

# AUTOSPORT

MARCH 5, 1954

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EVERY FRIDAY  
Vol. 8 No. 10

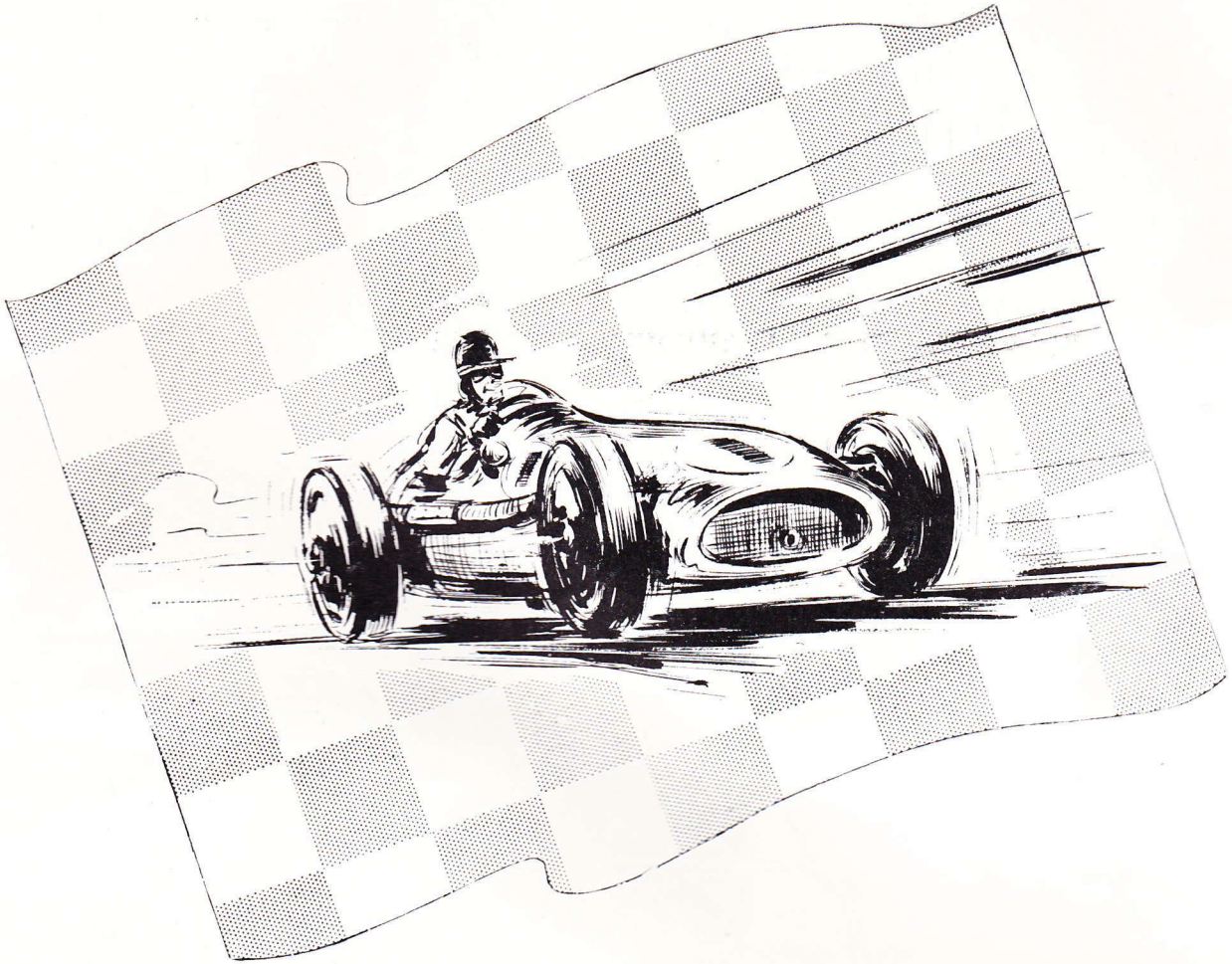
BRITAIN'S MOTOR SPORTING WEEKLY



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ROAD TEST OF THE TRIUMPH TR2 : AUTOSPORT INTERNATIONAL CAMERA CONTEST  
WE INTERVIEW DON PARKER, 1953 AUTOSPORT 500 cc CHAMPION : RACING IN RUSSIA



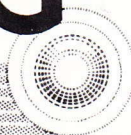


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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 10

March 5, 1954

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## NOTICES

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## EDITORIAL

IT appears fairly certain that no Government aid will be forthcoming to assist in financing any British Grand Prix project. AUTOSPORT has caused exhaustive inquiries to be made, and has discovered that Her Majesty's Government is against any allocation of taxpayers' money to arrange what one speaker terms "an artificial subsidy for export advertising purposes". The Government maintains that the British Motor Industry is sufficiently large to enable it to provide the necessary finance within the structure of the Society of Motor Manufacturers and Traders—if it is considered to be a worth-while proposition. Sad to relate, many prominent members of Parliament have cited B.R.M. as an example of a trade-supported venture which failed—even with the knowledge that the major support was in kind and not in cash! Therefore, one has to come to the conclusion that the partial failure of B.R.M. has influenced several executives in the Industry to reject anything in the nature of a "combined effort" scheme. In consequence, it would seem that the only hope for a properly organized British Grand Prix team, having adequate financial backing, lies in individual manufacturers who are prepared to enter formula racing mainly for the sake of prestige. As is already known, Mr. A. G. B. Owen and Mr. G. A. Vandervell have announced their intention to build Grand Prix machines. Both of these gentlemen are important industrialists and are in a position to organize Grand Prix racing teams on a fairly large scale. Mr. David Brown is also said to be interested in G.P. racing, purely from the engineering prestige angle.

In the opinion of AUTOSPORT, if these three very powerful industrialists have serious plans for full-scale Grand Prix racing, then they will receive adequate support from the Motor Industry as a whole. This, of course, does not solve the problem of the smaller manufacturers who, in the past, have made what amounts to sacrificial attempts to build and race successful G.P. machines. It is to be hoped that some encouragement will be given to them to continue.

\* \* \*

THE Automobile Club du Rhône is the first to stage what is virtually a minor revolt against the F.I.A. regulations defining touring and sports cars. The organizers of the Rallye International Automobile Lyon-Charbonnières declare that it is impossible to define series-production sports cars in a true and sporting spirit. As a result, this category has not been accepted and all entrants have been transferred to the International Sports Car Class—approximately the types of vehicle which are accepted at Le Mans. Undoubtedly this decision will be watched carefully by organizers of major International rallies, particularly those which also count towards the European Touring Championship for which sports cars are non-eligible!

## OUR COVER PICTURE

EYE-CATCHING: Film actress Belinda Lee and the Triumph TR2 make an attractive combination in this picture, specially taken for AUTOSPORT by noted London photographer Alex Sterling. The Triumph is the subject of a road-test report by John Bolster, in this issue.



## PIT & PADDOCK

DAVE HORSCH has acquired a 4½-litre Ferrari; the car will appear at Sebring this week-end.

BOB SAID says that Erwin Goldschmidt's 340 b.h.p. Cadillac-Allard is the first car in which he has experienced wheelspin in top gear at 120 m.p.h.!

MERCEDES-BENZ are rumoured to have a "hush-hush" 450 SLR model on the stocks. Reading from previous type numbers this would appear to be a 4½-litre sports-racing machine—for Le Mans?

PAUL FRÈRE, of Belgium, and John Fitch, of the U.S.A., will share the driving of one of the 300SL Mercedes-Benz at Le Mans. Other drivers in the German team are Lang/Riess (1952 winners) and Kling/Herrmann.

OULTON PARK organizers are introducing season tickets for their meetings. Costing 25s., a "season" admits to all 1954 car and motorcycle meetings. Enquiries to Secretary's Office, Cheshire Car Circuit, Ltd., 29 Eastgate Row North, Chester.

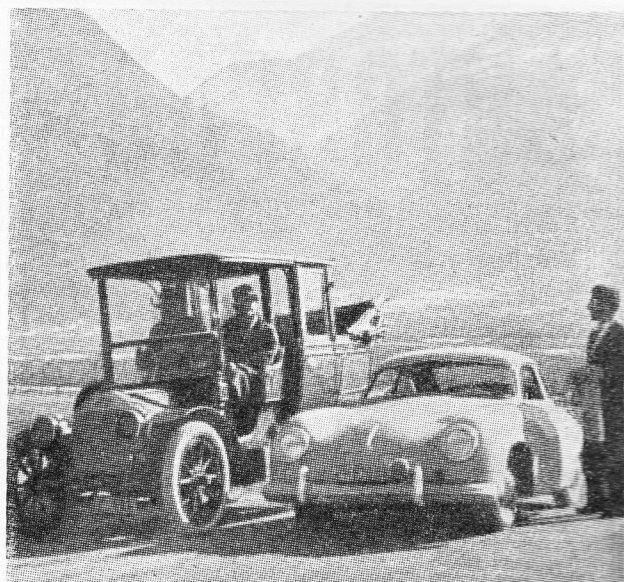
IAN STEWART, of "Ecurie Ecosse" and Jaguar fame is being married on 24th April to Miss Wendy Angus of Long Island, N.Y. Having decided to settle down to a business career, Ian has been forced to give up motor-racing, which will be a great blow to British enthusiasts.



★

**HIGH AND LOW:** A venerable motor carriage, a 1907 or 1908 Fiat, was encountered at Tessin, Switzerland, by the driver of a Porsche 1500 Super, who could not resist taking this picture, contrasting its lofty lines with those of his Porsche.

★



CLEMENTE BIONDETTI, three times winner of the Mille Miglia, will drive a new 4-litre Ferrari in this year's race.

TWO works-entered 3.7-litre Alfa Romeos will compete in the Mille Miglia, drivers Sanesi and Carini. Aston Martin are said to be entering three cars, with Reg Parnell, Peter Collins and Pat Griffith as drivers.

THE A.C. of Morocco hope to run a Formula 1 G.P. on the Marrakech circuit in 1955. This year's meeting on Easter Monday will be confined to sports and production cars.

J. G. M. ("BILL") FERGUSON of Singapore has sold his famous ex-Rippon 996 c.c. Cooper to Bill Davis, who will share the car with Dr. Hassan. Ferguson is coming to England on leave in April, and hopes to "have a go" in some British and Continental events.

R.A.C. PARIS office has been moved to more spacious premises at 8, Place Vendôme, Paris 1er.

STIRLING MOSS's Grand Prix 2½-litre Maserati will probably be the first Italian F1 machine to have disc brakes and fuel injection equipment.

MONZA is to be made even faster. Improvements to be made to the circuit in the near future are expected to permit speeds of over 180 m.p.h.

E. P. SCRAGG has re-acquired the Alta-Jaguar with which he did so well in 1952. Car is getting an extensive rebuild, with improved suspension, triple Weber carbs., etc.

A.C. DE MONACO tribunal have rejected Georges Houel's protest against Chiron's Lancia, winner of the Monte Carlo Rally. The matter will now be dealt with by the F.I.A.

GIRLING, LTD., are introducing a scheme whereby rebuilt piston-type shock dampers, carrying a six months' guarantee, can be supplied as replacements at an economic price.

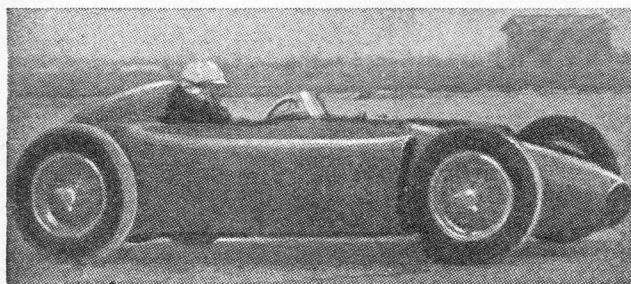
RON FLOCKHART will drive an open Austin-Healey in the Empire Trophy Race at Oulton Park on 10th April. His next appearance with the car will probably be at Le Mans.



# SPORTS-NEWS

## JUAN MANUEL FANGIO AND MERCEDES-BENZ

THAT which was expected would seem to be coming about, and Juan Manuel Fangio is currently in negotiation with Mercedes-Benz regarding the possibilities of his joining the German team for Formula 1 and, probably, sports car races in the future. As he is the Buenos Aires concessionaire for Mercedes production models, these developments are only to be expected, but meanwhile the Argentine Champion will continue to race for Maserati in F1 events. He is driving in the Lancia team in Sunday's Sebring 12 Hours race, and has expressed a keen desire to race at Indianapolis in the 4½-litre Ferrari which Luigi Chinetti recently imported into the U.S.A.



**CHAMPION'S CHOICE:** (Above) Alberto Ascari trying out his 1954 Grand Prix mount, the new 2½-litre Lancia. The deep wheel farings house fuel tanks. (Left) The car at speed during tests.

## GOODWOOD AGAIN

THREE more weeks, and we are back to another British season of motor racing, with the B.A.R.C. setting the Goodwood ball rolling in their members' sports car meeting on 27th March. A further three weeks and, on 19th April, comes the Easter Monday International meeting, when the first race in Britain to the new Formula 1 takes place. This will be for the Lavant Cup, formerly an F2 affair, and the organizers anticipate an interesting entry. The Richmond Trophy, for *Formule Libre* cars, has been extended to 21 laps this year, making a total distance of 50 miles.

Completing the Easter Goodwood programme is the Earl of March Trophy race for Formula 3, and a number of handicap events. Applications for tickets can already be made to the B.A.R.C., 55 Park Lane, W.1.

\* \* \*

## BRITISH EMPIRE TROPHY AT OULTON PARK

STAGED at Brooklands from 1932 to 1935, at Donington Park from 1936 to 1939, and at Douglas, I.O.M., from 1947 to 1953, the B.R.D.C.'s British Empire Trophy race this year makes its third change of circuit to Oulton Park, Cheshire, where the 16th of the series will be run on Saturday, 10th April. A sports car race for the fourth successive year, it will be run in two or more half-hour heats and a final on handicap of about an hour's duration. There will be classes for up to 1,500 c.c., 1,501-2,700 c.c., and over 2,700 c.c. cars running on pump fuel; the handicapping

in the final will be decided upon finishing speeds in the heats.

The entry list, now open, will close on 24th March. Entrant of the winning car gains the British Empire Trophy and £50; the driver setting fastest lap gets the Siam Trophy, and first, second and third in each of the three classes receive £75, £50 and £40 respectively. First three in each heat gain £25, £15 and £10 respectively.

\* \* \*

## MONTHLERY RACING

THE mixed sports/racing car Coupe d'Or meeting which is held annually at Monthlery takes places this year on 21st March. There will be classes for 500 c.c., 750 c.c., 1,100 c.c. and 1,500 c.c. sports and racing cars, over a distance of approximately 62 miles, using the 3.9-mile version of the *circuit routier*.

\* \* \*

## RALLYE PARIS-ST. RAPHAEL

TWO days ago, 3rd March, 40 women drivers left Paris on the annual Rallye Féminin, which concludes at St. Raphael on 8th March. Competitors of prominence include Mme. Yvonne Simon (Monopole Panhard), Mlle. Gilberte Thirion (Porsche), Mme. Nicole Angelvin (Simca Aronde), Countess Della Chiesa (Lancia), Mme. Alziary de Roquefort (D.B. Panhard), Mme. Itier (Lancia Aurelia), Mme. Milani (Porsche 1,300) and Mlle. J. Prévost (Callista Panhard).

British entrants are Mrs. P. Moy, M. Whincop (M.G. TF), Mrs. Jan Branford (Triumph TR2) and Miss Betty Haig (Austin-Healey 100).

## "AUTOSPORT" MONTE CARLO RALLY TROPHY

### British Monte Carlo Rally Competitors' Club Dinner

AT the dinner and film show of the British Monte Carlo Rally Competitors' Club, in the Clarendon Restaurant, Hammersmith, on 25th February, Chairman Jack Kemsley announced a new award for the "Monte". This will be the AUTOSPORT Monte Carlo Rally Trophy and will go to the member of the club who finishes highest in the general classification, driving a car registered in his (or her) name which is used normally for business or pleasure purposes. A provision of qualification for this trophy is that the car must have been registered in the name of the entrant-driver for a minimum period of four months before the date of starting in the rally. A replica trophy will be awarded each year.

After the dinner Mr. Kemsley referred to the many people who had materially assisted the club during the 1954 rally. He particularly thanked Sheffield United Tours for the very fine coach which had taken part in the "Rallye des Bagages"; the two drivers were presented with silver tankards, as were Bruce Ells and Mrs. Georgie Fotheringham-Parker, in appreciation of their contribution to the success of the enterprise. Vocal thanks were also given to representatives of Lucas, S.U., Tyresoles, Dunlop, Mobiloil and to the Metropolitan Police. Superintendent Walker replied on behalf of the police. Unfortunately Ronnie Adams could not manage to attend the dinner, and the Tyresoles Trophy which he won this year will be awarded to him during the R.A.C. Rally.

The Chairman then mentioned a certain clock and steering wheel—the whole about 4 ft. in diameter—which was a prominent feature on a wall near the start of the Monaco speed test. For some strange reason, this clock had vanished, and the organizers of the rally were more than anxious to trace its whereabouts. It was suggested that it may have come to this country, but how an article of this size could be taken through the customs was not explained.





## HALF-LITRE CLUB DINNER-DANCE

"Autosport" 500 c.c. Championship Trophies  
Presented to Don Parker and Ken Smith

**L**AST Friday, the annual dinner/dance of the Half-Litre Club took place in the Park Lane Hotel, London, attended by a large crowd of F3 enthusiasts. The dinner was really first rate, considerable enterprise being evident in the choice of a varied menu and suitable wines.

Mr. S. C. H. Davis proposed the toast of "The Club", and Sammy, a 500 c.c. pioneer himself, was able to compare the original Bristol days of the movement with the highly organized Formula 3

**NON-SERIES WINNER:** (Right) Ken Smith receiving the Non-Series-Production Car Championship Trophy and a cheque for £50. Half-Litre Club Secretary, Ken Gregory, is at the microphone.

**ARRAY:** (Below) Awards on view include the AUTOSPORT Championship, "Daily Telegraph", "Light Car", Commander Yorke and Silverstone Trophies. The steering wheel was presented to Miss Daphne Arnott.



**TOP MAN:** (Left) Don Parker being presented with the AUTOSPORT 500 c.c. British Drivers' Championship Trophy and a cheque for £100, for his successful season with a Kieft in F3 events.

racing of today. The reply was undertaken by Mr. S. Proctor, Chairman of the club, who has also been closely associated with 500 c.c. racing since the early days.

Mr. G. P. Simon, General Manager of the *Daily Telegraph*, agreed to propose the toast "The Guests". Unfortunately, a few of the guests forgot their manners and Mr. Simon was interrupted first by a candle-shade being set alight amidst cries of "Fire", and then by what sounded like the beating of a drum. The speaker was obviously much put out, and sat down without finishing his speech. To Mr. John Eason Gibson went the unenviable task of replying to an uncompleted toast, which he did admirably and without referring to the incidents. The interrupters would possibly like to be reminded that Mr. Simon represented the newspaper which has contributed handsomely to certain International F3 meetings at Brands Hatch.

Dinner was followed by dancing, and then a snappy cabaret presented by Jack

and Daphne Barker. One hilarious song referred to several of the F3 folk present.

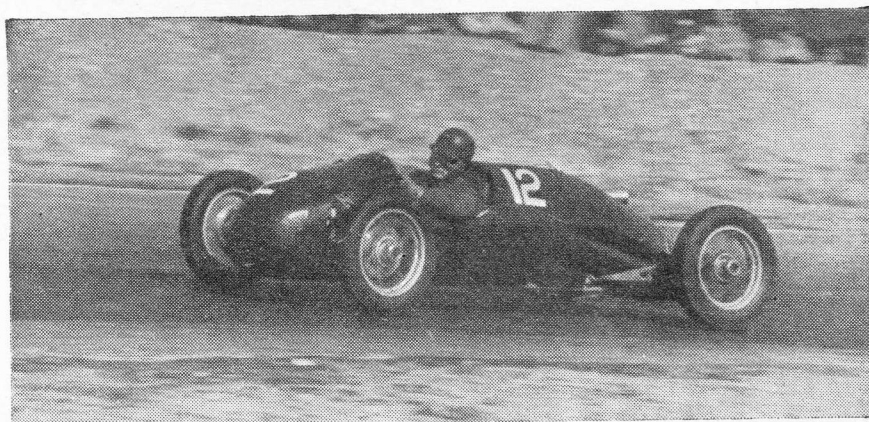
Immediately after the cabaret, the prizes were presented by Mrs. Gregor Grant. To Don Parker went the AUTOSPORT British 500 c.c. Drivers' Championship Trophy and a cheque for £100; Ken Smith received the Non-Series-Production Car Trophy and a cheque for £50. Les Leston, runner-up in the Championship, was awarded a cheque for £50, and to third man Reg Bicknell went a consolation prize of a fitted dressing case. Ken Smith came again for the Commander Yorke Trophy, and to Rodney Nuckey was awarded the *Light Car Trophy*. Don Parker also received the *Daily Telegraph* International Trophy, and Jack Westcott the Silverstone 100 Miles Cup.

The distribution of comic hats considerably enlivened dancing afterwards; for example, a Wren Officer's hat did not exactly match Bertie Bradnack's silver-brocade waistcoat.





**MAN AND MACHINE:** Don Parker, Battersea engineer and Formula 3 driver, wearing the laurels of victory and (below), in action at Brands Hatch in the familiar Norton-engined Kieft.



## We Interview

# DON PARKER, 1953 AUTOSPORT 500 c.c. CHAMPION

He's only a little man, is 45-year-old Don Parker, but in British Formula 3 racing he is a veritable giant. Snetterton, Silverstone, Brands Hatch, Goodwood, Davidstow, Castle Combe—all these, and other circuits, have seen the chequered flag fall for the famous maroon Kieft-Norton and its compact, wiry occupant; so successful has he been that his winning points score in the AUTOSPORT 500 c.c. Championship of 1953 totalled more than twice that of the runner-up, his victories this season numbering over 30, and including half a dozen at Brands Hatch alone! His AUTOSPORT Championship win was the second in succession, and to judge by the hard work he has put into his latest Kieft down at his Battersea works, Don is out to make 1954 yet another bumper season.

Believing that all racing enthusiasts will value the opinions of so expert and successful a driver, we drew up a questionnaire and tackled Don about it. Some of the questions we put remained unanswered, for his lips are firmly sealed regarding certain future activities, but this much is certain from the very first question—the Parker/Kieft combination will be as formidable as ever it was, this coming season.

1. *What are your 1954 plans?* I shall race my new Kieft, which is almost complete, in many 500 c.c. races. The car is lighter than before, better streamlined, and the chassis is completely redesigned. The Norton engine will be prepared by Francis Beart this season.

2. *Will you be using Nitromethane?* That depends! If it is available, and others use it, I shall be obliged to do so. At the Half-Litre Club's A.G.M. on Friday last, I voted for its banning as I consider it unfair.

3. *What is your favourite circuit?* It used to be Brands Hatch, but now they have added a new loop and reversed the direction I cannot judge until I've tried it. I like Snetterton. It has a bit of everything—a hairpin, fast corners, and a long straight.

4. *Will you race abroad at all?* I hope to, but it's a little early to know just where. I liked Luxembourg very much, but I gather that race is cancelled.

5. *Amongst the newer school of F3*

*drivers, are there any you consider particularly promising?* That's a tricky one! One sees so many drivers during a season. I remember J. Caddey in a red Emeryson went very well at Brands during one meeting. J. Russell and R. D. Biss don't hang around, either.

6. *What are the chances of 4-cylinder "500s" against the "singles", do you think?* Well, they'll have to find 60 b.h.p. or so to offset all the things they've got to pull along; cooling, shaft drive, the engine itself, all mean extra weight. I think a move to multis is a good one. It will help to remove that "motor-cycle" prejudice against 500s. I hope to try out a 4-cylinder car myself during the season.

7. *That Kieft entry at Le Mans—if an acceptance is gained, will you be driving?* I can say nothing very definite as yet, but I hope to.

8. *Re. racing tactics—do you believe in going all out from flag-fall, or do you prefer playing a waiting game?* I like to give the engine a fair chance, and see how the land lies. If I can't reach the first corner first I let the others go and do my passing later.

9. *Driving in 500 c.c. races at mixed meetings, such as at Silverstone, you will have seen many Grands Prix. Who do you think are the outstanding drivers in these?* Of the foreigners, I think Fangio—Ascari, too, of course—and I always enjoy watching Gonzalez. Of our own boys, I think Mike Hawthorn and Stirling Moss are outstanding—and Mike, of course, has been getting plenty of practice lately.

10. *If a new Formula 2 were introduced, what capacity limitation do you suggest?* Well, Formula 1 is 2½-litre, Formula 3 is half a litre, so 1½-litre is the logical size. I hope we get a Formula like that—I'd like to run in something bigger.

11. *What do you think about Auto-cross?* I like the idea, and am thinking of preparing a car later on, when circuit racing eases up.

12. *Do you like AUTOSPORT?* After winning the AUTOSPORT Championship, and the cheques that go with it, for two years running? Of course! We all have our own particular interests, and I per-

sonally would like to see more on 500 c.c. racing. These mudplugs, foreign Rallies, Edwardian cars and things—no doubt many readers like them, but myself, I like 500s. But, then, I suppose that's only natural!

## \* \* \* "LYON-CHARBONNIERES" AND SPORTS CARS

### A.C. du Rhône Decide to Transfer Series-Production Machines to International Category

HAVING studied closely the new regulations relating to series-production sports cars, the Automobile Club du Rhône have come to the conclusion that it is impossible to interpret the F.I.A. ruling in a true sporting spirit. In consequence, all entrants in this category for the 7ème Rallye International Lyon-Charbonnières have been transferred to the International Sports Car Class (Category V, and according to Appendix "C" of the Sporting Code).

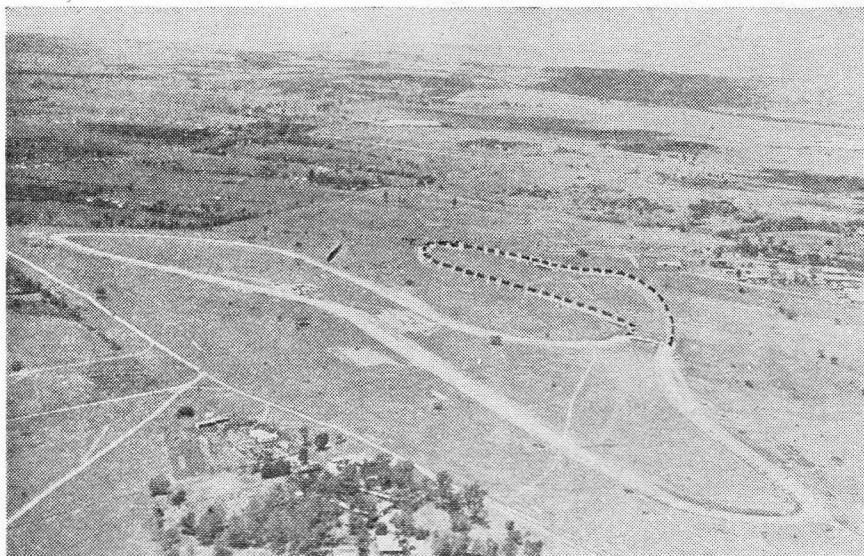
However, the "any type of fuel may be used" clause, which appears in the new regulations, will not apply. Competitors are reminded that Article 5 of the rally regulations specifies pump fuels only.

The A.C. du Rhône is the first important club to dispute the F.I.A. recommendations and regulations relating to series-production sports cars, and it is believed that other clubs may follow suit and transfer entrants in this category to Category V, in which it is far more simple to apply regulations.

## \* \* \* NO DUTCH G.P.?

IT is learned that, in view of extensive repairs to the surface of the Zandvoort circuit, it may not be possible to organize the Dutch G.P. this year. In any case, it is felt that the absence of Mercedes-Benz would rob the race of much of its international character. On the other hand, the Royal Dutch A.C. are studying the possibility of organizing a big international sports car race on the date allocated to the Grand Prix.





**FUTURE LAYOUT:** An aerial view of the Roy Hesketh racing circuit, with proposed extension marked in dotted line.

## SOUTH AFRICAN CIRCUIT

**Fine New Course at Pietermaritzburg  
Triumph of Enthusiasm and Voluntary Effort**

OFFICIALLY opened on Boxing Day, 1953, the Natal Motor Sport Union's "Roy Hesketh" racing circuit at Pietermaritzburg is to be further improved during the next 12 months or so by the addition of a new loop which will extend the 1.66-mile lap to one of 2½ miles.

This South African project is a fine example of enthusiastic joint efforts on the part of the three Natal province motor clubs forming the Union, and their many supporters. The initial constructional costs of some £13,000 were raised by donations, advertising, and guarantees from interested people. The course is tarred and has an average width of 20 ft., widening to 25 ft. at the corners, and has been fenced all round by the spare-time efforts of motor-cyclists and car drivers who compete there, and other helpers. A new, 35 ft. permanent control tower, with South African Broadcasting Corporation lines laid on, was erected by members of the clubs, working on Saturday afternoons and Sundays, while a public address system serving the entire length of the course was also installed entirely by voluntary labour.

At the inaugural meeting, comprising several motor-cycle races and some short car events, the circuit was officially opened by His Honour the Administrator of Natal, and a crowd of around 15,000 paying spectators attended. The N.M.S.U. will spend this year in further establishing Pietermaritzburg as a sporting venue, and all money earned by meetings will be used to bring course facilities to a really satisfactory level. This achieved, income will be spent in increasing prize money and in establishing funds for travelling expenses, which are heavy in the district, often entailing journeys of 500 or more miles for competitors.

The late Roy Hesketh, in whose memory the circuit is named, was a fine motor-cycle and car racing exponent. He drove an R-type M.G. and, in 1939,

a 1½-litre E.R.A. with considerable zest and a fair amount of success. He died during the war in the Middle East while serving in the South African Air Force.

## LANCIA'S SESTRIERE SUCCESS

**Valenzano/Sposetti (Aurelia 2.5) Outright Winners—Mrs.  
Joy Cooke/Dorsett (Zephyr) Second in Class—More Protests**

PIETRO VALENZANO, younger of two Lancia-driving brothers, won last week's Sestriere Rally, Italy's qualifying event in the European Touring Championship for 1954. His co-driver was Sposetti, and the car they shared was a 2.5-litre Lancia Aurelia *Gran Turismo*.

Once again a 1954 event was marred by protests, which were lodged against the winning Lancia and the fourth car, the Guiraud/Beau "203" Peugeot, on grounds that they did not comply with regulations. Following final checking at Turin, however, placings of both cars are apparently confirmed.

This Sestriere Rally was graced with all the ice and snow which last month's "Monte" lacked. Snow was encountered in the early stages, and in the difficult terrain of the Dolomites called for very delicate driving. Valenzano gained an early ascendancy, and consolidated his lead in the speed tests at Monza and timed hill-climbs at Tesenda and Rocca di Papa.

Louis Chiron and Basadonna, in the same Lancia they shared in the Monte Carlo Rally, took second place in their class and 17th overall, after a steady drive. Of the 72 cars which set off on 21st February, 59 reached Sestriere, the finishing point, on the 25th. Only two British cars competed, one a foreign-entered Jaguar, the other the Ford Zephyr of Mrs. Joy Cooke and John Dorsett, who succeeded in taking second place in the over 2-litre Touring class and finished 31st in general classification.

## AGADIR—ANOTHER FERRARI SUCCESS

FREE of Sebring commitments, Italy's Ferraris had something of a field day in last Sunday's Circuit of Agadir meeting in Morocco. Giuseppe Farina was first across the line in the 50-lap unlimited capacity race over the 2.4-km. street circuit, driving the new, experimental 5-litre, 12-cylinder Ferrari which, it is believed, is destined for Le Mans. Another Ferrari, the 4½-litre of Piero Scotti, was third, whilst the French-owned car of François Picard won the 2-litre race.

France's Gordinis did very well despite their cars having suffered extensive damage during the sea voyage. Jean Behra in the 3-litre 8-cylinder model ran second to Farina in the unlimited race, with Guelfi fourth in the "2.5". Fifth to finish was the Vignale-bodied, DB3S-engined Aston Martin of Mike Sparken. A 750 c.c. Dyna-Reac, a Moroccan derivative of the popular Dyna-Panhard, won the 30-lap 1,100 c.c. race, heading Lacaze's "Tank" Renault.

### Results

**Over 2 litres (50 laps, 121.8 km.):** 1, G. Farina (Ferrari), 1 hr. 3 mins. 5.2 secs., 99.99 k.p.h.; 2, J. Behra (Gordini); 3, P. Scotti (Ferrari); 4, A. Guelfi (Gordini); 5, M. Sparken (Aston Martin); 6, J. Lucas (Ferrari).

**1,101-2,000 c.c. (40 laps, 97.44 km.):** 1, F. Picard (Ferrari), 1 hr. 1 min. 58.2 secs., 94.33 k.p.h.; 2, A. Guelfi (Gordini); 3, J. Simone (Maserati); 4, J. Peron (Osca); 5, R. Bourely (Gordini); 6, Mme. A. Bousquet (Gordini).

**Up to 1,100 c.c. (30 laps, 73.08 km.):** 1, Heyder-Bruckner (Dyna-Reac), 53 mins. 46.8 secs., 80.53 k.p.h.; 2, J. Lacaze (Renault); 3, F. Stempert (Dyna-Panhard); 4, Ziri (Dyna-Reac).

### Provisional Results

**Gen. Classification:** 1, P. Valenzano/Sposetti (2.5-litre Lancia Aurelia), 7.5 points lost; 2, Brignone/Miragelli (2-litre Lancia), 12.9; 3, Maranzana/Carloti (750 c.c. Dyna-Panhard), 19.1; 4, Guiraud/Beau (Peugeot 203), 21.9; 5, Finucci/Minaron (Lancia Aurelia B22), 35.4; 6, Theden/Elmenhorst (1.3-litre Porsche), 38.6; 7, Engel/Armbricht (1.3-litre Porsche), 55.1; 8, Buffa/Carabelli (Lancia Appia), 56; 9, Cinti/Giletti (Lancia Aurelia B22), 57.9; 10, Crotti/Seassei (Lancia Appia), 58.3; 11, Croce/Frignani (Lancia Appia); 12, Zuccherelli/Carmeniani (Dyna-Panhard); 13, Mazzonis/Marsaglia (Lancia Aurelia B22); 14, Sig. and Sra. Cestelli (Alfa Romeo 1,900); 15, Masso/Franceschi (Lancia Appia); 16, Cotton/Mme. Alain (Dyna-Panhard); 17, Chiron/Basadonna (2.5-litre Lancia Aurelia); 18, Ciolfi/Monaco (Fiat 1,100); 19, Goetze/Kleissman (1.3-litre Porsche); 20, Borghesio/Benedetti (Lancia Appia).

**Mrs. Joy Cooke/Dorsett (Ford Zephyr)** placed 31st with loss of 129.3 points.

### Class Results

**Grand Touring, up to 1,300 c.c.:** 1, Theden/Elmenhorst (Porsche); 2, Engel/Armbricht (Porsche); 3, Ciolfi/Monaco (Fiat); 4, Goetze/Kleissman (Porsche).

**Grand Touring, 1,301-2,000 c.c.:** 1, Brignone/Meregalli (Lancia); 2, Battaglini/Gori (Lancia); 3, Moretti (Lancia); 4, Weiner/Cosmell (Porsche).

**Grand Touring, over 2,000 c.c.:** 1, Valenzano/Sposetti (Lancia); 2, Chiron/Basadonna (Lancia); 3, Noja/Cagnana (Lancia); 4, Christillin/Ramella (Lancia).

**Touring, up to 750 c.c.:** 1, Maranzana/Carloti (Dyna-Panhard); 2, Zuccherelli/Carmeniani (Dyna-Panhard); 3, Cotton/Mme. Alain (Dyna-Panhard); 4, Levati/Dionisi (Fiat).

**Touring, 751-1,300 c.c.:** 1, Guiraud/Beau (Peugeot); 2, Buffa/Carabelli (Lancia); 3, Crotti/Seassei (Lancia); 4, Croce/Frignani (Lancia).

**Touring, 1,301-2,000 c.c.:** 1, Finucci/Minaron (Lancia); 2, Cinti/Giletti (Lancia); 3, Mazzonis/Marsaglia (Lancia); 4, Sig. and Sra. Cestelli (Alfa Romeo).

**Touring, over 2,000 c.c.:** 1, Occhetti/Forgia (Alfa Romeo); 2, Mrs. J. Cooke/Dorsett (Ford); 3, Inzirillo/— (Alfa Romeo).



## A NEW SPORTS CAR CHASSIS— THE LISTER

Interesting de Dion-axled design from Cambridge

LAST season that somewhat strange machine, the Tojeiro Asteroid J.A.P., performed very successfully in 1,100 c.c. classes of various races and sprints. To burly, bow-tied Brian Lister of Cambridge goes credit for building and developing this car, and now, from experience gained with it, and his earlier Cooper-M.G.—since raced with success by John Lawrence and the Reeces—he has designed his own chassis, replicas of which he hopes to produce for sale at a competitive figure.

Although the new Lister chassis follows contemporary thought in broad outline, it has many interesting features built into its 7 ft. 6 ins. wheelbase. The frame is made from 3 in. alloy steel tubing, with two longitudinal members splayed out in the centre to provide a very low seating position, and anchorage for a full-width body. Cross-members are of similar material, and at both ends of the frame there are fabricated uprights to act as mountings for the suspension and, at the rear, to carry the differential.

Suspension is looked after at the front by equal length wishbones with long, threaded king pins and helical springs enclosing direct-acting strut-type shock absorbers. The rear end is de Dion, the main tube being located at each end by twin parallel radius arms, and centrally by a sliding block assembly. Steering is by rack and pinion.

Girling brakes, two leading-shoe at the front, operate in Al-fin drums; the rear pair are set inboard, close to the Salisbury differential unit. M.G., Bristol or other power units to choice, will be fitted, and pressed steel wheels with 5.00 x 16 in. tyres or centre lock Dunlop wire wheels mounting 5.50 x 16 in. tyres are optional.

The prototype Lister chassis, fitted with a "slave" TD engine and gearbox,

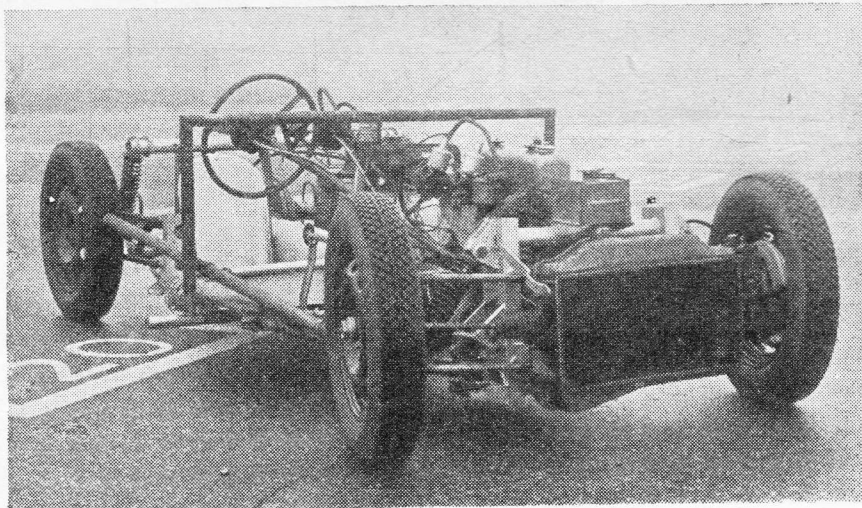
is now being extensively tested and, although looking rather crude and naked in its bodyless condition, is rapidly proving to its designer that his ideas are not far wrong. Eventually it is planned to fit an aerodynamic metal body, and in this form the new Lister should provide opposition not to be treated lightly in 1954 sports car racing.

J. RICHARD ALEY.

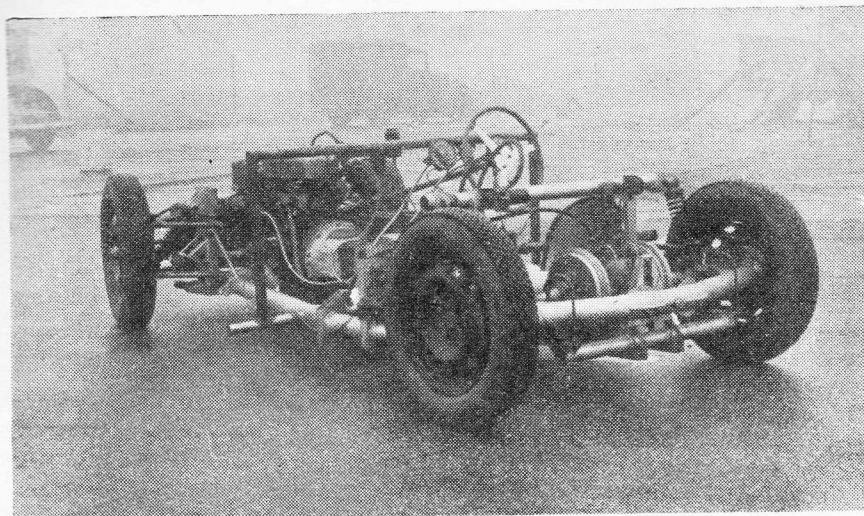
### Chassis Specification

**Frame:** 3 ins. diameter tubular side and cross members. Rectangular fabricated tubular uprights and differential carrier.

**Suspension:** **Front,** Equal length wishbones with long, threaded kingpins and helical springs, enclosing direct-acting shock absorbers. **Rear,**



Front and rear three-quarter views of the prototype M.G.-engined Lister chassis, showing the tubular frame, low build, and details of the de Dion rear end. Dunlop wire wheels will be optional. The somewhat massive cross-piece is a temporary structure.



de Dion type, with twin parallel radius rods, sliding block and helical springs, enclosing direct-acting shock absorbers.

**Final Drive:** Salisbury hypoid differential unit, choice of three ratios: 3.73, 4.1, or 4.56 to 1.

**Wheels and Tyres:** Choice of pressed steel bolt-on Rubery Owen, or centre-lock Dunlop wire wheels. Tyre sizes: 5.00 x 16 ins. on pressed steel wheels, 5.50 x 16 ins. on wire wheels.

**Brakes:** Choice of 9 ins. x 1½ ins. or 11 ins. x 1½ ins. Girling 2LS at front; inboard single LS at rear; twin master cylinders, Al-fin drums.

**Steering:** Forward mounted rack and pinion.

**Dimensions:** Wheelbase, 7 ft. 6 ins.; track, front and rear, 4 ft. 1½ ins.

**Constructor:** B. H. Lister, Abbey Road, Cambridge.

### DUCKHAM'S FIRST-AID PACK

A COMPACT first-aid pack for motoring has just been marketed by Alexander Duckham and Co., Ltd., Hammersmith, London, W.6. Costing 15s., it contains an antiseptic skin cleanser, disinfectant, smelling salts, aspirins, scissors, and a pair of tweezers in addition to the more usual contents.

Another product of the same concern is Duckham's Road Maps and Guide to Better Motoring which includes a novel feature, namely eight pages of "Cross Country Timing Maps". The publication cost 2s. 6d.

★  
**READY FOR ANYTHING:** Smelling salts, aspirins, disinfectant, skin cleanser, scissors, tweezers and other first aid necessities make up the compact Duckham's pack.  
★







## John Bolster THE TR

World's Lowest-priced  
Possessing Remarkable

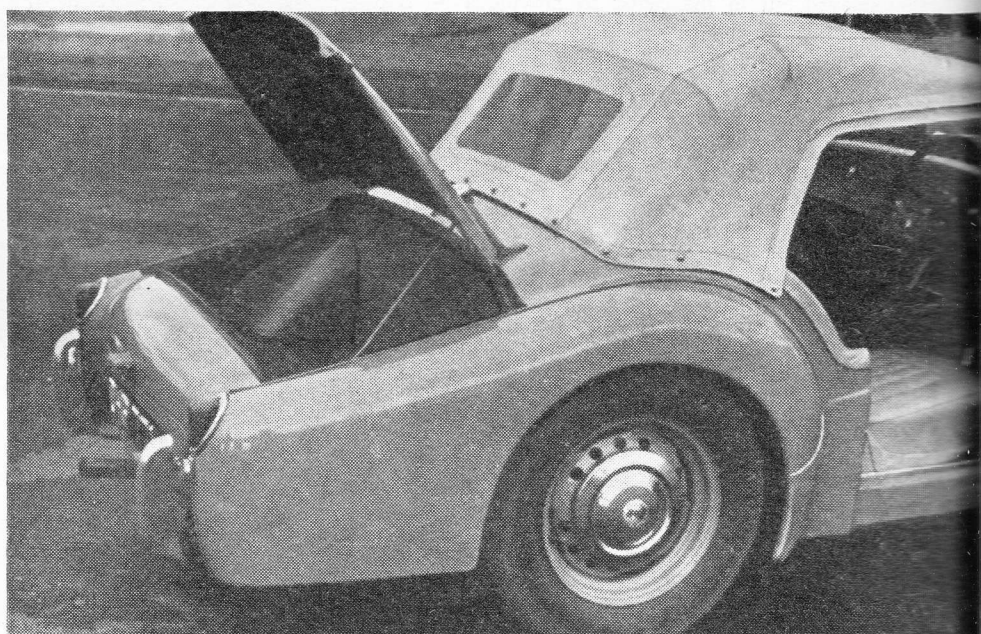
*ROLL-FREE: (Left)  
The author cornering  
fast at Silverstone with  
the fascinating TR2  
sports two-seater  
Triumph.*

**T**HE Triumph TR2 is the most important new sports car which has been introduced for some time. First and foremost, it is easily the cheapest genuine 100 m.p.h. car on the market, and it brings this performance, with acceleration and roadholding to match, within the reach of the man of moderate means for the first time. Secondly, its excellent weather protection, large luggage space, and good traffic manners, render it entirely suitable for shopping and going to work.

The basis of the TR2 is a low and rigid box-section frame with cruciform bracing. It passes beneath the hypoid rear axle, from which it is suspended by underslung semi-elliptic leaf springs. These are shackled at their rear ends and inclined downwards to the forward anchorages, to give an understeering tendency. In front, there are unequal length wishbones with helical springs, which embrace telescopic dampers. The cam and lever steering box operates a three-piece track rod and slave arm, ahead of the wheel centres.

Bearing little resemblance, especially in performance, to the touring unit from which it was derived, the four-cylinder 2-litre engine develops no less than 90 b.h.p. at the moderate speed of 4,800 r.p.m. It has a combined block and crankcase with replaceable wet liners, and the counterbalanced crankshaft runs in three bearings. The duplex chain-driven camshaft operates the overhead valves through pushrods and rockers, while two SU semi-down-draught carburettors, with A.C. air filter-silencers, supply the mixture.

A Borg and Beck clutch drives a four-speed gearbox, with synchro-



mesh on the upper three ratios. The box has an extension to the rear, which permits the use of a very short propeller shaft. The gearchange is operated by a short remote-control lever, and the optional overdrive unit, as fitted to the test car, may be brought into action at the touch of a switch.

The hydraulic brakes, as the data panel shows, have larger drums in front than behind, and the "fly-off" hand lever is a most welcome feature. A 12½ gallon petrol tank is mounted behind the seats, ahead of the luggage boot, to give correct weight distribution.

Considering the moderate overall dimensions of the car, the body is remarkably roomy. There is considerable parcel space behind the seats, and the boot is of generous size. The spare wheel lies flat in a

*SPACIOUS: (Above) Generous luggage accommodation is a feature of the TR2. The spare wheel is carried in a separate compartment below the boot.*

separate drawer, and cannot therefore scratch or soil one's personal impedimenta. The general appearance is neat and functional, while the performance figures prove that the shape is efficient aerodynamically. The outer mudguard panels are clearly arranged for easy replacement in the event of damage, and the lamps are mounted inboard of this vulnerable area.

On taking the wheel, one immediately feels at home. The bucket seats are at just the right angle, and give lateral support for cornering. The pedals are properly arranged for "heel and toe", and there is plenty of room to rest the left foot.



## Tests—

## TRIUMPH TR2

**100 m.p.h. Sports Car is Revealed as Acceleration and Superb Road-holding**

A short travel and light movement render the gear lever pleasant to operate. The clutch is fluent in action, and will stand up to repeated racing starts and snap gearchanges.

Once on the move, it is obvious that the acceleration is quite out of the ordinary, as the data panel and graph show. The engine is very smooth, and except at tick-over speeds feels more like a "six" than a high-compression "four". It has plenty of punch in the lower ranges, so that one can drive largely in top gear if so inclined. Mechanically, it is quiet, but the exhaust is a little

quick, and the gears are commendably silent. The well-chosen ratios give 50 m.p.h. on second and 80 m.p.h. on third gear at 5,000 r.p.m. On top, 100 m.p.h. represents only 4,800 r.p.m., which entails a piston speed of 2,850 ft./min. It will thus be seen that an overdrive is certainly not a necessity, though the luxury of cruising at 80 m.p.h., with the rev. counter only just over 3,000 r.p.m., is probably worth the extra price. The maximum speed is almost identical on direct top and overdrive, and the mean of runs in both directions gave me 103 and 104 m.p.h. respectively.

I am delighted to say that no automatic nonsense is fitted to the overdrive, and one simply moves a switch to put it in or out of action. The change may be made on full bore without shock, and the engine copes manfully with the very high ratio of 3.03 to 1, which gives some 26 m.p.h. per 1,000 r.p.m. Natur-

**New Road Test Series No. 1**

ally, the acceleration is noticeably less brisk, and it takes about five seconds longer to go from 80 to 90 m.p.h. When travelling fast, I usually switched on the overdrive at about 95 m.p.h. The car fairly flies up main road hills on normal top; for example, it exceeded 90 m.p.h. up Wrotham Hill before I had to shut off for the traffic lights.

A car of such notable performance naturally requires roadholding to match. Most small sports models require a good deal of holding at high speeds, and as the wheelbase of the Triumph is only 7 ft. 4 ins., I expected that it would become somewhat lively at three-figure velocities. In fact, nothing could be further from the case, and the machine runs straight and true at maximum speed with the driver's hands resting lightly on the wheel. The suspension is fairly firm, but the ride is quite comfortable.

These suspension characteristics, allied to a low centre of gravity, ensure entirely roll-free cornering—a most unusual virtue these days. The light, high-g geared steering gives a good sense of control, and very fast cornering results only in a gentle four-wheel slide. Rear end breakaway may be finally provoked only if one takes leave of one's senses and enters a curve at a virtually impossible speed.

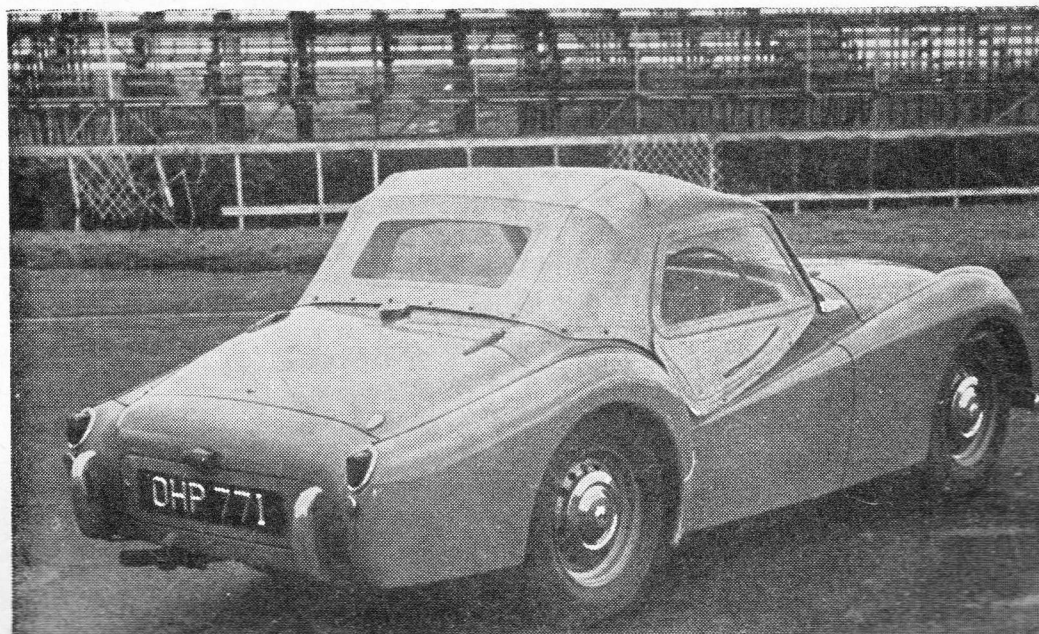
As the TR2 will certainly be raced by some owners, I drove it round Brands Hatch and Silverstone. It handled admirably at both tracks, and I greatly enjoyed the experience. The short club circuit

*WEATHERPROOF: (Below) First-rate all-weather equipment is provided by the neat, plastic material top and close-fitting side-screens.*

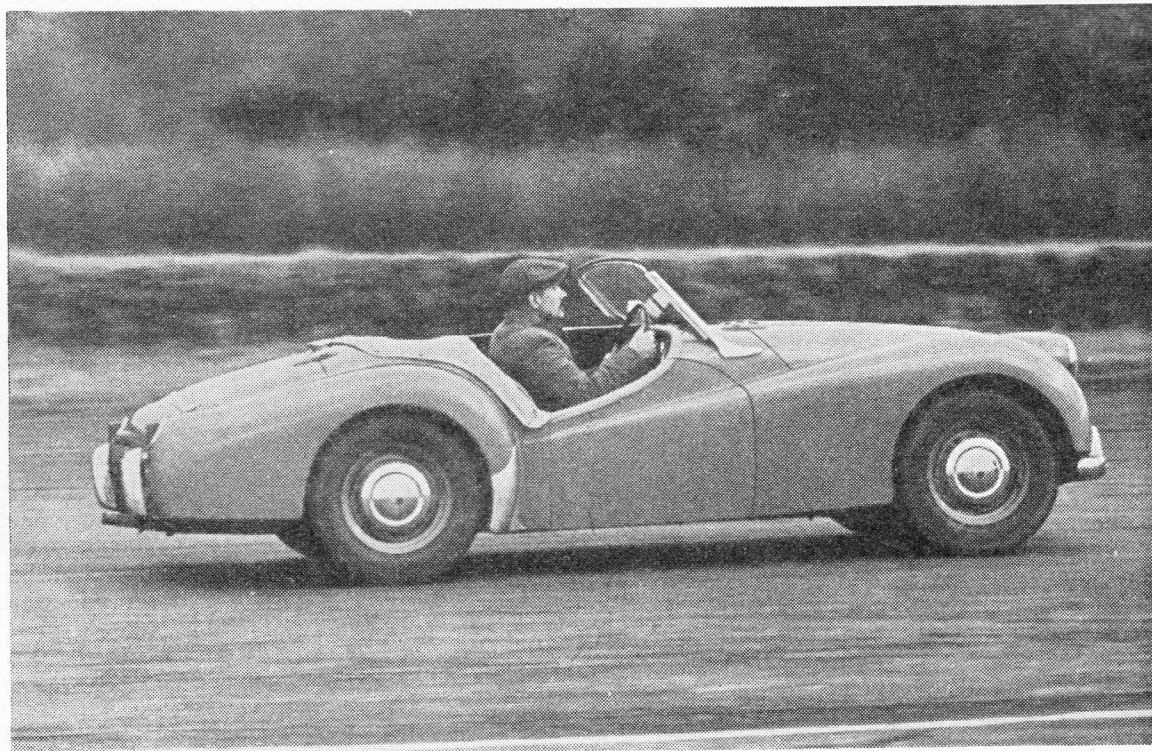
**POWER-PRODUCER:** (Above) The 2-litre push-rod-operated o.h.v. engine develops 90 b.h.p. on normal pump fuel. Air silencers are fitted to the dual S.U. carburettors.

on the loud side for my personal taste. It is not unreasonably noisy at the higher revolutions, but a resonance around 2,400 r.p.m. spoils one's silent passage through urban areas. In any case, some people still prefer a sports car to have a deep note, and this is a matter that can easily be altered to the owner's preference.

The gearbox earns absolutely full marks. The change is simple and







★

*The TR2 has a maximum speed of well over 100 m.p.h., and John Bolster is seen here on the fastest section of the club circuit at Silverstone during a timed lap.*

★

at Silverstone was slightly damp, and the large screen was erect, but I was able to lap in 1 min. 30½ secs., or 64 m.p.h. Under better weather conditions, and with only the optional aero screen in place, one could easily beat this figure.

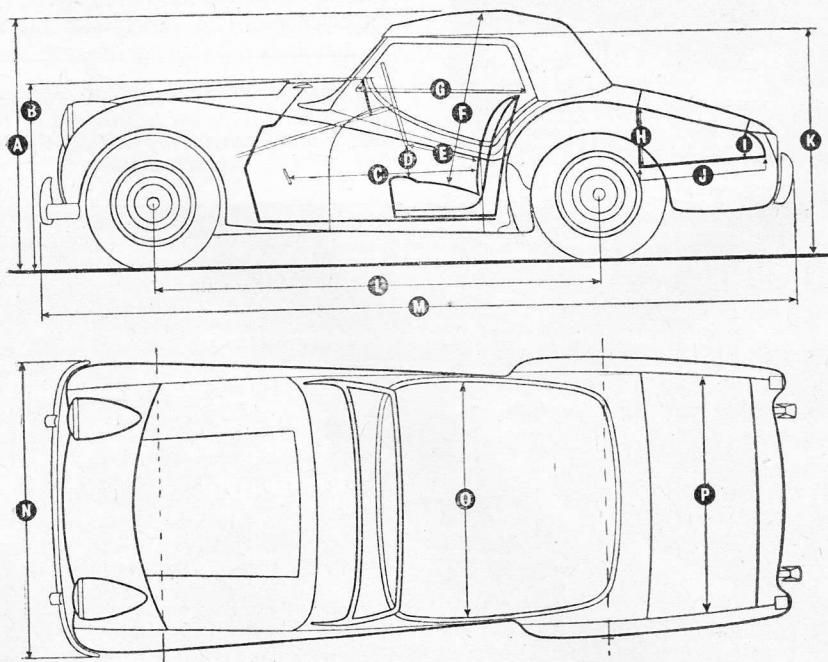
The brakes are powerful, and entirely adequate for normal road work. Under racing conditions, however, they become very hot, and some additional air cooling might be provided for this work. Wire wheels are catalogued as an extra,

and these would certainly aid heat dissipation.

It is a good point that all the instruments are separate, and have circular dials. The speedometer is only 2 m.p.h. fast, and a number of careful stopwatch checks proved that this small error does not increase at the higher readings. The general finish and interior furnishing are good, and certainly compare favourably with those of much more expensive machines. The lights were sufficiently powerful to allow

me to drive at 100 m.p.h. in the dark.

The all-weather equipment is very good indeed. There are no draughts, and the visibility in all directions is excellent. The hood does not flap, and in fact I took the performance figures with the car closed. The sidescreens fit into very large sockets, and are unusually rigid. I occasionally bumped my knee on the forward anchorage, and a little extra padding here might be of value. Ease of entry and exit has

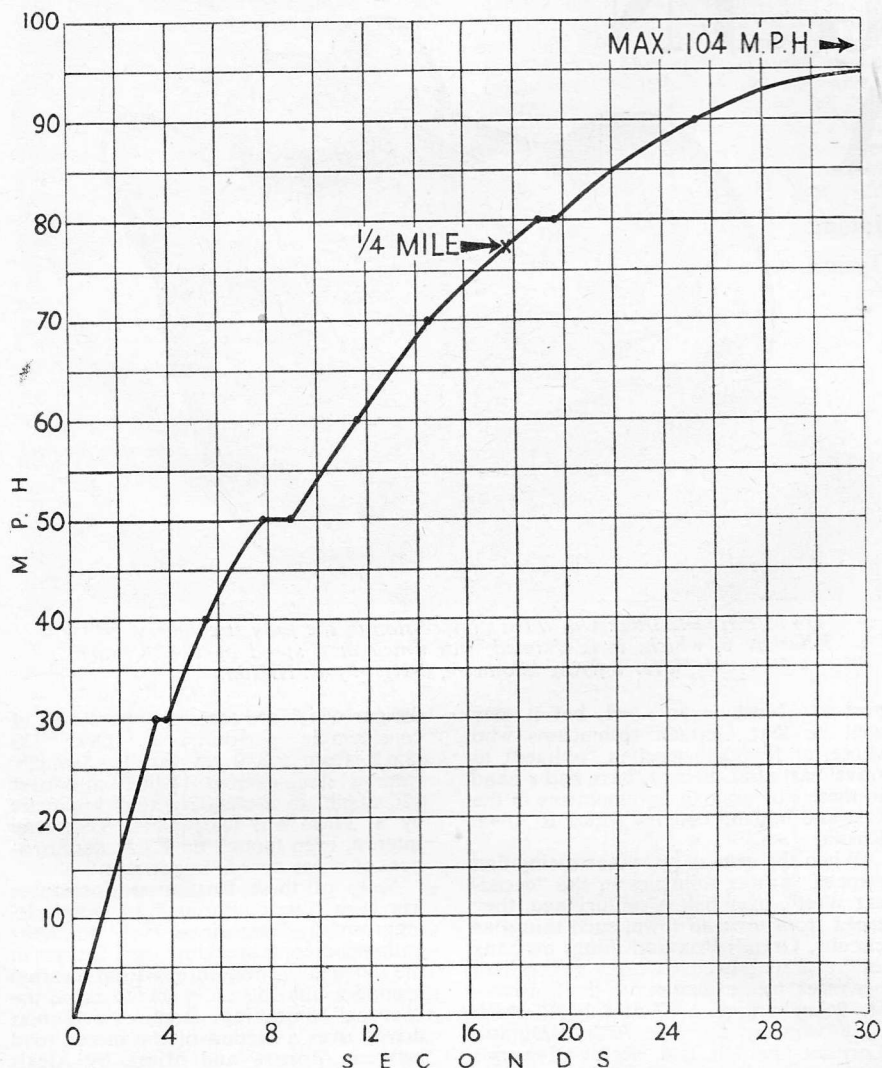


#### TR2 Dimensions

- A. Overall height, hood erect—4 ft. 2 ins.
- B. Height of scuttle—3 ft. 4 ins.
- C. Clutch pedal to seat squab—Max. 3 ft. 6½ ins. Min. 2 ft. 11 ins.
- D. Steering wheel to seat cushion—6½ ins.
- E. Squab to steering wheel—Max. 1 ft. 6 ins., Min. 9 ins.
- F. Seat to hood when erected—2 ft. 11½ ins.
- G. Window width at sill—2 ft. 7½ ins.
- H. Height of Boot—Max. 1 ft. 2½ ins.
- I. Height of Boot—Min. 7 ins.
- J. Length of Boot opening—1 ft. 6¾ ins., Max. 2 ft. 2¾ ins.
- K. Height to top of screen, hood folded—3 ft. 10 ins.
- L. Wheelbase—7 ft. 4 ins.
- M. Overall length—12 ft. 7 ins.
- N. Overall width over bumpers—4 ft. 7½ ins.
- O. Width at elbows—3 ft. 9 ins.
- P. Width of Boot opening—3 ft. 5½ ins.; Max. width—3 ft. 9 ins.



## TRIUMPH TR2 - ACCELERATION GRAPH



apparently been studied, for the doors can be negotiated without trouble, in spite of the very low build. In cold, wet weather I habitually drove without an overcoat.

Naturally, this is an ideal car for achieving high averages on our inadequate roads. The small overall dimensions are a great help in heavy traffic, and a touch of throttle sends the speedometer soaring round the dial whenever a clear stretch presents itself. The high-g geared steering makes it easy to avoid the common clot, whether afoot or a wheel, and emphasizes, once again, that a good sports car can be fundamentally a safer vehicle than a stodgy family saloon.

In spite of pressing on really hard, and exceeding 100 m.p.h. more times than I can remember, I achieved the excellent overall average of 25.4 m.p.g. If one were content to drive with a little less

dash, a full 30 m.p.g. would readily be available. The Triumph is thus a cheap car to run as well as to buy. The low piston speed should give long wearing qualities, and accessibility is unusually good, which will appeal to those owners who prefer to carry out their own maintenance.

I am sure that the Triumph TR2 will meet the needs of many sports car drivers, and that this will become a very popular car. If you see that low, blunt nose in your mirror, pull over and let him go, unless you have something very hot!

## Specification and Performance Data

**Car Tested:** Triumph TR2 Sports 2-seater, price £595 (£844 Or. 10d. with P.T.). Extra charge for overdrive, price £40 (£56 13s. 4d. with P.T.).

**Engine:** Four cylinders 83 mm. x 92 mm. (1,991 c.c.). Pushrod operated overhead valves. 90 b.h.p. at 4,800 r.p.m. 8.5 to 1 compression ratio. Twin S.U. carburettors. Lucas coil and distributor.

**Transmission:** Borg and Beck 9 ins. single dry plate clutch with hydraulic operation. 4-speed gearbox with short central remote control lever, plus electrically operated overdrive (optional extra). Ratios 3.03 (overdrive), 3.7, 4.9, 7.4 and 12.5 to 1. Short open Hardy Spicer propeller shaft. Hypoid rear axle.

**Chassis:** Box section frame with cruciform, underslung at rear. Independent front suspension by wishbones and helical springs with telescopic dampers. Cam and lever steering, 3-piece track rod. Semi-elliptic rear springs with piston-type dampers. Pierced disc wheels, fitted 5.50-15 ins. tyres. Lockheed hydraulic brakes, front 10 ins. x 2½ ins. 2 L.S., rear 9 ins. x 1½ ins. Total lining area 148 sq. ins.

**Equipment:** 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil pressure, and fuel gauges. Flashing direction indicators.

**Dimensions, etc.:** Wheelbase 7 ft. 4 ins. Track, front 3 ft. 9 ins., rear 3 ft. 9½ ins. Ground clearance 6 ins. Turning circle 32 ft. Weight (kerb) 18½ cwt.

**Performance:** Maximum speed (overdrive) 104 m.p.h. Speeds in gears: direct top 103 m.p.h., 3rd 80 m.p.h., 2nd 50 m.p.h., 1st 30 m.p.h. Standing quarter mile, 17.9 secs. Acceleration: 0-30 m.p.h., 3.4 secs.; 0-40 m.p.h., 5.5 secs.; 0-50 m.p.h., 7.9 secs.; 0-60 m.p.h., 11.6 secs.; 0-70 m.p.h., 14.5 secs.; 0-80 m.p.h., 19 secs.; 0-90 m.p.h., 25.6 secs.

**Fuel Consumption:** Driven hard, 25.4 m.p.g.

\* \* \*  
TULIP RALLY

THE 6th Tulip Rally, organized by the R.A.C.-West, takes place from 25th April to 1st May. Cars eligible are:— (a) Production touring cars; (b) Production "Gran Turismo" machines; (c) Modified production cars; (d) Production sports cars; and (e) International sports cars (conforming to Appendix C of the Sporting Code).

Entries close on 31st March at normal fees, i.e., 245 guilders (approximately £25) plus about £3 for insurance; all other passengers, other than named co-drivers, about £5 each extra. Closing date at approximately £7 extra, 12th April.

Starting points are from London, Berne, Brussels, The Hague, Hamburg, Munich and Paris. All routes converge on Nürburgring where a special test will be held. Thereafter all cars will follow a 775-mile route to the finish at Noordwijk. Average speed to Nürburgring will be 31 m.p.h., and thenceforth 34 m.p.h. However, higher averages may or may not be imposed for special stages included in mountainous country. All eliminating tests en route will be on roads closed to normal traffic.

The rally terminates with speed tests on Zandvoort circuit. The famous Tulip Ball takes place on 1st May.

As last year, classification is by groups, and the best overall winner in his (or her) group—i.e., having the biggest percentage margin over others in the class—will be the winner of the rally.

The event counts towards the European Grand Touring Championship, for which only standard touring cars are eligible.



# RACING IN RUSSIA

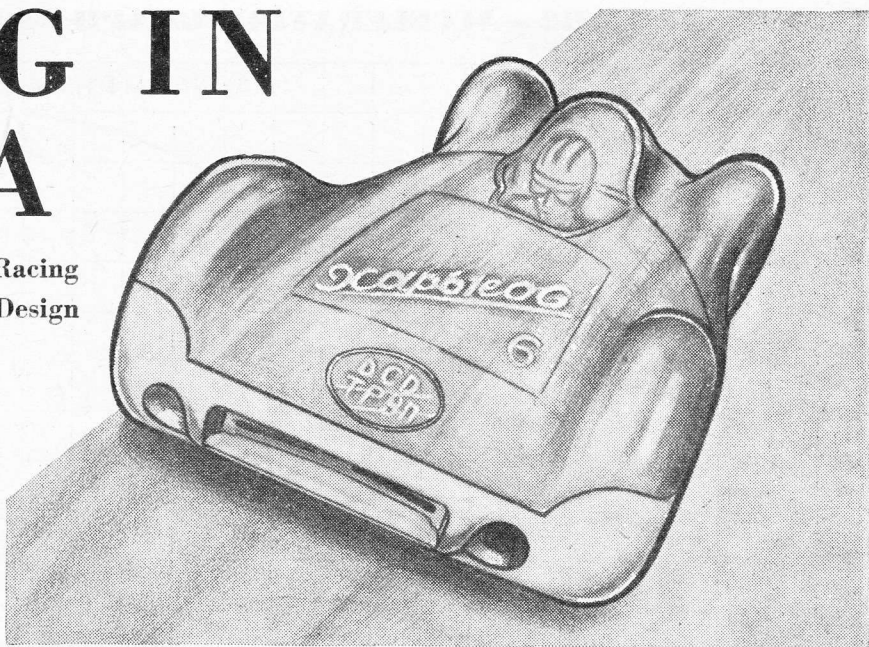
Accent on "Record" Cars, but Road Racing Expected Soon — Unique Svezda Design

"WHAT did happen to the Grand Prix Auto Unions after the War?" How many times must that question have been raised in motor racing circles since 1945? The Auto Union, of course, was the famous rear-engined machine, originally Porsche-designed, winner of numerous great races, and the fiercest rival to Mercedes-Benz in the 1934-39 era. The Union itself comprised four German marques: Horch, Audi, Wanderer and DKW, and their racing department, both for cars and motor-cycles, was at Zwickau, near Chemnitz in Saxony.

When war broke out, the cars, comprising several 3-litre G.P. cars, one or more of the earlier 6-litre machines, and one or more streamlined *rekordwagens*, were put away beneath dust covers. As time passed, and the Allies' air onslaught on Germany grew heavier, the cars were moved to safer cover, there to remain hidden until the end of the war. Saxony, unfortunately, lay in that part of the Reich which came under Red Army occupation, and the sleek silver machines were removed East to Russia as reparations, there to be placed on display in various technical establishments as the examples of superlative engineering craftsmanship which they undoubtedly are.

A lamentable fate for a Grand Prix team, perhaps, yet it could have been far worse; bombs could have despatched them for ever, boorish, vengeful hands could so easily have wrought their destruction as "capitalist playthings". Instead, by luck of the intense fervour for mechanical knowledge which swept post-war Russia, they survived, were subjected to much earnest study, and, in the face of subsequent developments, would seem to have contributed considerably to the Soviet's sudden interest in speed motoring events.

A glance at the pictures on these pages, three of them featuring well-streamlined, rear-engined cars, certainly suggests a fair degree of Auto Union influence in design. This is not surprising, for, like the Japanese, the Russians are great copyists. Their pre-war Zis car is virtually a Packard, their



174 M.P.H. 2-LITRE: Our artist's impression of the fully streamlined 2-litre Kharkov 6, which, it is claimed, was timed at a speed of 174.08 m.p.h. over a flying kilometre, driven by V. Nikitin.

post-war Moskvic an Opel, but it may well be that German technicians who chose, or found themselves "obliged" to travel east after the war, have had a hand in these encouraging developments in the vast and baffling country which is Soviet Russia.

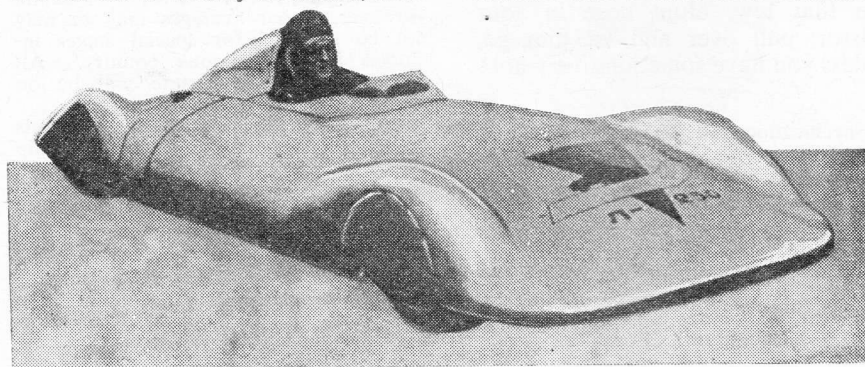
When the urge to go motor racing first gripped various countries in the "decadent West", over half a century ago, they raced from town to town, such things as circuits, Grands Prix and things evolving as the years passed. Czarist Russia had her races, too; examples are the Moscow-St. Petersburg of 1907 and 1908, which were won by the late Arthur Duray's Lorraine-Dietrich and Victor Hémer's Benz respectively, with British drivers Pope and Jarrott amongst those competing; another example is the Russian Grand Prix (yes, really!) of 1914, won by a Benz.

Things are different in Russia's current racing renaissance. They hold a number of town-to-town events, true, but these are rally-type reliability-cum-fuel consumption affairs, not speed events. Of their "races", the majority up to now have been against the stopwatch only, staged over long stretches of smooth roadway, with cars running singly—record attempts of the Jabbeke-Aelte type, in fact. Yet, in their earnest pursuit of this branch of the sport, the Russians have evolved some remarkable

designs which are seemingly possessed of considerable performance. Over 133 m.p.h. from a 350 c.c. car, 143.5 m.p.h. from a stock-derived 1½-litre, and over 126 m.p.h. in a standing start kilometre by a 2-litre are feats which command interest, even though no F.I.A. confirmation of these speeds is possible.

News of these Russian performances has been filtering through in exasperatingly small doses since 1949, the year national record breaking took favour in the Soviet. First information centred around a tiny 350 c.c. machine called the "Svezda" (meaning Star), which was driven over a section of the motor road between Moscow and Minsk by Alexis Ambrosenkov to record a speed of 94 m.p.h. over a distance of 50 km. from a standing start, and subsequently covered a flying kilometre at the remarkable speed of 133.71 m.p.h.

Before—or while—reaching for the salt, let us see what manner of machine this Svezda is. Many months passed before any technical details at all were secured by extra-Soviet enterprise, and then only with considerable difficulty. It turned out that the car followed Auto Union layout in that the engine is mounted at the back, aft of the driver, and follows DKW motor-cycle practice in that the engine is a supercharged two-stroke. Of 342 c.c., it resembles a type seen some 20 years ago in the 1½-litre racing car designed by Dr. Arnold Zoller of Switzerland, wherein two articulated connecting rods share a common crank-pin, and paired pistons share a common hemispherical combustion chamber. Very careful water-jacketing ensures adequate cooling, the radiator being mounted in the nose of the car; a chain-driven supercharger of type similar to the Centric is mounted direct to the crankcase. At



122 M.P.H. "250": Russian driver E. Lorent set a claimed 122.24 m.p.h. over the flying kilo. at Simferopol in this 250 c.c. Kharkov of Auto Union-like form.



7,000 r.p.m., this engine produces a claimed 64 b.h.p. which amounts to some 180 b.h.p. per litre. The noise of so small a unit at 140-odd m.p.h. must have been quite impressive!

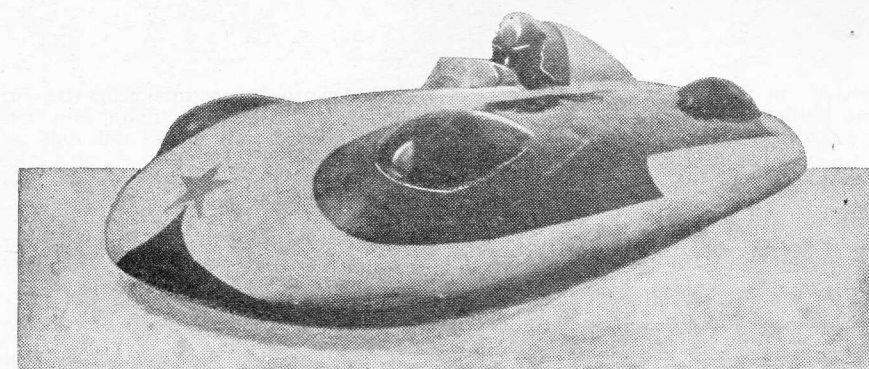
The drive passes to the independent swing-type rear axle via a normal Moskvic 4-speed gearbox set aft of the axle (Auto Union-fashion again). At the fore-end, Moskvic-based i.f.s. of Dubonnet type is fitted, but this has not proved fully efficient at high speed, and it is understood that new units, probably of sliding pillar type, are being—or have

Peltzer, of undisclosed nationality, but one Continental source suggests the Svezda began its life in 1939 in the Auto Union shops at Zwickau, as a potential Class I and J record breaker. The car has also appeared with similar engines of 250 c.c. and 500 c.c., and is holder of at least 19 Soviet national records, eight of which, it is averred, exceed official international class figures. Here, perhaps, we have one tangible reason why Russia should apply for affiliation with the F.I.A., as she apparently intends to do, if we are to

believe the Frankfurt newspaper *Sozialistische Volkszeitung*. Her admission would mean the opportunity for Svezda to contest class records with marques such as Cooper, Arnott, Gardner-M.G., M.G. and Tarf, and should the "350" repeat its 133-plus m.p.h. in officially observed two-way runs, then Russia will certainly figure amongst the record-holders lists.

More than just this, however, may lie behind any such application. Further maddeningly sparse information reveals that Russian speed cars of larger capacity exist, or are under construction, one source even going so far as to state that a Formula 1, 2½-litre Grand Prix car is already on the drawing board—a project which would seem a trifle premature. Already, however, a Russian 3-litre car of unnamed marque has clocked 143.5 m.p.h. in runs along the Moscow-Minsk highway, whilst a 2-litre six-cylinder Kharkov, a streamlined special based on a modified stock chassis and bearing considerable resemblance to an Auto Union *rekordwagen*, covered a standing start kilometre at 126.14 m.p.h. as far back as November, 1950, and, subsequently, a flying kilo. at no less than 174.08 m.p.h., driven by V. Nikitin. Another machine, the 1½-litre Dzerjinez (Serbinez and

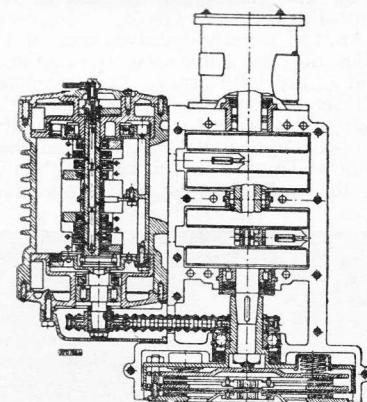
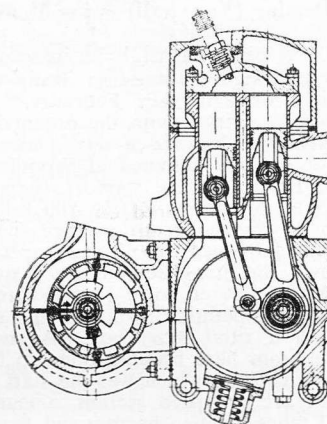
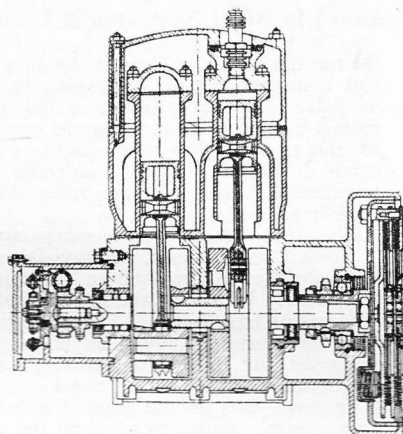
(Continued overleaf)



**RAILTON-INSPIRED?:** The Svezda, holder of 250 c.c., 350 c.c. and 500 c.c. Russian national records, is said to have exceeded 133 m.p.h. The clean bodywork, with wheel "humps" protruding, suggests the late John Cobb's Railton Mobil Special, holder of the world land speed record.

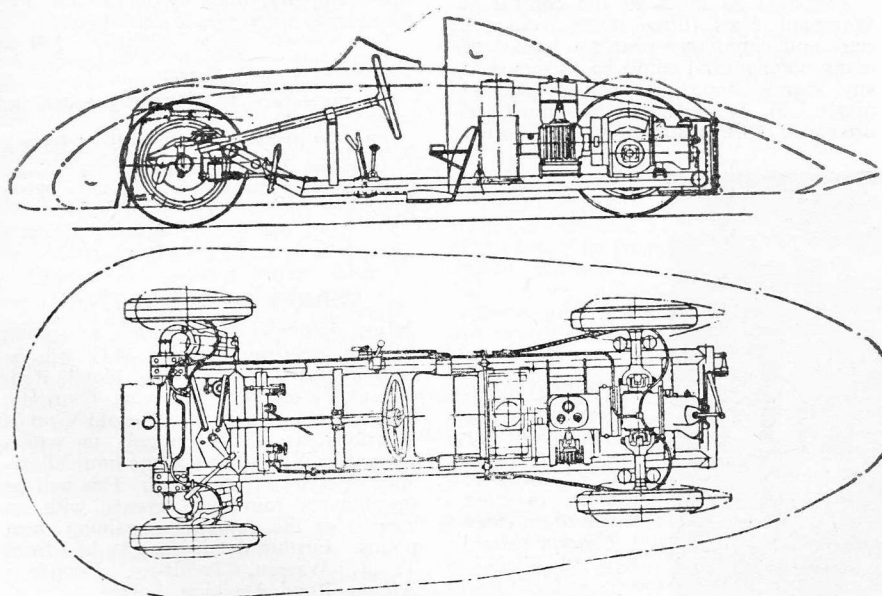
already been—installed. The frame is tubular, and normal production-type steering gear, mounted offset on the first Svezda, has now been modified for central fixing. The wheelbase is 216 cm., and the car has pronounced crab track, measuring 112 cm. at the front, and 90 cm. at the rear. Ground clearance is 9 cm.

Mounted on this chassis is the very clean and pretty "Cobb Railton" style all-enveloping bodywork, which must contribute vitally to the speed of the car. The design is attributed to Engineer A.



**SVEZDA ENGINE:** (Above) Three section views of the 350 c.c. supercharged two-stroke unit which propelled Alexis Ambrosenkov at 133.71 m.p.h. along the Moscow-Minsk highway.

**SVEZDA CAR:** (Left) Views showing disposition of components in this remarkable design.



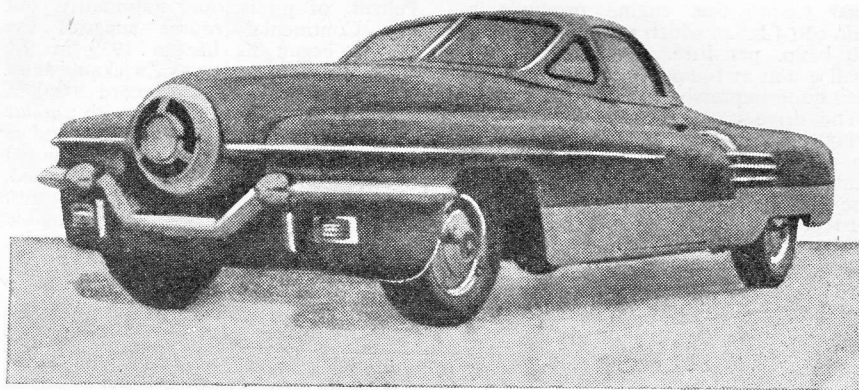


**U.S. INFLUENCE:** A competition sports coupé on a 6-litre Zis chassis, a Russian-built car based on the American Packard.

Dzerzhinez are spelling variations, just to add to the fun), incorporating Zim and Pobieda parts, was timed in 1952 at 143.54 m.p.h., driven by constructor Pomogaibo.

Even taking the proverbial saline pinch with these figures, one fact stands out: Russia is interested in motor racing, and has graduated from the stage where motoring was a "bourgeois affectation" to a stage where its technical and sporting values are apparently appreciated—and that is progress indeed! Nor is that interest to be devoted solely to "hot rod" style sprints, but also to aerodrome and even road racing in the future, if odd news flashes from Eastern Germany are to be taken into account.

Last year a circuit race was mooted at Kharkov, in the Ukraine, and the Russians took the unprecedented step of inviting Giuseppe Farina and Luigi Villorosi to take part. One hastily adds the precautionary phrase "according to



reports" to this, but the thought of the two Italians sporting amidst the Russian specials with their Ferraris, and showing them just how things are done, is an intriguing one! Should anything like this ever come to pass, might one suggest, in 1066 and *All That* phraseology, that it could prove "a good thing"? A European-style Grand Prix, with a few 500s or sports cars as supporting cast,

might help to demonstrate to the Russian masses that there is more in life than Stakhanovite statistics and dull toil on behalf of the Fatherland. At any rate, it is a chink in "the curtain" and—who knows?—international sport may achieve more in bringing about a better understanding than a dozen political conferences.

C. POSTHUMUS.

## W.E.C.C. "STARLIGHT" RALLY

R. Leader (Vauxhall) Wins Members' Award in Night Navigational Event

THE West Essex Car Club ran its second annual Night Navigation Rally on the night of 27th/28th February. It attracted 68 entries from the organizing and invited clubs, and a mixed assortment of vehicles gathered at Woodford Bridge, Essex, for the start at 10 p.m. The route, of approximately 200 miles, had to be covered at an average speed of 24 m.p.h., except over certain special sections. The first check-point was sited near Ayot St. Peter, some 34 miles from the start, competitors having to find the name on a rural letter box. A short distance from here brought them to the first time control, which was the start of the first average-speed section, a length of 13.2 miles through narrow and twisty lanes, and thence to the second time control near Levens Green.

Another average-speed section, of 12.7 miles, took the entry to Woodside Green, near Little Hallingbury. The completion of this section saw competitors left to their own devices for some time, as they headed south-east to an unmanned check point at Thundersley, where the "writing on the wall" had to be annotated on

their route cards. Much to the surprise and consternation of all, especially the officials, heavy snow began to fall, persisting for three hours on some sections of the route. The more narrow and exposed lanes became covered in treacherous slush, but the main roads kept free.

The route from Thundersley struck north-east across Essex, via Rayleigh and Battlesbridge, to Bradwell-on-Sea, which must surely be one of the more desolate outposts of East Anglia. To say that the lanes are tortuous would be an understatement, but "incidents" were few and far between. The actual check-point—a signpost—was on the edge of absolute nothingness. Back, then, along the zig-zag maze of lanes to the timed control at Hatfield Peverel, hard by Boreham of pleasant memory.

The next 30 miles to the control at Wanstead Flats (three miles from the start and temptingly near the homes of many competitors) could be traversed at any average speed between 24 and 35 m.p.h., to be selected by individual drivers. This resulted in the usual

problem of "How fast dare we go?" all the more accentuated by the driving snow, which was particularly beastly at Hatfield Peverel, where the momentous decisions had to be made.

From Wanstead to the sixth time control, at Abridge aerodrome; here the competitors undertook two driving tests, the test area being partially floodlit and thus in a slightly unreal atmosphere. The Zephyrs suffered from excessive wheelspin, but the smaller Dagenham products, as exemplified by Anglias and Prefects (old style), were neat, tidy and quick.

The last 17 miles took the field, not so very much depleted, to the final control on the Chelmsford By-pass. Grumbles were few, nobody registered a protest, and everyone looked forward to the next time. The club were pleased to have a team entered from the Essex Police Driving School, led by Inspector Priestley, who reported from his observations over the entire route that the standard of driving and general behaviour was exemplary, aided by the fact that the set average speed was a sensible one.

J.H.

### Results

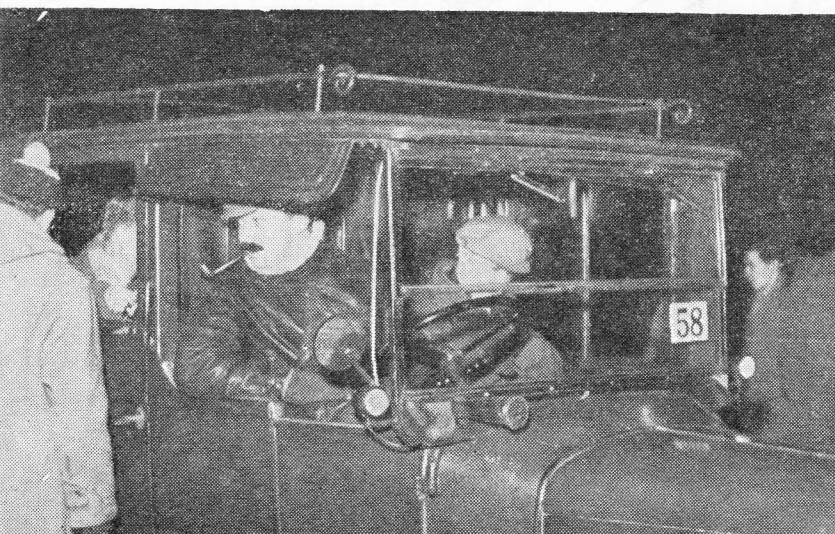
Best Performance by W.E.C.C. member: R. Leader (Vauxhall).

First Class Awards: D. Watkins (Ford Zephyr); O. J. Henley (Jaguar); C. S. Perkins (Wolseley); D. M. Corder (M.G.); R. McTurk (Ford). Second Class Awards: A. Paul (Austin A70); A. E. Hudson (Jowett); O. Whitehead (Morris); R. V. Fox (Ford Consul).

### SURREY SOCIAL EVENTS

NEXT Thursday, 11th March, a meeting of the Surrey Sporting M.C. will be held in the Warwick Arms Hotel, Redhill, at 8 p.m. The following Thursday, 18th March, the club will hold what is described as a "Scrounge", in which entrants will be given a one-hour allowance to collect 100 articles. This will be the first of four such events, with an award for the competitor gaining most points. Further details may be had from T. R. Warren, Trentham, Deepdene Avenue Road, Dorking, Surrey.

CAB, SIR? T. H. Gooding chose a novel mount for the West Essex C.C.'s "Starlight" Rally, in the shape of an early London taxi.







*ACHTUNG! A bold notice at the start of the Jeans Gold Cup Rally advises competitors of changes in the route, necessitated by ice-bound roads. Reading the notice are Les Windsor and Brian Horrocks, members of the winning team.*

figure at the finish. There was no finisher in Class B (up to 1,500 c.c. closed) and seven only finished within the time allowance. Fourteen cars completed the course and it is pleasing to note that, in spite of the tough nature of the rally, no accidents were recorded. Ralph Waitley (Sunbeam-Talbot) deserves congratulation as the only saloon car driver to finish within the time allowed.

WILSON ROGERS.

#### WARRINGTON'S FIRST RALLY

THE first rally organized by the Warrington and D.M.C. was held on 21st February, and attracted 26 competitors. Many of them slipped up on the first section, a form of regularity test, or found themselves bogged down in a muddy field when they missed the course. However, all arrived safely at the finish for a dinner and film show.

##### Provisional Results

Winter Cup: H. Greenwood (Vauxhall), 27 marks lost. Best Closed Car: R. Hatch (Ford Consul), 46. Best Open Car: W. E. J. Allen (Healey), 88. Class Awards: A. G. Metcalfe (Humber), 53; and B. Butterworth (Renault), 55.

#### E.C.M.C. TOURING TRIAL

THE Eastern Counties M.C.'s Touring Trial was staged on 14th February, with separate classes for experts and novices. From Bury St. Edmunds the route passed through Lakenheath towards King's Lynn, with controls at Feltwell and Wiggshall St. Mary Magdalen. Navigation on this part was by route card, with more explicit instructions for the novices. There was a premium on time-keeping, and the first control was "secret" to the experts, who also had only the initial mileage check for speedometer corrections; novices worked on a lower average speed. From Wiggshall the novices were routed to Castle Acre for the tea break, whilst the experts had to find the best route, via railway bridges, over roads within a 10 kilometre square which was designated by map references of a diagonal. Sad to relate, some navigators took their drivers over a lot of level crossings, involving them in excess mileages and plenty of lost marks on arrival at Castle Acre.

After tea the routeing instructions became more involved. Minor roads south of Dereham brought competitors to a secret check at Hardingham railway station, and from here the experts had to find the route to a control near Diss, with the aid of instructions for getting from Diss to Hardingham. From Diss, capable navigating was necessary to locate the final control on time at Henley "Cross Keys". Two secret checks, within about 10 miles of each other on the main Norwich to Ipswich road, proved to be the undoing of several competitors.

##### Provisional Results

Experts: 1. F. Holmes/D. Cock, 72 marks lost; 2. C. M. S. Abbott/J. Eggett, 143; 3. J. E. Steggall/H. A. Greenfield, 258.

Novices: 1. W. Bloss/J. Holland Hill, 75; 2. P. F. Clarke/C. J. Walker, 88; 3. Mrs. O. G. Walker/J. Hooper, 180.

## THE JEANS GOLD CUP RALLY

**Tough Going, but No Accidents in 340-Mile Liverpool M.C. Rally—Eric Vanner (Dellow) Wins by 4 Marks**

THE Liverpool Motor Club brought the Jeans Gold Cup back to prominence by offering it as the principal award for their rally held on 27th/28th February. This tough, 340-mile event attracted 65 entrants, of whom Eric Vanner (Dellow) emerged as a worthy winner.

Seven drivers failed to bring their cars to the starting point, the Gateacre Hall Country Club, at 8 p.m. on Saturday. These included M. O. Kaplan (Volkswagen) and, oddly enough, three Jaguar XK 120 owners. Cyril Bold was an interested spectator.

Les Windsor took his M.G. away as number one in cold, clear weather, followed by Dr. Charlie Hardman, who was running his Dellow blown. Amongst the seven teams competing was one of Triumph TR2s driven by Gillie Tyrer, A. C. L. Mills and Denis Done. Also worthy of mention was the team of "Jimmy" Caprara, Brian Wolfson and E. Levinson in Ford, Morgan and Austin A40 Sports, known delightfully as "Companions of the Dark Hours".

The route lay through Dunsop Bridge, Silverdale and Oxen Park to Eskdale Green, with a 10-minute time allowance for refuelling at Loweswater. Soon the going was found hard, and the set 30 m.p.h. average proved too much for many drivers. Peter Reece and Barry Davies (in the latter's blown Morris Minor) were out ahead of the rally by 15-20 minutes, ensuring good marshalling, and they found that the ice-bound roads on higher ground called for some adjustment to the route. Hardknott and Wrynose Passes were impassable, so the Dungeon Ghyll control was scrubbed by moving the Boot control to Eskdale Green. This meant that two controls were running simultaneously at Eskdale, but no trouble was experienced. Honister was still in the route and Gillie Tyrer (with passenger Colin Edge) was not alone in fitting chains for this section. R. Keeley did well to get his Ford Zephyr through. Honister was so

bad that several drivers called it off there, while a certain amount of mechanical trouble was also being experienced, two gearboxes at least packing up. The time allowance was adjusted from the "standard" to the "maximum", but even this was not enough, as John Butterworth found to his cost when his H.R.G. slid gently off the road. The combined efforts of driver and passenger were not sufficient to move the rear wheels from the ditch into which they had rested.

Other incidents were numerous, but the most ironic was surely Harry Eyng's experience. Buttertubs Pass was in very bad condition when he arrived with his Vauxhall; a blizzard had started soon after the early numbers had gone through, and later arrivals found the surface very tricky. Harry, not to be put off, found a pile of gravel and with one shovel and a lot of hard work succeeded in laying two beautiful gravel tracks over the worst of the hill—some considerable length. Imagine his horror when Newsham came tearing around the corner in a bright red Morgan, and went whistling up Buttertubs with the help of the gravel tracks, to the sore misuse of the latter!

When organizer Cyril Rankin came to Hawes to lay out the one special test of the event, he found the concrete patch chosen covered with hard-packed snow. This surface called for fine judgment if fantastic slides were to be avoided. The first entrant to arrive was Dr. Hardman, and his 29½ secs. was never bettered. In fact, the special test figures were not used as a decider, for the results worked themselves out as each control debit was added to the route books, with a final

#### Results

Jeans Gold Cup: E. G. Vanner (Dellow), 3 marks lost; 2. D. G. Scott (Palm Beach Allard), 7; 3. Dr. C. R. Hardman (Dellow), 9; 4. R. Waitley (Sunbeam-Talbot), 25; 5. D. Done (Triumph TR2), 27; 6. G. Tyrer (Triumph TR2), 41; 7. L. C. Windsor (M.G.).

Team Prize: Vanner, Scott and Windsor.



**T**HE AUTOSPORT International Camera Contest created a great deal of interest amongst amateur photographers all over the world, and some 1,600 prints were examined by the judges. After deliberation, the first prize of £20 has been awarded to Swedish reader, Gunnar Kramping for his remarkable picture of a Formula 3 race incident. This was taken with a Kodak Retina 1A on Super XX film, with an aperture of f.3.5 and a shutter speed of 1/500th of a second.

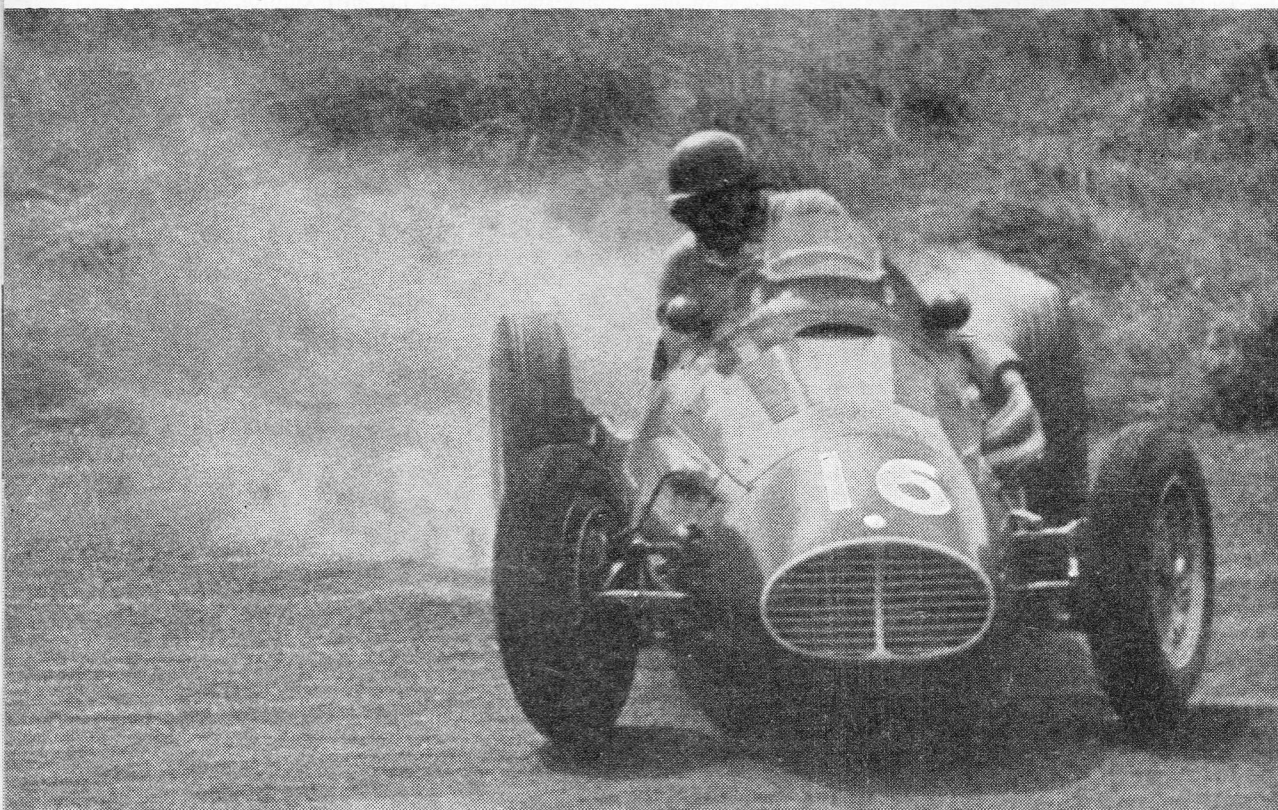
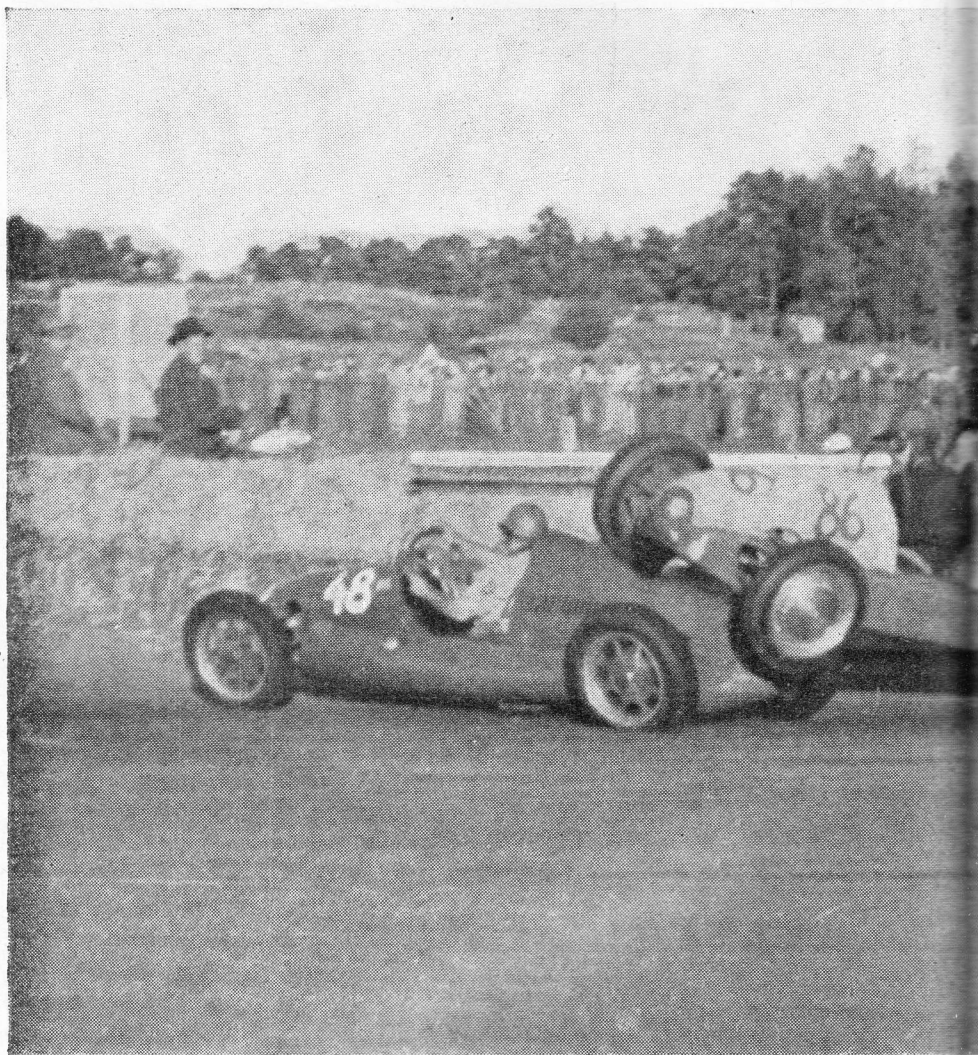
Second prize-winner Michael F. Pitts's shot of Wharton's B.R.M. spinning in the chicane is full of action. Norman V. Brittain's photograph, taken from the grandstand, of Mike Hawthorn motoring on the grass at Silverstone, was given third place—almost tying with Pitts's picture.

Best foreign entrant (other than a prize-winner) was E. J. de Flines, who sent an excellent shot of Gonzalez (Maserati) in a spot of trouble at Zandvoort. Consolation prizes go to Ivor Holmes, K. J. Miller and American reader Ralph Bauer.

From the remainder of the entries, several have been retained for future use at normal reproduction fees, and will appear in AUTOSPORT from time to time.

This contest has been so popular that it will become an annual competition. In addition, other camera contests will be organized for certain events during the 1954 season.

It should be stressed that all AUTOSPORT camera competitions are organized solely for amateur photographers. No entries will be accepted from competitors who are in possession of any sort of press or privilege pass. In addition, no one is eligible who has received more than £5 5s. in reproduction fees (amateur contests excepted) from any publication during a 12 months' period. AUTOSPORT also retains the right to reproduce any photographs submitted, which will be paid for at normal rates.



# AUT INTER CAMER

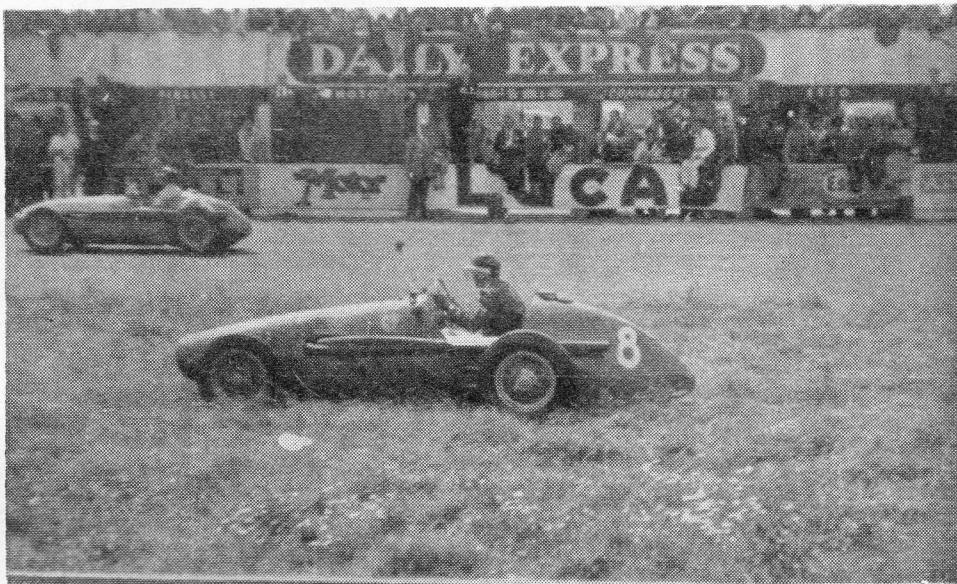
Swedish Amateur Photo  
Entry Comes from Har  
Croydon and New

**BEST FOREIGN ENTRANT**  
£10), 12 J. W. Brouwer  
borrowed Leica, fitted with  
when José Froilan González  
Maserati, in the





**FIRST PRIZE** (left) of £20, goes to Gunnar Kramping, Svarvaregrand 4, Ulriksdal, Sweden, for this extraordinary picture of a Swedish Effyh jumping on top of Rodney Nuckey's Cooper during last year's International Formula 3 races at Stockholm, on the Skarnack circuit. No one was injured, and Nuckey carried on to win.



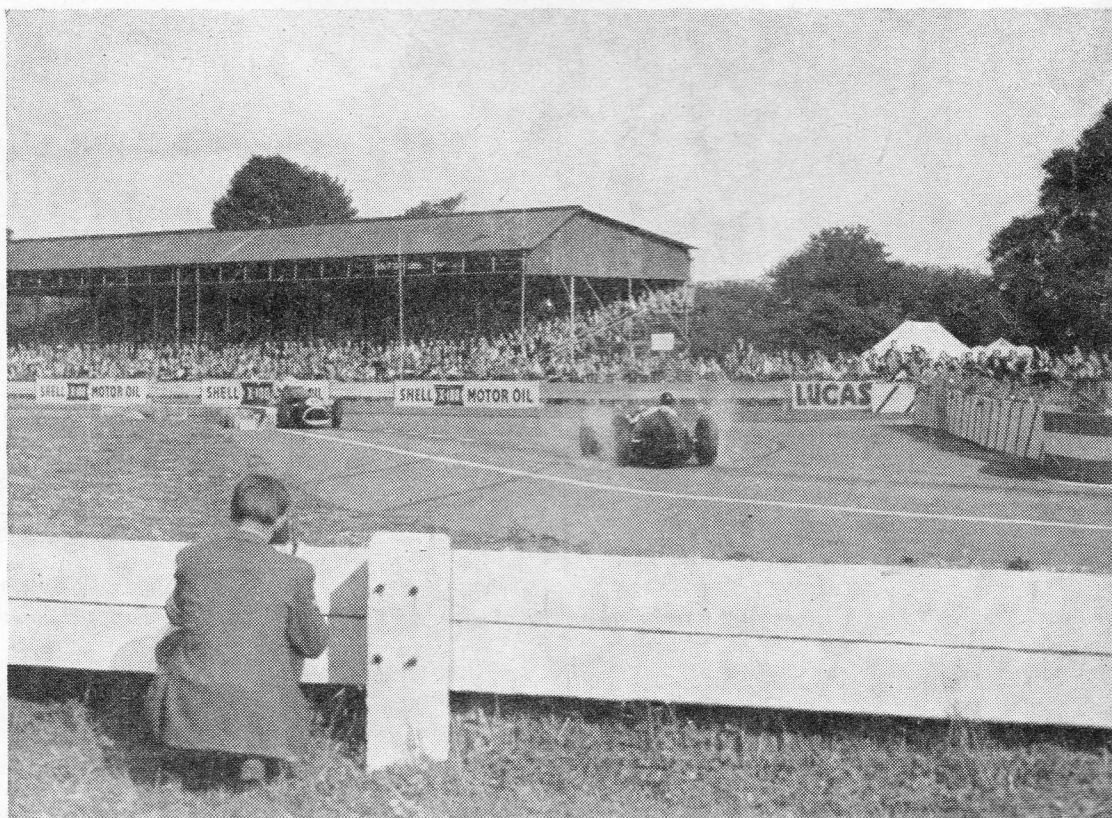
**THIRD PRIZE** (above) of £5 was gained by Norman V. Brittain, 28 Gloucester Gardens, Cockfosters, Herts, for this snapshot of Mike Hawthorn (Ferrari) motoring on the grass after his spectacular spin at Silverstone during the British Grand Prix.

**SECOND PRIZE** (below) of £10, went to Michael F. Pitts, 1 Clifton Villas, London, W.9, for this "spectators' view" of Ken Wharton's B.R.M. revolving at the chicane in the path of Tony Rolt (Connaught) who crashed in avoiding the supercharged machine.

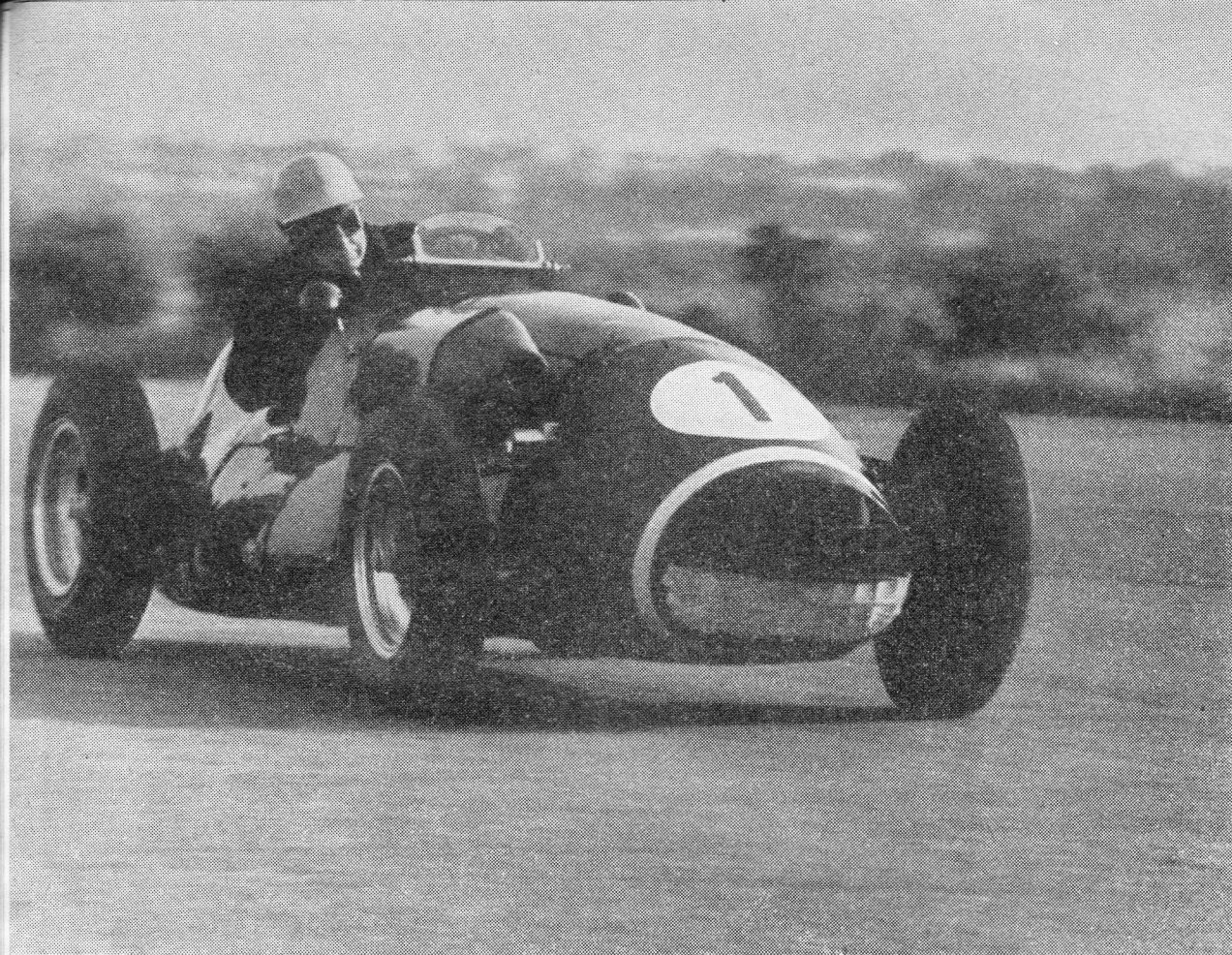
# THE AUTOSPORT INTERNATIONAL RA CONTEST

Photographer Wins £20 — Best Foreign  
Holland — London, Cockfosters, Luton,  
York Readers Amongst Prize-winners

**RANT** (Left) was E. J. de Flines (awarded  
wienstraat, Amsterdam Z, Holland, whose  
with 13.5 cm. long focus lens, was at the ready  
wienstraat got into a violent sideslip with his  
the Dutch Grand Prix at Zandvoort.







★

**CONSOLATION PRIZE** of £2 2s., in the "Autosport" International camera contest has been awarded to Ivor Holmes, 82 Marsh Road, Luton, Beds, for this fine study of Eric Thompson at Snetterton with Rob Walker's Connaught.

★

### *Two More AUTOSPORT International Camera Contest Prize-winners*



**PRESCOTT STUDY** of Ian Sievwright (Bugatti) in the Esses during the Bugatti O.C.'s International Hill-climb, wins a consolation prize of £2 2s. for K. J. Miller, 8 Hurstview Road, South Croydon, Surrey.



# NEWS FROM THE CLUBS

*By Wilson McComb*

THE highways and byways of motoring journalism are filled with unexpected snags. For years I have been under the impression that the French word *Rallye* was feminine, but then the *Rallye Féminin* aroused awful doubts, for *féminin* is, of course, masculine. A French dictionary soon settled the matter—*Rallye* is masculine, no matter how feminine it looks. Apologies, Harrow Car Club (remember the "Petit Rallye" argument?).

By the way, did you know that Oulton Park is *not* pronounced Oolton? So say the Mid-Cheshire clubmen, and they should know.

\* \* \*

## B.A.R.C. MEMBERS' MEETING

SATURDAY, 13th March is closing date for entries for the first 1954 race meeting at Goodwood, the B.A.R.C.'s 15th Members' Meeting on 27th March. There will be four scratch events for sports cars in capacity classes, and a handicap race; the first race will commence at 2 p.m. Entries should be sent to H. J. Morgan, 55 Park Lane, London, W.1.

\* \* \*

## MOTORING WRITERS' AUTOCROSS

MEMBERS and associate members of the Guild of Motoring Writers have been invited to take part in an Autocross meeting, to be held at Dunstable on 20th March, organized by the Sporting Owner Drivers' Club. There will be nine classes for open and closed cars. Entries close next Wednesday, 10th March, and should be sent to Wilson McComb, 159 Praed Street, W.2.

\* \* \*

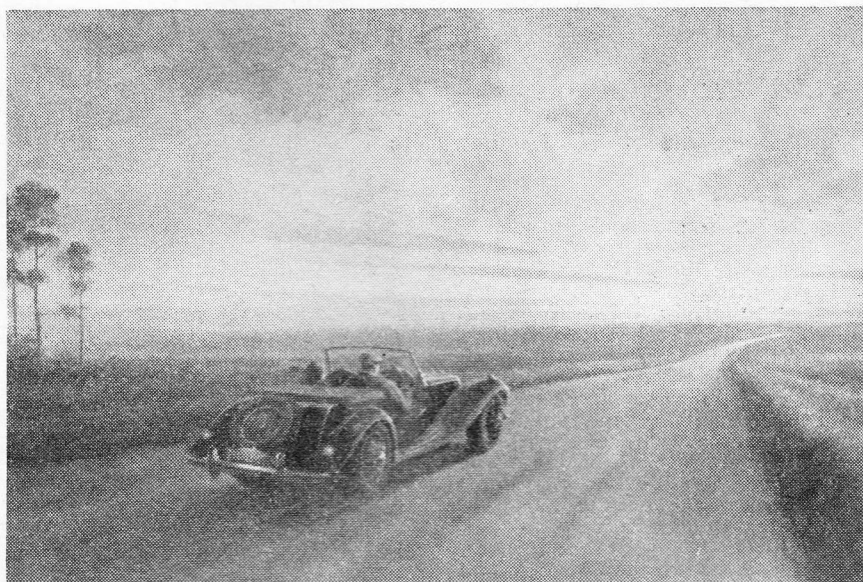
## LONDON M.C. EVENTS

THREE London M.C. events (the Little Rally, Le Petit Rallye and the French Sporting Trial) are covered by one set of regs. now available from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames. Entry closing dates are as follows: Little Rally (10th April), 27th March; Le Petit Rallye (17th June), 31st May; French Sporting Trial (20th June), 31st May. As these are closed-to-club events, no competition licences are required.

\* \* \*

## RODERICK GRAY TRIAL

MEMBERS of the B.A.R.C. (Yorks), Ilkley and D.M.C., Lancs and Cheshire C.C., North Midland M.C., Sheffield and Hallamshire M.C. and the Yorkshire S.C.C., and entrants for the R.A.C. Trials Championship and B.T.D.A. Gold Star are invited to take part in the Darlington and D.M.C.'s Roderick Gray Sporting Trial on Sunday, 21st March. It will start on Gandale Moor, near Catterick, at 12 noon, and the course will consist of two 2½-mile laps on the moor. Entries must reach C. W. Norris, 11 Stockton Road, Darlington, by 16th March.



TF AT SPEED: This fine Roy Nockolds' study of the latest M.G. in action was won by Colin Shove, the M.G.C.C.'s (S.E. Centre) "Member of the Year", and presented in London last Saturday.

## 500 M.R.C.I. CHAMPIONSHIP MEETING

THE first event of the Irish speed season will be the 500 Motor Racing Club of Ireland's race meeting at Kirkistown on 20th March. The Championship of Ireland race for F3 cars (scratch) will be supported by handicap races for saloon and open cars. Entry for the Championship is restricted to 20, and the first prize will be the Championship Trophy and £25.

Invited clubs are the Half-Litre C.C., Ulster A.C., Newry and D.M.C., North of Ireland M.C., Omagh M.C. and Irish Motor Racing Club. Entries should be sent to G. W. C. McCrea, Ballarat Street, Belfast, N. Ireland.

\* \* \*

## COLMORE TROPHY TRIAL

SUNBAC's Colmore Trophy Trial will start from Shipston-on-Stour at 9.30 a.m. on 20th March. Invited clubs are the Bristol M.C. and L.C.C., Hagley and D.L.C.C., West Hants and Dorset C.C., Leicestershire C.C., Sheffield and Hallamshire M.C., London M.C. and Lancs and Cheshire C.C. Entries should be sent to Jack Woodhouse, 106 Jockey Road, Sutton Coldfield (SUTton 4854).

\* \* \*

## SOUTHERN JOWETT EVENT

THE annual Mystery Run of the Southern Jowett C.C. will be held on Sunday, 28th March, starting from the Bridge Hotel, Chertsey. Details may be obtained from Roy Knight, 390 Hoe Street, Walthamstow, E.17.

\* \* \*

## SOUTH WALES HILL-CLIMB

A NEW, 600-yard hill, about eight miles from Bridgend, has been acquired by the South Wales A.C. They hope to run a full programme of events there this year, starting with a members' meeting on Saturday, 3rd April. Hon. secretary of the club is John G. Coleman, 4 Murch Road, Dinas Powis, Glamorgan-shire.

## T.E.A.C. ANNIVERSARY RALLY

THURSDAY, 11th March, is entry closing date for the Thames Estuary A.C.'s 3rd Anniversary Rally, a 180-mile event to be held on Sunday, 21st March. Details may be had from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex.

On 22nd February, Nancy Mitchell gave a talk on the "Monte" to a large gathering of members and friends at the Queen's Hotel, Westcliff-on-Sea.

\* \* \*

## M.G.C.C. WELSH RALLY

ONCE again the M.G.C.C.'s (Midland Centre) Welsh Rally, on 3rd/4th April, will start from Roebuck Lane, West Bromwich, and finish at Criccieth, Caernarvonshire, the road section being 300 miles in length. Extra awards are being offered this year, but the entry is limited by the accommodation available at Criccieth. Entries close on 17th March, and the Secretary of the Meeting is W. Hale, 29 Victoria Street, West Bromwich, Staffs.

\* \* \*

## MID-CHESHIRE TRIAL

ENTRIES close next Friday, 12th March, for the Mid-Cheshire M.C.'s Spring Sporting Trial, starting from the Liver Inn, Rhydtalog, at 11 a.m. on Sunday, 28th March. Invited clubs are the Shennstone and D.M.C., Lancashire and Cheshire C.C., Lancashire A.C., Hagley and D.L.C.C., Rhyl and D.M.C., Sheffield and Hallamshire M.C. and North Midland M.C. Entries should be sent to A. E. Grimes, The Manor House Cottage, Prestbury, Cheshire.

\* \* \*

## PUBLIC SCHOOLS RALLY

TWO starting points, in North and South London, will be used for the Public Schools M.C.'s Chiltern Rally on 21st March. The 125-mile route will be of a navigational nature, with various driving tests, and regs. may be had from G. H. Emery, 10 Stanhope Road, Highgate, N.6.



## M.G.C.C. IRISH EXPERTS' TRIAL

Only One Standard M.G. Enters

IN direct and (judging from people's reactions) welcome contrast to some of their events during the past year, the Irish Centre of the M.G. Car Club ran an Experts' Trial, in the Hewison Trophy series, on Saturday, 20th February, which taxed the skill of even the most practised of drivers.

Saloon cars and drivers of limited experience were discouraged by there being only two classes, for specials and unsupercharged standard cars. After all the argument about the effect on entries of mud trials, it was encouraging to see the excellent turn-out of cars designed for the purpose, at the start in Tallaght. There was, in fact, only one unsupercharged standard car, the M.G. TD of Vincent Hartigan, but the observed sections proved entirely unsuitable for his mount, which might provide grounds for further argument: that the M.G. Club should not run events in which M.G.s have no chance at all. However, the many experts and/or specials-drivers are demanding trials which cater for their cars and skill (the founding of their own new club is sufficient proof of this), and none of the well-established clubs should be taken to task for providing in their calendar at least one trial where standard open or saloon cars are at a definite disadvantage.

The course of the M.G. Experts' Trial lay over the Brittas, Ballyfolan and Ballinascorney area of the Wicklow hills, and consisted of a circuit to be covered twice, on which were sited five observed sections and three tests. In addition, there was a test at the entry to the circuit, which was repeated in the opposite direction on leaving it.

As Test 1, this last was an uphill brake-and-acceleration on a loose, unmetalled surface. As Test 8, it was the same thing, only downhill, and the surface was very loose indeed. In the first instance the best time was made by Raymond Laird (Dellow), in the second Horner Beckett (Ford Spl.) and Bill Young (Dellow) tied.

The first observed section, lying just off the main road near Brittas, was short and looked simple, but proved to be just the opposite owing to a couple of deceptive humps and a very greasy top surface. On the first lap, only two drivers (Laird and Le Fanu) scored full marks, the remainder getting no more than two or four, while practically the whole entry had to be hauled out bodily by onlookers, when their wheels spun to a halt. The second time round, marshal Nat Preston considered allowing drivers a run at it, but decided against it, quite rightly, as it turned out. The top surface had been removed, and six drivers gained the full 10 marks.

The second section was the reverse of the first, in that it looked rather more tricky than it actually was. This series of muddy "steps", with a puddle of mud at the bottom, was climbed completely on both laps by practically the entire entry, only Hartigan's TD running into trouble.

Tests 2 and 5 were each a timed run round the same circle of pylons on a



YO-HO, HEAVE, HO! Most cars had to be pushed out of the first section in the M.G.C.C.'s Experts' Trial, and Tom Lord's Dellow was no exception.

reasonably solid piece of bog. It was rather like a miniature Autocross, and Dellow's emerged victorious, that of Dick Nash winning on the first lap, and Tom Lord's on the second.

As far as the tests were concerned, the day belonged completely to the Dellow's, Lord and Young winning Nos. 3 and 6 (brake-and-acceleration and round a pylon at a Y-junction), and Young and Laird heading the entry in Nos. 4 and 7 (forward-and-reverse round a pylon) at what the road warning signs would call a "junction complex".

Only six drivers scored the full 10 marks on the third observed section, but on the next lap, when the top surface had been removed by spinning wheels and to a great extent splattered over careless onlookers, the wheels of the whole entry gripped on bed-rock to carry them to the top (with the sole exception of the unfortunate Hartigan, who scarcely left the starting line).

Unlike the previous sections, No. 4 at Killinardin Moor, which became No. 9 the second time round, was one where high speed brought the most satisfactory results. After scoring full marks in this way on the first lap, Jimmy Millard tried to take his special through on the tick-over at his second attempt, chalking up a duck as a result. Many drivers, though, tried the tick-over method on their first lap, and half the entry scored nothing at all.

The final section of each lap was at Mount Seskin; a difficult piece of mud work, where Dick Nash on his second run was the only driver to reach the top marker for a score of 10. The next best were Laird, Gibney, Lord and Young, who all climbed to the third marker on both occasions. Another to equal this performance was Rutledge, who drove cleverly in the ex-Young, ex-Knowles, Riley-fronted Ford Special.

Unfortunately, no individual times for the tests were available to the writer after the event, owing to the marshals' time-sheets being reduced to an almost illegible pulp by the rain which fell during most of the afternoon. As it was,

the officials who produced the results, which showed Bill Young as the worthy Premier Award winner, had to pick lumps of mud off the sheets with a pin to discover the numbers underneath!

MAXWELL BOYD.

(Results published in last week's issue.)

\* \* \*

### OXFORD POINT-TO-POINT

THE Oxford Motor Club held their Valentine Point-to-Point in the West Berkshire district of Lambourn on Sunday, 14th February. There was an element of treasure hunt in the event, competitors having to call at 11 points for vital information. Wintry conditions necessitated certain sections being cut out but, even so, the going was stickier than intended. Some difficulty and great amusement was provided by the clues in humorous verse, and an enjoyable time was had by all. Two recent production cars were taking part, the latest Ford Anglia and a Sunbeam Alpine. Results of the competition were: 1, G. R. Wilson; 2, W. S. Batchelor; 3, S. Moore and R. N. Crispe.

\* \* \*

### NORTHAMPTON AUTOCROSS

THE first Autocross meeting of the Northampton and D.C.C. will be held on Easter Sunday, 18th April, over a 1-mile course at Wakefield Lawn, near Towcester. There will be 10 different classes for open and closed cars, and regulations are now available from E. J. Harris, Resident Engineer's Bungalow, Billing Park, Northampton. Next Tuesday, 9th March, the club's A.G.M. will be held in the Queen Eleanor Hotel, Northampton, starting at 8 p.m.

Twenty-one specials took part in the club's Derngate Trophy Trial on 20th February. So glutinous was the course, a tank training ground at Tiffeld, that eight competitors retired. Placings were: 1, J. L. Thompson (Dellow), 87 marks lost; 2, D. A. Chiles (Falcon), 93; 3, C. H. Bailey (Ford Spl.), 94.



## THE SECOND "ROSETTE"

FIFTY-SIX starters set out from the King's Arms, Stokenchurch, for the United Hospitals and University of London M.C.'s "Rosette" Rally on 20th/21st February. As conditions were excellent, all returned to the finish by 7.30 a.m. the next morning, the first arrivals being the winners, Michael Burn and Holland Birkett (Rover).

The event was in three sections or "petals", two with marshals to be found and the third a regularity section. Competitors returned to the King's Arms between "petals" to imbibe coffee and hand in used route cards, thus expediting the publication of results.

The East Petal, of 65 miles, had five points and a tight time schedule. Fast plotters were at a premium, for there was no dead time at controls, and some of the plots were difficult. There were some grumbles about a point in Burnham Beeches, where two marshals sat in a hollow tree one yard from the road, with their faces illuminated by the lights of passing cars. A vintage Clyno formed another point and a third, managed by Pat Stark, was in a sheep-dip under an Aston Martin, but caused little difficulty.

The shorter West Petal was notable for two diabolical plots, one point being "equidistant from the following three references", and the other, "Othello", a simple three-bearing plot—until one realized that the origins of two of the bearings were off the printed part of the map. Joyce Chesterton, navigator to Sam Moore, showed her skill here by plotting the third bearing through Blackmoor wood near a road, and deciding to walk from the road up the bearing plotting the other two.

The North or regularity section produced fairly close results, although some competitors were caught out by the steep hill up to the last control, and failed to average the required 28.4 m.p.h. On the way back from this loop the navigator had to give the six-figure reference of a roadside stake, and the driver for his special test had to change a wheel. Here jacks were found to be missing or unsuited to the car, and one gently lowered its Rover to the road just at the wrong time. The best effort was that of the Bedford van crew, who lifted the vehicle whilst the driver changed the wheel.

The first five placings were announced at 7 a.m., before the tail-enders were back, and full results were published at 8.30 a.m. after vast effort by Joe Smith.

J. D. N.

(Results published in last week's issue.)

\* \* \*

### BEDFORD A.E.C. RALLY

THE organizers of the Bedford A.E.C.'s Spring Rally, held on 21st February, are to be congratulated on achieving the aim of all rally organizers. They produced a rally won on the road section, without introducing a dangerously high average speed or having comic opera controls hidden up trees or in ditches—and this in a length of less than 100 miles. With a large entry, this event provided an ideal start to the club's very full competition year.

Starting from the President's farm at Biddenham, the route led westwards to a control north of Leighton Buzzard,

★

WHAT IS IT?:  
Readers may be intrigued by this car, photographed at the start of the U.H.U.L.M.C. "Rosette" Rally. Can you guess the make?

★



where the first of the special tests was held. This was a simple timed affair involving a stop-and-restart on a hill, but several drivers gained no marks through overshooting the "stop" line. Good performances were made by "Sandy" Larrinaga (Sunbeam-Talbot) and club secretary Tom Beavor, driving his newly acquired blown M.G. TC.

The next dozen or so miles of narrow, winding, and sometimes gated roads, through many small villages, was a regularity section to be taken at an exact 23 m.p.h. As the length of this section had not been disclosed, various methods of ensuring a correct average were adopted by different competitors, varying from the use of complicated calculators and stop-watches to that employed by the navigator of the winning car. This involved the minute hand of his watch, the trip reading of his speedo. (which registered nothing less than whole miles) and a Heath Robinson-like graph that he drew as he went along!

Unfortunately the next short section could not be counted, owing to the non-arrival of the marshal, whose Austin 7 had become involved with a non-competing car en route. So on via Aylesbury to a control near Thame, for a downhill rolling test which caused little worry, and then a longish section back home-wards.

The next control was situated in a muddy lane and, according to the map, was accessible by three roads, but in practice by only one. Very unfortunate was Philip Witherow, who came to within half a mile of the control with 10 minutes to spare. After stopping to wait nine of them, he began to motor sedately to the marshal, but on turning the corner found his chosen road quite impassable. Having reached the control, many crews experienced difficulty in leaving it, and the unfortunate marshal had a busy time pushing cars out of the mud.

The final control, also, could only be reached by one road, and this had the additional hazard of a very steep hump-backed bridge just short of the marshal. This worthy gentleman wore a worried expression all the afternoon, as he mentally pictured what could happen if arriving and departing competitors should meet. But all was well.

J. R. A.

#### Results

Premier Awards: 1. J. R. H. West/J. R. Aley (Ford Zephyr); 2. T. A. Beavor/Miss E. A. Neal (M.G. TC 5); 3. A. Hutton (Austin 10); 4. P. G. Witherow/J. Armstrong (Morris 8).

### A MURKY MOONBEAM

RAIN, sleet, snow and then frost were additional hazards in the Scottish Sporting Car Club's "Moonbeam" Rally on the evening of 19th February. The weather suited the organizers, for it made the course a sporting one, did its share in sorting out the entry, and had the effect of making what were known to be "colonial" sections into fairly tough going. Competition was keen and it took the best performance in the first test to resolve the tie between Harry Ballantine's nimble Riley Sprite and Jimmy Murray's redoubtable M.G. All of the entry had to be on their toes and, out of the 76 competitors who started, there were 14 who did not manage to finish.

The night's sport revolved around five road sections and three driving tests, which finishers reported as constituting one of the best evening rallies organized by the S.S.C.C. in recent years.

Although snow and ice made conditions chancy most drivers got through the road sections clean, but the second one—only 6.35 miles in length—was troublesome, and M. G. Gillies (Aston Martin) and W. Scott (Singer) lost 40 and 36 marks respectively. Going over the Stockiemuir Road and then taking to the moors across Finnoch Glen was a picnic for co-drivers. You could hear their bursts of glad some song as they went over their boot-tops in mud, during struggles with at least four five-barred gates.

In spite of the weather, open car drivers did well in the first test, and the best time was that of Harry Ballantine (Riley Sprite), in 20 secs. Second was Jimmy Murray (M.G.), who took a second longer, and then came Howard Sturrock (Morgan) in 24 secs.

The next test, held in the grounds of Murdock Castle, was almost a repeat of the first but, to make it difficult, there were several astride stops. Top man was Jimmy Murray (M.G.) with 22.5 secs., followed by Norman Lithgow (H.R.G.), in 23.8 secs.

In the final test, a quick-start and "seesaw", the Ballantine Riley was again the best performer. Six competitors were one second behind, among them Ken Fraser, recovering from his Monte Carlo misfortunes and giving his new Austin-Healey its first introduction to competition work.

A. N. F.

(Results published in last week's issue.)



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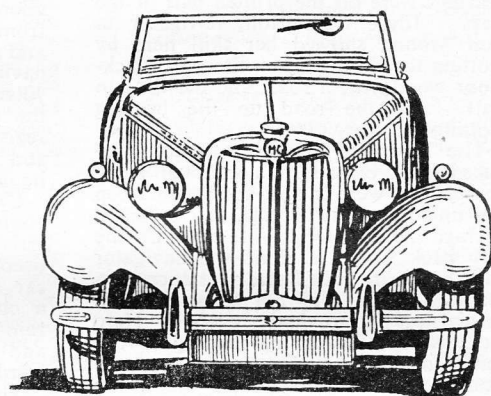
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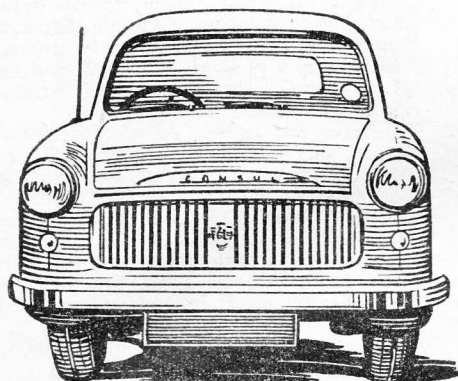
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## DIRT-TRACK DRIVING TESTS IN SCOTLAND

As a change from their usual concrete-floored venue in Waverley Market, the Lothian Car Club chose Stenhouse Stadium, Edinburgh, for a gymkhana event on 21st February.

Bob Welsh and his officials set a series of five driving tests around the circuit, and the Lothian members had the pleasure of combining dirt-track racing with complicated manoeuvring around marker lines.

J. S. McCaig (F.M.C. Special) gave a display of motoring that was very neat and tidy and his throttle control was exemplary. It was a pity therefore that, in the third test, while doing a series of short reverses amid forward swoops around closely placed pylons, the car emitted ominous clankings.

Tom Legget, in his well-known Crocus Special, was right at the top of his form and his pre-selector gearbox was the ideal equipment for this work. In four out of five tests he clocked the best time of the entry, but in the fourth test he thumped the banking at the edge of the track. This appeared to put Tom's eye out, for in reversing into the fourth and last of the garages included in the test, he hit a marker and lost 10 very precious marks.

Consistent in all the tests was H.R.G. driver Jimmy Mitchell, who handles his car with determination and ability. Perhaps the most skilful driver, however, was Mickey Gillespie (Jowett Jupiter). No matter what he is driving, Gillespie is a pleasure to watch, and he is one Scottish driver we would particularly like to see in a major event.

There was some keen competition among the saloon cars, and J. Williamson had his Standard Vanguard dipping and swaying all over the place to make the best "closed" time in three of the tests. Ernie Herrald and Victor Brown staged a spot of internecine warfare with their M.G. saloons, Ernie proving just that little bit better in a closely-matched contest.

A. N. F.

(Results published in last week's issue.)

Gordon McNally (Dellow), winner of the Ulster A.C.'s February Trial, leaves the controversial first test, later deleted from the results.

## ULSTER A.C. FEBRUARY TRIAL

### Another Dellow Success for McNally

THE Ulster A.C.'s February trial, held on Saturday, 20th February, produced another "one-two-three" for the Dellow brigade, although the issue was far from being clear-cut and was decided only after the unfortunate necessity of eliminating the results of one test—and a most interesting test at that.

Starting from Belfast, the route lay through Millmount, Crons Hill, Conlig, Carrowdore and Killaughey to Donaghadee. Eight driving tests were held, four of which had to be approached in a specific direction under penalty for non-compliance. The near approach of the Circuit of Ireland Trial led to 42 entries being received, of which 37 faced the starter.

The first test at Millmount gave rise to the rather disgruntled atmosphere. Here the task was to start from a line and enter three road openings in succession, visiting the original starting-line between each essay, before finishing with the wheels astride the starting-line.

Only the Senior Wranglers among the competitors managed to deduce that the correct thing to do was to make the attempt in reverse, having first see-sawed over the starting-line. The all-important issue was to ensure that only one's front wheels crossed the finishing line, otherwise a penalty of 20 additional marks was exacted.

In this test some 29 competitors failed to appreciate the craft (intentional or otherwise) of the organizers and some, having attempted the test in the forward direction, ended by reversing astride the finish line and halting. This should have brought a penalty of 20 marks, but for some reason the official in charge of the test elected to keep his watch going until such time as the offending driver saw fit to cross the line with his front wheels.

Subsequently, as already stated, the test was deleted from the results and, fair as this may have been, there is much to be said for the point of view that since some of the drivers completed the manoeuvre correctly, they were entitled to the rewards of their cleverness. For the remainder of the trial there was a certain amount of "crossness" in evidence.

The second test, at Crons Hill, was a

forward-and-reverse round a hairpin bend. Exceptionally neat were Gordon McNally (Dellow), Jim Dowling (Ford Utility) and Sammy Moore (Dellow). The third test, a double figure-of-eight in Conlig Quarry, gave scope for carefree driving, as exemplified by Wilbert Todd (Ford Anglia), Moore and Ernie Robb (Ford Popular).

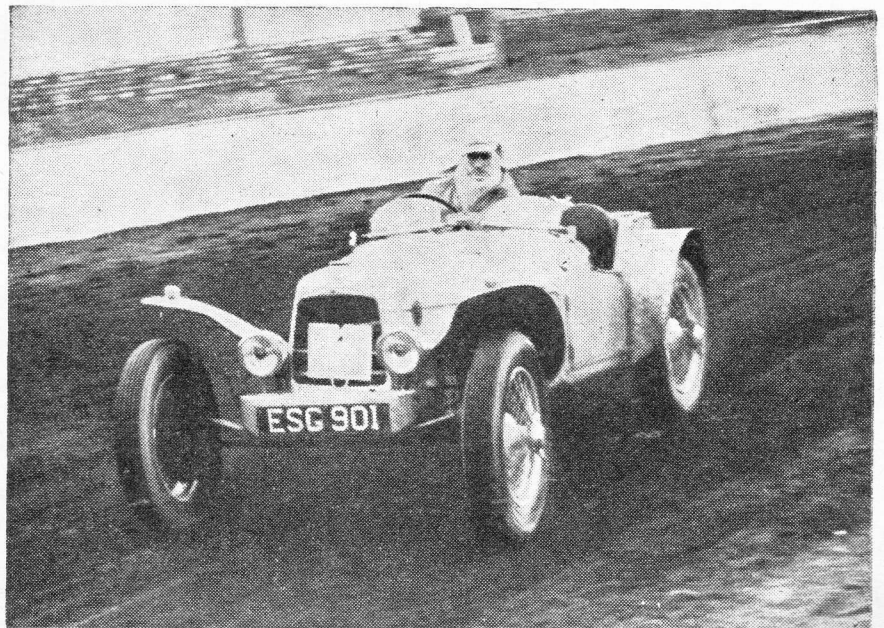
Three of the remaining tests were variations of the normal cross-roads or T-junction affairs, while a particularly clever test was erected at Killaughey airstrip. Here the plot was to enter three "garages" so dispersed between the start and finish lines as to require considerable thought over the fastest sequence to adopt.

Dowling was good here, as was Stuart Pollock (M.G. TC) and McNally. Desmond Titterton (Dellow) was another who made a neat run. Philip Harding (Todd Special) also impressed while Todd himself, in his Ford Anglia, showed that having a roof overhead is no great hindrance to fast directional changes.

The trial ended at Donaghadee, with the tea interval enlivened by wrathful mutterings until, eventually, the issue was settled by the announcement that Test 1 had been scrubbed.

W. A. McM.

(Results published in last week's issue.)



**SUCCESSFUL SPECIAL:** (Right) Tom Legget made best time in four out of five tests with his businesslike special, in the Lothian C.C.'s gymkhana event on 21st February.



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★  
**SMALLER AND SMALLER:** Colm Hogan, who drove a 750 c.c. Renault in the Monte Carlo Rally, used his wife's Fiat "Belvedere" for the D.U.M.C. Night Trial.  
★

## DUBLIN UNIVERSITY NIGHT TRIAL

ALL praise to the Dublin University M.C., who chose a novel route for their night trial on 12th February. It ran to the west of the city and finished on the north side, keeping completely away from the Wicklow Hills, and showing that the normal type of event can be held without resort to those somewhat overplayed mountains.

A representative collection of cars, including specials, M.G.s and saloons, started from Lamb's Cross, down the hill from that most famous of all Irish pubs, the Lamb Doyle's, at two-minute intervals. This comparatively long gap between cars was to prevent intentional following over a route that was secret until each competitor came under starter's orders.

The first name on the route card was Rockbrook Parish Church, and in passing through the village of Rockbrook in an effort to reach Woodtown and the first test, Colm Hogan (Fiat Station Wagon) was led literally up the garden path, having to turn on the drive outside someone's front door. Judging by the way the dog of the house barked, he wasn't the first uninvited guest that night!

Before embarking on a description of the various tests, the winner of each but one need only be named once—Kevin Murray. He did so well, in fact, that he missed the total possible score for the trial by one single mark, which must be something of a record even for the champion driver from Sligo.

The Woodtown test involved driving round a hairpin bend, stopping astride a line set at an angle, reversing over a second line and driving forwards over a third. Murray was timed at 20 secs., Bill Young (Dellow S.) at 20½ secs., and Noel Gleeson's was the best M.G. at 22 secs.

Passing through Tallaght, Clondalkin and Chapelizod, where it was only too easy to get lost in the maze of new housing estates whose roads bear no relation to any on the map, the route led to a control at the Knockmaroon Gate of Phoenix Park. Eight cars were between one and five minutes early, but escaped penalty as none was provided for in the regulations, in spite of there being a set top average. Two drivers, however, were late, T. Bally (2 mins.) and R. Edwards (4 mins.); the latter was piloting O'Donal Browne's celebrated special, an M.G. J2

with a 1,172 c.c. Ford engine, affectionately known as "Harpic".

At the second test, a matter of crossing lines both forwards and in reverse at a cross roads in the park, the order of merit was J. Grew, K. Murray and R. Edwards, with N. Gleeson and A. D. Malcolm tied in fourth place. A mile or so further on came another test, at the Magazine Fort, where Gleeson and his TD moved up to score second best time, after Murray.

The compulsory exit from the park was through the Halfway House Gate, which turned out to be signposted under another name. Sheila O'Clery ran a secret check at this point, but no one missed it, although it was approached from every possible direction. The road section that followed ran right to the very limit of O.S. Sheet 16, and a wrong turn would have left the driver with no map to help him regain the correct road; Ballycoolen, Finglas, where one or two got temporarily lost in the housing estates, Williamsville, a braking test on a narrow road with pylons to negotiate at Woodville, and on through Santry, Coolock and Baldoyle.

The final test was located on the main road just outside Baldoyle. As it turned out this was an unfortunate spot, since the test was in full swing about 10.30 p.m., the time when the road was at its busiest with cars streaming out of the city, returning home from cinemas, theatres and bars. "Garaging" the car, both forwards and in reverse, was called for; Murray and Young tied at the top of the list with 21½ sec., with Grew third, ½ sec. behind.

A single mile was all that remained to the finish control at the Portmarnock Hotel, but that mile contained a hazard not intended by the organizers. A sudden dip in the road was flooded. To the competitors the darker shade ahead looked simply like a change of surface, and no boots were lifted. The saloon drivers were luckier; they were just blinded by sheets of water over the windscreen. But at 40 m.p.h. or more the open cars were flooded by what seemed like a tidal wave, and much water had to be wrung out of overcoats and trousers. For some, that last mile was very, very chilly indeed!

MAXWELL BOYD.

(Results published in last week's issue.)

AUTOSPORT, MARCH 5, 1954

## PUBLIC SCHOOLS' TREASURE HUNT

OUT of 42 entrants, 35 competitors turned up at Croydon on 7th February to take part in an enjoyable treasure hunt organized by the Public Schools' M.C. Placings were: 1, S. de Casembroot (Rover); 2, I. de Wesselav (Austin); 3, D. Wilkinson (Austin).

## CITROEN C.C. EVENT

FORTY-THREE entries were received for the Citroën C.C.'s Valentine Hunt on 14th February. It covered a 45-mile course starting from South End, Croydon, at 2 p.m., and finished with a simple driving test at the Hoskins Arms, Oxted, after which tea was taken by 134 members and friends. The winner was T. D. Reynolds (Austin), with R. Shaw (Ford Zephyr) and T. Graham Woods (Ford Prefect) second and third. Mrs. Sheila Miller (Citroën) won the Ladies' Award.

A quiz will be held on Wednesday, 10th March, at the Whyte Harte, Blechingley, Surrey, starting at 7.30 p.m.

## SOUTH ESSEX DINNER

A GAY atmosphere prevailed at "The Anchor", Tilbury, on the occasion of the recent Annual Dinner of the South Essex M.C., attended by H. B. Higgins, J.P. E. Steele proposed "The Club" and the response was made by Captain Rothwell, who also presented the awards. G. B. Player, the Chairman, referred to the club's influence in encouraging safe driving.

Films were later shown by J. Grimes. Prizewinners for 1953 included: J. Ludlow (Riley Cup); E. Steele (Norman Cup); Mrs. Steele (Andrassy Cup); R. Corden (Ives Cup).

## BOLTON-LE-MOORS TREASURE HUNT

ONE HUNDRED miles was the total distance chosen by organizers Peter Glaister and family for the Bolton-le-Moors C.C.'s Treasure Hunt on 14th February, but the winner, F. Snaylam (Austin A.90), was only one of many competitors who managed to put more than 150 miles on the clock. The 14 starters were presented with rhymed route-cards, the well-hidden clues leading to points where tins containing further clues would be found, equally well hidden. Cars were observed dashing all over the countryside, and at one point the occupants of three cars were seen in a forest, searching for the tree in which the tin was concealed. Unfortunately, they hadn't found the right forest!

At the lunch stop, in Chipping, it was found that F. Snaylam and K. Brunton had completed the first section successfully, but Snaylam had taken rather less time to do so. Even more involved was the afternoon section, which ended with a meal at the Whitewell Hotel. Entrants agreed that the organizers, with only 14 days' notice, had done their job remarkably well.

## Results

**Morning Section:** F. Snaylam/A. Warburton (Austin A.90). **Afternoon Section:** H. Whalley/Mrs. Whalley (M.G. TC). **Aggregate:** 1, F. Snaylam/A. Warburton; 2, K. Brunton/M. J. Breakell (Ford); 3, R. V. Swarbrick/J. E. McManus (S.S.100).



## M.G.C.C. AUTOCROSS

THE M.G.C.C.'s (S.E. Centre) Autocross, postponed on 14th February, will be held on Sunday, 21st March, but the organisers announce that they cannot accept any more entries.

## BENTLEY ACTIVITIES

TOMORROW, 6th March, the Annual General Meeting of the Bentley D.C. (Mid-West Region) will be held at 6 p.m. in the Elcot Park Hotel, near Newbury, Berks. It will be followed by a film show and social evening; bookings for dinner and accommodation should be made direct to the hotel (Kintbury 276).

Together with the Vintage S.C.C. and the recently formed Forces M.C. (now recognized by the R.A.C.), a 75-mile rally through Hampshire and Berkshire will be run on 8th May, starting from the Officers' Club, Tidworth, Hants, at 5 p.m. Regs. will shortly be available from Major H. G. M. Williams, T.D., 15 Lambdown Terrace, Perham Down, North Tidworth.

## NEWCASTLE'S TOMMY CUP TRIAL

RESULTS of the Newcastle and D.M.C.'s Tommy Cup Trial on 21st February are:—

**Premier Award:** F. Potts (Morris). **Opposite Class:** I. Armstrong (Sunbeam-Talbot). **First Class Awards:** P. G. Walton (Dellow); P. Brewis (M.G.). **Second Class Awards:** P. Hutchinson (Ford Spl.); J. I. Smith (Jaguar).

## NOTTINGHAM TRIAL

J. P. ATTENBOROUGH, the Nottingham J.S.C.C.'s most regular entrant in trials, was rewarded for his perseverance on 21st February when he won the club's annual Pilkington Trophy Trial, which covered an 80-mile course in Leicestershire. On the whole, averages were easily maintained, although some hurried re-routing was necessary because one lane at Rearsby was under water.

The club's next event is the Spring Cup Trial, a route-finding event to be held in the Vale of Belvoir area on 21st March.

## Results

**Pilkington Trophy:** J. P. Attenborough (A.C.). **Runner-up:** H. A. Shaw (Austin A70). **First Class Awards:** J. R. Crow (Morris Minor); Mrs. H. M. Curtis (Jowett Jupiter); N. S. Harvey (Austin A90). **Second Class Awards:** A. F. Eminson (Frazer-Nash); J. Gibson (M.G. saloon); A. Lineker (Vauxhall).

## M.C.C. SILVERSTONE DATE

THE Motor Cycling Club wish to make it clear that the date of their 1954 Silverstone race meeting is 3rd July, not 26th June as published in various fixture lists.

## LAGONDA DANCE

MEMBERS of the Alvis O.C. and Vintage S.C.C. were among those present at the Lagonda Club's (Northern Section) buffet dance in Cotton's Hotel, Knutsford, Cheshire, on 26th February, and some came from as far afield as Surrey, Hull and Leicester.

## LEICESTERSHIRE EVENTS

REGS. are now available for the Leicestershire C.C.'s Browett Trophy Trial, which will start from Lowesby Station at 2.15 p.m. on 21st March. The club's competitions secretary is O. F. Williams, 73 Ashleigh Road, Leicester.

Next Sunday, 7th March, a social run will start from Lee Street car park, Leicester, at 2.30 p.m.

## GUILDFORD M.C. FILM SHOW

DURING the Guildford Motor Club's film show, staged last Wednesday at the Stoke Hotel, it was announced that Alan Brown had accepted the Presidency of the club. A very large crowd turned up to witness two B.R.M. films, a Monte Carlo Rally feature, and Rivers Fletcher's personal "Bugatti" film. "Rivers" provided a lively commentary, and subsequently stood up nobly to a barrage of B.R.M. questions, from which it transpired that both 750 c.c. blown and 2½-litre unblown Formula 1 engines were being experimented with, and that it was hoped a car would be ready for testing by the end of this season.

Roy Salvadori, John Cooper, Peter Gammon, "Ginger" Devlin and, of course, the new President himself, plus an H.W.M., a Connaught, a new Mk. 8 Cooper destined for Tom Leigh, and the Peter Hampton 1922 Targa Florio Mercedes all contributed markedly to the "racing" atmosphere. This was undoubtedly a most successful fixture for so young a motor club.

The club's social run on 21st February was won by V. Sargood, navigated by B. Warner. The visitors' award went to Michael Burn (Hants and Berks M.C.), first class awards to D. Laver, D. Roscoe and S. Hutton; and second class awards to J. Toler, D. Saunders and J. Tymon.

## LEA-FRANCIS FILM SHOW

LEA-FRANCIS owners and their friends will be most welcome on Tuesday, 16th March, at the Albert Hotel, Kingston Hill, for a film show commencing at 7.30 p.m. It is organized by the Lea-Francis Owners' Club.

## BLACKPOOL ACTIVITIES

ENTRY forms for the Blackpool Fylde M.C.'s Lancashire Road Trial, on 21st March, may be had from Stuart Murdoch, 270 Newton Drive, Blackpool.

Events are run on the third Sunday of each month. The "Scrounge Hunt" on Sunday, 21st February, gave entrants the task of finding 56 unlikely articles in three hours and a half. Placings were: 1, Mrs. Hardman; 2, G. Greaves; 3, Mrs. Murdoch.

## RECENT RESULTS

ALVIS REGISTER (SOUTHERN) NIGHT NAVIGATION RUN  
27th February

**Premier Award:** G. Richardson/H. Price (IK 12/60 beetleback); 2, C. Messenger/Gee (IJ 12/50 sln.); 3, J. Withers/Kaye (IJ 12/50 tourer).

LEINSTER M.C. "LINCOLN" TRIAL  
27th February

**Premier Award:** K. P. Murray (M.M. ID, 42½ marks).

**First Class Awards:** C. Vard (Ford Spl.), 33½; J. Gibney (Ford Spl.), 33½; A. L. Young (Dellow), 27½; R. E. Nash (Dellow), 23. **Second Class Awards:** J. Grew (Ford Spl.), 21½; C. H. Beckett (Ford Spl.), 20; H. Johnson (Lansuad), 18½. **Hewison Team Award:** M.G. Car Club. **Non-finishers:** J. Garvey (Ford Spl.); R. Sheane (Volks-wagen).

## PETERBOROUGH M.C. FOURTH NIGHT NATIONAL RALLY

27th/28th February

**Barrett Trophy:** P. Elbra, 86 marks lost.

**Nocturnal Noggin:** B. Nicholls, 11.

**First Class Awards:** T. W. M. Cook, 124; C. J. M. Hull, 124; M. Burn, 142; M. D. Tooley, 160. **Second Class Awards:** J. A. Clarke, 178; J. A. Walker, 226; F. A. York, 253; J. Huggins, 260.

## VINTAGE S.C.C. SLOUGH RALLY

28th February

**Vintage, up to 1,500 c.c.** **First Class Award:** C. A. R. Ripley (1923 Gwynne). **Second Class:** L. J. Wicken (1929 Alvis). **Third Class:** N. Arnold-Foster (1926 Trojan). **Over 1,500 c.c.** **First Class:** D. Denne (1913 Sunbeam) and P. J. E. Binns (1927 O.M.). **Second Class:** R. Stretton (1928 Alvis) and J. C. Erskine-Hill (1929 Alfa Romeo). **Third Class:** H. Cox (1928 O.M.). **Post Vintage Thoroughbreds.** **First Class:** P. Major (1932 Frazer-Nash) and Dr. D. P. Harris (1934 Frazer-Nash). **Second Class:** None. **Third Class:** W. F. Heath (1938 Aston Martin).

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## CAMBRIDGE '50 DINNER/DANCE

**H**OLLAND BIRKETT was the guest of honour at the Cambridge '50 C.C.'s Annual Dinner/Dance in the University Arms Hotel, Cambridge, on 26th February. He revealed in his after-dinner speech that the Hants and Berks M.C. had borrowed their famous (not to say notorious) "find the light" system of night trials from the Cambridge club. Other speakers were W. Edwards, D. G. S. Williams, and the chairman, H. A. F. Jackson, who said he was proud to welcome several members of the old Cambridge County M.C.

During the dancing which followed, Mrs. A. C. Taylor presented awards won during the 1953 season. Colin Chapman, Brian Lister, Gethyn Bradley, Roy Clarkson, J. Richard Aley and Wilson McComb were amongst those who attended a most enjoyable function.

## M.G.C.C. (S.E.) DINNER

**B**y competing in every event organized by the S.E. Centre of the M.G. Car Club in 1953, Colin Shove qualified for the title, "Member of the Year". In addition to the many other awards which he received at the Centre's Annual Dinner, held in the Gargoyle Club, Dean Street, W.1, on 27th February, he was presented with a Roy Nockolds painting of an M.G. TF at speed. Mrs. J. W. Thornley, who presented the awards, was given "the only M.G.C.C. chocolates ever made" by Keith Hale; naturally, they were packed in an octagonal box!

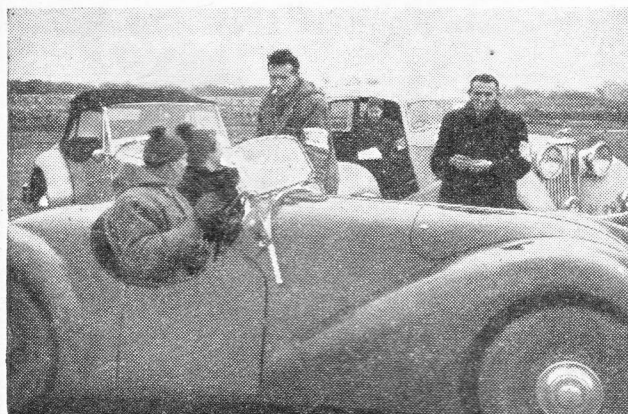
Dancing and cabaret completed a very pleasant evening, free from formal speeches or informal rowdyism. S. Kemball, chairman of the committee, proposed the loyal toast.

## S.C.C. OF NORFOLK "PANCAKE"

**M**ORE than 50 competitors took part in the S.C.C. of Norfolk's first "Pancake" Rally, which started from Norwich on Sunday, 21st February. A 24 m.p.h. average was set to Snetterton, where two tests were held on the track before the entry turned north through several controls to the lunch stop at Watton. One soft, muddy cross-country section made many competitors lose marks, and cars with little ground clearance were travelling on their chassis in places.

The average went up to 30 m.p.h. for the return trip to Snetterton, where more tests were held, after which the field drove to Caister St. Edmunds. Fifteen competitors completed the road section without loss of marks.

(Results published in last week's issue.)



**PANCAKERALLY:**  
At Snetterton, R. R. Bell (Connaught) clocks in on time during the Sporting Car Club of Norfolk's "Pancake" Rally on 21st February. Several driving tests were held on the circuit.

## COMING ATTRACTIONS

**March 6th.** *Alvis Register Night Navigation Run.* Start, Cock Inn, Wishaw, Birmingham, 6 p.m. Armagh and D.M.C. Trial, N. Ireland.

**March 7th.** *International 12 Hours Race (S), Sebring, Florida, U.S.A.*

*Ice Race (F3, S), Bollnäs, Sweden.*

*3rd Criterium of Sénégal (S, T).*

*C.U.A.C. and Combined Universities M.C. Speed Trial, Gransden Aerodrome, 11.30 a.m.*

*London M.C. Coventry Cup Trial. Start, Rootes Car Park, Maidstone, Kent, 10.30 a.m.*

*Hants and Berks M.C. 8th Blackwater Trial. Start, New Inn, Eversley.*

*Lancia M.C. 2nd Spring Rally and Driving Tests. Start, Bear Hotel, Woodstock, Oxon, 9 a.m.*

*Huddersfield M.C. Spring Rally. Start, Three Nuns Inn, Mirfield, 12 noon.*

*Harrow C.C. Moss Trophy Trial. Start, Beaconsfield, 10.30 a.m.*

*Bolton-le-Moors C.C. 4th Rally Driving Tests. Start, Blackpool, 12 noon.*

*Sunbeam-Talbot O.C. Cotswold Trial. Start, London Road, Gloucester, 2.15 p.m.*

*750 M.C. Autocross, near Great Missenden, Bucks.*

*Herts County A. and A.C. Map Run. Start, Panshanger Aerodrome, Herts.*

*Furness D.M.C. Charles Kendall Trophy Trial. Start, The Gill, Ulverston, 11 a.m.*

**March 9th/14th.** *R.A.C. 4th International Rally of Great Britain.*

## FALCON'S ANNUAL DINNER

**S**EVENTY-FIVE members and guests attended the fifth Annual Dinner/Dance of the Falcon M.C., held on 10th February at the Holmstead Court Hotel, Welwyn Garden City. Visitors were welcomed by founder member J. Mousley, and other speeches made by A. F. Rivers Fletcher, J. Lowrey and Ralph Smart. Mrs. Fry presented the 1953 awards, after which there were games and dancing—during which the competitions secretary's birthday was celebrated by bouncing him on the floor. "Secretary of the Meeting" was Mrs. B. Tucker Peake.

## MORGAN 4/4 RALLY

**M**EMBERS of the Morgan 4/4 Club had to find the map references of several photographs and estimate their time of arrival at two check-points, in the Photographic Rally held on 14th February. The route took them through Rugby, Hamstall, Ridware, Roshton, Harlaston and Shenstone, then back to Lichfield. G. Stallard (Morgan) was first, and Miss A. Jervis (Morgan), second. Third place was taken by R. D. Butterell (M.G.).

## CORNWALL MEETING

**A**T the Annual General Meeting of the Cornwall Vintage C.C., held on 13th February in the Red Lion, Newquay, the following officers were elected: *Chairman*, J. W. Limmer; *Secretary*, P. B. Blamey; *Asst. Secretary*, Dr. G. D. K. Needham; *Treasurer*, H. Batten; *Spares Registrar*, J. W. H. Pritchard; *Comp. Secretary*, J. H. Milner; R. E. Thwaites is the seventh member of the committee. Messrs. Pritchard and Limmer were recently re-elected as Chairman and Comp. Secretary of the Davidstow joint Committee.

A meeting of the club will be held tonight, 5th March, at 8 p.m., in the same hotel.

## CLUB FIXTURES

**Mid-Surrey A.C.**—Talk by Eric Thompson, 5th March, Queen Adelaide Hotel, Kingston Road, Ewell.

**Cambridge '50 C.C.**—Meeting with Falcon M.C., 5th March, The Woodman, Nuthampstead.

**Cornwall Vintage C.C.**—Meeting, 5th March, Red Lion Hotel, Newquay, 8 p.m. (committee, 7.30 p.m.).

**Old Merchant Taylors' C.C.**—Film show, 5th March, "Durrants", Croxley Green, 8 p.m.; Snakes and Ladders Rally, 7th March. Start, "Durrants", 2 p.m.

**Sunbeam-Talbot O.C.**—A.G.M., 5th March, Hungarian Restaurant, 16 Lower Regent Street, S.W.1, 5.30 p.m.

**Hagley and D.L.C.C.**—Annual dinner/dance, 5th March, Raven Hotel, Droitwich, 7.30 p.m.

**Oxford M.C.**—Annual dinner/dance, 5th March, Randolph Hotel, Oxford.

**Cambridge University A.C.**—Annual dinner, 6th March, Red Lion, Petit Curie, Cambridge.

**Mercedes-Benz Club.**—Annual dinner/dance, 6th March, Dorchester Hotel, Park Lane, W.1, 7.30 p.m.

**Wolsley Hornet S.C.**—Meeting, 6th March, King George Hotel, Doncaster.

**Bentley D.C. (Mid-West).**—A.G.M. and film show, 6th March, Elcot Park Hotel, near Newbury, Berks, 6 p.m.

**Leics C.C.**—Social run, 7th March. Start, Lee Street, Leicester, 2.30 p.m.

**M.C.C.**—Opening run, 7th March. Start, Mylett Arms, Western Avenue, Greenford, 2 p.m. Tea and film show, Bell House, Beaconsfield, 4 p.m.

**Huddersfield M.C.**—Film show, 8th March, Parochial Hall, Huddersfield, 8 p.m.

**750 M.C. (Oxon).**—Meeting, 8th March, Maybush Inn, Standlake. **Bristol Centre**, 9th March, Grapes Hotel, Chipping Sodbury. **Midland Centre**, 11th March, Forest Hotel, Dorridge.

**Northampton and D.C.C.**—A.G.M., 9th March, Queen Eleanor Hotel, Northampton, 8 p.m.

**Allard O.C.**—A.G.M., 9th March, Red Cow Hotel, Hammersmith Road, W.2, 7 p.m.

**Eight Clubs.**—Film show and social evening, 9th March, Porchester Hall, Porchester Road, W.2, from 7 p.m.

**Citroën C.C.**—Quiz, 10th March, Whyte Harte Hotel, Blechingley, Surrey, 7.30 p.m.

**A.C. Owners' Club.**—Meeting, 10th March, Black Prince, Bexley, Kent, 8 p.m.

**Hants and Berks M.C.**—Technical discussion, 11th March, New Inn, Eversley.

**Surrey Sporting M.C.**—Meeting, 11th March, Warwick Arms Hotel, Redhill, 8 p.m.

**West Hants and Dorset C.C.**—Meeting, 11th March, Westbourne Hotel, Bournemouth.

**Vintage S.C.C.**—Meetings, 11th March, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, near St. Albans, Herts; Wheat-sheaf, Baslow, Derbyshire; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.



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(Continued overleaf)

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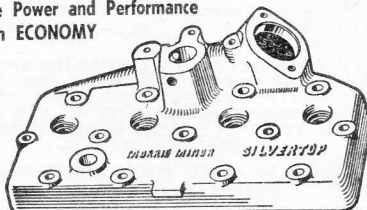
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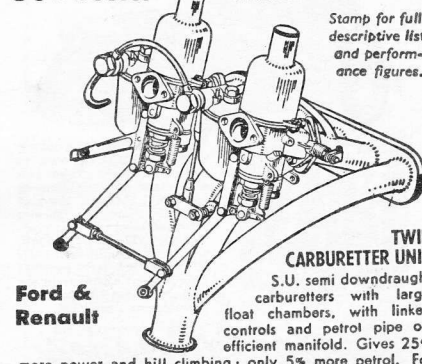
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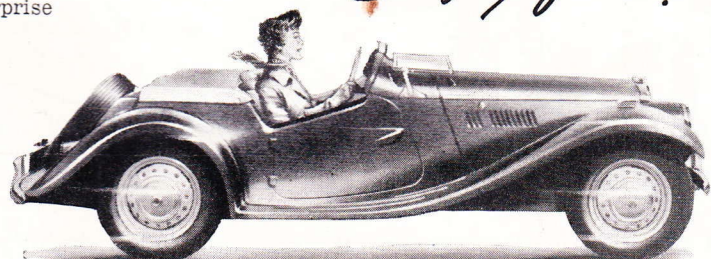


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