosi (Ferrari); 9, Hans Herrmann (Veritas); 10, Louis Rosier (Ferrari); 11, Rodney Nuckey (Cooper-Bristol); 12, Theo Hellfrich (Veritas); 13, Kenneth McAlpine (Connaught); 14, Rudi Krause (BMW-Egb.).

Fastest lap: A. Ascari (Ferrari), 9 mins. 56 secs., 137.78 k.p.h., 85.62 m.p.h. (New Formula 2 record.)



SECOND MAN: (Above) Juan Manuel Fangio with his wife. (Left) The Argentinian suffered much discomfort during the closing laps when the exhaust pipe of his Maserati dropped off.



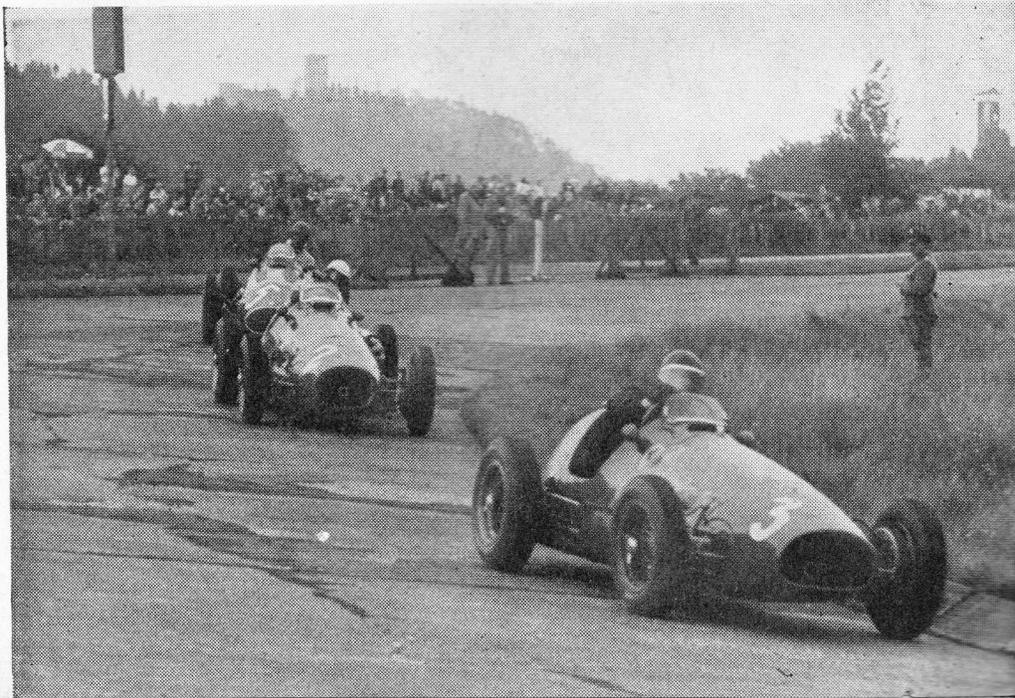
bag. Varta batteries give away thousands of little dolls; the Fulda tyre people hand out transparent plastic hoods in case of rain; Proflux import dozens of picturesque Dutch girls in national costume to advertise their tyres and so it goes on. Nürburgring is not only a motor race, but a carnival.

They come from all over the world to see Germany's *grande épreuve*. Let's see whom we can spot on the terraces in front of the Sport Hotel. There is Barney "Indianapolis" Oldfield with his wife, talking to John Fitch. "Dusty" Mahon has arrived with a party of Americans who are doing a round of the Grands Prix and car factories; he has bought a little Volkswagen bus to take them around. Col. Ronnie Hoare of the British Forces in Germany is
(Continued on page 182)

DESPITE the non-participation of Mercedes-Benz, the shadow of Unter- turkheim—and Alfred Neubauer—falls over Nürburgring. The three-pointed star is everywhere; even the folders given to pressmen are presented by Daimler-Benz, and it is no secret that Juan Manuel Fangio and José Froilan Gonzalez have both been approached to drive the 1954 Grand Prix machines.

The Continental tyre folk have certainly gone to town for the Grosser Preis. Lining the course are hundreds of large yellow banners, of a shape and style that formerly bore the swastika in pre-war days. The same concern also makes the life of journalists easier by presenting every holder of a seat ticket in the press stand with a first-class lunch

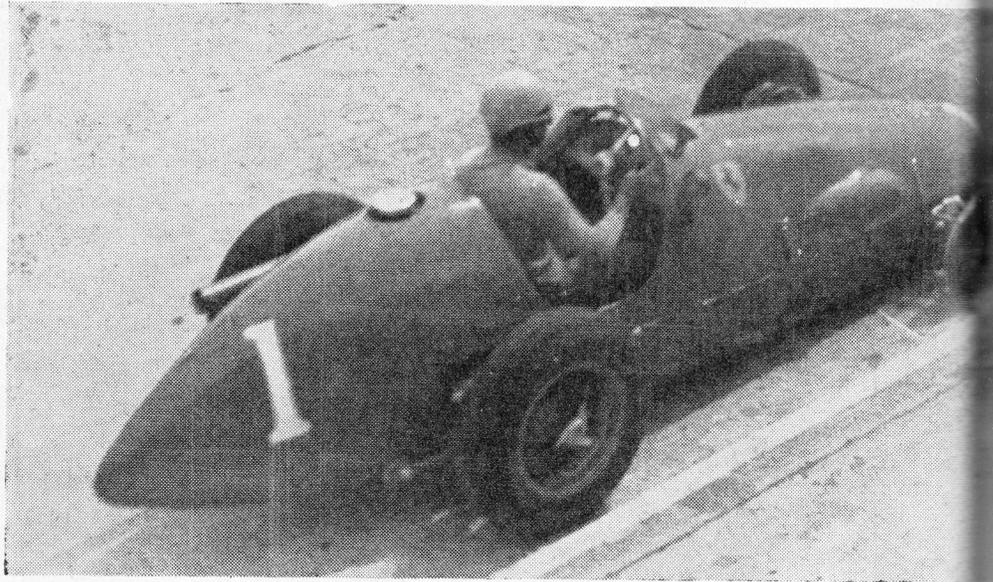
HOT AFTER HAWTHORN are Farina and Fangio when Ascari loses a wheel. This shows the three leaders at the South Bend; not long afterwards Farina took the lead, and Fangio also passed the British driver.



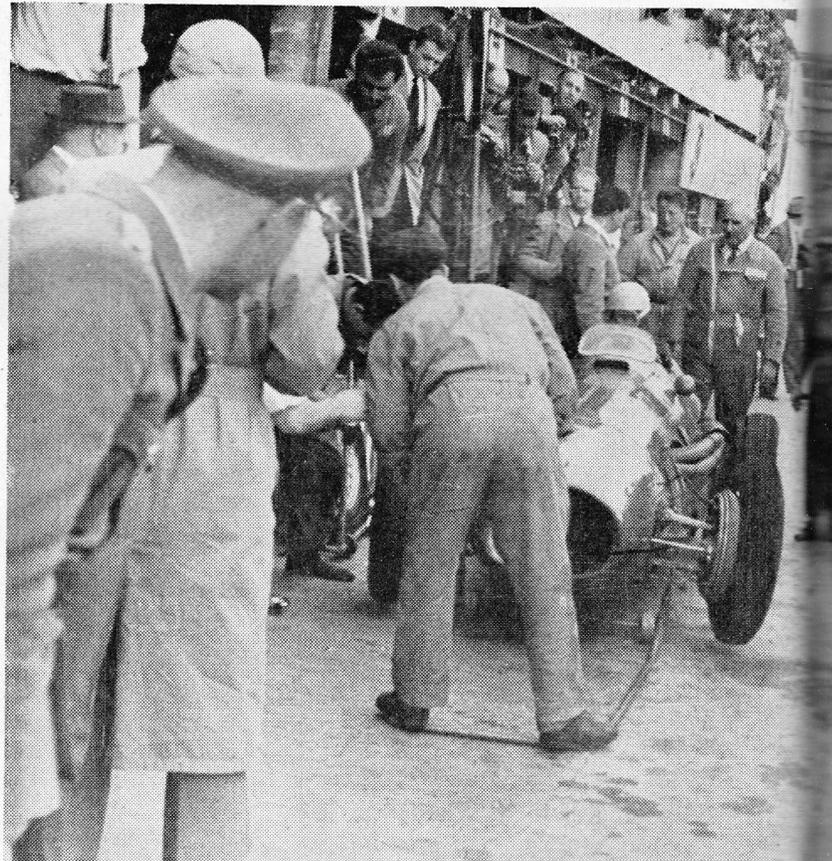
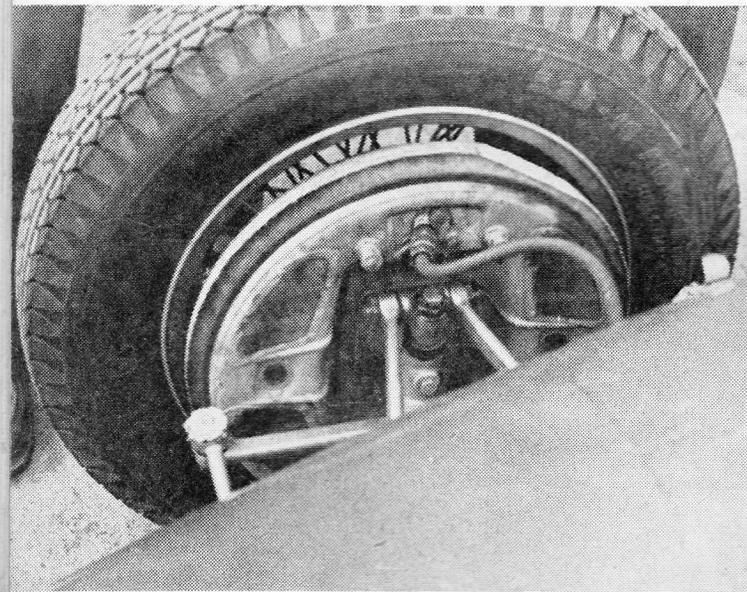
A DAY IN THE LIFE OF ASCARI



BEFORE THE RACE: The World Champion talks it over with Ferrari team-manager Signor Ugolini before the start of the German Grand Prix.



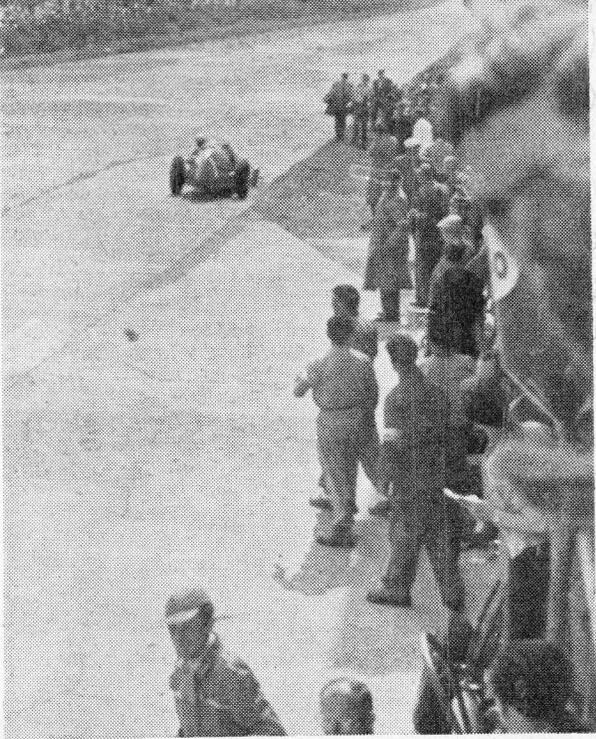
NARROW ESCAPE: Leading the race by a large margin, Ascari loses a wheel four kilometres from the pits, and makes a sensational appearance driving in on the brake drum.



(Top left) A close-up of the damaged brake drum, showing one of the bolts which has come out. The driver sits in the car whilst a new wheel is fitted.



ALL OVER: (Left) The engine of the car he took over has blown up, and Alberto packs up his crash-hat and overalls.



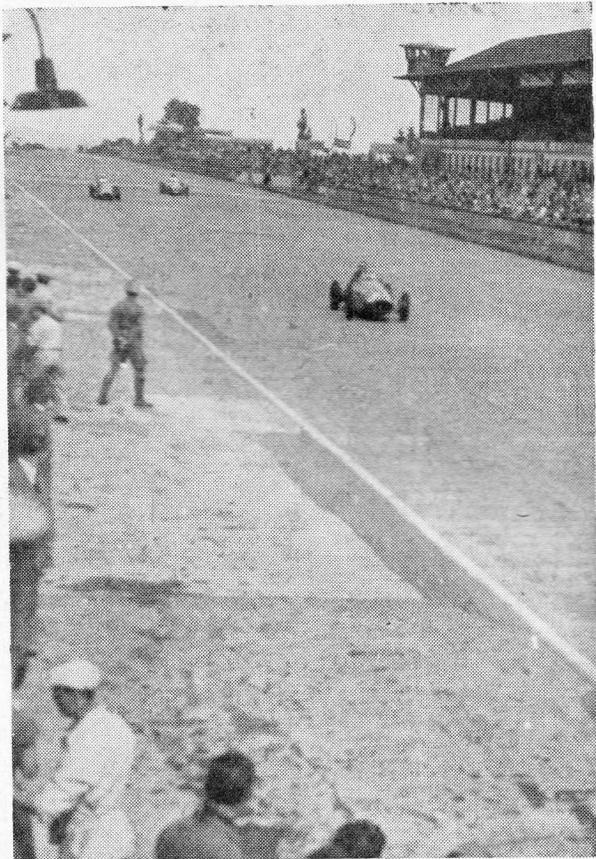
OVERSHOT: Fearful of damaging the brake drum even more, Alberto coasts the Ferrari to a standstill and waits in the car with engine running until mechanics come to his assistance.



RESCUE: Speedily a mechanic grabs a lifting ramp, and the crippled car is jacked up on its front wheels and manhandled to its pit.



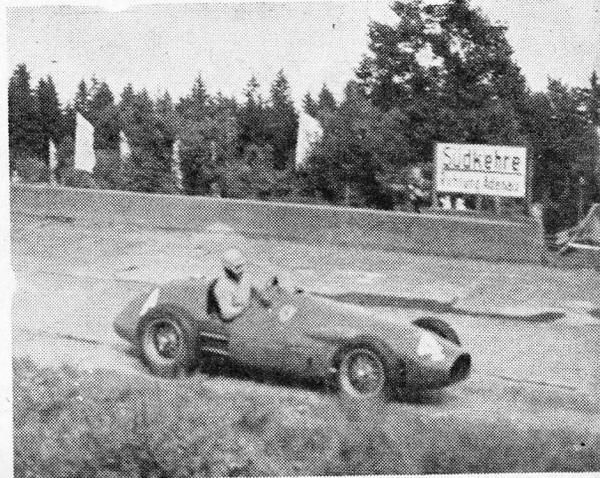
(Above) Ascari still



(Above) Whilst the wheel is being fitted, Hawthorn goes by in the lead, followed by Fangio and Farina.

(Top, right) The damaged brake prevents Ascari from lapping at high speed so he takes over Villorosi's car.

FINALE: (Right) The World Champion walks away from his pit, with the cheers of the crowd echoing in his ears.



At 13.45 hours to the second, the flag falls and Fangio gets away first, followed by Hawthorn, Ascari, Bonetto, de Graffenried, Trintignant, Farina and Villoresi in that order. Moss starts off in second gear, being unable to select first; Marimon is involved in some sort of mix-up, stalls his engine and is last away—except for Loof's Veritas which breaks its fuel pump drive and fails to

KERB-DUSTING: (Left) Alan Brown having difficulty in keeping his Cooper-Bristol on the road after a spring-locating bolt sheared.

MONKEY STABLE: (Below) David Blakely and Kieft-driver Mike Keen; the latter finished fifth in the 1½-litre sports car race with his M.G.-powered car.



XVI G.P. von Deutschland—continued

giving voluntary service as an interpreter to the British contingent, and is explaining something for Mike Hawthorn's benefit to the organizers. Roy Taylor of the Bugatti O.C. is with his wife and a party of Dutch friends; Roberto Mières's wife has on an attractive German huntsman's hat with a large feather; Alberto Ascari sports a vivid tartan tie.

The hats are quite a feature of Nürburgring. Giuseppe Farina and "Jabby" Crombac both have deerstalkers which are the envy of most of the drivers. Tyrolean "titfors" are everywhere, many of them of a startlingly vivid green and decorated with badgers' brushes, feathers, miniature badges—according to the whim of their wearers. Anyway it is all part of the scene, and gives the Eifel mountain circuit that atmosphere for which it is famed.

Practising opens in wet blustery weather. Gonzalez is known to be in plaster following his accident in Portugal, and Signor Orsi has several drivers clamouring for a drive in the fourth Maserati. It is announced that it will be driven by Hermann Lang, but this is later cancelled. The Ferrari folk have brought an open version of their 4½-litre sports car, and all four team drivers circulate with this extremely rapid and rare-sounding machine, with thoughts of September's 1,000 kilometres sports car race.

Ascari is miles an hour faster than anyone else, and his 10 mins. 0.4 sec. is actually 19½ secs. quicker than the next man, Fangio in the Maserati. Glockler's astonishing lightweight open twin-o.h.c. Porsche is 18.2 secs. better than Bechem's Borgward. Friday's training starts damp but the circuit later dries up a bit. Mike Keen goes well in his Kieft-M.G., and manages to make seventh best lap. The other "Monkey Stable" Kiefts fail to arrive, as the lorry has an accident in Spain on the way from Lisbon, so David Blakely is car-less, and Pat Griffith is told to remain in England. Alan Brown takes over Cyril Kieft's entry which was to have been driven by Eric Brandon. Brown's second Cooper-Bristol was to have been handled by Glockler, but the German put a rod through the side.

Best lap of the practising goes to Ascari with 9 mins. 59.8 secs., Fangio improves to 10 mins. 3.7 secs., Farina does 10 mins. 4.2 secs., and Hawthorn 10 mins. 12.6 secs. Moss is fastest of the British party, doing 10 mins. 48.3 secs. with his hurriedly-assembled Cooper-Alta. This interesting little car



has a de Dion axle with a rear-located Wilson gearbox. The Germans are disappointed to learn that it does not have the Jaguar engine as announced in the programme, but his Alta motor seems to be cracking along O.K. Salvadori is the most rapid of the Connaught drivers with 10 mins. 57.5 secs. After Saturday's practising, an open Mercedes-Benz 300SLK and a coupé are demonstrated.

STARTING GRID

Ascari (Ferrari)	Fangio (Maserati)	Farina (Ferrari)	Hawthorn (Ferrari)
9 m. 59.8 s.	10 m. 03.7 s.	10 m. 04.1 s.	10 m. 12.6 s.
Trintignant (Gordini)	Villoresi (Ferrari)	Bonetto (Maserati)	
10 m. 21.7 s.	10 m. 22.8 s.	10 m. 40.8 s.	
Marimon (Maserati)	Behra (Gordini)	Schell de Graffenried (Maserati)	
10 m. 41.0 s.	10 m. 45.5 s.	10 m. 46.2 s.	10 m. 46.6 s.
Moss (Cooper-Alta)	Salvadori (Connaught)	Herrmann (Veritas)	
10 m. 48.3 s.	10 m. 57.5 s.	10 m. 59.8 s.	
Bira (Connaught)	McAlpine (Connaught)	Brown (Cooper-B)	Heeks (A.F.M.)
11 m. 02.1 s.	11 m. 07.3 s.	11 m. 08.7 s.	11 m. 18.0 s.
Swaters (Ferrari)	Nuckey (Cooper-B)	Fitzau (Veritas)	
11 m. 18.9 s.	11 m. 22.1 s.	11 m. 23.4 s.	
Rosier (Ferrari)	Stuck (AFM)	Barth (EMW)	Claes (Connaught)
11 m. 27.4 s.	11 m. 37.2 s.	11 m. 40.8 s.	11 m. 45.5 s.
Krause (BMW-Egb.)	Adloff (Ferrari)	Hellrich (Veritas)	
11 m. 49.5 s.	11 m. 53.1 s.	11 m. 56.3 s.	
Seidel (Veritas)	Bechem (AFM)	Loof (Veritas)	Klodwig (BMW-Heck)
11 m. 59.3 s.	12 m. 13.3 s.	12 m. 16.8 s.	12 m. 24.6 s.
Bauer (Veritas)		Karch (Veritas)	

get away at all. As the big field streaks past behind the pits, Ascari has already come through to enter the sharp left-hand bend at the Mercedes tower slightly ahead of Fangio, with a jumble of red cars jostling behind.

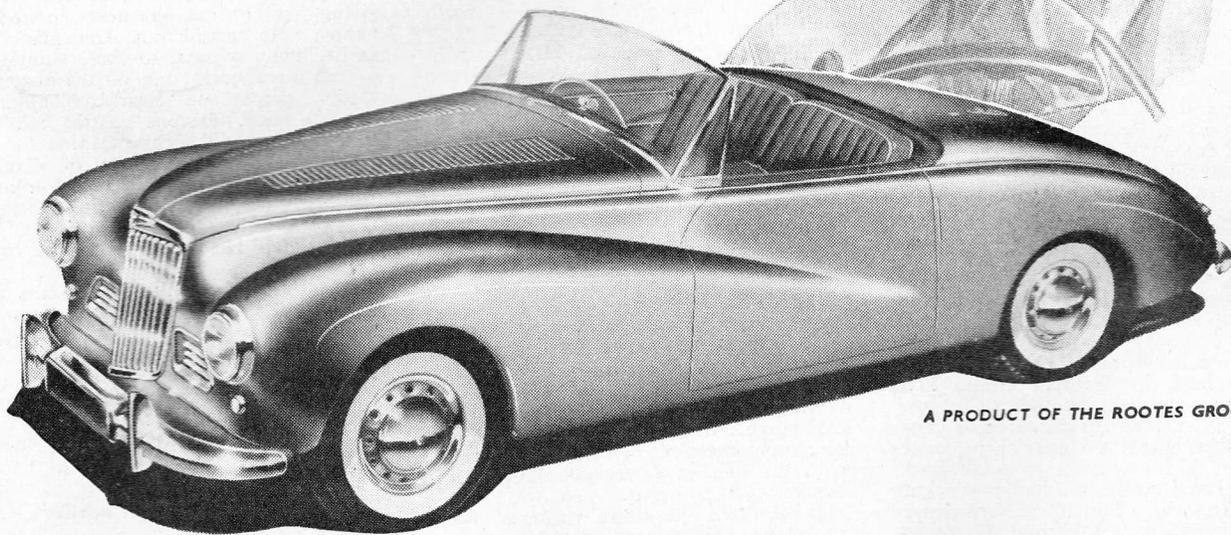
Unlike the majority of circuits, there is no need for the mechanics to rush back to the pits. At least 10 mins. must elapse before we can expect to see the first car. The PA drones on with announcements in German, French and English. Ascari is pulling out in front of Fangio, and Hawthorn is closing up on the Argentinian.

The minutes drag on. A certain amount of excitement is caused by the announcement that the Crown Prince of Japan is amongst the spectators. Neubauer is seen to enter a small box built on top of the pits, the inevitable stop-watches much in evidence. Then, "Achtung-Achtung! Ascari." The World Champion has completed his standing start lap in 10 mins. 11.5 secs., and 11.1 secs. elapse before Fangio roars through with Hawthorn a car's length behind. Then come Farina, Villoresi, Bonetto, de Graffenried, Schell, Behra, Herrmann, Marimon, Swaters, Brown, Heeks, Bira, Nuckey and Moss in that order, with the rest straggling behind. Salvadori comes into the pits to retire with a broken rocker, and McAlpine halts to have his rear suspension examined. Trintignant comes in far behind the

(Continued on page 184)

7 WINNERS
- at the very first attempt!

The New
SUNBEAM
ALPINE



A PRODUCT OF THE ROOTES GROUP

The Sunbeam Alpine 2-seater won no less than *four* Coupes des Alpes in the perilous and back-breaking 1953 International Alpine Trial. It was also awarded the Coupe des Dames, for which no lady has qualified since 1939. This was a triumphant debut, following

officially timed tests at over 120 m.p.h.

Based on the highly successful Sunbeam-Talbots, this great new car, with its glorious lines, indomitable stamina, and really *terrific* performance, is the biggest motoring sensation for years. Now available on the home market—consult your distributor or dealer today.



SUNBEAM ALPINE

SUNBEAM-TALBOT

SUNBEAM-TALBOT LTD. COVENTRY

LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

XVI G.P. von Deutschland—continued

others, and his car is pushed to the dead park with a seized ZF differential.

Lap 2, and Ascari has a lead of 21.8 secs. over Hawthorn, who is overtaken by Fangio just after the pits. However the British driver manages to edge ahead again as they reach the pits bend, and they disappear scrapping away merrily. About 17 secs. after Fangio comes Farina, who has left Villoresi far behind. Moss has picked up a couple of places, and Harry Schell is fast closing up on de Graffenried in seventh place, behind Bonetto. Ascari has covered this lap in 10 mins. 2 secs. Adolff stops at the pits with the Ecurie Espadon Ferrari to have his shockers examined. Schell passes de Graffenried, is re-passed, and gets ahead again by dint of superb driving. He is by far the fastest of the Gordini drivers today.

Ascari is relentlessly piling up a vast lead, and Hawthorn is making Fangio go all out to get in front—but Farina is gradually moving up, and Villoresi keeps in the picture. The five red cars are the race. A fairly long interval elapses before Bonetto's Maserati screams through, followed by Schell who is displaying real G.P. technique on the most difficult road circuit in the world. Young Hans Herrmann is delighting the German crowd by leading Marimon with the little single-o.h.c. Veritas. Stirling Moss has come up almost level with Alan Brown, and Behra makes a quick pit-stop with the Gordini. Ascari has a lead of 29 secs. over Hawthorn.

Ascari Loses a Wheel

With four laps completed there is a real sensation. Ascari comes into the pits area slowly with the nose of the car almost touching the ground. Four kilometres back, his right-hand front wheel flies off, and the World Champion drives on the brake drum. He overshoots the pits, fearful of using his brakes and ruining completely the drum. Ferrari mechanics scurry to the crippled car with a lifting ramp, and it is man-handled back to its pit.

Meanwhile Mike Hawthorn flashes past to lead the German Grand Prix, with Fangio doing his utmost to pass. Farina has moved up dangerously close, and acknowledges a signal as he passes his pit. Villoresi risks a quick backwards glance at the mechanics working on Ascari's car. Bonetto is surprisingly taken by Schell just beyond the grandstands, and the blue car pulls out a useful lead as the cars appear again behind the pits. Behra, de Graffenried and Marimon all pass before Ascari rejoins the race in 10th place, just ahead of Herrmann's rapid Veritas. Moss is closing up on Swaters, and Bira is moving up nearer Brown. Farther back Rosier is unable to catch Heeks's two-seater Veritas.

Lap six, and Hawthorn still holds his lead over Fangio—but only just. Farina is menacing both of them and has a 35 secs. lead over fourth man Villoresi. Harry Schell's magnificent bid comes to an end when a cylinder head gasket blows, and the Gordini is pushed away to join Trintignant's car. Ascari hurtles through at a tremendous pace, having moved up a couple of places already. Close behind come Behra, Moss, Swaters, Herrmann and Brown in that order.

Next time round and there is plenty of excitement. Hawthorn is still in front,

but Farina has drawn up level with Fangio. As the three red cars sweep past the pits on the back road, the Argentinian is taken by the Ferrari master who is right on the tail of Hawthorn's car. As they roar down to the Flugplatz, Farina has taken the lead. These cars looked mighty fast, but nothing like as fast as Ascari whose passage is rocket-like. He has covered his seventh lap in 9 mins. 57.1 secs., and went past de Graffenried as if the Swiss's Maserati was stationary. Moss stops to re-fuel and drops to 12th place after a 40 secs. halt. Fangio is reported to have passed Hawthorn on the fairly fast Kesselchen section before the Karussel. Hawthorn is beginning to drop back a little.

Ascari Changes Cars

Farina has pulled out over five secs. over the Argentinian as the cars complete their eighth lap. McAlpine stops for 50 secs. to re-fuel, and goes off as Rosier trundles past in 14th place. With nine laps covered, Farina is nearly 12 secs. in front of Fangio, who is about the same number ahead of Hawthorn. Ascari pulls in; at the pits, mechanics examine the damaged front brake drum from which smoke is rising; after a short conference Alberto climbs out of the car. A mechanic is sent out on the track with a flag. Surely they are not going to pull in Hawthorn to give his car to Ascari? It must be Villoresi. Ascari is hunting for World Championship points, and fourth place is worth while even if points are shared.

Round comes Farina, 21.1 secs. in front of Fangio. To the relief of the British contingent, Hawthorn goes past and the flag is not waved at him. Sure enough, Villoresi coasts in, Ascari jumps into the car and is away. Gigi follows suit in Ascari's machine, and sets off in 12th place, behind Rosier.

Alan Brown and Rodney Nuckey both have lengthy pit-stops whilst mechanics do things to the back-ends of the Cooper-Bristols. The tail of Brown's car is removed, and Nuckey (Muckey in the programme) has a shock-absorber mounting tightened. Moss goes through in ninth place, closing rapidly on Swaters. Both Behra and Bira have disappeared, leaving no Gordinis in the race, and the Connaughts of McAlpine and Claes (the sole representatives of the Send concern, with the Belgian driver circulating very slowly minus top gear.

If Ascari's previous passages were rocket-like, his present ones are meteor-like. It occasions little surprise to wielders of stop-watches to learn that the three-times German G.P. winner has covered his 12th lap in 9 mins. 56 secs.—a Formula 2 record! McAlpine stops for nearly three minutes whilst mechanics examine and try to fix a sheared radius arm bolt. Barth's EMW halts, and re-starts in clouds of smoke from oil spilled on the exhaust manifold.

Farina is getting well away from his rivals, and Mike Hawthorn has dropped back from Fangio. Ascari continues to lap at a furious pace, and after 13 laps is about 43 secs. behind Hawthorn. With five laps to go, he has an even chance of catching his team-mate, and might get past Fangio at that! Moss, driving brilliantly, has moved up to seventh place, Marimon having stopped with a broken chassis cross-member.

It is not Ascari's day. With 14 laps chalked up, the World Champion crackles past the pits, there is a loud

clatter, and the Ferrari goes out of sight with smoke pouring from the bonnet—which seems to indicate that it will be a long time before we see that particular car again. Farina goes by looking as confident as ever. Fangio follows, his engine making a queer noise; the exhaust pipe has dropped off somewhere and the side of his car is scorched black. Many cars go past before Ascari appears, coasting slowly to his pit to retire. He receives a well-deserved cheer as he walks towards the paddock carrying his bags.

With one lap to go, the order remains unchanged. Moss, in sixth place, has another quick re-fuelling stop as a safety measure, and sets off before Swaters appears. Villoresi has done remarkably well to come up to eighth place with Ascari's damaged machine. Bonetto, in fourth spot, is far ahead of de Graffenried whose brakes have almost vanished.

Farina motors over the line to win the German Grand Prix. Fangio takes a well-won second place, followed by Hawthorn who has put up a remarkably fine show on his first appearance at Nürburgring. One by one the cars appear, all except Alan Brown's Cooper-Bristol which suddenly dived off the road as the entire rear suspension went haywire following the loss of a locating bolt. Fortunately Alan was uninjured, and brought the car to a full stop without undue damage.

The day concludes with the prize-giving, and Farina has never looked so happy. He regards his deerstalker hat as his lucky mascot, so there should be a rush to acquire one of these gentlemanly pieces of headgear amongst budding G.P. drivers. After all, the Italian master did set the fashion for the arms-straight-out technique of driving, which is followed by many pilots! Ascari smilingly describes his experience as the wheel parted company with the brake-plate. He mentions that he could qualify as a good sidecar driver.

On the track, hundreds of cars circulate with many attempting to emulate the racers, despite the safety-first warnings over the loud-speakers. Here and there one sees a Volkswagen with a dent or two, but otherwise there are comparatively few incidents as are usually found after a Nürburgring meeting.

* * *

THE SPORTS CAR RACES

PRIOR to the Grand Prix were run some sports car events, of which the most interesting was the seven-laps event for 1½-litre cars. Hans Herrmann in the 8½-cwt. Glockler Porsche completely vanquished all opposition and won as he pleased at the excellent speed of 75.8 m.p.h., despite slackening off for the last two laps. His fastest lap was just over 77 m.p.h. It is worth recalling that in 1952 the winning speed of Lang's Mercedes-Benz was 80 m.p.h., and that of the fastest 1½-litre car (a Veritas), 71.5 m.p.h.

The two twin-o.h.c. Borgwards were second and third. Mike Keen (Kieft-M.G.) had a race-long struggle with Rosenhammer's EMW, passing the Russian Zone-built car on several occasions, despite being about 15 m.p.h. down on maximum speed. Alan Brown (Kieft-M.G.) was troubled by a constantly-seizing engine, and finished in a cloud of steam.

(Continued on page 186)

BRANDS HATCH

August Sprint Race

1st KIEFT

DON PARKER

2nd COOPER

S. LEWIS EVANS

Daily Telegraph International Trophy Race

1st KIEFT

DON PARKER

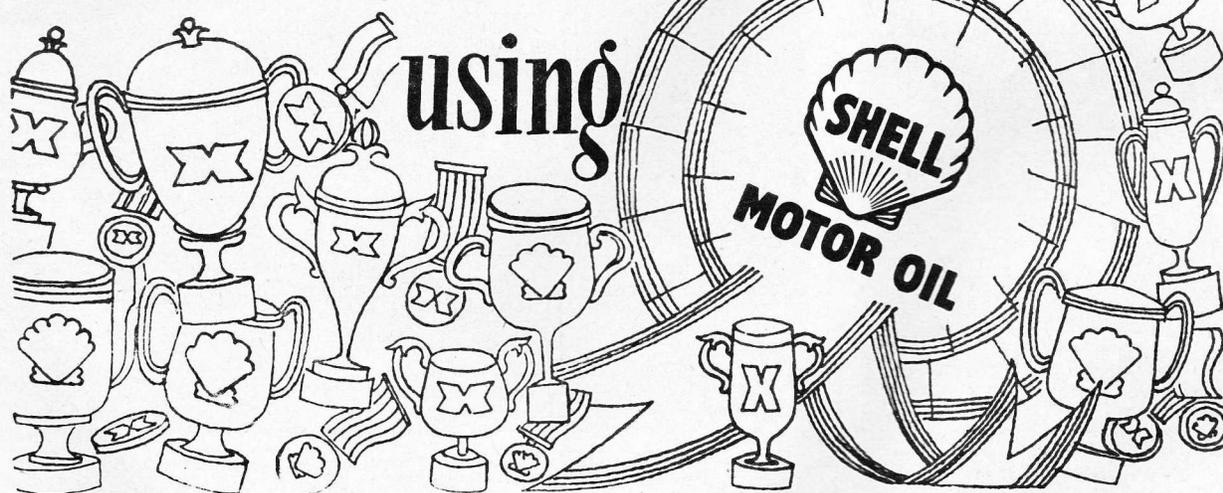
2nd LESTON SPECIAL

L. LESTON

3rd COOPER

S. LEWIS EVANS

(Subject to official confirmation)



And Shell Fuel



MOUNTAIN CIRCUIT: 14 gruelling miles of twists and turns—the unique Nürburgring in the Eifel mountains of Western Germany—scene of last Sunday's 16th German Grand Prix.

Nürburgring Sports Car Races—contd.

In another race the Swiss National Anthem was played to celebrate the victory of a couple of Swiss-entered Porsches. American driver John Fitch was third in a Porsche in the series-production-car event for 1½-litre cars, the entry being made up entirely of the air-cooled, VW-based machines. This race was completely dominated by von Frankenberg who had the wretched luck to seize his gearbox less than a kilometre from the finishing line.

Following the German National Championship events, Helfrich (Veritas) leads the F2 section with 12 points, and Herrmann (Porsche) the 1½-litre sports class with 10 points.

RESULTS

Sports Cars up to 1½-litres
(7 laps, 159.670 kilometres)

1. Hans Herrmann (Porsche), 1 hr. 18 mins. 30.4 secs., 122 k.p.h. (75.8 m.p.h.).
2. Bechem (Borgward), 1 hr. 18 mins. 56.7 secs.
3. Helfrich (Borgward), 1 hr. 19 mins. 37 secs.
4. Rosen-



hammer (EMW), 1 hr. 21 mins. 22.4 secs.

5. Mike Keen (Kieft-MG.), 1 hr. 21 mins. 57.1 secs.

Fastest lap: Herrmann, 11 mins. 2 secs., 124 k.p.h. (77.05 m.p.h.).

15 started, 12 finished.

Up to 1,100 c.c.

(German Championships)
(6 laps, 136.860 kilometres)

1. Trenkel (Porsche), 110.6 k.p.h.
2. Balla (Porsche)
3. Mathé (Porsche)
4. Brandt (Porsche)

Other Races

5 laps (114.050 km.). Up to 1,300 c.c.: 1. Lichtinger (Porsche), 95.9 k.p.h.

2. Oebels (Porsche)
3. Eddelbüttel (Porsche)
4. Pennybacker (M.G. TD)

Up to 1,100 c.c.: 1. Brune (Porsche), 87 k.p.h.

2. Frau Bless (Porsche)

Series Production Cars (Up to 1,500 c.c.): 1. Heuberger (Porsche), 110.9 k.p.h.

2. Ringenber (Porsche)
3. John Fitch (Porsche)
4. Friedrichs (Porsche)

EVIAN RALLY SENSATION

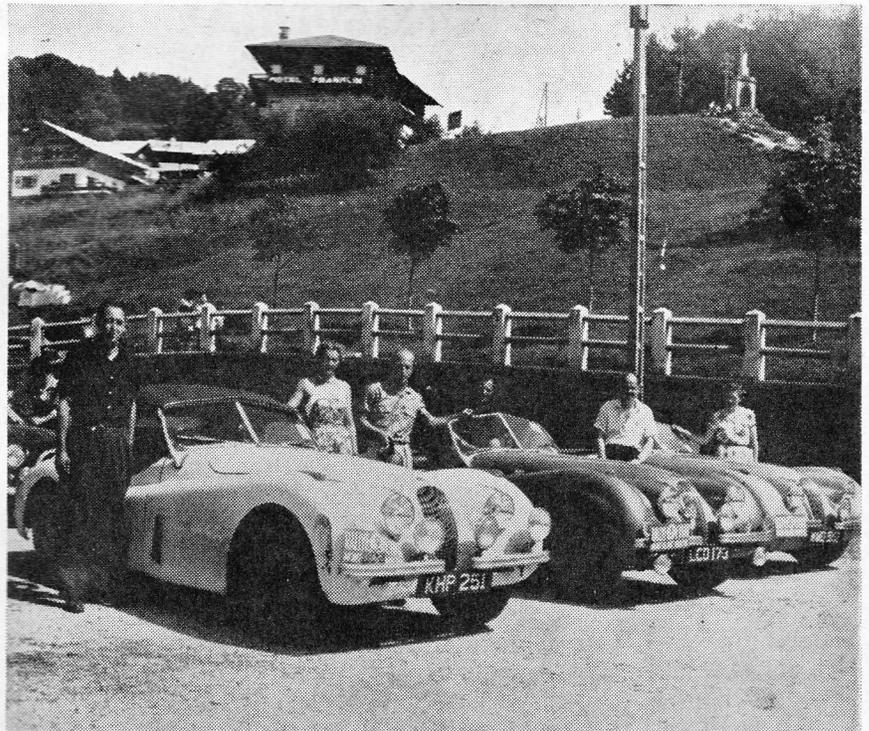
A.C. du Mont Blanc Disqualifies Two Leading Cars for Technical Infringements — Fontaine/Munger (Porsche) Declared Winners

IN last week's issue Raymond Flower reported the Evian-Mont Blanc-Megève Rally, and gave the provisional results as issued by the organizers, the A.C. du Mont Blanc. Apparently, after these provisional results were announced, Marcel Becquart did a "Tulip swoop" on winning machines, resulting in the disqualification of the cars which finished first and second in the general classification.

The Panhard of Salvi/Cannac was found to have a non-standard fuel tank, with a capacity of nearly double the catalogue six gallons. This car was previously announced as the winner. The runner-up, a Citroën driven by Bonaldu

and Cognet, was discovered to have non-standard valves, not available from the makers.

The elimination of these two cars caused the Fontaine/Munger Porsche to be declared the winner of the 7th Evian Rally. A.V.-M. and Mrs. Bennett (Jaguar) won the over 3-litre category in which only three cars finished. Raymond Flower and Orfanelli (M.G.) were third in the 1,101-1,500 c.c. sports-car class, and twelfth in the general classification.



XK 120 CONTINGENT: (Above) British competitors in the "Evian" lined up. (L. to r.) A.V.-M. and Mrs. Bennett, Cyril Wick/C. D. Snow, and Mr. and Mrs. J. Wilkins.

FINAL FLING: (Left) Vegler's Ferrari storms up the Col de Jaillet, last hill-climb before the finish at Megève.

"Ferodo brake linings
give me the
efficiency I must have"

SAYS JOHN COOPER

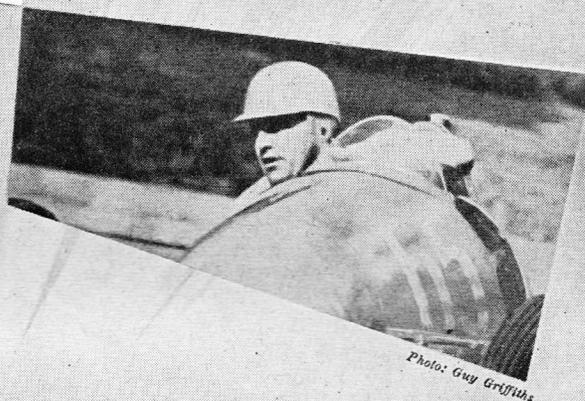
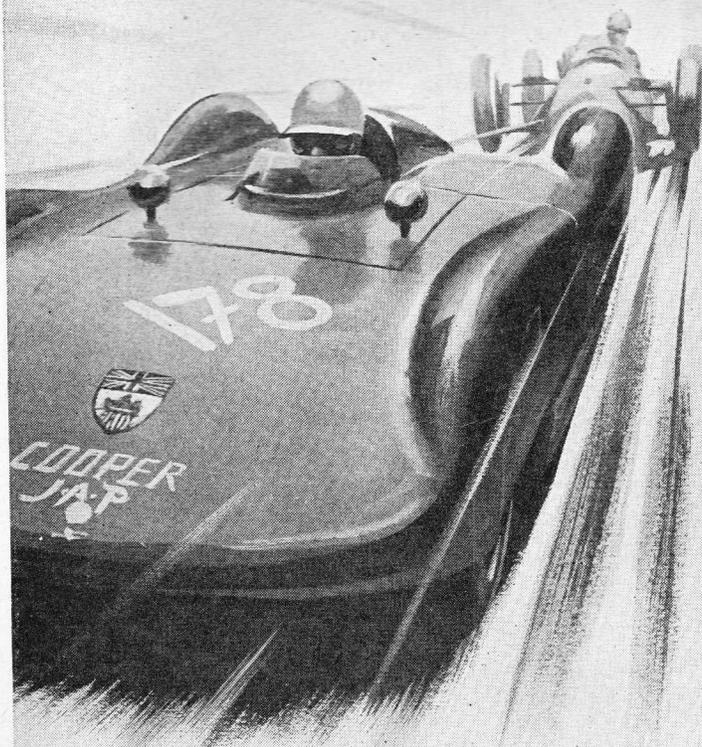


Photo: Guy Griffiths

Who better to ask about brakes than John Cooper—co-designer with his father of the famous Cooper cars, holder of the International Class J (350 c.c.) records, Formula Three winner of the 1951 Monza Grand Prix, the '52 Rouen G.P. and winner at the Glenzlandring International meeting at 102.66 m.p.h.?

He'll tell you quite frankly that unless the driver knows his brakes are going to behave the way they should, he instinctively holds something back. "That's why I am most particular about Ferodo Anti-Fade Linings being fitted to my cars; it is absolutely essential for a racing driver to have complete confidence in the ability of brake linings to remain efficient, no matter how hard they have to work".

What John Cooper proves on the racing circuit, Ferodo research and testing engineers know from their painstaking investigations—that Ferodo are undoubtedly the safest, toughest, most efficient brake linings there are!

JOHN COOPER RECOMMENDS

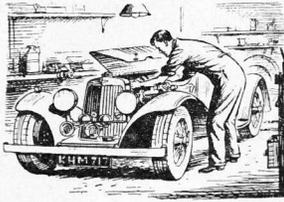
FERODO

ANTI-FADE BRAKE LININGS

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation

WORKSHOP

C
O
R
N
E
R



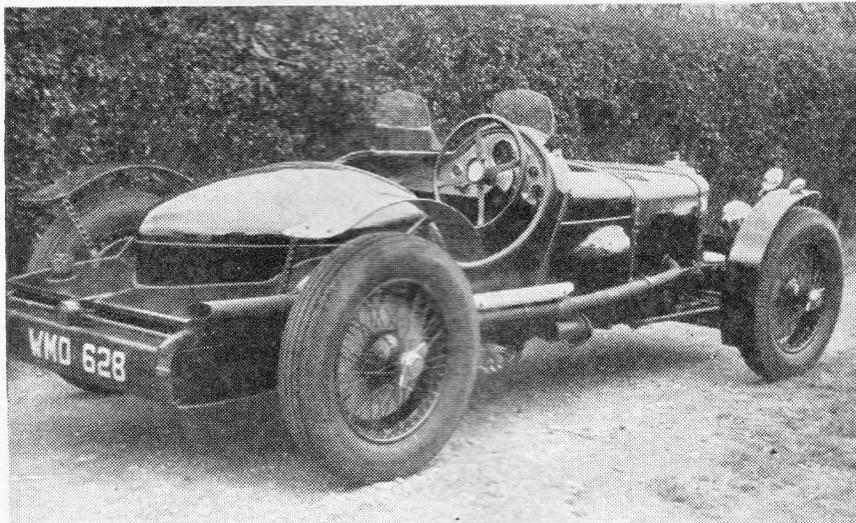
MY brother and I had for some time been on the lookout for a respectable sports car, but somehow all those that we went to view seemed to fall into two categories; either too rough or too dear. We were running an Aero Morgan at the time, an admirable little car that would do everything asked of it except stop quickly.

We decided that when we had found suitable material we would attempt to build a "one off" and sell the "Moggie". The most promising car we could find was a Talbot 14/65 which was lying derelict at Tony Peck's "Plug and Spanner" Garage in Ashford, Middlesex. We acquired this for a modest sum and stripped it into manageable pieces and had it carted home. The engine was in good condition except that No. 1 plug had been removed and there was a ring of rust round the bore. (The engine runs well in spite of this, there being just a little less compression on this cylinder.)

The Talbot chassis lends itself well to a would-be special builder, as it has a very gentle taper starting somewhere near level with the gearbox. This simplifies shortening, since all that is necessary is to pick the right spot, saw out 12 inches of side member and rejoin, the one member sliding inside the other, and leaving the option of bolting or welding. In our case we did both.

The drive shaft was shortened by the required amount and respined by a

Readers are invited to submit details of practical modifications, workshop hints and the like, for possible inclusion in this feature. Descriptions should be concisely written, and any accompanying diagrams clearly drawn on a separate sheet of paper.



Weybridge concern. Some trouble was experienced with the rear axle as the near-side tube had parted company with the flange carrying the brake back plate. We inspected literally dozens of Talbot axle tubes which for some reason were all either $\frac{1}{2}$ in. too long or $\frac{1}{2}$ in. too short. There was only one course open: buy one that was too long, saw a piece out of the centre, thread and sleeve the two halves and rejoin, which we did.

We now had the chassis ready to

TALBOT METAMORPHOSIS

How a Derelict "14/65" was converted to a respectable Sports Car

Described by E. PAYNE

receive the main components. I don't know what the power-weight ratio of a 14/65 engine is; I do know, however, that my brother and I are both hefty and that we can't lift the engine between us. We therefore jacked up and stood the engine on blocks, and then lifted the chassis on to it. The radiator honeycomb was sawn horizontally in two and the top tank resoldered into position. We knew this spelt trouble as we now had neither sufficient capacity nor head of water to make the thermo syphon system work. We therefore made a header tank to fit on the bulkhead behind the engine and pump-driven off the dyna-

motor by Whittle bore at third engine speed; and to give us greater capacity half an Austin 7 rad. core carried between the front dumb irons. This device runs far cooler than the original layout. Next came the biggest undertaking of all, building the body.

The frame was welded from electrical conduit and panelled with 16G aluminium. The bonnet louvres were stamped out with a home-made die, each louvre taking three operations to complete. The

large bulge on the offside of the body houses the accelerator pedal. The car was cellulosed black, using a "Bylock" low pressure gun.

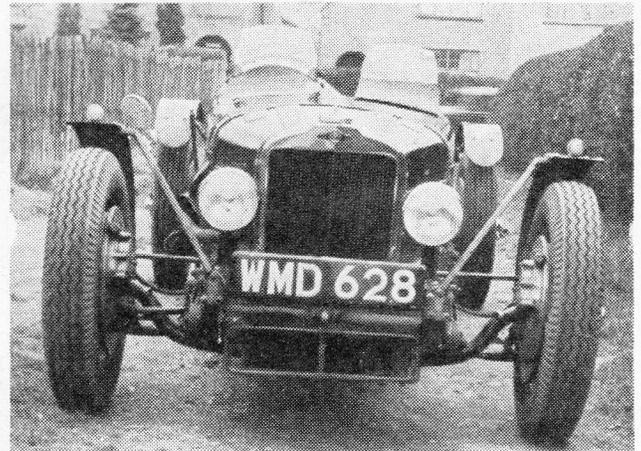
The performance at present is only a little better than the original saloon, the same gearing and axle ratios being used. Lightness, however, is on our side. Work has started on a 30 h.p. Chev. engine which is far lighter than the 14/65. This engine only has splash feed to the big ends, so we intend to drill the crankshaft, fit a larger oil pump and use a full pressure oil system.

I believe that this engine can be modified to give well over 120 b.h.p. (I mean

★

RAKISH: Two views of the shortened, lowered Talbot, with rudimentary wings and stark two-seater body in classic sports car style. A 30 h.p. Chevrolet engine may later be installed, when considerably augmented performance should result.

★



inexpensively modified). If this is so, we shall dispense with the pre-selector gearbox, replacing it with a more robust crash type, and will fit a far higher axle ratio.

NOTTS SILVERSTONE MEETING

AN entry of more than 100 has been received for the Nottingham S.C.C.'s Silverstone Meeting, which starts at 1 p.m. tomorrow, 8th August. Drivers include Harry Lester (Lester-M.G. saloon), Peter Gammon (M.G.), Michael Head (Jaguar XK 120), F. C. Hill (Empire Lotus), C. le S. Metcalfe (Fiat), Colin Chapman (Lotus), Don Truman (C-type Jaguar), Peter Jackson (Lester-M.G.), E. J. Moor (Wasp), Cliff Davis (Tojeiro and Cooper-M.G.), Jack Walton (Cooper-Bristol) and P. R. Bolton (Frazer-Nash). A total of 13 races makes up the programme, for 750 and 1,172 Formula cars, sports cars, and racing cars to Formulae 3 and *libre*.

*Out of
25 cups
awarded*

18 ALPINE CUPS WON WITH SOLEX

GENERAL CLASSIFICATION

1st PORSCHE (Polensky & Schlüter)	750 c.c.	1st PANHARD	2nd RENAULT
2nd PORSCHE (Sauerwein & Castell)	1,000 c.c.	1st PANHARD	2nd PANHARD
4th PORSCHE (Zeller & Wencher)	1,300 c.c.	1st SIMCA	
6th FRAZER-NASH (von Falkenhausen)	1,600 c.c.	1st PORSCHE	2nd PORSCHE
7th PORSCHE (von Hoesch & Bossanyi)	2,000 c.c.		2nd FRAZER-NASH

CLASS SUCCESSES

and many other places

COUPE DES DAMES:

SUNBEAM ALPINE (Miss Van Damm and Mrs. Hall) And 4 cups for SUNBEAM ALPINES

MANUFACTURER'S TEAM PRIZE: PORSCHE

SUBJECT TO OFFICIAL CONFIRMATION

SOLEX

FIXED CHOKE CARBURETTORS

LEPRECHAUN FASTEST AT LISDOONVARNA

Redmond Gallagher Shatters His Own Record in Connemara Hill-Climb

THE annual hill-climb of the Limerick L.C. and M.C.C. was run as usual on the Corkscrew Hill, Lisdoonvarna, but the entry was poor in numbers though lacking nothing in quality. The Club have no one to blame but themselves for the lack of competition as they did virtually nothing to publicize the event or distribute invitations.

This year a new system was adopted whereby competitors' times for any particular run counted only towards the class which was being run off at the time. Drivers enjoyed this method better than the old one, while it also increased the competitive spirit in classes.

It was a pity to miss such regular and popular Corkscrew competitors as Pierce Cahill, Dick Lovell-Butt and Hector Newenham, although the latter's name was in the entry list, but newcomers included Joe Kelly, Tom Lord and V. Hennessy. Redmond Gallagher was driving his big-twin Leprechaun Mark III the J.A.P. engine of which now has long exhaust pipes and a form of carburation devised by Leprechaun designer and builder Nick Flynn. There is little doubt that the very neat and extremely accurately judged driving of Redmond combines with the ultra-meticulous care in construction and preparation of Nick Flynn to pay off really well in the long run; with their Leprechauns, they cleaned up best time of day at every hill-climb in Eire last season and have only failed to do so on one occasion so far this season! Redmond somewhat shook the assembly at Lisdoonvarna this year when in a completely unobtrusive run he chopped off no less than 5.2 secs. from the record for the hill, held by himself in Leprechaun I!

Joe Flynn with the famous blown Flynn M.G. TC took his fine little car through the hairpins in beautiful long slides. Joe, like Redmond Gallagher, obviously has this long and very tricky hill perfectly "taped" and uses every ounce of good in his car the whole way up. Dick Odlum now seems to be well in command of his single-seater Frazer-Nash and handles it like a veteran. On this occasion he broke last year's record for the hill in his first two runs, being second fastest to Gallagher in the open handicap class with a run in 90.6 secs.

J. Carroll once again demonstrated the performance of his little Ford 8-engined Karlford with a fine run in 105.6 secs. giving him third place in the Open Handicap and another in 107 secs. which won for him the under 1,500 c.c. Handicap. On his third run he clocked 106 secs., fourth fastest in the Scratch class. Tom Lord was no slouch either in his unblown M.G. TC, which took second place in the under 1,500 c.c. Handicap in 100.4 secs. and won the under 1,500 c.c. Scratch class with a fine run in 99.8 secs. Second in this class was V. Hennessy, who once again pulled the power out of the bag in his A40-engined Austin Special, taking second place in the under 1,500 c.c. Scratch class.

Joe Kelly's best run in the Jowett Jupiter was in the Open Handicap with 105.4 secs., an excellent time for a fairly heavy and fully equipped car. Des.



TOP ESSES: Dickie Odlum comes through the final fast swerves at Corkscrew Hill in his single-seater Frazer-Nash. He made second best time of the day.

Jones, driving his fully equipped M.G. TC, was less meteoric than last year but was fast enough with 118.6 secs. to be placed fourth in the Under 1,500 c.c. Scratch class, making a best run in 113 secs.

There were no mishaps and drivers and spectators thoroughly enjoyed a good afternoon's sport on what, we repeat, is the finest hill-climb in Ireland with its many interesting hairpins and magnificent view over Galway Bay.

H. A. O'BRIEN.

RESULTS

Best Time of Day and New Record for Hill: R. Gallagher (998 Leprechaun III), 86.0 secs.

Under 1,500 c.c. Handicap: 1, J. Carroll (940 Karlford), gross time 107.0, nett time 89.0. 2, T. D. Lord (1,250 M.G.), gross 100.4, nett 89.4. 3, R. Gallagher (998 Leprechaun), scratch, 89.8.

Open Handicap: 1, R. Gallagher (998 Leprechaun), scratch, 86.0. 2, R. E. Odlum (1,971 Frazer-Nash), gross 90.6, nett 86.6. 3, J. Carroll (940 Karlford).

Under 1,500 c.c. Scratch: 1, T. D. Lord (1,250 M.G.), 99.8 secs. 2, V. Hennessy (1,200 Austin Spl.), 104.8. 3, J. Kelly (1,486 Jowett Jupiter), 107.0.

Unlimited Scratch: 1, R. Gallagher (998 Leprechaun), 91.8. 2, J. Flynn (1,250 M.G. S), 97.8. 3, R. E. Odlum (1,971 Frazer-Nash) (Unofficial Run), 91.2.

* * *

LLOYD'S M.C.'S LUTINE RALLY

IT was obvious that the organizers of the Lutine Rally were convinced that the results should be decided on the road section. Competitors in this event, held by Lloyd's Motor Club on 19th July, were required to report to the starting point at the "Grasshopper", just outside Westerham, Kent, and on arrival to undergo a simple wiggle-woggle test. It was so arranged, however, that the marking for this test could have only an infinitesimal effect on the results, and was really designed to obviate a tie. On a surface of loose cinders, discretion and a light throttle opening were the order of the day. Wilfred Sivyer (Sunbeam-Talbot) demonstrated that speed did not assist braking on that surface, but Peter Dewey (Standard Vanguard), with a

very full complement of passengers, gave a quiet and neat performance.

Cars were flagged away from the car park and the majority appeared to be in a hurry. However, Richard Evans (Ford Spl.) motored smartly back through the other entrance of the park to pick up his navigator, who was still plotting the various points. This would appear to have done him little good for, some time later, he was seen heading in two directions at once through the middle of Tunbridge Wells, uncertain of his orientation. After a skilful performance in the morning tests, Peter Hinds motored off in his ageing but immaculate Morris Minor, and it is uncertain whether his lack of maximum speed or the attractiveness of his passenger prevented him from visiting more than 50 per cent of the possible points.

On arrival at the finish point it was found that only four people had visited each of the 12 points, and of these John Lotery (1,750 Alfa Romeo) had lost all his bonus marks by being late at the finish. Andrew Arnold (Jowett Javelin) had obviously been doing some effective driving, for he had suffered only a two-minute penalty in covering the full course, as had Angus Greig (M.G.), and the final placing between these two was decided by the morning's driving test. But it was a newcomer, John Buckenham (M.G.), who emerged victorious, with the aid of navigator Dick Hunt.

ERIC THOMPSON.

Results

Outright Winner: J. Buckenham (M.G. TC); 2, A. Greig (M.G. TC); 3, A. Arnold (Jowett Javelin).

Closed, over 1½-litres: 1, J. Muth (Sunbeam-Talbot); 2, G. Mackinnon (Austin 16). **Open, over 1½-litres:** 1, J. Lotery (Alfa Romeo). **Open, under 1½-litres:** 1, A. Greig (M.G. TC); 2, T. Pigott (M.G. TC). **Closed, under 1,500 c.c.:** 1, A. Arnold (Jowett Javelin).

DUKE OF EDINBURGH AT GOODWOOD

WHILST staying at Goodwood House for Race Week, H.R.H. the Duke of Edinburgh paid a special visit to Goodwood on 30th July to meet, and talk to, people who have done so much to uphold British automobile engineering prestige abroad.

The Duke lapped the course in a sports saloon Bristol, and then went to the pits where the Le Mans-winning Jaguar, DB3S Aston Martin, Allard, Frazer-Nash, Austin-Healey and Bristol lined up for a typical Le Mans start. The cars put in some laps at racing speeds, and so interested was the Duke that he returned in the afternoon to watch the "works" DB3S Aston Martins in action, practising for the Goodwood Nine Hours Race.

Holiday Davidstow—continued from page 173

Sports, up to 1,500 c.c., Final: 1, E. Brandon (Tojeiro), 71.86 m.p.h.; 2, G. Tyrer (Supermotor); 3, C. D. F. Buckler (Buckler); 4, A. Cleave (Morris Spl.).

Walton was pressed by stable-mate Bolton during the first few laps of the over 1½-litre final, but was never headed, and pushed on to establish the new lap record of 81.11 m.p.h. Watkins was unable to reach either of them, and had to be content with bringing the Cadillac-Allard into third place.

Sports, over 1,500 c.c., Final: 1, J. H. Walton (Cooper-Bristol), 79.47 m.p.h.; 2, P. R. Bolton (Frazer-Nash); 3, K. Watkins (Allard); 4, D. Margulies (Delahaye).

BENTLEY D.C. SILVERSTONE MEETING

Provisional Results

Race 1 (3-litre Bentleys, 5 laps): 1, D. McKenzie, 8 mins. 26.2 secs., 57.18 m.p.h. 2, J. A. Williamson, 8 mins. 27 secs. 3, M. D. Hollis, 8 mins. 35.6 secs. 4, R. MacIver, 8 mins. 37.4 secs.

Fastest lap: McKenzie and Williamson, 1 min. 37 secs., 59.67 m.p.h.

Race 2 (4½-litre Bentleys, 5 laps): 1, G. G. McDonald, 7 mins. 11.4 secs., 67.10 m.p.h. 2, H. R. Adcock, 7 mins. 16.8 secs. 3, S. J. Lawrence, 7 mins. 17.4 secs. 4, G. H. G. Burton, 7 mins. 25.2 secs.

Race 3: Cancelled (insufficient entries).

Race 4 (Any Bentley, 5 lap Handicap): 1, G. T. Walker (4½-litre), 8 mins. 43.2 secs., h/cap 1 min. 10 secs., 59.29 m.p.h. 2, D. H. B. Kelly (4½-litre), 8 mins. 48.4 secs., 1 min. 10 secs. 3, G. G. McDonald (4½-litre), 8 mins. 52.0 secs., scratch. 4, A. Hopton (3-litre), 8 mins. 53.2 secs., 1 min. 45 secs.

Fastest lap: McDonald, 1 min. 22.6 secs., 70.08 m.p.h.

Race 4a (Any Bentley, 5 lap Handicap): 1, J. A. Williamson (3-litre), 8 mins. 22.4 secs., h/cap 1 min. 10 secs., 60.64 m.p.h. 2, R. MacIver (3-litre), 8 mins. 28 secs., 1 min. 35 secs. 3, M. D. Hollis (3-litre), 8 mins. 32.4 secs., 1 min. 35 secs. 4, R. H. B. Mason (4½-litre), 8 mins. 51.4 secs., 30 secs.

Race 5 (Post-Vintage Thoroughbred Cars, 5 lap Handicap): 1, C. le S. Metcalfe (995 Fiat), 8 mins. 5.4 secs., h/cap 43 secs., 63.01 m.p.h. 2, L. Easdale (1,750 Alfa Romeo S), 8 mins. 38.8 secs., 28 secs. 3, L. S. Richards (2,511 Alvis), 8 mins. 39 secs., 28 secs. 4, B. Baxter (1,938 Aston Martin), 8 mins. 57.6 secs., scratch.

Fastest lap: Metcalfe, 1 min. 30 secs., 64.32 m.p.h.

Race 6 (Vintage Cars, 5 lap Handicap): 1, H. R. Heap (1,089 Riley), 8 mins. 27.4 secs., h/cap 1 min. 52 secs., 57.5 m.p.h. 2, E. Smith (4½-litre Bentley), 8 mins. 43.4 secs., 43 secs. 3, J. A. Williamson (3-litre Bentley), 9 mins. 2.6 secs., 43 secs. 4, A. J. Hollington (4½-litre Bentley), 9 mins. 8.4 secs., 35 secs.

Race 6a (Vintage Cars, 5 lap Handicap): 1, R. H. B. Mason (4½-litre Bentley), 8 mins. 12.8 secs., h/cap 37 secs., 61.98 m.p.h. 2, J. A. Walker (4½-litre Bentley), 8 mins. 16.2 secs., 22 secs. 3, S. J. Lawrence (4½-litre Bentley), 8 mins. 19.4 secs., 7 secs. 4, H. R. Adcock (4½-litre Bentley), 8 mins. 21 secs., scratch.

Fastest lap: Adcock, 1 min. 25.4 secs., 67.79 m.p.h.

Race 7: Cancelled (insufficient entries).

Race 8 (Any Bentley, 10 lap Handicap): 1, J. A. Walker (4½-litre), 16 mins. 34.2 secs., h/cap 1 min. 10 secs., 64.86 m.p.h. 2, G. C. H. Kramer (6½-litre), 16 mins. 46.4 secs., 2 mins. 3, R. H. B. Mason (4½-litre), 16 mins. 46.6 secs., 1 min. 30 secs. 4, G. G. McDonald (4½-litre), 16 mins. 46.8 secs., scratch.

Race 8a (Any Bentley, 10 lap Handicap): 1, M. D. Hollis (3-litre), 17 mins. 37 secs., h/cap 2 mins. 50 secs., 57.02 m.p.h. 2, E. Smith (4½-litre), 17 mins. 39.6 secs., 20 secs. 3, P. W. Yarwood (3-litre), 17 mins. 56.2 secs., 2 mins. 50 secs. 4, H. J. Orr-Ewing (4½-litre), 17 mins. 56.2 secs., scratch.

Fastest lap: Orr-Ewing, 1 min. 27.8 secs., 65.93 m.p.h.

And so to the final race of the day—and what a race! Stuart Lewis-Evans shot into the lead when the flag fell, chased by Don Parker and Eric Brandon. Brandon somehow managed to pass both on the third lap, and held grimly to his position until lap 16, when he spun on leaving the chicane. Parker seized the opportunity to pass immediately, but Brandon, absolutely screaming along, succeeded in putting the front wheels of his Cooper ahead of the Kieft as they crossed the line, with Lewis-Evans less than two lengths behind.

Formula 3, Final: 1, E. Brandon (Cooper), 76.85 m.p.h.; 2, D. Parker (Kieft); 3, S. Lewis-Evans (Cooper); 4, L. Leston (Leston Spl.).

J. M. LEWIS.

JUBILEE GRAND PRIX OF PORTUGAL

1st 2000 c.c. Class — KIEFT (J. C. Mayers)

2nd 2000 c.c. Class — KIEFT (T. Line)

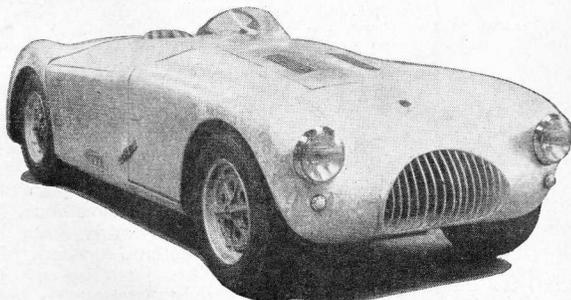
(Subject to official confirmation)

Chassis and body, less engine and gearbox £750

(plus £130 - 15 - 5 P.T.)

Car complete with 1½-litre specially tuned engine £1,125 (plus £469 - 17 - 6 P.T.)

Car complete with 2-litre specially tuned Bristol engine £1,365 (plus £569 - 17 - 6 P.T.)



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" x 1¼". Rear: 2LS 11" x 1¼". Hand: Mechanical transmission and normal independent hydraulic.

Tyres:—15" x 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.

KIEFT CARS LIMITED, RELIANCE WORKS, DERRY STREET, WOLVERHAMPTON

Telephone: Wolverhampton 24394 5

NEWS FROM THE CLUBS

By Wilson McComb

A CERTAIN amount of heat seems to have been generated in the Lancashire and Cheshire C.C.'s bulletin, as the result of its editor's criticizing the fitting of brakes to that famous old Aston Martin, "Razor Blade". Lt.-Commander Peter Attwood and D. F. Mallalieu, who carried out this and other modifications, point out that one either uses a vintage car or puts it in a museum; if the first alternative be preferred, and if it is desired to race the car, then brakes are a desirable addition. Mallalieu draws an analogy between this decision and the question of owning an Elizabethan mansion: if one chooses to live in it, then he suggests that modern plumbing and sanitation are a good idea.

At the risk of begging the question, I would comment that the real problem is whether or not one *should* race a car of historic interest. The "race" between veteran cars at the last Brands Hatch meeting delighted the crowd, and gave



HOW'S SHE GOING?: Mike Hawthorn, a spectator at the recent Leinster Trophy race in Eire, discusses his old Riley with the present owner, Don Beauman, who took third place in the event. In 1951 Hawthorn won this same race—in the same car.

them an excellent—and rare—opportunity of seeing these vehicles, but I doubt if any of them were strained unduly by their five-lap effort. If a car of this type is to be entered in serious competitions, then obviously one must modernize it, if only in the interests of safety. After all, many are fitted with modern tyres as a matter of course.

RALLY OF THE DAMS

ENTRIES for the Sheffield and Hallamshire M.C.'s Rally of the Dams on 29th/30th August, sponsored by the Regent Oil Co., close on Monday next, 10th August. This event is being observed by the B.T.D.A. for possible inclusion in next year's Rally Star events. The Secretary of the Event is R. Alan Hopkinson, Whitegates, 44 Greenbank Drive, Chesterfield.

"AUTOSPORT" DIRECTORY OF THE CLUBS—55

The Hartlepoons and District Motor Club



(Founded 1908)

President: W. M. Meredith.

Vice-Presidents: George Ringwood; W. Donaghy; N. Ayres; E. Herbert, Sen.; J. T. Willis.

Chairman: S. L. Robinson.

Open to: All interested in motor sport—cars and motor cycles.

Caters for: Sporting and social events.

Principal Events: Hartlepool Promenade Sprint Races.

Cleveland Car Rally.

Motor Cycle Scrambles and Grasstrack meetings.

Annual Dance, December.

Annual Prize Presentation, January.

Annual General Meeting, February.

Headquarters: No fixed Headquarters.

Bulletin: "Confab": duplicated with printed cover: published as and when copy warrants.

Editor: Stanley E. Robson, 66 Granville Avenue, West Hartlepool.

Whether associated with R.A.C.: Yes; and affiliated to A.C.U.

Approximate Membership: 75.

Annual Subscription and Entry Fee: No Entry Fee. Annual Subscription: Car members, 10s.; Motor cycle members, 7s. 6d.; Lady Associate members, 2s. 6d.

General Secretary: R. A. Dale, 18 The Green, Seaton Carew, West Hartlepool. Telephone: Hartlepoons 8274.

Back to Kirkistown—continued from page 177

(1,250 M.G.). The McCandless, given 1 min. on Odlum, shared the mark with Syd Durbidge (Eros) and Stanley Porter (4½-litre Invicta). McCandless set the pace with a second lap in 77 secs. then, on the third lap, which had all the appearances of a new record, the handlebar steering on the McCandless broke and Rex shot into a concrete blockhouse at high speed, fortunately avoiding a head-on crash. Rex lost two teeth and was severely shaken, while the little car was drastically redesigned. With his retirement much of the interest was lost. Frances Glenny held on to her three-lap advantage for most of the heat, but was eventually overtaken by Sydney Pentland (1,172 Ford).

Second-heat Qualifiers: 1, S. Pentland (1,172 Ford) (1 lap plus 40 secs), 13 mins. 47 secs. (59.84 m.p.h.). 2, Miss Frances Glenny (1,250 M.G.) (3 laps), 13 mins. 27 secs. (45.30). 3, W. Maguire (1,488 Vauxhall) (1 lap), 13 mins. 30 secs. (61.09). 4, T. E. Seymour (Iota) (1 lap), 13 mins. 30 secs. (61.08). 5, R. E. Odlum (Frazier-Nash) (scr.), 13 mins. 31 secs. (67.80). 6, S. Porter (Invicta) (60 secs.), 14 mins. 39 secs. (62.55). 7, S. Durbidge (Eros) (60 secs.), 14 mins. 43 secs. (62.27).

The final was a very lively affair. At first Miss Glenny had a clear run, with Pentland and Christie holding off Seymour and Carroll. Large did not reach the leader board until half-distance, but thereafter progressed steadily. On the penultimate lap Pentland passed Miss Glenny, and on his last trip up the straight Large caught Seymour to make the finishing order as follows:—

1, S. Pentland (1,172 Ford) (1 lap plus 40 secs.), 13 mins. 48 secs. (61.24). 2, T. N. Large (1,980 Alta) (scr.), 13 mins. 57 secs. (70.58). 3, T. E. Seymour (499 Iota) (1 lap), 14 mins. 3 secs. (63.19).

W. A. McMASTER.

WEST HANTS & DORSET SPRINT

THE Sprint Meeting to be held at Ibsley on 22nd August, by the West Hants and Dorset C.C., has been postponed until a date to be announced in October.

NEWRY DRIVING TESTS

RESULTS of the Newry and D.M.C.'s driving tests at Cranfield, Co. Down, on 15th July, are as follows:—

Marley Cup: D. G. McNally (Dellow), 108.4 marks lost.

Open Car Class: 1, D. G. McNally; 2, W. T. Todd (Todd Spl.), 114.0. **Closed Car Class:** 1, D. J. Walker (Morris Minor), 134.8; 2, J. Peile (Hillman Minx), 152.4. **Team Prize:** W. Chesney (Austin Spl.), J. E. Dowling (Hillman Minx) and M. Glover (Sunbeam-Talbot).

WEST HANTS AND DORSET NIGHT TRIAL

MARSHALS were not used to man the checkpoints in the West Hants and Dorset C.C.'s annual Graham Cup night navigation trial, on 25th/26th July. Map references brought competitors to within 100 yards of each point, after which the solution of a clue led them to the site of a stake bearing a number, which had to be noted on the route card. The references were handed out in different orders, to avoid "follow-my-leader" antics, and as a result the field appeared to be spread out over half of Dorset.

Competitors climbed trees, scabbled in hedges and ditches, investigated quarries, and in general did all the things beloved of night triallists, until six o'clock on Sunday morning. Only one driver was penalised for late arrival, but none found all the checkpoints; the results showed that the trial had been won by a new member of the club, taking part in his first event.

Provisional Results

Graham Cup: J. W. H. Guppy (Hillman Minx).

Navigator's Award: L. Parsons.

Other Awards: P. G. Cooper (Standard Vanguard), F. Downs (Sunbeam-Talbot), G. N. Dear (M.G.), M. Eyre (Jaguar XK 120) and W. B. Thresher (Riley).

COMING ATTRACTIONS

August 8th. *Ulster A.C. Hill-climb, Craiganlet. Start, 3.0 p.m.*

Mid-Cheshire M.C. Members' Meeting, Oulton Park, nr. Tarporley, Ches. Start, 2.0 p.m.

Nottingham S.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 1.0 p.m.

Hants and Berks M.C. Hill-climb, Great Auclum, Burghfield Common, nr. Reading. Start, 2.30 p.m.

North London E.C.C. Driving Tests, Whelpley Hill, nr. Chesham, Bucks.

August 8/9th. *Cimes Rally, France.*

August 9th. *Imola G.P.(S), Italy. Freiburg Hill-climb, Germany. Circuit des Sables d'Olonne (F2), France.*

Lockbourne A.F.B. Meeting, Columbus, Ohio, U.S.A.

Gosport A.C. Annual Rally. Start, R.A.C. Car Park, Petersfield, 9.30 a.m.

August 13th. *Jersey M.C. and L.C.C. Inter-Island Sand Races, St. Ouen.*

CHESTER M.C. RALLY

COMPETITORS in the Chester M.C.'s Bernie Trophy Rally, on 18th/19th July, found the first part of the 500-mile course very easy, and all arrived at the Cardiff control with time in hand. However, the main section, from Cardiff to Chester by way of Welsh mountain passes, proved tougher going and only 10 entrants were left with clean sheets at the finish, where the final tests found the winner. Of the seven teams entered for the event only two remained intact, and by a curious coincidence they both achieved the same score.

Provisional Results

Bernie Trophy: G. Hoyle (M.G. TD), 40 marks lost.

G. B. Jackson Trophy: E. Lambert (Morris Minor), 58.

Runner-up, Open Class: H. M. Sinclair (Morgan), 53. **First Class Award:** D. F. B. Roberts (M.G.), 63. **Second Class Award:** H. Harrop (Morgan), 93.

GREAT AUCLUM SPEED EVENT

LAST speed event of the season for the Hants and Berks M.C. is the popular Great Auclum meeting to be held tomorrow, 8th August, starting at 2.30 p.m. Great Auclum, five miles from Reading on A.4, is an unusual course with banked corners, where is staged an event best described as a speed hill-climb, although the start is downhill. An excellent entry totalling over 80 has been received, including C. J. Hamilton (E.R.A.), Gordon Parker (Jaguette and Jaguar), Ken Gregory (500 c.c. and 1,100 c.c. J.B.S.s), D. Buckler (Buckler S.), Miss Betty Haig (Austin-Healey), "Pathfinder" Bennett (1,000 c.c. Cooper), Miss Nancy Mitchell (H.R.G.), the Perkins cousins (H.R.G. and Bugatti), P. R. W. Jackson (Allard), Cyril Wick with the Cadillac/Allard, Cripps' Chrysler-powered Cripps Special, and Raven's ex-Bear Bugatti.

(More News from the Clubs on page 196)

CLUB FIXTURES

"W.O." Club.—Social Evening, 8th August. The Cross Hands Hotel, Old Sodbury, Glos., 6 p.m.

Bentley D.C.—Meetings: 8th August, King's Arms, Salisbury, Wilts, 7 p.m. 10th August, Swan Inn, Stanway, Essex, 8 p.m. 11th August, The Bear Cowbridge, Glam, 7 p.m. 12th August, King's Head, Old Bexley, Kent. 13th August, White Lion, Edgware, Middlesex, 6.30 p.m.

South Caernarvonshire M.C.—Gymkhana, 8th August, the School Yard, Portmadoc, 2.30 p.m. Flannel Dance, 12th August, Marine Hotel, Criccieth.

Mid-Cheshire M.C.—Club gathering, 8th August, Four Ways Restaurant, Delamere, after Oulton Park meeting.

Old Merchant Taylors' M.C.—First general meeting, 9th August, "Durrants", Croxley Green, nr. Rickmansworth, 8.30 p.m.

Welsh Counties C.C.—Meeting, 10th August, Barley Way, Penline, nr. Cowbridge.

750 M.C. (Oxon).—Meeting, 10th August, Maybush Inn, Standlake, 8 p.m.

Wolsley Hornet S.C.—Meeting, Derby Arms, Upper Richmond Road, Sheen, 7.30 p.m.

Citroën C.C.—Meeting, 11th August, Marquis of Granby, Esher, 7.30 p.m.

Vintage S.C.C.—Meetings: 11th August, Bridge Hotel, Bedford. 13th August, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans, Herts; Wheatsheaf, Baslow, Derbyshire; and Bull Hotel, Wrotham, Kent.

Sunbac.—Meeting, 13th August, The Mason's Arms, Solihull.

Southsea M.C.—Meeting, 13th August, The Aero Club, 8 p.m.

750 MOTOR CLUB

SIX HOUR RELAY RACE

Silverstone, 29th August, 1953

THIS is the clubman's annual long-distance fixture. Teams of up to six cars carry their token sash round the new 2½ mile circuit at Silverstone as many times as they can. The cars are allowed to go out in any order, for any period, and each any number of times, and a sash change will occur about every two minutes. This gives the team managers a succession of problems demanding instant decisions, and we are placing a spy in each pit to report on this to a microphone point placed in the pit area.

THE public address system will be permanently connected to this and four other microphones. Two of these are on towers which visually command the whole circuit, and two more are in Race Control and the lap scorer's box respectively. Thus every kind of information relating to the event will be announced with minimum delays, and the result should be a sustained entertainment unequalled in motor racing. Commentators will include John Bolster and Nevil Lloyd.

THE new circuit includes an S-bend, a sharp hairpin approached down-hill, and a long, fast left-hand curve. These features will test brakes and steering control in a manner not seen on the usual club circuit.

Admission is free by tickets available from Holland Birkett, 3, Pondtail Road, Fleet, Hants, or from most motoring clubs.

Car Park 7/6. Motor Cycles 2/6.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.
Tel.: PADDINGTON 7671-2

RATES: 5d. per word, 3s. 6d. per line,
35/- per single column inch. Minimum
charge 5/-, not including Box
Number. Particulars of Series
Discounts may be obtained on
application.

BOX NUMBERS: Facilities are available
to advertisers at an additional charge
of 1/- to defray cost of booking and
postage. The words "Box 000" must
be included in the advertisement and
paid for.

All advertisements must be prepaid and
should be addressed to "Autosport",
Classified Advertisement Department,
159 Praed Street, London, W.2.

The publishers reserve the right to refuse
advertisements, and do not accept liability
for printers' or clerical errors, although
every care is taken to ensure accuracy.

CARS FOR SALE

ALLARD

RUDDS recommend:—The ex-Sydney Allard J2,
as advertised here last week. £665. Terms,
exchange.—Central Station Approach, Worthing
4635. Evenings, Hove 35905.

1949 71 K Semi hard-top saloon New recon.
engine within 3,000 miles. High com-
pression Adlard heads, newly overhauled gearbox,
new clutch, brake linings, etc., taxed, insured.
Ideal, reliable and economical, fast (100 m.p.h.
plus) touring car for first £325 or nearest.—
Write Box 1206.

ALVIS

FIREFLY.—New sports brake body, cycle wings,
manual gearbox, 3 new tyres. Excellent condi-
tion. Details, photo, on request. £85. Exchange
considered.—Gwilliam, Blagdon Hill, Taunton.

ASTON MARTIN

1932 ASTON MARTIN International four-seater
tourer, short chassis. Complete
engine overhaul 2,000 miles ago by Aston Martin
specialists. Clutch rebuilt to Borg and Beck specifi-
cation. This car has been constantly serviced by
Aston Martin specialists. The reason for disposal
is that it is unsuitable for professional use. Price
£300 or near offer.—Mr. Woodrough, W. E. Brown
& Son, Chartered Surveyor, 39 Pepper Street,
Chester.

AUSTIN

1952 REG. 750 Formula AUSTIN SPECIAL.
Low drag enveloping body, prof. built, 3-
seater. Superb handling. £115 o.n.o.—57 Chats-
worth Rd., Hazel Grove, Cheshire. STE 4488.

B.S.A.

BASIL ROY, LTD., B.S.A. (Scout Models),
spares. Comprehensive stock, wholesale and
retail.—161 Gt. Portland Street, W.1. LAngham
7733.

BUCKLER

RUDDS recommend:—1,400 miles, as brand new,
Ford 10 engine. Aquaplane head. Twin SUS.
Close ratio box, etc. Cost £913, nearest to £750.
—Central Station Approach, Worthing 4635.
Evenings, Hove 35905.

DELAHAYE

DELAHAYE 3½-litre (ex-R. C. Walker), engine
and gearbox rebuilt this year, genuine 125
m.p.h. Any examination and demonstration. Price
£825, including spares.—D. Margulies, 59k Nether-
hall Gardens, N.W.3. HAMpstead 5732 evenings.

FIAT

MAYFAIR GARAGES, LTD.—FIAT Sales and
Service. 25 pre- and post-war models from
£195 to £525, all with three months' guarantee.
Send for Price List and Illustrated Literature.—
Mayfair Garages, Ltd., Balderton Street, Mayfair,
W.1. Tel.: MAYfair 3104-5.

F.N./BMW

FRAZER-NASH/BMW Type 55, 3-carb., 1936
Sports Drop-head Coupé. Recently fitted latest
2 LS. hydraulic brakes. Very fast car and in fine
condition. £295.—Brown, Hotel, Udney Station,
Aberdeenshire.

FRAZER-NASH

1934 T.T. REPLICIA FRAZER-NASH, excellent
condition, resprayed and rechromed.
£275.—Pilkingtons, Garside St., Bolton.

1932 FRAZER-NASH replica Meadows-Brook-
lands 4ED. New body as original. £145.
Metcalf, 87 Penkett Road, Wallasey.

H.R.G.

H.R.G. ENGINEERING CO., LTD., for
makers' spares, repairs and service.
Works reconditioned cars also available.—Oakcroft
Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

HEALEY

RUDDS recommend:—One of the prettiest
"Silverstone" sports in existence, refinished in
Royal blue shortly after delivery. This immaculate
car, in "Concours" condition, has covered
only 14,000 miles. Maintained regardless of ex-
pense as the owner's hobby, it has just been
subject to extensive major inspection and 200 miles
ago was fitted with high compression pistons, new
valves and springs, Hoyt Z bearings, modified
clutch, lightened flywheel, close ratio gears and
racing tyres. Complete all-weather equipment, aero-
screens, etc., at £785. Full history available.
Terms. Exchanges.—Central Station Approach,
Worthing 4635. Evenings, Hove 35905.

JAGUAR

RUDDS recommend:—XK 120 1951, definitely
one of the best on offer. Standard specifica-
tions. Unraced. £1,099. Terms, exchange.—
Central Station Approach.—Worthing 4635.
Evenings, Hove 35905.

1953 REG. JAGUAR-M.G.—Rebuilt with the
original Earl Howe Mille Miglia K.3
racing chassis, fitted with a 2½-litre reconditioned
Jaguar engine, E.R.A. half-shafts, new hood, side
screens and new upholstery and seats. Fitted with
Dunlop racing tyres, as new. Any trial. Very
potent.—Ring Liverpool LAR 2252. Nearest £300.

LAGONDA

AN exceptional 1935 LAGONDA 4½-litre Rapide
open sports 4-seater. Original unmarked B.R.
green paintwork. Six nearly new tyres, fitted tele-
controls, twin spots, etc. This car has covered only
2,000 miles since 1939 and the engine has just been
completely overhauled by specialists. A specimen
car throughout, maintained regardless of cost by
an enthusiast and which must be seen and tried to
be adequately appreciated. £385.—Mills, 24 Robert
Adam Street, W.1. WELbeck 9518.

MERCEDES-BENZ

MERCEDES-BENZ 500K 1937 2/3-seater sports
in first-class order. Recent bills from Mer-
cedes-Benz Ltd., for over £600 can be produced.
Photograph and further particulars if required.—
Offers to Box 1198.

M.G.

M.G. SPARES, most parts in stock for all
models, 1930 onwards, including valves,
guides, springs, rocker bushes, shafts, etc., replace-
ment camshafts, rockers, dynamos, road springs,
wheels, hubs, vertical drive assemblies, prompt
postal service, c.o.d., and guaranteed workmanship
in all our repairs.—A. E. Witham, Queens Garage,
Queens Road, Wimbledon, S.W.19. LIBerty 3083.

MONTLHERY C-type sports 2-seater, outside
chrome exhaust, B.R.G., taxed year. £195.—
Johnson and Brown, Ringers Road, Bromley, Kent.
RAVensbourne 6479-2322.

1935 PA 4-seater sports, green, £90 overhaul,
excellent engine, good tyres, fully taxed
and insured. £190 o.n.o.—Reigate 5112.

1932 F-TYPE MAGNA 2-seater. Topping
engine and transmission, hydraulic brakes,
belt driven dynamo, Nife battery, 4 new tyres.
£135.—de Redder, 15 Underhill Rd., Cleadon,
Sunderland.

MORGAN

MORGAN 4/4 Official spare parts stockists, ser-
vice and repairs.—Basil Roy, Ltd., 161 Gt.
Portland Street, W.1. LAngham 7733.

F. H. DOUGLASS, the MORGAN specialists.
New and secondhand chassis and engine spares
for J.A.P., Matchless and Anzani, cylinders rebored
and relined, new pistons supplied.—1a South Ealing
Road, Ealing, W.5. EAL 0570.

1937 CLIMAX-ENGINE 4/4 2-str., good
performance, 3,000 miles since Laystall
Eng. overhaul. New c.w.p., hood. First £195.—
23 Farnoss Road, Liverpool, 23. GRE 3697,
Fri. evening.

RACING CARS

ALTA single-seater, all independent suspension,
½-litre supercharged, superlative performance.
Considerable money recently spent on it by makers.
Offers.—56 Lancaster Mews, London, W.2. PAD-
dington 9196.

COOPER Mk IV with Mk. V modifications, ready
to race, well prepared. £260 with all spares.
—Box 1208.

E.R.A. 1½-LITRE B/C type previously owned
by Harrison and Shawe-Taylor. Ready
to race. Completely overhauled this year, all bills
available. Considerable spares. Reasonable offers
to Motor Work, Ltd., Chalfont St. Peter, Bucks.
Gerrards Cross 2051.

JOTA 350 c.c. sporting two-seater prototype, 70
m.p.h. and 70 m.p.g.—Jota Racing Cars, 3 Alma
Vale Road, Bristol, 8.

REVISED plans enable a private syndicate to
dispose of their Formula 3 chassis, of chrome
molybdenum steel, with body framework and under-
shell attached, steering system also included, all
built regardless of cost for a car intended to be
supreme in its class, and having the minimum
possible frontal area and a.u.w. with advanced aero-
dynamic form.—Inspection by appointment with
H. J. King, "Wyke", Cowpers Way, Tewin
Wood, Herts.

500 C.C. "KUMBANG", complete. £185.
Covered trailer wanted.—C. Summers, 366
Station Road, Dorridge, Birmingham.

ROLLS-ROYCE

20 H.P. 1924 chassis, mod. new shooting brake
body. Just rebored, overhauled. Good
tyres. Offers.—Box 1204.

MERCURY OFFER

£475 1937 4½-litre LAGONDA open 4-seater.
This car is without doubt one of the finest
of its type available. Fitted mohair zip
tonneau, finished in dove grey with blue
leather interior.

£395 1939 3½-litre SS.100 JAGUAR 2-seater
drophead coupe, finished in black. Usual
SS.100 performance.

£275 1937 SINGER 1½-litre 4-cylinder open
4-seater. This is one of the rare Autosport
type cars and is very fast.

£285 TA 10 h.p. M.G. 2-seater, 16" rear
wheels, good all weather equipment, very
clean.

£175 PA M.G. open 4-seater. Good hood,
etc. Excellent mechanically and clean in
appearance.

Other M.G.s from £125

Your present car or motor cycle
in part exchange with pleasure.

Terms 12 or 18 months.

MERCURY MOTORS
UNIVERSE HOUSE,

824-826 HARROW ROAD,
WEMBLEY, MIDDLESEX.

Phone: WEMBLEY 6058-8

TALBOT

TALBOT D 16 coach, Model 75, 18 h.p., coach-built Carlton body, year 1935. Perfect condition. New tyres, etc. Only two owners. Private enquiries only. £425 or offers. May be viewed by appointment with Chapman, Chercombe House, Chercombe Bridge, Newton Abbott, Devon.

TALBOT 75—1933 Sports saloon. Modern appearance, very fast. £95. Would prefer exchange for open sports or tourer any make or h.p.—27 Lyndon Avenue, Blackfen, Sidcup, Kent.

VINTAGE

SWIFT 1922 4-seater tourer, good mechanical condition, resprayed, reupholstered. Dunlopillo, new tyres, tubes; ready for road. £30.—MacPhail, 6 Argyle Walk, W.C.1.

VOLKSWAGEN

RICHARDS AND CARR have choice of four Volkswagens from £250 to £325.—35 Kinnerton Street, London, S.W.1. SLOane 5424.

WILLYS OVERLAND

1918 WILLYS OVERLAND Model 91, 18 h.p., 5-seater tourer. Reg. 1922. Just fully overhauled, new brakes. Upholstery good. One tyre, battery and hood poor. £70.—Grey, Flat 4, 46 Fellows Road, N.W.3.

SPECIAL OFFERS

AUTOMOBILIA offer:

- 1936 Jaguar, grey with blue interior, excellent engine .. £200
- 1939 Standard 12 coupé, colour black, in very good condition .. £290
- 1938 Austin 10 saloon, colour black with brown upholstery, engine recently overhauled .. £250
- 1935 Lagonda, recent engine overhaul, new back axle, colour black, most attractive car .. £170

AUTOMOBILIA, LTD.,

PIPPBROOK GARAGE, DORKING, SURREY.
Phone: Dorking 3891.

BRAY MOTORS offer:

- £175 1936 Lagonda Rapier 10 h.p. d/h. foursome.
 - £245 1937 Riley 9 Merlin sports saloon, £130 bills available.
 - £199 1935 Series Wolseley Hornet special sports coupé, staggered radiator, excellent condition.
 - £350 1940 M.G. TB 11 h.p. red and silver Tickford droptop coupé.
- 180-184 West End Lane, West Hampstead, N.W.6.
HAMPstead 6490-7327.

SLOCOMBS LTD.

Willesden 4869.

THE SPORTS CAR PEOPLE.

Whether you want to enjoy an open car for what's left of our summer, or get a bit of protection from what's due for the winter—our showroom is the place to visit. Drop in for a matter about it this Saturday.

We have a large selection—have a Lancheater at £97 10s., or a Rolls-Bentley at £3,200 including—Morgan, M.G., Lagondas, Austins, Rileys, etc. Part exchanges. Cars or Motor Cycles. Existing Hire Purchase accounts settled.

We close 7.30 p.m., (Saturdays 6 p.m.).
SLOCOMBS LTD., 38-52 DUDDEN HILL LANE, N.W.10. Phone: Willesden 4869.

THE BABY CAR WITH THE BIG CAR WAYS



GUARANTEED 50 M.P.G.
Low petrol—plentiful
smooth, "big car" springing, 4-speed box. Smooth clutch. Power steering (28 ft. lock). Modern "non-dating" lines. Reconditioned — three months' GUARANTEE.

SEE PRICE LIST OF MODELS WRITE NOW TO

Mayfair Garages

BALDERTON STREET, LONDON W.1. (opp. Selfridge's clock)
TEL.: MAYFAIR 3104/5

M.G. RETAIL DEALER
SOLELY M.G. CARS SALES & SERVICE



[Hounslow
2238 & 3456

TOULMIN MOTORS

MOST COMPREHENSIVE STOCK OF M.G. SPARES IN THE COUNTRY

- Clutch plates—all models.
- New J2 clutch toggles.
- New rockers for overhead valve models.
- Luggage carriers—all models.
- Our patent modified oil seal.
- Reconditioned engines for all models from stock.
- Spares for all types of M.G. available.
- Dynamos, starters and all electrics.

343 Staines Road

Hounslow · Middlesex

Open all day Saturday and 10 a.m.—1 p.m. on Sunday

BOOKS

HANDBOOKS.—Alvis, 12s. 6d.; Chrysler, De Soto, Dodge, Plymouth, 14s.; M.G., 31s. 3d.; "Midgets" only, 15s. 6d.; Austin, Citroën, Ford, Hillman, Jowett, Morris, Riley, Standard, Triumph, Vauxhall, Wolseley, 5s. 3d.; Talbot, 6s.; "A40", Cord, Volkswagen, 7s. 9d.; Armstrong, Fiat, Jaguar, Riley "Nine", Rover, Singer, 8s. 9d.; Chevrolet, American Ford, Morgan, 10s. 6d. *Catalogue* 350 Motoring Books, 6d. Mail order only.—Vivian Gray, Hurstpierpoint, Sussex.

NEW BOOKS.—Herman Lang, *Grand Prix Driver*, 15s. Phillip Smith, *Design and Tuning of Competition Engines*, 15s. Gregor Grant, *International Sports Car Racing*, 12s. 6d. S. C. H. Davis, *The John Cobb Story*, 12s. 6d. Alan Hess, *Crazy Journey*, 12s. 6d.—Further particulars free from Galloway & Porter, Ltd., 30 Sidney Street, Cambridge.

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.) 3s. 6d. Cellulose and Synthetic Paints and all Allied Spraying Materials. Catalogue free.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Ingrebourne 2560.

ENGINE SERVICE

D. CREED, 2 Goldhawk Mews, Shepherds Bush (late mechanic, Brooklands Service Station). We are pleased to announce we contributed to the success of the Aston Martin team in the team award at Silverstone 9/5/53; the highest position ever in the Mille Miglia 1953, for British cars; and the British Empire Trophy Race, Isle of Man; and again, Sports Car Race at Silverstone 18/7/53; 1st, 2nd and 3rd. (Subject to official confirmation.)

D. CREED, 2 Goldhawk Mews, Shepherds Bush (late mechanic, Brooklands Service Station). Highest precision work, crank grinding, metalling, boring, reconditioned engine service at most competitive prices. Our grinding and metalling has contributed to the successes of F. C. Davis, Cooper-M.G. Trade invited.—Phone: SHE 6518.

MISCELLANEOUS

ROLAND DUTT AUTOMOBILES, LTD.
All types of sports and racing cars tuned and prepared for any event.
GOOD SPORTS CARS URGENTLY REQUIRED.
158a Latymer Road, London, W.10.
LADBrook 3136.

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVerside 6496.

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4403.

ENTHUSIAST wishes to exchange motor racing library value £40 for V8 or 10 h.p. engine, or i.f.s. chassis for special or anything.—Box 1205.

HEADLAMP REFLECTORS heavily electroplated, 100 per cent silver, mirror finish, guaranteed. 5s. 9d. each, returned day received. Send P.O.—R. E. Packer, Sion Place, Clifton, Bristol.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

PHOTOGRAPHS

ACTION PHOTOGRAPHS of every competitor at **BENTLEY DRIVERS CLUB MEETING—SILVERSTONE.**
CHARLES DUNN,
Greenleaves, Woking, Surrey.
Tel.: Woking 3737.

RADIATORS AND FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. 103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait, including curved windcreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

WINDSCREEN PERSPEX 3/4 in., rectangles 8s. sq ft. delivered.—Wilson, Crosshouses, Bridgnorth.

SITUATIONS VACANT

CONNAUGHT ENGINEERING offer a permanent and well paid post to a man capable of taking charge of the preparation of three racing cars, at present engaged on a fairly full season. The job entails producing the cars at meetings in a fully prepared state, selection of personnel, technical liaison with the works, and the conduct of a base workshop set aside for the cars. Essential qualifications are full training in the best workshop practice, experience of motor racing, ability to plan work and progress it, and to get the best out of the personnel under him.—Telephone Thorburn, Ripley 3122 daytime or Clarke, Brookwood 3168 evenings.

SPARES & ACCESSORIES

ARMSTRONG Self-change Box. Close ratio. Completely overhauled. Offers.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 7050.

REV. COUNTERS.—0-10,000 r.p.m., a new conception of accuracy and reliability, self-contained units, £5 10s., delivery 2s. 6d. Lower reading positive-driven types, 57s. 6d., delivery 2s. 6d.—Teddington Engineering Co. Ltd., Dept. "K", High Street, Teddington, Middx.

TRIUMPH Gloria Vitese and Dolomite hand brake cables, 27s. each, post paid.—Cutlers of Streety, Ltd., Chester Road, Streety, Staffs. Phone: 7131.

YELLOW headlamp bulbs for Continental driving available for most makes.—Beverly Motors, Alric Avenue, New Malden. MALden 4403.

(Continued overleaf)

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

- Select from their stock of over 150 sports cars
- 1951 Allard 91P saloon .. £655
 - 1950 Allard J2 streamlined 2-seater .. £645
 - 1949 Allard 71K 2-seater roadster .. £425
 - 1925 Bentley 3-litre SS Series 2-seater .. £295
 - 1939 Jaguar 3-litre sports saloon .. £255
 - 1936 Lagonda LG 45 D/H, foursome .. £395
 - 1933 Lagonda 3-litre utility .. £165

NEVER LESS THAN 25 M.G.s IN STOCK

- 1952 M.G. 1 1/2 saloon .. £645
- 1952 Morgan Plus Four 2-seater .. £625
- 1939 Riley 1 1/2-litre Nuffield saloon .. £325
- 1951 Singer 4 A.B. roadster .. £495

Immediate H.P., insurance and part exchanges. The Windmill Garage, Great West Road, Brentford, Middx. EALing 8841-2-3

3 minutes from Northfields Tube Station (Piccadilly or District Lines)
(Buses 91, 97 and Green Lines pass our door.)

Classified Advertisements—continued

Special Accessories for Ford 8/10.
 Double Valve Springs.
 Modified Valve Guides.
 4.7 to 1 Crown Wheels and Pinions.
 Twin Carburetter Sets.
 Four Branch Exhaust Manifolds.
 Oil Pressure Gauges.
 Heat Resistant Exhaust Valves.
 Trip Type Speedometers.
 Revolution Counters.
 Solid Copper Gaskets.
 Petrol Tanks and Windscreens.
 Mudguards and Fittings.
 Chassis Frames.
 Shock Absorbers.
 Radiators.
 Supercharging Installations.
 Side Screens, Hoods, etc.
 Hard Tops for Open Cars.
 Coach Trimming.

DELLOW MOTORS LTD.,
ALVECHURCH, nr. BIRMINGHAM.
 Telephone: HILLSIDE 1879.

800 RADIATOR and Car Club Badges. English and Foreign. New, secondhand. List. stamp.—G. A. Final, 15 Nashleigh Hill, Chesham, Bucks.

SUPERCHARGERS

STANDARDIZED ARNOTT Supercharger Sets are available for most popular cars for early delivery. Installations designed and fitted at our works for all types of "specials" and racing cars. Also tuning and machining service for the enthusiast.—Carburettors, Ltd., Grange Road, London, N.W.10. WILlesden 5501.

WANTED

COOPER 1000 Chassis required. Engine, gearbox and body not wanted. Condition unimportant. Must be cheap. Details to—C. E. Robb, Duniris, Dundonald, Belfast.

GOOD DELLOW Mk II wanted.—Particulars to Semis, 17 Gwendwr Rd., W.14. FUL 9047.

JOHNSON AND BROWN urgently require sports cars, any h.p., but must be in good condition.—Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

RON MCKENZIE, 961 Chester Road, Stretford, Nr. Manchester, requires sports cars, and offers a selection of new and used motor-cycles. Open to 8 p.m., Sun, 5 p.m. Telephone: Longford 2100.

THREE 18 in. wire wheels for 1936 Magnette.—Box 1195.

WANTED.—2.6-LITRE M.G. in excellent condition.—Please send details to Box 1207.

News from the Clubs—continued

COVENTRY & WARWICKS RALLY

STARTING at midnight on Saturday, 5th September, the Coventry and Warwicks M.C.'s Autumn Rally will cover a 200-mile route, divided into map-reading sections. Special tests may be held *en route* and at the finish, at or near Weston-super-Mare. Entries close on Monday, 31st August, and regulations may be obtained from Mrs. H. S. Wolseley, 632 Allesley Old Road, Coventry.

* * *

BRISTOL MEETING AT CASTLE COMBE

A TOTAL of five races, comprising Formulae 2, 3 and *libre* events and two sports car races, will be staged at Castle Combe on Saturday, 3rd October, for the Bristol M.C. and L.C.C.'s fourth National Meeting. The Joe Fry Trophy (presented by Mrs. J. G. Fry) will be awarded to the winner of the 20-lap F2 event. Entries close on Monday, 14th September, and the Secretary of the Meeting is Mrs. K. R. Maurice, Castle Combe, Chippenham, Wilts.

MG SERVICE and REPAIRS

BY EXPERIENCED PEOPLE
AT A REASONABLE PRICE

TC, TD & Y Series

*Engine Overhauls, Crankshafts
reground or exchanged.*

Pistons from Stock.

Brake overhauls.

*Dynamos, Starters &
all electrics.*

All Chassis repairs.

Wheels rebuilt & repaired.

*Spare & replacement parts
in stock.*

*Competition Tuning by
Racing People.*

*1467 c.c. blocks exchange
or sale.*

Pistons 72 m.m. in stock

*Chassis rebuilt for
competition work.*

*Special bodies made to order
or alterations to your
present car.*

LEONARD/M.G. SUCCESS at DAVIDSTOW

1500 c.c. CLASS

Heat One: 1st at 71.21 m.p.h.
Final: 1st at 71.86 m.p.h.

also fastest lap—73.09 m.p.h.
(subject to official confirmation)

LIONEL LEONARD • AUTOMOBILE SPECIALIST
4 MORRISH ROAD • LONDON • S.W.2 • TULSE HILL 3427

BENTLEY RALLY/GYMKHANA

ALL members of the Bentley D.C., driving any make of car, are eligible to take part in a Touring Rally and Gymkhana on Sunday, 13th September. Organised by the 4th Royal Tank Regiment, it will comprise a run to Tidworth and a series of driving tests. Enquiries to H. J. K. Townshend, Elmdown, Ramsbury, Marlborough, Wilts, preferably before 20th August.

N.L.E.C.C. MEMBERS' MEETING

NEXT Monday, 9th August, the North London Enthusiasts' C.C.'s annual Members' Meeting will be staged at Whelpley Hill, near Bovington, Herts, in the form of five driving tests, starting at 11.30 a.m. The Secretary of the Meeting is G. Bance, 17 Elms Avenue, Muswell Hill, N.10.

LONDON M.C. QUIZ

AT their Club Night on Tuesday, 28th July, the London M.C. held a quiz match between a club team and a team of Essex Police driving instructors. The question master was MacDonald Holey, and the London M.C. won by a narrow margin.

PLYMOUTH PRESIDENTIAL RALLY

Fog and a smallish entry failed to spoil the Plymouth M.C.'s recent eighth Presidential Trophy Rally, which concluded at the Elfordleigh Hotel, Plympton, with the prizegiving and a social evening. A Concours d'Elégance was held the following day.

Results

Presidential Trophy: Dr. J. T. Spare.
Runner-up: B. W. Fursden. **Vauxhall Cup:** W. A. R. Harper. **Morris Cup:** B. J. Lovell. **P.M.C. Morris Award:** C. A. F. Hambly. **Singer Cup:** R. S. Aston. **Mumford Cup:** G. N. Dear. **Morgan Cup:** Dr. Spare. **P.M.C. Morgan Award:** G. H. Turnbull. **Hillman Cup:** R. H. Ham. **Riley Cup:** R. Neate. **Javelin Cup:** F. E. Lea. **P.M.C. Javelin Award:** G. A. Leavens. **Other Makes Cup:** B. W. Fursden. **P.M.C. Other Makes Award:** G. S. Edwards. **Addison Cup:** Mrs. Parsons. **Specials Cup:** W. A. Cleave. **Amberley Trophy:** M. Meredith. **Starting Control Awards:** **Bridgwater,** Dr. J. T. Spare; **Launceston,** W. A. Cleave; **Plymouth,** B. W. Fursden. **Concours d'Elégance: Specials,** P. W. McNaughton (M.G.); **Open Cars,** H. Luke-Dunn (M.G.); **Closed Cars,** R. H. Ham (Hillman).



SERVICE



SPARES



TD MIDGETS

**MILL GARAGE
CHIGWELL ROAD
SOUTH WOODFORD
LONDON E.18**

WANstead 7783-4

W. JACOBS & SON LIMITED

Established 1919

NEW AND USED M.G. CARS IN STOCK

ALSO A FRESH CONSIGNMENT OF MG TIES

**WANTED for spot cash
CARS of ALL TYPES**

Hours of Business
WEEKDAYS
SATURDAYS
9 till 7

ROWLAND SMITH
MOTORS LIMITED

HAMPSTEAD HIGH ST., LONDON, N.W.3

(HAMPSTEAD TUBE)

HAMPSTEAD 6041 (10 lines)

The **WEST ESSEX**
Engineering Company Limited

R. C. Willis

Theydon Bois 2077

Brake Conversion Specialists

What dates a car more than anything else? Lack of modern 'anchors'. You may have all the 'urge' you need, but can you keep pace—safely? We can help you. Fit your car with modern 2LS hydraulic equipment

KEEP PACE — BE SAFE

MARKET SQUARE, ABRIDGE, ESSEX

**HALL of BALHAM LTD. for
B · M · W**

Offers replacement B · M · W Engines. Prices on application. All Bored and Sleeved to standard, also now available new Bosch equipment.

Types		Types
	Bosch Distributors £5 . 12 . 0	
	Bosch Windscreen Motors £3 . 7 . 6	
	Bosch Coils £1 . 15 . 0	
	Bosch Points 5 . 6	
	Bosch Rotors 2 . 0	
	Bosch Condensers 5 . 0	
	Bosch Regulators £2 . 10 . 0	
328	Bosch Starter Pinions £2 . 0 . 6	55
326	Bosch Starter Springs £1 . 3 . 0	45
320	Bosch Starter Ratchets 11 . 3	40
	Bosch Plugs, all types 5 . 0	

BOSCH SPOT AND FOG LAMPS

Ring BALHAM 7855

197'9 HIGH STREET, TOOTING, S.W.17

BULLANCO.66 QUEEN'S R^D S.E.15

TEL. NEW CROSS 1092

ALUMINIUM

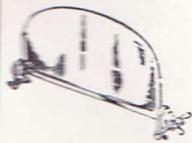
**SHEET
EXPANDED
TUBES,
ANGLES,
BARS,
RODS,
MOULDINGS,
RIVETS**

S.A.E.
FOR
LIST

ANY SIZES CUT OR FOLDED



TUBULAR LUGGAGE CARRIERS, chromium plated, for Fiat 500 2-seater, £5. Austin Eight, Standard Eight, Morris Minor, £5/15/-. MG 2-seater, £7/5/-. "TC" & "TD," £8. Jaguar XK 120, for top panel (illustrated), or Boot £7/10/-. Morgan Plus Four, £8/10/-. Jowett Jupiter, £8/18/6. Other makes to order. Folding steel for Morris 8 and Ford 8 & 10, 45/-. Hillman Minx, 48/-. carriage 2/6.



AERO SCREENS
Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, 50/- ea. Post 2/-.
With double clamp for racing 55/-.

SILVERTOP ALUMINIUM CYLINDER HEADS

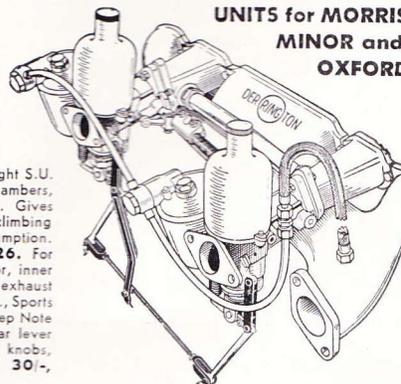
High compression and more efficient combustion chamber designed for Morris 8, Series I & II and Ford 8 & 10 (Spigot mounted dynamo) £9/-; Ford 8 & 10 (platform mounted dynamo), £8/10/-; Morris 8, Series E, £9. Morris Minor '49 and '50 and '50 to '53 with thermostat fitting. Hillman Minx and Talbot 10, £10. "ALTA" for Austin 7, £6/10/-.

V.W. DERRINGTON KINGSTON 5621/2

159, 161 & 200 LONDON ROAD
KINGSTON-ON-THAMES Tel. KIN 5621-2

Fitted with twin semi-down draught S.U. carburettors with large float chambers, linked controls and petrol pipe. Gives 25% better acceleration and hill climbing and only 5% drop in petrol consumption. For Minor S.V. and Oxford £26. For Minor O.H.V. £17/10/-. Minor, inner valve springs, 7/- set, special exhaust valves, 8/- ea., KE965, 12/6 ea., Sports coils, Delco or Lucas, 37/6. Deep Note Exhaust Systems, £315/-. Gear lever extensions, 6/6, plastic gear knobs, 2/6, chrome badge bars, 30/-, luggage carriers, £5/15/-.

TWIN CARBURETTER UNITS for MORRIS MINOR and OXFORD



CANADA: The Campbell Sports Car Co., 288 Empress Avenue, Willowdale, ONTARIO

More Successes by ASTON-MARTIN



**SILVERSTONE
INTERNATIONAL
SPORTS CAR RACE**

★

**BRITISH EMPIRE
TROPHY (I.O.M.)**

★

MILLE MIGLIA

★

**FLORIDA (U.S.A.)
12-HOURS
SPORTS CAR RACE**

★

**1st Reg Parnell
2nd Roy Salvadori
3rd Peter Collins**

1st Reg Parnell

**First British Car (5th)
Reg Parnell**

**2nd General Classification
2nd Index of Performance
First British Car &
1st 3-litre class**

(Reg Parnell & George Abecassis)

LUCAS

**COIL IGNITION, LIGHTING &
ELECTRICAL
EQUIPMENT**

*Subject to
official confirmation*

JOSEPH LUCAS LIMITED

BIRMINGHAM, ENGLAND