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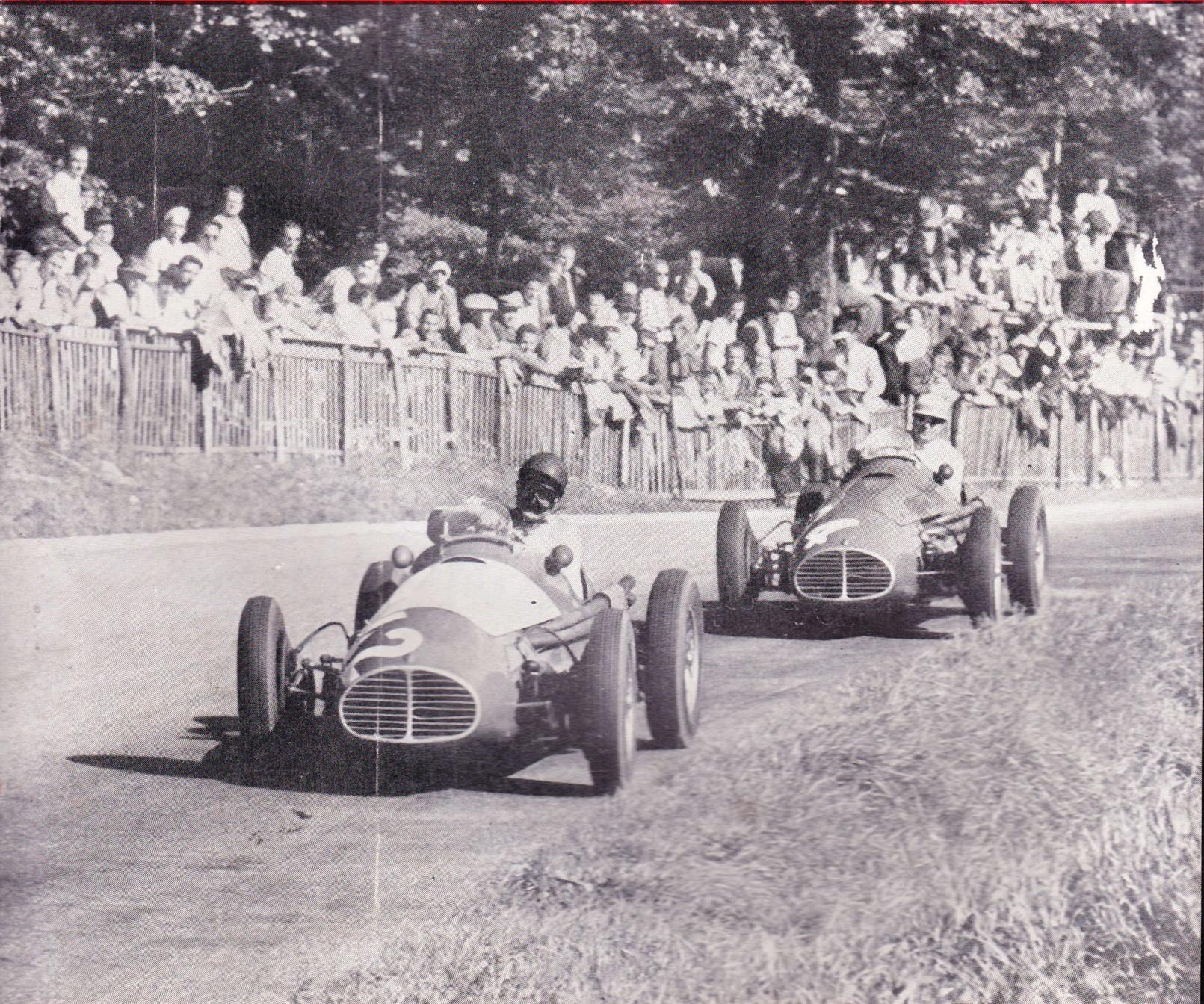
SEPTEMBER 4, 1953

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EVERY FRIDAY

Vol. 7 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

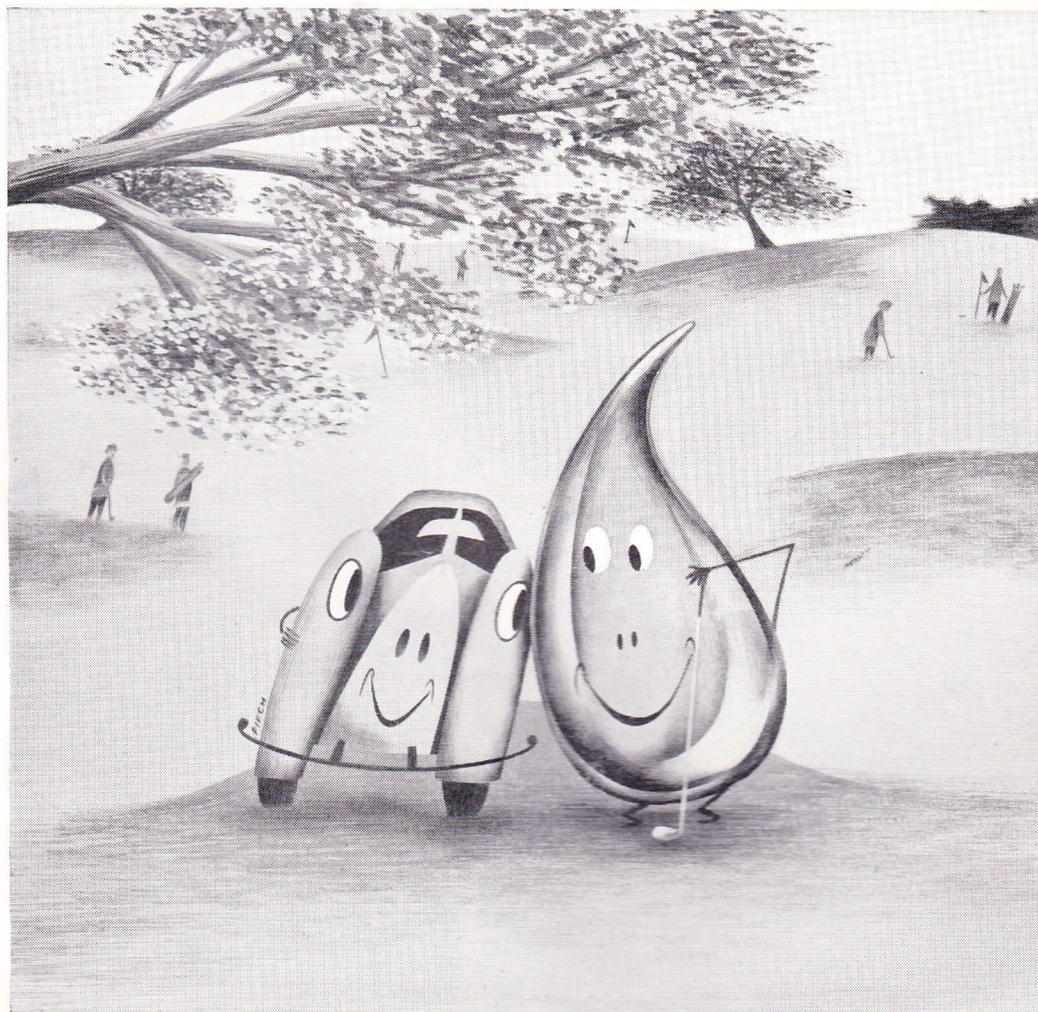


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THE T.T. CAME TO ULSTER : A RAINY RELAY RACE : GOODWOOD GOSSIP : EDENVALE "ANNUAL"

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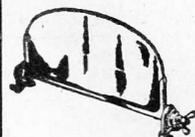
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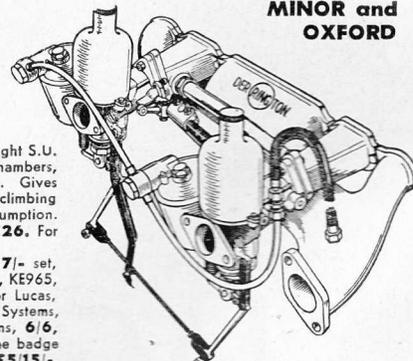
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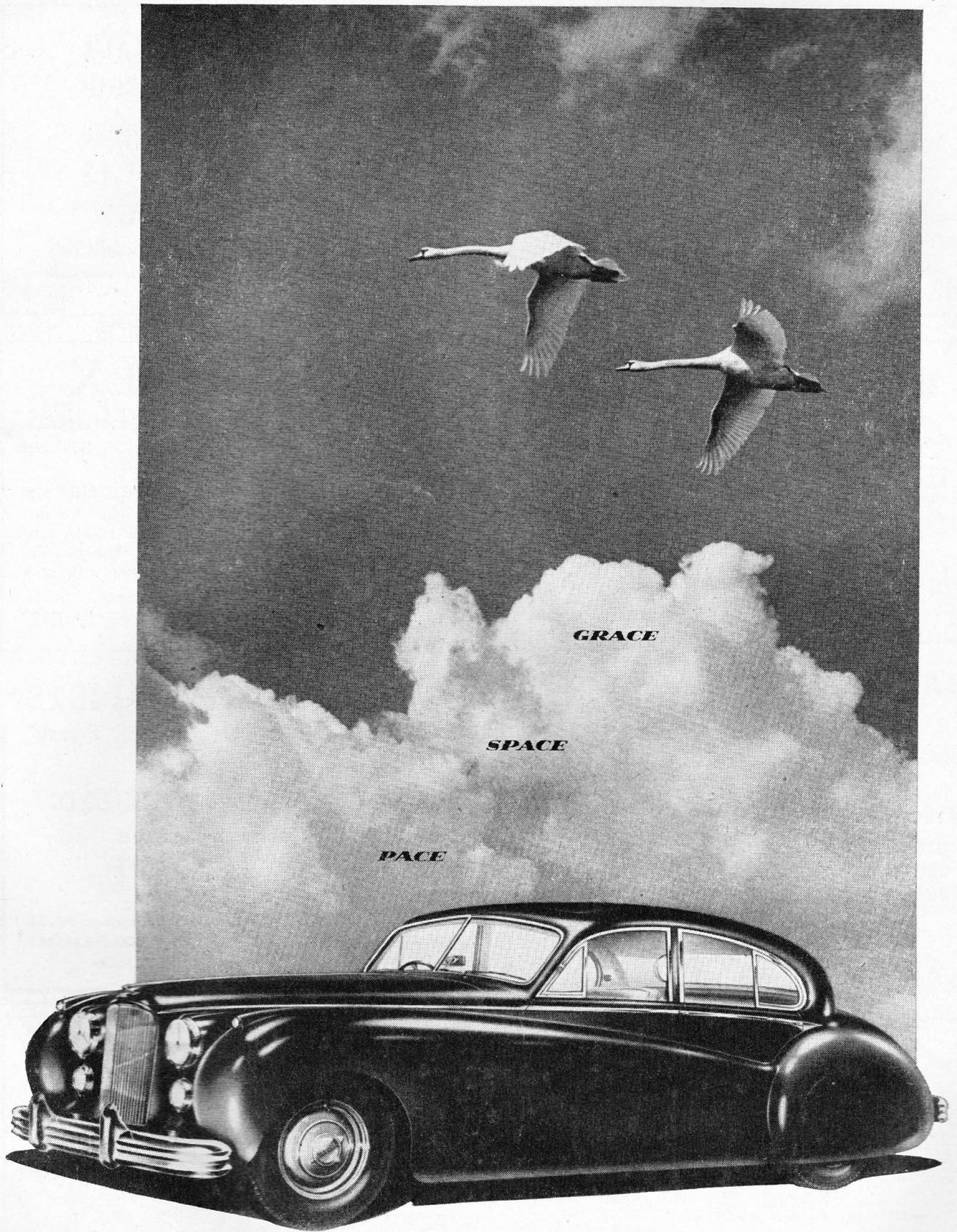
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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September 4, 1953

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NOTICES

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EDITORIAL

WHAT lies behind the bombshell flung by Enzo Ferrari, who has declared that, after the Italian G.P. at Monza, Ferraris will race no more, and the team will be disbanded? Signor Ferrari has stated that his health is failing, but that seems scarcely sufficient reason for so shattering a decision, in a well-staffed and all-conquering *équipe* like the Maranello concern. To abandon racing at this stage would sabotage completely Italy's expectation of Ferrari being one of her strongest contenders in 1954 Formula 1 racing, and make pointless all the preparation and testing of 2½-litre cars which has already been carried out by the "Prancing Horse" stable.

Motor racing is expensive—that is a well-worn truism—and motor racing on the Ferrari scale, running Grand Prix and sports car teams in major events throughout the world, may involve a greater outlay than this private venture can comfortably bear. The Ferrari organization exists on the production and sale of its sports cars, and on the manufacture of machine tools; it is probable that the latter activity is by far the more lucrative, production Ferraris being fabulously (if unavoidably) expensive, and built only in limited quantities. Behind Signor Ferrari's announcement may lie a desire to jolt the Italian government, or a suitable sponsor, into subsidizing his activities. If substantial aid were made available, would he withdraw his declaration and permit the 1954 Formula 1 machines—which already exist—to represent Italy against Mercedes-Benz and other formidable opponents? Or will his famous cars lie idle in a garage next season—and, incidentally, during this year's Modena and Spanish Grands Prix—while Ascari, Villorosi, Farina and Hawthorn seek employment for their talents elsewhere?

* * *

THE Nürburgring last Sunday saw yet another Ferrari victory, with Ascari and Farina driving the winning car. This places Ferrari two points ahead of Jaguar in the World Sports Car Championship—a slender advantage, it is true, but one which makes their proposed withdrawal from motor racing all the more bewildering. The marque will not be represented at Dundrod tomorrow, so that even a fourth place (three points) for Jaguar would reverse the position again—and the only remaining event counting towards the Championship is Mexico's *Carrera Panamericana*, which takes place in November, when Ferraris may be racing no longer. If Enzo Ferrari is serious about withdrawing his cars from competition then he has, to all intents and purposes, handed the World Sports Car Championship to Jaguar on a plate, for no other marque is in a position to claim it. Even Aston Martin could do no more than share it with Jaguar, if they won both the T.T. and the Mexican event, with the Coventry concern gaining no points in either.

OUR COVER PICTURE

ON HOME GROUND: Switzerland's premier racing driver, Baron Emanuel de Graffenried, leads Hermann Lang through a fast curve at Berne during the Swiss G.P. "de Graf" retired, but Lang finished fifth.

SPORTS-NEWS

WATKINS GLEN

ON, off, now on again—America's Watkins Glen G.P. is booked for Saturday, 19th September, to be run over a new 4.6-mile circuit west of the village of Watkins Glen.

The new circuit is being constructed by the Watkins Glen Chamber of Commerce through its newly created agency, a non-profit-making body known as the Watkins Glen Grand Prix Corporation. The roadway will be 28 feet wide.

Three races will make up the day's programme, beginning with the 50-mile Seneca Cup to *Formule Libre*, followed by the Queen Catharine Cup race over 101 miles, for under 1,500 c.c. sports cars, and the Grand Prix itself, for over 1,500 c.c. sports cars, and also over 101 miles.

* * *

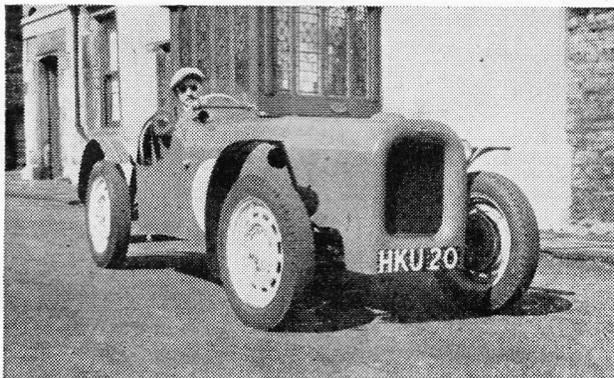
BRITISH SUCCESS IN ITALY

LAST Sunday's Gran Criterium Vettoretta for small cars, run over a circuit at Chieti, a town near Pescara in the Abruzzi province of Italy, saw British Coopers finish first and second. Eric Brandon was the winning driver, averaging 51.6 m.p.h. in the 42.4-mile final, and Stuart Lewis-Evans finished second.

John Brown somersaulted his Martin 500 in one of the heats, suffering a broken arm and head injuries.

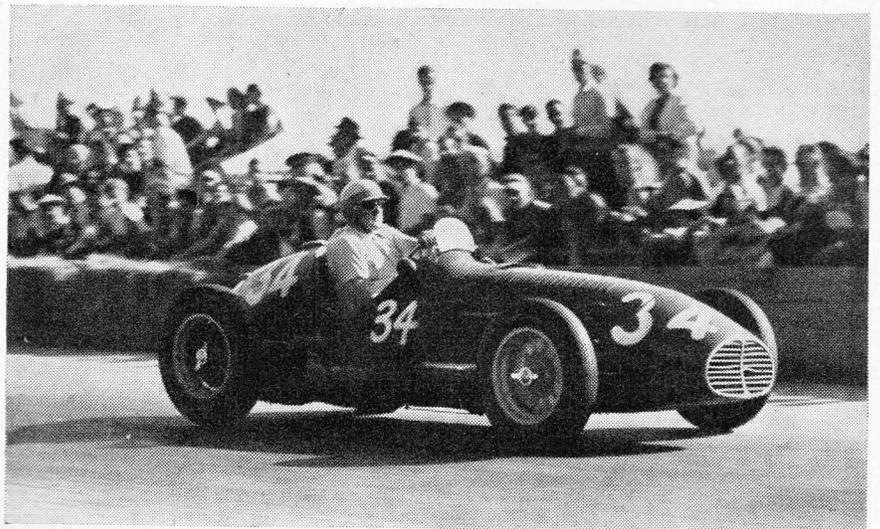
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RON FLOCKHART will drive a RDB3S Aston Martin—as a private entrant—in the A.M.O.C.'s next Snetterton meeting on 12th September. It will be interesting to watch this, his first appearance at the wheel of a modern sports car.



★
ANOTHER IN FIBRE GLASS: Amongst the widely variegated types of cars running in last Saturday's 750 MC Relay Race was W. D. Binns's Mk. V Buckler, fitted with resin-bonded fibre glass body made by Versil Ltd., of Liver-
sedge, Yorks.

★



TRYING SOMETHING NEW: Hermann Lang, pre-war German star, doesn't look so comfortable in the Maserati cockpit during the recent Swiss G.P. as he used to in the 1939 3-litre Grand Prix Mercedes-Benz.

GRAND SLAM FOR GORDINI

Heat and Final Victories at Cadours for Schell and Trintignant—Ken Wharton Sixth in Cooper-Bristol

A LONG overdue success for Amedée Gordini's Formula 2 six-cylinder cars came last Sunday in the International Circuit of Cadours, when Maurice Trintignant, Harry Schell and Jean Behra scored a fine 1-2-3 victory in the 75-mile Final over 30 laps of the course. Louis Rosier (Ferrari) came in fourth, followed by de Tornaco (Ferrari) and Ken Wharton in his Cooper-Bristol.

In Heat 1, over 15 laps, Baron de Graffenried took the lead with his Maserati. Behind came Trintignant and Behra, and when the Swiss dropped out with rear axle trouble, the Gordini drivers went ahead to win in comfort from two H.W.M.s driven by Giraud-Cabantous and Lance Macklin.

Heat 2 saw Harry Schell in his Gordini outstrip Rosier's Ferrari by 7 secs. Elie Bayol's Osca scraped

home third, after transmission trouble which subsequently put him out of the Final. Ken Wharton was fourth in Heat 2, followed by John Heath, making one of his now rare appearances in an H.W.M.

Trintignant and Schell led the Final in close company, breaking the lap record time after time. Behra, lying third a respectable distance behind, was safely ahead of Louis Rosier's Ferrari, which suffered a carburation fault. The two leaders slackened their spirited pace in the latter part of the race, allowing Behra to close up, the three Gordini finally crossing the line in triumphant formation, with bare seconds between each of them. Cabantous crashed his H.W.M. when lying in seventh place behind Wharton, his car ending up in a ditch.

Results

Heat 1 (15 laps, 37.6 miles): 1, Trintignant (Gordini), 30 mins. 55 secs.; 2, Behra (Gordini), 31 mins. 3 secs.; 3, Giraud-Cabantous (H.W.M.), 32 mins. 15 secs.; 4, L. Macklin (H.W.M.).

Heat 2 (15 laps, 37.6 miles): 1, Schell (Gordini), 30 mins. 50 secs.; 2, Rosier (Ferrari), 30 mins. 57 secs.; 3, Bayol (Osca), 31 mins. 6 secs.; 4, Wharton (Cooper-Bristol).

Final (30 laps, 75.18 miles): 1, Trintignant (Gordini), 1 hr. 52 secs., 73.76 m.p.h.; 2, H. Schell (Gordini), 1 hr. 56 secs.; 3, Behra (Gordini), 1 hr. 57 secs.; 4, Rosier (Ferrari), 1 hr. 1 min. 45 secs.; 5, de Tornaco (Ferrari), 1 hr. 2 mins. 19 secs. 6, Wharton (Cooper-Bristol), 1 hr. 2 mins. 59 secs.

Fastest lap: Trintignant, 1 min. 56.0 secs., 77.11 m.p.h.

THE NURBURGRING

Ascari/Farina Win with 4½-litre Ferrari—
Ecurie Ecosse Jaguars 2nd, 6th and
10th — Frazer-Nash First in 2-litre Class

1000 km RACE

Reported by

MAURICE GATSONIDES

TWICE already since the war, the Automobile Club of Germany have tried to promote a long-distance race on the Nürburgring, but interest seemed lacking and it never took place. This year they succeeded at last, and the 1,000 kilometres race duly took place last Sunday.

The Nürburgring, with its length of 14.25 miles, meandering through one of the most hilly parts of the Eifel and containing 89 left-hand corners and 85 right-hand ones, has long been recognized as unique in the motor racing world. Not only is the circuit very hard on drivers, but the car takes a severe beating in sharp corners and steep descents followed by sudden climbs. Fractured chassis are nothing new on the Ring, and as for the tyres, the name *Reifenfresser* (tyre - murderer) speaks volumes.

With a 24-hour race seemingly an impossibility, the ADAC looked for something less exacting. Just like Goodwood, where a 9-hours event has proved excellent, it was thought that a race, extending over 1,000 kms., might also last roughly nine hours and would be quite feasible. And thus it came into being, although in contrast to Goodwood, last week's race on the Ring was run entirely by daylight. The start was put at 7.30 a.m.

Italy was represented by Ferrari, Lancia, Maserati and Osca, all of whom had entered three cars, driven, naturally, by their fastest men. The lap record holder, Hermann Lang, was to be a member of the Maserati *équipe*, all these cars, of course, running in the open sports car class together with two 1½-litre Borgwards, Alan Brown's Cooper-Bristol, David Blakely's Leonard-M.G., the three Kiefts of the Monkey Stable, some private Veritas cars, an AFM, a Porsche Special, a Renault Special and a Scampolo. This open



ASCARI DOES IT AGAIN: The World Champion Elect of 1953 cornering at Nürburg last Sunday, when he won the International sports car race, co-driving with Farina in a Ferrari.

sports car class was divided into four categories, under 750 c.c., 750 c.c. to 1½ litres, 1½ litres to 2 litres and over 2 litres.

There was also a production sports car class, which was run in four categories, under 750 c.c., 750 to 1,300 c.c., 1,300 to 2,000 c.c., and over 2,000 c.c. In the first category were entered six Jaguars, of which four were C-types, and the 212 Inter Ferrari coupé of Italian film producer Roberto Rossellini. As is probably known, the latter took part in this year's Mille Miglia, but halfway, in Rome, his wife, famous film-star

Ingrid Bergman, made him give up after a stormy scene. At Nürburg, however, there was no play-acting. When the last practice period was finished, a telegram from Rome announced that the famous couple, for whom the best suite was reserved, would not be among those present.

To his delight, your correspondent, who was on the scene with pencil and camera to report the race, was requested to act as a stand-in for absent Roberto. This entailed a search for a crash-hat, big enough for his oversize head. With the Italian Riccardo Vignolo as co-driver, I was to have the most magnificent car of the whole field, as this Ferrari was bodied by Pinin Farina and carried a four-seater drophead coupé with graceful lines, a sure winner in any Concours d'Élégance.

Just before dark I therefore did three laps of this difficult and, to me, as yet unknown circuit in my Zephyr, to get acquainted with the track. As is usual, work on the Ferrari went on till two o'clock at night and the first opportunity for me to learn something about the handling of the car only came when the flag fell.

In the 2-litre production sports class Britain was represented by Michael Currie and Donald Beaman in a Frazer-Nash which had to be adapted to the changed rules of the Code Sportive,

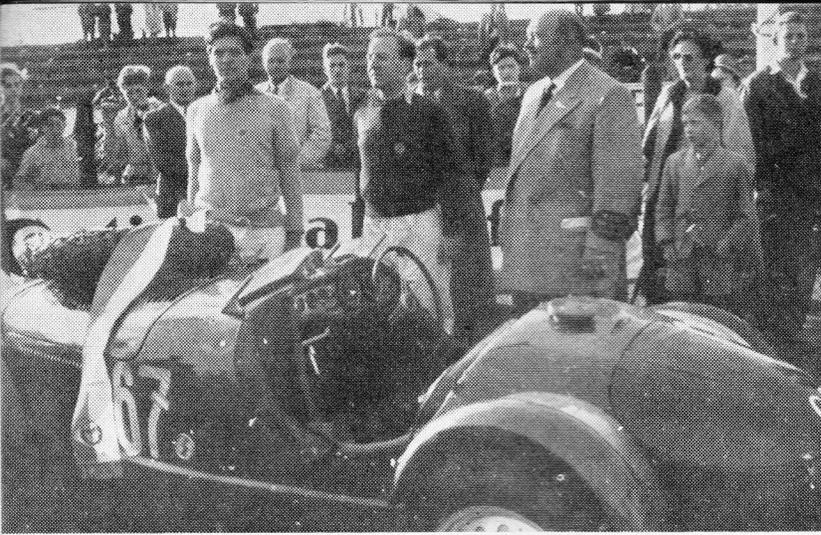
PROVISIONAL RESULTS

General Classification: 1, Ascari/Farina (4½-litre Ferrari), 8 hrs. 20 mins. 44 secs., 74.7 m.p.h. 2, I. Stewart/Salvadori (Jaguar C-type), 8 hrs. 35 mins. 44 secs. 3, Bechem/Helfrich (1.5-litre Borgward), 8 hrs. 40 mins. 3 secs. 4, Trenkel/Schlütter (Porsche Spl.). 5, Seidel/Peters (Veritas). 6, Lawrence/J. Stewart (Jaguar C-type). 7, Sani/Carini (Osca). 8, Francois/Bauer (Osca). 9, Vignolo/Gatsonides (Ferrari 212 Inter). 10, Scott-Douglas/Sanderson (Jaguar XK 120).

Open Sports Classes.—Over 2 litres: 1, Ascari/Farina (Ferrari), 74.7 m.p.h., four starters, one finisher. **1,500-2,000 c.c.:** 1, Seidel/Peters (Veritas), 66.1 m.p.h. 2, Brown/Faraoni (Cooper-Bristol). Seven starters, two finishers. **750-1,500 c.c.:** 1, Bechem/Helfrich (Borgward), 70.5 m.p.h. 2, Trenkel/Schlütter (Porsche Spl.) 3, Sani/Carini (Osca). 4, Francois/Bauer (Osca). 5, Mayers/Griffith (Kieft). Ten starters, five finishers. **Up to 750 c.c.:** 1, Komossa/Arnold (Scampolo), 53.1

m.p.h. 2, M. and Mme. Bizeray (Renault Spl.). Two starters, two finishers.

Production Sports Cars Classes.—Over 2 litres: 1, I. Stewart/Salvadori (Jaguar C-type), 72.5 m.p.h. 2, Lawrence/J. Stewart (Jaguar C-type). 3, Vignolo/Gatsonides (Ferrari 212 Inter). 4, Scott-Douglas/Sanderson (Jaguar XK 120). 5, de Keerle/Olieslagers (Jaguar XK 120). Seven starters, five finishers. **1,300-2,000 c.c.:** 1, Currie/Beaman (Frazer-Nash), 62.9 m.p.h. 2, Metternich/Einsiedel (Porsche 1500 Super). 3, Hezemans/van der Meulen (Porsche 1500 Super). 4, Martignoni/Mantovani (Alfa Romeo 1900). Nine starters, four finishers. **750-1,300 c.c.:** 1, von Hoesch/Engel (Porsche 1300), 62.3 m.p.h. 2, Goetze/Godsey (Porsche 1300). 3, van Husen/Scheube (Porsche 1300). 4, Georges/Chenvoy (Porsche 1300). Seven starters, four finishers. **Up to 750 c.c.:** 1, Glöckler/Beckers (Renault), 65.4 m.p.h. 2, Trouis/Blanchet (Dyna-Panhard Jr.). 3, Kramwinkel/Krämer (Gutbrod). 4, Lindermann/Krings (Gutbrod). Four starters, four finishers.



BRITISH SUCCESS: (Left) *The Anthem* plays for Michael Currie and Donald Beauman, 2-litre class winners with a Frazer-Nash.

BEFORE THE FRAY: (Below) *The successful Ecurie Ecosse team, lined up in company with two Belgian-entered Jaguars.*

before being accepted by the scrutineers. Thus the car was to be seen in the Veritas works, behind the big grandstand, having aluminium sheets fixed between the cycle-type wings and the body. In its class, the Frazer-Nash had to run against a fast German-entered Ferrari saloon, an Alfa Romeo 1,900 saloon and six Porsche 1,500 Supers. The 1,300 c.c. class consisted solely of Porsches, and the 750 c.c. class saw two Gutbrod 2 cyl. two strokes, a Renault and the Panhard Sprint of Georges Trouis at the start.

Under Gianni Lancia's personal supervision, the Lancias took their practice-period very seriously indeed; they had engaged Fangio as a driver, and it is rumoured that Lancia wish to retain him: quite probably for 1954 Formula 1 events.

Two of the three Lancias proved to have the new 3.3-litre engines, of the usual V6 type but with four overhead camshafts and double ignition. During practice Fangio lapped at 83.1 m.p.h., which approached the Formula 2 lap record, causing great excitement and not a little despondency in rival camps. When the other Lancia drivers, Bonetto, Bracco, Manzon, Taruffi, Chiron and Castellotti very nearly did the same, all in the same car, and this car kept in one piece, the Ferrari people did not feel happy about it at all. Their nervousness was increased because they were constantly pestered by people who asked them if there was any truth in the report just appeared in the papers, saying that Ferrari, after a very successful season, would not compete in Grand Prix racing any more after the last Monza race. It was rumoured that after a telephone-call to "le Patron" in Modena, it was decided to cancel the entry of two of the three cars and, in fact, only one car, a 4½-litre open two-seater, driven by Ascari and Farina, came to the starting line.

During practice Sir James Scott-Douglas skidded off the road and overturned his C-type Jaguar several times. Very luckily he was thrown clear when the car overturned for the first time, as the Jaguar only came to rest after two more complete somersaults, 100 yards below where it had left the road. Sir James undauntedly mounted a quickly prepared XK 120 on Sunday morning.

Alan Brown also hit something hard in practice and a lot of work had to be done on his Cooper-Bristol to straighten things out, before the flag fell. The Kiefts of the Monkey-stable attracted a lot of attention with their central steering and their very fast lap-times.

Very early on the Sunday morning, in dry but cold weather, the 53 cars were

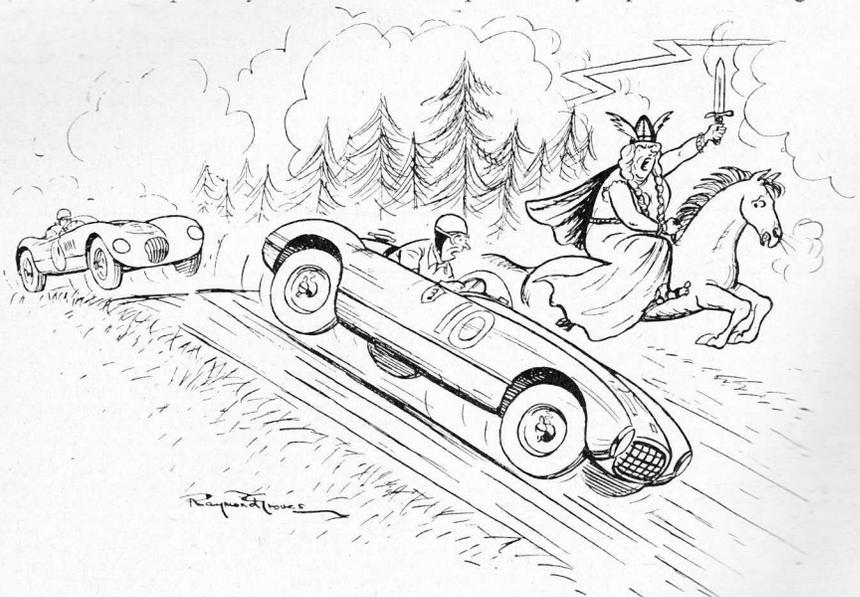


marshalled at the pits, according to class and capacity. Drivers took up their places for the Le Mans start after the hoisting of the flags and the playing of nine national anthems. Exactly at 7.30 the flag fell, and with a terrific roar the cars shot off.

At the end of the first lap the inimitable Ascari (Ferrari) had averaged 79.5 m.p.h. to lead, followed by Taruffi, Fangio and Bracco, all on Lancias. Lang (Maserati), Keen (Kieft) and Komossa (Scampolo) all led their class in the open sports car race and in the standard sports car classes John Lawrence (Jaguar), Currie (Frazer-Nash), Vianden (Porsche) and Glöckler (Renault) led respectively.

Kieft was firmly in the lead in the 1½-litre open class, but he then had the ill-luck to retire with a broken wheel, after which the Oscas and the Borgward took the lead in turns.

During those first laps there was much to see around the long course, with yellow flags here and there indicative of cars which had skidded off the road or across a ditch. And on the sharp climb up to the "Swallow tail" corner, Fangio had come to a halt, and was working furiously under the bonnet with fuel pump trouble on his Lancia; soon he was to be seen on his back working under the car. The Lancia was rather precariously kept from running back-



"Wrong 'Ring', Signora!"

wards by an inch-thick branch, for the thin steel wires of the handbrake, in which spiral springs are interposed, was probably not enough on a gradient like this. Despite his efforts, however, the Argentinian was forced to retire.

On one particular spot on the track, a yellow flag was used vigorously and two long black skid-marks on the road pointed to a gaping hole in the hedge. Later it transpired that Heuberger's Porsche plunged down the slope here when his front wheels failed to go where he pointed them. His fall was broken by the thicket and he emerged from his car unscratched. On this difficult circuit several track-rods gave up the struggle, one unfortunate in this respect being David Blakely (Leonard-M.G.), but he escaped unharmed.

Within three hours, co-drivers had to take over and the stop was used to refuel, while the faster cars changed rear wheels. A great stir was caused by the fact that the engines of the two

Lancias, remaining after Fangio's retirement, would not start, the batteries having passed out. These components in the very light-bodied cars are mounted in the rear end of the luggage compartment, and could not survive the terrific buffeting.

After the surprise retirement of the complete Lancia équipe, the lone Ferrari had victory within its grasp and world-champion Ascari with co-driver Farina drove on to the finish with a comfortable lead. The chequered flag fell for them after 8 hours 20 min. and 44 secs., their average being 74.7 m.p.h. Manzon, however, set up the fastest lap for Lancia at 80 m.p.h.

Particularly unlucky were the Maserati team. After two cars had retired, one through using a spare part from the pits, and the other through engine failure, Giletti and Marimon kept going and turned the fastest lap in the open 2-litre sports class at 75.4 m.p.h. With a lead of three laps over the second man

the Maserati was on its last lap, but never completed it, for the car came to a very final halt, four miles from the finish, with engine failure.

Those few British cars which competed reaped a goodly harvest of success. Ian Stewart, sharing one of the Ecurie Ecosse Jaguars with Roy Salvadori, gained second place overall, a fine show after a consistent drive; they also won the over 2-litre production sports car class, in which the other Ecosse XK 120C, that of John Lawrence and Jimmy Stewart, came second. And to Michael Currie and Don Beaman fell first place in the 2-litre class, ahead of two Porsches and an Alfa Romeo, so that twice the Union Jack was hoisted, and the drivers climbed the platform while "God Save the Queen" was played and they received their victory wreaths.

The Nürburgring took a heavy toll. From 53 starters only 27 finished after a race over 44 laps; 620.7 murderous miles, completed by the winners in just under 8½ hours.

GRAN PREMIO BOYACA

Daniel Rebolledo Wins Colombian Road Race with Jaguar

AFTER postponement due to organizational and climatic difficulties, the second *Gran Premio Boyaca*, a road race in two legs, to and fro, was run on 23rd August over a distance of 298.3 miles of highway in Colombia, South America.

The course began at Bogota early in the morning, and went via gruelling jungle and mountain roads with incessant sharp bends and steep rises and drops to Sogamoso. Three and a half hours were allowed for completion of this, the first leg, competitors then beginning the second half of the race, back to Bogota. Good brakes were a vital necessity on this "Mille Miglia" type of event, not only to cope with the changing character of the road, but to avoid the teeming spectators; crowd control was virtually non-existent, for the Indian peasants on the *altopiano* sections were very prone to wander into the middle of the road.

Weather on race day was perfect, with sunshine and no wind, and the organization was excellent. Three cars turned over, amongst them last year's winner

Victor Bessudo (Jaguar) and Franz Leeb's Borgward, but nobody was hurt. Indeed, the Borgward was righted and went on to finish 19th, with battered body and broken glass. The two Jaguars of the Rebolledo brothers Daniel and Julio got well ahead, Daniel winning

outright, but Luis Garzon (modified Chrysler) and William Griebling (Ford-Cadillac) came between him and Julio, to finish second and third in general classification.

A. W. ("Budd") Weltschiff took the 1,000-1,500 c.c. sports class with his M.G. despite four stops with carburettor trouble plus a "spin out" *en route*. Of the 29 starters, 19 finished.

GOOD LUCK!:
"Budd" Weltschiff (M.G.) is kissed by his wife at the start. He won his class and finished sixth overall.

★

BROTHERS IN BATTLE: (Below) Julio and Daniel Rebolledo, fourth and first home respectively with their Jaguars, relax before the Boyaca race begins.



Results

General Classification: 1, D. Rebolledo (Jaguar), 4 hrs, 57 mins, 59 secs. 2, L. Garzon (Chrysler mod.), 5 hrs, 0 mins, 11 secs. 3, W. Griebling (Ford-Cadillac), 5 hrs, 10 mins, 12 secs. 4, J. Rebolledo (Jaguar), 5 hrs, 12 mins, 40 secs. 5, J. Lozano (Ford mod.), 5 hrs, 30 mins, 16 secs. 6, A. V. Weltschiff (M.G.), 5 hrs, 31 mins, 5 secs. 7, S. Marin (Mercury), 5 hrs, 33 mins, 7 secs. 8, R. Obregon (Allard-Consul). 9, L. H. Cuervo (Mercury). Ten other finishers.

Over 4,000 c.c. Class (modified): 1, L. Garzon (Chrysler). 2, W. Griebling (Ford-Cadillac).

3,501-4,000 c.c. (modified): 1, J. Lozano (Ford). 2, J. C. Ulloa (Chevrolet).

3,000-3,500 c.c. (Sports): 1, D. Rebolledo (Jaguar). 2, J. Rebolledo (Jaguar).

1,501-2,000 c.c. (Sports): 1, R. Obregon (Allard-Consul).

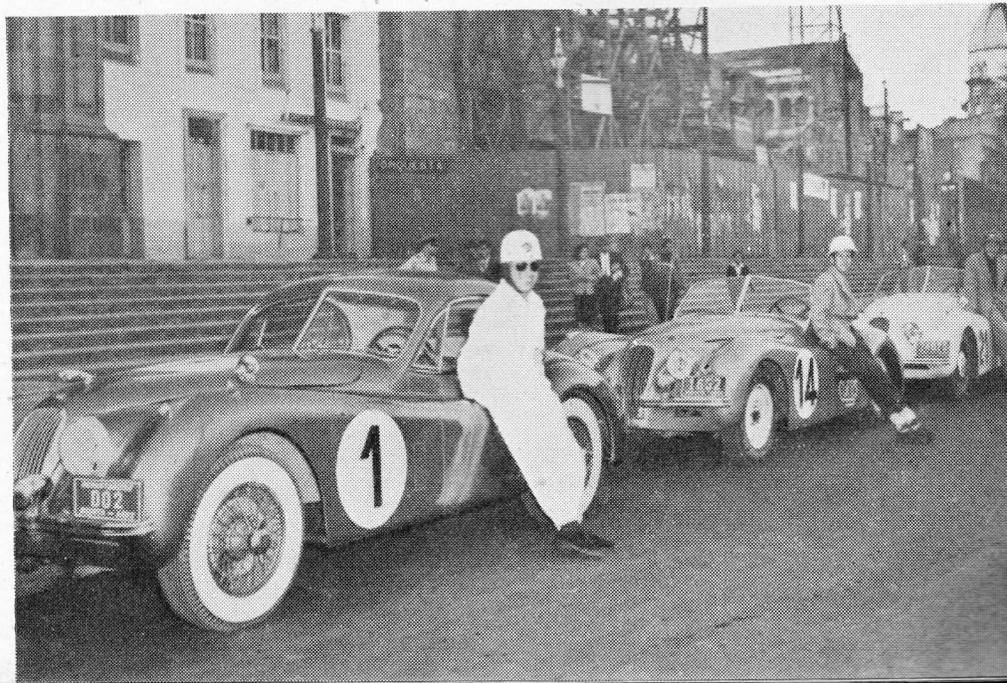
1,000-1,500 c.c. (Sports): 1, A. V. Weltschiff (M.G.). 2, F. J. Leeb (Volkswagen).

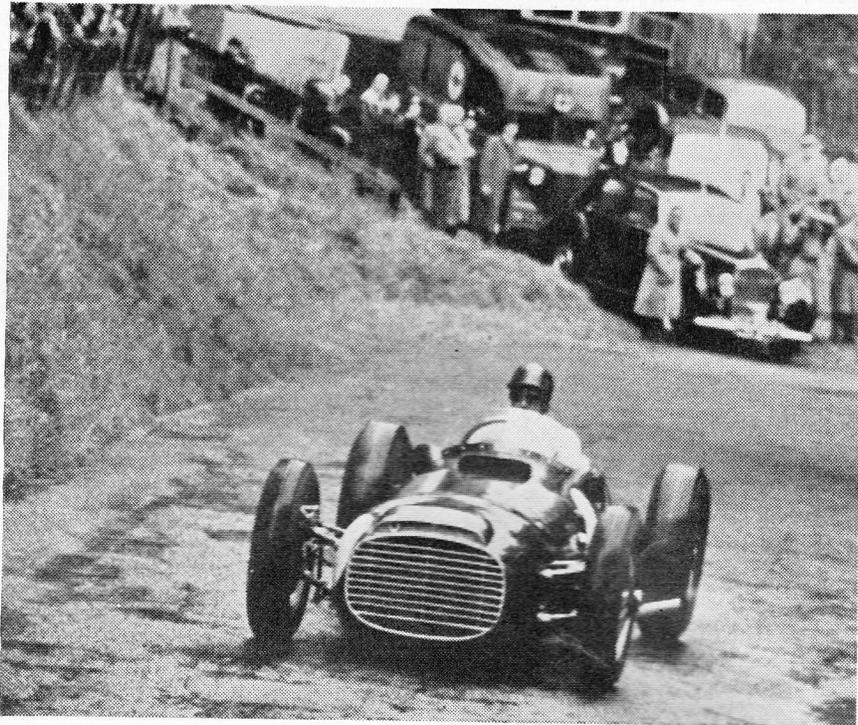
Over 4,000 c.c. (Stock): 1, S. Marin (Mercury). 2, L. H. Cuervo (Mercury).

3,501-4,000 c.c. (Stock): 1, H. Acero (Dodge). 2, C. Espinosa (Oldsmobile).

1,501-2,000 c.c. (Stock): 1, F. de Santos (Citroën). 2, N. Muñoz (Borgward).

Up to 1,000 c.c. (Stock) 1, O. Restrepo (Goliath). 2, D. F. Hermann (Renault).





WHARTON (E.R.A.)—41.82: Another hill-climb B.T.D. falls to Ken Wharton, as he rushes up Shelsley in the 2-litre E.R.A.

WHARTON (B.R.M.)—49.84: But that was in the wet, with many surplus b.h.p.! In practice he clocked an amazing 37.97 secs. with this car, closely approaching his absolute record with the Cooper twin.

SHELSLEY SQUELCH

Pouring Rain Mars M.A.C.'s International Hill-Climb—B.T.D. and Four Class Wins to Ken Wharton—37.97 secs. by B.R.M. in Practice

ONE cannot help feeling sorry for the Midland Automobile Club, who have had more than their fair share of water descend upon this year's Shelsley Walsh meetings. It was particularly unfortunate that last Saturday's International Hill-Climb should be accompanied by torrential rain, so that no competitor was able to better 40 secs. for the ascent. The best climb of 41.82 secs. was, of course, achieved by Ken Wharton (E.R.A.), who thus consolidated his position as R.A.C. British Hill-Climb Champion for the third year running. Wharton also made an impressive demonstration run in 49.84 secs. with

the B.R.M., but special mention must be made of his amazing climb with this car during practice, when the weather was more favourable. Leaving black tyre marks at every bend, he brought what is surely the world's most unsuitable vehicle for hill-climbing up the Worcestershire course in 37.97 secs.—little more than a second outside the existing record.

Friday's practice period, in fact, seemed to offer great promise for the meeting itself. Wharton's ascent in the B.R.M. was, naturally, the most exciting occurrence, but he and Austen May both broke the 500 c.c. record, although they

did not bring it below the magic 40 secs. The well-known Jersey hill-climb exponent, Frank le Gallais, had the misfortune to damage the crown-wheel of his rear-engined (Jaguar XK 120) special.

But on Saturday the rain fell relentlessly, and a veritable river was flowing through the famous S-bend. Stewards examined the soaked course, and postponed the start for half an hour in the hope that the weather would improve; if anything, the rain poured down even harder during that time. Ken Wharton opened the meeting with the B.R.M., which he found almost impossible to get off the line. Not only sounding but looking frightening, the car slewed sideways at Kennel Bend, hit the bank, somehow got through the S-bend and snaked up the finishing straight to record 49.84 secs. The sodden spectators—less than 2,000 of them—gave Wharton a resounding cheer for his courageous drive.

Then came the 500 c.c. brigade, with 22 starters, of whom the fastest during the first attempts was Clive Lones. In the new Tiger Kitten, he returned the very creditable time of 47.18 secs., while most of the others failed to break 50 secs. under the appalling weather conditions. The next class, for racing cars up to 1,100 c.c., brought two very fine climbs from Ken Wharton and Dick Henderson, both of whom were driving Cooper "twins". Taking the S-bend

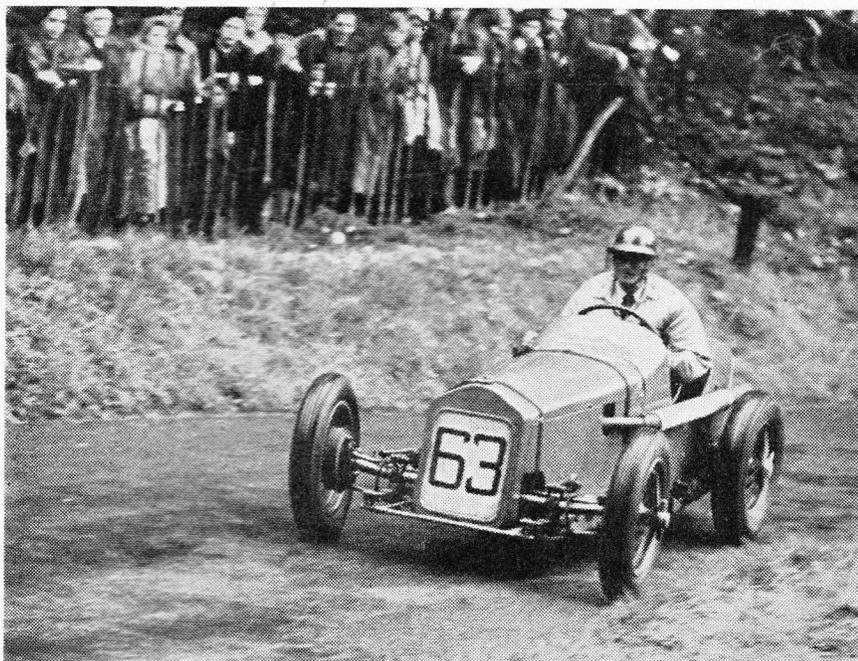
3 LITRES LESS: But more power to cope with for J. A. Williamson, driving the ex-Whitehead E.R.A. as a change from his more usual 4½-litre Bentley.



FASTEST SPORTS: 45.01 secs. was George Abecassis's time with the Jaguar-engined H.W.M., sufficient for B.T.D. by a sports car, over 1 sec. faster than the runner-up.

neatly and steadily, and using full power only on the straight, they achieved 43.34 and 44.65 secs. respectively—and respectably! Others were not so fortunate; Leston had a stupendous skid at the S, Michael Christie broadsided across the track at the start, and Air Vice-Marshal Bennett's car mounted the bank at the S. It bounced back on to the road, and "Pathfinder" Bennett continued, foot still hard down!

In the 1,500 c.c. class, however, Christie took the big-twin Cooper up in 44.72 secs., which time was not improved until the second half of the programme, except by Wharton. In the next racing class he drove Peter Bell's blown 2-litre E.R.A., and with a perfectly controlled run clocked 41.82 secs., which under the prevailing conditions



VETERAN SHELSLEY SPECIAL: (Above) Alan P. Southon negotiates the S in the Becke Powerplus, a consistent performer for years in the M.A.C.'s hill-climb.

VETERAN SHELSLEY DRIVER: (Right) Jack Moor, who first drove at Shelsley 27 years ago, takes the Wasp up in the 500 c.c. racing class.

must surely rank as his finest attempt yet at Shelsley.

After the interval, at precisely 4.30 p.m., the rain stopped and the sun came out. At 4.31 p.m. the sun disappeared and the rain started again! However, this brief respite was a good omen, and eventually the rain ceased. The hill dried out in patches, but the S-bend remained wet throughout the afternoon.

Clive Lones's first attempt in the 500 c.c. class was bettered by C. A. N. May (Cooper), who took the class with a really excellent climb in 45.28 secs., and by Ken Wharton (Kieft), whose time was

46.74 secs. Jack Moor, who first drove at Shelsley in 1926, was there with his famous Wasp.

Wharton and Henderson both improved their first times in the next category, and the Hon. E. G. Greenall produced some fireworks to put his Cooper in third place, registering 45.73 secs. Improvements were also made by Christie and Marsh in the 1,500 c.c. class, but Wharton was unable to repeat his superlative first climb with the E.R.A. Good runs were made by Peter Stubberfield and Ian Sievwright in Bugattis.

Due to the enormous entry for the sports car classes, it is only possible to mention outstanding performances. Peter Hughes did well to take the 1,184 c.c. Tojeiro-J.A.P. up in 48.53 secs., and Wharton and Harry Sutcliffe managed 47.84 and 48.13 secs. respectively in Frazer-Nashes. Driving the H.W.M. sports car, George Abecassis improved his first time of 46.11 secs. to 45.01 secs. Allards were handled competently by Cyril Wick (46.65 secs.) and R. K. Darby (47.29 secs.). Although he did not gain a place, one cannot ignore the performance of J. H. Williamson, who in his 1923 T.T. Bentley (with 1928 4½-



"He seems to be having a spot of trouble at Kennel Bend."

litre engine), showed many of the XK 120 calibre the way to climb Shelsley, and made it in 48.16 secs.

All of these competitors drove well, treating the hill with respect and showing no tendency to attempt the impossible under such treacherous conditions. Ken Wharton's winning climb in the E.R.A. may be added to the memory of Hans Stuck's Auto Union effort, also in the wet, in 1936. It was, quite simply, superb.

FRANCIS PENN.

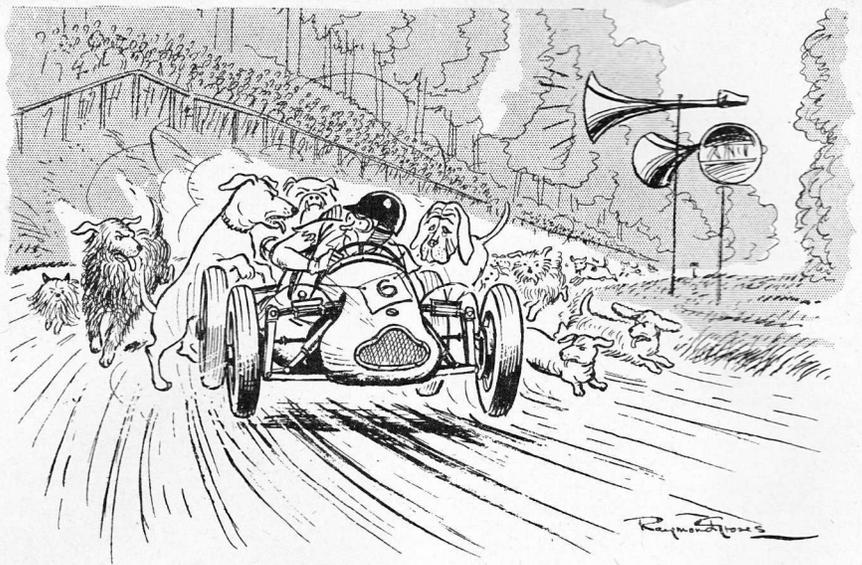
Results

Racing Cars up to 500 c.c.: 1, C. A. N. May (Cooper-J.A.P.), 45.28 secs. 2, K. Wharton (Kieft Norton), 46.74. 3, C. Lones (Tiger-Kitten), 47.18.

Racing Cars up to 1,100 c.c.: 1, K. Wharton (998 Cooper S), 42.56 secs. 2nd B.T.D. 2, C. S. Henderson (1,100 Cooper), 43.59. 3rd B.T.D. 3, Hon. E. Greenall (1,100 Cooper), 45.73.

Racing Cars up to 1,500 c.c.: 1, M. A. H. Christie (1,107 Cooper), 44.21 secs. 2, A. E. Marsh (1,260 Cooper), 44.72. 3, D. Sleeman (1,132 Cooper), 45.73.

Racing Cars up to 3,000 c.c.: 1, K. Wharton



(1,980 E.R.A. S), 41.82 secs., B.T.D. 2, P. J. Stubberfield (2,261 Bugatti S), 45.56. 3, I. Sievwright (1,990 Bugatti S), 46.86.

Racing Cars over 3,000 c.c.: C. Wick (5,420 Allard), 49.24 secs.

Sports Cars up to 1,100 c.c.: 1, K. Flint (1,087 Cooper S), 50.74 secs. 2, W. Brett (1,087 Cooper S), 53.95.

Sports Cars up to 1,500 c.c.: 1, P. S. Hughes (1,184 Tojeiro), 48.53 secs. 2, H. Porteous (1,172 Porteous), 52.87. 3, Mrs. D. M. Osborn (1,496 H.R.G.), 54.14.

Sports Cars up to 3,000 c.c.: 1, K. Wharton (1,970 Frazer-Nash), 47.84 secs. 2, H. Sutcliffe (1,970 Frazer-Nash), 48.13. 3, J. Berry (2,260 Bugatti S), 49.47.

Sports Cars over 3,000 c.c.: 1, G. Abecassis (3,442 H.W.M.), 45.01 secs., B.T.D. by Sports Car. 2, C. Wick (5,420 Allard), 46.65. 3, R. K. Darby (5,420 Allard), 47.29.

Car v. Motor-cycle Challenge Match: 1, Wharton, Christie and Sleeman (Coopers), 132.36 secs. 2, Brown, Ferbrache and Walker (Vincent, Ariel and Triumph), 136.63 secs.



THE HAGLEY SPRINTS

A. E. Marsh (Cooper Twin) Sets New Record in 20.44 secs. at Westwood Park

GATE CRASHER: After setting up 2nd best time, J. James in his San Remo Maserati provided sensation by charging past the finishing area and through a gateway beyond.

WESTWOOD PARK, near Droitwich, was the scene of the Hagley and D.L.C.C.'s annual sprint meeting, which was held last Sunday, 30th August. As a contrast to the previous day's vile weather at Shelsley Walsh, Sunday proved warm and sunny, so that more than 100 entrants were able to enjoy a grand afternoon of well-organized sport. The course is of concrete, 700 yards long and rather narrow, with one flat-out bend; it is situated in glorious parkland, the finish being about 100 yards from the main gateway leading to the Westwood baronial hall. Beyond the gateway is a courtyard—of which, more later!

Ivor Bueb made the best time of 21.53

secs. in the 500 c.c. class, driving his Bueb-Arnott. Austen May (Cooper), winner of this category at Shelsley the day before, took second place, and Jack Moor's Wasp was third. In the next class, A. E. Marsh promptly established B.T.D. and a new course record of 20.44 secs. with his Cooper twin. Real excitement came in the unlimited racing car class, however, when class-winner J. James (4CLT Maserati), going like the proverbial bomb to register 20.92 secs., was unable to stop at the end and motored through the gateway into the aforementioned courtyard!

This caused great concern to the occupants of the courtyard, who hurriedly lowered the portcullis and bolted the

gates—thereby causing equal unhappiness to Vic Thomas in the Remus E.R.A., who needed the extra stopping distance!

Of the sports car classes, the first saw another victory for Peter Hughes in the Tojeiro-J.A.P., and J. Brett, also successful at Shelsley, took the 1,500 c.c. class with his blown Cooper-M.G. Harry Sutcliffe won the 3,000 c.c. category in his Frazer-Nash, and the unlimited event went to J. Berry (Bugatti). P. A. Everard (DB2 Aston Martin) had a couple of seconds over a gaggle of Healeys in the closed car unlimited class.

FRANCIS PENN.

Results

Racing Cars up to 500 c.c.: 1, I. Bueb (Bueb-Arnott), 21.53 secs. 2, C. A. N. May (Cooper), 22.93 secs. 3, J. Moor (Wasp), 23 secs.

Racing Cars, 1,101 to 2,000 c.c. U/s and 501-1,100 S: 1, A. E. Marsh (Cooper), 20.44 secs. (B.T.D.). 2, I. Bueb (Bueb-Arnott), 23.54 secs. 3, R. M. Blomfield (Bugatti), 25.49 secs.

Racing Cars, over 2,000 c.c. U/s and over 1,100 c.c. S: 1, J. James (Maserati), 20.92 secs. 2, C. G. Arengo (Arengo), 21.56 secs. 3, H. Richards (Riley), 22.22 secs.

Sports Cars, 751-1,200 c.c. U/s and up to 750 c.c. S: 1, P. S. Hughes (Tojeiro), 24.68 secs. 2, M. H. Bendall (Ford Spl.), 25.20 secs. 3, H. Porteous (Porteous), 25.90 secs.

Sports Cars, 1,201-1,500 c.c.: 1, J. Brett (Cooper-M.G. S), 24.58 secs. 2, Mrs. M. Lowe (Dellow S), 25.52 secs. 3, J. Fiander (Tojeiro), 26.81 secs.

Sports Cars, up to 3,000 c.c. U/s and 1,500 c.c. S: 1, H. Sutcliffe (Frazer-Nash), 22.86 secs. 2, B. Baxter (L.M.C.), 22.97 secs. 3, A. E. Marsh (Marsh), 23.25 secs.

Sports Cars, unlimited: 1, J. Berry (Bugatti), 23.21 secs. 2, D. O'M. Taylor (Jaguar XK 120), 23.25 secs. 3, L. J. Tracy (Jaguar XK 120), 23.64 secs.

Saloon Cars, up to 1,400 c.c.: H. Sutcliffe (Porsche), 29.09 secs.

Saloon Cars, up to 2,000 c.c.: J. Deely (Triumph), 33.02 secs.

Saloon Cars, Unlimited: P. A. Everard (Aston Martin DB2), 24.60 secs.

EDENVALE 'ANNUAL'

Siata, M.G., Morgan, Jaguar and Volkswagen Win in Canadian Airfield Meeting

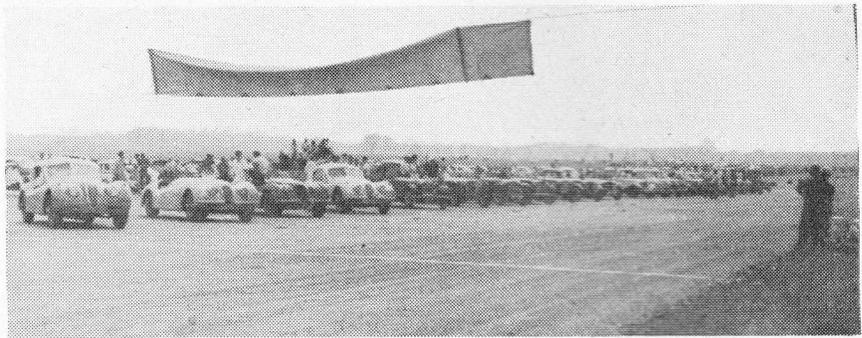
THE weather was unkind to the Sports Car Club of Toronto on the occasion of their annual sports car races at Edenvale circuit, 75 miles north of Toronto. Rain in plenty fell, reducing speeds considerably, but despite the elements a goodly number of entrants and spectators turned up, a sure sign of the consolidation of the sport in Canada.

The entries, extending from Jaguars to Austin A30s, consisted in the majority of production cars, and with the advent of Volkswagens on the Canadian market, much interest was centred around their race with Morris Minors and Austin A30s.

All races, except for the one hour event to Le Mans formula, were over five laps, and it is to be hoped that next year there will be more races of the latter kind, rather than the short affairs. Tyre wear on the 1¼-mile sinuous circuit has always proved excessive, and this year the course was reduced in width and more adequately marked than in the past, resulting in slightly lower lap speeds.

The racing commenced at noon under a brooding sky. Event 1 was a 1,100 c.c. event and from the start Ken Ahr's diminutive red Siata Spyder jumped into an ever-increasing lead. P. Dillnutt overturned his Austin A30 on the second lap whilst holding third place, retiring without injury to repair a bent brake drum and a cracked windscreen. Alan Millar in a 1,087 c.c. "Bermuda" Austin A40 Sports was second man home and Murray Wallace (Austin A30) third.

The 1,100-1,500 c.c. race brought out an entry of 17 including many M.G.s and variants, Lew Franco's silver blue Porsche, a "full house" VW, and two Hillman Minxes. It also brought heavy rain, so the start was delayed until it ceased. The track was very wet and many joined the "revolver's club". Lap 1 and the whole field went through Grey Mare corner in a tight bunch; on the back stretch Russell (M.G. TC Spl.) took the lead from Hoan (M.G. TC) and Holloway in his special-bodied TC variant. These three drew away from



LENGTHY LINE-UP: The field all set for the start of the one hour Formula Race, won by Ken Ahr's Siata Spyder.

the rest of the field and on the third lap Hoan got ahead with his fast car, never to be caught. Davidson spun on his first lap losing several places, likewise Heinz Woolter in the VW who completed some very neat gyrations.

The 2,000-3,000 c.c. class produced Neil Bryson's Ford V8 "60" powered M.G. TC special, a similarly powered Minx, and Weed's Morgan Plus-Four. The two former ran away from Weed

but on the third lap both spun out at Collins Corner; Weed passed them both and Bryson then had the misfortune to blow a cylinder head gasket. Weed then astounded all to put in the fastest lap and cross the finishing line well ahead of Sadler in the potent Hillman.

Next event, the over-3,000 c.c., was all-Jaguar. Peter Dunlop led Mueller, Robinson and Von Boch on the first lap. Von Boch passed Robinson on the second and Dunlop was then passed by both Mueller and Von Boch. On the final lap Von Boch, last year's winner, then took Mueller on "Zig" corner, coming through "Zag" to the finishing straight with the other cars all within 10 seconds of the leader.

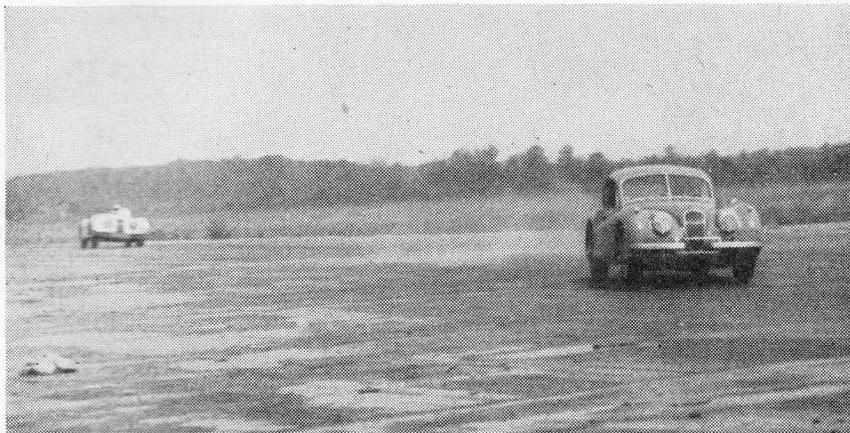
The production car race was a battle for honours between VWs, Austin A30s and Morris Minors. Peter Dillnutt (A30), who had earlier overturned his car, came out to give battle to the VWs. Mallard, Willmore and Odell, all in Volkswagens, led with Dillnutt fourth, followed by two more VWs and other A30s. On the fourth lap Dillnutt was in second place but was once again overtaken and finished fourth.

Then to the Formula Race. The favourite to cover the greatest distance was Von Boch, last year's winner, in his silver XK 120 coupé. The favourite to win the handicap was Ken Ahr in his Siata Spyder, with the Austin A30 entries and Hoan's M.G. TC ready to snatch the honours should the Siata fall out.

A field of 24 lined up for a Le Mans start and Von Boch was away like lightning. For the first 10 laps he was in the lead, when an argument with the straw bales forced him to the pits to straighten out a damaged rear wing and change a tyre. The rest of the field, meanwhile, had settled down; Robinson was second, having overtaken Vern Jefferies on lap 5, Mueller was fourth, the fantastic Hoan fifth, Weed (Morgan) sixth, Russell seventh, whilst Ahr, lying eighth in the Siata, led the handicap in handsome style. The A30 Austins of Murray Wallace and Dillnutt lay 18th and 19th.

Von Boch's stop set him back to sixth position and by lap 15 Robinson was in the lead, followed by Jefferies and Mueller. Brock in an M.G. TD had fallen out, as had Greenhalgh in another TD. Chris Eden (TD) was making numerous pit stops and had only managed to complete four laps. The sole Formula 3 entry, a Mark IV Cooper, was also allowed to run, but its J.A.P. engine was

(Continued on page 311)



"JAG" CHASE: Vern Jefferies (XK 120 coupé) is seen leading Bill Robinson's open model on the last lap of the One Hour Le Mans formula event.

SAILIN' THROUGH: A car, barely discernible as a 4½-litre Lagonda, bursts its way through the miniature lake which formed at Tower Corner.

Taylor's Jaguar, A. H. Greig's M.G. TC, D. Llewellyn Rees's Healey, Nigel Allen's Lotus, R. G. Shattock's R.G.S.-Atalanta and W. P. U. Constable's M.G. TD, each of these liberally bestowing a welter of blinding spume upon its immediate pursuer.

Then along came the Silverstone Healey of J. G. E. Dixon, to execute the first of a long, long series of spins at Woodcote, and the unfortunate I. T.

A RAINY RELAY RACE

"King M.G.s" Team Win 750 M.C. National Six Hours Handicap Relay Race at Silverstone—a Day of Incidents on a Wet Course

BEFORE the last war, "Relay Race weather" was another way of saying "pouring rain" amongst Brooklands habitués, for it became traditional that the old Light Car Club's annual Relay event on the Weybridge track was invariably cursed with a downpour. Although there are many differences in the old Brooklands race and its post-war Silverstone successor, the 1953 event was certainly similar in its weather. At 1 p.m., when the race started with merciless punctuality, it wasn't just raining—it teemed down in demoralizing "bucketfuls", and although it subsequently eased off, the course remained wet through most of the six hours, with a short but equally sharp repetition of the initial downpour coming at around 5 p.m. in an effort to dowse any too-bright spirits. Yet despite it all, spirits sturdily refused to be dowsed, drivers stuck it out gamely through the very worst the elements could do, spectators in gratifying numbers stuck grimly to their places, and few present at Silverstone last Saturday afternoon could claim not to have enjoyed themselves.

* * *

There's no doubt about it, this National Six Hours Handicap Relay Race is a great idea of the 750 Motor Club. No other event can offer true amateur drivers in this country so fine an opportunity to compete in a long-distance motor race; as a sort of Grand Jamboree for every kind of sports car the interest and the fun it provides are immeasurable, irrespective of weather. Consider what the Supplementary Regs. tell us: "The Event is a Relay Race between teams of Sports Cars. A coloured sash will be issued to each team manager. . . and his object is to convey this round the circuit as many times as possible during the six hours, using only the cars and drivers entered in his team. These cars may go out in any order, for any period, and each any number of times driven by any of the drivers." No complications there, anyway, and no

team retirement if one car fails, which gave managers a free hand to use their fastest or most durable cars, or the ones best suited to the conditions. And as the conditions last Saturday demonstrated, the fastest vehicles weren't always at their best in pelting rain on the slippery turns of the extended circuit, 2.6 miles long, which took in the central runways of Silverstone and provided greater variety and less driver tedium than the familiar short "Club" layout. Handicapping was on the credit laps system, based on capacity and type of car.

The shattering effects of that tropical downpour as zero hour, 1 p.m., approached, may account largely for a start in which many of the cars and drivers were still unready when Holly Birkett's flag set the race in motion; cars left in somewhat ragged fashion, while R. Rayner's Buckler and one of the "Thorn M.G.s" team became involved in a gefuffle which ended with the Buckler well on the grass, together with one or two following cars. B. G. W. Haynes in his fast and familiar red and yellow Healey, car A of an all-Healey team, lost no time in taking up the head, and led round on lap one in a fine cloud of spray. Another Healey, Bob Dixon's, of Edgar Wadsworth's "Healey Various" team, followed round at just beyond drowning distance, then came Peter Woolzley in a Le Mans Cadillac-Allard, D. O'M.

Easdale, taking avoiding action with his 1,750 c.c. Alfa Romeo two-seater, charged straight on to end up in the moat newly formed in the hollow between the grass verge and the banners fronting the public enclosure. Efforts to reverse his way out merely resulted in fruitless wheelspin and a rising of steam from wet grass unexpectedly heated, so Easdale climbed out and ran to his pit for manual aid.

All round the course were incidents—spins on accelerating from the very tight Club hairpin; resortings to the escape road beyond when braked wheels refused to grip on the streaming road; spins coming out of the fast left-hander at Tower, on the inside of which a veritable lake had formed, through which each car burst in a spectacular explosion of wetness; slides and alarms on the unnamed right-hander beyond Maggotts, and spins, of course, at that spinners' habitat, Woodcote Corner.

Many a marker drum was sent skittering during the first few laps while drivers were "getting into the groove" of racing in pouring rain. Constable collected one with his TD at Woodcote, neatly shunted it against another one, then went on his way. The British Salmson Spl. of the Rochdale Hounds team knocked two drums over, spun round and continued; Woolzley's Allard, Brunt's Morgan-Ford and W. Barbet's 750 Spl. all made "touch and go" negotiations of the turn, Nigel Allen followed up with

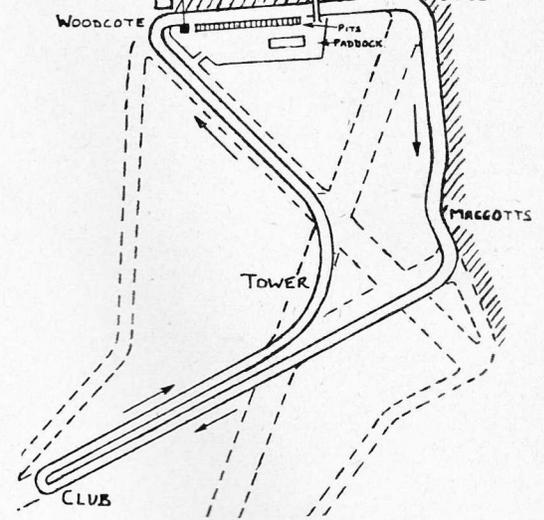
WET GETAWAY: A Singer, two M.G.s, the R.G.S.-Atalanta and a Healey lead the pack away, while Rayner's Buckler and an M.G. collide midway down the field.



a neat *volte-face* in his Lotus, then David Brown, jun., finding his DB2 approaching too fast, went straight on, slid to a halt, then rejoined the race.

Haynes was busily keeping Team 7's A car out in front, while the carnage among the drums continued, Waring's Darracq, Gibbs's H.R.G., and the Woolley Allard all doing their bit; indeed, were it not for periodic expeditions by gallant marshals to re-erect them, Woodcote would soon have been completely minus these customary adornments. By now the race order was achieving some clarity, and it emerged that Haynes's

gave faint hope of a let-up in the drenching rain, but drivers were more acclimatized by now, although the string of incidents inevitably continued, minor in themselves but each pulling a team back by precious seconds. In such exacting conditions the race was proving a real test of drivers' ability. More powerful cars such as Jaguars and Allards were at greater disadvantage than the smaller machines, and so far M.G.s were doing best, with the Aero and Auto College team still leading, while the TC/TD/H.R.G. "King M.G.s" team had worked through to second by dint



The extended circuit used for the Six Hours Relay race takes in the old Club Corner and measures 2.6 miles.

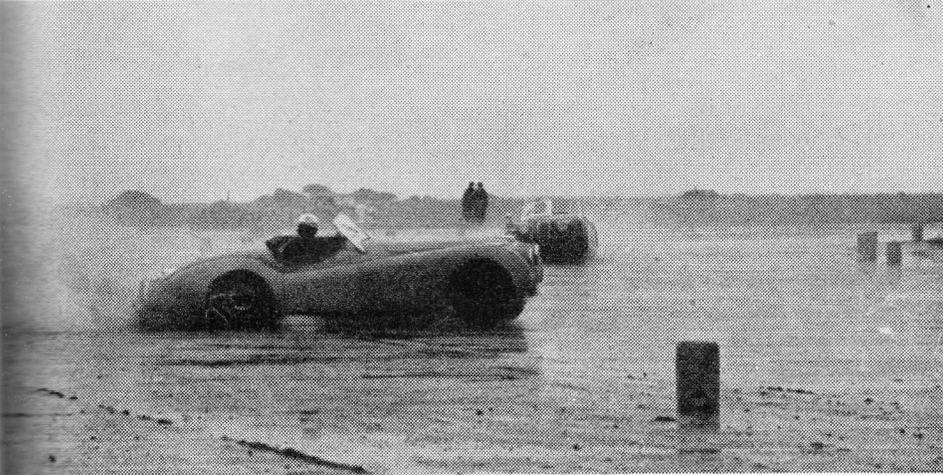
of consistent motoring, with the "Thorn M.G.s", a M.G. TC/TD combine, lying third. Amidst such a bounty of water it seemed ill-chosen of J. C. Tysoe's 750 Spl. to come round boiling heartily, but one or two other cars were getting hot and bothered too; M.G. Kelliher's Alvis of the Neo-Vintage team stopped "out-back" somewhere with apparent internal maladies, while both the Herefordshire M.C. and the 750, N.W. Centre teams were missing cars.

By 2.30, with rain falling more gently and the skies actually lightening, the pace gradually rose, and team 28, the "King M.G.s" began to threaten the leaders. Rain or not, there was never a dull moment in this race—and the rain, moreover, really was diminishing. Then onlookers were suddenly delighted by the appearance on the skyline of a lofty and very agricultural kind of "sports car"—a Land Rover, no less—the D car of the aptly named "Surrey Sporting Motley" team which also comprised an M.G. Magna, an Anglia saloon and a Vernon-Crossley—and the Land Rover's speed and steadiness

INCIDENTS GALORE: (Top) Peter Blond of the Ecurie Cent-Vingt XK 120 Jaguar team overdoes things at Tower Corner.

(Left) John Hogg of the Allard J2 team pays the penalty for coming out of the Club Corner hairpin too fast.

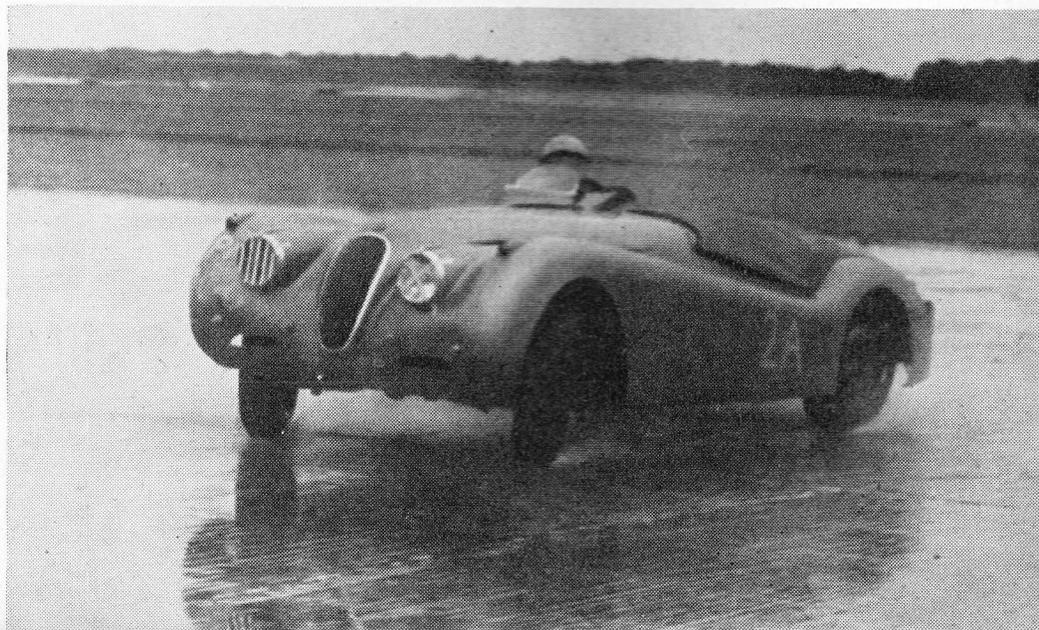
(Below) Another member of the Ecurie Cent-Vingt, A. T. Bik, emulates team-mate Blond's act at Tower.



Silverstone Healey sextet were doing best so far, followed very closely by the Aero and Auto College team, comprising one Healey, four M.G.s and a Dellow, and managed by Neil Eason Gibson. Soon, however, the Haynes Healey came into the pits, and the College team went up, to hold first place at the end of the first hour.

Amidst the confusing and endless succession of cars, A. J. Range's Ford Zephyr saloon of the Cemian M.C. team was drawing cries of awe and amazement from onlookers for its remarkable pace, and the angles to which it heeled without disaster on cornering. Hand timing showed it to be fastest of all through Woodcote in the early stages, and Range was gaining no advantage by racing "behind glass", for his screen was entirely removed, with only a skimpy aero screen substituted.

Low, scudding clouds from the west



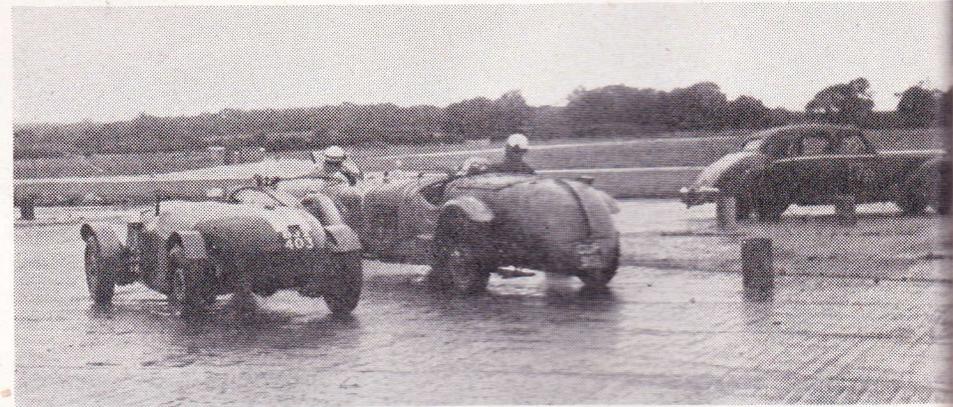


OVER TO YOU: (Above) Pit scene, with W. Jukes of the Scuderia Cento-Venti team of Jaguars being relieved of the sash by Ken Rawlings, to hand it over to R. E. Berry.

CORNER QUEUE: (Right) M. S. Burdett-Coutt's Riley leads a trio round the Club hairpin. Nearest cars are Fitzwilliam's ex-Howe Alfa Romeo and Haynes's Healey, which led initially.

through the corners was verily an eye-opener. Driver A. H. Baker, a farmer from Great Missenden, had only that morning used his "racer" for hauling in corn from the fields. Balanced wheels, straight-through exhaust pipe, Michelin 7.00 x 16 tyres and removal of air cleaner were the only "mods", but Baker's pace and the Rover's four-wheel drive played a great part in pulling the "Motleys" team right up through the field during the course of the afternoon.

Another surprise was provided by the 750 London Centre team's Marler/Axe Austin Chummy of extremely homely outline, which barely slowed at all for the corners, scuttling round weaving Jaguars, Allards, M.G.s and others with complete sang-froid. L. L. West (Austin) and A. C. Baxter (Healey) imparted a Goodwood "Nine Hours" touch by motoring with their lights on. Now the "King M.G.s" team had passed the "College" team, while a Buckler quintet

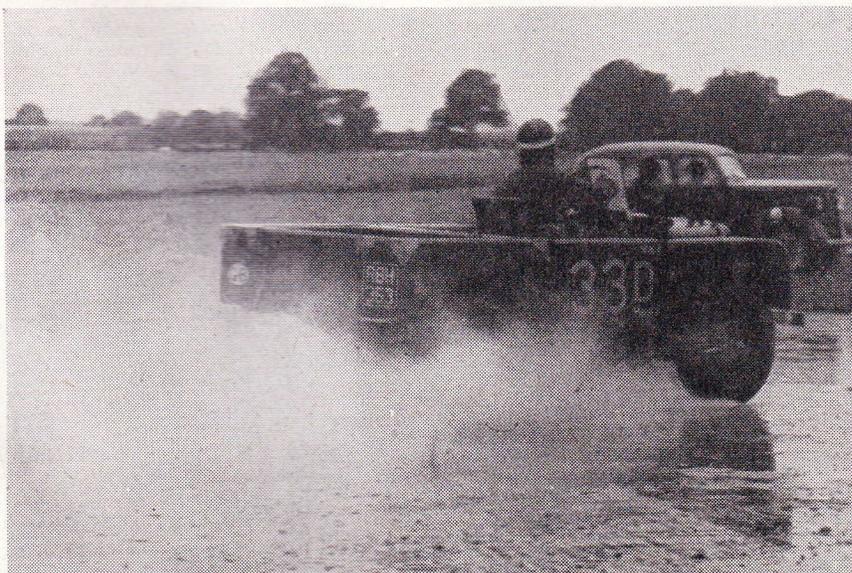


had quietly dispossessed the "Thorn M.G.s" of their third place.

R. W. Fitzwilliam, C driver of the "Ecurie Continental", drove his beautifully restored ex-Earl Howe Le Mans Alfa Romeo impeccably, D. Wolstenholme (Lamgia) bettered the Zephyr's best time through Woodcote, Shattock's drive in the Atalanta was consistency itself, while two Morgan teams, one of 4/4s, the other of Plus-4s, were both going strong. Now the rain really eased off, and the leaders' average had risen from 52.6 m.p.h. at 3 p.m. to 53.22 at 4 p.m., half-distance. The

mechanic, walking unthinkingly into the path of the Oxford Centre 750 team's C car, compelled driver H. D. Chapman, in avoiding him, to strike the side of E. Stokes-Hardy's nicely rebodied Type 40 Frazer-Nash BMW, knocking it into C. A. S. Brooks's Healey. Then L. West's 750 narrowly missed another Austin backing into its bay, while the Fitzwilliam Alfa was but one of the larger cars to knock drums over on its way back into the race.

Now further dark masses of cloud gathered, and with two thirds of the race run the sky really blackened, and depressingly large drops of rain descended, soon to intensify into another fierce downpour, mercifully shorter than that in which the race begun. Up went the brollies, on went mackintoshes, caps, anything to keep off the wet—and down went the pace. Saloon drivers were hard put to it to see through the murk on their screens; open cars occupants endured grimly. The "King M.G.s", leading for the past two hours, slowed somewhat, but Baker's amazing Land Rover swooshed on at unabated speed, and at 5 p.m. had taken the lead on behalf of the "Surrey Sporting Motley" team. In the 750 struggle, the Southern Centre boys still led, chased now by the N.W. Centre's A team, who had covered 84 laps to the leaders' 85, while third position was keenly disputed by the Brooklands and Oxford Area



SEA ROVER: Surprise of the race was A. H. Baker's performance with his four-wheel-drive Land Rover. He took the lead for the Surrey Sporting Motley team in pouring rain, but later dropped back with clutch slip.



SILVERSTONE ALLSORTS: Paddock scene last Saturday afternoon, with cars of every kind waiting their turn to race.

cars, both on their 83rd lap. Tysoe's 750 of the Watford Area, its front axle dancing most perilously, pirouetted at Tower Corner, where the "lake", replenished by the 5 o'clock downpour, covered an even bigger area despite its violent redistribution every time a car plunged through.

With half an hour to go, trouble struck at the Land Rover; clutch slip had set in and Baker perforce slowed up after a fine drive. He came in to hand the sash over to J. Epstein, who promptly set off to lap at around 55 m.p.h. in a 1931 M.G. Magna. Meantime, however, the "King M.G.s" forged ahead once again, although Colin Shove briefly played roundabouts at the Hairpin, while third place holders, the Wadsworth "Healey Various", were very hard pressed by the all-TD team from the M.G. Club, being caught in the final stage of the race. There was excitement, too, in the 750 class, for the N.W. Centre cars had thrust ahead of the Southern Centre, who

were third—and very fast their pace was in the latter part of the race during the chase of the Healeys. Cars from most of the 32 teams which started were still motoring round at 7 p.m., although, had there been a dead car park, it would have been well filled by the end of what turned out, despite everything, to be an extremely interesting and exciting six hours of racing. C. P.

Provisional Results

1. **King M.G.s** (35 credit laps): M. D. King (M.G. TD), W. B. Thomas (M.G. TD), C. Shove (M.G. TD), J. Shove (M.G. TC), E. F. A. Woodward (M.G. TC), J. H. King (1,100 H.R.G.). Covered 167 laps (including credit), 54.46 m.p.h.
2. **Surrey Sporting Motley** (48 credit laps): V. Freedman (1,098 Vernon-Crossley), J. Epstein (M.G. Magna), A. H. Baker (1,997 Land Rover), J. H. Carter (933 Ford Anglia), 166 laps, 51.42 m.p.h.
3. **M.G.C.C.** (27 credit laps): A. S. Lusty, W. P. U. Constable, R. W. Jacobs, G. T. Greenhalgh (all M.G. TDs), 164 laps, 56.70 m.p.h.
4. **Healey Various** (20 credit laps): E. B. Wadsworth, R. Dixon, M. R. Noble, J. W. Whewell, J. Whewell, J. R. Brown (all Healeys).
5. **Healey Silverstone** (11 credit laps): B. G. W. Haynes, J. Goodwin, C. D. Boulton, D. Hely, C. A. S. Brooks, A. C. Baxter (all Healey Silverstones).



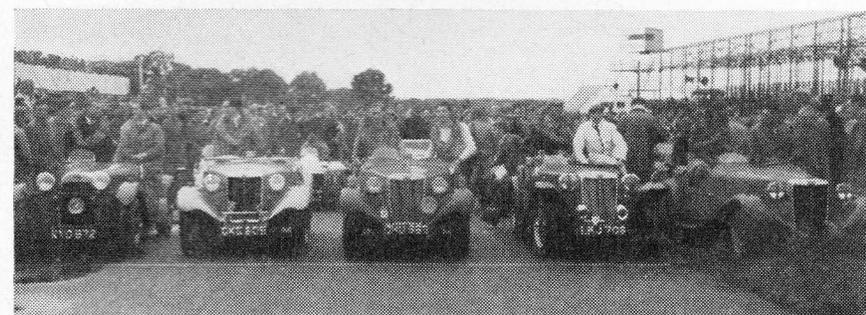
WASHING DAY: A competitor's soaked shirt hangs out to dry between rain showers.

6. **Pontefract de Lacy** (35 credit laps): G. Greenough (1,496 H.R.G.), T. R. Clapham (M.G. TC), G. W. Smith (M.G. TC), R. P. Ewbank (M.G. TC), P. Turner (Rapier), G. A. Naylor (Rapier Spl.).
 7. **Thorn M.G.s** (35 credit laps): P. D. Coates, D. M. Farley, L. G. Oram, A. McClean (all M.G. TDs), P. N. Morpeth, J. Buckenham (M.G. TCs).
 8. **Morgan 4/4** (31 credit laps): S. G. Dyke, R. T. Lomax, R. E. Meredith, L. Newey, T. A. Parkes, J. M. Sparrowe.
 9. **Jowetts** (29 credit laps): T. Blackburn Jr., A. Thomas, K. S. Crutch, I. A. Forbes (all Jupiters), D. G. Dixon (Javelin).
 10. **B.A.R.C.** (27 credit laps): G. V. Coles (M.G. J4), T. Haig (M.G. TC), H. Lester (Lester-M.G. coupé), R. E. Orman (M.G. TC), M. J. Reid (M.G. TC), R. Piper (M.G. J4).
- Other teams to finish:** 11. Buckler, 12. Morgan Plus-Four, 13. Cernian M.C., 14. Harrow C.C., 15. Aero and Auto College, 16. Singer O.C. Nine, 17. Cresta and Soda, 18. Lotus, 19. Herefordshire M.C., 20. Neo-Vintage, 21. Lloyds M.C., 22. Chalmers H.R.G., 23. Singer O.C. 11-litre, 24. Allard J2, 25. Ecurie Continental, 26. Ecurie Extra, 27. Ecurie Cent-Vingt, 28. Scuderia Como-Venti, 29. Northampton M.C., 30. Asson Martin O.C., 31. Modern Boys.

Closed Scratch Relay Race for 750 Formula Austins (run concurrently with National Race): 1. **N.W. Centre "A" Team:** F. Butterworth (Rochdale Spl), C. F. Lawton (Spl), M. L. Finlow (Nippy), H. Hill (Spl), R. Salthouse (Spl), D. Rees (Spl), 122 laps, 50.8 m.p.h. 2. **Southern Centre:** G. D. Adamson (Spl), V. N. Hood (Nippy), F. A. Claxton (Spl), K. P. D. Stanton (Spl), J. J. Macklin (Spl), R. J. Harrison (Spl), 121 laps, 50.5 m.p.h. 3. **Brooklands Area:** L. Udall (Spl), P. H. Wolfe (Spl), L. Winton M. Gomm (Spl), W. E. Wilkes (Spl), R. P. N. Lowe (Love Spl.), D. E. Harris (Spl), 119 laps, 49.6 m.p.h.

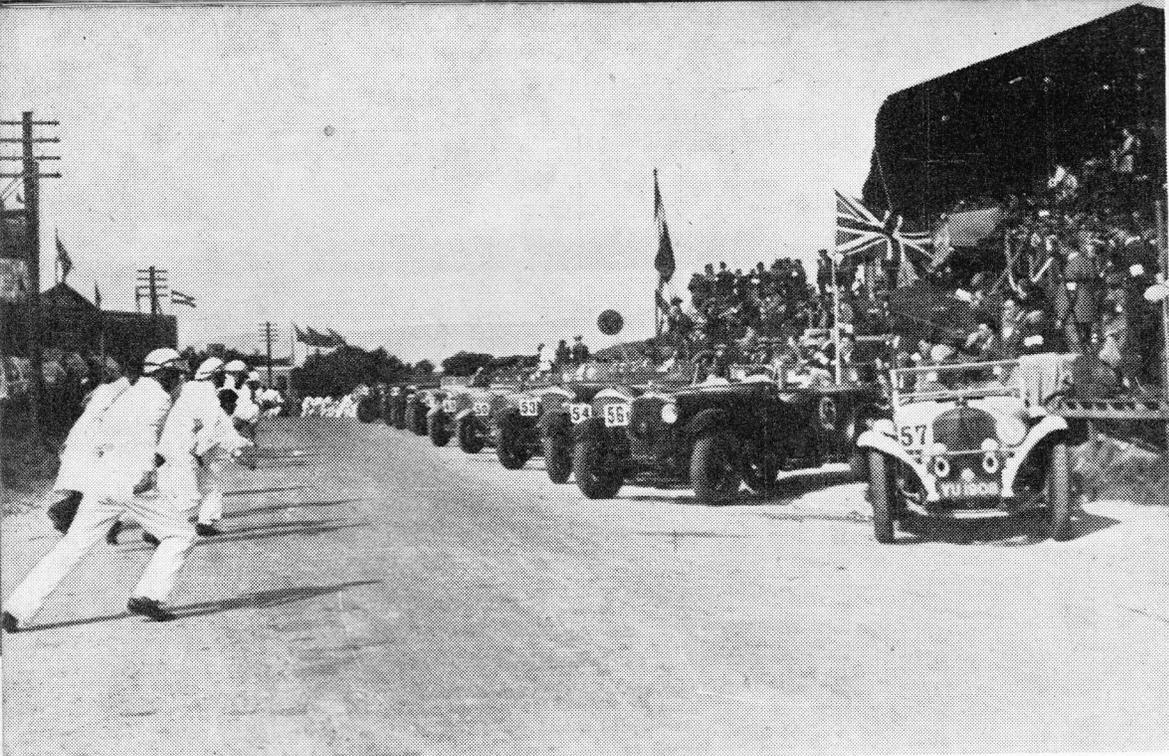
THE WINNING TEAMS: (Left) The "King M.G.s", Relay Race winners, lined up after six hours hard labour. Drivers were M. D. King, W. B. Thomas, Colin Shove (TDs), John Shove and E. F. A. Woodward (TCs), and J. H. King (H.R.G.).

(Below) First in the 750 Formula class, the N.W. Centre's A team, comprising F. Butterworth, C. F. Lawton, M. L. Finlow, H. Hill, R. Salthouse and D. Rees.



were doing their utmost to retrieve their place. An apparent lap deficit was rapidly being reduced, but 7 p.m. and the finish intervened, N.W. Centre won, and the "King M.G." team, drivers M. D. King, W. B. Thomas, Colin Shove, E. Woodward and J. H. King, triumphed in the National race after six hours of fast and "heady" racing under unpleasant conditions. Half a lap behind came the "Surrey Sporting Motley", a highly popular second after a grand team effort, with the Land Rover and its driver two of the day's heroes. The TD team





SUCCESSFUL EXPERIMENT: Drivers leap to their cars—and the first Ulster T.T., held in August, 1928, on the Ards circuit, has begun. Nearest the camera are Thistlethwayte's Mercedes and a "Black Hawk" Stutz.

HOW THE T.T. CAME

How the Tenacity of a wonderful series of Northern Ireland — Tomorrow's the T.T.

By W. A. M.

THE R.A.C. International Tourist Trophy Race over the Dundrod Circuit on Saturday, 5th September, marks the 25th anniversary of the "arrival" of this classic race in Northern Ireland. This year's event will be the 12th to be staged on an Ulster circuit.

The man mainly responsible for the "marriage" between the T.T. race and Northern Ireland was Mr. Harry Ferguson, of tractor fame. As far back as 1922 Harry Ferguson, at that time a motor trader in Belfast, conceived the idea of staging a full-scale international motor race over an ordinary road circuit. He put the idea to a meeting of motor traders, whereupon the chairman of the meeting remarked: "If you can induce a dead man to take running exercise, he will soon be as well as ever—therefore the motor trade should run motor races, for its very life!"

But many obstacles were to be put in the way of the plan. The major one, Parliamentary sanction for the closing of public roads, was overcome in May 1922, and legalized road racing in Ulster became possible.

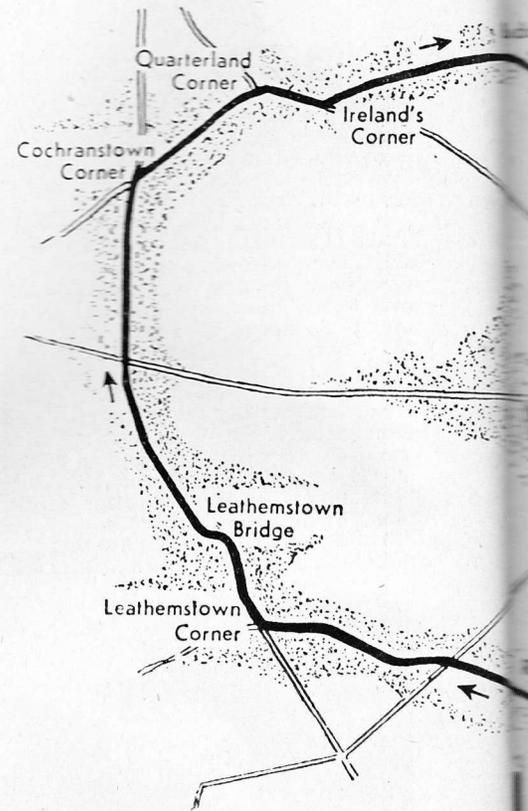
Plans were made for a combined meeting of motor-cars and motor-cycles, the course chosen being that which

eventually became world-renowned as the Clady Circuit. The motor race scheduled for October 1922 was abandoned, but the motor-cycle organizers pressed on with their own plans and founded the famous Ulster Grand Prix.

Progress with his plans for farm mechanization took Ferguson to America for a time but when he returned to Ulster in 1924, he immediately revived his motor race plans and once more he received enthusiastic support. This time matters progressed to the point where race week had been reached and many English entrants had already arrived in Belfast.

Then, two days before the race, a prominent local motorist engaged in some unofficial practising round the course, crashed and was killed at Aldergrove. The subsequent outcry from the public was such as to cause the abandonment of the race.

It was not until 1927 that more was heard of motor racing in Ulster. In September of that year Harry Ferguson, together with the late W. W. MacLeod of the Ulster A.C., paid a visit to Brooklands and there succeeded in creating interest among racing drivers in a possible race in Ulster. The R.A.C. were approached with a view to reviving the

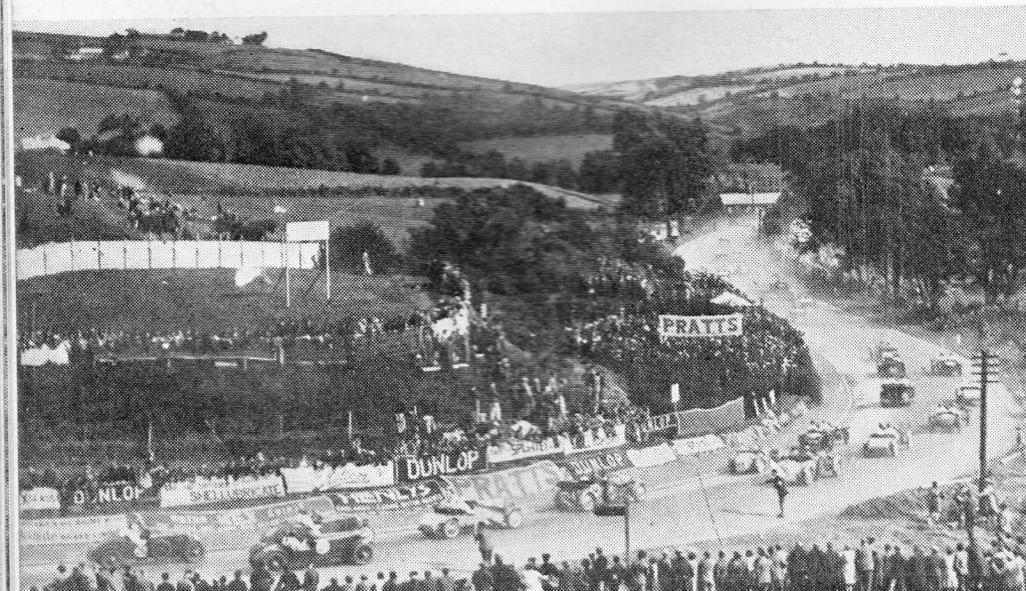


WHERE THEY RACE TOMORROW: The course with every variety of fast and slow bend.

T.T. series, which had lapsed in 1922, and they accepted the invitation to send a deputation to Ulster.

That deputation arrived in January 1928 and inspected several possible courses, eventually selecting the Ards Circuit, and the T.T. was planned for that course for Saturday, 18th August.

QUARRY, 1929: Both the pre- and post-war Ulster T.T. circuits include a Quarry Corner. Here the cars stream through Ards' famous left-hander on lap one of the 1929 race, while a brave flag marshal stands on the road and does his duty.

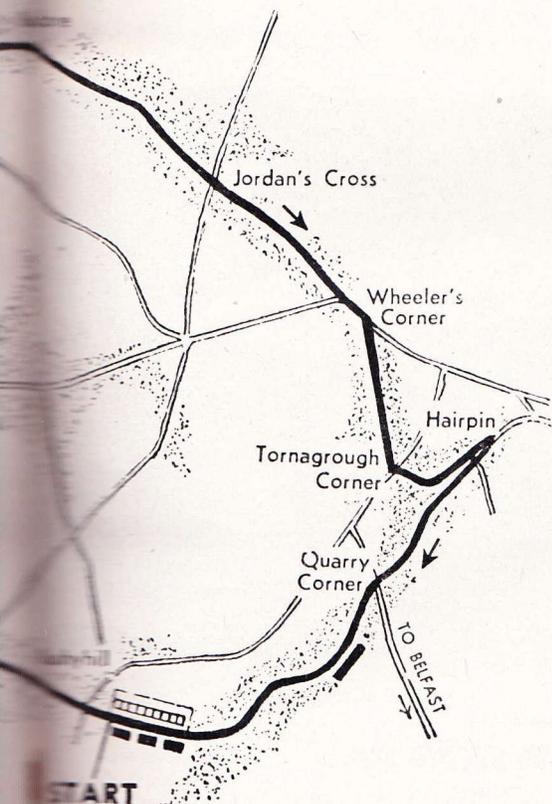
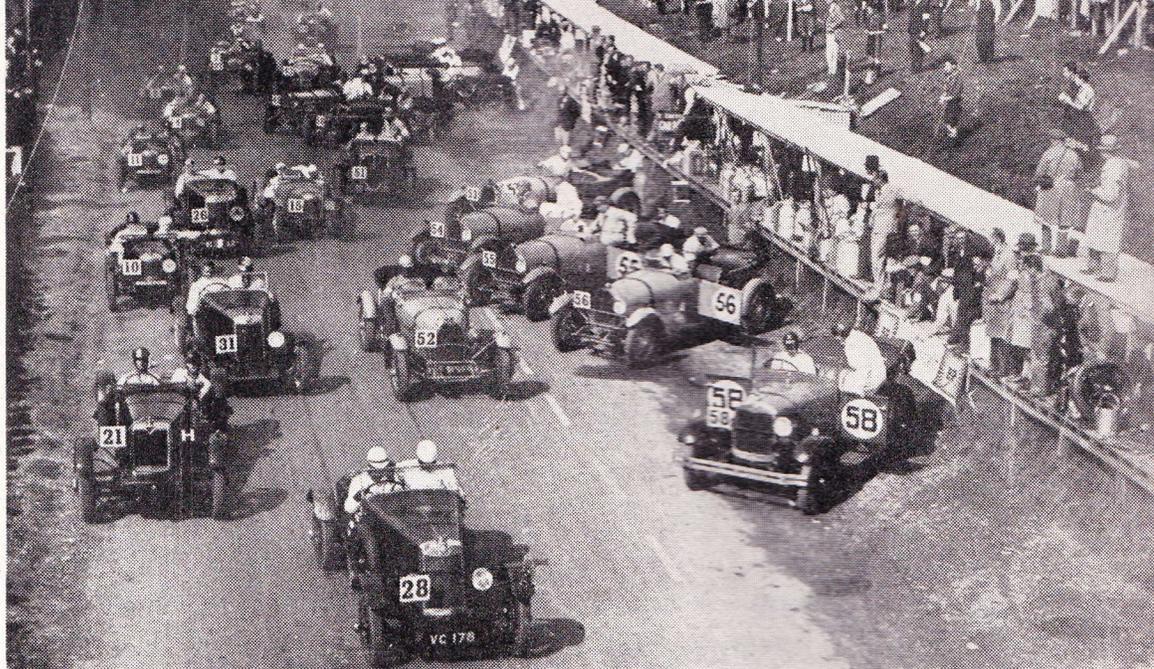


'29 **START:** *Lea-Francis, Alvises, a Ford, Bugattis, Rileys, etc., form an exciting traffic jam as the second T.T. at Ards gets under way. Rain fell later, and the race was won masterfully by Caracciola (Mercedes).*

T.T. TO ULSTER

Harry Ferguson began the Northern Ireland Road Races with the longest and longest ever

L. McMASTER



Ards circuit, 7 miles and 732 yards long and unquestionably the finest in the British Isles.

No outdoor attraction held in Ulster before or since has ever attracted the multitude that thronged the Ards Circuit that August Saturday of 1928. Indeed, the official practices, deliberately scheduled for chilly dawn to discourage spectators, attracted upwards of 10,000 and created considerable embarrassment

QUARRY, 1951: *Lance Macklin takes the prototype Aston Martin DB3 through the right-hand approach to Quarry Corner at Dundrod. The DB3 was making its first appearance in a race, arousing great interest.*

for the officials, but this attendance was dwarfed by that which headed for the Ards Circuit on race day.

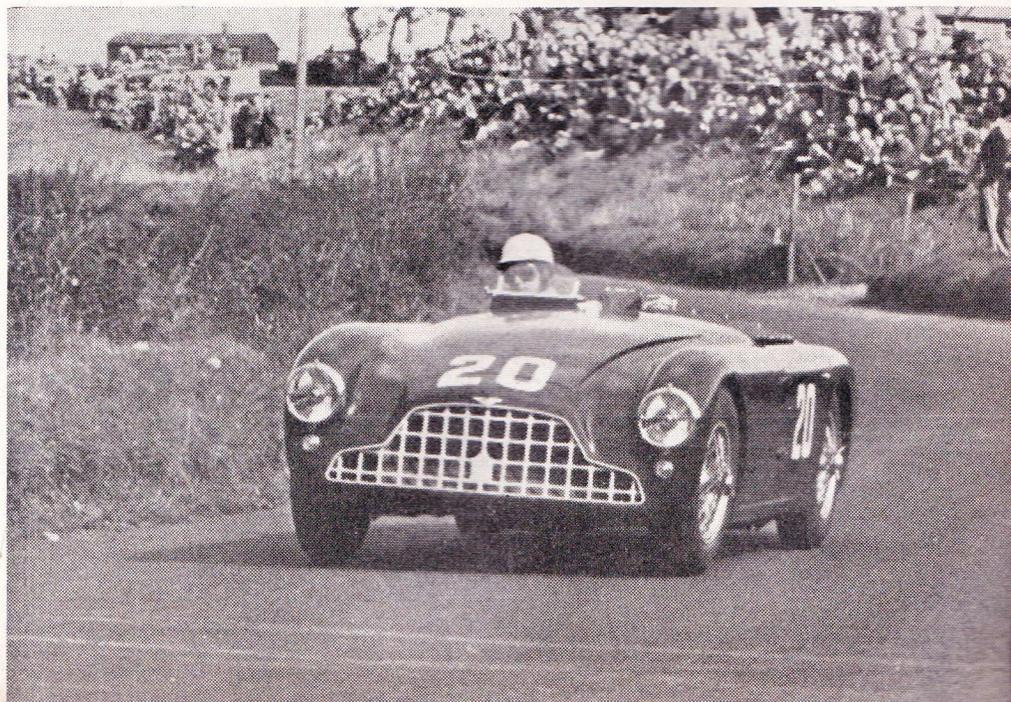
Nowadays the problem facing Irish organizers is to attract visitors from England and Scotland. In 1928 the specially-augmented cross-Channel services were so much over-subscribed that it was found necessary to charter a transatlantic liner to convey the "surplus" across the Irish Sea.

Nineteen twenty-eight was Kaye Don's year—his 1,946 c.c. Lea-Francis just heading Leon Cushman's f.w.d. Alvis, also 1,946 c.c., by only 13 seconds. The handicappers had estimated that race of 410 miles to last for six hours—Don's finishing time was less than two minutes inside that estimate. "Scrap" Thistlethwaite, in his blown 6,788 c.c. Mercedes, recorded fastest lap at 74.39; Malcolm Campbell's 2,261 c.c. Bugatti caught fire and blazed to destruction in full view of the packed grandstands. On the score of excitements along the T.T. had established itself in Ulster in its very first year.

In the next year, with Ulster enthusiasm still maintaining fever pitch, "Rudi" Caracciola (Mercedes) won a

popular victory at an average of over 72 m.p.h. with a new lap record at 77.81. The 1930 event brought the fabulous Tazio Nuvolari, with Campari and Varzi in 1,750 blown Alfas. Little jealousies existing among these team members were silenced by a telegram from Il Duce commanding that all be good boys and race for the glory of Italy. They did, too, finishing first, second and third. Officials, incidentally, were most unpopular that year—Caracciola being disqualified over the matter of a non-standard blower, while later in the race a little comedy very much in the "Keystone Cops" tradition was enacted as officials tried to halt Campari and warn him about his driving tactics. They eventually succeeded in transmitting their disapproval by trotting at a good 15 m.p.h. alongside the gesticulating Campari.

British fortunes were restored in 1931 when Norman Black "exhibited" the capabilities of the blown M.G. Midget and successfully held off Borzacchini's Alfa, although the latter's driving was of a calibre rarely equalled. Rileys were triumphant in 1932; Whitcroft winning the Trophy and Freddie Dixon winning the affections of the crowd by his spectacular driving and even more spectacular





Kaye Don receiving the Tourist Trophy from the Governor of Northern Ireland after winning the first Ulster race in 1928 with a Lea-Francis.

exit from the race as he leapt the hedge at Quarry Corner.

In 1933 Tazio Nuvolari was looking for a car to drive. An M.G. Magnette was hastily organized, and the result was —Nuvolari won his first race in a British car, but not before he was forced to drive like one possessed to overhaul H. C. Hamilton's M.G. Midget, the latter never recovering from a pit-call "gang a-gley."

That was the end of the "supercharged period" and the pundits declared that it was also the end of the T.T. They were wrong. The 1934 race saw one of the finest scraps ever, between Charlie Dodson's Magnette and Eddie Hall's Bentley, decided in favour of Dodson by a matter of 17 seconds and at an average speed beaten only by Nuvolari the previous year. In 1935 Dixon reaped the reward of his efforts, Eddie Hall again taking second place, and in 1936 Dodson and Dixon combined to gain yet another win . . . with Hall yet again in second place.

That race brought down the curtain on the Ards Circuit. Towards the end of the race a Riley skidded and shot into the crowd spectating from the main street in Newtownards. Eight of them were killed and over 40 injured, and the local authorities decreed that racing in built-up areas should end.

Strenuous efforts were made to find an alternative course in Ulster but the T.T.s of 1937 and 1938 were held in Donington Park. The 1939 race was cancelled owing to the imminence of war.

It was not until 1949 and the approaching completion of the Dundrod Circuit that Ulster enthusiasts found it possible to contemplate the return of the T.T. to the Province. What Harry Ferguson and his colleagues had done for the T.T. in the 1920s was now emulated by J. Wilfred Haughton, P. B. Webb, Gordon Neill and other Ulster stalwarts.

So, in 1950, the T.T. again figured on the International Calendar, to endure one of the wettest days in its history. Stirling Moss won the coveted trophy and returned to Dundrod to repeat his performance in 1951.

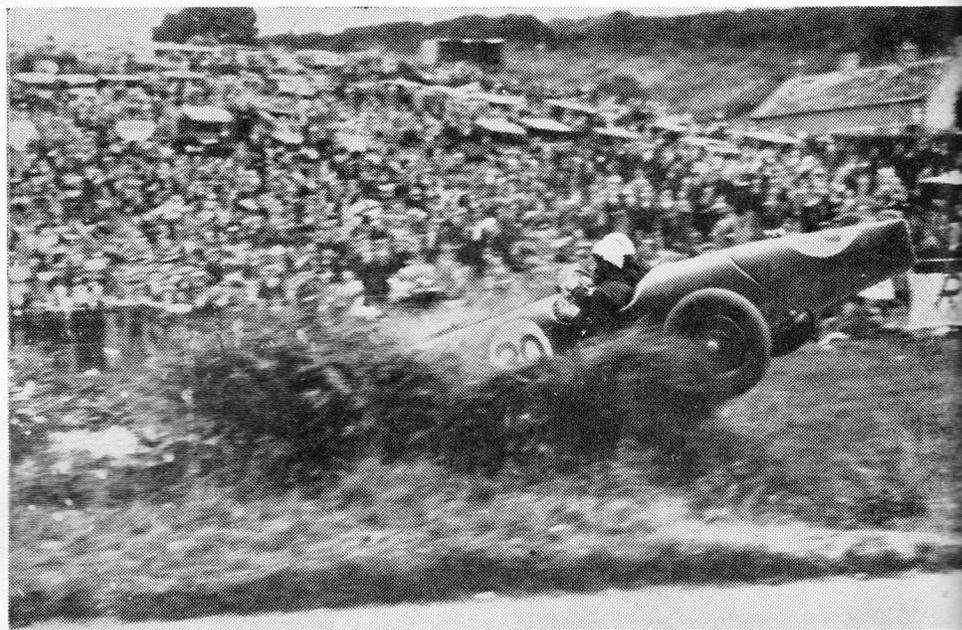
The "custody" of the race has now been handed over by the R.A.C. to the U.A.C. and tomorrow's nine-hour event, the longest T.T. ever, will test the efficiency of this band of Ulstermen who are only too anxious to restore to the T.T. the glamour that should belong to it.

Good luck to them!



1930 NON-STARTER: (Above) Rudolf Caracciola, 1929 race winner, taking Quarry Corner during 1930 practice. An oversize supercharger excluded the Mercedes-Benz from starting.

1932 NON-FINISHER: (Below) Freddie Dixon's sensational exit from the T.T. in 1932, when his Riley was leading. He won the race in 1935 and 1936.



PAST T.T. WINNERS

Dundrod Circuit

1951 Stirling Moss (Jaguar) 83.55 m.p.h.
1950 Stirling Moss (Jaguar) 75.15 m.p.h.

Donington Park

1938 Louis Gerard (Delage) 67.61 m.p.h.
1937 Gianfranco Comotti (Darracq) 68.70 m.p.h.

Ards Circuit

1936 Freddy Dixon/Charles Dodson (Riley) 78.01 m.p.h.
1935 Freddy Dixon (Riley) 76.90 m.p.h.
1934 Charles Dodson (M.G.) 74.65 m.p.h.
1933 Tazio Nuvolari (M.G.) 78.65 m.p.h.
1932 C. R. Whitcroft (Riley) 74.23 m.p.h.
1931 Norman Black (M.G.) 67.90 m.p.h.
1930 Tazio Nuvolari (Alfa Romeo) 70.88 m.p.h.

1929 Rudolf Caracciola (Mercedes-Benz) 72.82 m.p.h.

1928 Kaye Don (Lea-Francis) 64.06 m.p.h.

Isle of Man

1922 Jean Chassagne (Sunbeam) 55.78 m.p.h. (1,500 c.c. class: Sir Algernon Guinness (Talbot) 53.3 m.p.h.)

1914 K. Lee Guinness (Sunbeam) 56.44 m.p.h.

1908 W. Watson (Hutton) 50.25 m.p.h.

1907 E. Courtis (Rover) 28.8 m.p.h. ("Heavy Trophy", G. P. Mills (Beeston-Humber) 28.1 m.p.h.)

1906 Hon. C. S. Rolls (Rolls-Royce) 39.6 m.p.h.

1905 J. S. Napier (Arrol-Johnston) 33.9 m.p.h.

AND TOMORROW—THE 20th T.T.

Jaguar and Aston Martin in Another 9 Hours Struggle
—45 Cars of 17 Different Makes Due to Compete

TOMORROW'S Nine Hours T.T., run by the Ulster A.C. under powers delegated to them by the R.A.C., will be the longest, and should prove one of the most exciting, races ever to be staged in Northern Ireland. Jaguar and Aston Martin, the great protagonists of the Goodwood "Nine Hours" and of other 1953 events, will once again come up against each other, this time on a long, natural road circuit, demanding the maximum in speed, braking and acceleration from the cars, and the maximum of skill and endurance from the drivers.

The T.T. is a long established International fixture—the oldest, indeed, still being promoted regularly, since the first race was run in 1905—and the 1953 event is still amply International in a competitive sense, even if Ferrari are not running. From France come Gordini, D.B. and Renault, from Germany the Porsche team, and from Italy two Stanguellini's, while lone Osca's and Maserati's add spice to the entry list. It is probable, however, that the 20th T.T. will devolve into another Jaguar/Aston Martin struggle, the outcome of which will be awaited eagerly.

Stirling Moss of the Jaguar team has already two consecutive victories to his credit, in 1950 and 1951, and will be keen to score the hat-trick in T.T.s. He has all the road racing skill and experience necessary to achieve this, while a big victory has long been due to him. Team-mates Tony Rolt and Duncan Hamilton, and rivals Reg Parnell, Roy Salvadori and Peter Collins are all potential winners too; the Abecassis/Macklin H.W.M. has pace,

but not endurance so far, as Goodwood demonstrated, but H.W. Motors will have prepared it with utmost care. The Ecurie Ecosse Jaguars, and those of Kelly/Fairman, Wisdom, Swift, and the Kenya driver Manussis, should all do well.

Lower down the capacity scale are the Gordinis of Casella and Bordini, both fine Italian drivers, if lacking in experience of Dundrod; the Maserati entered by Syd Green for Mayers and Keen to drive is an interesting newcomer; the Frazer-Nash team is formidable, and should carry off the 2-litre honours; the team of works Porsches should prove very fast as 1½-litres, while the progress of Bob Said's Osca, the Reece/Tyrer Singer, the Stanguellini and D.B.s will be followed with much interest.

A nine hours race means an early start—9 a.m. is zero hour tomorrow, and the length of the race inevitably means pit stops for fuel, oil, tyres and change of drivers. The difference between good and bad pit stops means many laps of seconds-saving at Dundrod, and will undoubtedly play a big part in determining the result. Even greater interest is attached to tomorrow's race by its being the sixth of the seven major events deciding the first World's Sports Car Championship, and with Ferrari's win at Nürburgring last Sunday, the current position stands with Ferrari leading with 26 points to Jaguar's 24 points. If Jaguars win the T.T. the position of the leaders becomes very interesting; it should be fought to a conclusion in the Pan American Road Race in Mexico on 19th November.

T.T. FINAL ENTRY LIST

Jaguar (3,442 c.c.) Works entries: A. P. R. Rolt/J. D. Hamilton, S. Moss/P. D. C. Walker, P. N. Whitehead/I. Stewart, Ecurie Ecosse entries: Sir J. Scott-Douglas/N. Sanderson, J. Stewart/J. Lawrence, one car, drivers unominated. Other entries: T. H. Wisdom (drivers unominated), J. B. Swift/X. J. Kelly/J. E. G. Fairman, C. J. Manussis/C. G. H. Dunham. **Aston Martin** (2,922 c.c.) Works entries: R. Parnell/E. Thompson, R. Salvadori/R. D. Poore, P. Collins/P. Griffith. Other entries: R. Dickson/J. D. Titterton, A. G. Whitehead/A. F. O. Gaze. **H.W.M.-Jaguar** (3,442 c.c.): G. Abecassis/L. Macklin. **Gordini** (2.3-litres): F. Bordini/X. G. Casella/X. (1½-litres): R. Gallagher/P. Cahill. **Maserati** (1,988 c.c.): J. C. C. Mayers/M. J. C. Keen. **Frazer-Nash** (1,971 c.c.) Works entries: K. Wharton/C. E. Robb, J. Fitch/X. F. R. Gerard/X. Non-works entries: H. A. Mitchell/P. Scott-Russell, R. F. Peacock/G. A. Ruddock, J. H. Walton/P. R. Bolton. **Kiart** (1,971 c.c.) Works entries: J. Coombs/I. Burgess, C. P. Hazlehurst/P. Thompson, R. C. Green/D. J. Calvert. **Lester-M.G.** (1,467 c.c.): P. Jackson/P. Lane. **Jowett** (1,485 c.c.): E. K. Lund/W. R. Robinson. **Porsche** (1,488 c.c.) Two works entries: Drivers unominated. (1,091 c.c.): Works entry: X/X. **Singer** (1,497 c.c.): P. B. Reece/G. Tyrer. **Cooper-M.G.** (1,467 c.c.): H. H. Gould/I. D. Lewis. **Osca** (1,342 c.c.): R. Said/X. **M.G.** (1,250 c.c.): R. Flower/G. E. Phillips, B. McCaldin/X. **Stanguellini**: Two works entries (1,100 c.c.): X/X. (746 c.c.): X/X. **Renault** (745 c.c.): Mme. Bizeray/X. **D.B.-Panhard** (745 c.c.): G. Trouis/A. P. Hitchings, Pousse/Sparrowe, Denezière/L. Potter.

DUNDROD ADMISSION DETAILS

Covered Grand Stand Seats.—Start and finish area (red and blue stands) £1 per seat. Quarry and Leathemstown areas 15s. per seat (can be purchased at entrance on day).

Transfer to Paddock and Start and Finish enclosures £1.

Car Parks.—A, B, M, J and L, cars 15s., motor-cycles 4s. (including all passengers). C, G and H, cars 10s., motor-cycles 4s. (including all passengers). K, reserved for purchasers of red and blue stand seats and start and finish area enclosure tickets only. Cars 10s., motor-cycles 4s.

Spectators.—Start and finish enclosure, Leathemstown enclosure, adults 5s., children (under 14) 2s. V, X, Y and Z enclosures, adults 2s. 6d., children (under 14) 1s.

Bus Services.—A frequent service of omnibuses to the circuit will be run as follows: To the start and finish grand stands and enclosures—depart from Hamill Street, Belfast, to Hairpin and Wheelers' enclosures—depart from College Square North, Belfast. To Cochrantown enclosure—depart from Galway Street, Belfast (off College Square North).

SUNBAC "RALLYETTE"

ENTRIES close on Thursday, 24th September, for Sunbac's "Rallyette" on Sunday, 27th September. The event, which starts at 10.30 a.m. from the Bowling Green Inn, Lichfield, is described as a "spelological expedition and treasure hunt—visit the underworld and return the same day". Entry forms should be sent to Jack Woodhouse, 106 Jockey Road, Sutton Coldfield.

WOLSELEY HORNET RALLY

ON Sunday, 27th September, the Wolseley Hornet Special Club will hold a Rally and Driving Tests at Stoney Cross Aerodrome, near Ringwood, Hants, starting at 11 a.m. Entry forms and further information about the event from J. L. McArthur, 3 The Bungalows, Hook Road, Ampfield, near Romsey, Hants; entries close on Wednesday, 23rd September.

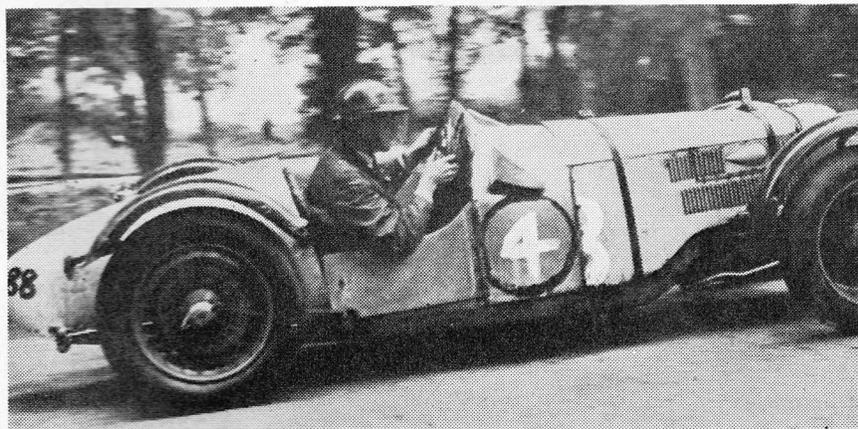
Edenvale "Annual"—cont. from page 303

not giving of its best, so this car also appeared to be in the pits more than on the circuit.

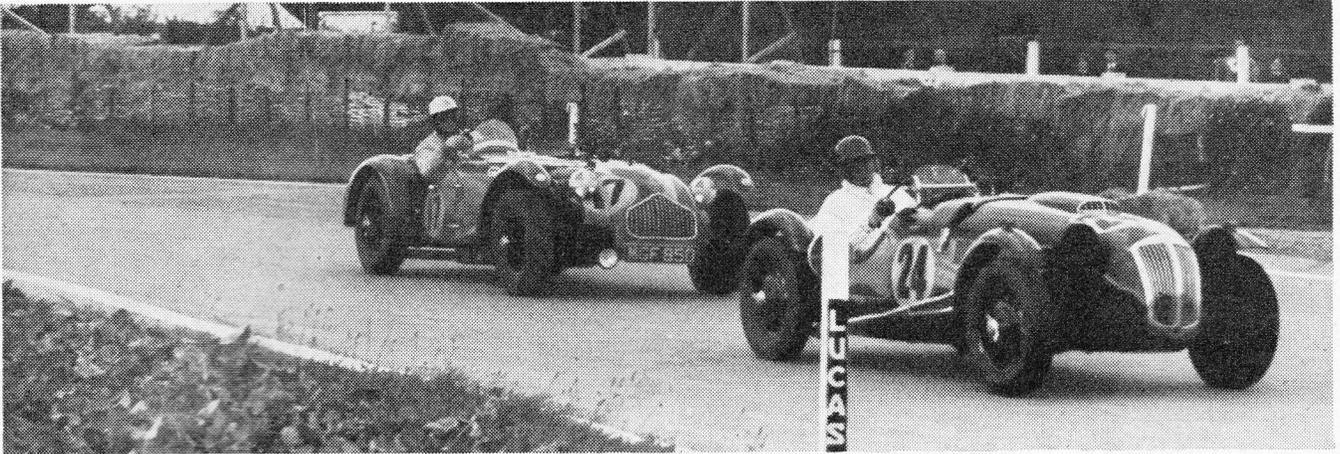
The order had not changed on the 20th lap, but Jefferies was losing ground to Robinson, and Von Boch was after the leaders. By lap 25 the latter had closed up considerably on the two leading Jaguars, and Woolter in the modified VW had passed Garrad (Minx) to move into 12th position after a race-long duel. Roy Tawney had also squeezed past Ed Pollock, both in M.G. TDs.

Three laps before the end of the hour, with less than five minutes to go, Robinson's XK 120 was slowing and Vern Jefferies, ever within striking distance, seized his opportunity getting into the lead to be the first to receive the chequered flag. Even so, his handicap meant fifth place only, and it was Ken Ahr with his Siata who won, with Murray Wallace (Austin A30) second, after a very consistent and steady race.

R. J. THURGOOD.



OLD RILEYS NEVER DIE: W. F. Morice winning his class in a 1929 Riley "Nine" during last Sunday's Prescott hill-climb of the Vintage S.C.C.



TECHNICAL AND OTHERWISE

NO REST FOR DRIVERS: The Melvin/Kenneth Frazer-Nash and the Bryde/Thomas Allard brake together for one of Goodwood's many turns during the International Nine Hours Race.

GOODWOOD GOSSIP

By JOHN BOLSTER

FROM a technical point of view, the Goodwood Nine Hour Race was most interesting. It was also a jolly good party, incidentally, and the opportunities for enjoying a gay social life, especially among the caravan colony beside the paddock, were very great indeed. Nevertheless, I am rather doubtful of the value of this event, regarded purely as a motor race.

The sight of cars travelling at racing speeds behind blazing headlamps, and all the bustle and excitement of the brightly illuminated pits, present a most glamorous spectacle. We are, indeed, grateful to the B.A.R.C. for bringing night racing to this country. However, I feel that the Goodwood circuit, while ideal for an afternoon of short races, is by no means perfect for a long-distance sports car event. The absence of any straight worthy of the name makes the race a real car-breaker, and for this reason I doubt whether it will ever attract any worthwhile foreign competition. That, I must emphasize, is only a personal opinion, and I would be delighted to be proved wrong.

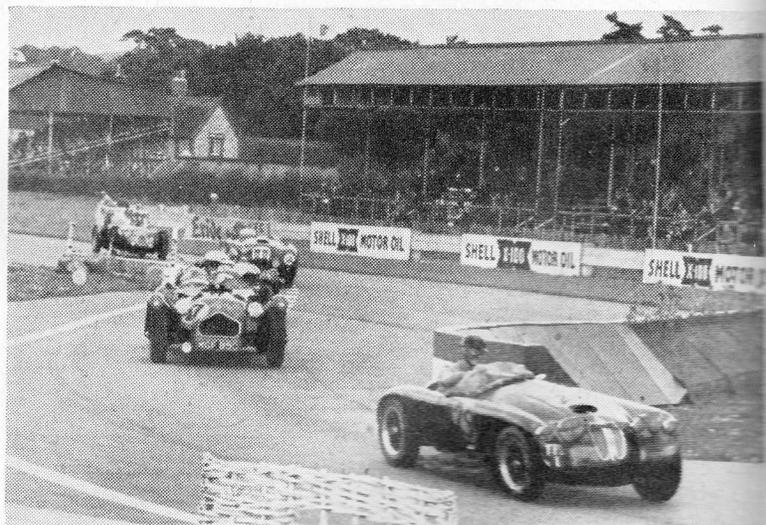
Perhaps the first matter which one should discuss is tyre wear. Now, it must be made perfectly clear that there was no defect whatsoever in the tyres themselves, and it was only the manner in which they were used that caused their early demise. It will be appreciated that a more or less permanent four-wheel drift, with many sharp bursts of acceleration through the gears, does not provide much rest for the rubber. It was instructive to compare the tyres of different drivers, for generally the very fast men kept their rear tyres in better condition than the less expert conductors, but the front tyres of the aces suffered more heavily. That is only a very broad summary, but it shows that the most advanced techniques involve less abrasion of the rear end, and more of the front, as one would expect from examining photographs of cars in actual cornering attitudes. Of course, a little rain would have saved the treads, as it did last year.

Apropos the tyre massacre, this certainly underlined the shortcomings of bolt-on wheels. By my stopwatch,

a wheel change invariably took twice as long when these were fitted, compared with the Rudge knock-off type. Certainly, this is a handicap which no car can afford to carry. It is quite true that the type of hub which carries a centre-locking wire wheel may be somewhat heavy. This does not apply to the pin-drive hubs used at Indianapolis, and one feels that the American design of knock-off light alloy wheel must have a future among European sports racing cars. I do hope that the pathetic spectacle, of mechanics grovelling with a wheel brace among a heap of nuts, will soon be a thing of the past.

The sudden last-hour disaster to the Jaguars was a cruel blow. My own opinion is that the trouble was due to oil surge, as a result of corner following corner in such quick succession, and nearly all curving in the same direction. I think that if the oil level had been kept well up, the difficulty would never have arisen, but starvation of the pump, be it only momentary, is

(Continued on page 314)



TOUGH ON TYRES: A group, led by Tony Crook's Cooper-Bristol, negotiates the chicane, where hard braking and acceleration took their toll on rubber and transmission.

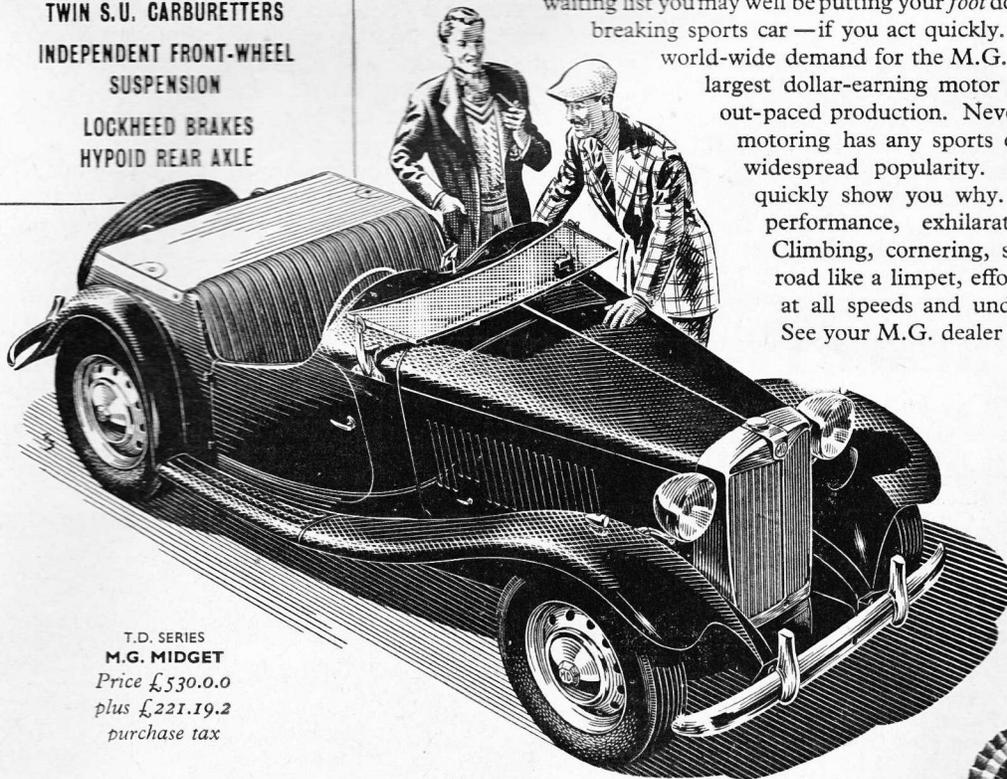
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PORSCHE PIT STOP: And it can't be engine trouble which Flt.-Lieut. Pope is preparing to tackle on Willi Buschmann's rear-motored, air-cooled car.

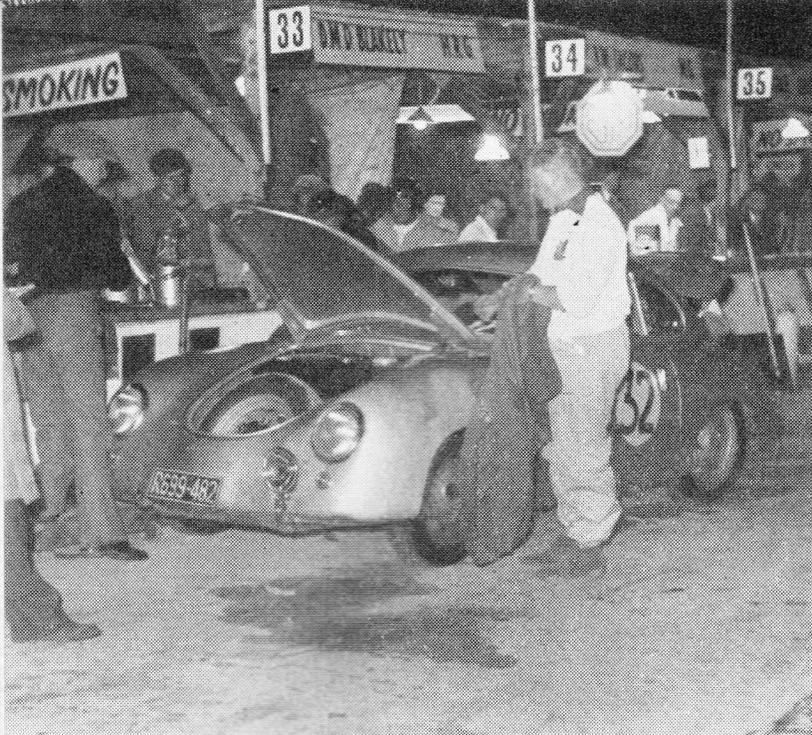
cylinder engines, the big "four" sounded very slow. Nevertheless, it finished at an extremely creditable speed, which reinforced the golden opinions we formed of this car at Le Mans.

Suspension and transmission parts stood up very well to the hammering they received, whereas last year there was copious trouble in these departments. Electrical equipment was excellent, too, though one of the leading cars had a dynamo that was causing some anxiety. Another machine was habitually driven off in gear by the starter after its pit stop, until the engine fired. One assumes that the clutch withdrawal was no longer with us, but the ease with which the battery coped with this burden was most striking.

Having almost had my moustache cremated in last year's exciting fire, I was glad to see the great care that was being taken to avoid a repetition. The very minimum of fuel was kept in the pits themselves, the churns being filled at a store on the opposite side of the paddock, and brought across on little trucks. Fire extinguishers were well in evidence, and the DB3S Aston Martins had perspex windows in their tanks which showed the level of fuel clearly.

Many neat tricks were seen at the pits, particularly in the shape of electrically illuminated signalling devices. The Aston Martin team had attached a torch to one of their jacks, and this saved precious fractions of a second in lifting the de Dion axles.

Finally, I am unashamedly one of those old gentlemen who will mourn the passing of Brooklands till my dying day. The presentation of a Brooklands Memorial Garden by Dunlops was a very lovely gesture, even if the piece of concrete set therein is almost unbearably nostalgic to some of us.



Goodwood Gossip—continued

something that the finest engine in the world cannot stand at racing speeds. The XK 120C Jaguar is a very great car, and if the artificial conditions imposed by this particular race had been foreseen, the result might have been different. There are no "ifs" in racing, though, and no marque deserved their victory more than Aston Martins.

I was enormously impressed with the Frazer-Nashes, and they thoroughly merited their team prize. That goes for all the Bristol-engined cars, since the Cooper-Bristol and the Tojeiro were only beaten because they tarried too long at the pits. In the closing stages of the race, the 2-litre machines were lapping as fast as the big cars, and without exception they sounded just as healthy as they did nine hours before. The Austin-Healey was most deceptive, for among all those six-

V.S.C.C. PRESCOTT HILL-CLIMB

RESULTS of the Vintage S.C.C.'s hill-climb at Prescott last Sunday are as follows: **B.T.D.:** P. J. Stubberfield (1926 Bugatti), 46.42 secs.; **Fastest Sports Car:** W. S. Perkins (1937 H.R.G.), 52.34; **Fastest Vintage Sports Car:** H. R. Adcock (1930 Bentley), 53.45.

Sports Cars up to 1,100 c.c., First and First Vintage: W. F. Morice (1929 Riley), 56.30; **1,100 to 1,500 c.c.:** Dr. D. P. Harris (1934 Frazer-Nash), 54.95; **First Vintage:** J. H. Pratt (1927 Bugatti), 55.30; **1,500 to 2,000 c.c.:** W. S. Perkins (1937 H.R.G.), 52.34; **First Vintage:** R. A. Kellow (1926 Bugatti), 57.98; **2,000 to 3,000 c.c., First and First Vintage:** J. G. Vessey (1929 Lancia), 56.90; **Over 3,000 c.c., First and First Vintage:** H. R. Adcock (1930 Bentley), 53.45; 2, G. H. G. Burton (1927 Bentley), 54.45; 3, P. J. E. Binns (1924 Vauxhall), 55.45.

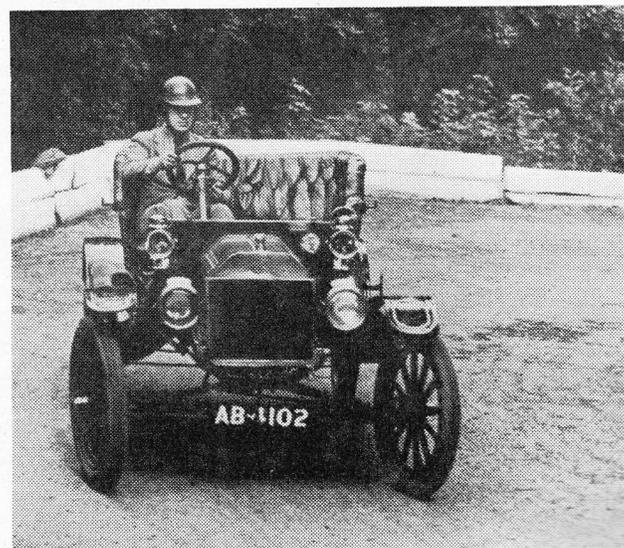
Supercharged Sports Cars, First and First Vintage: A. K. Haworth (1928 Bugatti), 52.11; 2, W. F. Moss (1929 Alfa Romeo), 54.56; **Edwardian Handicap:** 1, D. Johns (1914 Ford), 82.27; 2, D. F. H. Wood (1913 Wolseley), 74.52; 3, Dr. W. A. Taylor (1912 Rolls-Royce), 66.24.

Racing Cars up to 1,100 c.c.: D. Richmond (1934 Rapier Special), 50.65;

First Vintage: B. T. Owens (1924 Salome), 54.19; **1,100 to 1,500 c.c., First and First Vintage:** F. B. Williams (1929 Norris Spl.), 53.50; 2, J. H. Pratt (1927

Bugatti), 75.38; **1,500 to 2,000 c.c., First and First Vintage:** J. M. Perkins (1927 Bugatti), 49.34; **2,000 to 3,000 c.c., First and First Vintage:** P. J. Stubberfield (1926 Bugatti), 46.42; **Over 3,000 c.c., First and First Vintage:** G. H. G. Burton (1927 Bentley), 54.26.

★
MODEL "T": D. Johns's 1914 Ford, seen at Pardon Hair-pin while clocking 90.85 secs. in the Edwardian Class of last Sunday's Prescott climb of the Vintage Sports Car Club.



Goodwood 9 Hour Race

* *the most arduous and exacting race in Great Britain*

15 OUT OF 17 FINISHERS

achieved the following successes on **DUNLOP**

UP TO 2000 cc.

1ST

F. R. GERARD
D. A. CLARKE



FRAZER-NASH

2ND

A. BROWN
M. L. CURRIE



COOPER-BRISTOL

3RD

J. R. STOOP
P. S. WILSON



FRAZER-NASH

OVER 2000 cc.

3RD

P. N. WHITEHEAD
I. M. M. STEWART



JAGUAR

TEAM PRIZE – FRAZER-NASH

DUNLOP

the Outstanding tyre

Correspondence

"Razor Blade" and the "Specials" Question

As the owner of the Aston Martin single-seater "Razor Blade", I was struck by a certain peculiarity in the second paragraph of the letter from John A. Sivey in your issue dated 21st August, and must take exception to the assertion that Mr. Mallalieu is responsible for the "large number of modern modifications to Razor Blade". Mr. Mallalieu has not, in fact, been responsible for any part of the rebuilding of "Razor Blade", except for the manufacture of the petrol tank (later modified) and some work on the front axle. The rebuild has been carried out by Peter Attwood, who drives the car in vintage and A.M.O.C. club events.

The "modern modifications" which Mr. Sivey refers to are probably the hydraulic brakes which are now fitted, and even those have genuine Perrot brake drums, *circa* 1924.

When we began to rebuild the car, many of her original parts were missing, and what remained was virtually the complete chassis without front axle, petrol tank or body. We decided, therefore, that since we had to find a new front axle anyway, we might as well have proper brakes, since it was always our intention to race the car when she was "re-born". So, basically, although "Razor" does not look *exactly* as she did originally, she has all her original characteristics, plus brakes which work; and if that, according to Mr. Sivey, relegates her to the "specials" class, I am at a loss to know why.

I am extremely particular, as a member of the V.S.C.C., that thoroughbred motor-cars should be maintained in original, or as near original, condition as possible, and I feel sure that all Vintagers will agree with me that Peter has done the right thing by "Razor Blade".

HEATON CHAPEL, STOCKPORT.

F. E. ELLIS.

* * *

WHILST I am reluctant to continue something which started as a Club affair I do feel that I must answer Mr. Sivey's letter regarding "specials", etc.

Firstly, I should like to make it plain that, whilst I am a close friend of Fred Ellis and Lt.-Cdr. Attwood, and have been associated with "Razor Blade" since Mr. Ellis acquired the car, the rebuilding and modifications were carried out by Mr. Ellis and Lt.-Cdr. Attwood.

With regard to my criticism of fully sporting trials, I should like to make it plain that I have no intention of "pouring cold water" upon the activities of the special builders and the people who are still actively competing in such trials. The point I made in the Lancashire and Cheshire Club Bulletin was that, as this type of vehicle has become so specialized, so much so, in fact, as to bear very little relationship to the sporting type of motor-car, and as the number of members actively competing in this type of event is now only five or six out of the Lancashire and Cheshire's total membership of approximately 150, one event per annum organized by this Club should be sufficient, and the Club should endeavour to organize other events to cater for the more normal type of sporting car.

One last point, of course, is that there is a vast difference between modifying an historic car in order to make it fit for competitions suitable for its type and building a trials special able to cope with the type of course that organizers lay out for the fully sporting trial of today.

HEATON MERSEY, NEAR STOCKPORT.

D. F. MALLALIEU.

* * *

The Calendar—and Sundays

THAT the calendar is overcrowded Holland Birkett has convinced us fully in his excellent article on 14th August. But lack of support in the smaller type of club event is also due in large part to the failure of the organizers (who probably all have private incomes and Mark VI Bentleys to glide about in) to make full use of the one day of the week which bank clerk and butcher, executive and operative all have entirely to themselves—namely, Sunday.

There are numerous financial and legal objections to running events relying on big "gates" to make them pay for themselves, but where small sprints, rallies and such like are

envisaged they will be more readily supported by those who will only grudgingly be allowed Saturday-morning-off-as-a-special-favour, if the event is held on a Sunday.

The Saturday mornings they wangle can then be saved for attending the odd circuit meetings which have to be Saturday events.

I would like to add that the 750 M.C. and the Gosport A.C., amongst others, realize this and, as a member, competitor and official at some of their enjoyable events it is clear they appreciate the viewpoint of one of those who even in this enlightened democratic country have to work on Saturday morning as a matter of course.

The answer is that, like those who wish to drink out of "hours", you must belong to the right club. The only trouble is there are not enough of them. The same is true of motor racing on Sundays, unfortunately, at present.

HEATHFIELD, SUSSEX.

DEREK GODFREY.

* * *

Finding the Stars

WITH reference to the Editorial, AUTOSPORT, 14th August, 1953, it is stated: "The problem of young and comparatively untried drivers is one that team managers find difficult to tackle". I feel sure that team managers, in this country anyway, tackle the problem in the wrong way. In the first place, "born" drivers such as Mike Hawthorn and Stirling Moss do not break into motor racing frequently. It needs money to own and race even a fast sports car these days. In any case, all racing drivers are not up to G.P. standard. There are "born" drivers whose sense of speed, balance and timing, not developed, of course, to the high degree necessary for G.P. racing, is being wasted away daily, winter and summer, for a normal weekly wage. You will find them among all classes of professional drivers. They prefer these jobs to others with greater remuneration, because driving is their life. They are quite used to being controlled, and therefore would take easily to team discipline. They would not expect fabulous wages—the same as they receive now would satisfy most. They would need training, of course, but the right man would thrive under this. Here I would stress a point. It is not necessarily the very young man who is the best material for a G.P. driver. The experience gained in some years of professional all-weather driving will stand a potential racing driver in good stead.

Finally, when "big business" require some men to train for a special job they usually invite applicants! The team manager would have to sort the "wheat" from the "chaff", but a promising driver is surely not hard to spot. These men would work on, and live with the cars, generally earning their keep when not actually at practice. At the same time the team manager would have up and coming drivers always at hand to drive as instructed. They would not find it irksome if told to drive fast, or slow, as long as they were driving. It would not be necessary to "entrust expensive Grand Prix machines" to these drivers until they could handle the "hack" car with the best.

WIMBLEDON, S.W.19.

RICHARD C. TODD.

* * *

Information Required

I AM building up a spare engine, Ford V8 30 h.p., for my 1949 Allard, and would appreciate any information relating to the improvement in performance of this type of engine.

Unfortunately, my Bank Manager frowns on luxuries such as special heads or twin carb. manifold; but someone, somewhere, must have raised the c.r. whilst continuing to use the existing heads, and have all the relative gen.

304 MERSEA ROAD,
COLCHESTER, ESSEX.

K. C. TRUSCOTT.

* * *

Town Carriage?

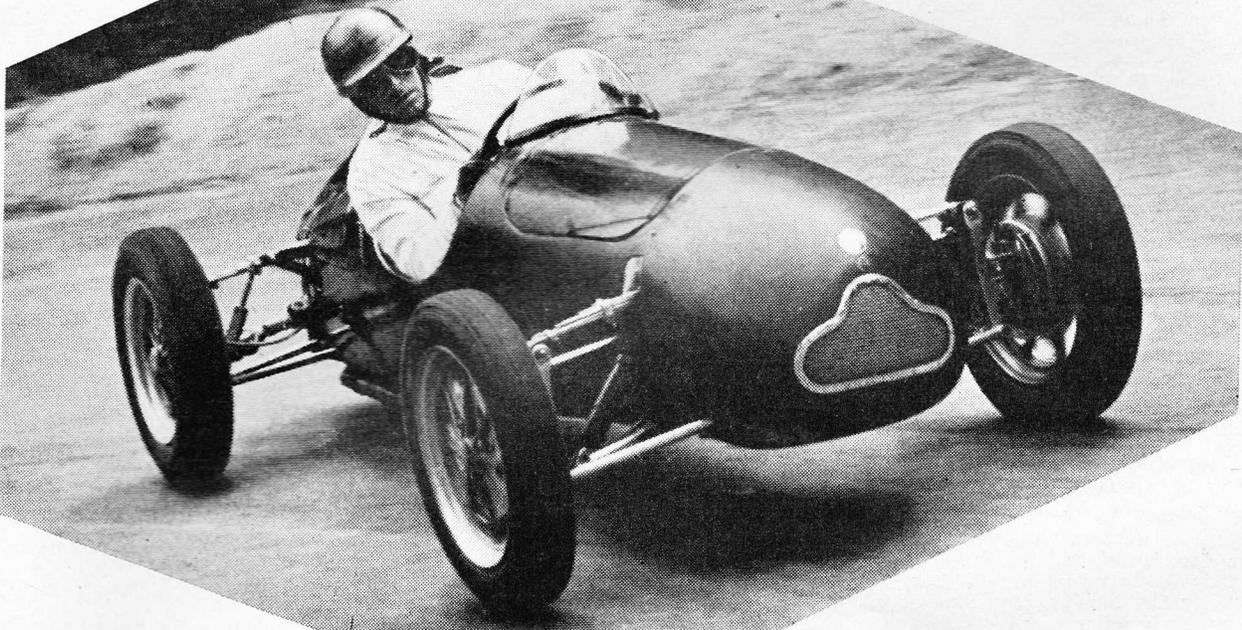
I NOTICED the following advertisement in the September issue of an American paper: *Ferrari "America"—special short chassis 280 b.h.p. Never raced or abused. Belonging to elderly couple. A.1 thruout.*

Could it be—or could it?

RATCLIFFE HALL, LEICS.

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The Spark of Victory *in Ken Wharton's Cooper-J.A.P.*



Ken Wharton has scored many brilliant successes in hill climbs this season on his Cooper-J.A.P. equipped with K.L.G. sparking plugs. The vital spark of K.L.G. has contributed to his consistent success in this outstanding car throughout the season.

K.L.G. *Sparking Plugs*

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NEWS FROM THE CLUBS

By Wilson McComb

WHATEVER progress may or may not have been made in other directions, no one would argue that the modern tyre is anything but streets ahead of those used in the first couple of decades of this century. At the A.M.O.C.'s Silverstone meeting, S. C. H. Davis told me how the single-seater Aston Martin, "Razor Blade", used to throw her offside front tyre every time he left the home banking at Brooklands—a habit which must have been pretty disturbing to the driver. "Razor Blade" no longer kicks her covers away, however, for the modifications which I referred to last month include the fitting of modern tyres. The present body, although not the one originally built round Sammy Davis, suits the car very well, and Mr. Attwood is to be congratulated on the way the car has been refurbished.

Tyre manufacturers are in for trouble, however, judging by one club's regs. for a forthcoming rally. Equipment carried "must include a spare wheel (of a pattern suitable for use on the car) with tyre, hood, wings, audible warning device, windscreen wiper, self starter, dynamo and lighting set". What a lot of unsprung weight!

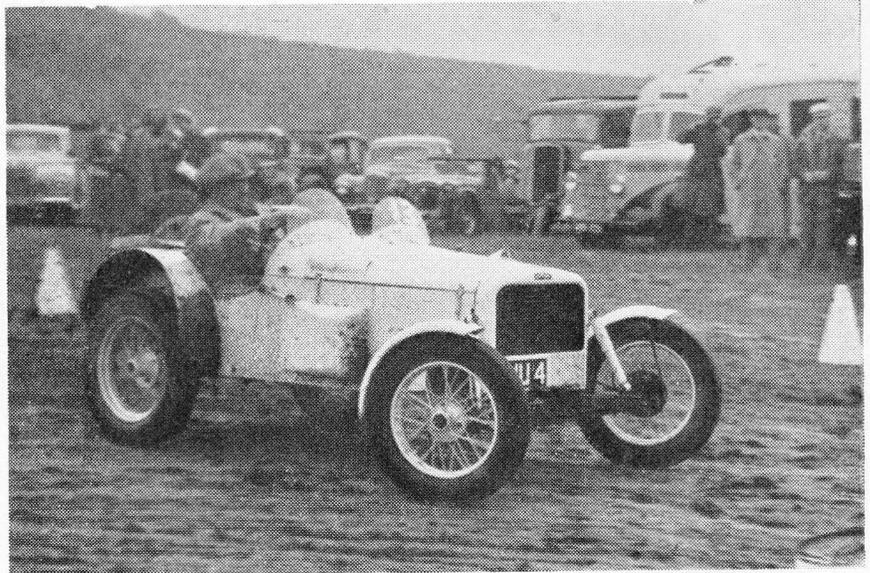
DEVON MOTOR CLUBS ASSOCIATION

KEEN interest has been shown in the proposal to form a Devon Motor Clubs Association, and the R.A.C. state that they are in favour of such pooling of activity. On Tuesday, 22nd September, at 8 p.m., a meeting will be held at the R.F.A. Club, Scarborough Terrace, Torquay. The following clubs are asked to send two representatives each to the meeting, whether or not they wish to join the Association: The Bristol M.C. and L.C.C., Cornwall V.C.C., Exmoor M.C., M.G.C.C. (Devon and Cornwall Centre), North Cornwall M.C., North Devon M.C., Plymouth M.C., Taunton M.C., Torbay M.C., West Cornwall M.C., West Hants and Dorset C.C. and the West of England M.C.

The proposal is at present in the hands of the Torbay M.C.'s chairman, J. N. Carleton-Stiff, Little Court, Stoke Gabriel, Totnes, Devon.

CASTLE COMBE IMPROVEMENTS

A NUMBER of improvements have been made to the Castle Combe circuit for the Bristol M.C. and L.C.C.'s National Meeting on 3rd October. They include the resurfacing of the track at Quarry, and the provision of grandstands. Advance booking for stand seats is now open at 15s. for adults and 12s. 6d. for children; tickets are obtainable from E. B. Bates, 5 Goldney Avenue, Bristol, 8. Entries close on Monday, 14th September, for this meeting, and forms may be obtained from Mrs. K. R. Maurice, Castle Combe, Chippenham, Wilts.



AUTOCROSS WINNER: Mike Lawson (Lotus) on his way to victory in the joint London M.C. and S.O.D.C. Autocross meeting at Dunstable, on 23rd August.

MONTE CARLO "RECCE"

A PRELIMINARY reconnaissance of the Col de Lecques section is planned by the Monte Carlo Rally British Competitors' Club, and the committee would like to hear from members who are prepared to share expenses in undertaking such a trip. During the hon. secretary's absence abroad, these and other matters will be dealt with by the chairman, J. H. Kemsley, 2 Malcolm Court, 38 The Avenue, Branksome Park, Bournemouth.

Members who are taking part in the M.C.C. Daily Express Rally are reminded that the club has arranged for special terms at three hotels in Hastings and St. Leonards.

M.C.C. "DAILY EXPRESS" RALLY

IN view of its popularity in past years, the M.C.C. have made few changes in the Daily Express National Rally, which will be held on 11th-14th November. The main road section has been reduced in length, so that competitors will converge on Harrogate after some 360 miles; they will then cover a "round Britain" type of route, about 800 miles in length.

This year, the winner of the rally will be the competitor whose individual performance exceeds by the greatest margin the "standard average" for his class, which should give all types of vehicles an equal chance.

Competitors will start on Wednesday, 11th November, from Plymouth, Manchester, Kenilworth, Norwich, London, Cardiff and Glasgow, and arrive in Hastings for the final tests on Friday, 13th November. A dance will be held that evening, and the following day will be devoted to the Concours d'Elégance and prizegiving.

The Daily Express Rally is the final qualifying event for the B.T.D.A. 1953 Rally Star. Entries close on 26th September, but early application is advised, for the list will be closed as soon as the maximum of 450 has been attained. The Clerk of the Course and Secretary of the Meeting is J. A. Masters, 76 Kinner-ton Street, Knightsbridge, London, S.W.1.

BRIGHTON SPEED TRIALS

So many entries have been received for the Brighton and Hove M.C.'s International Speed Trials tomorrow that the meeting will start at 9.30 a.m. instead of 10 a.m. As usual, the sports car classes will be run off in the morning and the racing classes in the afternoon.

THE EIGHT CLUBS RALLY

REGULATIONS for the Eight Clubs' second Eastbourne Rally on 16th-17th October, are now available from secretaries of member clubs, or direct from the Secretary of the Meeting, A. A. Bolsom, 6 Alverstone Road, London, N.W.2.

500 M.R.C.I. MEETING

AN informal meeting was held by the 500 Motor Racing Club of Ireland in the Kensington Hotel, Belfast, on 26th August, to consider future policy. The club's scheme to train potential drivers on club-owned 500 c.c. cars was discussed at length; it was hoped that, eventually, at least three cars would be available. The Cooper now in the hands of the club would be fitted with a "softer" engine for preliminary training, and the Mk. VIII J.A.P. power unit reserved for use in competitions, and for the final training of qualified drivers.

The meeting accepted, with great regret, the resignation of chairman Hector Graham. Robert McCann, J.P., the club's vice-chairman, was asked to take over this office, and vice-president Sydney Durbridge was elected vice-chairman.

CHESTER NIGHT RUN

THE Chester M.C. will be holding a Night Navigation Run of 60 to 80 miles on Saturday, 3rd October, starting from Chester Castle at 7.30 p.m. Entries to A. W. Evans, 3 Dicksons Drive, Chester.

More News from the Clubs on page 320



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News from the Clubs—continued

M.C.C. AUTUMN TRIAL

THE first car event to be held in the Cotswolds area by the Motor Cycling Club will be their Autumn Trial on 10th October, which takes the place of the 25th Sporting Trial. A 60 to 70-mile route will be used, with observed sections of a similar type to those used in the Exeter and Land's End Trials, and the White Hart Hotel, Stow-on-the-Wold, will be the starting point. Entries close on Saturday, 19th September, and should be sent to J. A. Masters, 76 Kinnerton Street, Knightsbridge, London, S.W.1.

NORTH CORNWALL TRIAL

TWO of the youngest members of the North Cornwall M.C. were the organizers of one of the club's best trials for some time, held on 17th August. Starting from Lewdown, the route covered nine hills, with every possible hazard—stones, leaf-mould, gradient and mud. "Woods" troubled some of the sports car drivers, and "George's Worry" was climbed by only G. S. Edwards (Eardon), the other cars sticking so firmly in the mud that two tractors were needed to pull them out. The next three hills were easier, but "Half-shaft" 1 and 2 were steep enough to stop the entire entry.

Provisional Results

Premier Award: G. S. Edwards (Eardon). **First Class Awards:** J. Bambury (B.R.M.) and C. R. Parsons (Dellow). **Second Class Award:** A. Penhale (Ford Spl.). **Saloon Prize:** F. Ayres (Vauxhall). **Second Class Award:** R. S. Prout (Austin A.30).

BOLTON-LE-MOORS NAVIGATION TRIAL

BILL TURNER, of the Bolton-le-Moors C.C., was responsible for a highly entertaining event held on Sunday, 23rd August, with many novel ideas to baffle the entrants. Each section of the Navigation Trial was set a different average speed and, at one point, navigators left their posts and undertook a short *train* journey, what time the drivers were left to their own devices! On rejoining their cars the navigators were handed photographs of the next two check-points, and approximate map references of their location. A meal and the distribution of prizes ended the day's fun.

Results

Turner Trophy: Harold Whalley (TC M.G.). 2, H. Bullough (Austin). 3, J. Beardsworth (Citroën). **Navigator's Plaque:** Mrs. H. Whalley.

SINGER O.C. NAVIGATION RALLY

SOME new ideas have been adopted for the Singer O.C.'s Road Navigation Rally on Sunday, 27th September; there will be no driving tests, and competitors "will not be required to climb trees or penetrate woods, thickets or other unpleasant places". The 100-mile route will start from the "Wee Waif" Roadhouse, approximately four miles east of Reading on A.4, and finish at the Fox Inn, Bix, three miles south-east of Nettlebed on A.423. Applications for entry forms must be received by J. Sewell, 95 Kenilworth Avenue, Reading, Berks, by Saturday, 12th September.

S.T.O.C. RALLY IN ULSTER

THE Sunbeam-Talbot O.C. are to hold a Rally in Northern Ireland on Saturday, 12th September. The Rally will take the form of a "Picture Hunt", starting from Messrs. Agnew and Graham's showrooms, Oxford Street, Belfast, and finishing at the Old Inn, Crawfordsburn, Co. Down. Entries should be sent to the Organizing Secretary, S.T.O.C., Ryton-on-Dunsmore, near Coventry, not later than 7th September.

MERCEDES-BENZ SOCIAL RALLY

MEMBERS of the Mercedes-Benz Club will have an opportunity of seeing photographs taken at the club's recent concours d'élégance on Saturday, 12th September, when they rally to the Kings Arms Hotel, Hampton Court, at 6.30 p.m. Reservations for meals should be made by telephone (Molesey 1337).

JOINT SPRINT AT RUSHMOOR

THE 750 M.C., United Hospitals and University of London M.C. ("Yoo-Hoo") and the Hants and Berks M.C. are joining forces to run a sprint meeting at Rushmoor on 27th September, starting at 2 p.m. Of tarmacadam, with a slight right-hand curve, the course is 20 feet wide and the timed portion 440 yards long; it lies off the Fleet/Aldershot road (B.3011), map reference 849529, sheet 169. Entries close on Monday, 21st September, and should be sent to John Collins, Cranborne Hall, Windsor Forest, Berks.

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EASTERN COUNTIES DRIVING TESTS

A COMBINATION of circumstances resulted in a somewhat reduced entry for the Invitation Driving Tests held by the Eastern Counties M.C. at Debach, near Woodbridge, last Saturday, when 15 competitors went through the usual unusual evolutions in six, rally-type tests. For the first half of the afternoon a discouraging drizzle persisted, as a result of which there was a tendency for evolutions to become revolutions.

Although handicapped by four cracked ribs—a legacy of recent over-indulgence in motor sport!—Bert Westwood (Fiat) made the best time in Test 1, a figure-of-eight variant. He was beaten by two seconds in the wobble-wobble which followed, however, by H. J. Bone (Ford Special), Eric Ridley's speedy M.G. saloon leading the "touring" category from Don Burrell (Hillman Minx). Bone was again fastest in the third test, achieving 27.8 secs., while D. W. Watkin's blown Dellow was close behind with 29.0 secs., and Burrell headed the touring class at 32.0 secs. Test 4, a faster affair incorporating three hairpin turns, brought equal best time to Bone and Watkin, with Don Morley (Austin A.90) best of the opposite class.

On paper, the next manoeuvre appeared to be a test of memory rather than driving skill, but was in fact a reasonably simple succession of "garages". Nevertheless, many of the entrants incurred the maximum penalty by touching pylons, crossing lines, or taking them in the wrong sequence; fastest was—yes, H. J. Bone, with Brian Sugden (M.G.) 6 secs. behind. Eric Ridley retired, having broken a half-shaft on his M.G. Finally, Westwood returned to the "leader board" by taking 0.2 secs. off Bone's time in a 250-yard sprint around pylons, Burrell again heading the touring class and C. M. S. Abbott (Paramount) adopting the spinning-round technique to avoid crossing the final line. After a short tea interval, second attempts were made. These resulted in few changes in relative times, but brought a sheared prop. shaft and holed petrol tank to Bert Westwood's Fiat; Watkin's Dellow developed breathlessness in its blower and brakes.

H. F. M.

Results

Best Performance H. J. Bone (Ford Spl.), 214.8 secs.

COMING ATTRACTIONS

September 5th. R.A.C. Tourist Trophy Race, Dundrod, N. Ireland. Start, 9.0 a.m.

Brighton and Hove M.C. International Speed Trials, Madeira Drive, Brighton. Start, 9.30 a.m.

Sunbac Race Meeting, Silverstone, nr. Towcester. Start, 1.0 p.m.

Cheltenham M.C. Night Navigation Rally. Start, Priory Street, Cheltenham, 10.0 p.m.

September 5/6th. Leicestershire C.C. Bowmaker Trophy Trial. Start, Bowmaker House, Rutland Street, Leicester, 11.0 p.m.

Coventry and Warwicks M.C. Annual Rally. Start, Stonebridge, 12 midnight.

Northampton and D.C.C. Third Annual Welsh Rally.

September 6th. Lausanne G.P. Meeting, Switzerland.

B.A.R.C. (S.W.) Hill-Climb, Brunton, nr. Ludgershall, Wilts. Start, 1.30 p.m.

Veteran C.C. Hull-Scarborough Rally and Concours d'Elégance.

Thames Estuary A.C. Autumn Rally. Start, Queen's Hotel, Westcliff-on-Sea, 10.30 a.m.

Oxford M.C. Gymkhana, Kidlington Airport, nr Oxford. Start, 2.0 p.m.

North Midland M.C. Test Trial. Start, Harrison's Garage, London Road, Sheffield, 1.30 p.m.

Chiltern C.C. Sixth Annual Concours d'Elégance, High Street, Amersham, Bucks. Start, 2.15 p.m.

Sunbeam M.C.C. Veteran Rally to the Barn Café, Newlands Corner, nr. Guildford.

Falcon M.C. Falcon Rally.

Chester M.C. Standard Car Trial. Start, Padeswood Garage, 11 a.m.

Touring, up to 2,000 c.c.: 1, D. R. Burrell (Hillman Minx), 241.4. 2, W. T. Harris (Citroën), 310.1. **Over 2,000 c.c.:** 1, D. J. Morley (Austin A.90), 242.4. 2, R. E. D. Green (Healey), 266.2.

Sports, up to 2,000 c.c.: 1, H. J. Bone. 2, A. E. Cleghorn (Dellow), 228.8. **Over 2,000 c.c.:** D. W. Watkin (Dellow S.), 247.5.

LIVERPOOL M.C. EVENT

OFFICIAL regulations and entry forms are now available for the "tough" Horsman Trophy Driving Competition—150 miles of difficult motoring through the night in the early hours of 20th September, with an award for anyone who can even reach the finish within the time limit; whilst not suitable for novices or inefficient vehicles, the event will test driving ability rather than expensive machinery. Details of the route and tests will be in the hands of competitors at least two days before the start, and an innovation is that any test will be deleted if it is not to the liking of more than 50 per cent. of the entrants. A questionnaire will be handed to all competitors at the finish and upon their replies, next year's event will be based. Full details from E. Lambert, c/o Victor Horsman, Ltd., 48/50, Renshaw Street, Liverpool, 1.

* * *

BIRCOTES SPRINT MEETING

ENTRIES close next Monday, 7th September, for the Sheffield and Hallamshire M.C.'s Autumn Sprint Meeting at the Bircotes circuit, near Bawtry, on 13th September. This is a closed event, with five capacity classes, and the Secretary of the Meeting is K. G. Settle, "Westgrove", Grove Road, Totley Rise, Sheffield.

CLUB FIXTURES

Cornwall Vintage C.C.—Meeting, 4th September, Chiverton Arms, 8 p.m.

London M.C.—Outing, 4th September, for patients of Queen Mary's Hospital.

Thames Estuary A.C.—Meeting, 5th September, Smack Inn, Old Leigh.

B.A.R.C. (Yorks).—Ladies' Event, 6th September, White Hart Hotel, Pool-in-Wharfedale, 11 a.m.

Marconi A.C.—Annual Gymkhana, 6th September, Rivendell Aerodrome, Essex. Start, 1.30 p.m.

Wolsey Hornet S.C.—Meeting, 7th September, Darby Arms, Upper Richmond Road, Sheen, S.W., 7.30 p.m.

Coventry and Warwicks M.C.—Film Show, 7th September, City Arms Hotel, Earlsden.

750 M.C.—Meeting, 7th September, Abbey Hotel, Stonebridge Park, 7.30 p.m.

Citroën C.C.—Meeting, 8th September, Marquis of Granby, Esher, 7.30 p.m.

Vintage S.C.C.—Meetings: 8th September, Bridge Hotel, Bedford. 10th September, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans, Herts; Wheatsheaf, Baslow, Derbyshire, and Bull Hotel, Wrotham, Kent.

Southsea M.C.—Meeting, 10th September, The Aero Club, 8 p.m.

Sunbac.—Meeting, 10th September, Mason's Arms, Solihull.

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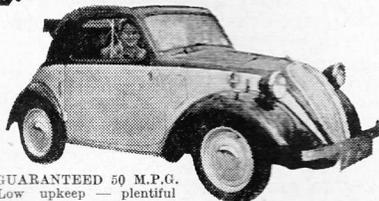
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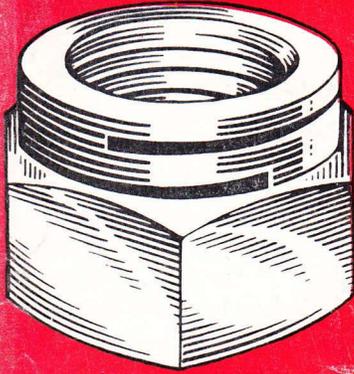
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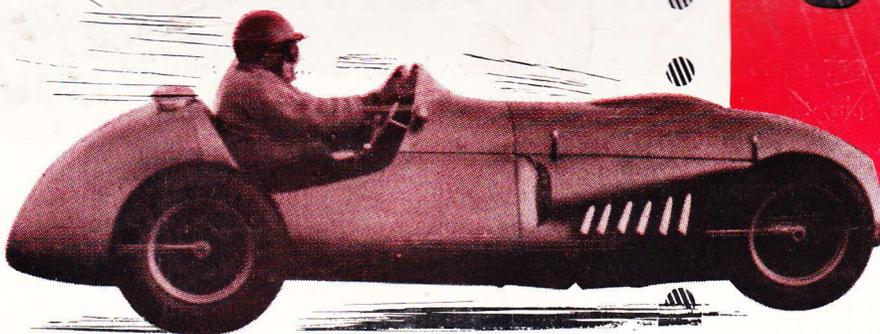
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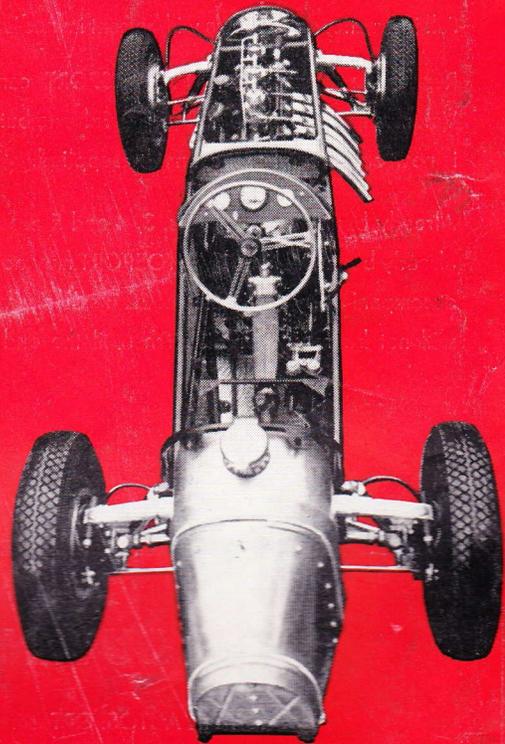
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