

# AUTOSPORT

AUGUST 28, 1953

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EVERY FRIDAY

Vol. 7 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY



## *IN THIS ISSUE*

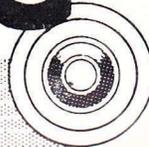
FERRARI 1-2-3 AT BERNE : THE GOODWOOD NINE HOURS RACE : JOHN BOLSTER TESTS  
THE BRISTOL "403" : TWO HALF-LITRE "100"s AT SILVERSTONE : AUTOCROSS AT DUNSTABLE

**BRAKES · DAMPERS · CHASSIS ENGINEERING**

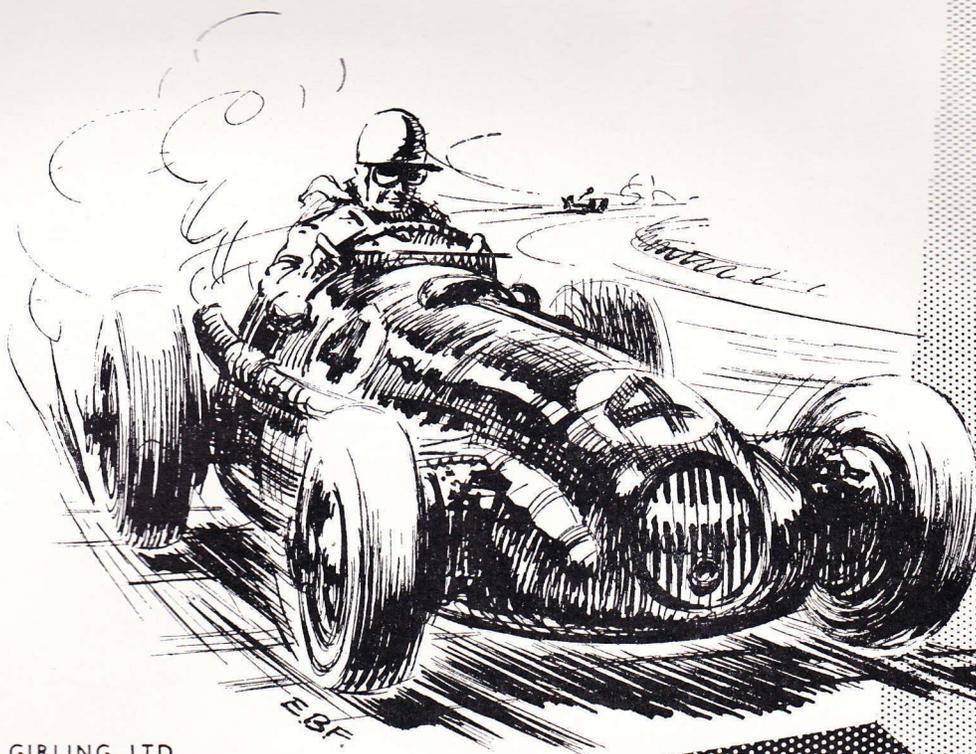
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# ASTON MARTIN AGAIN WIN!



## GOODWOOD 9 HOUR RACE

**1st** (R. Parnell, E. Thompson)

**2nd** (P. Collins, P. Griffith)



## INTERNATIONAL



Following the British Empire Trophy, the Daily Express Silverstone Sports Car Race and the Charterhall Sports Car Race, this Goodwood triumph is the fourth successive outright win for Aston Martin.



*Subject to official confirmation.*

**THE DAVID BROWN CORPORATION (SALES) LIMITED  
ASTON MARTIN DIVISION**

FELTHAM, MIDDLESEX. LONDON SHOWROOMS: 103 NEW BOND STREET, W.1

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 9 August 28, 1953

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## NOTICES

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## EDITORIAL

ALREADY the Italians are race-proving their next year's Formula 1 machines. Showing admirable foresight, Aurelio Lampredi has completed an entirely new car for Scuderia Ferrari, and, in order to obtain as much technical information as possible, has gone to the considerable trouble of producing a 2-litre version to race in the Italian G.P. at Monza, and the G.P. of Europe at Barcelona. It is small wonder that the red cars have had such a wonderful record in post-war Grand Prix racing. Knowing full well that it will be well advanced in the 1954 season before pukka Formula 1 cars will appear, Ferrari is prepared for both the new and the old formulæ. No one can fail to admire the enterprise of this comparatively small Maranello concern, and despite the threat of Mercedes-Benz and Alfa Romeo, AUTOSPORT is convinced that they will have a stiff task ahead of them to attempt to dislodge the "Prancing Horse" from its present position of supremacy. Maserati have tried desperately hard, but have so far failed to secure a single victory in a *grande épreuve*.

Obviously Grand Prix racing cannot be allowed to be dominated completely in the future by Germany and Italy. Great Britain and France must be able to produce something for the starting line able to hold their own with the red cars and the silver/white machines. Gordini has been handicapped by lack of finance, and being unable to develop his cars through inability to scrap unsuccessful components and redesign unsatisfactory transmission and suspension systems. Unless raceworthy blue cars can be produced, Grand Prix racing might well disappear completely in France.

Great Britain has a similar problem, but the country looks to Mr. A. G. B. Owen and Mr. G. A. Vandervell to evolve machines which will help to restore the prestige of B.R.G. on the racing circuits of Europe. After all, this country has a far greater potential of Grand Prix drivers than France, Italy and Germany put together. Take away the South Americans, and, apart from Scuderia Ferrari, there would be very few people competent enough to handle Grand Prix cars at the required speeds. The same is true in the motorcycle world, and the withdrawal of the entire MV-Agusta team at Berne was due to a complete lack of first-class riders. Great Britain has the resources, the brains and, above all, the drivers. Let us take advantage of these facts to put British Racing Green back on the map in Formula events!

## OUR COVER PICTURE

"NINE HOURS" NOCTURNE: George Phillips's high-speed electronic flash "freezes" the winning Aston Martin of Reg Parnell and Eric Thompson as it enters the Goodwood chicane. Even the chassis frame and the individual spokes of the wheels can be seen.

## SPORTS-NEWS

### THE NEWEST FERRARI

**A**FTER completing successful trials at Modena, the entirely new Grand Prix Ferrari will be seen at Monza for the Italian Grand Prix. The car is totally different from any previous Ferrari, with a four-cylinder engine developing over 200 b.h.p., ultra-low in build, and weighing 12 cwt. Contrary to rumour, it does not have fuel injection, but has a pair of double-choke Weber carburettors. Surprisingly enough it is a "four", and not a "six" as anticipated.

It is freely admitted by Aurelio Lampredi that it is merely a smaller-capacity version of the 1954 Formula 1 car. So far, disc brakes are not being fitted. The car (or cars) will also run at Barcelona for the Grand Prix of Europe.

### THE 4TH PAN-AMERICAN ROAD RACE

**F**INAL event in the World's Sports Car Championship, the Pan-American Road Race in Mexico, takes place from 19th to 23rd November. The same course as was used last year, from Tuxtla Gutierrez near the Guatemala-Mexico frontier, to Ciudad Juarez on the Mexico-U.S.A. border, will again be employed.

Entries will be divided into sports and touring car categories, sports cars being sub-divided into under and over 1,600 c.c. classes. Many European entries are anticipated for



*AMERICAN SUPPORT: A distinguished competitor in last Saturday's "Autocross" meeting at Dunstable, with this K.3 Chrysler-Allard, was Major-General Francis H. Griswold, Commander of the 3rd U.S.A.F., based in Britain.*

this event, which has achieved world-wide international fame despite having first been run only four years ago. Details of entry, regulations, etc., are available from Enrique Martine Moreno, General Director, IV Carrera Pan Americana Mexico, Calzada de Cuauhtemoc, No. 607, Mexico 12, D.F.

### A COLOMBIAN ROAD RACE

**C**OLOMBIA'S Boyaca Gran Premio road race, due to be run on 9th August, was postponed, but will be held later in the season. Bad weather and continuous rain have wrought havoc with the course, landslides blocking the road and immense mud holes forming elsewhere.

Amongst entries are a Cadillac-Allard, a "Palm Beach" Allard, two supercharged and several stock TD M.G.s, a Borgward, a Renault, a Citroën and many stock American makes, such as Ford, Chrysler, Oldsmobile, Chevrolet and Mercury.

### SUNDAY'S LONG NURBURG RACE

**T**HE full entry list for the 1,000 km. Sports Car Race at Nürburgring this Sunday, 30th August, shows the Lancia team drivers to be Taruffi/Bonetto, Manzon/Chiron, and Castellotti/X. Juan Fangio is to drive one of the late-entered Maseratis, and Giletti another; their co-drivers, and the drivers of the third car have not been nominated.

G. Bracco will team up with the Argentinian Bonomi to drive an independent Ferrari. Final pairings of the official Ferrari team are Ascari/Farina, Hawthorn/Villoresi, Maglioli/P. Marzotto. Five XK 120C Jaguars are entered, three from Ecurie Ecosse, drivers Sir J. Scott-Douglas/N. Sanderson, Ian Stewart/James Stewart, and John Lawrence/Bob Dickson; Toni Ulmen/Herman Roosdorp share the latter's car, and the fifth Jaguar is entered by the Ecurie Francorchamps.

Alan Brown (Cooper-Bristol), M. Currie/D. Beauman (Frazer-Nash), J. E. Byrnes (Kieft-Bristol), three Monkey Stable Kieft-M.G.s, and D. Blakely/L. Leonard (Leonard-M.G.) are other British nominations. The race counts for the World's Sports Car Championship.

## B.R.M. FOR SHELSEY TOMORROW

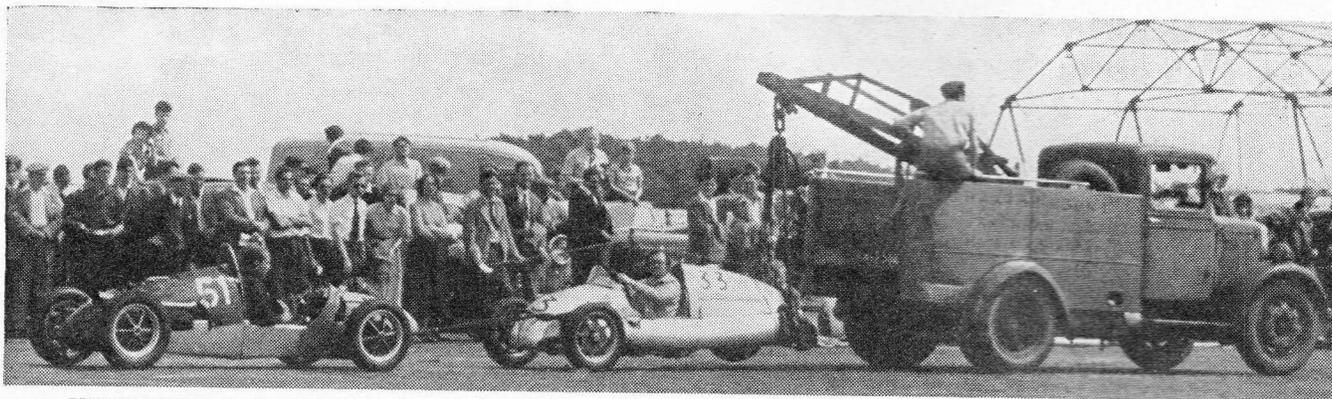
**K**EN WHARTON will make a demonstration climb in a B.R.M. at the Midland A.C.'s International hill-climb at Shelsley Walsh tomorrow—but his run will be no gentle amble; Britain's reigning hill Champion will drive the difficult Bourne car as fast as he can up the sinuous slopes of the famous Worcestershire grade.

The organizers have received a record entry of 114 cars and motorcycles for their meeting, and Wharton will be competing in four separate classes. A particular aim of his is to lower the 500 c.c. record, currently D. Boshier-Jones's property

at 40.74 secs., to under 40 secs.—his effort to achieve this will be at the wheel of a Kieft.

From Jersey comes Frank le Gallais with his fast and well-finished L.G.S. Special, with rear-mounted XK 120 engine, and two other Jerseymen, A. Owen and W. Knight, both driving 1,100 c.c. Coopers.

Admission to Shelsley costs 5s. for adults (including Paddock, 10s.), children 2s. 6d. (including Paddock, 5s.). Car parking charge is 5s.; motor-cycles 2s. Gates open at 10 a.m., and the meeting begins at 1 p.m.



HEIGH-HO! J. K. Hall, No. 33 Cooper, and I. L. Bueb, No. 51 Arnott, face each other while sharing a tow after breakdowns in a recent Snetterton meeting.

## CLAES AND TRASENSTER (LANCIA) WIN LIEGE-ROME-LIEGE

ONCE again a Belgian entry has won Belgium's classic Liège-Rome-Liège Rally. Winner in 1951 with Jacques Ickx in an XK 120 Jaguar, racing driver Johnnie Claes scored a second victory in one of Europe's toughest motoring events, driving a Lancia Aurelia for most of the distance after his co-driver Jean Trasenster had fallen ill.

Ninety-two cars set off from Liège at 7 p.m. on Wednesday, 19th August, for a four-day drive which for sheer physical and mental strain would be hard to equal. The course was divided into three stages, heading across France to Italy, with Rome as the furthestmost objective. From there the route returned via the Dolomites to France, across the German frontier into the Black Forest, then back to Belgium and the finish at Spa.

Many old "friends" in the way of Alpine passes came into the itinerary—the Croix de Fer, the Col d'Izoard and the Col de Vars amongst them—and very tough the going proved, with cars retiring thick and fast. Porsche hopes were early dealt a blow when Von Hoesch's car had to give up, while in the return run via the Dolomites more havoc was wrought. Von Frankenburg/Glockler (Porsche) went out when leading their class, with wheel trouble, Von Guillaume's car also retired, then at Cortina d'Ampezzo the leaders of the European Touring Championship, Polensky and Schluter, smashed the sum of their Lancia on a projecting rock and were forced to give up.

When the Gavia Pass, treacherous in snow, was reached, only 38 teams remained intact, with Christillin and Fiorio leading in a Lancia. In the third stage Christillin had atrocious luck, running out of fuel near Pontarlier after covering 4,326 kilometres. Fayen's Ferrari broke a wheel, and John Claes was now heading the runners. Through the Belfort Gap, the route led to Western Germany, then crossed into Belgium, the Ardennes and the welcome finish at Spa. About 3,440 miles were covered, over some of the Continent's toughest terrain, in under five days—and only 28 cars arrived out of the 92 which started. Of these, the sole British entrants, Arthur Slater and Peter Bolton, were a highly creditable eighth—and sixth in the over 2-litre class—with their Jaguar.

Claes's performance was truly remark-

able, for with Trasenster's sickness he had been obliged to drive unaided for no less than 52 hours, had barely four hours sleep since the Rally began, and had only found time to eat two bars of chocolate, some knobs of sugar and a cake or two.

### Provisional Results

**General Classification:** 1. Claes/Trasenster (2,451 Lancia), 1,007 pts. debited. 2. Fraikin/Gendebien (Jaguar), 1,250. 3. Herzet/Bianchi (Ferrari), 1,651. 4. Christillin/Fiorio (Lancia), 1,849. 5. Gatta/Marsiglia (Lancia), 2,138. 6. Caramelli/Turbiglio (Lancia), 2,748. 7. Barozzi/Colombo (Lancia), 3,422. 8. Slater/Bolton (Jaguar), 4,661. 9. Bigoni/Curie (Citroën), 4,951. 10. Fabre/Cazon (Dyna-Panhard), 5,015. Eighteen other finishers.

**Over 2,000 c.c. Class:** 1. Claes/Trasenster (Lancia). 2. Fraikin/Gendebien (Jaguar). 3. Christillin/Fiorio (Lancia).

**1,300-2,000 c.c. Class:** 1. Herzet/Bianchi (Ferrari). 2. Barozzi/Colombo (Lancia). 3. M. and Mme. Cestelli (Alfa Romeo).

**1,000-1,300 c.c.:** 1. Mmes. Terray/Gordine (Peugeot). 2. Muller/Schellhass (Porsche). 3. Wagner/Radrizzi (Fiat).

**Under 1,000 c.c.:** 1. Fabre/Cazon (Dyna-Panhard). 2. Bousquet/Dubor (Dyna-Panhard). 3. Pichon/Roberty (Dyna-Panhard).

**Coups des Dames:** Mmes. Terray/Gordine (Peugeot), 6,898.

\* \* \*

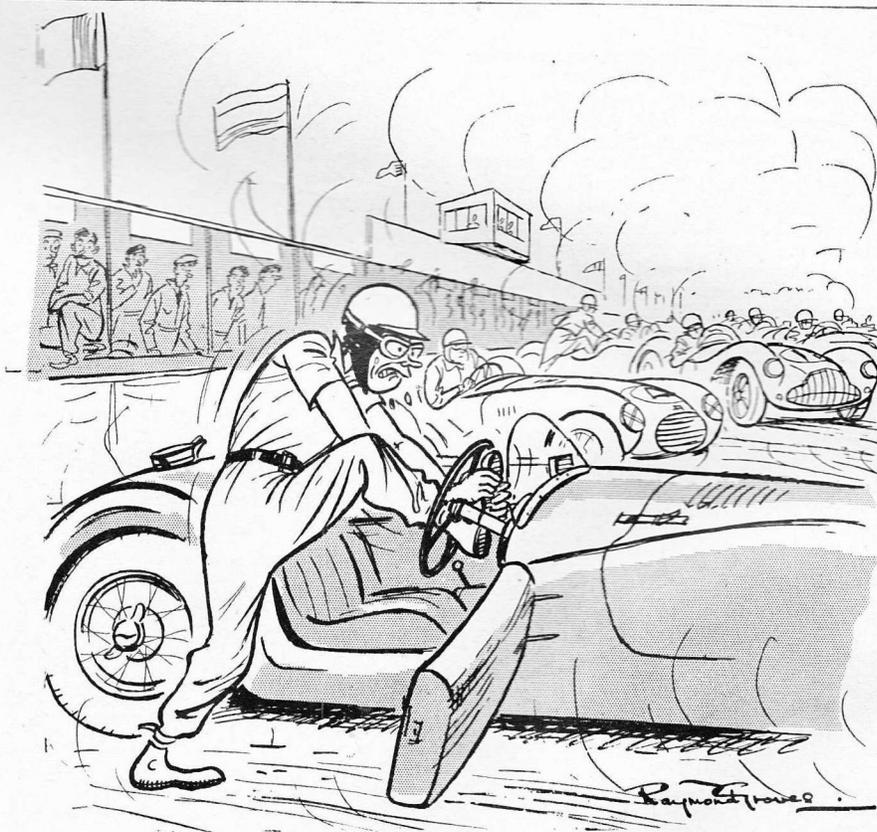
### AUTOSPORT 500 c.c. CHAMPIONSHIP

KEN SMITH'S win in the first 100 miles race at Silverstone, plus his second in one of the short races, further consolidates his lead in the non-production car class. R. K. Tyrell's placings last Saturday raise his score by 10 points.

Current placings are:—

	Points
1. Don Parker (Kieft)	79
2. Les Leston (Leston Spl. and Cooper)	40
3. Stirling Moss (Cooper)	29
4. Ken Smith (Smith)	*28
5. Reg Bicknell (Staride and Revis)	27
6. R. K. Tyrell (Cooper)	23

\*Leading in Non-Series Car Award.

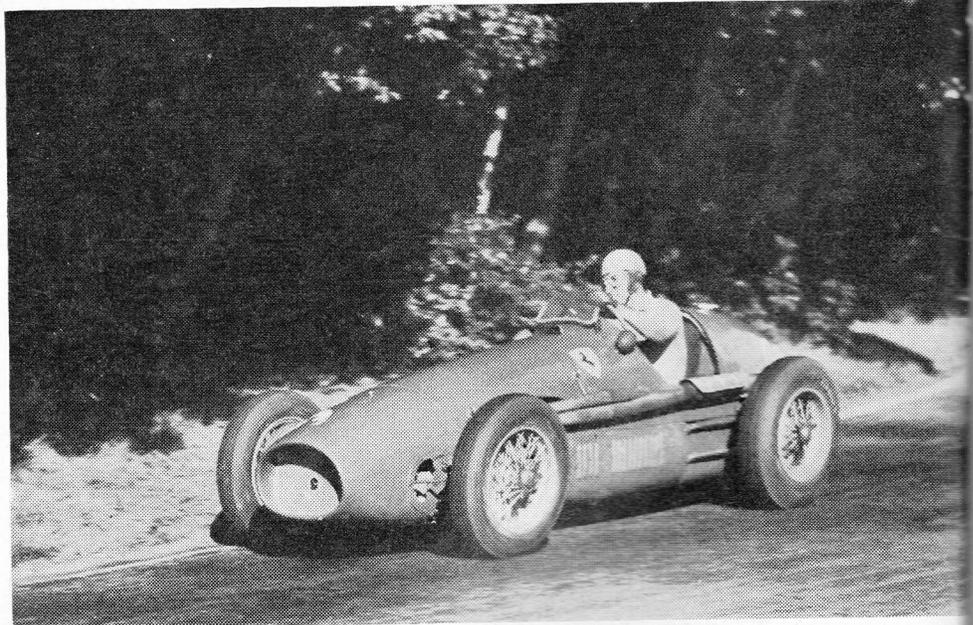


# FERRARI 1-2-3 AT BERNE

Ascari, World Champion Elect, Wins Swiss Grand Prix at over 97 m.p.h.—Farina and Hawthorn Fill Second and Third Places

**By**  
**GREGOR GRANT**

ALBERTO ASCARI made certain of his second successive world championship by winning the 13th Swiss Grand Prix, on the fine Bremgarten circuit last Sunday. Ascari led for the first 40 laps of the 65 laps *grande épreuve*, lost 87½ seconds for a plug change, but re-took the lead from Farina 14 laps later, and went on to win more or less as he pleased. Fangio (Maserati) made a strong bid, but lost third gear and then changed cars with Bonetto at 10 laps. On his 29th lap the Argentinian dropped a valve and retired after producing a record smoke-screen. Ken Wharton drove a superb race to finish 7th with his Cooper-Bristol, although many b.h.p. down on the powerful Italian cars. During his run, Ascari lapped in 2 m. 41.3 s.—nearly 101 m.p.h.!



FIRST: Ascari's Swiss Grand Prix victory consolidates his tenure of the World's Drivers Championship for the second successive year.

THERE is every indication that a very large crowd will watch the 13th *Grosser Preis der Schweiz* on the fast Berne circuit. Accommodation is almost impossible to find, for the attraction of seeing the world's fast road-racing motorcycle and car men is almost irresistible, and draws folk from every part of Europe.

Juan Manuel Fangio (Maserati) makes the best time in the first practice period with 2 m. 40.1 s. (163.698 k.p.h.), 0.6 secs. better than Alberto Ascari (Ferrari). Ken Wharton (Cooper-Bristol) is easily best of the British contingent with 2 m. 51.5 s. (152.816 k.p.h.). "Hervé" and his H.W.M. head the sports-car group. Fred Wacker's Gordini crashes and the American is taken to hospital with superficial injuries.

Friday's practice is mostly in the wet. Mike Hawthorn's 2 m. 48.1 s. is 0.1 s. faster than Ascari, and 3.4 secs. better than Fangio. Wharton is again top of the green cars with 3 m. 2.6 s. In the

sports-racing category, Willy Daetwyler does 3 m. 7.1 s. (140.075 k.p.h.) with his big, supercharged Alfa Romeo.

After Geoff Duke's resounding win for Gilera in the 500 c.c. two-wheeler event, the G.P. cars line up as follows:—

Farina (Ferrari) 2 m. 42.6 s.	Ascari (Ferrari) 2 m. 40.7 s.	Fangio (Maserati) 2 m. 40.1 s.
Marimon (Maserati) 2 m. 44.5 s.		Trintignant (Gordini) 2 m. 43.7 s.
de Graffenried (Maserati) 2 m. 49.9 s.	Hawthorn (Ferrari) 2 m. 45.1 s.	Villoresi (Ferrari) 2 m. 44.6 s.
Bonetto (Maserati) 2 m. 58.4 s.		Wharton (Cooper-Bristol) 2 m. 51.5 s.
Swaters (Ferrari) 2 m. 55.1 s.	Behra (Gordini) 2 m. 55 s.	Lang (Maserati) 2 m. 54.8 s.
Macklin (H.W.M.) 2 m. 57.1 s.		Rosier (Ferrari) —
Scherrer (H.W.M.) 3 m. 7.4 s.	Hirt (Ferrari) 3 m. 1.5 s.	Frère (H.W.M.) 2 m. 57.3 s.
de Terra (Ferrari) 3 m. 21.1 s.		

Expectations of a big crowd have certainly been realized. Over 75,000 people line this beautiful circuit in the Bremgarten forest. High speeds are anticipated for the G.P., but folk who keep their eyes on both bikes and cars find it difficult to believe that unsupercharged 2-litre cars will go much quicker than the fantastic 500 c.c. "fours" of Duke and Co.

As usual, the front row is an all-red affair, but the second rank has the blue Gordini of Trintignant, and the blue and yellow Maserati of Marimon. Paul Frère has taken over Duncan Hamilton's H.W.M., but Bira's Connaught fails to materialize.

Fangio makes a wonderful start, followed by Ascari and Marimon. Farina's engine falters, but the German G.P. winner gets away without stalling. Last away is the Swiss driver Scherrer in No. 3 H.W.M.

Round they come on lap 1, and it is Ascari in the lead by a car's length from Fangio, with Hawthorn, Marimon, Villoresi, Bonetto, Farina, de Graffenried, Trintignant, Wharton and Macklin in that order. Jacques Swaters crashes at the hairpin and is taken to hospital. Rosier also runs out of road, near Glasbrunnen Rampe, but walks back to the paddock.

Next time round, Ascari has pulled out a couple of seconds over Fangio, and the



ITALIAN, BRITISH, SWISS: Two Ferraris, Villoresi and Hawthorn up, and de Graffenried's Maserati, get away at the start. Fangio, Ascari and Marimon are already out ahead.

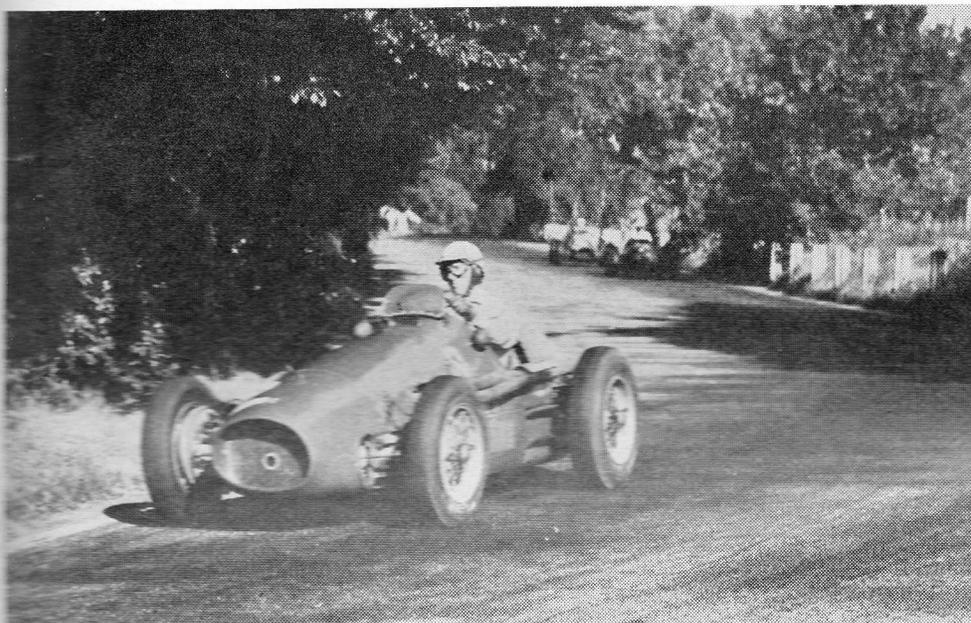
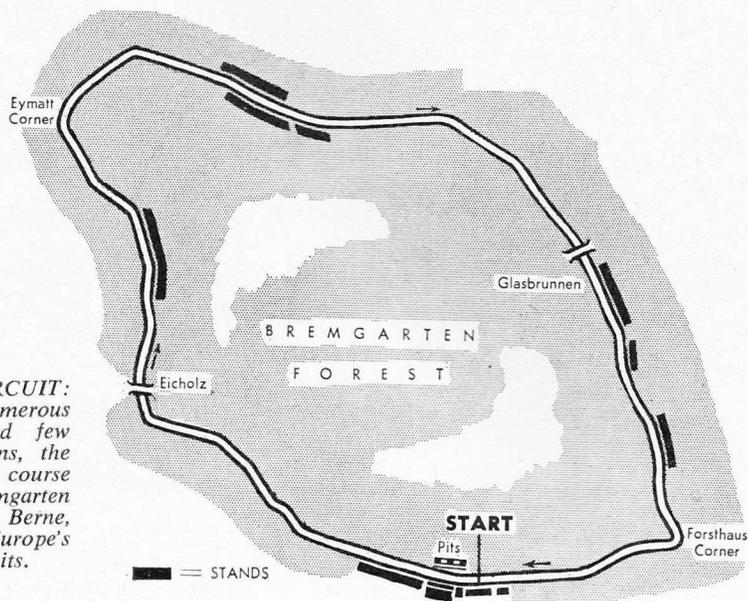
order is unchanged. Paul Frère's H.W.M. goes out with engine maladies—a big-end bolt fractures—and a lap later Macklin has a 30 secs. pit stop.

Already the race is sorting itself out into groups. The first consists of Ascari, Fangio, Hawthorn, Marimon, Farina, Bonetto and Farina; group two is Trintignant, de Graffenried, Lang and Wharton, then come the rest, headed by Behra and Landi.

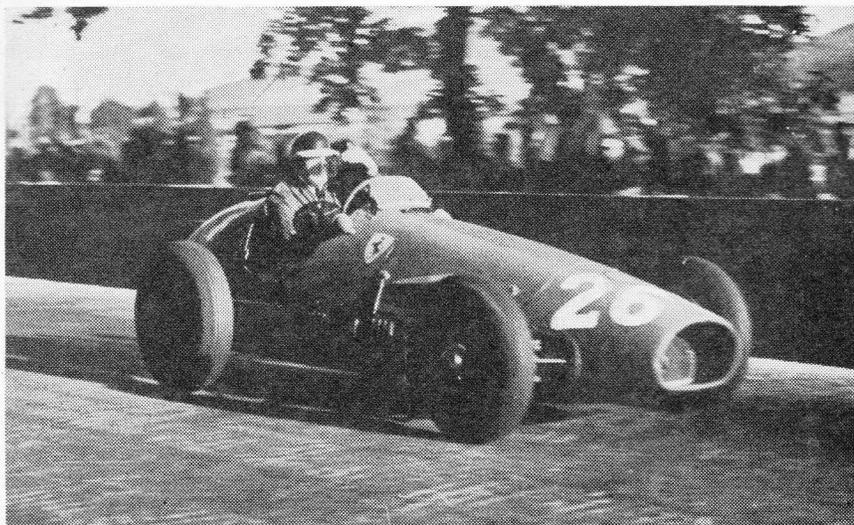
Ascari is getting away from Fangio at the rate of a second per lap. Farina indulges in a spot of fist-shaking at Bonetto, and both close up trying to pass Villorosi. By lap 5, the first six cars have already lapped Scherrer's H.W.M. and Hirt's ex-Fischer Ferrari "four". Wharton is shadowing de Graffenried's Maserati, but Lang is making no impression on Trintignant. Landi's older-type Maserati "six" is plainly outpaced!

Relentlessly Ascari piles on the seconds. Fangio loses his third gear and drops back considerably; Farina scuttles past Bonetto, Villorosi and Hawthorn to take third spot. He is visibly closing

**DRIVER'S CIRCUIT:** Containing numerous fast bends and few straight sections, the 7.28 km. road course in the Bremgarten Forest, outside Berne, is one of Europe's finest circuits.



SECOND: "Nino" Farina takes his Ferrari close in for a turn on the Bremgarten Forest circuit.



on Fangio, but on lap 10 the Argentinian comes into the pit followed by team-mate Bonetto, and they switch cars.

### Fangio Comes In

At 10 laps, Ascari leads Farina by 23½ secs., and one hour later Fangio comes in to have his near-side front wheel changed—obviously a spot of kerb-clouting somewhere! This drops the Maserati to 10th place, leaving Marimon to keep the trident in the picture. Villorosi and Hawthorn go round in close company, and further back Lang cannot shake off Wharton, whose Cooper-Bristol is heading de Graffenried's Maserati. With 15 laps gone, Ascari has lapped de Graffenried and will soon do the same to Wharton and Lang. The position at 20 laps is:—

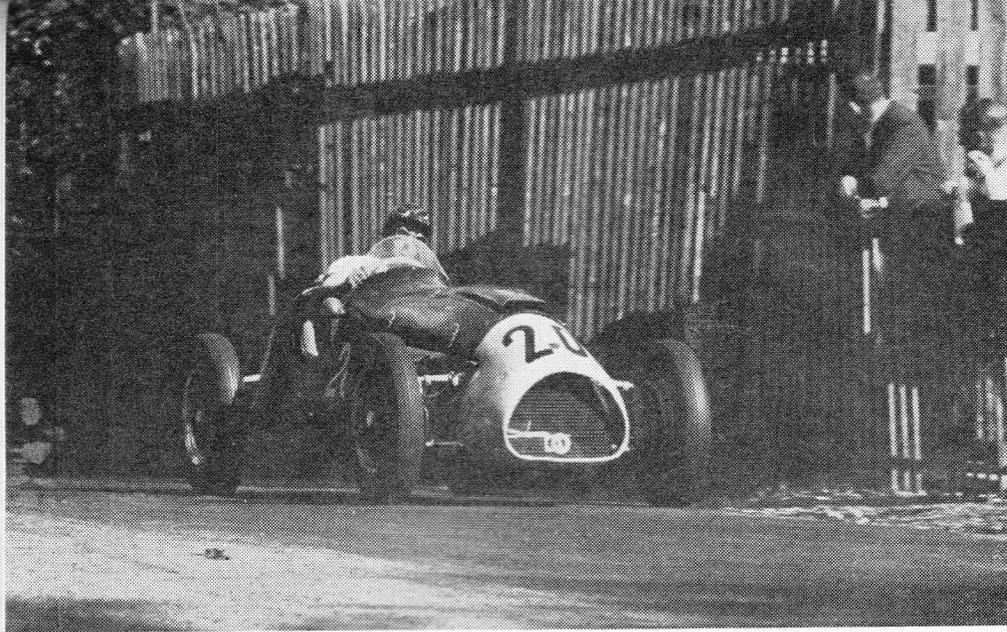
1. Ascari (Ferrari) 55 m. 26.3 s., 157.589 k.p.h.; 2. Farina (Ferrari) 56 m. 1.7 s.; 3. Hawthorn (Ferrari) 56 m. 24.2 s.; 4. Villorosi (Ferrari) 56 m. 37.5 s.; 5. Marimon (Maserati) 56 m. 45.3 s.; 6. Bonetto (Maserati); 7. Fangio (Maserati); 8. Trintignant (Gordini); 9. Wharton (Cooper-Bristol); 10. de Graffenried (Maserati); 11. Lang (Maserati); 12. Behra (Gordini).

Villorosi has something jamming his steering and loses 83 secs. at the pits, dropping to 6th place. Ascari passes through behind Fangio who is a lap in arrears. On lap 25, both Villorosi and Wharton touch the fence at the hairpin but continue. Scherrer's H.W.M. stops near the same place with ignition trouble and the Swiss begins to push his car to the pits. Trintignant laps his team-mate Behra.

Meanwhile, Hawthorn and Marimon are having a tremendous ding-dong behind Farina, and Fangio is doing everything he knows to make up for his lost time. Emerging from the hairpin, the Argentinian revs his motor sky-high and coming through to the tribunes there is an ominous clatter and the Maserati begins laying a record smoke-screen. So thick is the smoke that following drivers have to throttle down. Thus exits Juan Manuel at 30 laps. At this stage Ascari

THIRD: Shading his eyes from the bright sunlight, Mike Hawthorn rushes down the home straight at Berne.

**FIRST BRITON:** Ken Wharton finished 7th with his Cooper-Bristol after a keen struggle with Hermann Lang's Maserati.



leads by almost a minute from Farina at 157.740 k.p.h. Scherrer arrives exhausted at the pits and mechanics start changing the magneto.

Marimon is giving Hawthorn a battle, and the blue and yellow car sweeps ahead on lap 33, just as Villoresi signals to his pit for water. That prang at the hairpin must have started a radiator leak! Macklin calls in at the pits with a smoking exhaust, and remains there for a long time, finally retiring with an even more smoking exhaust when he attempts to re-start.

Marimon's effort in passing Hawthorn gives him the best lap so far of 2 m. 45.7 s. (158.165 k.p.h.). Previous fastest was Farina with 2 m. 47.2 s. Villoresi loses nearly a minute filling up with water. Behind Lang and Wharton are locked in combat, the pre-war Mercedes-Benz star not being able to make an inch on the British driver whose car must be at least 30 b.h.p. down on the "works" Maserati.

Ascari sails on his untroubled way—that is until the 39th lap, when the world champion goes through with an ominous misfire. Immediately out comes the "Prancing Horse" faster signal to Farina, and as Ascari stops for a plug change, team-mate Giuseppe steps on the loud pedal to such effect that he gets down to 2 m. 43.1 s. (160.687 k.p.h.). Ascari is stationary for 1 m. 27 s., and he starts off again in 4th place behind the still duelling Marimon and Mike Hawthorn, who are about 45 secs. behind Farina.

The sun is troubling drivers as they whistle down past the tribunes. It is useless to use tinted goggles, as they would be unable to see in the dark, wooded sections of the circuit. Trintignant, in 6th place, is closing up fast on Bonetto, but just as the Frenchman is about to overtake the Italian, the Gordini *bête noire* appears and exit "Trint" with back-axle failure!

Wharton refuels in the excellent time of 19 secs., and Villoresi has radiator cement added to try and stop the water leak. On the 45th lap, Hawthorn edges past Marimon who, two laps later, executes a *tête à queue* when something

happens to his transmission, ending a really first-class drive.

Meanwhile Ascari is catching up fast on both Farina and Hawthorn. Scherrer's H.W.M. rejoins the race after several attempts to start the engine, and moves off many laps in arrears. De Grafenried retires with ignition trouble on his Maserati.

At 50 laps, Farina leads Hawthorn by just 15.2 secs., with Ascari 10.3 secs. behind the "Farnham Flyer"; Bonetto, in fourth place, is a lap behind. From the Ferrari pit comes the "hold positions" signal, comprising light blue and yellow "Prancing Horse" flags held horizontally. This surely means that Farina is going to be allowed to win.

#### Ascari Regains the Lead

However, to the obvious annoyance of his team mates, Ascari goes even faster than before, hurtles past Hawthorn on lap 52, and two laps later regains the lead, setting up the fastest lap of the day with 2 m. 41.3 s. (162.480 k.p.h.). Villoresi, intended to catch Lang, tries his best but has to call in again for more water. Ken Wharton is firmly in 7th place, but with no hope of overtaking Villoresi.

Thereafter Ascari goes on to win as he pleases. Farina is palpably annoyed and tells the winner so. Up goes the Italian

flag on the pole in front of the tribune, and the world champion is photographed for the umpteenth time wearing a vast laurel wreath.

The 13th Grand Prix of Switzerland is over. Thousands of cars thread their way in the solid stream of traffic to Berne. Scores of small boys go on a scavenger hunt for discarded programmes, paper hats, empty bottles and all possible variety of "loot".

It hasn't been a particularly exciting race. The anticipated Maserati-Ferrari battle rather fizzled out when Fangio had trouble, and it is obvious that Officine Maserati will be in serious trouble next season for drivers, if, as rumoured, Fangio and Gonzalez are joining up with Mercedes-Benz.

One would like to see Ken Wharton in a faster car. We all know what he can do with B.R.M., and, given the chance, can be rated as amongst the best half-dozen drivers of today.

#### Result

65 laps = 473.200 kilometres.

1. Alberto Ascari (Ferrari), 3 hrs. 1 m. 34.4 s., 156.367 k.p.h. (97.17 m.p.h.).
2. Giuseppe Farina (Ferrari), 3 hrs. 2 m. 47.33 s.
3. Mike Hawthorn (Ferrari), 3 hrs. 3 m. 10.36 s.
4. Felice Bonetto/Juan Manuel Fangio (Maserati), 64 laps.
5. Hermann Lang (Maserati), 62. 6. Luigi Villoresi (Ferrari), 62. 7. Ken Wharton (Cooper-Bristol), 62. 8. Albert Scherrer (H.W.M.), 49. 9. Max de Terra (Ferrari), 48.

Fastest lap. Ascari, 2 m. 41.3 s., 162.480 k.p.h. (100.96 m.p.h.).

Retirements. Landi (Maserati), 54 laps. de Grafenried (Maserati), 48. Marimon (Maserati), 46. Trintignant (Gordini), 43. Behra (Gordini), 37. Macklin (H.W.M.), 29. Fangio (Maserati), 29. Hirt (Ferrari) 17. Frère (H.W.M.), 1. Failed to complete a lap, Swaters (Ferrari) and Rosier (Ferrari).



**ONE-TIME WORLD CHAMPION:** Hermann Lang, pre-war Mercedes-Benz driver, drove a Maserati home to 5th position.

# PREIS von BREMGARTEN

Alfa Romeo, Jaguar, Porsche and Veritas Victories in  
Swiss National Sports Car Races Preceding Grand Prix

By GERARD CROMBAC

THE Swiss national sports car races, held on the Saturday preceding the Grand Prix, were deprived of much of their interest by the non-appearance of the Ferraris of Hans Ruesch and Willy Daetwyler. The former's 4.1-litre had not been rebuilt after its crash in Senigallia. Daetwyler was due to drive the 3-litre "four" which Ascari crashed in the recent Monza G.P. race, but the car never appeared in Switzerland.

Daetwyler decided to enter his well-known, 4½-litre, two-stage supercharged Alfa Romeo. With some 380 b.h.p. under its bonnet, this car is more of a racing machine than a sporting device! Naturally, this extremely rapid car was expected completely to outpace the rest of the field.

Sure enough, Daetwyler roared away to average 143.511 k.p.h. for the 78.8 kms., breaking in the process Hermann Lang's 1952 sports car lap record with the 300SL Mercedes-Benz. The big Alfa actually achieved 2 mins. 52.4 secs. (152.019 k.p.h.)—faster than many of the F2 machines.

Behind, an assortment of more or less modified XK 120 Jaguars fought it out, and the crowd gave a rousing reception to Ivo Badaracco who drove his perfectly standard red car into second place, winning the series production sports car event at the same time.

"Tojo's" Lancia Aurelia finished up against a wall after a brief but rapid outing. The driver escaped unhurt, but not so lucky was Schweizer, whose special 3-litre Alfa Romeo ended up against a tree.

That super-enthusiast for British cars, "Hervé", had an unlucky race. Both his H.W.M. (ex-Moss two-seater) and "old faithful" K3 Magnette (Lord Howe's 1933 Mille Miglia car) struck plug bothers. "Vova" Waeber drove the M.G. with great verve in his very first race, but had to retire. "Hervé" managed to struggle to the finish after a lengthy pit-stop. "Gaston's" smart black and yellow type 55 Bugatti coupé, complete with B.O.C. badge and alloy wheels, went extremely well to finish ahead of both Inderbitzin's Farina-body Nash-Healey, and Juhn's Jaguar.

## Results

**Over 1,500 c.c., Standard Sports Cars:** 1, Badaracco (Jaguar), 121.496 k.p.h. 2, Klaus (Jaguar), 3, Dindo (Jaguar), 1 lap behind, 4, "Gaston" (Bugatti), 1 lap, 5, Inderbitzin (Nash-Healey), 1 lap, 6, Juhn (Jaguar), 2 laps.

**Modified Sports Cars:** 1, Daetwyler (Alfa Romeo S), 143.511 k.p.h. 2, Gianotti (Jaguar), 3, Heinrich (BMW), 4, Riesen (BMW), 5, Ammann (BMW), 6, "Hervé" (H.W.M.), all 2 laps behind.

It looked as though the under 1,500 c.c. event would be a walk-over for Stanek's Glockler Porsche, but the fleet little car stopped after only one lap and was later retired. Ringgenberg (Porsche Super) sailed ahead to defeat Nürburgring victor Heuberger and Bosia's sister cars. Ringgenberg achieved a remarkably fine 128.152 k.p.h. lap.

Switzerland's top woman driver, Miss Rampinelli, hit the straw bales with the Porsche she took-over when her Cooper-Bristol failed to materialize. She halted

for a spot of panel-beating at her pit.

The modified sports car class went to Heuberger's Veritas, after John du Puy's lovely little Osca coupé suffered from clutch-slip.

## Results

**Standard Sports Cars:** 1, Ringgenberg (Porsche), 126.188 k.p.h. 2, Heuberger (Porsche), 3, Bosia (Porsche), 1 lap behind.

**Modified Sports Cars:** 1, Schuler (Veritas), 120.154 k.p.h. 2, du Puy (Osca), 3, Harre (Fiat Special).

## MARZOTTO WINS AT SENIGALLIA

Class Wins for Bellocchio (Cooper), Sgorbati (Osca) and Cortese (Ferrari)

THE Grand Prix of Senigallia on 26th

July was run, this year, as a series of short races for different capacity classes. The 500 c.c. and 750 c.c. classes were run concurrently, as there were so few half-litre entries, and Bellocchio (Cooper) had an easy win after the retirement of a Giau. There were many competitors in the 750 c.c. category however, the Stanguellini of newcomer Monti and Casella quickly establishing a considerable lead over Gordini driver Robert Manzoni in a Giau, and Taraschi, who builds the Giau, also in one of these cars. Taraschi retired with engine trouble, Manzoni dropped back to eighth position, and Monti's Stanguellini developed transmission worries, leaving Casella to win from Bandini's Crosley-powered Bandini.

A large entry was also received for the 1,100 c.c. class, including several Oscas and a new, six-cylinder Taraschi, equipped with six, del Orto, motor-cycle carburettors and looking very similar to a Maserati. From the start, a battle developed between the Stanguellini of Nizzotti and Sighinolfi, and the three faster Oscas of Sgorbati, Venezian and De Fillipis. Sgorbati went into the lead, with Sighinolfi on his tail. Nizzotti, lying fifth, made a tremendous effort to take the lead and passed both Venezian and De Fillipis, but then ran out of road. He manhandled his car back on to the circuit and restarted, picking up places again as De Fillipis, finding the pace too hot, decided to retire. On the last lap the intrepid Nizzotti found himself in third place, and second when Sighinolfi's Stanguellini cooked a plug, dropping back to fourth position.

In the 2-litre class Musitelli, with a Ferrari bodied by Carlo Abarth of Turin, at first led from Cortese (Ferrari). Casella (Gordini) made a bad start, but within three laps was on Cortese's tail; Cortese replied with an increase of speed, to such good effect that he passed Musitelli, but with only a few laps to go, the Gordini driver caught both of the Ferraris and established a lead of 200 yards. Alas, his gearbox failed, and Casella retired, giving victory to Cortese.

The sky clouded over as cars assembled for the start of the "unlimited" race, the attendant crowd including Ingrid Berg-

## AUTOSPORT IS THREE!

WITH this issue, AUTOSPORT celebrates its third birthday, the first number having appeared on 25th August, 1950. Many gallons of fuel have passed through the carburettors since then, and this journal has been carried forward on the crest of a wave of enthusiasm for motor sport. We would like to thank our readers and contributors for their continued support of Britain's Motor Sporting Weekly.

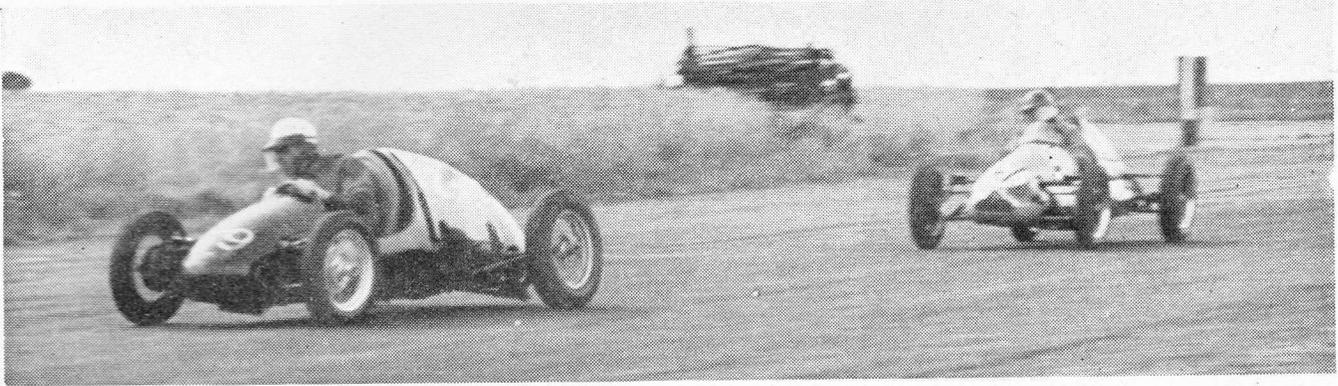
man, Roberto Rossellini, Enzo Ferrari (who seldom attends motor races) and Maserati chief, Omar Orsi. Villorosi (4.5-litre Ferrari), who had been lapping the circuit in 10 secs. less than anyone else during practice, immediately pulled away from Hans Ruesch (4.1 Ferrari), Maglioli (3-litre, 4-cylinder Ferrari), and Paolo Marzotto (4.5-litre Le Mans Ferrari coupé). On the third lap Villorosi's engine seemed to lose its tune and Ruesch, although handicapped by the unsuitable axle ratio which he had used in the preceding hill-climb, started to chase him. Two laps later he got past, chased by Marzotto, who had now passed Maglioli. Castellotti (3-litre Ferrari) retired with facial injuries, his windscreen having been shattered by a flying stone.

Another two laps saw Marzotto in front of Ruesch and sweeping ahead; Bordoni (2.3-litre Gordini) caught Carini (3-litre, 12-cylinder Ferrari), and moved up into third place when Maglioli threw a rod on the 4-cylinder car. Now Marzotto's brakes began to fail, so that private owner Ruesch started to close up on the works car. On the penultimate lap, when he was only 4 secs. behind, disaster struck. Entering a tight corner, the magneto cut out, unburnt fuel reached the exhaust, and caused a violent explosion. Distracted by the noise, Ruesch left his braking too late and touched the bales, the car rolling over with the driver pinned underneath. By good fortune, however, the Swiss driver was unhurt, and was able to right the Ferrari and bring it back to the pits.

HANS TANNER.

## Results

**500 c.c. Class:** Bellocchio (Cooper).  
**750 c.c. Class:** 1, Casella (Stanguellini); 2, Bandini (Bandini); 3, Tinazzo (Giannini); 4, Bondi (Bandini).  
**1,100 c.c. Class:** 1, Sgorbati (Osca); 2, Nizzotti (Stanguellini); 3, Venezian (Osca); 4, Sighinolfi (Stanguellini).  
**2,000 c.c. Class:** 1, Cortese (Ferrari); 2, Musitelli (Ferrari); 3, Lualdi (Ferrari); 4, Barbetti (8V Fiat).  
**Unlimited Class:** 1, Paolo Marzotto (Ferrari), 159.7 k.p.h. (99.17 m.p.h.); 2, Bordoni (Gordini); 3, Carini (Ferrari); 4, Stagnoli (Ferrari); 5, D'Olivieras (Ferrari); 6, Scotti (Ferrari); Bonomi (Ferrari).



THE CHASE: A. A. Butler (Cooper) in pursuit of the Martin driven by N. Berrow-Johnson in the first 100 miles race last Saturday.

## TWO HALF-LITRE "100"s AT SILVERSTONE

Ken Smith (Smith) and Jack Westcott (Kieft) Win Major Events—Arnotts Prominent

DESPITE the attraction of the Nine Hours race at Goodwood, the Half-Litre Club's annual Silverstone meeting last Saturday provided a record entry, and a day of excellent racing. Practice in the morning provided little inkling of the battles to be fought, for a bleak Silverstone wind kept speeds down. Race 1 on the programme, for production-type cars, saw 20 cars get away and Rodney Nuckey (Cooper) assumed an early lead with J. Brise (Arnott), Don Gray (Kieft) and Headland (Martin) fighting it out for second and third. Nuckey's engine packed up on the last lap, leaving Bueb's Arnott to gain the chequered flag with Gray second (minus most of his gears) and R. K. Tyrell (Cooper) third, less than a second behind.

Race 2 saw the amateur builders proving their ability, as 12 non-production cars fought out the issue over 15 laps. Reg Bicknell (Revis) held the lead from start to finish, with Ken Smith (Smith 500) and T. J. Clarke (CB2) battling wheel to wheel for second place, the latter passing Smith on the seventh lap only to be repassed on the twelfth. Further back, Bill Grose (Grose) and C. W. A. Heyward (C.H.S.) had a private duel, passing and repassing at least three times every lap, Hayward eventually getting the better of the argument. Bicknell's winning speed of 71.39 m.p.h. was appreciably faster than the previous race, and the highest race speed of the day—and that with a non-production car! Hardest luck of the day befell Vic Labrum (Labrani) whose chain failed at the start, but who nevertheless finished nine of the 15 laps and was running at the end. Most unusual car was the sleeved-down P-type M.G. driven by H. G. Monk, which although sounding like a 4-cylinder Ferrari, failed to emulate the deeds of the Prancing Horse stable.

As a result of the overwhelming entry, the club followed 1951 practice by splitting the entries into two separate races, each of 100 miles duration. Reg Bicknell's Revis took the lead in the first race from Bueb, H. W. Walker, J. Russell (Cooper), Ken Smith and A. Moore (J.B.S.-Triumph). With 23 starters, speculation as to the number of finishers was rife, and H. W. Walker

depleted the ranks by retiring on the third lap. Croucher and Arengo spun at Woodcote, both continuing without aid, while Labrum pushed a reluctant Labrani into the pits and restarted on the 30th lap, only to retire shortly afterwards. R. H. Ham (Arnott) tried to enter the paddock backwards after spinning at Woodcote on a track well damped by spasmodic showers.

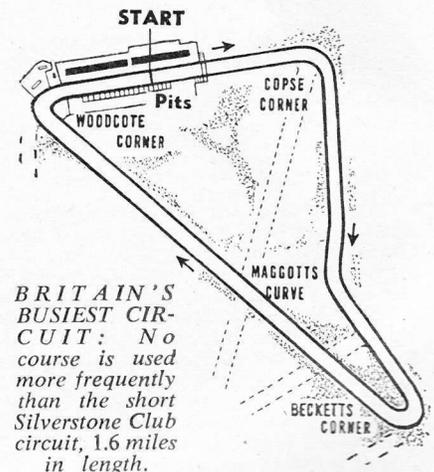
On the 13th lap Smith passed Bicknell at Beckett's, to hold first place until lap 35, when a stop for fuel lost him four places. Meanwhile S. Lewis-Evans (Cooper), Bicknell, Bueb, Russell and Wood (J.B.S.) were all circulating with regularity, engines sounding crisp and healthy. Don Gray's Kieft, equipped with rubber hot water bottles as auxiliary fuel tanks, retired with lack of gears, a recurrence of trouble from the first race. Arthur Gill (Mackson) made an involuntary excursion across country and pulled into the pits; Higham and Bueb both spun at Woodcote, the latter dropping a position. Arengo retired, John Brise (Arnott) circulated like a train in seventh place, J. P. Fergusson refuelled his thirsty Emeryson in 35 secs. and rejoined the fray at the same time as the weather clerk was dishing out torrential rain, which departed as quickly as it appeared.

On a track drying under the warmth of the sun, the position at 45 laps was Bicknell, S. Lewis-Evans, J. Brise, L. Wood, Ken Smith, Bueb, Berrow-Johnson and Russell, followed by Higham, Anderson, A. Moore, A. A. Butler and W. E. Ford, the remaining 10 of the 23 starters having retired. On the 55th lap Bicknell pulled into the pits, to retire with a defunct gearbox nine laps from possible victory, leaving Leslie Wood to hold a short-lived lead until he ran out of fuel on the subsequent lap and had to push his car into the pits. Lewis-Evans, after a magnificent refuelling stop, dropped steadily back being dogged by steering trouble and lack of brakes. Ken Smith, driving with his usual verve, reassumed the lead on the 56th lap, a position he retained to the end, gaining a well-deserved victory with an owner-built car. Thirteen of the 23 starters were running at the end, although Alan Moore's J.B.S.-Triumph, having lost its horse-power, was pushed

over the line by its driver, who thereupon sat down upon the track, completely exhausted.

Some 30 minutes and two rain showers later another 22 cars received the starting signal and commenced the second 100-mile grind. Charles Headland led Westcott, both Kieft-mounted, on the first lap, but the former repeated his Grand Prix day performance by spinning at Woodcote on the third lap, and ramming the pits backwards. He returned to the race unharmed, his car now minus rear body panels, but another two ballet pirouettes reduced still further his chances of catching the flying Westcott. By now the track showed signs of large deposits of rubber, and incidents were frequent. Making a welcome return to racing was Bill Whitehouse, driving Daphne Arnott's entry.

George Symonds was working steadily through the field, R. K. Tyrell (Cooper) challenged the leaders strongly, and Raby's Cooper, fitted with differential of his own design, tried hard to prove its advantage over solid axle cars. Bob Brise, in third place, moved up to second on lap 17, only to drop six places on lap 47 as a result of running out of fuel at Copse. The threatening rain didn't materialize, but a high wind affected the cars on the straight from around three-quarter distance. Westcott continued to hold the lead, followed by



**FIRST "100" WINNER:** Ken Smith going strong at Silverstone last Saturday, when he won the first 100 miles race at 66.82 m.p.h. Jack Westcott (Kieft) bettered this speed on a dry circuit by 1.4 m.p.h.

Brise, Tyrell, Symonds, Headland, Bradnack, Leigh, Lewis-Evans, Phillipson and Povah, with again 10 retirements from the original 22 starters.

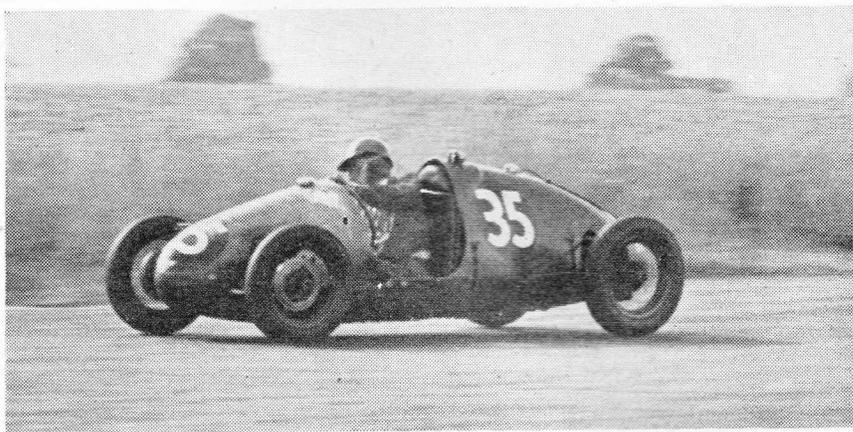
Despite inbuilt weight disadvantages, Bertie Bradnack drove his Cooper impeccably and quickly, but it was to Westcott that the chequered flag was given, with a lead of 24 secs. over second man Tyrell, while Symonds's Cooper drove a well-measured race to finish third in front of Bradnack.

Forty-five cars started in these two races, and 27 were running at the end, including a very large proportion of J.A.P.-powered cars. The meeting was organized in the usual manner expected of the Half-Litre Car Club.

K. A. GREGORY.

**Results**

**Race 1. Production Cars (15 laps):** 1, I. L. Bueb (Bueb-Arnott), 20 mins. 31.4 secs., 70.51 m.p.h. 2, D. Gray (Kieft). 3, R. K. Tyrell (Cooper). 4, J. K. Brise (Arnott). 5, L. Lewis-Evans (Cooper). 6, A. D. Gill (Mackson). 7, R. Croucher (Staride). 8, S. Lewis-Evans (Cooper).  
**Race 2. Non-Production Cars (15 laps):** 1,



R. G. Bicknell (Revis), 20 mins. 16.2 secs., 71.39 m.p.h. 2, K. Smith (Smith). 3, T. J. Clarke (C.B.2). 4, H. W. Walker (Walker). 5, C. G. Arengo (Arengo). 6, C. W. A. Heyward (C.H.S.). 7, W. L. Grose (Grose). 8, R. Owen (Hill).  
**Race 3. 1st 100 Miles Race (63 laps):** 1, K. Smith (Smith), 1 hr. 30 mins. 57.8 secs., 66.82 m.p.h. 2, I. L. Bueb (Bueb-Arnott), 61 laps in 1 hr. 32 mins. 26.4 secs. 4, J. K. Brise (Arnott), 61 laps. 5, N. Berrow-Johnson (Martin), 60 laps. 6, S. Lewis-Evans (Cooper), 60 laps. 7, I. Higham (Cooper), 59 laps. 8, L. Wood (I.B.S.), 58 laps. 9, J. P. Fergusson (Emeryson), 57 laps. 10, R. A. Anderson (Cooper), 57 laps. 11, A. A. Butler (Cooper), 52 laps. 12, J. Abbott (Cooper), 47 laps. 13, W. E. Ford (Cooper), 47 laps.

**Race 4. 2nd 100 Miles Race (63 laps):** 1, J. F. Westcott (Kieft), 1 hr. 29 mins. 4.8 secs., 68.23 m.p.h. 2, R. K. Tyrell (Cooper), 62 laps in 1 hr. 29 mins. 28 secs. 3, G. H. Symonds (Cooper), 62 laps in 1 hr. 30 mins. 31.6 secs. 4, B. E. Bradnack (Cooper), 61 laps. 5, L. Lewis-Evans (Cooper), 61 laps. 6, R. W. Brise (Arnott), 61 laps. 7, W. T. Leigh (Cooper), 60 laps. 8, H. Phillipson (Cooper), 60 laps. 9, T. J. H. Bennett (Cooper), 58 laps. 10, F. H. Bacon (Cooper), 57 laps. 11, H. R. Povah (Cooper), 56 laps. 12, R. E. Raby (Cooper), 52 laps. 13, W. H. Lowe (Kieft), 50 laps. 14, P. A. Taylor (Arnott), 47 laps.  
**Yorke Trophy** (for fastest winning average in 100 miles races): J. F. Westcott (Kieft).

# THE FIRST NINE-HOUR "T.T."

Works Entries from Jaguar, Aston Martin, Kieft, H.W.M., Frazer-Nash, Porsche and Stanguellini—Three Gordinis, Bob Said's Osca and a D.B.-Panhard Trio Also Nominated, but No Works Ferraris

THE R.A.C. International Tourist Trophy Race over the Dundrod Circuit, Northern Ireland, on Saturday, 5th September, will provide a "return match" between the Aston Martins and Jaguars, works teams representing each marque having been entered. There was some talk earlier of two or more Ferrari entries and originally the Ulster A.C. who are organizing the T.T. for the first time, had provisionally reserved entries for a Farina/Hawthorn car and another for Villorosi/Maglioli, but in the absence of firm acceptance the entry list has closed without this nomination.

There is, however, every prospect of an exceptionally good race. So far as the Continental entry is concerned, the strike situation in France led to extreme difficulties being experienced by the U.A.C. in obtaining definite information on either cars or drivers.

Having delayed until the last possible moment, the U.A.C. closed the entry at noon on Monday, at which time there were 45 on the list, with a proviso that "the inevitable bargaining over terms will continue until the last moment".

Jaguars are sending three works cars, with drivers Stirling Moss/Peter Walker, Tony Rolt/Duncan Hamilton, Peter Whitehead/Ian Stewart. Ecurie Ecosse have also entered three Jaguars but have named only Sir James Scott-Douglas/Ninian Sanderson and J. Stewart/J. Lawrence as drivers. Joe Kelly will drive a Jaguar with Jack Fairman as second driver. Ecurie Kenya's Jaguar will be driven by J. Manussis/C. G. H. F. Dunham. J. B. Swift has not nominated a second driver for his Jaguar, nor has Tommy Wisdom, who has also entered

a Jag. Indeed, it seems doubtful if Tommy will have recovered sufficiently from his Le Mans crash to drive, but a T.T. without a Wisdom entry would be a strange T.T. indeed.

George Abecassis and Lance Macklin will share the 3,442 H.W.M. The works Aston Martin team will be Reg Parnell/Eric Thompson, Roy Salvadori/Dennis Poore, Peter Collins and Pat Griffith. Bob Dickson has invited Belfastman Desmond Titterton to share his DB3. Graham Whitehead and Tony Gaze will drive another Aston.

Gordinis are sending three cars, two of the 2,300 c.c. models with Casella and Bordoni as named drivers. Redmond Gallagher and Pierce Cahill will have a 1,488 type. Kieft Cars Ltd. have entered three 1,971 cars with R. C. Green/D. J. Calvert, C. P. Hazlehurst/P. H. Thompson and J. Coombs/I. Burgess as pilots.

Included among the drivers selected for the works Frazer-Nash team is Belfast driver Ernie Robb, who will share a car with Ken Wharton. John Fitch and Bob Gerard are the only other drivers named at time of writing. R. F. Peacock's Frazer-Nash will be driven by the entrant and G. A. Ruddock; J. H. Walton will share his Frazer-Nash with P. R. Bolton, and H. A. Mitchell, in a similar car, will share with P. Scott-Russell.

S. G. Greene has entered a 1,488 Maserati with J. C. C. Mayers and M. J. C. Keen as drivers. P. Jackson and P. Kane will drive the former's 1,467 Lester-M.G. and the 1,467 Cooper-M.G. entered by Gould's Garage will be driven by H. H. Gould and I. D. Lewis.

A 1,497 Singer has been entered by P. B. Reece with Gillie Tyrer as second driver. America is represented by the Osca (1,342 c.c.) which R. Said will drive and a lone 1,485 Jowett will be driven by T. Lund and W. R. Robinson.

The Porsche concern has nominated two 1,488 c.c. cars and one 1,091 c.c., but drivers have not yet been named. Abingdon will continue their long association with the T.T. with entries by Raymond Flower (co-driver G. Phillips) and Irishman Brian McCaldin, whose co-driver will either be Wilbert Todd or Charles Eyre-Maunsell (if the Stanguellini named for the latter fails to materialize). Actually two Stanguellinis (746 c.c. and 1,098 c.c.) have been provisionally declared by Hans Tanner with no drivers named. Madame Bizeray will drive a factory-sponsored 745 Renault and the entry is completed by three Ecurie Jedy-Bonnet 745 D.B.-Panhard's with G. Trouis and A. P. Hitchings as the only drivers nominated.

This year marks the 25th anniversary of the "arrival" of the T.T. race in Northern Ireland and in an effort to make a "big do" of the 1953 event the U.A.C. are reviving many of the features which marked the first Ulster T.T. in 1928.

Special lapel badges are being sold freely in Belfast and from many garages in England. These badges are numbered and a ballot will be held, the winner of which will be entitled to a lap of the Dundrod Circuit as passenger to a T.T. driver as well as two free seats in the grandstand. The souvenir programme is now in print and will be in circulation shortly.

On Monday of this week the Race Office at 27 Royal Avenue, Belfast, was formally opened by the Lord Mayor of Belfast (Sir Percival Brown) and a brisk business has commenced in the sale of grandstand and enclosure tickets. All inquiries should be directed to the address quoted.

W. A. McMASTER.

# 9<sup>TH</sup> HOUR DRAMA IN THE '9 HOURS'

Aston Martins Score Second Successive Victory in Goodwood Long-Distance Race—Jaguars Fail after Holding 8-Hour Lead—Bob Gerard and David Clarke (Frazer-Nash) Win 2-litre Class

FOR the second time, Aston Martins have won the B.A.R.C.'s Nine Hours sports car race at Goodwood; once again a Jaguar victory seemed certain, but once again the leading Coventry cars broke down in the closing stages—this time, within an hour of the finish. Stirling Moss/Peter Walker and Tony Rolt/Duncan Hamilton set a killing pace with the cars which had been victorious at Le Mans, but the constant changes of speed and direction on the tight little Sussex circuit caused dangerous oil surge, and shortly after 11 p.m. both cars retired with zero oil pressure. The Peter Whitehead/Ian Stewart Jaguar, lying fourth at the time, behind the Aston Martin of Reg Parnell and Eric Thompson, was suffering from the same complaint, and from failing brakes as well, so that it was finally relegated to third position by last year's winners, Peter Collins and Pat Griffith (Aston Martin).

Thus ended the Jaguar challenge, although at half-distance they had been lying 1, 2, 3, and had kept the race average above 80 m.p.h. Parnell's winning speed was 78.94

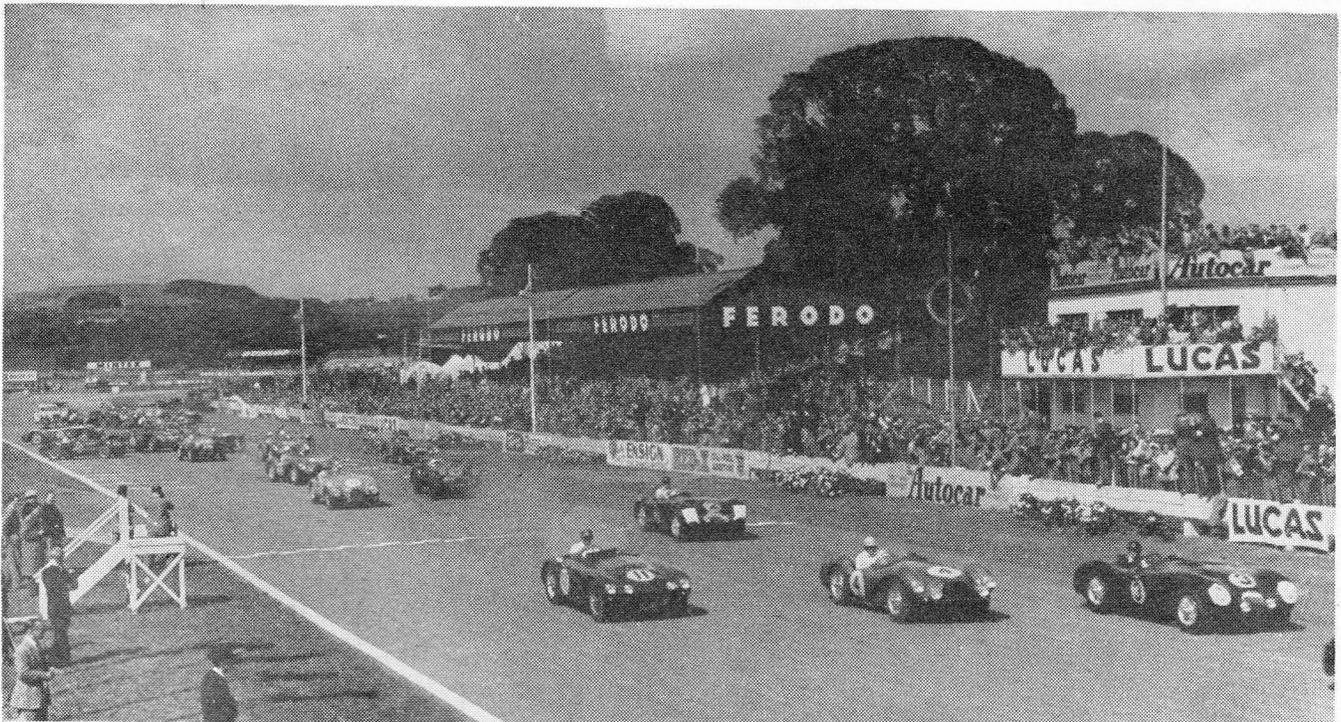
m.p.h., for during the nine hours he covered no less than 297 laps of the 2.4-mile course—fourteen more than the winning car in 1952. Such a pace was, naturally, particularly hard on rubber and both teams had many pit stops to replace tyres which had burst or torn to shreds. Seventeen of the thirty starters retired, six of them in the over 2-litre class and seven in the under 2-litre. As there were only two classes, Bob Gerard and David Clarke (Frazer-Nash) were rewarded with a class award which (had there been a 2-litre category) they would have won last year. With Stoop/Wilson third in the class and Melvin/Kenneth sixth, Frazer-Nashes also collected the team prize. Of the foreign entries, the Schell/Lucas Gordini retired after repeated pit stops, and the Buschmann/Pope Porsche finished last, 81 laps behind the winning Aston Martin.

\* \* \*

The Goodwood paddock is always worth a visit, but last Saturday the cars were of particular interest. Naturally, the largest crowd gathered around the Le Mans Jaguars, making their first

appearance as a works team since that happy occasion; the cars bore little signs of the hard work they had done, and the only visible change appeared to be the fitting of two small Lucas lamps to the front of each, replacing the larger one carried behind the grille at Le Mans. The works DB3S Aston Martins, too, were looking smart, one with the grille finished in red, one blue and one yellow. Each featured a large scoop from the scuttle to the rear brakes, and each was fitted with two extra lamps of "flame-thrower" pattern; a neat—and useful—touch was the visible fuel level indicator below the filler cap.

As starting time approached, the cars were assembled *en echelon* in front of the pits; first the Abecassis/Graham Whitehead sports H.W.M., which many spectators were seeing for the first time, then—a welcome splash of blue among the greens—the Schell/Lucas six-cylinder Gordini, unfortunately only a 2-litre model. Next came two of the works Astons and the three Jaguars, while at the far end of the 30 lined-up machines was the only other foreign car—the Buschmann/Pope Porsche, which had had a far from trouble-free practice period. But there was only one non-starter in each class; Leslie Johnson/Bert Hadley (C-type Jaguar) had withdrawn, letting in the Chrysler-Allard of A. M. Bryde/G. E. Thomas, and J. R. Stoop/P. S. Wilson had taken over the works, de Dion back-end, Frazer-Nash, so that the Bill Black/Jack Fairman



JUST OFF: Sunshine graces the starting scene at Goodwood, with Abecassis's H.W.M., Parnell's Aston Martin (the ultimate winner) and Ian Stewart's Jaguar getting away ahead of Rolt in another Jaguar. Stirling Moss is already off ahead.

### THE STARTING ORDER

(Giving best practice times of each car)

Abecassis/ A. G. Whitehead	H.W.M. 1 m. 43 s.
Schell/ Lucas	Gordini 1 m. 43 s.
Salvadori/ Poore	Aston Martin 1 m. 44.6 s.
Parnell/ E. Thompson	Aston Martin 1 m. 46.4 s.
Rolt/ Hamilton	Jaguar 1 m. 47 s.
Moss/ Walker	Jaguar 1 m. 47.6 s.
P. N. Whitehead/ I. Stewart	Jaguar 1 m. 47.8 s.
A. Brown/ Currie	Cooper-Bristol 1 m. 48 s.
Gerard/ D. A. Clarke	Frazer-Nash 1 m. 49 s.
J. Stewart/ Dickson	Jaguar 1 m. 49 s.
Collins/ Griffith	Aston Martin 1 m. 49.4 secs.
Mitchell/ Scott-Russell	Frazer-Nash 1 m. 49.8 s.
Page/ Marshall	Allard 1 m. 50 s.
Lawrence/ Curtis	Jaguar 1 m. 52 s.
Combs/ Sopwith	Cooper-Bristol 1 m. 53 s.
Sloop/ Wilson	Frazer-Nash 1 m. 54.6 s.
Blakely/ Findlater	H.R.G. 1 m. 55 s.
Black/ Fairman	Frazer-Nash 1 m. 55 s.
Crook/ Gale	Cooper-Bristol 1 m. 55.8 s.
Davis/ Leston	Tojeiro-Bristol 1 m. 56 s.
Melvin/ Kenneth	Frazer-Nash 1 m. 57 s.
Jacobs/ Haesendonek	M.G. 1 m. 57 s.
Peacock/ Ruddock	Lester-M.G. 1 m. 58 s.
Bryde/ G. E. Thomas	Allard 1 m. 58.6 s.
Lockett/ Rudd	Austin-Healey 1 m. 59 s.
Meyer/ Fotheringham- Parker	Aston Martin 1 m. 59 s.
P. Reccc/ Tyrer	Frazer-Nash 2 m. 0 s.
Mann/ Lewis	Aston Martin 2 m. 7 s.
Hazlehurst/ P. H. Thompson	Kieft-Bristol 2 m. 8.8 s.
Buschmann/ Pope	Porsche 2 m. 20.8 s.

'Nash joined the fray. Alan Brown had been unable to contact Roberto Mières because of the French strike situation, and M. L. Currie was co-driving the Bob Chase Cooper-Bristol with him.

When the flag fell at 3 p.m., it looked as if Stirling Moss would be beaten, for once, in a Le Mans start. Harry Schell was across the track and into his Gordini in a flash, but the engine stalled when the clutch was engaged and Stirling led the field away as usual. Alan Brown had the greatest difficulty in starting his engine and did not get away until the track had almost cleared, but succeeded in catching the Porsche, the Austin-Healey and Nigel Mann's DB2 Aston Martin on the first lap. As they passed the pits, the order was Moss (Jaguar), Ian Stewart (Jaguar), Abecassis (H.W.M.) and Rolt (Jaguar); Stewart was then taken by Abecassis, who in turn was passed by Rolt.

As the third lap ended, action was called for—rather unexpectedly—at the pits, D. M. D. Blakely calling to rectify a loose exhaust pipe on his Le Mans H.R.G., and Roy Salvadori with steering problems on his DB3S Aston Martin; both drivers speedily rejoined the race,

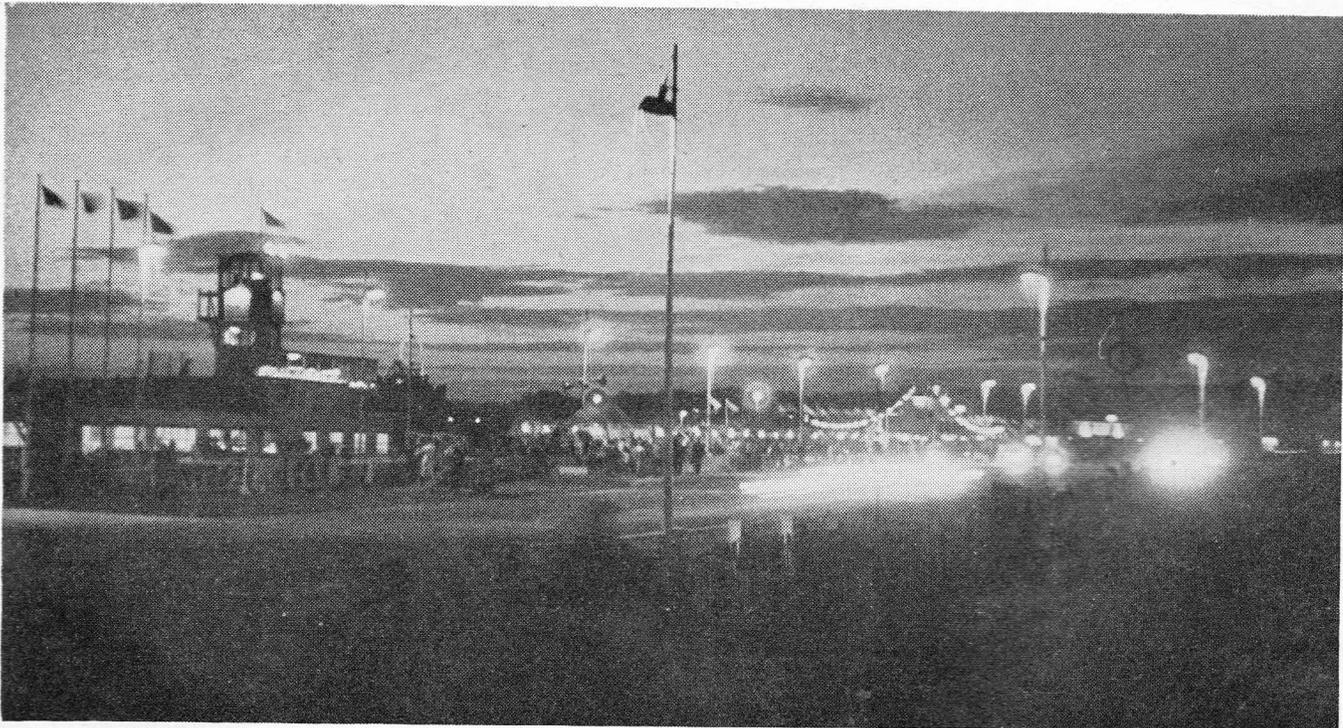
but Blakely was fated to pay many more visits before it was over.

The end of the first half-dozen rounds saw two works Jaguars (Moss and Rolt) separated from Parnell's works Aston Martin by Abecassis (H.W.M.), with the third works Jaguar (Ian Stewart) behind; then came Peter Collins's works Aston, some distance ahead of the Gordini. Moss, pushing his average up to more than 85 m.p.h., proceeded to gobble up the back markers, and after half an hour of racing was one lap ahead of Collins, who had moved past Ian Stewart into fifth place. This pace, right at the beginning of a nine-hour event, looked very much like team tactics, with Stirling repeating his Le Mans system of breaking up the opposition. At one minute past the half-hour, Schell pulled in to change a plug on the Gordini, which had been leading the under 2-litre class. Cliff Davis, third in this category, suddenly felt ominously warm, and covered the best part of one lap with a fire raging in the Tojeiro's luggage-boot. A flaming spare wheel tyre was extinguished at the pits, and Davis set off pluckily in pursuit of Alan Brown, who now led the class; not long afterwards, however, he had to

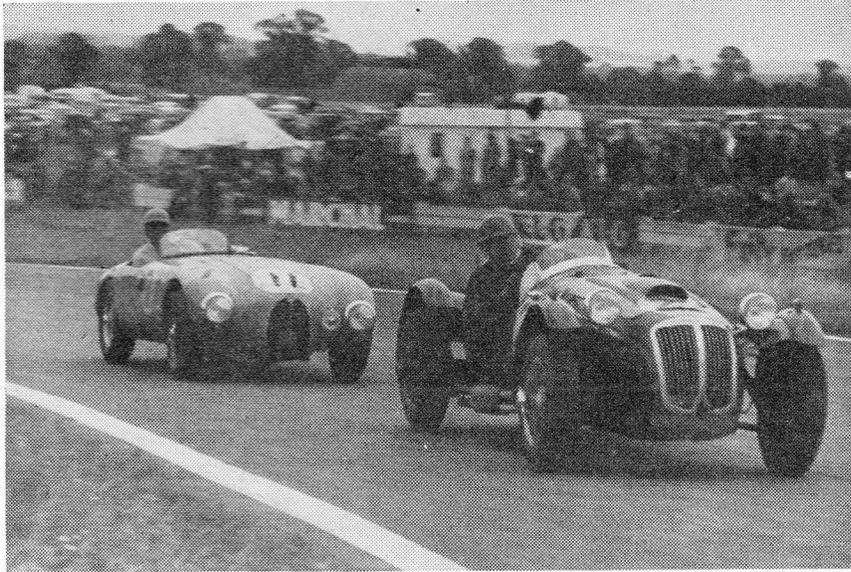
stop again to have the spare wheel replaced and the blistered rear number repainted.

Moss, in the meantime, had eased back to let Rolt take over the lead, incidentally allowing the first six competitors on to the same lap. Tony Rolt then repeated the same tactics; up, up, up went the speed, and before half-past four, Salvadori's Aston had retired with daylight in the crankcase. At 4.45 p.m. Abecassis was in the pits with the H.W.M.'s nearside rear tyre almost in shreds. Graham Whitehead took over, and at five o'clock the H.W.M. was on the leader board again—but in sixth position, four laps behind Rolt. Even Moss was a lap behind at this time, with Parnell's Aston in third place and Jimmy Stewart's *Ecurie Ecosse* Jaguar fourth, three laps behind the leader. Fifth place was occupied by Ian Stewart, presumably playing a waiting game for the Jaguar team.

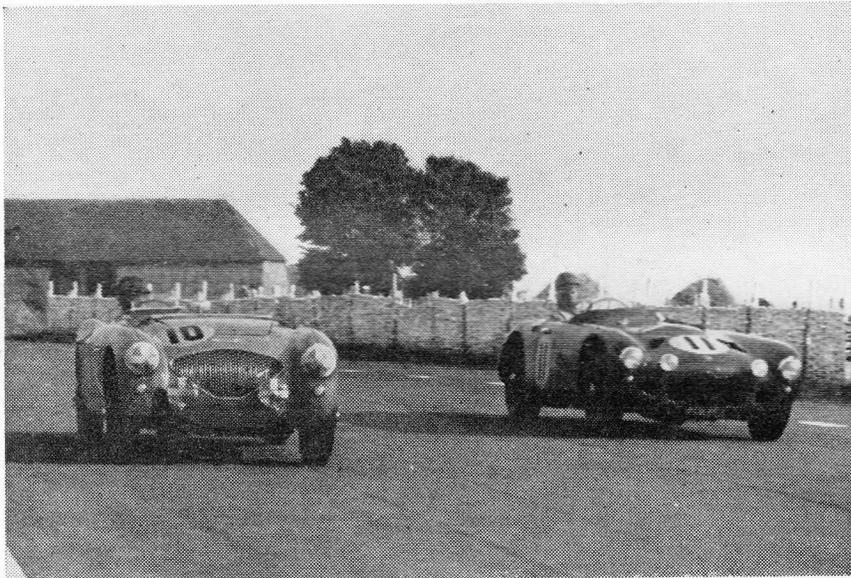
Already several of the cars had changed tyres, for rubber was being consumed at a far higher rate than at Le Mans, and the Dunlop and Avon men were working as never before. Most of the Frazer-Nashes had refuelled, and



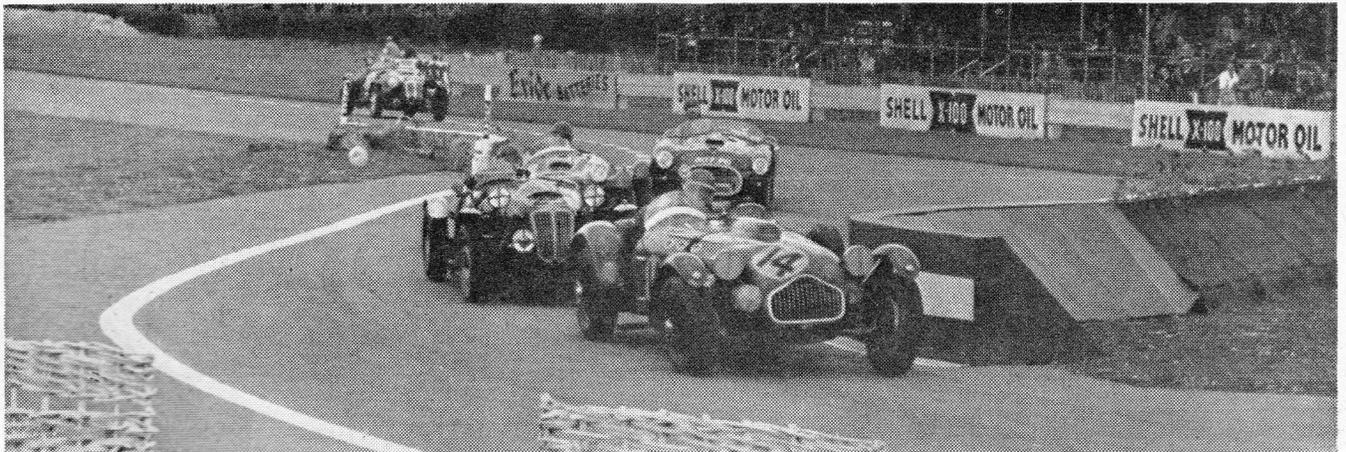
SIX HOURS LATER: Floodlights, gay illuminations and the bright headlights of passing cars transform the pits area at Goodwood after nightfall.



*TWO 2-LITRES: The de-Dion rear-end Frazer-Nash, driven by F. R. Stoop and P. S. Wilson, leads Harry Schell's Gordini at Madgwick Corner.*



*TWO NEW TO GOODWOOD: Graham Whitehead in the H.W.M.-Jaguar draws abreast of John Lockett's Austin-Healey at Fordwater.*



*GOING IN: The unlucky Allard of R. A. Page and J. Marshall leads a tight group of cars through the Chicane at Goodwood.*

the Mitchell/Scott-Russell one had retired, having shed a wheel and damaged the brake-drum. Alan Brown had made three pit stops for fuel and tyres, but still led the 2-litre class from Gerard/Clarke (Frazer-Nash) and Stoop/Wilson (Frazer-Nash). Collins had stopped, changed all four wheels of the Aston, and handed over to Pat Griffith. Schell had halted four times for plugs and Lucas was now driving the ailing Gordini, which had a leaking cylinder sleeve.

Traditionally, five o'clock is time for tea in England, but at Goodwood it was time for fuel—and plenty of it! Little Villiers-powered trucks chuffed up and down behind the pits, carrying countless churns of the stuff, and mechanics hastened to pour it into thirsty motor-cars via enormous funnels—each one, it seemed, bigger than the one before. Without losing its third place, Parnell's Aston Martin stopped for fuel and a change of all tyres, shooting off again with Eric Thompson at the wheel. The Peter Whitehead/Ian Stewart Jaguar, too, lying sixth, refuelled and retained its place, but the H.W.M. was delayed by a wheel arch fouling one tyre. Wheels were changed on the Mann/Lewis DB2, the odd-looking but fast DB3 coupé of Meyer/Fotheringham-Parker, and the Lockett/Rudd Austin-Healey. Archie Bryde had retired with a broken half-shaft on the Chrysler-Allard, and Hazlehurst was having constant trouble with a faulty oil-gauge line on his Bristol Kieft. That sorted out, he was then plagued by misfiring, and eventually retired with a blown gasket.

Now it was time for the leading Jaguars to refuel and fit new tyres, which they both achieved inside two minutes, Peter Walker also relieving Moss. Still Tony Rolt held a comfortable lead; with Jaguars 1, 2, 4, and Astons third and sixth, everything seemed shipshape and Coventry fashion—but there was a long time to go yet. In the 2-litre class, Brown/Currie still led from Gerard/Clarke and Stoop/Wilson. By 6.15 p.m. the Rolt Jaguar had covered 112 laps of the 2.4-mile circuit, and each of the next five competitors was a lap behind the man in front. Gerard, driving in place of Clarke, was now in front of Currie, who had relieved Alan Brown. The sun, now low in the sky, was beginning to dazzle drivers, some of whom wore sunglasses or tinted goggles.

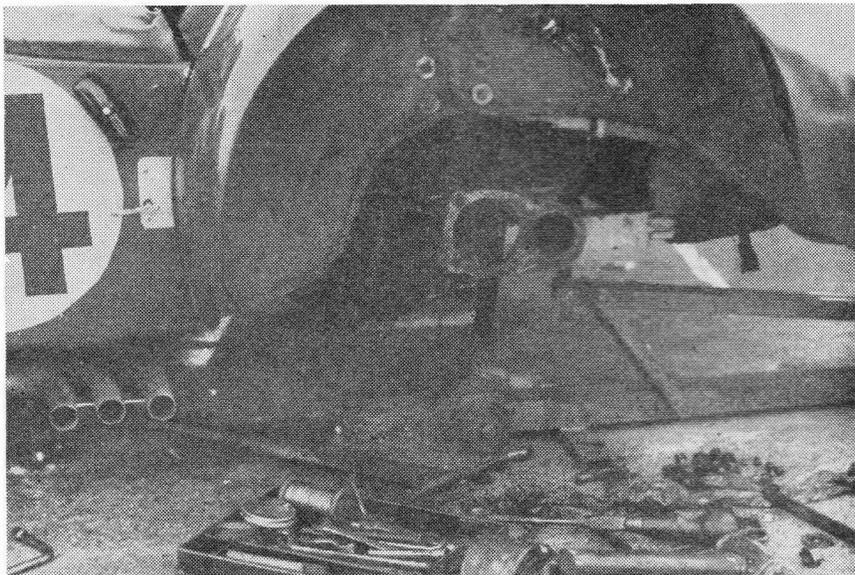
Then Page's Cadillac-Allard pulled in—also with a broken half-shaft. A call went out for a hub-puller, one shaft was removed from Bryde's Allard, and the Page *équipe* settled down to the long job of fitting another one. Quite a task, but as one of them remarked, "We came here to race, so we may as well do it!" Currie came in to change a tyre; the Gordini fitted two more plugs—and then another two. Once again leading the 2-litre class, Currie brought the Cooper-Bristol in to hand over to Brown, and the Stoop/Wilson Frazer-Nash forged ahead. The Blakely/Findlater H.R.G. started calling regularly for fuel, brake adjustments and almost everything else. Parnell handed over the highest placed Aston to Eric Thompson, dropping back behind the Peter Whitehead/Ian Stewart Jaguar. Duncan Hamilton also whipped in for fuel and tyres, Rolt pulling out again with the Jaguar's second place still retained.

By 7.30 p.m.—half-distance—cars numbered 1, 2, 3 and 4 (Moss/Walker Rolt/Hamilton, Whitehead/Stewart and Parnell/Thompson) were obligingly occupying these respective places in general classification—and the leading Jaguar had completed 154 laps, two in advance of anyone else. The de Dion Frazer-Nash driven by Dicky Stoop and Peter Wilson narrowly led the 2-litre class from Bob Gerard, who made a model pit stop for fuel, oil and rear tyres, David Clarke taking over the car.

Meanwhile, over at Lavant, Peter Walker's Jaguar nudged into the tail of the Buschmann/Pope Porsche, cannoning the little German car on to the grass and woefully denting its tail in the process. The Jaguar's nose, too, had lost some of its shapeliness, and Walker brought the car in, a refuel and wheel-change being effected while the bent grille was attended to.

Moss then took the wheel, his lead over his team-mates now halved, and when the Whitehead/Stewart car came in for a routine pit stop, the three minutes this occupied, with sticky hub-caps no aid to speed, were sufficient to promote Parnell and Griffith to third and fourth places with the Astons. Then a rear tyre burst on Parnell's car, showing no respect for the DB3S's elegant rear wing and necessitating a two-minute stop, which let Whitehead/Stewart up to fourth.

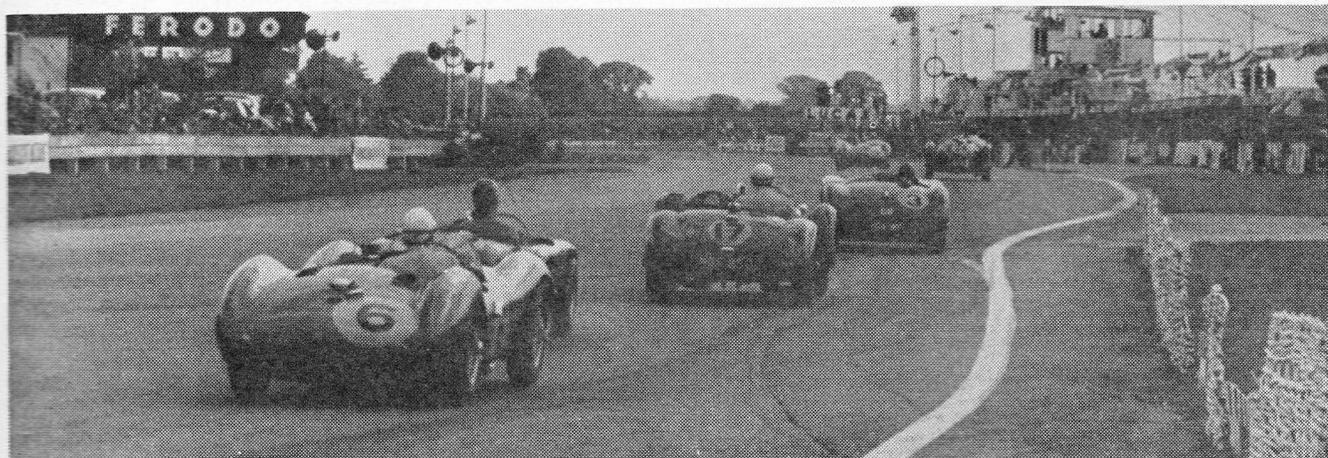
The Gordini came in for more plugs



*BACK SOON: R. A. Page's Cadillac-engined Allard, its broken drive-shaft removed, is left unattended while mechanics acquire replacement parts from another Allard. After 2½ hours delay, the car rejoined the race, only to retire almost immediately with the other half-shaft broken.*



*DB3 WITH A DIFFERENCE: The Meyer/Fotheringham-Parker Aston Martin with very individualist coupé body finished 12th after a fast run interrupted by stops. This car came 3rd in its class at Pescara recently.*



*COMING OUT: A string of cars emerging from the Chicane, Parnell's Aston Martin leading Melvin (Frazer-Nash), Ian Stewart (Jaguar), A. Bryde (Allard), Crook (Cooper-Bristol) and the Collins/Griffith Aston Martin.*



**FOREIGN ENTRY:** (Above) Willi Buschmann's 1½-litre Porsche saloon, co-driven by Ft.-Lt. Paul Pope of the B.A.O.R., leads Tony Crook's Cooper-Bristol and Jimmy Stewart's Jaguar on the approach to St. Mary's. Note the Lucas coloured light signal, nocturnal substitute for a flag-marshal.

—the water seeping into the cylinders was counteracted to a degree by hard motoring, to which neither Schell nor Lucas objected, but it was altogether a disheartening race for the French *équipe*, and they finally gave up their valiant struggle after running for 5½ hours.

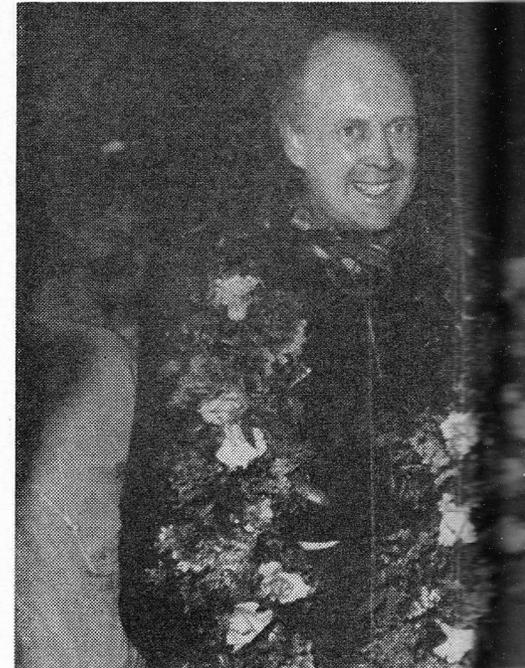
By now the sky was darkening, not with rain clouds, which would have eased the tyre problem, but with the inevitable approach of night. Soon lights began to twinkle here and there, and as dusk deepened into darkness, Goodwood took on a magical transformation, with powerful flood lamps and gay strings of coloured bulbs lighting up the pits area, while floodlit advertisement hoardings, illuminated scoreboards, and a delightful variety in individual pit identity signs all contributed to the novel and entrancing scene. The cars themselves were dark, hurtling shapes, pinpointed in reds and yellows, and each preceded by twin dazzling pencils of piercing white from their headlights. Over all, a full harvest moon cast its beneficence, while the music from "Limelight" was most appropriately played.

All this time the pit crew of the Page/Marshall Allard had been hard at it, replacing the nearside drive shaft—and what a cheer went up from the pits stand for them when the green car set off

again. Alas, 2½ hours of toil was rapidly and bitterly negated, for almost at the first corner the axle shaft on the other side decided it was its turn to break . . . and that was decidedly that.

It was then noted that No. 3 Jaguar's rear disc brakes were looking alarmingly incandescent as Stewart boomed past the pits. "Mort" Morris-Goodall fetched him in; up went the rear end on the jacks and off came the wheels, while a disquieting blue haze rose above the scene. Adjustments were made, one hub examined, both rear tyres changed, and off the "Jag" went again. At this stage the pits were extremely busy. Blakely doggedly changed plugs on his H.R.G., J. D. L. Melvin called for more brakes, the *Ecosse* Jaguars, running beautifully, were serenely but efficiently revictualled under "Wilkie's" eye, the Meyer/Fotheringham-Parker Aston. Martin coupé called first for tyres, then for headlight adjustment, Wilson relieved Stoop at the wheel of the rasping works 'Nash, and Johnny Lockett, going well in the Austin-Healey, was obliged to halt to replace a number-illuminating bulb.

Although a 1½-minute stop for another tyre now set Moss and Walker back behind the Rolt/Hamilton sister car, Jaguars remained strongly 1-2, but ever behind, dogging them, were the



**THEIRS THE GLORY:** Eric Thompson/Aston Martin at an average speed for

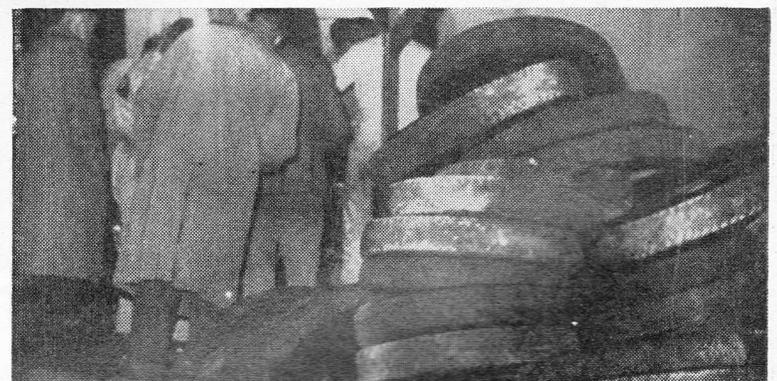
Astons, giving no chance for relaxation to either team. The Peter Collins/Pat Griffith car lay third, barely a lap behind Moss, and a further half-lap behind was the Parnell/Thompson Aston. Of the up to 2-litre runners, the Gerard/Clarke 'Nash now led the Stoop/Wilson car, with Alan Brown and Michael Currie (Cooper-Bristol) going strong in third place. The second, newer Cooper-Bristol of Coombs and Sopwith was also running well despite delays, while Davis and Leston strove mightily to counter that infuriating 20-minute loss in the first hour.

Two hours to go and the Moss/Walker and Whitehead/Stewart Jaguars were in again for yet more tyres. Prolonged high speed on Goodwood's twists and turns was certainly tough on rubber, and stocks were rapidly being used up. The tyre depots were hives of industry, personnel slaving incessantly at replacing worn covers, often minus large sections of their tread.

Pat Griffith brought his car in for attention to lights and footbrake, the stop costing him six minutes and third place to team-mate Parnell. Not long



**PRIORITY GOODS:** (Left) One more "trainload" of fuel on its way to the pits for the ever-thirsty cars. (Below) Tyres, tyres, tyres, all worn down by rapid and incessant cornering; a spectator takes a cautious peep at the fierce activity in one of the tyre depots.





Reg Parnell, jointly first with the DB3S  
in nine hours of 78.94 m.p.h. They covered

after this, David Blakely at last gave up his protracted struggle with adversity, and packed the H.R.G. in with clutch trouble.

At 11 p.m. the order of the first six was Moss/Walker, Rolt/Hamilton, Parnell/Thompson, Whitehead/Stewart, Collins/Griffith and Lawrence/Curtis. For eight hours one or other of the works Jaguars had led despite all the tyre troubles, so predictions of a victory for the Coventry marque were not unjustified. A one-minute stop by Duncan Hamilton at 10.57, however, was but the precursor to sudden disaster. His call was for oil, and he was back in the race a few minutes only when Peter Walker's car coasted silently in to the pits; an ugly pool of oil gathered beneath the halted car, and clearly no refill would help now—car No. 1 had



2 IN TROUBLE: (Above) The Rolt/Hamilton Jaguar in the pits for attention after Duncan Hamilton had taken too straight a route through the Chicane.

thrown a rod, and the leading Jaguar was out!

The mechanics had hardly begun to push it sadly away when there was further sensation—Duncan Hamilton's car came in as well . . . the briefest of checks by "Lofty" England and No. 2 "Jag" was out with zero oil pressure! The two leading cars gone within a minute of each other—this was the cruellest of misfortune for Jaguar. A thrill of excitement ran through the Aston Martin pit—Eric Thompson was now leading the Nine Hours race, and only Peter Whitehead in the surviving Jaguar stood in the way of a 1-2 victory for the Feltham marque. John Wyr moved fast, out went the "Slower" to Thompson, and the "Faster" to Griffith. And still malignant Fate hadn't finished with Jaguars!—for now the Whitehead/Stewart car drew in with failing brakes and falling oil pressure, to lose a minute invaluable to Griffith's Aston Martin.

The remainder of the race story was told largely by the natty illuminated pit

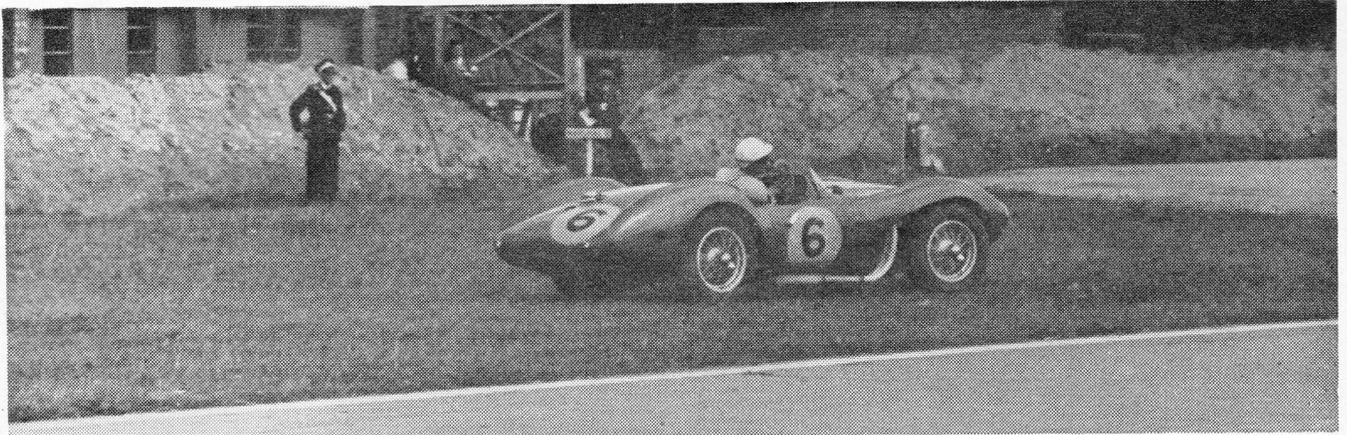
signals given by the Aston pit to their drivers. EZE was Thompson's clear and obvious instruction, while "third, minus 5 secs. to Jaguar No. 3" was the gist of Griffith's message, which actually read "6 PL3 3 —5". And Griffith set to willingly to catch the ailing Jaguar. Soon it was "second, plus 2 secs.," then "plus 8 secs.," then "9," "10," "13," and Aston Martin were incontestably first and second, Jaguar an unhappy third.

Nor was ill-luck at this stage exclusive to Jaguars, for John Coombs, running well after gearchange lever bothers with the Cooper, crashed at St. Mary's Corner and overturned, the driver emerging less bent than the car. The Black/Fairman Frazer-Nash was another non-finisher—bad luck after 8½ hours of racing. The honour of the final pit stop in the event fell to Nigel Mann's DB2, which emitted a protesting cloud of steam and clearly demanded rewatering, even if there were only eight minutes to go.

Then a hooter blared and up went the maroon, signifying midnight and the

TYRE TOLL: (Left) Cliff Davis and Les Leston examine one of the tyres de-treaded at high speed by their Tojeiro. (Below) Pat Griffith's Aston Martin comes in with a burst rear tyre, mechanics taking the opportunity to refuel the car.





**EXCURSIONIST:** Peter Collins, second in the race with Pat Griffith, adopts a non-standard course at Woodcote with Aston Martin No. 6.

race's end; the finishing line was bathed in bright light, silhouetting John Morgan as he waited with the chequered flag for Eric Thompson in the victorious No. 4 Aston Martin—and co-driver Reg Parnell's fingers twiddled anxiously as the last long moments ran out. Then "here he comes", a great cry and a burst of cheering went up, and the sleek green car was over the line, Thompson waving gaily. The crowd milled, barriers long respected were scaled, and the leaders were shepherded into a "Victory Lane", formed by portable chestnut palings, for fêting, prize presentation and photographing.

And as the firework display began, extra loud cheers went up for Peter Whitehead, who had so gallantly nursed the sole-surviving Jaguar home to third



**PUT IT TO BED!:** Bilingual instruction for Harry Schell to retire the Gordini.

place; there were cheers also for the *Ecosse* Jaguars, first non-works cars home, cheers for Bob Gerard and D. A. Clarke, 2-litre class winners, and cheers for Cliff Davis and Les Leston, who never slackened despite their early setback. In all, 17 cars of the 30 which set off survived nine hours of high speed day and night motoring around the short 2.4-mile Goodwood test—an exhaustive test indeed for man and machinery.

## RESULTS

**General Classification:** 1, R. Parnell/E. Thompson (Aston Martin), 297 laps (712.8 miles), 78.94 m.p.h.; 2, P. J. Collins/P. W. C. Griffith (Aston Martin), 295 laps; 3, P. N. Whitehead/I. M. M. Stewart (Jaguar), 295 laps; 4, J. Stewart/B. Dickson (Jaguar), 282 laps; 5, J. Lawrence/F. G. Curtis (Jaguar), 281 laps; 6, F. R. Gerard/D. A. Clarke (Frazer-Nash), 280 laps; 7, A. Brown/M. L. Currie (Cooper-Bristol), 276 laps; 8, J. R. Stoop/P. S. Wilson (Frazer-Nash), 276 laps; 9, F. C. Davis/L. Leston (Tojeiro-Bristol), 267 laps; 10, T. A. D. Crook/G. A. Gale (Cooper-Bristol), 265 laps; 11, J. Lockett/K. N. Rudd (Austin-Healey), 264 laps; 12, T. M. Meyer/P. Fotheringham-Parker (Aston Martin), 263 laps; 13, J. D. L. Melvin/P. J.

Kenneth (Frazer-Nash), 258 laps; 14, G. Tyrer/P. B. Reece (Frazer-Nash), 256 laps; 15, R. W. Jacobs/E. J. Haesendonck (M.G.), 255 laps; 16, N. H. Mann/D. Lewis (Aston Martin), 238 laps; 17, W. Buschmann/P. W. S. Pope (Porsche), 216 laps.

**Over 2,000 c.c. Class:** 1, Parnell/Thompson (Aston Martin); 2, Collins/Griffith (Aston Martin); 3, Whitehead/Stewart (Jaguar).

**Up to 2,000 c.c. Class:** 1, Gerard/Clarke (Frazer-Nash); 2, Brown/Currie (Cooper-Bristol); 3, Stoop/Wilson (Frazer-Nash).

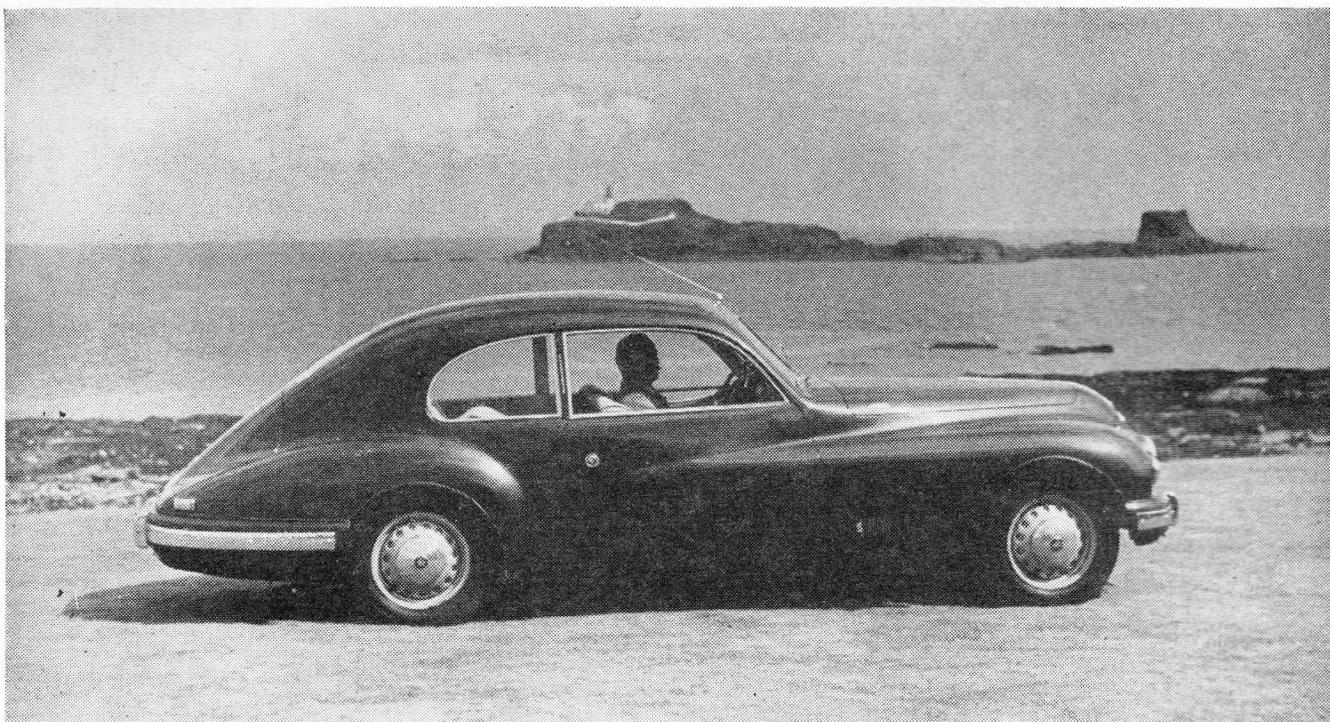
**Team Award:** Frazer-Nash: Stoop/Wilson, Gerard / Clarke, Melvin / Kenneth.

**NINE-HOURS NATTER:** Pity there weren't more foreign entries at Goodwood—but Harry Schell and Jean Lucas put up a brave show with the pretty little Gordini before giving up—and the transmission didn't break up! . . . The Porsche impressed, not with its disappointing pace, a legacy of practice troubles, but with its attractive lines and finish. . . . History ironically repeated itself. Last year two Jaguars packed up

when leading; this year likewise, and each time Aston Martin stepped in. Cliff Davis's 1952 ill-luck recurred, too. Fortunately, Saturday's fire incident was less disastrous than the conflagration which enveloped Parnell's Aston Martin last year. . . . Reg has made up for that bit of bad luck, anyway. . . . Nice to see Eric Thompson sharing the victory, too. . . .



"Fireworks will mark the end of the race!"



*The island of Fidra, near North Berwick in the Firth of Forth, forms a rugged background to the superb lines of the Bristol "403".*

JOHN BOLSTER TESTS

## THE BRISTOL "403"

Many Chassis Improvements — 100 b.h.p. and 100 m.p.h.  
in Worthy Successor to "401" Model

JUST a year ago, the Car Division of the Bristol Aircraft Co., Ltd., submitted their "401" model for an extended road test. Recently, they presented their new "403"-type car for similar treatment, and I have just returned it to them. As many AUTOSPORT readers will remember my article on the earlier version, and others are familiar with the car from their own experience, it might be as well, straight away, to compare the two machines.

I think that it would be helpful, at this point, to inject a purely personal note. When I had tested the "401", I marked it off in my mental card index as a very interesting car of high quality, from which I obtained considerable pleasure. On relinquishing the "403", on the other hand, I recorded it as one of the few really great cars that I have handled, and which I would definitely buy for myself if I were in a position to do so. It is, in fact, much better in almost every important respect than the already excellent "401", and it is astonishing that so great an improvement could be achieved in such a short time. If this is the result of the maker's entry into racing, then it is indeed a powerful argument on behalf of competition work as a rapid means of development.

Among the many improvements that have been incorporated in the latest car, the new engine comes high on the list. It is of similar specification to the preceding unit, being a six-cylinder two-litre with inclined valves in a light alloy head. The valve operation

is still by vertical pushrods, from a single camshaft, with additional rockers and horizontal rods to transfer the motion to the exhaust side. By numerous small changes, the power output has been increased from 85 b.h.p. at 4,500 r.p.m. to 100 b.h.p. at 5,000 r.p.m. More important, however, is the improvement in the power curve from 2,500 r.p.m. upwards, and a far greater degree of smoothness and silence. The slight suspicion of a carburation flat spot which one sometimes noticed on the "401" engine has been eliminated, and the new unit weighs no more than the one which it replaces.

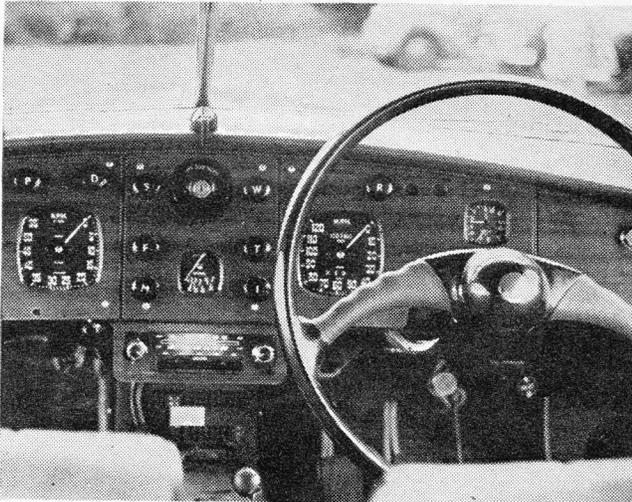
The gearbox has benefited from the refining process, too, though I do not know how this has come about. Suffice it to say that the change, with synchromesh on the three upper ratios and a free wheel for the bottom speed pinion, is even lighter and easier than it was before. Gear noise, of which I was a little critical last year, has been entirely eliminated, and it is literally true that complete silence has now been obtained on all four speeds. I note that, on the occasion of the previous test, I thanked heavens that the gear lever was on the floor, instead of being hidden under the steering wheel, and I now beg leave to repeat that pious remark.

Again referring to my earlier article, I see that I accused the "401" of having a suspicion of oversteer. That defect has been entirely eliminated by the incorporation of an anti-roll torsion bar with the independent front suspension. Furthermore, damper modifications

have given a softer ride in spite of increased stability. In principle, however, the box-section chassis remains the same, with a transverse front spring plus wishbones, and torsion bars for the rear axle. As before, the steel floor and the tubular body supports are stressed members, from which the aluminium outer panels are insulated as far as possible.

The actual body shape is unchanged. It was evolved after an immense amount of aerodynamic research, and in consequence it has a phenomenally low drag coefficient for a full five-seater saloon. To alter its lines merely to make the new model look different would be quite indefensible, but it can be distinguished by a silver radiator grille, red "Bristol" medallions, and the figures "403" on the sides of the bonnet.

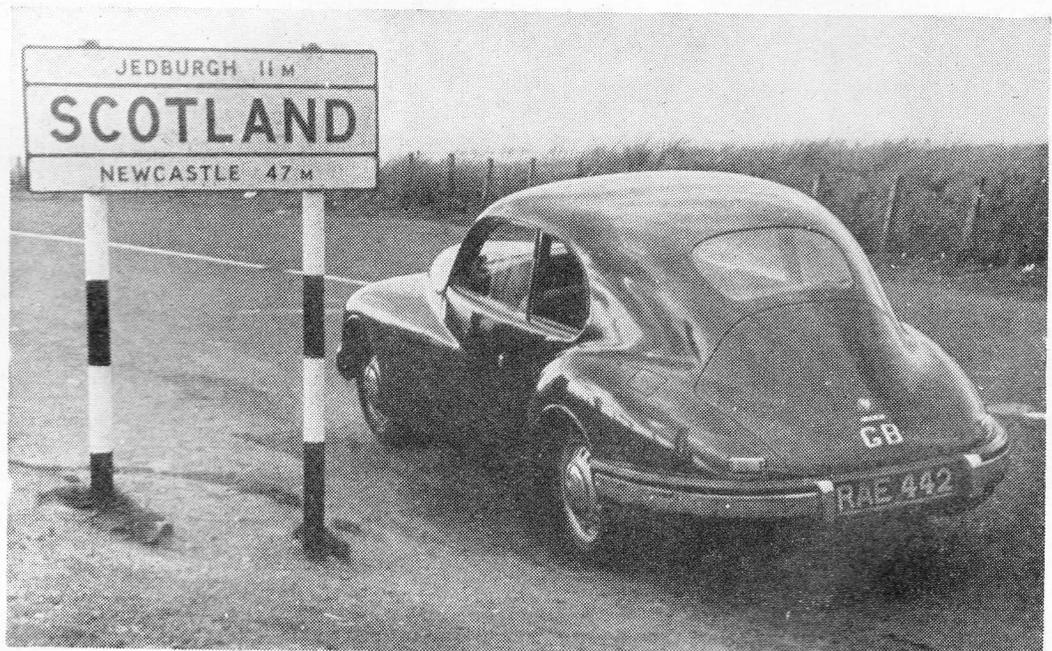
In some ways, the most important alteration is a revised braking system. Much lower pedal pressures and better heat dissipation were sought, and entirely new light alloy drums have been incorporated. The better a car is streamlined, the more work the brakes have to perform, and so the Bristol takes a good deal of stopping from the high speeds which it may habitually attain. This is just another department in which the "403" excels the "401".



(Above) Typical aircraft practice, featuring a vertical panel and read-at-a-glance instruments, is employed on the Bristol.

★

(Right) Between two countries: this three-quarter rear view emphasizes the true aerodynamic form of the "403".



How does all this work out in practice? On taking over the new car, I decided to waste as little time as possible on the aerodrome routine and get right down to the job for which it was designed—ultra-high speed long-distance touring. A few test figures were obtained, however, to complete the data panel, and they are of immense interest.

First of all, it was found that the speedometer was just about dead accurate, an almost unheard of thing these days, but one that increases one's respect for any car. Then, the acceleration figures were so much better than those of the earlier car that they are in a different class altogether. Finally, the maximum speed was up from 97 to 104 m.p.h., and 100 m.p.h. was exceeded again and again on quite short straights. That new engine was certainly justifying itself!

(Continued on page 282)

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Bristol "403" model saloon, price £2,100 (£2,976 2s. 6d. with P.T.).

**Engine:** Six cylinders, 66 mm. x 96 mm. Pushrod-operated inclined valves in light alloy head. 100 b.h.p. at 5,000 r.p.m. 7.5 to 1 compression ratio. Three downdraught Solex carburetters. Coil and distributor with automatic advance, plus hand control.

**Transmission:** Borg and Beck clutch. Four-speed gearbox with central control; ratios 3.9, 5.51, 8.48, and 16.77 to 1. Hardy Spicer propeller shaft. Spiral bevel rear axle.

**Chassis:** Box-section frame reinforced with integral steel floor and tubular body frame. Independent front suspension by transverse leaf spring and wishbones. Rear suspension by torsion bars, Newton telescopic dampers all round. Bolt-on, pierced disc wheels fitted 5.50 in. x 16 in. tyres. Lockheed hydraulic brakes.

**Equipment:** 12-volt lighting and starting. Speedometer, revolution counter, ammeter, water temperature, oil temperature, oil pressure and fuel gauges, windscreen wipers and washers, heating, demisting and radio.

**Dimensions, etc.:** Wheelbase 9 ft. 6 ins. Track, front 4 ft. 3½ ins., rear 4 ft. 6 ins. Overall length 15 ft. 10 ins. Turning circle 36 ft. Weight 25 cwt.

**Performance:** Maximum speed, 104 m.p.h. Speeds in gears, third 85 m.p.h., second 60 m.p.h. Acceleration, 0-50 m.p.h. 10½ secs., 0-60 m.p.h. 13½ secs., 0-70 m.p.h. 17½ secs.

**Fuel Consumption:** 20 m.p.g.

# GOODWOOD

NINE HOUR RACE

1st **ASTON MARTIN\***

2nd **ASTON MARTIN\***

3rd **JAGUAR\***

Up to 2-litre Class

1st **FRAZER-NASH\***

3rd **FRAZER-NASH\***

Team Prize: **FRAZER-NASH\***

## SWISS GRAND PRIX

1st **FERRARI**

**A. Ascari**

2nd **FERRARI**

**G. Farina**

3rd **FERRARI**

**M. Hawthorn**

*(Subject to Official Confirmation)*



\*Also used **SHELL PREMIER PETROL** as sold from the pump



**The Bristol 403—continued**

I would dearly have loved to take the Bristol on a Continental tour, but as the next best thing, I undertook a flying visit to Scotland, with the editor and the chief photographer aboard, to cover the Charterhall race meeting. Journalists are always in a hurry, and it was certain that more than a thousand miles would be covered in a week-end, without any time for nursing or servicing the car.

What a delightful week-end that was! The Bristol has no cruising speed, for it is just as silent at 90 m.p.h. as at 80 m.p.h., or even 100 m.p.h. for that matter. The miles fairly stream beneath its wheels, and this is the most effortless motoring imaginable. The suspension is truly excellent, and fast corners may be taken at high speed without any tendency for the rear end to break away. On certain types of road surface, a modicum of tyre scream can be produced by the front wheels if very fierce handling methods are employed, but this is not normally evident. The steering is higher geared than is usual, in spite of which it is light to handle, though the rapid negotiation of very sharp corners requires a little more effort. Even at its maximum speed, the car runs dead true, and requires no conscious direction from the driver.

**An Inviting Gear Lever**

Although the engine is entirely flexible down to a crawl in top gear, the real performance can only be enjoyed by the intelligent use of the gear lever. With ultimate maxima of 85 and 60 m.p.h. respectively on third and second speeds, one has every opportunity of keeping the willing power unit in its most efficient revolution range. If the gear change were less than perfect, this could prove irksome, but in fact it is so light and easy that one cannot resist exercising it as often as possible. The free wheel for bottom gear renders the engagement of this ratio quite foolproof, and encourages one to use it frequently for sudden spurts in heavy traffic. Although smooth in action, the clutch is well up to the demands of a racing getaway, and the positively located rear axle is entirely free from any judder or "winding up".

On the trip to Scotland, I employed the gearbox to the full, generally engaging top speed at around 70 m.p.h. I found that this actually made the journey less tiring, for it added interest to the driving. The engine and gearbox are so astonishingly quiet that my continuous use of that delightful lever did nothing to mar

my passengers' enjoyment of the built-in radio. This, by the way, has two speakers, one in the roof and one in the shelf behind the rear seat, and the results are very good.

Even when travelling at high speed, the windows may be opened without causing any draught. This is one of the benefits of a truly streamlined shape, and the complete absence of any wind noise is another. All the controls are well arranged, and the pedals are ideally situated for "heel and toe" operation. As well as scorning the steering column gear lever, the makers have also eschewed the equally obnoxious "umbrella handle" brake. The hand lever is positioned horizontally between the seats, and is easily capable of locking the rear wheels. The foot brake is smooth and progressive, but requires far less pedal pressure than formerly for an emergency stop. I used the brakes a good deal, including several heavy applications at three-figure speeds, but fading troubles are not experienced.

One excellent feature of the aerodynamic body is the large luggage compartment which the streamlined tail provides. The lid is released by a remote control inside the car, and is balanced by a spring counterpoise. Lights within the boot assist the stowage of luggage at night. The petrol filler cover and the bonnet are also released from within the car, so when the doors are locked, no interference is possible by unauthorized persons.

**Graceful Form**

The whole car is beautifully finished, both inside and out. The body has most delightful lines, and while the appearance is quiet and unobtrusive, it impresses by its sheer artistic purity of form. Ample adjustment is available to accommodate the tallest drivers, and the seats and upholstery are most comfortable. The car is so well equipped that one would be hard put to it to think of a single useful accessory with which it is not provided.

The Bristol car has such a world-wide reputation for quality that one can hardly believe that the first model, the type "400", was not produced until 1946. With the "401" in 1948, a new conception of high-speed luxury motoring, allied with moderate running costs, was evolved. Now, the "403" has put the Bristol very high indeed among the world's best cars, and as an extremely fast machine of immense refinement and superb handling qualities it is probably unique. We should indeed be proud of this fine example of British craftsmanship.

**BOOK REVIEW**

**Title:** "Crazy Journey".

**Author:** Alan Hess.

**Size:** 8½ ins. x 5½ ins., 124 pages, 19 illustrations.

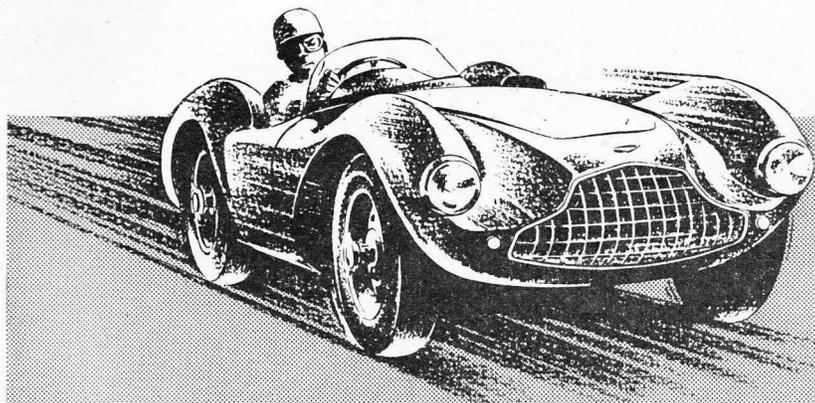
**Published by** G. T. Foulis and Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

**Price:** 12s. 6d.

SHORT of crossing the Atlantic on hydrogen-inflated tyres, there are few feats which have not been attempted with a motor car in this day and age, but the Austin Motor Company are fortunate in having as their Public Relations Officer someone who has a happy knack of dreaming up new ideas. Alan Hess, one-time Brooklands driver and editor of *Speed*, has placed Austin cars in a variety of unenviable predicaments

during the last few years, but in attempting to drive from the Equator to the Arctic Circle in a fortnight, he very nearly met with disaster. In *Crazy Journey* we can read the fascinating story of that exploit, and be thrilled by the account of how Hess, Ken Wharton and Ron Jeavons almost perished for lack of water in the desert, because the guide car insisted upon by the Sudanese Government had neither sand-tracks, shovels, nor tools. This abominable vehicle stripped a half-shaft, burned out its coil and ancient plugs, and clogged up its fuel feed pipes. The Austin crew ministered to its many wants until, exhausted, they lay on the sand with vultures wheeling overhead, where they were found by a railway maintenance gang—which passed that way only twice a year. As Sir Miles Thomas writes in his introduction, this is a full-blooded adventure story; it makes fine reading.

F. W. McC.



Another **ASTON MARTIN**  
win on

**AVON**

to-day's

*leading*  
tyre

B.A.R.C.  
INTERNATIONAL 9 HOUR RACE

**GOODWOOD**

**1st & 2nd**

\* R. PARNELL  
E. THOMPSON

P. COLLINS  
P. W. C. GRIFFITH

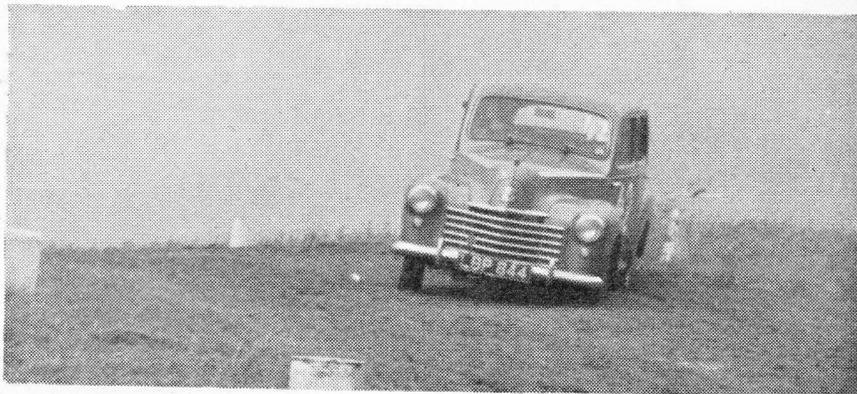
\* 297 LAPS COVERED AT  
RECORD AVERAGE RACE SPEED OF 78.94 m.p.h.  
Subject to official confirmation

# DUNSTABLE DÉBUT

Admirable Autocross Event  
Won By Michael Lawson

It had to happen sooner or later, and once again the London Motor Club, ably assisted by the Sporting Owner Drivers' Club and with the kind co-operation of the London Gliding Club at Dunstable, has proved itself to be a most enterprising promoter of successful events in running what was certainly the first really successful "Autocross"—an event which may well see the inauguration of a new form of motor sport in these islands.

Last Sunday's meeting attracted an entry of 49, including folk from far away—including Ian Appleyard from Leeds and Reg Phillips from Sheffield—which shows the attraction of this form of competition. A splendid course had been chosen by W. P. H. Lockhart of the Sporting O.D.C. and Tony Rumfitt of the London M.C., the venue being alongside the airfield of the London Gliding Club. Here was marked out a half-mile track, nowhere less than 25 ft. wide—and much wider in places—roughly in the form of a large "P", with the start and finish on the long leg running along the top of the hill. About 100 yards from the start, the course turns right, downhill with a steep adverse camber near the bottom and comes right again with a sharp right-hand bend to a climb of about one-eighth. Near the brow of the hill, the track turns left for about 100 yards, followed by a right-hand hairpin back on to the start-and-finish straight where the flying finish is on the same line as the standing start. The surface is grass and is completely non-damaging to any sort of car, there being no incidents on Sunday with cars varying from Fords and Morris Eights, through Volkswagens, Renault 760s, Citroëns, Vauxhalls, Rileys, Sunbeam-Talbots, Mark VII Jaguars, etc., to Allard saloons in the closed car classes and from trials specials through B.S.A. Scouts, Morgans, Land Rovers, M.G.s, etc., to XK 120 Jaguars and Allards in the open classes. This event, then, offers to the ordinary club member with his ordinary motor-car a day's "dicing" in perfect safety to himself and his car; for the expenditure only



*BANG GOES A PYLON: N. L. Alexander takes a generous line through a corner in his Vauxhall Velox.*

of petrol. Lying as it does in a beautiful valley, there are natural grandstands for upwards of 5,000 spectators, and the clubs concerned in this event fully intend to run at least two big meetings next year, on Easter Monday and in August.

The course was rather wet early on, so the cars were started one at a time, two cars coming to the starting line and the first doing about a half-lap before the second was released. After lunch the weather improved, the course dried and speeds went up. The Clerk of the Course, in agreement with the Stewards, Sydney Allard and "Doc" Pinkerton, decided to start two cars together, which is the way in which events will be run in dry conditions. This increased the fun immeasurably, one of the best features of the day being when Major-General F. H. Griswold, driving his Chrysler-engined K3 Allard, overtook Goff Imhof's three-carburettor Ford "Zephyr" on the uphill section, Goff trying to keep him behind by wagging his trafficators at each corner.

Somewhat shattering runs were made by several competitors, Reg Phillips, equipped with a motor-cycling crash helmet, going immensely fast downhill (looking rather like a schoolboy on a tea tray) to record 53.7 secs. This was bettered only by the meteoric run of Michael Lawson (Lotus), whose 52.1 secs. was unbeaten and whose fastest run in his XK 120 Jaguar occupied 61.4 secs., in spite of a contretemps with a marker which removed his nearside rear wheel spat. J. F. Crawley's 60.6 secs. in his Volkswagen was well worth seeing, the rear-engined car chugging

merrily up the slippery hill, obviously miles-per-hour faster than the front-engined brigade. The same could be said of Dave Price's little rear-engined Renault, which made one of its runs against the Chrysler Allard—750 c.c. against 5,400 c.c.—yet his 62.3 secs. compares very favourably with Major-General Griswold's 61.4 secs. Especially meritorious was D. H. Laver's 57.3 secs. with a 1,911 c.c. Citroën, beating J. C. Smith (Allard P1 saloon), who recorded 57.4 secs., and the fine run of N. L. Alexander (Vauxhall Velox) in 59.5 secs, could not be bettered by the redoubtable Ian Appleyard (Jaguar Mark VII) who returned the same time. Cyril Wick, arriving late, made only two timed runs (all other competitors had four official attempts) but his first, in 54.3 secs., was good enough to remain third fastest of the day.

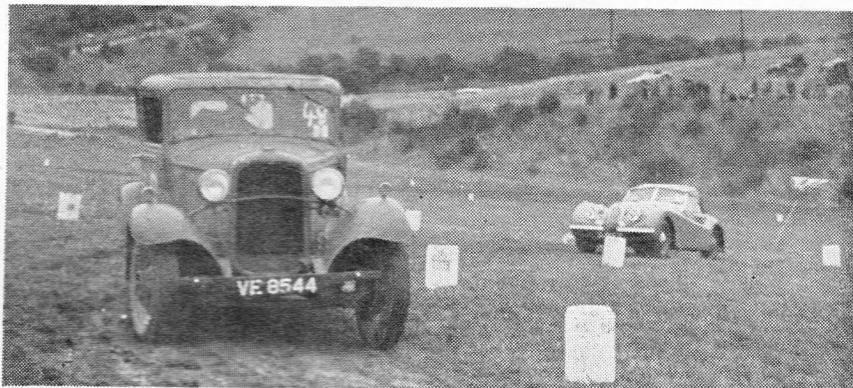
In between official runs Sydney Allard, driving a saloon of indefinable make, made five runs, each faster than the last. His best attempt was in 52.8 secs. which, had he been running officially, would have beaten the whole field except Michael Lawson!

After the third run, rain descended heavily, which made the course very slippery, and although many competitors did make their last runs, all the speeds became much lower, only Lawson getting under 60 secs., with a fine 56.7 secs., and many cars being unable to climb the steep bit at all. Incidentally, it should be noted that the best time (apart from Sydney Allard's) by a closed car was put up by the remarkable old 1933 Ford V8 driven superbly by "Skelly" Ginn, a car which was very familiar in trials in the immediate post-war period.

DENNIS DENT.

## Results

**Autocross Cup:** Michael Lawson (Lotus), 52.1 secs. **Up to 1,500 c.c. Open:** R. W. Phillips (Le Tout), 53.7 secs.; Cyril Wick (M.G. TD), 54.3 secs.; J. H. Appleton (Appleton), 54.9 secs. **Up to 2,030 c.c. Open:** Douglas Price (Dellow S), 54.8 secs. **Unlimited Open:** P. Norgard (Morgan Plus-Four), 58.6 secs. **Up to 1,100 c.c. Closed:** D. W. Price (Renault), 62.3 secs. **Up to 1,500 c.c. Closed:** J. F. Crawley (Volkswagen), 60.6 secs. **Up to 2,000 c.c. Closed:** D. H. Laver (Citroën), 57.3 secs. **Unlimited Closed:** B. D. S. Ginn (Ford), 56.5 secs.; J. C. Smith (Allard P1), 57.4 secs. **Ladies' Award:** Mrs. Jane Branford (Hillman), 71.4 secs. **U.S. Forces Award:** Major-General F. H. Griswold (Allard K3), 61.4 secs.



*AGE BEFORE BEAUTY: B. D. S. Ginn's 1933 Ford V8 saloon heads Mike Lawson's XK 120 Jaguar. The latter made the day's best performance with his Lotus, and Ginn won his class.*

# More feathers in the MINTEX cap

...at the *Goodwood International  
nine-hour race*



Our heartiest congratulations to

- 1 Reg. Parnell & E. Thompson **ASTON MARTIN D.B.3S**—78.94 m.p.h.
- 2 P. Collins & P. W. C. Griffith **ASTON MARTIN D.B.3S**—78.66 m.p.h.
- 3 P. N. Whitehead & I. M. M. Stewart **JAGUAR XK.120C**—78.65 m.p.h.

in the General Classification also to

- 1 Bob Gerard and D. A. Clarke **FRAZER-NASH**—74.66 m.p.h.
- 3 J. R. Stoop and P. S. Wilson **FRAZER-NASH**—73.60 m.p.h.  
(Subject to official confirmation)

all these cars  
were equipped with **MINTEX**  
brake liners!

**in the up to 2 litre capacity  
class and to FRAZER-NASH  
who won the team prize.**

*When high performance counts . . .*

*you can rely on*

# MINTEX

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE. ALL MINTEX PRODUCTS ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN AND THE WORLD. B.B.A. ARE ALSO THE MANUFACTURERS OF 'SCANDURA,' THE ORIGINAL P.V.C. FIREPROOF CONVEYOR BELTING.

# NEWS FROM THE CLUBS

By Wilson McComb

At last the Autocross seems to have "arrived", and I feel that a number of gaily-coloured flags should be strung up in Pall Mall. Last Sunday's joint meeting of the London M.C. and Sporting O.D.C., at Dunstable, attracted 49 entrants with almost every conceivable type of vehicle from out-and-out trials specials to perfectly standard saloons, and a fine crowd of spectators. What's more, everyone had a grand day's fun, by all accounts, and I am only sorry that I was unable to be there myself. Michael Lawson made the best time with his Lotus, but third B.T.D. was achieved by Cyril Wick in an M.G. TD, and the saloon drivers didn't disgrace themselves.

It was in February of this year that the West Hants and Dorset C.C. first tried to hold an Autocross meeting, but the event was cancelled through lack of support. On 15th March the East Anglian M.C. did manage to stage one (thinly disguised as a "timed trial") which certainly pleased some 1,500 spectators, but the course was a little on the muddy side. Not long afterwards Tony Rumfitt, in an article written for AUTOSPORT, reviewed the whole question and recommended that a smooth, grass course should be used, which would definitely cause no damage to competing cars, even at relatively high speeds.

The London Gliding Club's ground at Dunstable appears to have been ideal for the purpose, and to have allowed the Autocross to assume its best form. If other, equally suitable courses can be found, then those clubs which are enterprising enough to try this experiment can run enjoyable events which will appeal to all their members (not just the "specialists"), will attract large crowds of paying spectators, and which can be run all the year round. The nature of the course is all-important, however, for this four-wheeled version of the motor-cyclist's grass-track meeting could easily develop into something similar to a motor-cycle scramble, and the problem of special machines would again rear its troublesome head.

## SUNBEAM DRIVING TESTS

THE Royal Military Academy at Sandhurst will be the scene of the Sunbeam Register's next event on 20th September, when Wolverhampton Sunbeams and Roesch Talbots will compete for common awards in a driving test meeting marshalled by officer-cadets, under the direction of Capt. Baker. A concours d'élégance will also be held, and entries close on Monday, 14th September.

There are now 450 Sunbeams on the Register's records, and more than 325 paid-up members, but Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants, would welcome more, particularly owners of pre-1937 Roesch Talbots.



STOP, SANDY! During the Falkirk and D.M.C.'s Rally on 16th August, Sandy Morrison's navigator helps guide his Singer to victory and the Bairns Trophy.

## BAIRNS TROPHY RALLY

SANDY MORRISON'S navigator, as well as his Singer, was very much in tune on 16th August, when he won the Bairns Trophy at the Falkirk and D.M.C.'s popular day rally. The trophy is a very old one, formerly awarded for the really tough trials that the lads of Falkirk used to organize for their own members, but times have changed and the Club's organizers have met them by laying on friendly day rallies which combine tricky navigation with novel driving tests.

The first road section was a short one, but smart planning led to six crews losing marks; David Horne took the neat little Torrance Special right off the route sheet and was seen no more. The first test saw Harry Ballantine handle his attractive Riley Sprite with his accustomed verve, only rivalled by Sandy Morrison in his Singer. After this test a miscellany of farm paths and country lanes lost Ballantine some marks, and the negotiation of an acute, right-hand hairpin made Alistair Ross (2½-litre Riley) wonder if power balanced dimensions.

In a reverse down and forward up a steep and stony brae Ballantine was again fastest of the entry. Competitors then showed that they were beginning to get the hang of Falkirk's secret formula for regularity tests, only three of them losing marks in the rural ramblings which followed.

The next road section led through Fintry toward Kippen, and over a road where the main bugbear was the number of gates—or so the customers thought, until they came to the test devised by Secretary Traill, where there was a hairpin reverse and much shunting amid yet another selection of gates. Jack Hally's smart Jaguar coupé performed well but sounded roughish at half throttle, and there were clouds of smoke from the works department of Wilf Young's Special (which, rumour said, served him right for using his week-day engine on Sundays). Jack Muir's M.G. TC made a neat job of the test, and then it was off on some very pleasant roads around Dunblane, whose enjoyment was

shattered by the introduction of some toughish going over Sheriffmuir.

This ended in a test laid out around the notorious Logie Hairpin, where Bob Hamilton's large and ancient Vauxhall proved remarkably docile and Jimmy Christie's more modern Javelin did everything wrong. David Turner's Buckler was neat and tidy, as it was in most tests, and had Turner been blessed with a more skilful navigator the Buckler would have given the Morrison Singer some anxiety. As it was, a fairly simple final section took the entry to Larbert's Plough Inn, where the event finished.

A. N. F.

## Results

**Bairns Trophy:** J. A. Morrison (Singer), 216 marks.

**Closed Cars: Under 1,500 c.c.:** S. Blake (M.G.), 204. **Over 1,500 c.c.:** J. Hally (Jaguar), 199. **Open Cars: Under 1,500 c.c.:** J. A. Morrison (Singer), 216. **Over 1,500 c.c.:** A. J. J. Ross (Riley), 176.

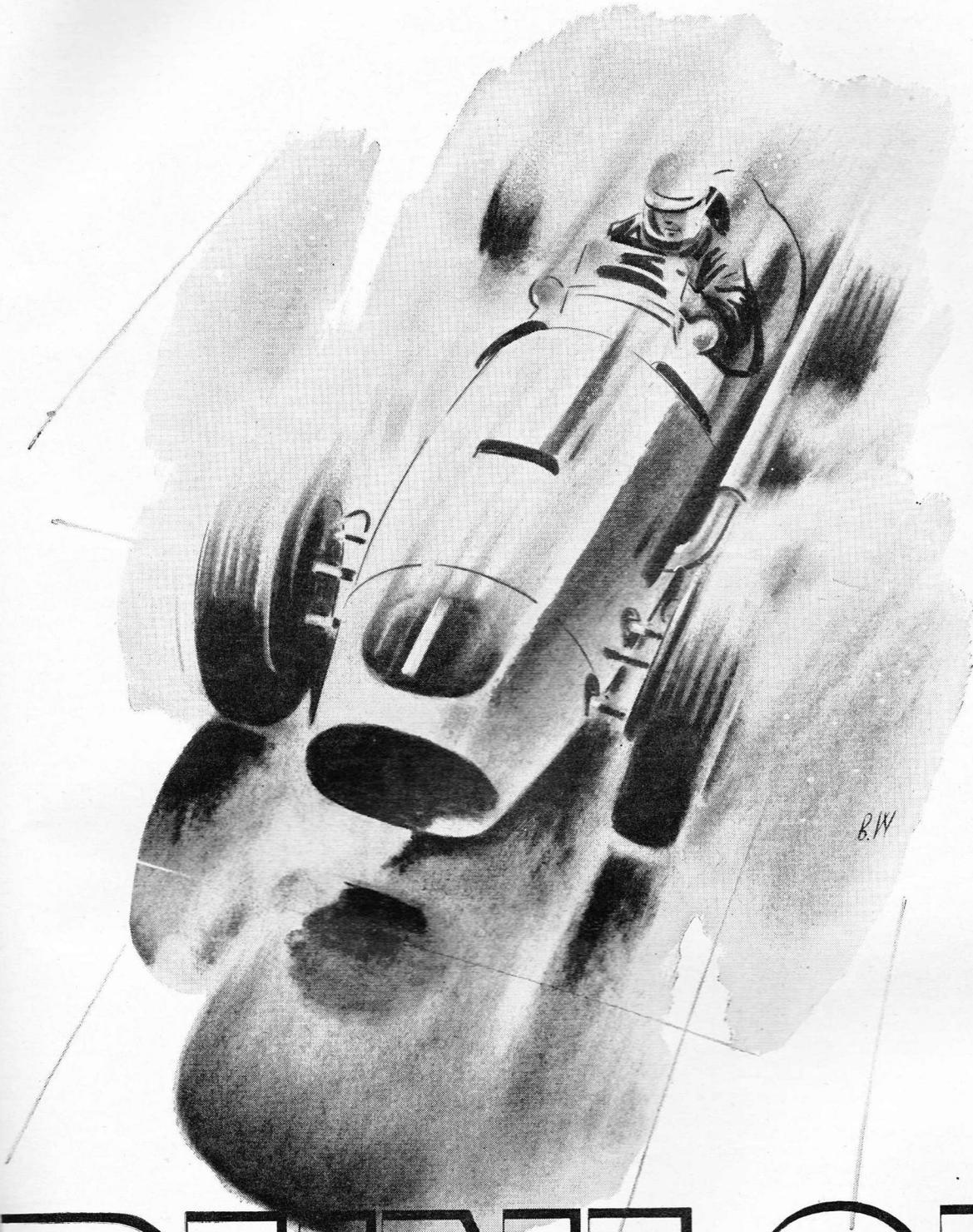
## TAUNTON M.C. TRIAL

STARTING at 2 p.m. from the White Hart Hotel, Wiveliscombe, the Taunton M.C.'s Mullins Trophy Trial will be held on Sunday, 13th September. This is a closed event; further details from L. J. Tolman, East Reach Hill, Taunton.

## A.M.O.C. SNETTERTON MEETING

ANOTHER meeting at Snetterton will be staged by the Aston Martin O.C. on Saturday, 12th September, including the Elwell-Smith handicap race for Aston Martin cars. Other events are a half-hour high speed trial, five-lap scratch races for sports cars, 10-lap races to Formulae 2, 3 and libre, and a 10-lap open handicap event for sports cars. Entries close on Monday, 31st August, and forms may be had from Dudley Coram, Room 25, Condor House, St. Paul's Churchyard, E.C.4. Invited clubs are the Bentley D.C., West Essex C.C., Bugatti O.C., Half Litre C.C., Eastern Counties M.C., B.R.D.C. and M.C.C.

More News from the Clubs on page 288



# DUNLOP

*the 1st tyre in the World!*

### THE HERTS COUNTY A. AND A.C.

THE Herts County Automobile and Aero Club, which is the subject of this week's Directory of the Clubs, is 50 years old in December and may be regarded as one of the earliest motor clubs to be formed in this country.

It was founded originally under the title of the Hertfordshire Automobile Club by Noel Kenealy, who in the earliest days of this century was well known as the editor of *Motoring Illustrated*. Fifty members were enrolled at once, and the Club affiliated to the Motor Union to help fight the local authorities, who were tending to introduce more and more speed limits within the county.

Within five months of its formation, the Club organized the first of the now historic Aston Clinton hill-climbs held on the estate of the late Alfred de Rothschild, whose fabulous hospitality to the officials and competitors is still talked about by the older members of the Club. Here were seen in action the White steam cars, Edge's famous 20-h.p. Napier, Captain Deasey in one of the first Martins (later to become the Aston Martin), and several single-cylinder cars, such as the Alldays, M.M.C. and the Crypto. The Aston Clinton series remained unbroken until, only a few miles away, there occurred the accident at Kop Hill which was to result in the banning of motor speed events on the public roads.

In 1905, the Club became the Herts County Automobile Club. From then until the outbreak of the First World War, the Club held speed events, entered teams for Brooklands race meetings, promoted the first motor gymkhana and held one every year on the Earl of Clarendon's estate at Watford. Fuel consumption tests, reliability trials and speed judging contests gave its members plenty of variety.

The Aston Clinton event in 1924 produced a list of prize-winners whose names were to become famous—Ivy Cummings, Raymond Mays, Humphrey Cook, E. R. Hall and Dario Resta.

In the early 'thirties the Club concentrated mainly on events suitable for any type of car, and it was not until 1938 that speed trials were once again put on the programme. The venue was the Beechwood Estate, near Markyate, and three meetings were held here before the war. Among the well-known cars which performed there were the Haesendoncks' blown M.G.s, the G.N. specials of Wilkes and Watkins, the Sumner J.A.P., "Chatterbox", and the Lagonda-powered Emeryson Special driven by the late Eric Winterbottom.

Came the war and the Club, apart from holding committee meetings, ceased its activities. In 1946 the Club re-emerged, and by 1948 a full programme of events was once again in action. Another speed trial was held at Beechwood; when that venue no longer was available and another hill could not be found in Hertfordshire, the Club moved its speed trials down to Ramsgate, where three events have now been held.

Now, as if to complete the full circle, the Club will be holding a hill-climb in October near Hemel Hempstead, only 10 miles from where, nearly 50 years ago, it held its first hill-climb at Aston Clinton.

C. P. T.

### THAMES ESTUARY AUTUMN RALLY

ENTRIES close next Thursday, 3rd September, for the Thames Estuary A.C.'s Autumn Rally on Sunday, 6th September, and the Secretary of the Rally is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. No maps will be required for this event, as a route card will be issued, covering the whole of the 200-mile route. Tests, held en route and at the finish, will be of a straightforward, non-damaging nature, and the course lies over main and secondary roads.

\* \* \*

### OXFORD M.C. GYMKHANA

AT 2 p.m. on Sunday, 6th September, the Oxford M.C. will hold a gymkhana at Kidlington Airport, near Oxford, with capacity classes for open and closed cars. Entries close on Thursday, 3rd September, and the Secretary of the Meeting is T. J. Roden, 38 Stratford Street, Iffley Road, Oxford. After the event, teas will be served at the Dorchester Restaurant and Marlborough Hotel, Woodstock.

\* \* \*

### FIAT RALLY TO TURIN

EIGHTEEN "Topolino" Fiats, driven by members of the Fiat 500 Club, will make a trip to Turin next week, leaving Lympe Airport tomorrow, 29th August. This rally to the Fiat works will celebrate the fifth anniversary of the club's foundation.

### FALCON M.C. RALLY

ENTRIES close next Tuesday, 1st September, for the Falcon M.C.'s 150-mile rally on 6th September, which will feature a special section run on the same lines as the new Monte Carlo formula system. Entries should be sent to Mrs. H. W. Tucker-Peake, 52b High Street, Stevenage.

Next Sunday, 30th August, the club will be holding an informal driving test meeting at Manor Farm, William, near Letchworth, starting at 2.30 p.m. Entries will be accepted at the start.

\* \* \*

### FURNESS D.M.C. SECRETARYSHIP

BUSINESS reasons have compelled "Sandy" Powell to give up his position as sports secretary of the Furness D.M.C., and correspondence should in future be addressed to G. Thomas, Gaywood, Springfield Road, Ulverston (Telephone, 3011).

\* \* \*

### ALVIS DRIVING TESTS

THE Alvis event at Whelpley Hill, near Bovington, Herts, on Sunday, 27th September, will comprise driving tests organized by Messrs. Johnson and Day of the Alvis Register and Alvis O.C. (S.E. Section) respectively, the Lea-Francis Register also having been invited to take part. Intending competitors should contact the secretary of their own organization before Saturday, 19th September.

## "AUTOSPORT" DIRECTORY OF THE CLUBS—58

### Herts Co. Automobile and Aero Club

(Founded  1903)

**President:** None.

**Vice-Presidents:** Major Armand Blackley, J.P.; Lord Farrer; John Gott; W. E. Nixon; Wing-Comdr. C. A. Pike, O.B.E.

**Open to:** Anyone interested in motor sport.

**Caters for:** All forms of motor sport except circuit racing.

**Principal Events:** Winter Cup Trial—January.

Panshanger Rally—June.

Speed Trial—July.

Night and day navigational trials.

**Headquarters:** Panshanger Aerodrome, near Hatfield.

**Meetings:** Third Saturday of each month.

**Bulletin:** "The Stag Party"; quarterly, duplicated, 20 pages. Editor: C. P. Tooley, "East Indian Chief", Fore Street, Hatfield.

**Whether associated with R.A.C.:** Yes. **Approximate Membership:** 200.

**Prominent Past or Present Members:** Rt. Hon. Earl of Clarendon; the late Prince Louis of Battenberg; the late Rt. Hon. Earl of Verulam; Lord Robert Cecil; Lord Herbert Scott; Victor Riley; Tom Thorneycroft; Cecil Edge; Miss Ivy Cummings; the late Sir Malcolm Campbell; Louis Coatalen; Humphrey Cook (Chairman 1924-34); Raymond Mays.

**Annual Subscription and Entry Fee:** (a) Including Associate membership R.A.C.—Entry Fee, 10s. Annual Subscription, £2 12s. 6d. (b) Ordinary membership—No Entry Fee. Annual Subscription—£1 1s.

**Hon. Secretary:** D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts. Telephone: St. Albans 5063.

**LONDON M.C. AFLOAT**

An enterprising, novel and entertaining four hours trip was enjoyed by some 60 London M.C. members and friends on Wednesday, 19th August, when they went to "Little Venice" for a barge trip around London's waterways. A spirited, eleventh-hour round-up by Maurice Wick produced a substitute for the main barge, which had broken down earlier in the day, and after about 50 tons of coal had been removed, seats, tables and a bar were duly installed.

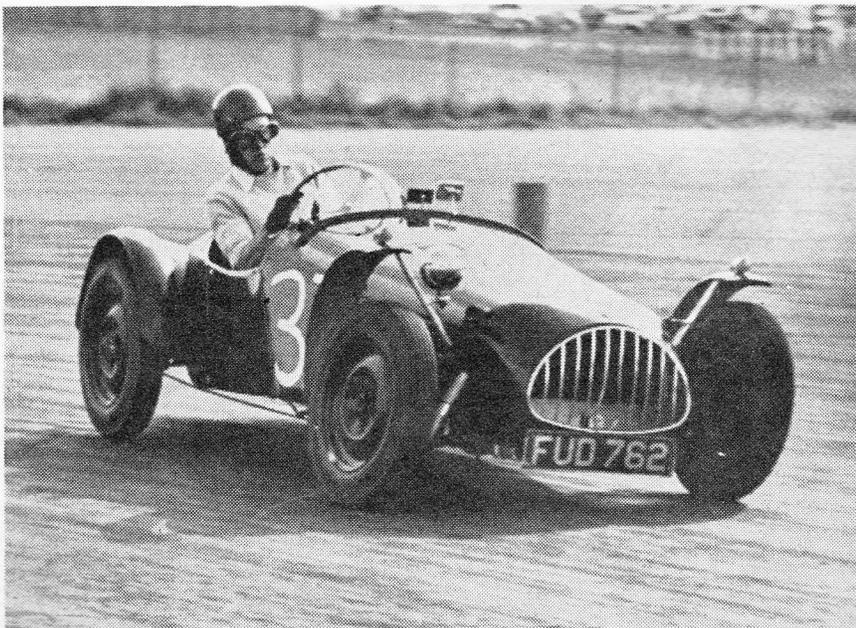
To the accompaniment of music from a concertina the party, their spirits undampened by intermittent rain, set off along the Union Canal for an unusual view of the city from which the club takes its name. Highlights of the evening were a pitched battle with some youths on the bank, and the disappearance of the bargemaster, who was found to have fallen overboard in the darkness. The leading barge put about, its searchlight quickly revealing some human flotsam on the water, supported by a plucky young woman who had dived to the rescue. Very wet, the bargemaster was restored to the party, none the worse for the sobering effect of cold water.

B. I.

\* \* \*

**PETERBOROUGH SILVERSTONE MEETING**

ENTRIES close on Thursday, 10th September, for the Peterborough M.C.'s third annual Race Meeting at Silverstone on Saturday, 19th September. The programme includes five-lap scratch and handicap races for sports cars, a five-lap scratch race for 750 and 1,172 Formula cars, and five-lap handicap races for Vintage sports cars. The longest race of the day will be a 10-lap scratch event for XK 120 Jaguars, for the Murkett Trophy. The Secretary of the Meeting is W. J. Wardle, 34A Priestgate, Peterborough.



**NEGATIVE CAMBER:** Remarkable angle assumed by the inside front wheel of J. A. Stringer's Ford-powered Raybern/Griffiths, as the car rounds Woodcote during the Nottingham S.C.C.'s recent Silverstone meeting.

**COMING ATTRACTIONS**

- August 29th.** *Floyd Bennett Race, Brooklyn, N.Y., U.S.A.*
- International Hill-climb, Shelsley Walsh, Worcs.** Start, 1 p.m.
- 750 M.C. 6-Hour Relay Race, Silverstone, nr. Towcester.** Start, 1 p.m.
- Eastern Counties M.C. Driving Tests, Debach Airfield, nr. Woodbridge.* Start, 3 p.m.
- Vintage S.C.C. Rally to Prescott.*
- August 29th/30th.** **Flanders-Normandy-Brittany Rally, France.**
- Sheffield & Hallamshire M.C. Rally of the Dams.* Start, Sheffield, Manchester and Birmingham, 5.30 p.m.
- August 30th.** **1,000 km. Race (S), Nürburgring, Germany.**
- Cadours Race, France.\***
- Race Meeting, Chieti, Italy.**
- Karlskoga Meeting, Sweden.**
- Styrian Mountain Rally, Austria.**
- Hagley & D.C.C. Speed Trial, Westwood Park, Droitwich.* Start, 1 p.m.
- A.C.O.C. Point-to-Point.* Start, Phoenix Hotel, Hartley Wintney, 10.30 a.m.
- Vintage S.C.C. Hill-climb, Prescott, nr. Cheltenham.* Start, 12.45 p.m.
- September 1st/15th.** **Tour de France. Yugoslavian Alpine Rally.**

\* Provisional.

**INTERNATIONAL PRESCOTT ENTRIES**

No further entries can be accepted for the Bugatti O.C.'s International Hill-climb at Prescott on 20th September. Long before the official closing date, an enormous number of applications had been received, and to accommodate the large entry the meeting will start at 10.15 a.m. instead of 11 a.m.

**EAST ANGLIAN CLACTON RALLY**

No claims are made by the East Anglian M.C. that their fourth annual Clacton Rally on 26th/27th September will be either won or lost on the road; the organizers feel that a road section with complicated map-reading or "tight" time allowances involves driving in such a manner as to annoy or endanger other road users. In consequence, the time allowances will be generous and the navigational sections confined to one only, of 2½ hours' duration. The Concours d'Élégance of previous years has been abandoned, as it is felt that competitors would have insufficient time to prepare their cars upon arrival at Clacton. There will be no starting control, competitors being expected to arrive at Snetterton circuit at 1630 hours on Saturday, 26th September, for an acceleration test.

Early the following morning a night driving test will be negotiated at Warmingford airfield, and a high speed touring test, held at Snetterton, will be followed by two more tests at Warmingford and the final test at Clacton. Invited clubs are the Eastern Counties M.C., West Essex C.C., Thames Estuary A.C., B.A.R.C., London M.C., Falcon M.C., and S.C.C. of Norfolk. The Secretary of the Meeting is E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, and entries close on Monday, 21st September.

\* \* \*

**LAKELAND 300 RALLY**

MEMBERS of the Lancashire A.C., London M.C., M.G.C.C., Rhyl and D.M.C., B.A.R.C., Sunbac and Yorkshire S.C.C., are invited to take part in the Lancashire and Cheshire C.C.'s Lakeland 300 Rally, on 26th/27th September. There will be three starting points, at Birmingham, Llandudno and Manchester, the event finishing at Llandudno after a 300-mile road section. Entries close on Thursday, 17th September, but late entries at increased fees will be accepted up to 23rd September. The Secretary of the Meeting is H. L. Trafford, "Woodlawn", Bentinck Road, Altrincham, Cheshire.

More News from the Clubs on page 292

**CLUB FIXTURES**

- Mid-Cheshire M.C.**—Meeting, 28th August, The White Barn, Cuddington.
- Hants and Berks M.C.**—Meeting, 28th August, New Inn, Eversley, 8 p.m.
- North London M.C.**—Evening Run, 28th August, Salisbury Crest, Essendon, Herts, 8 p.m.
- Fiat 500 Club.**—5th Anniversary Rally to Fiat Works, Turin. Depart Lympe Airport, 29th August.
- Bentley D.C.**—Meeting, 29th August, The Maybush, Newbridge, Oxon.
- Falcon M.C.**—Driving Tests, 30th August, Manor Farm, Willian, Nr. Letchworth, 2.30 p.m.
- BMW C.C.**—Scavenge Hunt, 30th August. Start, Chequers Hotel, Horley, Surrey, 2.30 p.m.
- Southsea M.C.**—Children's Picnic, 30th August. Start, West of the George, Portsdown Hill, 2.30 p.m.
- Vintage S.C.C.**—Meetings: 1st September, Woolpack, Coggeshall, Essex. 3rd September, Phoenix Hotel, Hartley Wintney, Hants; King's Head, Telby, near Market Rasen, Lincs; and Scott's, Rose Street, Edinburgh.
- Wolsley Hornet S.C.**—Meetings: **Northern**, 2nd September, Corner House Hotel, High Heaton, Newcastle-upon-Tyne. **Midland**, 3rd September, The Red Lion, Church Street, Birmingham.
- Nottingham S.C.C.**—Meeting, 3rd September, The Five Ways, Valley Road, Nottingham, 7 p.m.

# AUTOSPORT

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**ALLARD J2**, Ardun engine, ex-Motor Show, chrome-plated chassis, with many extras and modifications, cellulosed red, 4,000 miles, Barnett air scoop, twin wipers and horns, all-weather equipment, unused tonneau cover, Laystall balanced crankshaft and rods, 9.5 c.r. Hepolite rings, close-ratio gearbox, new set of Dunlop racing tyres. Racing brake linings, heavy duty racing clutch, lightened flywheel. Spares, including distributor alternative rear axle, ratio jet, choke tubes, four sets of racing plugs, new set of brake shoes and linings, two spare wheels, screens, etc. Complete car unmarked and indistinguishable from brand new. The finest J2 in the country, seen by appointment.—Jacobs, Langham, Nr. Bury St. Edmunds. Phone: Washam-le-Willow 256. 9-10, evenings only.

**£395** ALLARD drophead coupé, late '48, one owner, reconditioned engine just fitted.—Richards and Carr, 35 Kinnerton Street, London. S.W.1. SLOane 5424.

#### ASTON MARTIN

**ASTON MARTIN**, International, 1932, 2/4 seats, potent motor car, excellent condition. £240.—Cooper, Meysay Hampton, Cirencester. Ring Poulton 271.

**FIRE ASTON MARTIN** 2-litre short chassis, LMC 25, immaculate.—Carville, Cuslea, Ballawley, Dundrum, Dublin. Phone 908725.

**1934 ASTON MARTIN LE MANS**.—Short chassis, excellent condition, full weather equipment. Reupholstered recently in beige leather, British Racing Green, engine faultless. Maintained regardless of cost. £400.—Neasham, Blackwell Hill, Blackwell, Darlington. Tel. 4849.

**ASTON MARTIN 1934 Mark II**, long chassis, 2/4-seater, recent £200 overhauls. £360 or offer.—Phelps, 46 Northumberland Road, Leamington Spa.

#### BENTLEY

**BENTLEY** 3-litre, perfect throughout, resprayed, new hood, etc. Owner buying bigger car. Inspection welcome.—Ingram, 21 Chaddesley Road, Kidderminster.

**41 BENTLEY**, ex-Birkin Le Mans 1928 Team car. This car is absolutely original. £450 engine overhaul. 3rd place Le Mans 1928 and several other well-known successes.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. Phone: MAYfair 0146-5253.

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#### September, 1951, DELLOW MARK II.

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£425 o.n.o.

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**H.R.G.** 1947 "1,100" ex-Richards Alpine Rally Team Car. 42,000 miles. 3,500 miles since complete engine overhaul. Offers. View by appointment. Telephone: Hatch End 1811.

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**M.G. DROP HEAD COUPE**, type TA, but first licensed April 1940. Black with red upholstery. Good condition throughout. Offered on behalf of customer (who has now a larger car) at £265. Can be seen outside business hours by appointment, or will meet prospective purchaser en route if not convenient to call at—Central Garage, Bangor, North Wales. Phone: Bangor 660.

**M.G. SPARES**, most parts in stock for all models. 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement 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.

**M.G. TA** (£275), for immediate sale. Accept £245.—Caterham 3343.

**M.G.** 2-litre 1938 saloon completely resprayed two-colour blue by Parkway Motors. £170, plus £75 unpaid coachbuilders' account.—BAY 5094.

**TD** 1953 (April), 6,000 miles, absolutely as new, extras include superior tonneau, badge bar, luggage rack, etc. Taxed. £685. Terms. Exchanges.—Rudds, Central Station Approach, Worthing 4635.

**1,087 C.C. LESTER-M.G.**, rebuilt 1953, new tyres, battery, etc. 11½-in. Lockheed hydraulics, tonneau, all-weather equipment. Exchange Mk. II Dellow.—Box 1222.

**1951 M.G. TD**, 15,000 miles, finished in duogreen, Laystall balanced engine, Cromard liners, 800 miles since overhaul, many extras, including full tonneau cover. £625 o.n.o.—Bruce Blundell, Brookside, Cheriton, Nr. Alresford, Hants. Phone: Bramdean 262.

**1949 M.G. TC**, green, fitted P.700 lighting, hand spot, luggage grid, chrome Windtones, all-over tonneau, and in first-class condition throughout. £465, or part exchange for Ford, Minor, etc., in similar condition. Can be seen London.—100, Glendower Road, Perry Barr, Birmingham 22.

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**KIEFT** 500 c.c. 1952. Completely rebuilt with all necessary modifications, fitted new body, Norton gearbox, £325, with rebuilt double-knocker Norton £575.—Charles Headland, 412 Stratford Road, Shirley, Warwicks. Shirley 3091.

**KIEFT** 1952, with super-tuned double-knocker Norton engine and Norton gearbox, all in very excellent condition and ready for immediate racing. Numerous spares, gearbox, etc. Late model Dellow taken in part exchange.—Phone: Hucknall 129 or 123.

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(Continued overleaf)

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**1952 LESTER—M.G.** 1,467 c.c. sports-racing car. Ex Pat Griffith, winner of Empire Trophy Race 1952. Immaculate condition, finished racing green with brown upholstery. Fitted valanced wings, aero screens, racing tyres, etc. **Price £850**

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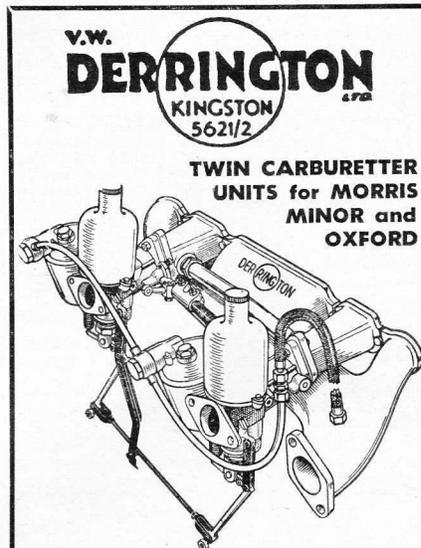
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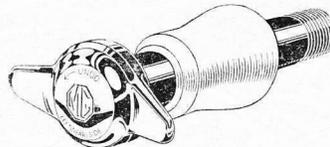
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## News from the Clubs—continued

## ULSTER T.T. OFFER

W. T. FERGUSON, hon. secretary of the Stranraer and D.C. and M.C.C., writes to advise us that his club would be pleased to give all possible assistance to competitors in the Ulster T.T. on 5th September, who are travelling via Stranraer/Larne to Dundrod. His address is 6 Lewis Street, Stranraer, and telephone number Stranraer 438.

## B.A.R.C. HILL-CLIMB AT BRUNTON

ON Sunday, 6th September, the B.A.R.C. (S.W. Centre) will hold another of their popular hill-climbs at Brunton, near Ludgershall, Wilts. There will be capacity classes for open and closed cars and facilities for practice in the morning. Entries close next Tuesday, 1st September, and entry forms should be obtained from Mrs. E. M. P. Havard, 61 Portsmouth Road, Woolston, Southampton.

## A.S.M.C. FIXTURE LIST

A PROVISIONAL fixture list for 1954 has been drawn up by the Association of Southern Motor Clubs, in the hope that clubs in this area, whether or not they are members of the Association, will consider the proposed dates when planning their own calendars. Where clubs organizing similar types of events are using the same date, it is hoped that they will co-operate to run a joint meeting. C. S. Dewey, 43 Thurbern Road, North End, Portsmouth, is the hon. secretary of the A.S.M.C. From the first week in September, his address will be 59 Salisbury Road, Cosham, Hants.

## B.O.C. SECRETARY'S ADDRESS

FROM 1st September, the address of the Bugatti O.C.'s competitions secretary, Wing Commander Pat Osmond, will be Headquarters, No. 23 Group, R.A.F., Leighton Buzzard, Bucks.

## WEST ESSEX C.C. RALLY

MEMBERS of the Thames Estuary A.C., East Anglian M.C., Herts County A. and A.C., M.G.C.C. (S.E.), North London Enthusiasts' C.C., Eastern Counties M.C. and London M.C. are invited to take part in the West Essex C.C.'s annual Essex Rally on Sunday, 20th September. The event, open to all cars conforming to R.A.C. regulations for trials and rallies, will start at 8.30 a.m. from the Royal Oak Hotel, High Beech, Essex, and follow a road section of approximately 100 miles to the finish at Wormingford Airfield, near Colchester, where the final tests will be held. Entries close on Monday, 14th September, and should be sent to E. J. Worley, 62 Lansdowne Road, South Woodford, London, E.18.

## DERBYSHIRE COUNTY CAR CLUB

R.A.C. recognition has now been granted to the County Car Club (Derbyshire), and on 26th September the club will hold a driving test meeting at Burnaston Airport, near Derby, followed by an informal party. Enquiries should be addressed to the competitions secretary, A. Bemrose, Old Barn, Hilton, Derbyshire.



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