

# AUTOSPORT

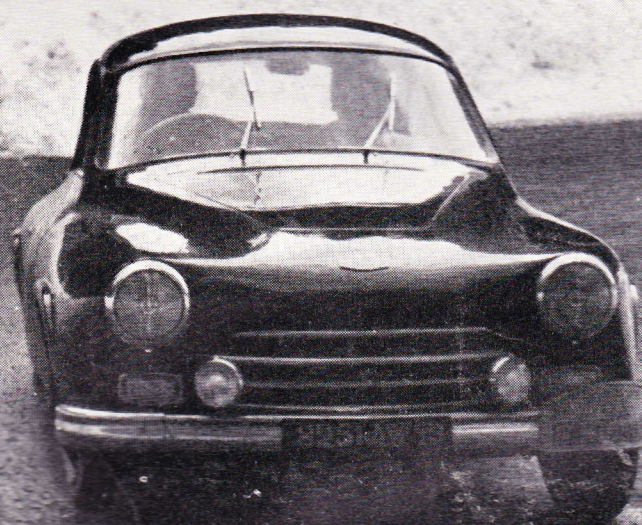
APRIL 2, 1954

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EVERY FRIDAY

Vol. 8 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY



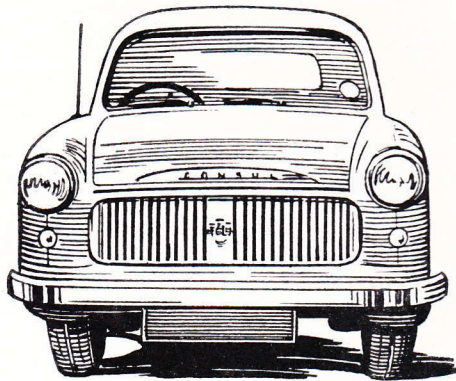
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THE R.A.C. CONFERENCE OF THE CLUBS : NITROMETHANE AGAIN  
TODD REGAINS IRISH TRIALS CHAMPIONSHIP : THE NAME'S THE SAME!



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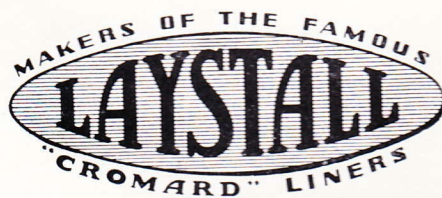
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 14

April 2, 1954

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## NOTICES

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## EDITORIAL

Now that racing is under way again it is to be hoped that all sports car events in this country will be confined to cars running on normal pump fuel. Special fuels of any type should be discouraged, and even banned. The methanol-burning sports car is neither one thing nor the other, and the only method of ensuring that it is outlawed is to make it impossible to compete in any event. There were one or two cases last season when, owing to lax imposition of fuel regulations, sports cars were run on special racing mixtures. A leading petrol company nearly committed the indiscretion of advertising a victory, under the impression that the driver concerned was using its pump product. Fortunately, the use of a methanol fuel was suspect by the concern's competitions manager, and he was able to cancel the reference to the particular success. The high quality of petrol products available from pumps to-day makes the use of dope fuels in sports car racing entirely unnecessary. It is interesting to note that Ferrari have always scrupulously avoided special fuels in their sports-racing machines, even in events where free fuel formulæ were permitted. None of the leading manufacturers of sports cars approve the use of dopes, and cannot understand why the F.I.A. has permitted a free fuel formula in races for cars complying with the International Sports Car Category. Further, to impress the more unenlightened section of the sports car racing community, delegates from the R.A.C. should make it their business to point out to the F.I.A. that unless special fuels are banned completely, sports car racing will almost certainly deteriorate into contests between "one-off" specials, with manufacturers gradually withdrawing their support, realizing the futility of developing engines which bear little relation to those sold to the public, with consequent nil value for publicity purposes.

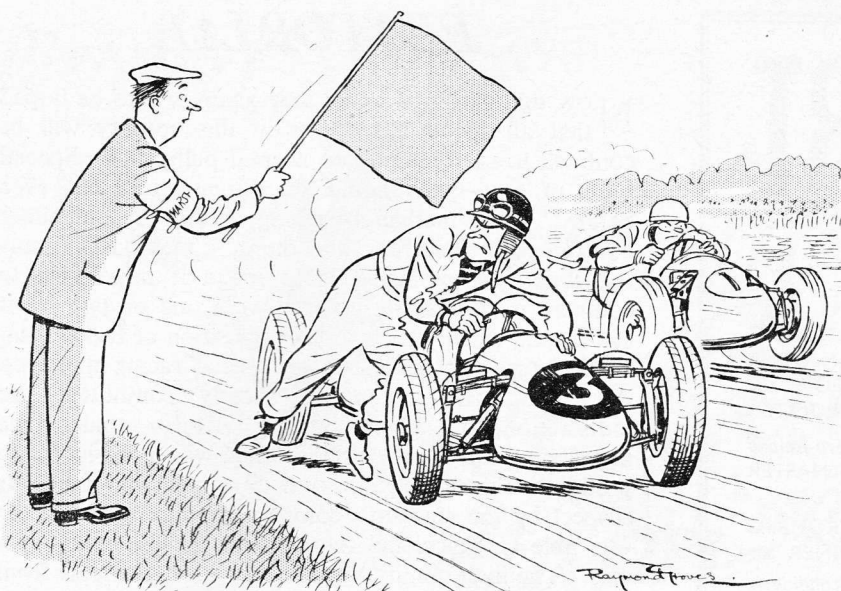
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WITHDRAWAL of Daimler-Benz from Le Mans will come as a great disappointment to thousands who looked forward to a great struggle between Europe's main motor manufacturing countries. Reason given is that the factory is going full blast on private car orders, but there is obviously something else behind the announcement. AUTOSPORT suspects that the new Mercedes-Benz sports-racers were nothing like fully developed, and that the concern decided not to risk anything approaching a failure. The 300SL is obsolescent as regards International sports car racing, and no one realized better than the Germans that something really outstanding would have been necessary to defeat the British, Italian and French larger-capacity machines. It appears also, that the problem of drivers will have to be surmounted—particularly for the new Grand Prix cars!

## OUR COVER PICTURE

LA NOUVELLE SALMSON: Rauch/Buisson on the Col de la Faucille with one of the new Grande Tourisme 2.3 Salmsons which were outstandingly successful in the recent Lyon-Charbonnières Rally.





## PIT AND PADDOCK

**K**EN WHARTON will probably drive for Jaguar at Le Mans. Team should read: Moss, Rolt, Hamilton, Walker, Whitehead and Wharton.

**S**TIRLING MOSS is driving a Leonard-M.G. in the British Empire Trophy Race at Oulton Park, Saturday week.

**S**CUDERIA FERRARI will have at least a couple of their new 4.9-litre cars in the Mille Miglia, drivers Farina and Hawthorn.

**M**IKE SPARKEN and John Simone will drive 2-litre Maseratis in sports car events this season. Simone will have a 2.5-litre car for Le Mans.

**H**AMISH ORR-EWING enters single-seater racing with the Aston-Butterworth raced last season by Robin Montgomerie-Charrington.

**T**ONY GAZE, just back from a successful tour in New Zealand and Australia, will be seen with an H.W.M.-Jaguar in 1954 races. R. A. Page's H.W.M. has been fitted with a Cadillac engine by John Marshall.

**V**OLKSWAGEN, driven by L. C. Procter, announced as a retirement in the R.A.C. Rally, actually finished.

**L**ANCIA will probably field three 3.3-litre sports cars in the Tour of Sicily on 4th April, drivers Villoresi, Taruffi and Castellotti.

**A**LAN RIPPON's Le Mans Kieft will be fitted with an o.h.c. 1,100 c.c. Coventry-Climax engine giving, according to Wally Hassan, 70 b.h.p.

**T**HE Formula 3 races at Marseilles on 1st and 2nd May have been cancelled, and replaced by "La Coupe René-Larroque" confined to French-built touring cars.

**H.**R.H. the Duke of Edinburgh has purchased a Lagonda drop-head coupé. The car is being supplied by H.W. Motors Ltd., Walton-on-Thames.

**J**ACK O'DONOGHUE has been appointed AUTOSPORT correspondent in Eire, in succession to Maxwell Boyd who is taking up an appointment in London.

**"A**CHIEVEMENTS, 1953", latest edition of Castrol's popular annual, containing 36 pages of very good pictures at no charge at all is good value indeed; write to C. C. Wakefield and Co., Ltd., 46 Grosvenor Street, London, W.1.

**F**ANGIO, still very keen on racing at Indianapolis despite European counter-attractions, may now drive a Kurtis-Kraft entered by Tony Pompeo.

**K.**L.G. F100, FE100, M100, ML100 and TENL100 sports type sparking plugs are all reduced in price from 10s. to 7s. 6d. each.

**A**LL Morgans are now fitted with ATR2 Triumph engines. Rev counters are standard and prices are: 2-seater £585, 4-seater £600, and coupé £600—all plus P.T.

**I**NTERESTS of Delahaye and Hotchkiss have been merged. Sports and high-performance cars will continue to be built, and the concerns will also construct Ferguson tractors and Willys Jeeps under licence.

**J**AGUARS will probably go to Monza to test their Le Mans cars, the circuit being considered the best closed venue to simulate Sarthe conditions.

**P**ETER WHITEHEAD'S Grand Prix machine for 1954 has a Cooper chassis, H.W.M. front suspension and a 2½-litre Alta engine. He will also race a Jaguar-powered sports car of most Ferrari-like appearance.

### AUTOSPORT 500 c.c. CHAMPIONSHIP

**T**HE proprietors of AUTOSPORT have decided to discontinue the annual £200 British Drivers' 500 c.c. Championship and Non-series-production Car Award, owing to a decreasing interest in this competition on the part of the majority of Formula 3 drivers. Instituted in 1951, the Championship was first won by Eric Brandon (Cooper), and in 1952 and 1953 by Don Parker (Kieft). Non-series award winners were 1951, Jack Moor (Wasp), 1952, Reg Bicknell (Revis), and 1953, Ken Smith (Smith 500).

Both trophies have been offered to the Half-Litre Club, to award as the committee sees fit. AUTOSPORT has always been a strong supporter of the F3 movement, and the withdrawal of the Championship does not mean that the magazine will take any less interest in 500 c.c. affairs.



# SPORTS-NEWS

## ASCARI FOR GOODWOOD

MR. G. A. VANDERVELL'S two entries for the International Easter Goodwood meeting on 19th April will both be handled by Alberto Ascari. The World Champion will drive the 4½-litre Thin Wall Special in *Formule Libre* events, and the new 2-litre "Vanwall" Special, built by Vandervell's, in the 7-lap Lavant Cup race for Formula 1 cars.

Wharton and Flockhart will drive two B.R.M.s in the 50-mile Richmond Trophy, where they will face Ascari, making his first appearance at Goodwood. A new 2½-litre H.W.M. Formula 1 car is expected to make a début in the Lavant Cup.

## CASTLE COMBE TOMORROW

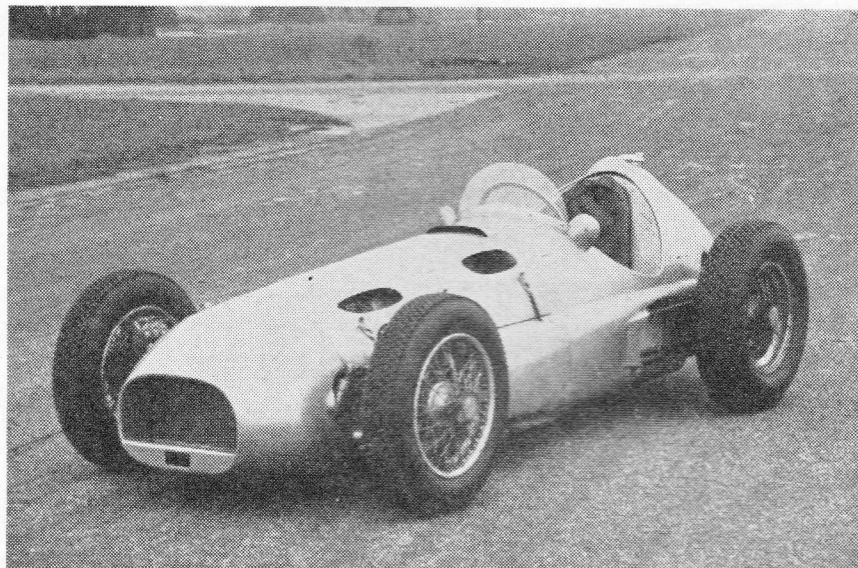
THE Bristol M.C. & L.C.C.'s Castle Combe meeting tomorrow (3rd April) has attracted a large number of entries. Familiar names in the sports car classes are P. A. Desoutter (Lotus), Ashley Cleave (Morris), Peter Gammon (Lotus-M.G.), John Goldschmidt (Performance Car), Roy Salvadori (Maserati), Tommy Sopwith (Sphinx), and Jimmy Stewart (Jaguar).

Amongst the single-seater entrants are the majority of the better known F3 boys headed by Don Parker (Kieft) and Les Leston (Cooper). In the *Formule Libre* event, Roy Salvadori introduces the 2½-litre Maserati, Les Leston will be seen in his Cooper-J.A.P., Leslie Thorne with a Connaught and John Coombs also with a Connaught.

First race starts at 2 p.m., and practising takes place from 9 a.m. till 12 noon.

## ROLT FOR ECURIE ECOSSE

THE Ecurie Ecosse team, comprising Sir James Scott-Douglas, Ninian Sanderson and James Stewart, with David Murray as manager, will be augmented at various British meetings by Tony Rolt, co-winner with Duncan Hamilton at Le Mans last year. Rolt's driving in the Scots team of Jaguars will be restricted to those events where he has no prior commitments. His first appearance on behalf of Ecurie Ecosse will be at Oulton Park in the British Empire Trophy, when the team will comprise Rolt, Sanderson and Stewart. He will also compete under Scottish colours at Goodwood on Easter Monday, where the Ecurie have also entered their F2 Connaught, to be handled by Leslie Thorne.



MARK TWO: The latest edition of the B.R.M., which will make its first appearance at Goodwood on Easter Monday. Two cars are down to run, driven by Ken Wharton and Ron Flockhart.

## 16th BRITISH EMPIRE TROPHY FINAL ACCEPTANCES

### Up to 1,500 c.c.

Ken Wharton (Osca), Ted Lund (M.G.), John Coombs (Connaught), Ken McAlpine (Connaught), Gerry Ruddock (Lester-M.G.), Stirling Moss (Leonard-M.G.), Eric Brandon/Lionel Leonard (Leonard-M.G.), Peter Jackson (Cooper-M.G.), J. Riseley-Prichard (Cooper-Connaught), A. L. Jones (Kieft), Redmond Gallagher (Gordini), Alan Moore (Tojeiro-M.G.), Chris Threlfall (Turner), W. A. Scott-Brown (Lister), Peter Gammon (Lotus-M.G.), Colin Chapman (Lotus-M.G.).

### 1,501-3,000 c.c.

P. J. Kenneth (Cooper), Alan Brown (Cooper), Tony Crook (Cooper), Frank Defty (Aston Martin), Sir Jeremy Boles (Aston Martin), Bob Gerard (Frazer-Nash), J. R. Stoop (Frazer-Nash), Peter Reece (Frazer-Nash), Peter Scott-Russell (Frazer-Nash), H. H. Gould (Kieft), Cliff Davis (Tojeiro), Ron Flockhart (Austin-Healey), Lance Macklin (Austin-Healey), A. P. Hitchings (Austin-Healey).

### Over 3,000 c.c.

George Abecassis (H.W.M.-Jaguar), Oscar Moore (H.W.M.-Jaguar), R. A. Page (H.W.M.-Cadillac), T. Sopwith (Sphinx), D. S. Boston/R. G. Shattock (R.G.S.-Atalanta), Duncan Hamilton (Jaguar), Joe Kelly (Jaguar), Gerry Dunham (Jaguar), M. W. Head (Jaguar), John Buncombe (Jaguar), Bob Berry (Jaguar), Ninian Sanderson (Jaguar), Jimmy Stewart (Jaguar), Tony Rolt (Jaguar).

## GRAND PRIX OF PAU

MAURICE TRINTIGNANT will drive for Scuderia Ferrari, with Farina, Hawthorn and Gonzalez, at Pau on 19th April. The new Lancia will not appear and Ascari will be available for Goodwood. Fangio is expected to drive the modified 2.5 Maserati. Harry Schell is also mentioned as a Maserati pilot.

## NO MERCS FOR LE MANS!

DAIMLER-BENZ has announced that their entry of three Mercedes-Benz sports-racing cars has been withdrawn from the Le Mans 24 Hours Race. The concern will not take part in the Mille Miglia, and it is most unlikely that machines will be seen in any sports car events this season. Reason given is that the factory is fully occupied with private car production and cannot spare men, machines nor materials for a sports car racing programme. This decision does not affect the Grand Prix cars, which will make their début in the French Grand Prix.

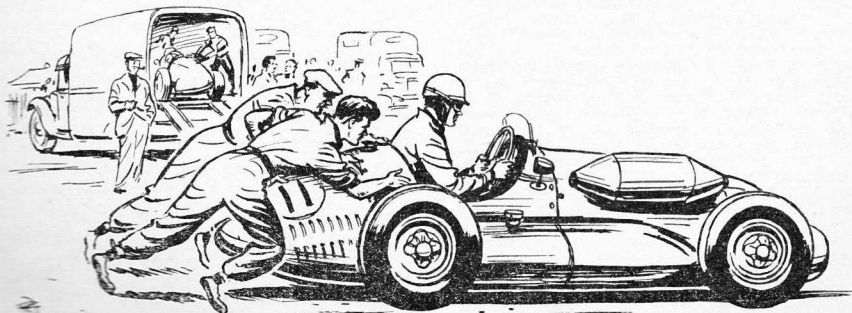
WITH the withdrawal of Mercedes-Benz from the 24 Hours Race, the first three reserves automatically step into the acceptances. These comprise Constantin's 1,290 c.c. Constantin—a very much-modified Peugeot, Garczinski's Renault and an Ecurie Monopole Panhard. Next reserves (in order) are: 1, Chinetti (Ferrari); 2, Mann (Aston Martin); 3, Colas (Austin-Healey); 4, Rosier (Talbot); 5, Wadsworth (Triumph).

## TOUR OF SICILY

THIS Sunday, 4th April, sees the 14th staging of the Giro di Sicilia, that unique sports car race over one huge 670-mile lap of the Mediterranean island of Sicily. Piero Taruffi will be driving a 3.3-litre Lancia and Carini an Alfa Romeo in this event, the Scuderia Guastalla have one or more Ferraris down to run, and there are Maserati, Osca, Gordini, Fiat 8V and Lancia B20 Aurelia entries, also Panhard and Renault as contestants in the 750 c.c. touring class.

## EASTER HILL-CLIMB

DETAILS of the West Cornwall M.C.'s Trengwainton Hill-climb on Easter Monday, 19th April, may be obtained from H. Luke-Dunne, 8 Tolver Place, Penzance.





# CIRCUIT OF IRELAND

## Team of TR2 Triumphs Going from England for U.A.C. Easter "Classic"

WHEN entries for the Ulster A.C.'s 1,000 miles Circuit of Ireland Trial closed on 20th March a total of 181 had been received. This represents one of the finest entries ever received for this classic Irish trial.

In order to "fit" this calvalcade into the running schedule, the trial will now start on the evening of Good Friday (16th April). The 109 cars starting from Belfast will begin the journey between 10 p.m. and midnight, at intervals of one minute, and the 72 Dublin starters will set forth at intervals from 00.01 hours on 17th April. A common course will be joined at Dundalk.

Most popular class in the trial is that for Production Touring Cars from 1,001 c.c. to 1,600 c.c., which has 78 entries. Numerically, Fords dominate this class with 26 representatives, mainly new Anglias. Prominent among the drivers of this marque are Wilbert Todd (last year's winner), Colm Hogan, Derek Johnston (a previous winner), Kevin Murray, Gordon McNally, Paddy Newel, Ernie Robb and Jim Hyde.

Volkswagen and Hillman have equal status with 13 entries each and a stiff scrap is likely to develop between these past rivals. Rumour has it that the Volkswagen crews have been offered "side stakes" for successful performances. Prominent among their drivers are: Basil Brindley, Paddy Hopkirk, Roger McBurney and Robin McKinney, with another entry from Iona Engineering (Pierce Cahill?). The "Hillman Old Boys' Association"—Charles Eyre Maunsell, Brian McCaldin and Esdale Dowling—will be at it again, with Bill Pearce, Bill Kinnear and Derek Walker among those lending support. Ernie Wilkinson drives the only M.G. Magnette entered.

In the "baby" class 31 entries include no fewer than 20 Austin A30s. Five of these are from the well-known Dublin concern, Lincoln & Nolan, and the seriousness of this effort may be judged from the fact that their drivers include Ronnie Adams. Ulster entries include Jimmy Taylor, Desmond Montgomery and Victor Stanfield. Of special interest is the entry of two three-cylinder DKWs by R. E. Newell and W. L. Hennessy.

The "Over 1,600 c.c." class carries 30 entries of varied marques. Geoff Houston will again drive a Sunbeam-Talbot, as will J. D. Keatley. Sydney Pentland, class winner last year, again drives a Citroën. Five Ford Zephyrs and one Zodiac offer a strong challenge. Their drivers include Edmund Gill, Terence Gardiner and Barry Ross.

The sports car class has 23 M.G.s among the total of 42 entries, with prominent drivers including Stuart Pollock, Billy Chambers, Mrs. Joe Flynn, Ian Morrison, Harry Reilly, Dick Robinson and R. J. Wood-Martin. The Triumph TR2 will be strongly represented by Bob Dickson, D. S. Done, Lyndon Mills, B. O'Hara, Mrs. Bigger and Miss Mary Walker. Dellow (last year's winning car) will be represented by Sammy Moore, Mervyn Glover and Mrs. F. A. Montgomery. Verner Hill introduces a new marque to the Circuit—

Jensen, while a lone Austin-Healey will be driven by W. R. Evans.

Complete entries are:

### Starting from Belfast

**Class 1 (Touring cars up to 1,000 c.c.):** D. W. Archibald (Austin), W. Chesney (Austin), F. R. Cox (Austin), J. L. Evans (Austin), G. H. Hurst (Austin), A. Hutchinson (Wolseley), J. C. Moffit (Austin), C. Molyneux (Austin), W. M. D. Montgomery (Austin), M. Mooney (Austin), W. McMillan (Austin), E. T. McMillen (Austin), R. Noble (Morris), B. C. Potts (Morris), V. Stanfield (Austin), N. C. Stewart (Renault), J. J. Taylor (Austin), S. C. Taylor (Austin), J. E. Wilson (Austin).

**Class 2 (Touring cars, 1,001 c.c. to 1,600 c.c.):** J. Allen (Austin), C. W. S. Austin (Hillman), E. W. Beaumont (M.G.), G. B. S. Berkeley (Hillman), E. W. Boland (Ford), E. S. Dorman (M.G.), J. E. Dowling (Hillman), J. L. Dowling (Ford), C. W. E. Maunsell (Hillman), D. A. Henderson (Wolseley), J. A. Hyde (Ford), D. G. Hopkirk (Volkswagen), J. Henry (Ford), P. F. Johnston (Ford), R. Kennedy (Ford), F. Kernohan (Austin), W. J. Kinnear (Hillman), G. Magill (Hillman), J. R. Martin (Jowett), W. M. Martin (Jowett), R. G. McBurney (Volkswagen), B. McCaldin (Hillman), F. McCartan (Ford), A. McConnell (Hillman), F. C. MacFarlane (Ford), R. C. McKinney (Volkswagen), F. C. MacMahon (Austin), D. G. McNally (Ford), P. H. S. Newel (Ford), Dr. B. O'Kane (Austin), H. Pearce (Hillman), R. L. D. Pinkerton (Austin), J. J. Rice (Austin), C. E. Robb (Ford), T. S. Robinson (Austin), N. Ruddell (Vauxhall), J. H. Shiells (Hillman), J. T. Spence (Ford), F. R. Stinson (Ford), A. C. Stringer (Riley), W. T. Todd (Ford), J. D. Walker (Hillman), E. J. Wilkinson (M.G.).

**Class 3 (Touring cars, over 1,600 c.c.):** J. M. Boyd (Sunbeam-Talbot), J. M. Corderon (Sunbeam-Talbot), W. L. Dines (Wolseley), D. Faulkner (Humber Hawk), T. Gardiner (Ford), L. V. C. Henderson (Citroën), G. W. Houston (Sunbeam-Talbot), R. E. M. Humphreys (Jaguar), A. Kane (Ford), J. D. Keatley (Sunbeam-Talbot), J. D. Leavesley (Vauxhall), J. Lowe (Austin), M. R. McGown (Citroën), R. McGuicken (Austin), B. R. Nelson (Ford), J. C. Oakman (Austin), S. Pentland (Citroën), J. P. Robinson (Vauxhall), J. B. Ross (Ford), J. Sinton (Wolseley), Dr. W. N. Jones (Sunbeam-Talbot).

**Class 4 (Sports cars, any capacity):** Miss E. Andrews (M.G.), J. K. Armstrong (M.G.), S. T. Armstrong (M.G.), A. Atcheson (Morgan), D. P. Barry (M.G.), H. Chambers (M.G.), W. R. Chambers (M.G.), B. Dickson (Triumph), D. S. Done (Triumph), W. R. Evans (Austin-Healey), W. J. F. Glover (Dellow), J. V. Hill (Jensen), J. F. H. Howe (Morgan), A. N. Johnston (Healey), J. Lee (Jaguar), A. C. L. Mills (Triumph), J. Mitchell (Jowett Jupiter), Mrs. F. A. Montgomery (Dellow), S. Moore (Dellow), W. I. Morrison (M.G.), A. J. McCusker (M.G.), J. S. Pollock (M.G.), G. H. Reilly (M.G.), R. W. Robinson (M.G.), J. C. Titterton (M.G.), Miss M. Walker (Triumph), D. A. Wilkins (M.G.), J. W. Wilson (M.G.).

### Starting from Dublin

**Class 1:** W. L. Hennessy (DKW), A. J. Kent (Morris), Lincoln and Nolan (five Austins), A. D. Malcolm (Austin), Anita Newell (Morris), R. E. Newell (DKW), D. R. O'Neill (Morris), J. W. S. Scott (Morris).

**Class 2:** F. Aldritt (Ford), Autocars (I) Ltd. (Ford), Mrs. F. E. A. Bigger (Triumph), Booth Bros. Ltd. (Wolseley), B. Brindley (Volkswagen), C. J. Collier (Wolseley), Mrs. C. Fitzgerald (Ford), S. N. Fitzgerald (Ford), C. A. Gleadhill (Volkswagen), H. F. Hanna (Volkswagen), H. F. Hanna (Volkswagen), M. D. D. Heather (Fiat), C. Hogan (Ford), Iona Engineering Works (Volkswagen), T. A. Jones (Vauxhall), P. E. D. Kennedy (Ford), B. Mason (Volkswagen), D. C. Moore (Volkswagen), K. P. Murray (Ford), P. McGonigle (Volkswagen), F. P. McKinney (Riley), B. MacMahon (Volkswagen), H. G. MacMahon (Volkswagen), H. M. Newenham (Ford), H. Newenham (Ford), R. B. Nixon (Ford), J. G. Norton (Ford), S. O'Flaherty (Porsche), V. M. L. O'Reilly (Hillman), D. B. Parkes (Vauxhall), A. I. Pearson (Austin), A. G. Ryan (Volkswagen), R. J. Somers (Volkswagen), B. Statham (Ford), B. Stewart (Simca), R. H. Trinnear (M.G.).

**Class 3:** R. E. Fegan (Riley), E. P. Gill (Ford), N. Lepler (Citroën), D. L. Murtagh (Wolseley), C. A. Odlum (Vauxhall), A. M. O'Hara (Vanguard), J. F. O'Sullivan (Ford), R. J. Sanders (Sunbeam-Talbot), F. Sherriff (Sunbeam-Talbot), H. K. Wilkinson (Jaguar).

**Class 4:** F. E. A. Bigger (Jaguar), Booth Bros. Ltd. (M.G.), W. E. T. Bradshaw (Jaguar), J. J. Flynn (M.G.), N. E. Gleeson (M.G.), H. W. Irwin (M.G.), R. H. M. Kinneen (Jaguar), J. B. Lawler (M.G.), C. D. MacCarthy (Allard), R. J. Nash (M.G.), B. O'Hara (Triumph), P. J. Scully (M.G.), P. Thomas (M.G.), R. J. Wood-Martin (M.G.), Mrs. Bigger (Triumph).

### "BON VOYAGE"

THE Shell phrase book for motorists in 15 languages has again been issued this year by the Shell Petroleum Co. Apart from many phrases concerning cars and a glossary of motoring terms, the booklet includes many useful sentences for those shopping or doing business in a foreign country. Conversion tables for imperial and metric measurements (including tyre pressures), comparative sizes of shoes and clothing, a gradient conversion table and illustrations of International Road Signs are also included.

The booklet is available free of charge by sending a post card to Touring Service, Shell-Mex and B.P. Ltd., Shell-Mex House, Strand, London, W.C.2.

### KEVIN MURRAY WINS HIS FOURTH HEWISON

WITH the St. Patrick's Day Trial on 17th March, this season's Irish trials competition for the Hewison Trophy came to an end. The official results must await the confirmation of the results of the St. Patrick's Day event and those of the Midland M.C. Trial on 7th March, but even without this official blessing the news is still that Kevin Murray of Sligo has scored his fourth successive win.

At the time of writing, the results of the Midland Trial are not even in, let alone confirmed, so the Hewison marking is not finalized, but as it stands at the moment, Kevin Murray has scored about 60 marks. Runners-up are A. L. ("Bill") Young and Jack Gibney with 58½ and 53½ marks respectively, followed by Raymond Laird, 44, Jimmy Grew, 43, and T. P. O'Connell, 37½. The team award again goes, as it did last year, to the Connacht Motor Club, the team members being Murray, Laird and O'Connell. After a close fight they beat the Leinster M.C. team by 15 points to 11.

The first event of next season's Hewison competition will be the two-day Circuit of Munster Trial on Whit Sunday and Monday, one of the year's most entertaining and popular events, run as usual by the Limerick M.C. As an added attraction for prospective Dublin entrants this year, there will be an alternative starting-point in the capital, that route meeting the Limerick one somewhere in the Southern Midlands.

MAXWELL BOYD.

### CHIRON—"MONTE" WINNER

GEORGES HOUEL has withdrawn his protest regarding the eligibility of Louis Chiron's Lancia in the 1954 Monte Carlo Rally, and the F.I.A. will take no further action. Chiron is, therefore, confirmed as outright winner of the 24th Monte Carlo Rally with his Gran Turismo Lancia. The decision was recently issued by the A.C. of Monaco. All will agree that Chiron thoroughly deserved his victory, and that his integrity has been thoroughly vindicated.



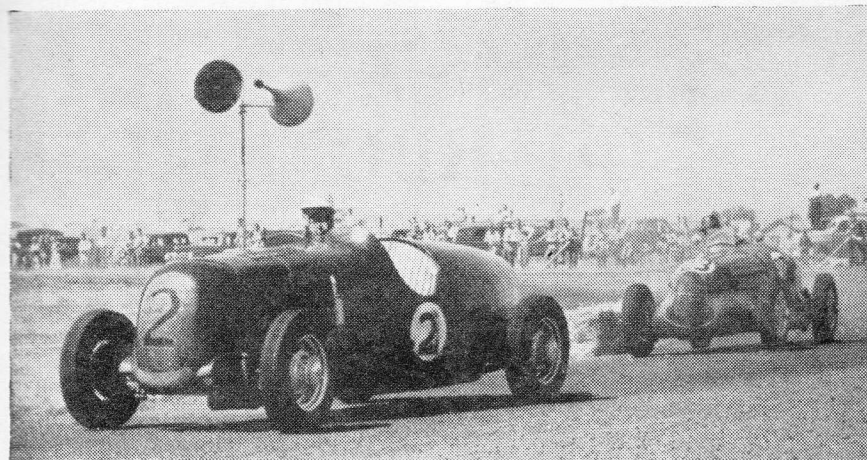
# ALTONA—A NEW VICTORIAN CIRCUIT

## Cooper, Ford & M.G. Successes at Latest Australian Venue

MONDAY, 8th March, a public holiday in Victoria, saw the first motor races on a new circuit eight miles from Melbourne. At Altona is the first privately owned, specially built track in Victoria, occupying wasteland adjoining the Standard-Vacuum refinery. A proprietary company has spent over £20,000 to reach the present stage, but much more is yet to be spent. Motor-cycle events were held on 21st February, and in the following two weeks much frantic work was carried out to lay some semblance of a sealed surface before the car meeting. Nevertheless, it was premature.

faces. Brabham, Jones and Gray put on a good show, nevertheless, the little Cooper never being more than the "stone's throw" from the 2-litre model. Brabham won the event with a little to spare from Jones.

A few entries in further events were withdrawn at this point, including Cec Warren's, the rear brake-drums of his Maserati being full of stones which had hammered their way through the wire-screened cooling scoops. It was apparent that competitors intended hanging back at a safe distance during races, leaving their run for a place until the last two



Doug Whiteford (Ford Special), overtaking Phil Harrison's Dodge Special, to win one of the scratch events at Altona.

Of 2.25 miles' length, the track measures 30 feet at the widest sections. The land is flat, the circuit being roughly rectangular, with a section of tight "S" bends through which it is difficult to exceed 40 m.p.h. Some drivers are of the opinion that these should be opened out a little, as they slow big cars too much. The surface was far from being sealed, there being an excess of small screenings lying on top, while on the back straights they assumed far greater proportions.

Entries for this meeting, conducted by the Victorian Sporting Car Club, were not good. The programme consisted of four scratch races for racing cars, one for sports cars, two handicap races for racing cars, one for sports cars, an invitation match race between a mixture of both, and an invitation handicap for both. Most of these were to have been over a distance of eight laps.

The first event was for racing cars, and entrants were Jack Brabham from N.S.W. in his Cooper-Bristol, Stan Jones, Reg Smith and Jack O'Dea in 1,100 c.c. Coopers, Bill Patterson and Lex Davison in 998 c.c. Coopers, Cec Warren in his 4 CL Maserati and Ted Grey in his Alta-Ford. The race consisted of a dice between Brabham, Jones and Gray, with the remainder of the field strung out at a respectable distance behind. As anyone came within yards of the car in front, he was met with a shower of screenings and stones which drew blood from unprotected limbs and

laps. In an endeavour to increase the spectacle, the organizers reduced the distance of races from eight laps to six.

The meeting was not without mishaps, however. Bruce Walton, driving his 500 c.c. J.A.P., escaped with bruises when he lost control after his goggles had been smashed by a flying stone going through the essies. Andie Menzies bent his interesting J.A.P. 500 special when he overslid a corner, and ended against the boulders which lie at the side of the track. These form part of the foundations, but proved quite dangerous.

The worst accident came when Jack Lanham, in his Lombard chassis powered by a 1,490 c.c. Vauxhall engine, dropped a rear wheel off the side of the track, and rolled several times. A fortnight after the accident he was still lying unconscious in hospital.

The principal event of the day was the Victorian Sporting Car Club Purse, over a distance of 15 laps. It was another duel between Jones and Brabham. The 2-litre car had the advantage over the 1,100 on the straights, but Jones made it up on the corners. The duel was still far from being decided in the second last lap, when the Cooper-Bristol sheared a magneto drive and Jones went on to an easy win.

Les Murphy, driving his Q-type M.G., performed well and seemed one of the few drivers happy with the conditions. No doubt, as winner of the Australian Grand Prix in 1935 at Phillip Island,

he was somewhat accustomed to this type of surface.

The meeting was undoubtedly premature, but no doubt those who have invested in this venture need gate contributions to assist completion. The next meeting was scheduled for Easter, but the Victorian Council of the Confederation of Australian Motor Sport, which controls the sport in Australia, has requested that the track be properly surfaced before a further permit is issued.

### Results

**Scratch, racing cars—Group A:** 1, J. A. Brabham (Cooper-Bristol); 2, S. J. Jones (1,100 Cooper); 3, E. Gray (Alta-Ford). **Fastest lap:** Brabham, 1 min. 50 secs. **Group B:** 1, D. Whiteford (Ford); 2, P. Harrison (Dodge); 3, D. Swanton (500 Cooper-J.A.P.). **Fastest lap:** Whiteford, 1 min. 58 secs. **Group C:** 1, H. Thompson (H.R.G.); 2, V. Maloney (M.G. TC S); 3, J. Gullan (M.G. K3).

**Scratch, sports cars:** 1, H. Firth (M.G. S); 2, N. Charge (Austin-Healey); 3, G. Hoinville (1,087 M.G.).

**Handicap, racing cars—Group A:** 1, D. Whiteford (Ford); 2, J. Brabham (Cooper-Bristol); 3, S. J. Jones (1,100 Cooper). **Fastest lap:** Brabham, 1 min. 50 secs. **Group B:** 1, L. Murphy (M.G. Q-type); 2, V. Maloney (M.G. TC); 3, V. Power (Lycoming).

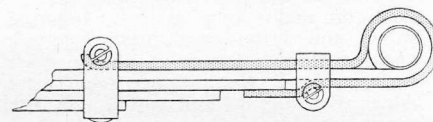
**Victorian Sporting Car Club Purse:** 1, S. J. Jones (1,100 Cooper); 2, D. Whiteford (Ford); 3, W. Wilcox (Ford, driver—T. V. Hawkes). **Fastest lap:** Brabham, 1 min. 50 secs. (retired).

**Sports Car Handicap:** 1, H. Firth (M.G. S); 2, G. Hoinville (1,087 M.G.); 3, R. G. Davis (M.G. TC). **Fastest lap:** H. Firth, 2 mins. 5 secs.

**Invitation Handicap:** 1, S. J. Jones (1,100 Cooper); 2, G. Hoinville (M.G.); 3, D. Whiteford (Ford). **Invitation Handicap:** 1, S. J. Jones (1,100 Cooper); 2, P. Harrison (Dodge); 3, W. Wilcox (Ford, driver—T. V. Hawkes).

### AIDS TO SUSPENSION

RICHARD BERRY AND SON, vehicle suspension specialists of West Bromwich, have introduced two new devices planned to increase safety and efficiency factors



of conventional leaf road springs. The Berry Safety Eye Clip (the shaded portion in the sketch above) manufactured in high tensile spring steel, encircles the end bush housings, eliminates initial strain when fitting modern oil-less rubber bushes into the eye, and reinforces against horizontal stresses which, under racing conditions, are very considerable. It also provides a stout reserve anchorage should a leaf break.

The Berry Button, made of polythene, takes the form of a small disc which is inserted between the spring leaf to act as a cushion, eliminating point contacts which cause stress concentrations and wear.

### THE DROK LUBRICATOR

A NEW and simple automatic device for ensuring adequate upper cylinder lubrication while the engine is cold has been introduced by Drok Lubricators, Ltd., of 208 Bath Road, Slough, Bucks. The Drok Lubricator, as it is called, contains a metering chamber into which special Drok oil percolates when the engine is not running. When the engine is started up, the contents of the chamber are passed through injector nozzles into the cylinders; injection ceases as soon as the normal lubrication system is working. Supplied with mounting bracket, piping, clips, etc., the Drok lubricator retails at 75s., plus postage.



*VICTORS: Laroche and Radix in their very fast 1.3 Osca on the Col de la Faucille, where they made fastest run of the day.*

that, after the fierce hammering the car received during the second stage, there wasn't even the slightest trace of a body rattle. We expected a certain amount of brake fade, but quite honestly, the anchors stood up to the dicing on the worst sections without the least sign of "wooden pedal". The excellent torque of the Vanguard-based engine was invaluable in making a snappy getaway on the most slippery of surfaces, which meant priceless seconds saved on the all-important timed hill-climbs. We made use of the Laycock de Normanville over-drive whenever the roads permitted, never ceasing to marvel at a device which can permit of 100 m.p.h. cruising at under 4,000 r.p.m., with remarkable economy of fuel.

The performance of the new 2.3-litre

## 7<sup>e</sup> RALLYE LYON-CHARBONNIÈRES

A Superbly Organized Event which now Takes its Place Amongst the World's Leading Road Events — An Extremely Difficult Road Section Finds Only 16 Crews Unpenalized at the Finish

THE results of the 7th Lyon-Charbonnières Rally demonstrate fully that the course chosen by the organizers was fair to every type of motor-car. It was admittedly very difficult; fog, ice, snow, and heavy rain adding to the hazards of over 800 miles on the roads of the Massif Central and the French Alps, with their innumerable cols and every possible variety of road surface. Nevertheless, amongst the 16 unpenalized crews were those driving machines in the modified touring category, who had, of course, to maintain a lower average speed than the 60 k.p.h. imposed on sports and grande tourisme entries.

Unlike the majority of rallies, the "Charbonnières" second stage started off with a most tricky section, via St. Symphorien to St. Etienne; several crews were penalized here, not anticipating the difficulty of maintaining their average on the last 12 or so kilometres. However, easily the most arduous of all sections were those from Florac to St. Cecile, and the 21 kilometres over the Col de la Rochette to Col de Richemont. These two sections accounted for the majority of the entry, including many noted rally drivers.

Quite candidly, there was scarcely any let up from the time cars left Charbonnières; in 23 hours of continuous driving, our TR2 Triumph had never more than 10 minutes in hand (Valence), apart from the two enforced halts of 10 minutes and 20 minutes respectively, at St. Pierre d'Entremont and Villefranche. At St. Cecile, despite driving like lunatics, we clocked in with less than

by

GREGOR GRANT

10 seconds to spare, using our one minute lateness allowed. Much to our surprise, we learned later that Descollonges and Laurent were penalized here with their very rapid Jaguar.

I have nothing but praise for the Triumph. Whilst very expensive machines fell by the wayside, the TR2 never showed the least sign of giving trouble. The engine was as healthy at the finish as when we set out from England, and it is comforting to relate

Salmon must have been most encouraging to the makers, and augurs well for the re-entry of this famous marque into competitive motoring. These cars are beautifully made, and their twin-o.h.c. engines give over 110 b.h.p. They are, of course, expensive, costing about 2,750,000 francs with aerodynamic coupé body.

Apart from Gautruche's Citroën, every car which finished above the Triumph in the general classification was a very expensive motor-car; even the Citroën is not exactly what everyone can buy, as is proved by its startling performance on the hill-climbs, which was not altogether due to the skill of the driver. The winning Osca was a very swift little machine, rather similar to the Le Mans

*TRIUMPH: Peter Reece winds up the TR2 on the Col de la Faucille, on which he had not driven before.*







**SPECIAL STAGE:** The author with the Triumph on the slush-covered Col de la Porte during the Grenoble-St. Pierre d'Entremont special stage, where several cars came to grief.

type. Laroche and Radix are most experienced rally drivers, and had done a considerable recce of the course, even to the extent of altering the axle ratio to suit the timed sections—a sensible preparation for an event which has assumed great importance in the near-racing type of rally.

Local Lyon drivers Gacon and Arcan were only fractionally behind the Osca with their Porsche Super. The Ecurie Noire pair made only one mistake, over-sliding a bend on the Col de la Faucille which may have cost them the honour of being first in the general classification. Best performance amongst the modified touring machines was put up by Guiraud and Beau with their rare-sounding Peugeot; they had the satisfaction of finishing eighth in the general classification, four places above M. and Mme. David of Monte Carlo Rally fame with their similar machine.

The TV Fiat 1,100 was most successful, the car driven by the Belgian pair M. Gendebien and Mlle. Thirion being unpenalized and finishing 10th in general classification. Apart from the Richard/Sabatier sports Panhard, this was the only machine of under 1,500 c.c. to complete the rally without loss of road marks.

A most creditable performance was that of Lucien Bonnet and Vieu (Panhard). Some 5 kilometres from the finish, the streamlined blue car had lost no road marks and was well in the running for its class. Avoiding a dog,

the little machine turned over and did two complete somersaults, wrecking the body and damaging the steering. Undaunted, the crew straightened it up as best they could, clocked in at Charbonnières and achieved third place in their class. What is more, Vieu drove the car on the Charbonnières hill-climb, with not a vestige of steering on the right-hand lock.

The hill-climb on the Sunday brought out a very large number of spectators, including some of the best-looking females ever seen at a motoring event—even by French standards. The same could also be said of the rally ball; I was persuaded to act as a judge for some sort of beauty contest, but managed to evade making the final choice, preferring

not to risk being torn limb from limb as is reported often to happen to judges!

The Ecurie Noire folk certainly make a lot of noise, M. Prilly coming in for a great deal of badinage by the "Hagley Français" as we christened the Lyon boys. Speech-making began with a fusillade of bread-rolls, all of which was expected and taken in the spirit of fun. It was noticeable, however, that when anything of importance was going on, complete silence prevailed!

On the following evening, the British party, comprising Peter Reece, myself, Paul Lee and Peter Easton, were the guests of M. Fauré at a very special dinner by candlelight at a very lovely inn, "Les Compagnons de Jehu", near Macon. M. Fauré, the proprietor, is a



**SAFELY HOME:** The TR2 Triumph arriving at Charbonnières after an unpenalized run and looking remarkably spick and span.



*FIRST TIME: Paul Lee and Peter Easton setting out from Charbonnières with their Sunbeam-Talbot to make their début in the rally.*

## COL DE LA FAUCILLE

**Above 1,600 c.c.:** 1, Bourillot/Delorme (2.3 Salmson), 8 mins. 49.2 secs.; 2, Matussière/Lemasson (2.3 Salmson), 8 mins. 50 secs.; 3, Descollonges/Laurent (3.5 Jaguar), 9 mins. 0.1 sec.; 4, Reip/Bovens (2.0 BMW), 9 mins. 3.3 secs.; 5, Grant/Reece (2.0 Triumph), 9 mins. 16.1 secs.

**1,001-1,600 c.c.:** 1, Laroche/Radix (Osca), 8 mins. 30 secs.; 2, Gacon/Arcan (Porsche), 8 mins. 41.3 secs.; 3, Von Frankenberg/Speigel (Porsche), 9 mins. 2.3 secs.; 4, De la Bruyère/Veuillet (Porsche), 9 mins. 25.2 secs.; 5, Olivier/Maurice (Porsche), 9 mins. 27.2 secs.

**Up to 1,000 c.c.:** 1, Touzot/Mme. de Roquefort (D.B.-Panhard), 9 mins. 5 secs.; 2, Galtier/Prestail (Renault), 9 mins. 27.1 secs.; 3, Bonnet/Vieu (Panhard), 9 mins. 50 secs.; 4, Dussert/Dumaire (Panhard), 9 mins. 57.4 secs.; 5, Chevron/Lefort (Panhard Jr.), 10 mins. 51.3 secs.

## International Sport Car and Grande Tourisme Categories (Summary)

	Started	Classified
Over 1,600 c.c.	18	8
1,001-1,600 c.c.	16	8
Up to 1,000 c.c.	16	4
	50	20

## Unpenalized

**Over 1,600 c.c.:** Matussière/Lemasson (Salmson), Grant/Reece (Triumph), Auriach/Briat (Jaguar), Rauch/Bousson (Salmson).

**1,001-1,600 c.c.:** Laroche/Radix (Osca), Gacon/Arcan (Porsche), Sabine/Leroux (Porsche).

**Up to 1,000 c.c.:** Richard/Sabatier (Panhard).

## Touring Cars (Modified)

**Over 2,000 c.c.:** Gautruche/Funel (Citroën).

**1,301-2,000 c.c.:** Balmy/Rudin (Citroën).

**750-1,300 c.c.:** Guiraud/Beau (Peugeot), Gendebien/Mlle. Thirion (Fiat), Martin/Convert (Simca), David/Mme. David (Peugeot), Roche/Trollet (Peugeot), Latune/Gay (Peugeot).

**Up to 750 c.c.:** Nil.

## RESULTS

## COL DU ROUSSET

## International Sports Car and Grande Tourisme Categories

**Above 1,600 c.c.:** 1, Matussière/Lemasson (2.3 Salmson), 13 mins. 24.4 secs.; 2, Quinze/Mme. Quinze (3.5 Delahaye), 13 mins. 29.4 secs.; 3, Grant/Reece (2.0 Triumph), 13 mins. 52.1 secs.; 4, Descollonges/Laurent (3.5 Jaguar), 13 mins. 57 secs.; 5, Reip/Bovens (2.0 BMW), 13 mins. 59.1 secs.

**1,001-1,600 c.c.:** 1, Von Frankenberg/Speigel (1.5 Porsche), 12 mins. 49.1 secs.; Gacon/Arcan (1.5 Porsche), 12 mins. 53 secs.; 3, Laroche/Radix (1.3 Osca), 12 mins. 55.4 secs.; 4, Olivier/Maurice (1.5 Porsche), 13 mins. 22 secs.; 5, Armengaud/Chaix (1.3 Osca), 13 mins. 28 secs.

**Up to 1,000 c.c.:** 1, Galtier/Prestail (Renault), 14 mins. 17.2 secs.; 2, Dussert/Dumaire (Panhard), 15 mins. 2.3 secs.; 3, Bonnet/Vieu (Panhard), 15 mins. 36.4 secs.; 4, Chevron/Lefort (Panhard Jr.), 17 mins. 16 secs.

keen rally driver and throws this party after each "Charbonnières". Amongst those present were M. and Mme. Blanchon, M. and Mme. Arcan, Jean Lucas, Maurice Henry (*L'Equipe*), M. and Mme. Quinze, M. Matussière, M. Olivier and M. Laroche.

The organization of the rally was impeccable. At the Paris start, each competitor was presented with a large "sac" containing food, wine, brandy, chocolate, cigarettes, etc., from *l'Action Automobile*. At Macon, local lovelies handed out bottles of wine and souvenir wine-tasting cups. There were chocolates at St. Etienne, food at Hautville, and a comprehensive parcel of everything conceivable from the organizers.

## CORRESPONDENCE

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

## Swedish "500"

THE Swedish F3 car mentioned in your recent report of the Bollnäs ice race meeting is called Svebe, not Svele. It is designed and constructed by its driver, who has driven it with some success in the Swedish F3 meetings. It must be pointed out, however, that all the Coopers running in Sweden are of a very old and outdated type. It was proved at the Skarpnäck race meeting that a modern Cooper such as Rodney Nuckey's car could completely outclass all F3 cars in Sweden.

By the way, in the Bollnäs meeting the class-winning 1½-litre Borgward, driven by Hartmann, was subsequently beaten by three Fords of about 1934 vintage in a free-for-all race.

The most consistently successful car for ice racing in Sweden seems to be the Allard J2 with Ford-Ardun engine. Tuned in Sweden these engines deliver about 200 b.h.p. or more.

One of our best ice racing drivers is Pelle Nyström of Trollhättan, who used to race Norton motor-cycles long before the last war. He has tuned a 1½-litre Volvo to give about 90 b.h.p. and it is rather interesting to see this very sedate-looking black saloon car lapping all Super Porsches in the short ice races. Otherwise the Porsche Supers are very good for fast driving on ice.

"SWEDISH ENTHUSIAST".

GOTHENBURG, SWEDEN.

## Stock Car Racing

As an exiled Englishman in the U.S.A., it has been my misfortune to witness stock car racing on more than one occasion, and I hope you will not spoil an extremely good magazine by giving this subject too much prominence in your pages.

TONY J. HOGG.

COLUMBUS, OHIO, U.S.A.

\* \* \*

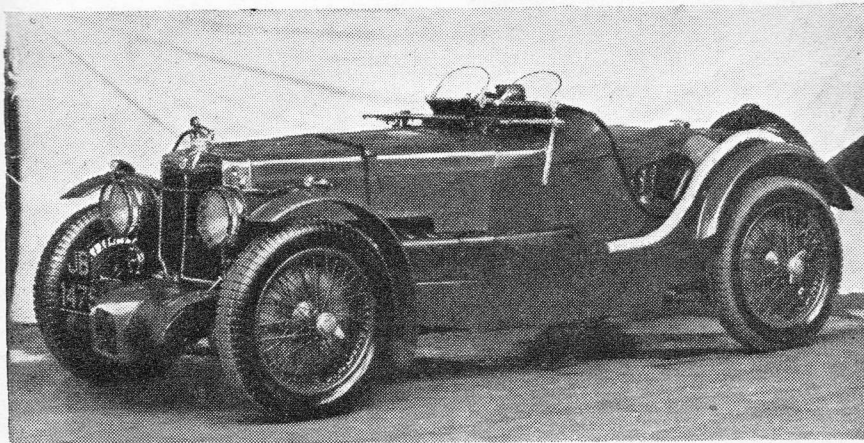
## "Autosport" Camera Contest

I SHOULD like to take this opportunity of upholding Mr. F. A. C. Barnard's letter, published in AUTOSPORT (issue dated 26th March). Of course a "chap with a box Brownie" is at a great disadvantage when it comes to taking action shots and comparing the results with those taken by a "man possessing a Leica fitted with a long focus lens". It is possible to obtain very fair results with a box camera if suitable subjects are taken. As I see it, the competition could be split up into two groups—before the event (and after) and during the event. Into the category of "before the event" would, of course, come paddock scenes, cars warming up, taking positions on the starting grid, etc., where the box camera stands quite a good chance if the finished print does not have to be too large. None of the scenes mentioned contains too much movement, for the slow shutter speed. Under "during the event" would come any scenes of the racing, etc., and here the box camera is out of its depth and the subject is best left to the camera with the faster shutter speed. One thing I do not suggest and that is a rule that only photographs taken with a speed under 1/100th should be allowed in the "before the event" class; all cameras should be on the level and let "battle commence" between the box and the Leica and "may the best one win".

M. E. WARE.

WOODBURY, ESSEX.





## THE NAME'S THE SAME

by EVERARD BOYD

SEEMS to me that a lot of unnecessary fuss is being kicked up about naming the series ZA M.G. the "Magnette". Certain characters are busy tearing their hair and shrieking that the M.G. Car Co., Ltd., is committing sacrilege by type-naming a touring saloon with the hallowed title of "Magnette", which, they maintain, belongs to the sports-racing K3 series.

One must admit that the name "Magnette" conjures up pictures of those admirable 1,100 c.c. sports-racing two-seaters which Earl Howe persuaded the late Cecil Kimber to construct for the 1933 Mille Miglia, and which have had such a distinguished racing career. On the other hand, no more than 30 of this type were built, and the K3 Magnette was actually introduced *after* the original K1 saloon was announced.

At the 1932 Motor Show, the M.G. Car Co., Ltd., exhibited a sleek saloon which was a much better machine in every way than the established F-type Magna salonette which it was intended to replace. In actual fact, it embodied many features developed on the racing Midgets and was built so sturdily that it could be supercharged with little modification. This car was type-named the Magnette, or K1 series, later styled KA to distinguish it from the later KB series.

A brief specification of this original Magnette is interesting. It had a six-



MAGNETTE, 1954: The four-cylinder, 1,489 c.c. M.G. ZA, a refined saloon of sporting nature.

cylinder engine with a bore and stroke of 57 mm. and 71 mm. (1,087 c.c.); compression ratio was 6.4 to 1 and, with three semi-downdraught SU carburettors it developed 39 b.h.p. at 5,500 r.p.m.—just 3 b.h.p. more than the 847 c.c. J2 two-seater Midget. The chassis was conventional M.G., with semi-elliptic springs front and rear, but it had 13 ins. brake drums and a Wilson pre-selective gearbox. Dry weight of the complete car was a shade over 22 cwt., with the

MAGNETTE, 1933: (Left) The competition six-cylinder 1,087 c.c. supercharged K3, as marketed by the M.G. Co. in 1933 and 1934, gained numerous racing successes before the war.

resultant modest power-weight ratio of 35.4 b.h.p. per ton. The Magnette series were in production from January, 1933, until November, 1936, when the N-type ceased to come off the assembly line. Excluding the K3, about 1,300 Magnettes were produced, including half a dozen of the rare NE two-seaters, and about the same number of KD two-seaters.

The K3 was, of course, supercharged, and was constructed solely as a racing machine; power-output was 120 b.h.p. at 6,500 r.p.m.—a power-weight ratio of around 132 b.h.p. per ton. At the same r.p.m., the unsupercharged NE gave 75 b.h.p. (p.w.r. 94 b.h.p. per ton), and the NA, 56 b.h.p. at 5,500 r.p.m. (p.w.r. 62 b.h.p. per ton); the two last-named types

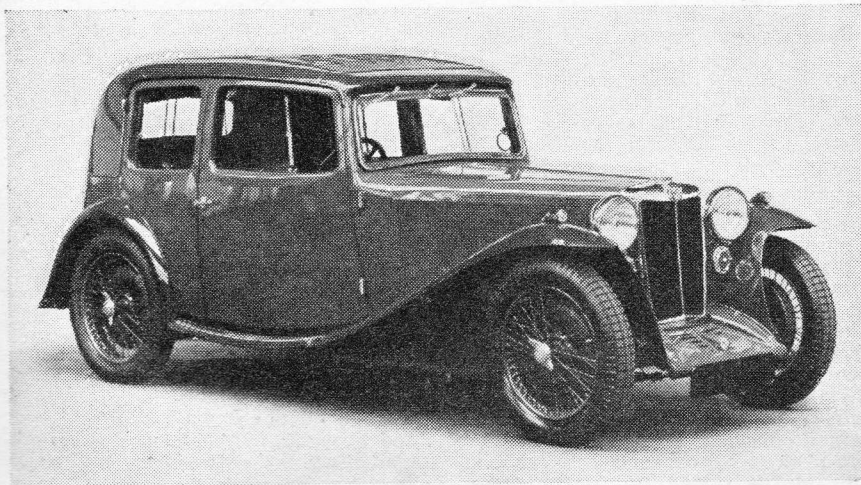
had 1,286 c.c. engines (57 x 84 mm.).

In actual fact, the NE was, like the K3, a racing machine; it was built for the 1934 Tourist Trophy race, in which event superchargers were banned. It had a 9.5 to 1 compression ratio, and ran on 50-50 petrol-benzole.

As all M.G. enthusiasts will admit, K3 and NE types excepted, the Magnettes were not particularly outstanding in standard form from a performance point of view as considered in the light of present-day standards. The KN saloon, nearest Magnette approach to the 1954 machine, had a p.w.r. of about 50 b.h.p. per ton, as compared with the 56 b.h.p. per ton of the much roomier and better streamlined modern car.

Anyway, what all this is leading up to is merely stating a case for naming the new 1½-litre M.G. "Magnette". The K3 was a development of the original K1, and who knows—a sports-racing two-seater may follow the introduction of the first 1½-litre machine, since the 1,548 c.c. VA went out of production at the outbreak of the Hitler War! In any case, the K3 owed its success in road races to supercharging which does not appear to

(Continued overleaf)



FIRST SALOON: (Left) This is the 1933 M.G. Magnette K-type, which appeared at the 1932 Motor Show with 1,087 c.c. six-cylinder engine.





## RODERICK GRAY TROPHY TRIAL

Bert Cryer Wins Well-Organized Darlington Event

**G**ANDALE MOOR, Catterick, scene of the 1952 Trials Championship, was the venue for the Darlington and D.M.C.'s Roderick Gray Trophy Trial on 21st March. This B.T.D.A. Silver Star event attracted an excellent entry, and was attended by the largest crowd of spectators yet seen at a Northern trial; indeed, the scene needed only roundabouts to resemble 'Appy 'Ampstead on a bank holiday.

Gandale is an army tank testing ground, and is admittedly the finest terrain of its type. Its untapped possibilities for both trials and Autocross are enormous. Sunday's event used half-a-dozen hills, all inside a two-mile circuit, and each to be climbed twice, followed by a speed hill-climb.

Dog Leg, perhaps the best hill of the day, gave little trouble on the lower sections, although they were steep. But car after car spun helplessly to a standstill on the left-hander which followed. Only Bert Cryer and Rex Chappell came through clean the first time, each with zero revs. on the clock. They ticked their way gently up between two lines of solid-massed spectators, whose applause could have been heard in Richmond. On the second round, Jack Broadhead also made an extremely clever climb.

Beck, which featured mud banks and river beds, was more spectacular than difficult, although one or two competitors dropped their front wheels into thick mud at the start. Seeing this, R. M. Stallard decided to attack at speed. He cleared the mud, but was then unable to turn into the river bed, and up-ended his motor-car, almost drowning his unfortunate passenger.

Volcano and Hillside were fairly easy but The Wood, well remembered from the 1952 Championship, remains unclimbed. Chappell was the first to make

any real progress, skilfully picking his way into sub-section 5, and he was followed by that capable driver, J. D. Stewart, in Maurice Wilde's Harford. Both had to be lowered to the start with rope and windlass. Tony Alldred's car caught fire at the start, causing passenger Brenda to break all records for the sitting high jump, but the Mitchell brothers extinguished it smartly.

The first rise on Quarry, a very good hill, failed the majority, and few were successful on the first round. Cryer, Chappell, Stewart and Illingworth climbed as the afternoon wore on, and several more succeeded later.

The grand finale was a timed hill-climb on grass, in which Bert Cryer made secure a well-earned victory by making B.T.D. The Darlington club are to be congratulated on a fine trial, well organized.

FRANCIS PENN.

### Provisional Results

**Roderick Gray Trophy:** 1. H. H. Cryer; 2. R. F. Chappell; 3. J. D. S. Stewart.  
**Class B Award:** D. S. Rayner. **First Class Awards:** J. S. Jenkins, A. W. Lilley, B. H. Dees. **Hill-climb Award:** H. H. Cryer. **Team Award:** Sheffield and Hallamshire M.C.

**The Name's the Same—continued**  
be encouraged in modern sports car events.

Many other manufacturers have reintroduced type names made famous in the past. For example, the Vauxhall saloon of today bears no resemblance whatsoever to the 30/98 Velox, and I seem to recall that Bentley's Continental was a name thought of, and used, many years ago by Rolls-Royce before the former concern was acquired. A.C.'s Ace is an old name for a new car, and both Morris Minor and Oxford were

**SOME DO—AND SOME DON'T!** (Left) Bert Cryer, winner of the Roderick Gray Trophy, locks well over to enter the river at Beck. (Below) Bystanders help to right R. M. Stallard's car at Beck, when it overturns after an attempt at a high-speed approach. Nobody was hurt, but driver and passenger were far from dry when extricated.



### CUMBERLAND'S KESWICK RALLY

**A**s usual, the Cumberland S.C.C.'s annual Keswick Rally on 20th/21st March started from the George Hotel, Chollerford. Thirty-eight competitors set off on the first section of a figure "8" route, the northern loop of which ran into Scotland, and was covered after dark. Driving tests were held on Crosby Airfield at night, and J. R. Robinson (Hillman Minx) proved fastest in a wobble-wobble around marker drums. He also showed up well in a garage test, as did N. Hammond (Buckler), G. Shanley (Ford), and T. Walton (Dellow), who did the test without lights.

Fifteen miles farther on came a halt for breakfast at the Astra Café, but there was still no rest for navigators, who had a questionnaire to answer before commencing the southern loop. The course followed the main road to Brough, then went over Tan Hill by unclassified roads to Stainforth, through the Buttertubs and on to Dent. Miss Walker (Triumph) retired on this section, and W. Stoddart retired in order to assist her—for which action he later received a special award.

The route continued through Kendal and up the easier side of Kirkstone Pass to test 3, a rolling and braking affair on the Struggle. Hilton, J. E. Robinson, Couzins, Frankland and Walton made excellent times on a test made difficult by a loose surface. So to the finish at the Royal Oak, Keswick, where results proved that G. Howe (M.G.) had won for the second year running.

(Results published in last week's issue.)

used years and years ago for entirely different vehicles. Again, no one seems to object to Armstrong-Siddeley's use of famous fighter aircraft names for their post-war models, and repeating "Sapphire" of jet-engine fame for their latest machine.

What's in a name! The new Magnette was one of the most admired small capacity saloons at Earls Court last year, and I venture to suggest that when it is road-tested, its performance will prove as impressive as its appearance!



## TECHNICAL &amp; OTHERWISE

By JOHN BOLSTER

## NITROMETHANE AGAIN!

If motor racing is to flourish, two sets of people have to be considered all the time. The first of these, and certainly the most important, is the paying public. Unless we keep them happy, the rest of the structure must collapse, for it is their half-crowns that provide everything from starting money to straw bales.

The other set of people is the competitors, and the regulations must be framed to protect their interests. Speed, let's face it, has always been expensive, but a point can be reached where all but the very few are excluded. If a fuel of astronomical cost, which requires a freak engine to make full use of its potentialities, is allowed to be employed, then the number of competitors must be drastically reduced. No racing is so dreary as the foregone conclusion, with a few half-hearted tail-enders being lapped again and again. Thus, the interests of the competitors and spectators are one in this case.

Half-litre racing showed this very thing last season. The noxious fluid was only available to four or five drivers, and they had such a superiority in performance that the other cars were not even in the same race. If such a state of affairs had been allowed to continue, the results would have been very serious, for special engines would inevitably have been developed, and the gap would have become even wider.

With characteristic enterprise, the Half-Litre Club acted, and now the stuff is banned. Furthermore, the B.R.D.C. are also imposing the ban when they organize a Formula 3 event. This is splendid news, and both clubs are to be warmly congratulated. Nevertheless, there is still a serious snag, for it is only possible to prohibit the use of nitromethane in national events.

Because the international governing body has done nothing in the matter, we cannot dictate to foreign entrants. Thus, where a 500 c.c. race is given international status, we must stand helplessly by and watch the rich or privileged filling their tanks with lunatic's broth. Furthermore, the same contagion must inevitably attack Formula 1.

At this point I must make one thing absolutely clear. I have discussed the nitromethane question with people who have used it and people who have not, and the former are even more determined than the latter that the ban is necessary! Most of them say that they will go on using it if they have to, but they hope to goodness that somebody will stop them. They know only too well what a crazy rat race it would soon become. One gathers, in any case, that the oil companies do not propose to supply this fuel in future. In consequence, each entrant will have to find his own chemist, who may charge him, at a guess, about £10 a gallon.

I have written often and at length on this subject, because I feel that it is a matter of great urgency. Now that two of our most important clubs have banned oxygen-bearing fuels, we must press on and do everything in our power to convince the F.I.A. that the ban should be world-wide. Consideration of the figures cannot fail to show that, whatever the cost, and however great the mechanical difficulties, without official prohibition everybody must eventually become an addict.

Our atmosphere contains 78.7 per cent. of nitrogen by volume (76.4 per cent. by weight), and when an engine runs, this inert gas has to be sucked in, com-

pressed, and released, while contributing *nothing* to the power output. The internal combustion engine works by utilizing oxygen, which only constitutes 21.3 per cent of the air which is inspired. The current power units, which run on a mixture of nitromethane and methanol, gain their extra power by stepping up the oxygen percentage.

In order to take full advantage of the latent possibilities of oxygen-bearing compounds, a peculiar form of engine would be required, as I explained in an earlier article. It would certainly need two separate injection systems, and would be a freak with no useful future, bearing no relationship to any practical engine. Theoretically, though, a 2½-litre unit could be developed that would produce something like 1,000 b.h.p.!

Actually, such a device would have a fuel consumption so enormous that it could not possibly be raced. However, a compromise could be struck that would be workable, one has no doubt. Even when it is used in the quantities possible at present, nitromethane renders close following extremely unpleasant, so noxious are the fumes. It would appear likely that if it were consumed by all the cars in a race, almost lethal quantities would be released at a massed start. Certainly, the effect on the drivers' eyes would be most dangerous.

Motor racing is a democratic sport. Some people are apt to regard the international governing body with awe, whereas it is really only a collection of the representatives of the national clubs. It must be persuaded to frame its rules so that a Grand Prix does not become a war of chemists. Furthermore, it must do it now.

May I revert to my first paragraph? The public likes a racing car to be fast, but it also likes it to have some resemblance to an everyday car. The machine that makes its own oxygen works like a rocket, and is as far from any normal vehicle as a jet-propelled or atom-powered racer would be. The man who makes the turnstiles click hopes to cheer the victory of the most skilful driver in the finest car. He will never learn to say, "may the best chemist win!"

## BOOK REVIEW

Title: 1954 Racing Car Review

Author: Denis Jenkinson

Size: 7¼ ins. x 5 ins., 144 pp., 25 photographs

Price: 8s. 6d.

Publishers: Grenville Publishing Co., Ltd., 15-17 City Road, London, E.C.1

DENIS JENKINSON'S compact annual Review of racing car designs and achievements is out again in 1954 form, and is as informative as ever. Fifteen cars are dealt with in detail, nine of them 1953 Formula 2 types, three *Formule Libre*, and three advance 1954 models. "Jenk's" chapter on the B.R.M. is particularly interesting; he is neither fawningly *pro*, nor malevolently *con*, but blunt, fair and factual. He tells of Gordini's money troubles, of Connaught, H.W.M. and Osca efforts, of Ferrari's winning ways and Maserati's determined challenge, and sorts out the various Cooper-Bristol and Cooper-Alta F2 models which confused many 1953 race followers.

C.P.



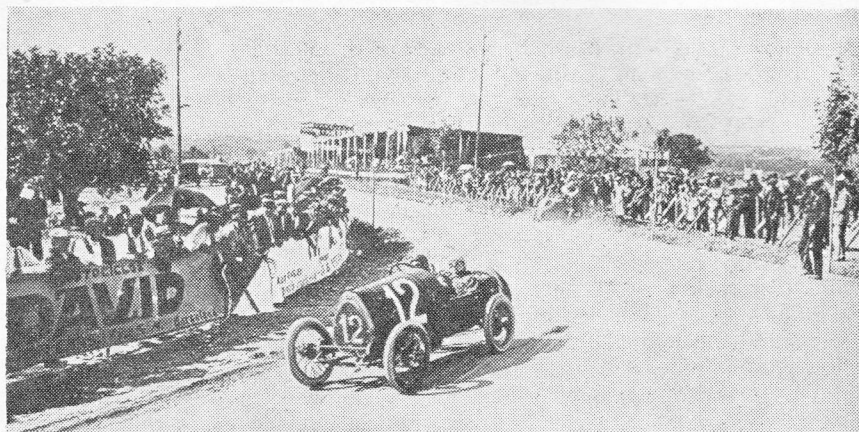
# AND FORMULA TWO?

The Need for a New Voiturette Class in International Racing

FORMULA 1, 1954 version, limiting supercharged cars to 750 c.c., and unsupercharged cars to 2,500 c.c., is now in force. Formula 3, for unsupercharged cars up to 500 c.c., has been granted a further lease of life in its original form. But what of a successor to Formula 2, the "up to 2-litres, unblown" ruling, which thrived so much from its introduction in 1948 that it replaced Formula 1 in the classic Grands Prix of 1952 and 1953? Is a new Formula 2 necessary, or will it merely complicate an already complicated calendar?

So far nothing has emerged from the F.I.A.'s Paris H.Q. to suggest any moves to creating a new "interim" formula, yet there are indications that a new category in the racing class would be welcomed in some quarters. The 1954 Formula 1 is young yet to base any firm conclusion on, yet already it is becoming obvious that it will prove a manufacturers' Formula. Lancia, Mercedes-Benz, Ferrari, Maserati, are all contenders who will certainly intimidate the financially feeblers from attempting participation. Such smaller concerns, of which there are many, may welcome a new "junior" or "voiturette" class of motor racing as an opportunity to pit their designs against others; some, of course, already do that thing in sports car spheres, but there again, opposition is considerable.

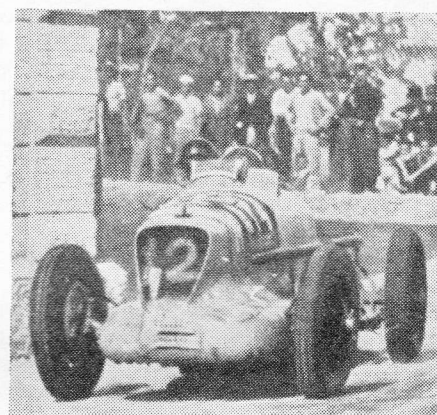
Voiturette racing has always featured in the motor sporting *status quo*. There



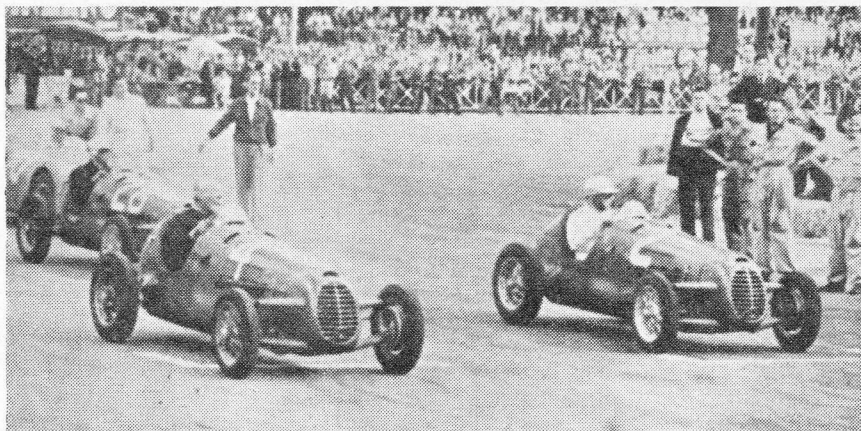
VOITURETTES, EARLY AND LATE:  
(Above) THE '20s: Pierre de Vizcaya's 1,400 c.c. Brescia Bugatti, winner of the 1921 Penya Rhin G.P.

the E.R.As, to be followed by newer Maseratis and that wonderful design, the Type 158 Alfa Romeo.

Strange it is to reflect that the blown 1½-litre E.R.As and Alfas were once classified as "voiturette", dwarfed, indeed, by the current Grand Prix machine of twice, and more than twice, their capacities. Yet those same pre-war "small" racing cars were themselves



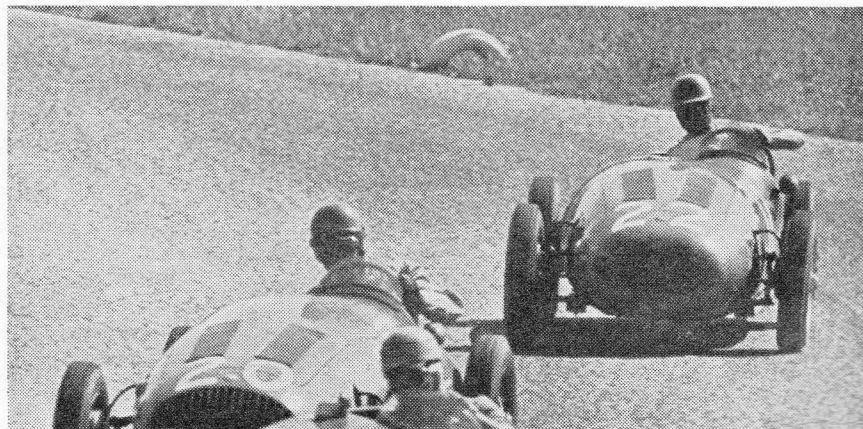
THE '30s: Hugh Hamilton's special-bodied 1,087 c.c. M.G. Magnette on the way to victory in the 1934 Coppa Acerbo voiturette race at Pescara.



THE '40s: (Above) Italy's Cisitalia, the sprightly 1,100 c.c. single seater introduced in 1946, with engine evolved from the Balilla Fiat.

THE '50s: (Right) The Osca, produced as a sports car by the famous Maserati brothers, and currently enjoying a considerable run of success.

have been "light car" classes right from the Bollée days of the last century, and through the years such names as Sizaire-Naudin, Delage, Hispano-Suiza, Lion-Peugeot, Talbot-Darracq, Salmson and Amilcar have stood out amongst the smaller capacity contenders. In the 1930s along came the 1,100 c.c. and 1,500 c.c. Maseratis, the M.G. Magnettes, and then



evolved into post-war Formula 1 G.P. cars, subsequently to give way to the "junior" Formula 2 of 2-litres, minus superchargers.

Should a voiturette, or Formula 2 class of racing be revived, its obvious upward capacity limit would be 1½-litres, the mean between F3's half-litre and F1's 2½-litres. As its major attraction should be its inexpensiveness, compared to



Formula 1, the use of superchargers should not be permitted. Such a ruling would bring welcome opportunity to smaller car concerns and individual enterprises to build racing machines to a limited budget, for there are many modern engines of around 1½-litres which would merit development for high speed work.

Some have already proved their worth in sports car spheres—one need but cite the Lester-M.G. as an example, and such units, placed in light single-seat chassis, just as Cisitalia did with Fiat-derived engines, could produce fast and efficient racing cars at a cost far less than that of Formula 1. Tojeiro, Kieft, Lester, Cooper, D.B., Nardi, Siata, Osca, Porsche, Borgward, are all designs which might be adapted to such rulings

without excessively costly modifications.

A study of the International Racing Calendar shows a number of events listed merely as "Course" (i.e., "racing"), without further elucidation. Amongst them are events at Nîmes, Monthéry, Helsinki, Rome, Avus, Chimay, Aix-les-Bains, Caen, La Baule and Stockholm, their organizers obviously sitting tight and awaiting developments before committing themselves to a particular class. Some will probably switch to sports car regulations, some to *Formule Libre*, some, in France, will cater for the new Monomill circus, yet all could well be served by a new Formula 2 for unblown racing cars up to 1,500 c.c.

Such races, keenly contested, could provide a better spectacle than some of the poorly-contested F2 walkovers, or

the dull sports handicaps some French organizers devised as substitutes last season. Voiturette "curtain raisers" have before now often proved as exciting as the Grands Prix they preceded, whilst the prestige still attaching to Formula 2 should make success in the class well worthwhile. The existence of cars of certain convenient capacities has in the past resulted in the framing of regulations to accommodate them, and it may well happen that the remarkable performances of sundry modern 1½-litre sports designs will lead eventually to the adoption of new Formula 2 rules, encompassing these machines in racing form. Time, of course, will tell; but such a course of development would seem logical and inevitable.

C. POSTHUMUS.

## OLD 'UNS AT SILVERSTONE

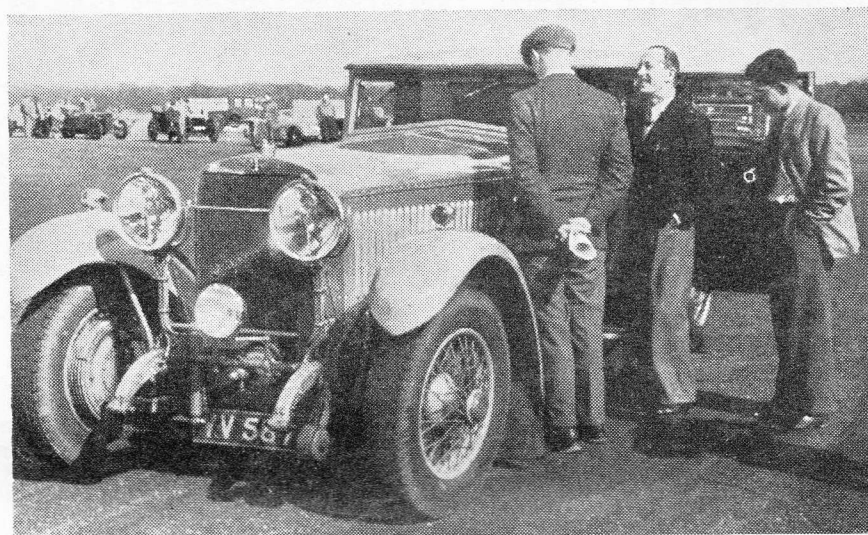
Start of the Vintage S.C.C.'s Pomeroy Memorial Trophy Competition

EIGHTEEN competitors in a wide assortment of cars of over 2-litres' capacity faced a programme of equally assorted motoring for the Pomeroy Memorial Trophy, which started at Silverstone on Saturday last. At noon, after official filling of tanks (fuel), a series of tests and a one-hour high speed run preceded an unobserved run to Cheltenham via Chipping Norton and Stow-in-the-Wold, followed on Sunday by a regularity test over average roads.

Entries ranged from Stanley Sears's immaculate 1905 Rolls-Royce with T.T. replica bodywork, handsomely coach-painted and lined, even to its road springs, to D. L. Sidney's smart black Aston Martin DB2. Peter Hampton, entered with both Alfa Romeo and Hispano-Suiza, elected this year to motor in the Gran Turismo manner, his 8-litre Hispano looking the acme of Georgian elegance; for sheer tonnage, however, J. R. T. Gibson Jarvie's 45 Renault tourer took the honours, collecting a crowd whenever its vast bonnet was raised, to gaze awe-stricken at the sight of so much brute metal receding far back under the scuttle.

The steering test, a fast zig-zag on a slightly falling gradient, was ably demonstrated by Peter Binns (O.M.), whose run was fast and polished. T. M. Vessey in last year's winning Lancia was much quicker than he looked, R. P. Heatley's very low V8-powered Grenfell Special looked fast and was, but the majority treated the test with respect. The only real fireworks were provided by Jack Sears, who fairly hurled the old T.T. Sunbeam through the corners with such abandon that he beat all comers, next best performances being those of the Grenfell Special and Binns's O.M.

The next two tests were combined in a half-mile standing start sprint, acceleration figures being taken over the first quarter mile. The Grenfell Special tore this off in fine style, just beating G. G. MacDonald's 4½-litre Bentley and E. E. Sears's XK 120 Jaguar coupé on acceleration, but giving best to the Jaguar over



*HISPANO-SUIZA: Eric Giles and Anthony Heal (back to camera) admire Peter Hampton's fine 8-litre machine at Silverstone, during the Vintage Sports Car Club's Pomeroy Memorial Trophy Competition last Saturday.*

the full distance. (Test results are provisional, and subject to confirmation.) Tom Plowman, driving a modern Velox in place of his customary 30/98, made an impressively quick get-away, leaving Laurence Pomeroy's Prince Henry and H. B. Radcliff's E-type to uphold the Luton products of earlier days.

For the high speed hour each competitor was allotted a minimum distance, to be completed non-stop. Some of the entry soon had their schedules well in hand, and were able to take things easily in the latter half. Stanley Sears, set to average 37 m.p.h. in the little Rolls, found this very respectable average well within the car's capabilities, and took things comfortably towards the end; he was kept informed of progress by his lap-scorer, who trotted alongside as the Rolls ticked over in top gear, until he failed to see an oil-drum in his path! E. E. Sears, on the other hand, with 37 laps to go, had the stops pulled out from start to finish, making his distance with little to spare. The moderns, as is customary in V.S.C.C. events, generally had to motor very hard, B. C. Jarvis's 3½-litre Bentley saloon rolling considerably under the strain. J. M. Crowther's 2.3 Alfa was motored with great verve, and the Hampton Hispano made lovely thunderous noises and held several quick

moderns. Gibson Jarvie's huge Renault, already something of a handful in the corners, deflated a front tyre, and had a difficult passage at Woodcote, but got going again after a wheel-change. The Grenfell Special, after lapping very fast in the early stages, began to emit steam, and the characteristically "off-beat" exhaust note became progressively more so, until its effort expired altogether by reason of a split water-hose. Vessey's trim Lancia went nicely and was stability itself through the bends, and Peter Binns completed his set distance in top gear throughout, to the benefit of his fuel consumption. The Sears Sunbeam, after some vigorous motoring at the outset, toured the remaining distance sedately, the engine woofling happily through its outsize tail-pipe.

With the last cars flagged off by Tim Carson, competitors re-formed in the paddock, to be despatched at one-minute intervals towards the overnight stop at Cheltenham.

G. H. DEASON.

### Provisional Results

**Premier Award:** P. J. E. Binns ('27 O.M.). **First Class Awards—Edwardian:** J. C. Sears ('14 Sunbeam). **Vintage:** G. G. MacDonald ('28 Bentley). **Non-Vintage:** D. L. Sidney ('52 Aston Martin). **Second Class Awards:** T. M. Vessey ('28 Lancia), J. M. Crowther ('32 Alfa Romeo).





## POPULAR WINS THE "HARTWELL"

A. J. S. Edwards (Ford Popular) First in  
West Hants and Dorset Handicap Trial

ORIGINALLY known as the Jesty Experiment, the West Hants and Dorset C.C.'s Hartwell Cup Trial can now be deemed to be well out of the experimental stage. The handicap formula, which takes into account weight, tyres and b.h.p., puts everyone on a more or less equal footing, though it needs a little intricate manipulation of the slide rules after the finish.

This year's event, on 21st March, was a great success. A short course, covering only 45 miles, with 10 observed sections of widely varying nature, kept competitors' interest at a high pitch throughout, while the unusually large entry of 47 kept marshals working hard all the time.

The start was from Doddings Farm, Bere Regis, and by 11 a.m. a seething mass of competitors and marshals had gathered together, while the cars proved to be a most interesting selection. Barry Leavens was giving the new Triumph TR2 its first cross-country outing; Park's Silverstone Healey caught the eye; Nicholson's vast Speed Six Bentley fairly dwarfed everything around it; Geoff Dear had the latest thing in M.G. TFs, while Pauline Jesty's Bayliss-Thomas tourer was probably older than many of the drivers present. To the amazement of the organizers, there were no non-starters and someone actually put in a late entry, asking for No. 13!

The first hill was Roke Farm, divided into three separate climbs, on a grassy surface with a chalk base. Very few people climbed any of the sections, and there were few marks gained.

The first hill observed by the writer was Culpepper's Basin, which appeared to be easy. The early numbers made light work of it, Hullah's Ford, Huxham's Morgan and Peter Cooper's Vanguard simply touring up. Standbridge's Alpine, driven by the lady member of the family, appeared to be running rich, and seemed unhappy. Macklin's Ford V8 failed low down, much to the driver's disgust. However, he was only one of many that failed.

The next hill was Cocknowle, of London-Exeter fame. A stop and restart had been arranged halfway up, with the second section timed, to decide any ties that might have arisen. The unfortunate

marshals arrived to find a grass fire of grand proportions in full swing, and competitors drove through smoke on the upper section, while the timekeeper's off-white coat threatened to assume a much darker hue. Morrish's Austin 7 climbed without any fuss, but a number of folk failed in the first section, and many stayed on the restart line for a very long time. Others tried the racing type of getaway and dug themselves in, the smoke from their spinning tyres adding to the general air of conflagration. Mrs. Jesty made a remarkable time of 16 secs. with the Bayliss-Thomas, beating her husband, who drove a modern Morris.

From Cocknowle, competitors crossed over a valley and made their way to Smedmore. Two hills were set out, the first being a straight run up a grassy slope. Owing to the wet nature of the course, this failed almost everyone. The second hill varied from stones and mud to grass, and called for considerable care if wheelspin was to be avoided. Short's Hillman, with children in the back, toured quietly up as if it were all part of a Sunday outing. Several people worked extremely hard to reach section four, getting within a few yards of the finishing line before failing, but the majority stopped about the half-way mark.

Then came a new discovery, called

JESTY EXPERIMENT: (Right) Mrs. Jesty impressed many people by her spirited driving of the Bayliss-Thomas in the "Jesty Experiment", the Hartwell Cup handicap event.

★  
GOING BACK TO TWO WHEELS ?  
Racing motorcyclist Bob Foster banks his Hillman Minx well over on the bottom corner at Currington, during last Sunday's Hartwell Cup Trial.

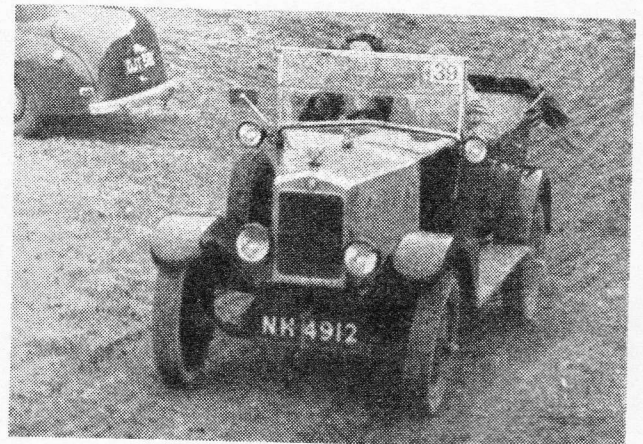
★  
Creech. This started on the main road, and was a calk-based track which went up the sheer hillside at a tangent, with a sharp left-hand bend in the middle. The first sub-section was slimy with mud, and failed many. Those who got into section 2 had a good run for the corner, and quite a number took to the outside bank, Brooklands fashion. Dr. Marie Kelleher was outstanding, her tiny Renault coming up at terrific speed and taking the bend in a rousing tail slide. Frank Downs went more slowly, but never looked like failing. Longdon's Sunbeam-Talbot fairly hurtled into the lower slopes, and Barry Leavens grounded on a rut in the very low Triumph, doing his braking system no good at all.

The last two sections were named Currington, and were situated in a valley, giving a wonderful natural grandstand for the many onlookers. Section 1 was short and greasy, with a curving approach, and had an unpleasant drop on the inside to curb the spirits of the more venturesome. Bob Foster went a little off-course, and mounted the bank on the other side, while White's very agricultural Austin van got a wheel over the edge for a few heart-stopping moments. Dear, Cottle, Cooper and Horne all made it look easy. Jesty's Morris climbed well, seeming to jump forward every time the furiously bouncing passenger came down in his seat. Stevens's vintage Riley climbed very comfortably, but Ortewell's big Alvis failed low down, and Nicholson's Bentley obviously had more power than was useful on the greasy surface.

The final hill was a fearsome affair, going sheer upwards for several hundred feet to the top of the Purbeck Downs, and divided into four sub-sections. Needless to say, the two windblown and frozen marshals at the top had very few customers. Those who reached them included Huxham, Cooper, and Horne. Several folk got into section 4, including Dr. Kelleher, who frightened everyone by turning her car round on a sheer slope. Geoff Dear looked positively Gonzalez-like as he fought his M.G. into section 3, while Langdon did some terrific leaps over the ruts. Cottle's Lancia also climbed high, as did the Sunbeam-Talbots of Frank Downs and G. C. Langdon. Leavens spun to a standstill half-way, while Stevens made a wonderful effort with the old Riley before spinning to a standstill.

A. HOLLISTER.

(Results published in last week's issue.)

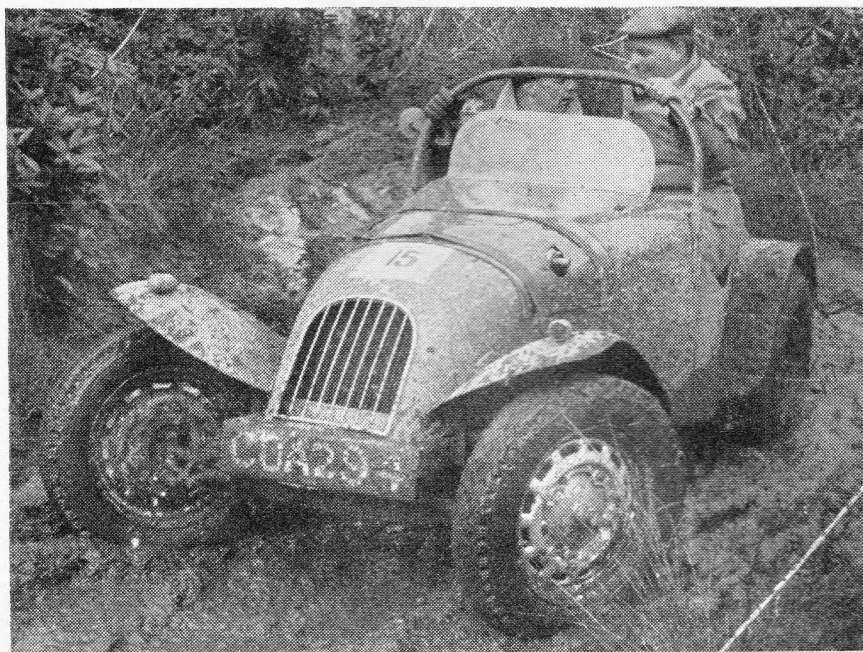




**BUILT FOR THE JOB:** Wilbert Todd and Geoff McCrea go through a section in the latest Todd Special, which was completed the day before the Irish Experts' Trial last Saturday. It closely resembles the previous Todd production (apart from the "roll-bar") and seems just as effective, for he won the event with it.

THE title of "Irish champion" returned to Ireland and to the capable person of Wilbert Todd, the 1952 champion, as a result of the Irish Experts' Trial staged by the Newry and District M.C. on Saturday, 27th March. The title had been won last November by Dr. Charles Hardman of Blackpool, but due to the change of date from November to March for this annual classic, the "Doc's" guardianship of the title was curtailed drastically.

In glorious spring weather, but with the ground suffering from two days of incessant rain during the previous week, 18 duly qualified experts set off from Meadowbrook Hatcheries, Newry, on a trial which packed into one short after-



## THE CUP GOES BACK TO IRELAND

**Wilbert Todd Wins Back Irish Trials Championship with New Ford Special—Dr. Hardman and Many Others Retire in Difficult Event**

noon 29 driving tests, 12 observed hills, six observed sections, three timed sections and three timed hill-climbs.

Title-holder "Doc" Hardman brought over the blown Dellow in which he won the championship last year. All the other starters, with the exception of Philip Harding (A40-engined Todd Special), also used variations of the Ford 10 theme, with Gordon McNally, Bob Nesbitt, Mervyn Glover, Sammy Moore, Robin McKinney and Des Titterington using production unblown Dellsows, and Raymond Laird a blown one.

Considerable interest attached to Wilbert Todd's mount. For some weeks rumour had it that he was busy on a successor to the Todd Special and this was to be the first appearance of the newcomer. Indeed, so hastily had Todd prepared it that his new special took the road for the first time on the afternoon before the trial. Whereupon Wilbert discovered that he had inadvertently produced one of those things he detests most—an unroadworthy trials special with deplorable steering characteristics at anything over 30 m.p.h. Hurried modifications to the steering geometry failed to effect a cure, so Todd started more in hope than in certainty.

The new Todd device is completely Ford-based, with normal Ford suspension. The engine is set back some 16 ins. (and, incidentally, borrowed from Sydney Pentland's Special for the time being). In appearance it much resembles the Todd Special but carries a massive superstructure over the windscreen, which produced great argument at Newry as to its purpose, some averring that it was to assist the passenger to bump mightily and others that it was a safety device in the event of a somersault. Todd confirms that the second school of opinion is right, but that in practice the super-

structure provided excellent "strap-hanging" facilities.

From the starting point, a journey of less than three miles brought competitors to the start of a circuit measuring 11 miles, which was lapped three times. Before starting the lap, the competitors took two driving tests on the road section. This section of the course had to be completed in nine minutes, while one hour per lap was allowed for the circuit.

In the main, the tests were similar to those used last November, but in the observed sections the going was much more strenuous than before. Most of the observed hills proved to be unclimbable. At "The Bark", Todd and Hardman each reached Section 8 before wheelspin brought them to a halt. Robin McKinney and Sammy Moore got to Section 7 first time round. Raymond Laird, after a long delay replacing a displaced radius rod, made a spirited climb to reach Section 6, a feat equalled by David Archibald (Nufor).

The second lap brought a tale of woe. Already retired with transmission trouble was Eric Beaumont (Lotus). Now he was joined by Mervyn Glover (Dellow) with a broken crownwheel. Laird also disappeared from the scene and consternation reigned when "Doc" Hardman also packed up with a defective clutch on the second lap.

Up to this stage Hardman had been having a spirited fight both with Todd and Kevin Murray (M.M. Special). Hardman and Murray were each faster than Todd on the timed hill, but Todd was holding his own through the mud and in the "Perimeter" speed test. On "The Yelp" observed hill Todd had recorded best performance first time round by climbing to Section 4. On the second lap the entrance to the test was widened, and competitors were permitted to start from the concrete roadway.

Jack Gibney (G.T.S.) made the first attempt on the modified hill and reached Section 3 before halting. This was emulated by Gordon McNally, Cecil Vard (Ford Special), George Savage (Ford Special), Kevin Murray, Philip Harding and Jimmy Grew (G.T.S.). Todd's second attempt started with a "hopping" rear axle, due to the omission in haste to fit the engine stays, but the little car slithered through the mud, Geoff McCrea bouncing manfully, and climbed steadily to Section 5, to make the best performance of the round. Later Robin McKinney managed to reach Section 4.

Much of the fun was at "The Yew Tree", where competitors had to negotiate a figure "8" in slimy conditions. Gordon McNally was unlucky to collect a puncture here, but effected repairs in rapid time. Meantime, Des Titterington was out with crownwheel bother and later Sammy Moore also became a victim of the "epidemic". David Archibald was halted by lack of ignition and before the trial ended George Savage and Bob Nesbitt had also joined the spectators, leaving only 50 per cent. of the starters still running.

Todd built up a big advantage over Murray as the trial closed, only to reduce the margin when, in a burst of impatience, he had the car pushed out of an observed section, incurring a penalty of 76 marks. A spot of baulking by a lorry on a narrow lane also lost him five minutes, but this was credited by the officials. This fact being unknown to Todd, his last lap was a phenomenal one.

W. A. McMASTER.

### Results

1, W. T. Todd (Ford Spl.), 738.8 marks lost; 2, Kevin Murray (M.M. Spl.), 775.8; 3, Robin McKinney (Dellow), 893; 4, Gordon McNally (Dellow), 942.4; 5, Cecil Vard (Ford Spl.), 981.8; 6, Jack Gibney (G.T.S.), 990.2; 7, Jimmy Grew (G.T.S.), 1,054.8; 8, Philip Harding (Todd Spl.), 1,103.2; 9, Jim Hyde (Phenix), 1,145.4.



# MEMBER

Successful  
Coombs's

LINE-UP for the 1½-litre sports car race with (l. to r.) Coombs (Connaught), Anthony (Lotus-M.G.), Rud-dock (Lester-M.G.) and Gammon (Lotus-M.G.) occupying front row of the starting grid.



FINE spring weather brought a very large crowd to Goodwood last Saturday to watch a 10-event programme in the 15th B.A.R.C. Members' Meeting. For some owners it was a first outing for their machines, amongst which the Sapphire-powered Sphinx driven by Tommy Sopwith was outstanding. Hurriedly rebuilt after a road crash, the dark blue car shows signs of great promise, and will almost certainly be a strong challenger for honours in the coming season's British sports car races.

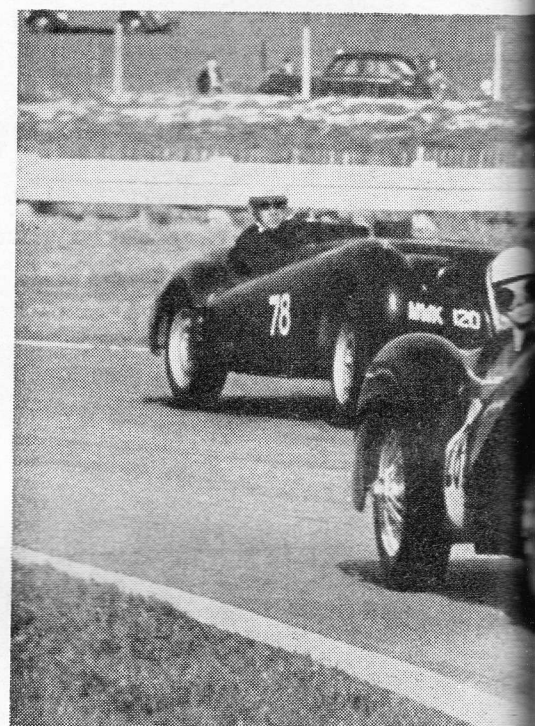
Peter Gammon's Lotus-M.G. displayed astonishing acceleration and proved to be a match for John Coombs's new Connaught—although both machines suffered from minor troubles. The Lotus misfired due to plug lead bothers, whilst the Leaf-engined Connaught was plagued by erratic carburation.

The first event, a five-lap closed car handicap affair, produced a complete box-up on the part of the starter. For some unknown reason, Williamson's

Riley-engined Morris Minor, Palmer's A40 Austin, and Cuff Miller's Anglia were dispatched one minute earlier than their handicap time. Limit man, K. W. Moore and his fleet little Renault went away out in front of the field; however, Moore must have been shocked when Williamson overtook him on lap 2. One can well imagine the Renault driver calculating that the Morris-Riley must be lapping at a fantastic pace to be so early in the lead.

However, Moore kept plugging on, and re-took the lead when Williamson's car went on to three cylinders. The back-markers were well out of the picture, although Brown (Aston Martin) and McMillan (Aston Martin) drove furiously to try to get to grips with the small cars. Moore was an easy winner, most people realizing that Williamson was nothing like so close as his position seemed to indicate. In actual fact, revised results showed that Foster's Minor was runner-up, followed by Janke's Minor and McMillan's DB2.

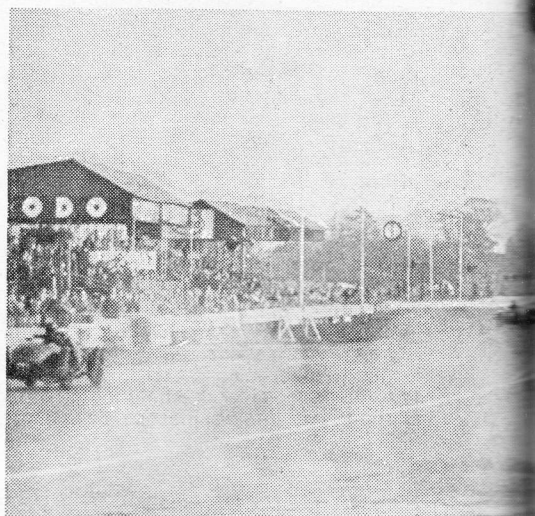
In a five-lapper for cars up to 1,100 c.c., Watling-Greenwood's beautifully turned-out R.W.G. led from start to finish from Gibbs's Riley; this was a dull race enlivened by duelling between the Lotuses of Marsh and Nichols. In con-



DUEL: (Below) Peter Gammon (Lotus-M.G.) and John Coombs (Connaught) in the chicane during the 1½-litre scratch event.



COVENTRY v. COVENTRY: (Above) Sphinx leads Bob Berry's XK 120 Jaguar. BONK!: (Below) J. O. Blaksley (Jaguar) out of the chicane, after running





# RS' DAY AT GOODWOOD

Debut for Gammon's Lotus-M.G., Sopwith's Sphinx and Connaught—Brown (Cooper-Bristol) Makes Fastest Lap

trast, the over 3,000 c.c. event produced a fierce struggle for the lead, involving M. W. Head (C-type Jaguar), R. E. Berry (XK 120), and Tommy Sopwith (Sphinx). Head grimly held on to first place, with Sopwith doing everything he knew to overtake, and Berry nearly succeeding in taking both of them, which was quite a thing as this was his very first race at Goodwood. Less than a couple of seconds covered the first three as they tore over the line, Head winning by 1.2 secs. from Sopwith, with Berry 0.6 secs. behind. Berry had the satisfaction of making fastest lap at 78.40

m.p.h., giving the impression that here is a successor to Hugh Howorth in the art of conducting XK 120s! Hamish Orr-Ewing chauffeured his 4½-litre Bentley admirably, giving many of the moderns seriously to think.

The 1½-litre scratch race saw an intense duel between Gammon (Lotus-M.G.) and Coombs (Connaught). Gammon streaked into the lead at the start, followed by Gerry Ruddock (Lester-M.G.), Coombs, Steed (J.A.G.-M.G.), Bailey (Bailey Spl.) and Fiander (Tojeiro). Coombs moved up to second spot on lap 2, and rapidly closed on Gammon. However, each time round, coming out of the chicane, the Connaught spluttered and Coombs hopefully pulled the choke to keep the engine revving. It looked like Gammon's race, but, on the last lap, the M.G. engine went on to three cylinders, and the Connaught swept past to gain a comfortable victory, with Gammon second and Steed third. An interesting point is that Coombs, with an anything but healthy motor, managed to lap faster than the quickest man in the previous race! Coombs had also to contend with a loosely carried spare wheel, which did its best to flatten him against the fascia panel every time he braked.

Most important event of the day was the 10-lap scratch event for cars between 1,500 c.c. and 3,500 c.c. Alan Brown (Cooper-M.G.) streaked into the lead, followed by Shattock in his Jaguar-powered R.G.S., C. A. S. Brooks (Frazer-Nash) and Cliff Davis (Tojeiro), in that order. Nothing could look at the Cooper, which was lapping far faster than any of its rivals. Brooks took Shattock, and Davis fell back to sixth place with a locking brake. Sopwith's Sphinx gave evidence of rear damper trouble, the sleek blue car bouncing its tail as it went into Madgwick Corner.

Head was striving might and main to get to grips with the leaders, moving up

to third place on lap 4. Brown, 'way out on his own, had the wretched luck to break his throttle control at the start of lap 5 and was out of the race. This left Brooks with the lead, followed by Head and Tony Crook (Bristol), the latter indulging in a great deal of fist-shaking, intimating that he thought that the white C-type was baulking his maroon machine. Davis overtook Shattock, whilst Bert Rogers began to go like the clappers in the ex-Crook Cooper-Bristol.

Brooks drove a beautiful race, to win by 1.8 secs. from Head. Crook was just 0.2 secs. behind the Jaguar, standing up in his seat and making a pantomime of pushing the C-type out of the way, as he shot past the stewards' box. Brown, during his meteoric run, lapped at the remarkable pace of 83.08 m.p.h. (1 min. 44 secs.).

Event 6, a handicap affair, saw Gammon's Lotus-M.G., fully recovered from its earlier troubles, win from the 15 secs. mark by a considerable margin from the dashing Rogers (Cooper-Bristol)—scratch—Gerry Ruddock (Lester-M.G.)—15 secs.—and John Coombs (Connaught)—scratch. Coombs's car still spluttered and banged, but between its spots of sulkiness, still managed to achieve fastest lap (79.85 m.p.h.). Gammon drove an excellent race, and will obviously be once more a menace to the 1½-litre brigade.

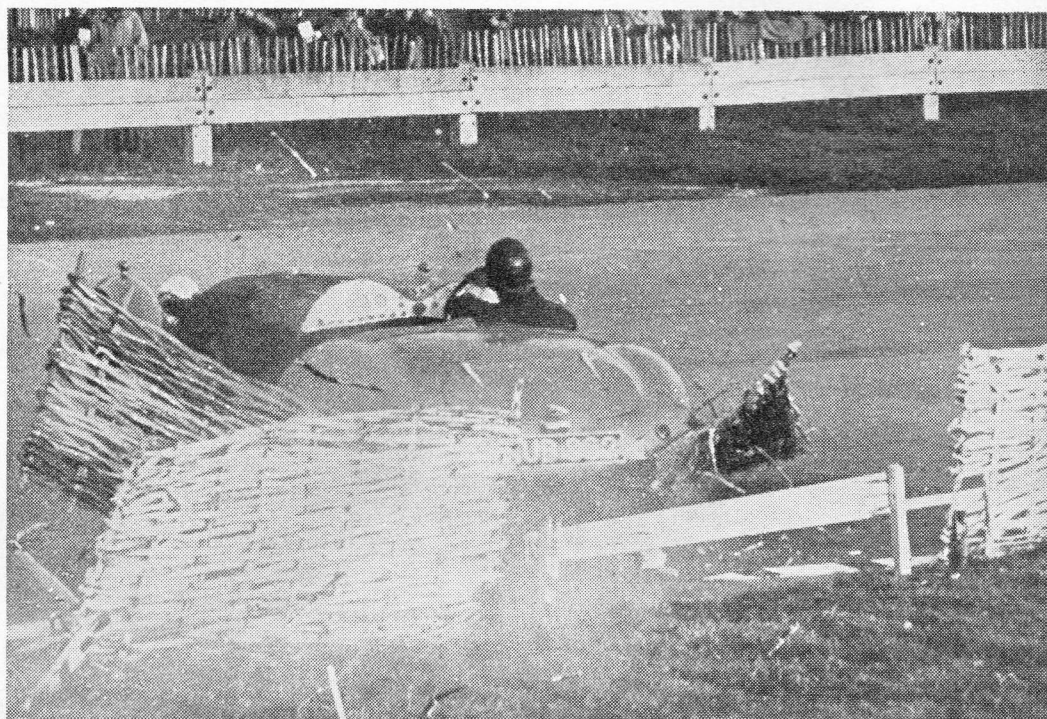
Watling-Greenwood's R.W.G. scored its second win in the next handicap race, overwhelming the long-handicap men to win by 5.2 secs. at 71.40 m.p.h. from F. G. Nichols (Lotus) and G. B. Hewitt (M.G.). Burn (Frazer-Nash), the scratch man, put in fastest lap at 75.7 m.p.h.

Event 8 proved to be a triumph for Basil de Mattos in his TR2-powered Morgan, who won at 71 m.p.h. from J. H. Bailey (Bentley) and John (Farmer) Moore (Morgan coupé). W. J. Watson (Alvis), the limit man, led for four out of the five laps, and was then submerged by the faster cars. Despite taking to the grass on one occasion, de Mattos held

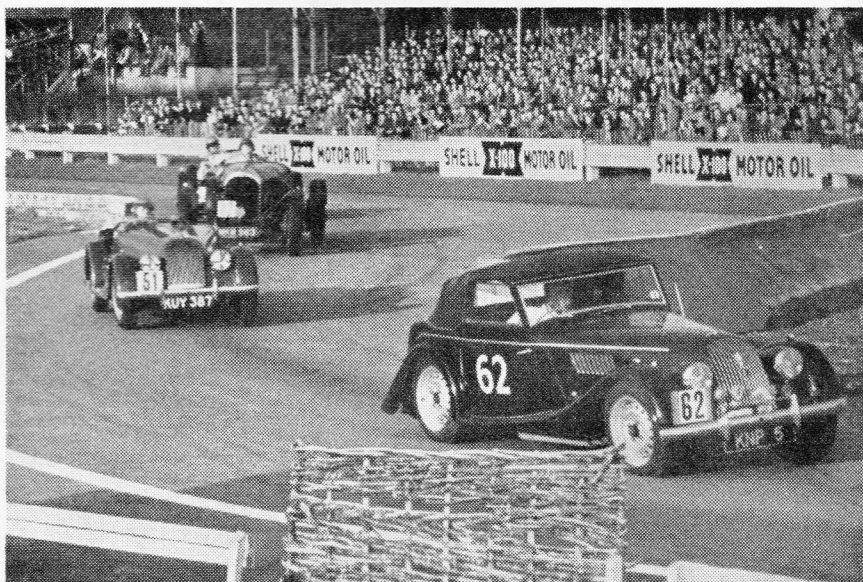
ONE METHOD: (Below) R. Carnegie (Allard) comes "through the chicane" during the 10-lap scratch race.



Tommy Sopwith's Sapphire-engined car at Madgwick in the "big car" race. does a spectacular revolving act over some broken fence.





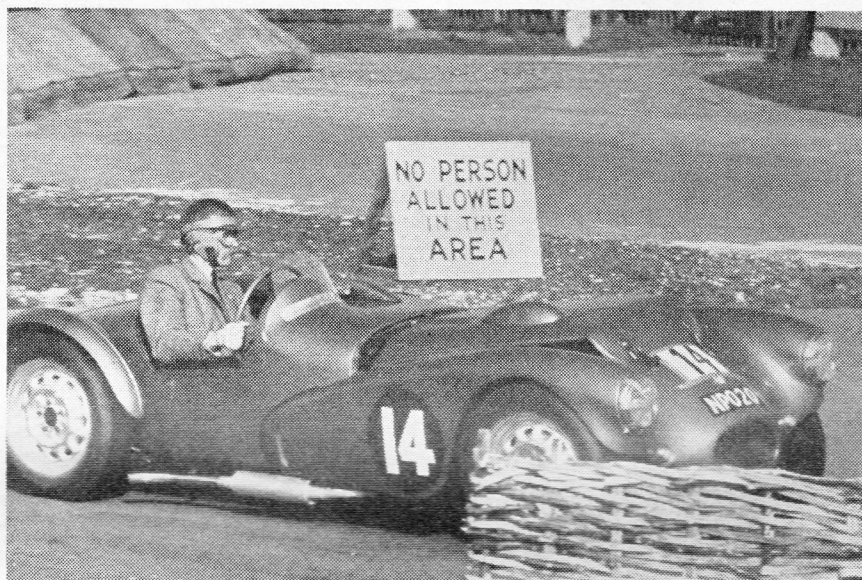


(Above): John Moore (Morgan) leads the eventual winner, Basil de Mattos (Morgan), and J. H. Bailey (Bentley) through the chicane in a handicap event.

(Right): Gerry Ruddock in "forbidden territory" with his revamped Lester-M.G. The bonnet style is strictly non-standard!

off Bailey's thundering Bentley at the end. Nigel Mann drove from scratch with his 2.6 Alfa Romeo, putting in fastest lap at 74.87 m.p.h.

Shattock's R.G.S.-Atalanta was presented with a 30 secs. handicap—and naturally the race—in Event 9. Crook and Rogers drove furiously from the 10 secs. and 15 secs. mark respectively, but could do nothing to catch the Jaguar-powered machine. Sopwith was again in rear suspension trouble and had to take things rather quietly. Crabb (Kieft) explored the countryside but returned to the race. Brooks (Frazer-Nash) made fastest lap at 74.87 m.p.h. There was a weird mêlée at the chicane



## RESULTS

### Scratch Races

**5-lap, 1,100 c.c.:** 1, R. Watling-Greenwood (R.W.G.), 10 mins. 32 secs., 68.33 m.p.h.; 2, L. Gibbs (Riley), 10 mins. 37.4 secs.; 3, A. Marsh (Lotus), 10 mins. 40.6 secs.; 4, F. G. Nichols (Lotus), 10 mins. 41.2 secs. **Fastest lap:** Watling-Greenwood, 2 mins. 3.2 secs., 70.13 m.p.h.

**5-lap, over 3,000 c.c.:** 1, M. W. Head (Jaguar), 9 mins. 21.8 secs., 76.37 m.p.h.; 2, Tommy Sopwith (Sphinx), 9 mins. 23 secs.; 3, R. E. Berry (Jaguar), 9 mins. 23.6 secs.; 4, B. Baxter (Jaguar), 9 mins. 33 secs. **Fastest lap:** Berry, 1 min. 50.2 secs., 78.40 m.p.h.

**5-lap, 1,001-1,500 c.c.:** 1, John Coombs (Connaught), 9 mins. 29 secs., 75.92 m.p.h.; 2, Peter Gammon (Lotus-M.G.), 9 mins. 37 secs.; 3, P. S. Bailey (Bailey Spl.), 9 mins. 42.2 secs.; 4, R. D. Steed (J.A.G.-M.G.), 9 mins. 42.6 secs. **Fastest lap:** Coombs, 1 min. 49.6 secs., 78.83 m.p.h.

**10-lap, 1,501-3,500 c.c.:** 1, C. A. S. Brooks (Frazer-Nash), 18 mins. 3.6 secs., 79.70 m.p.h.; 2, M. W. Head (Jaguar), 18 mins. 5.4 secs.; 3, Tony Crook (Bristol), 18 mins. 5.6 secs.; 4, Cliff Davis (Tojeiro), 18 mins. 20.6 secs. **Fastest lap:** Brown (Cooper-Bristol), 1 min. 44 secs., 83.08 m.p.h. (Fastest lap of the day).

(Results continued on opposite page)

(Left): Tommy Sopwith in the new Sphinx, which has a hotted-up 3½-litre Armstrong Siddeley Sapphire engine in a specially built Allard chassis.



At Pall Mall last Friday, 26th March, this year's Conference of the Clubs was held—or rather, last year's, as the previous autumn meetings have been replaced by conferences in the spring, and none was held in 1953. At this particular meeting, it might have been expected that lively discussion of the R.A.C.'s new policy would be heard. But, in fact, the meeting proved a quiet one. Thirteen clubs had given notice of points which they wished to raise, and of these points only four were really criticisms of the new policy, or any part of it. The entire business of the meeting was disposed of in the space of two hours and a half, and a remarkably amicable atmosphere prevailed throughout.

Lord Howe opened the meeting, expressing regret that Mr. Wilfrid Andrews, Chairman of the R.A.C., was unable to be present. He said that the Competitions Committee had met during the

Toulmin referred again to the R.A.C. Rally. He thanked the Northern and other clubs for their help in the running of the event, and especially the Lancashire and Cheshire C.C. for planning part of the route in their area. He said that the R.A.C. would be glad of offers of assistance from clubs for future R.A.C. Rallies.

Mulcaster (Sunbeam-Talbot O.C.) then asked if Col. Barnes's report might be circulated. Lord Howe said this would be arranged, and asked Col. Barnes to open the discussion on the questions already notified.

**Durham Automobile Club.**—That in view of the difficulty in collecting all the necessary information, producing and duplicating results sheets and awaiting protests, seven days is not enough time in which to have all the documents in

licences in the first place? Lord Howe said that, although the Committee had been against increasing the time allowance, it now seemed that it was, perhaps, inadequate, and the question would be reconsidered.

**Bristol M.C. and L.C.C.**—That the R.A.C. Trials Championship should take place at the end of the trials season (*i.e.* February or March) and not at the end of the calendar year.

Toulmin said that this suggestion had been made frequently, and it was always a difficult problem; it was difficult to please everyone. But the present time of the Championship event had been chosen to ensure suitable weather, so that the course would be in a fit condition for such an event.

Salter (Bristol M.C. and L.C.C.) felt that February or March would be a more

## R.A.C. CONFERENCE OF THE CLUBS

Little Criticism of New Policy Heard at Pall Mall—Entertainment Tax, Nitromethane, Calendar Rationalisation and Trials Championship Among Topics Discussed

morning, and agreed that the points to be raised would be dealt with by individual members of the Committee.

Referring to the recent R.A.C. International Rally, Lord Howe said that it was considered by competitors to have been the most successful so far, and he was particularly impressed by the speed with which provisional results had been produced.

Unfortunately, several letters had been received from the police in various parts of the country, complaining of fast, dangerous or ill-mannered driving on the part of competitors. This he considered most regrettable, and feared that in future it would be necessary to keep a tighter rein on competitors by the use of secret checks and travelling marshals.

Col. Barnes then presented his report for 1953 and the first part of 1954. He said that 1953 had been a record year, in which more than 800 events had been run under R.A.C. permit. Several new timekeepers and scrutineers had had to be appointed, and a number of new circuits had been approved for speed events. Col. Barnes also referred to the successful running of the R.A.C. Rally, the British G.P., the T.T. Race, the Trials and Hill-climb Championships and the Brighton Veteran Run. In view of Ken Wharton's third successive victory in the Hill-climb Championship, following upon three successive wins of the Trials Championship, it had been decided that the award would be presented to him at a special function next month, instead of at the Conference of the Clubs.

This being the last report which Col. Barnes would present as Chairman of the Competitions Committee, he then took the opportunity of thanking the clubs and the Committee for the assistance which they had given him over the past six years. He expressed the belief that the sport was now well established and well controlled.

After Lord Howe had paid tribute to the work done by Col. Barnes, Maurice

the hands of the R.A.C., and this time should be raised to 14 days.

Col. Barnes said that he felt the allowed period was sufficient. If there were protests on hand, it might be that the R.A.C. could help to deal with them. The club must be in possession of a list of starters, and the rest of the required information need be given in only a simplified form; provisional results, for example, need not be printed. He felt, however, that the period might be extended to eight days, to allow for weekends.

Woodhouse (Sunbac) asked when one could stop anticipating protests by post. Even if only five days were allowed for the submission of protests, little time was left to prepare a report for the R.A.C. Taylor (Durham A.C.) agreed, on the whole, with Col. Barnes, but said that it was difficult to contact all the stewards in the time allowed. Jeddere Fisher (Vintage Sports Car Club) said it was particularly difficult if the stewards lived in different parts of the country, and had to be contacted by post. Hale (M.G. Car Club, S-E. Centre) asked why the R.A.C. required a list of competitors' competition licence numbers. Surely they were already in possession of this information, having issued the

suitable time, and reminded the Committee of the old saying, "February fill dyke". Bailey (Lancs and Cheshire C.C.) said that the trials season really ended with the Derbyshire event, which was in April. This was much too late for the Championship, and he thought that January might be a better time. Rumfitt (London M.C.) said that the Championship was too close to the Gloucester trial, and affected the entries for this event. Toulmin said that January was unsuitable because of the Monte Carlo Rally, so Bailey suggested February.

Dean Delamont said that, logically, the Championship must be held either at the end of the calendar year or at the end of the trials season (*i.e.*, in April). In reply to Rumfitt, he suggested that many competitors were glad to make use of the Gloucester trial, in order to qualify for the Championship at the last minute. Rumfitt said that the Championship should not be held earlier than the second week in December. Lord Howe said that if it were not held in December, it would have to be after the Monte Carlo Rally, a time when one could not be certain of suitable weather conditions. However, further consideration would be given to the matter.

(Continued overleaf)

### GOODWOOD RESULTS—continued

#### Handicap Races

**Event 1:** 1, K. W. Moore (Renault), recd. 3 mins. 30 secs., 12 mins. 46 secs., 56.40 m.p.h.; 2, A. T. Foster (Morris), 3 mins.; 3, L. M. D. Janke (Morris), 3 mins.; 4, A. McMillan (Aston Martin), 15 secs. **Fastest lap:** Brown (Aston Martin), 1 min. 59.6 secs., 72.24 m.p.h.

**Event 6:** 1, P. D. Gammon (Lotus-M.G.), recd. 15 secs., 10 mins. 57.8 secs., 78.12 m.p.h.; 2, A. P. O. Rogers (Cooper-Bristol), scr.; 3, G. A. Ruddock (Lester-M.G.), 15 secs.; 4, J. Coombs (Connaught), scr. **Fastest lap:** Coombs, 1 min. 48.2 secs., 79.85 m.p.h.

**Event 7:** 1, R. Watling-Greenwood (R.W.G.), recd. 58 secs., 11 mins. 7 secs., 71.40 m.p.h.; 2, F. G. Nichols (Lotus), 1 min. 40 secs.; 3, G. B. Hewitt (M.G.), 1 min. 35 secs.; 4, M. C. Litton

(M.G.), 1 min. 35 secs. **Fastest lap:** Burn (Frazer-Nash), 1 min. 55.2 secs., 71.40 m.p.h.

**Event 8:** 1, B. de Mattos (Morgan), recd. 1 min. 5 secs., 11 mins. 18.4 secs., 71.58 m.p.h.; 2, J. H. Bailey (Bentley), 1 min. 5 secs.; 3, J. Moore (Morgan), 1 min. 20 secs.; 4, P. J. Morgan (Bentley), 2 mins. **Fastest lap:** Mann (Alfa Romeo), 1 min. 55.4 secs., 74.87 m.p.h.

**Event 9:** 1, R. G. Shattock (R.G.S.-Atalanta), recd. 30 secs., 9 mins. 28.6 secs., 78 m.p.h.; 2, Tony Crook (Bristol), 10 secs.; 3, A. P. O. Rogers (Cooper-Bristol), 15 secs.; 4, A. McMillan (Frazer-Nash/BMW), 35 secs. **Fastest lap:** Brooks (Frazer-Nash), 1 min. 46.2 secs., 81.36 m.p.h.

**Event 10:** 1, P. Scott-Russell (Frazer-Nash), scr., 10 mins. 28 secs., 77.42 m.p.h.; 2, P. Ravenshaw (Jaguar), 43 secs.; 3, Nigel Mann (Alfa Romeo), 10 secs.; 4, J. Epstein (Alta), 25 secs. **Fastest lap:** Scott-Russell, 1 min. 48.6 secs., 79.56 m.p.h.



**R.A.C. Conference of the Clubs—contd.**

**R.R.D.E. M.C.**—What is the degree of assistance expected from the R.A.C. in preventing "overloading" certain favoured road sections in Rally or Trial events?

Toulmin said that, in his opinion, the work of area associations could do much to avoid this problem. Moreover, the new permit procedure would give the R.A.C. more information about rallies and their location, making it possible to take action if necessary.

Tobitt (Radar Research and Development Establishment M.C.) gave an instance, where his club and the Vintage S.C.C. had both used the same section in North Herefordshire for an all-night event. Were the R.A.C. not aware of this? Tooley (Herts County A. and A.C.) said that his club had experienced clashes with motor cycle events. Were the R.A.C. in touch with the A.C.U.? Tobitt asked if the R.A.C. could cope with the problem, as there were so many clubs. Horn (Newcastle and D.M.C., and Assn. of N.E. and Cumberland Car Clubs) said that clubs would not experience the trouble if they joined a regional association.

Lord Howe said that, before the war, 19 clubs found themselves at Buxton on one particular weekend. Every effort would be made to assist, but the R.A.C. were not in touch with the A.C.U. Delamont said that the A.C.U. operated in the form of decentralized areas, so that no one body had all the required information. Finnimore (Shenstone and D.C.C., and Assn. of Mid and Motor Clubs) said that his association sent copies of their provisional calendar to local A.C.U. centres.

**The Shenstone and D.C.C.**—That in future years all competitions organized by recognized clubs, including closed events, should appear on the Calendar published annually by the Royal Automobile Club.

After the publication of such calendar, clubs should only be permitted to change the dates of such events after consultation with their appropriate regional organizations.

That the R.A.C. should encourage strongly and make such fact known, the desirability of clubs maintaining from year to year the corresponding dates for their events.

Delamont asked if more rigid control was wanted. The R.A.C.'s new policy was partly experimental, but it was designed to give more freedom to the clubs. An enormous staff would be required to deal with such a calendar, and in any case he doubted if it would be desirable.

Finnimore (Shenstone and D.C.C.) said that his club did not want more control. But unnotified events caused confusion, and he wanted to know about them. Lord Howe asked how one would deal with clubs which changed their dates, and Finnimore said that this would be the R.A.C.'s responsibility. Dewey (Assn. of Southern Motor Clubs) said that he was not in favour with the Shenstone club's idea. If the Association had replied to three letters sent to them by the Association of Southern Motor Clubs, they would experience less difficulty through clashing of events. Bailey (Assn. of Northern Car Clubs) affirmed that it was vital for the associations to confer before

a calendar was produced. Rumfitt (London M.C.) said that his club often had ideas for novel forms of events, and it would be most irksome to have to wait a year or more before running them. Finnimore said he did not want to prevent the running of events, but only to be notified of their existence. Tobitt felt that the R.A.C. should give warning of a clash between larger events. The Lancashire A.C.'s representative pointed out that some clubs were in a position to run events which were of national coverage but which, being closed-to-club, were not included in the calendar. Woodhouse (Sunbac) felt that it was up to the clubs to sort out these problems themselves, without bothering the R.A.C. But how were they to know about clashes in time? The calendar was not published in January. Referring to the Shenstone club's third point, he said that the Gloucester trial, mentioned during the discussion about the Championship, had held the same date for many years and should not be altered.

Delamont answered that the draft calendar had been circulated on 9th December. He added that there was no intention of altering the date for the Gloucester trial. The R.A.C. always encouraged clubs to retain the same dates for their events each year.

Tobitt (R.R.D.E.M.C.) said that his club had noted the Vintage S.C.C. event on the same date as their own, in the draft calendar, but hadn't expected them to turn up in North Herefordshire. Lord Howe said the R.A.C. would do everything possible to avoid clashes, but the clubs must make an effort, too.

**The Singer Owners' Club.**—That the Chairman should state, as promised at the last Conference, if any new members have been appointed to the Competitions Committee to represent and put the views of small motor clubs. Would he please give their names, the name of their club(s) and give details of their actual competition and club organizing experience?

Lord Howe stated that appointments were made to the Competitions Committee by the Selections Committee, and each choice was made with great care. Stanley Sedgwick, of the Bentley Drivers' Club, had been appointed to represent the smaller clubs. McDowell (Singer O.C.) felt that this was an excellent choice.

**The Association of North-Eastern and Cumberland Car Clubs.**—(a) That the R.A.C. acknowledge receipt of notice of the promotion of competitions for Club Members.

(b) That the demand for payment in advance of permit fees for Closed Invitation events is to be deplored.

Delamont said that the R.A.C. found themselves with more work to do every year. Recently, they had been "snowed under" to some extent, especially with queries about the new policy. However, the situation was becoming a little easier, and he promised that careful attention would be given to correspondence in the future. Referring to the second question, he said that earnest consideration had been given to this proviso, and payment in advance was deliberately required, so that there would be no frivolous booking of dates.

The Cirencester C.C.'s representative said that clubs should be informed in

advance when their events qualified for a raise in status, e.g., "closed" to "closed invitation". Delamont said he was under the impression that this was done as a matter of course.

**Darlington and D.M.C.**—That the apparent willingness of the R.A.C. to apply F.I.A. rulings designed for events of International status to all meetings is to be deplored.

Sedgwick, after referring to his own appointment to the Committee and saying that most of its members were interested in the activities of small clubs, answered this question. He said the R.A.C. had no choice but to ensure that events were run in accordance with international rules, as laid down by the F.I.A. However, the new policy had been introduced, to make things easier for events of less importance. There was no discussion on the point.

**Sporting Car Club of Norfolk.**—That the R.A.C. should ensure more prompt attention to applications for permit and notify the appointment of Observers suitably in advance of events.

Delamont said the cost of a staff large enough to deal promptly with every query would be enormous, and would have to be passed on to the clubs.

Observers were often chosen from among the competitors taking part in an event, and the R.A.C. seldom had their names early enough. To notify the clubs of their appointment, they would have to insist on entry lists being closed earlier. There was no discussion.

**Half-Litre Car Club.**—That the R.A.C. should stabilize the fuels for use in Formula III racing in race meetings of National status and below.

That the R.A.C. should consider the allocation of important dates on a geographical basis.

Desmond Scannell said that he sympathized with the Half-Litre C.C.'s banning of nitromethane for their own events. But it would not be easy for the R.A.C. to make a rule which was at variance with international rulings.

Gregory (Half-Litre C.C.) said he would be glad to circulate the minutes of his club's annual general meeting, at which the decision to ban the use of nitromethane was taken. He had raised the subject in order to have the views of the meeting. Lord Howe said it was a difficult point; if nitromethane were barred, it would doubtless be replaced by some other product with similar properties. Referring to the Half-Litre C.C.'s second question, he said that he was not quite clear about this, and asked Gregory to explain. Gregory said he was referring to the fact that on 2nd August there would be an International meeting at Brands Hatch, and a B.A.R.C. National meeting at Crystal Palace, only 15 miles away.

Lord Howe said that, when the Crystal Palace permit was granted, it was assumed that the Brands Hatch meeting would be for 500 c.c. cars only. At a meeting of the clubs using the Crystal Palace circuit, a resolution was passed that the Half-Litre C.C. should accept only 500 c.c. entries for 2nd August, to avoid interference with the Crystal Palace meeting. He felt that the B.A.R.C. and

(Continued on page 438)





*Grace...Space...Pace....* **JAGUAR**

The finest car of its class in the world



**R.A.C. Conference of the Clubs—contd.**

Half-Litre C.C. could resolve their difficulties if Mr. Morgan and Mr. Gregory talked it over together. Gregory said that, in any case, attendance at a race meeting was bound to be affected by another meeting taking place nearby, for the number of potential spectators was limited.

Perkins (Eastern Counties M.C.) remarked that he was glad to see the Half-Litre C.C. hoist with their own petard. Last year they had changed the nature of one of their events only a fortnight before, and as it coincided with an Eastern Counties M.C. meeting, the latter had suffered in consequence. Gregory replied that it was changed some months before, and pointed out that he was objecting only to geographical proximity of meetings. A race held at Goodwood would not affect seriously the attendance at Brands Hatch for a meeting on the same day, but two races within 15 miles of each other were financial suicide.

**Warrington and D.M.C. and Eastern Counties M.C.**—That there is a need for provision to allow members of the U.S. Forces in this country to join in British motor sport, through their own organizations.

Hamish Orr-Ewing said that, to the best of his knowledge, no American service station had made a serious attempt to form a club and have it recognized by the R.A.C., although any such effort would be welcomed. However, there was nothing to stop an American joining British clubs and taking part in their events, provided that he did not hold an American competition licence.

Freedman (Lancia M.C.) asked if the R.A.C. would issue a competition licence to a person who held only an American Forces licence (which covers the driving of Service vehicles only). Orr-Ewing replied that it would probably be all right for a race meeting, but obviously not for a rally on public roads. The Margate and D.C.C.'s representative said he knew of many members of the American Forces who used their own cars on the roads, and Orr-Ewing agreed that they could easily obtain a British driving licence; he felt sure that any American serviceman would get a British licence before applying for a competition licence. Perkins (Eastern Counties M.C.) said that members of his club had been invited to take part in speed trials organized by Americans at a nearby Air Force Base, and would like to know their position. Orr-Ewing replied that they would be in the same position as people taking part in "pirate" British events. The R.A.C. would grant recognition to any American A.F.B. club which proved to have a full and active membership.

**Birmingham U.M.C.**—That the annual registration fee of seven guineas imposes hardship on small clubs.

Sedgwick said that there was hardship only if a club ran less than two or three closed meetings per year; otherwise, the insurance alone was worth having at such a figure. However, it would be reviewed. A *per capita* figure had been suggested, but even this was unsatisfactory. Some clubs with a large membership (e.g., the B.R.D.C.) run no closed events at all. Adams (Oxford U.M.D.C.) said that his

club ran no sprint events, but only road ones, of which at least one was closed-invitation and therefore expensive.

**B.R.D.C.**—Is urgent action being taken to persuade the C.S.I. to adopt, without further delay, the British proposals for the rationalization of the International Calendar?

Is the "visa" system operating effectively and can the R.A.C. give an assurance that visas for speed events are not issued to inexperienced drivers?

Lord Howe said that the R.A.C. had decided, at least two years ago, that something must be done about the International Calendar, and formulated a scheme which included a plan for the classification of drivers. However, the C.S.I. had failed to co-operate, although repeated efforts had been made to make them consider the matter. No agenda had been received for the last meeting of the C.S.I., and in consequence he had refused to vote at that meeting; the C.S.I.'s explanation of their omission was not considered satisfactory. The Committee were taking strong action, and were determined to bring their proposals before the C.S.I.

The visa system, he said, was not necessary for Grands Prix, in which no inexperienced driver would ever be accepted. But there was evidence of laxity in other events, such as the Mille Miglia, the organizers of which would accept anybody who held a competition licence. In such cases, a visa system was essential.

Clark (B.R.D.C.) suggested that the R.A.C. should *insist* on the matter being brought up at the next meeting of the C.S.I. If left until the meeting in October, the new arrangements would not be made by 1955. He felt sure that the visa system was enforced correctly by the R.A.C., but feared that other countries were not so particular. Nobody cared if an inexperienced driver broke his own neck, but he was a danger to other drivers as well. The C.S.I. should insist on proper visas for all drivers in events such as the Mille Miglia. Lord Howe said that every effort would be made to press the matter.

**Bentley Drivers' Club.**—That representation should be made at the highest level to ensure that the exemption from Entertainment Tax envisaged in the Finance Act of 1953 is not withheld from motoring sport, on a mere technicality.

Sedgwick, who is, of course, president of the Bentley D.C. as well as a member of the Competitions Committee of the R.A.C., said that he now found himself able to ask and reply to his own question. He went on to explain that the Bentley D.C. had been refused tax exemption for one of their events; they had altered the regulations and articles of the club, but were still refused. Some clubs had had exemption, but this was by no means general, and the Bentley D.C. had been told that no more exemption would be granted. It would appear that a club would have to bar all except complete amateurs from taking part in an event. The R.A.C.'s legal department was investigating the question.

Tooley (Herts County A. and A.C.) said that exemption could be obtained only if no paid officials were present at a meeting—and all R.A.C. officials were paid. Lord Howe said the problem

raised the difficult question of distinguishing between amateurs and professionals. There was further discussion, during which several representatives related the experiences of their clubs. Finally, Delamont said that not only must professionals be absent from a meeting, but the rules of the club must debar professionals from joining it. This was the whole crux of the matter, and if the Treasury maintained their attitude, it could mean a complete cleavage between amateurs and professionals in motor sport.

The meeting having considered all the points of which prior notice had been given, Lord Howe asked if any representative wished to raise further questions. In reply to a query about the four-guinea fee for closed-invitation permits, Sedgwick said that this was another deterrent to the frivolous booking of dates. If the event proved a success, there would be no difficulty in finding the required amount.

Havard (B.A.R.C., S.W. Centre) asked if the R.A.C. would consider the question of medical certificates for rally drivers, as he believed such events to be more arduous nowadays. In reply to a further question from Adams (Oxford U.M.D.C.) about registration and other fees, Col. Barnes said the whole position would be reviewed when the balance sheet was discussed at the end of the year. Hall (Liverpool M.C.) asked if those who took part in stock car racing would lose their competition licences. Lord Howe replied that the Competition Committee would attend the first meeting at New Cross Stadium on Good Friday. If, in their opinion, the sport appeared to be nothing more than a "circus", they would probably take no active interest in it. Otherwise, they may decide that some action will have to be taken.

**750 M.C. MOORFIELD TRIAL**

**D**ESPITE adverse weather conditions on the morning of Sunday, 28th March, 25 entrants started on the annual Moorfield Trial of the 750 M.C., N.W. Section. This event is designed to provide sport for the average enthusiast without undue strain being placed on his car, and takes the form of a reliability trial with a route defined by route-card.

From the Rising Sun, Hazel Grove, the varied assortment of sports cars and specials made their way to the first control and test. This proved rather difficult, the quarry in which it was situated having been made very soft by overnight rain. Two Austins failed to negotiate the see-saw at all, their clutches not being up to the task, but Spence's Dellow made B.T.D.

The other tests included in the 30-mile run before lunch were of the usual type. During the 40-mile afternoon section, the sun at last appeared to make life more pleasant for everyone. Len Oram (M.G. TD) made best time in three of the four tests which were held, only to have it equalled on two occasions by John Reece (Austin 7). In the final test, R. Fletcher (Austin A40 Sports) easily made the best time with a spectacular performance.

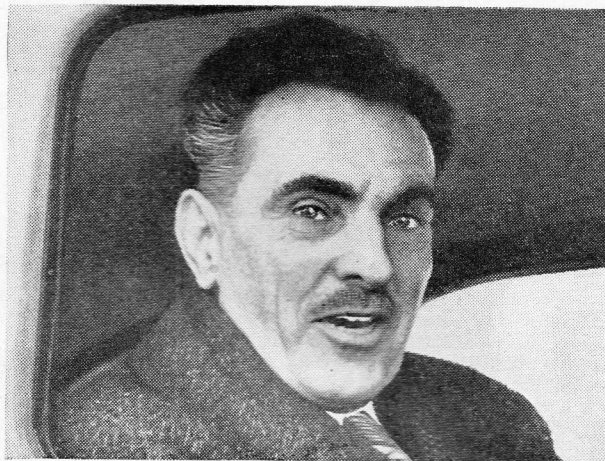
**Results**

**Premier Award:** R. Ashworth.  
**Under 750 c.c.:** 1, M. Finlow (Nippy); 2, J. D. Reece (Special); 3, J. Whittaker (Special). **Over 750 c.c., Closed:** 1, R. Fletcher (Austin A40 Sports); 2, C. Lawton (Austin A40 Sports); 3, B. Terle (Vauxhall Velox). **Sports, 750 c.c. to 1,500 c.c.:** 1, R. Ashworth (Ford Spl.); 2, D. A. Gibson (H.R.G.); 3, L. Oram (M.G. TD).



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*'I've proved that National gives more power and more m.p.g.'* says Mr. J. J. Mangnall—Chauffeur/Courier since 1945 with the well-known London firm, Daimler Hire Ltd.\* During the war, Mr. Mangnall served with the R.A.S.C., was previously employed as a chauffeur in private service. He has been driving for 20 years.

\* Daimler Hire Ltd. use and recommend National Benzole Mixture for their fleet of "drive yourself" hire cars.



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Mr. Harold Smart, Kenton, M'sex, the B.B.C. Show Band Organist—uses his converted Austin A.70 for quick travel to rehearsals and engagements. Mr. Smart was an R.A.S.C. driver during the war, later served with the 1st Airborne Division.

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# NEWS FROM THE CLUBS

*By Wilson McComb*

LAST Friday, Scottish listeners heard a broadcast from the Royal Scottish Corporation Hall, London. This may seem of little concern to motoring enthusiasts, but during the course of a discussion on the recent (and bloody) Grand National, Professor Esmond Wright, of Glasgow University, gave it as his opinion that motor racing was the worst blood sport of all.

If this view be widely held, then it is time that the B.R.D.C. had a P.R.O., who could make the public realize what every keen follower of the sport already knows—namely, that motor racing in its highest form is more closely akin to art than craft, and the true enthusiast, pre-occupied with lap times, car design and driving technique, almost an æsthete. Or could it be that Professor Wright has been watching stock car racing?

## PRESCOTT NEWS

FIRST big event of the season for the Bugatti O.C. will be the National hill-climb on 29th May. Prescott is in excellent condition, we hear, and the club look forward to a successful Silver Jubilee year. Particulars of the meeting may be obtained from Wing Cmdr. Pat Osmond, R.A.F., Plantation Road, Leighton Buzzard, Beds.

## ALLARD O.C. RALLY

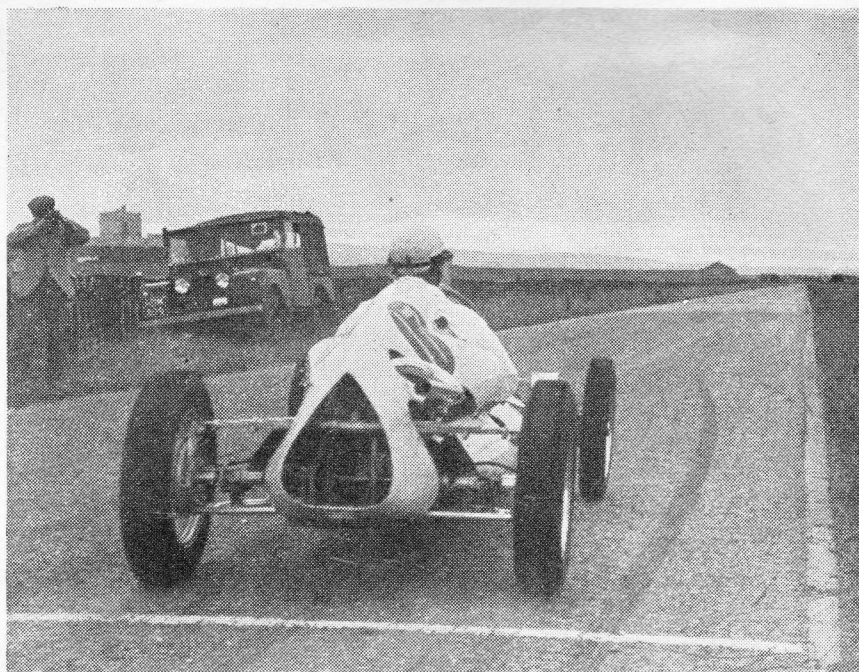
THERE will be neither special tests nor their attendant officials in the Allard O.C.'s rally on 2nd May. The 200-mile event will start from the King's Head, Capel, Surrey, at 12 noon, and competitors will be allowed seven hours in which to locate and photograph 16 points. Dinner will be served at the conclusion of the rally. Entries close on Monday, 26th April, and should be sent to Miss Pat Downey, 24/28 Clapham High Street, S.W.4.

## BENTLEY LOTHIAN'S RALLY

ON Sunday, 25th April, the Bentley D.C. (Scottish Region) will hold a rally starting from the Melville Castle Hotel, near Eskbank, and finishing at the Crook Inn, near Broughton. Details may be had from J. O. Grieve, 10 North St. David Street, Edinburgh, 2.

## FELIXSTOWE DATE CHANGED

THE Eastern Counties M.C.'s 400-mile Felixstowe Rally will be held this year on 29th/30th May, not 22nd/23rd as shown in the R.A.C. Calendar. Starting points will be at Chelmsford, Newmarket and King's Lynn, and there will be a Concours d'Elégance on the Sunday afternoon. Invited clubs are the B.A.R.C., East Anglian M.C., London M.C., M.G.C.C., S.C.C. of Norfolk, Thames Estuary A.C. and West Essex C.C. The Secretary of the Meeting is H. F. Murland, 28a Church Street, Woodbridge.



*SPRINT START: The Hon. E. G. Greenall commences a record-breaking run with his Cooper, in a Chester M.C. sprint meeting at Queensferry last year.*

## WHIT-MONDAY DAVIDSTOW MEETING

REGULATIONS for the Whit-Monday Davidstow meeting are now available from J. W. Limmer, Little Meadows, Tolditch, St. Columb, Cornwall. For this meeting the spectators' barrier has been extended to about three-quarters of the circuit length, and a footbridge is to be erected which will give access to the paddock and the inside of the circuit. It is hoped that events for the new Formula 1 will be included in the programme.

## SUNBAC DEBATE

SUNBAC should have a lively meeting at the Mason's Arms, Solihull, on 8th April. E. J. P. Reynolds and D. O'M. Taylor will propose that "The modern British car is the inferior product of a decadent industry"! Ken Rawlings and N. B. Jarrett will oppose the motion.

## WALLASEY RALLY

REGS. are now available for the Wirral 100 M.C.'s 300-mile Wallasey Rally on 24th/25th April, open by invitation to members of the Chester M.C., M.G.C.C. (N.W.), Lancashire and Cheshire M.C., Mid-Cheshire C.C., Liverpool M.C. and Rhyl and D.M.C. Entries close on 10th April, and should be sent to Mrs. M. H. Cranshaw, 2 Nigel Road, Heswall Hills, Barnston, Wirral.

## TUNBRIDGE WELLS M.C.

TUNBRIDGE WELLS M.C. hold their second yearly Speed Event at Brands Hatch on 11th April, open to members of 750, V.S.C., Surrey Sporting, Maidstone and Mid-Kent, Kentish Border, B.A.R.C. (S.E. Section) and Aston Martin Owners' clubs. Details from Mrs. S. T. Rowse, 3 Kentish Mansions, Tunbridge Wells. (Tel.: T.W. 509.)

## ASSOCIATION OF NORTHERN CAR CLUBS

A MEETING of the Association of Northern Car Clubs will be held at the Grand Hotel, Manchester, on 28th April, starting at 7.30 p.m.

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

MEMBERS of the West Hants and Dorset C.C., 750 M.C., Gosport A.C., Southsea M.C., Hants and Berks M.C., Bristol M.C. and L.C.C. and Taunton M.C. are invited to enter for the 7th Brunton Hill-climb of the B.A.R.C. (S.W. Centre). There will be 11 classes for saloons and sports cars at the meeting, which will commence at 2 p.m. on Sunday, 11th April. Entries close next Monday, 5th April, and should be sent to W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants.

## SOUTHSEA SPRINT COURSE

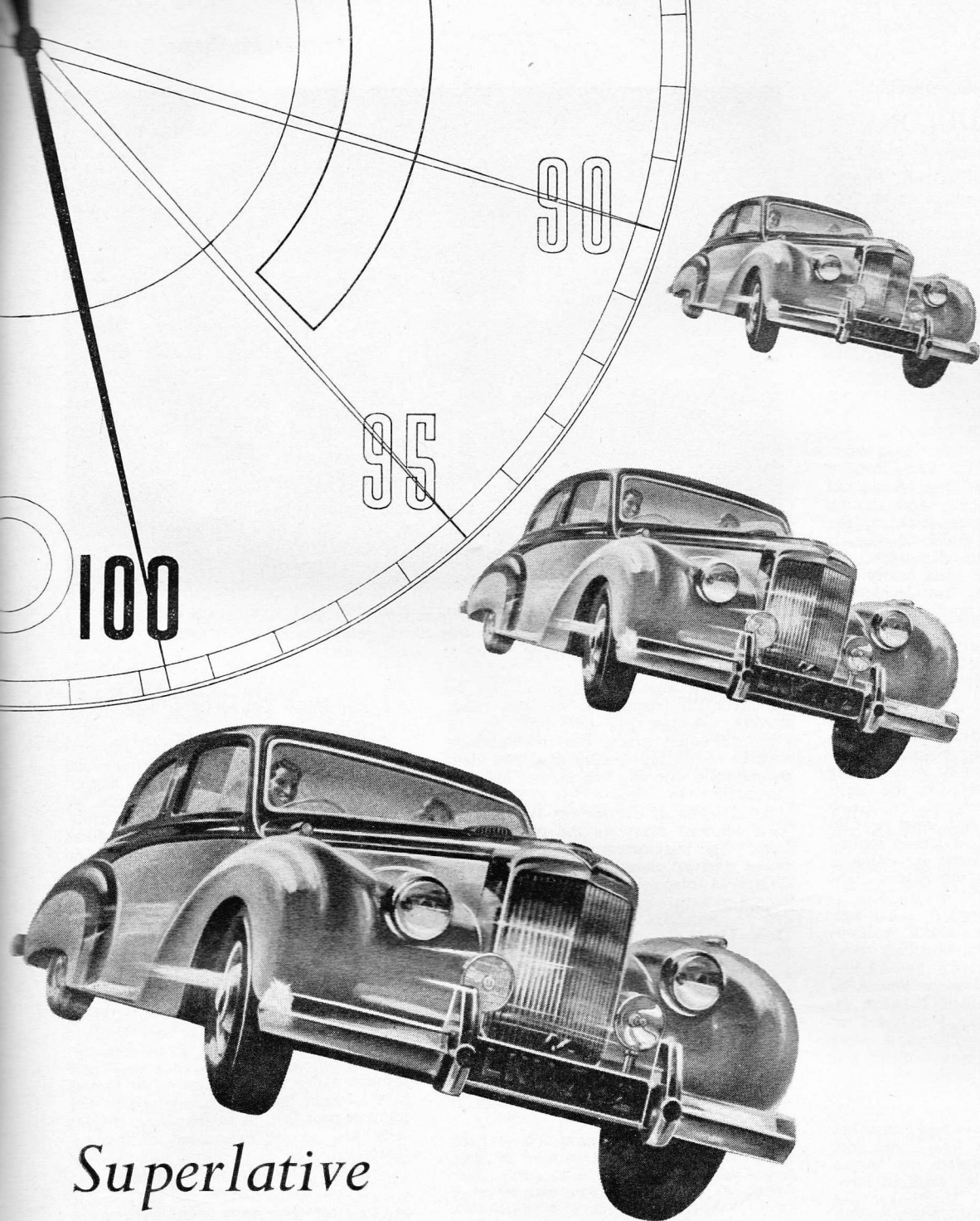
PERMISSION to hold sprint meetings at Thorney Island, near Emsworth, Sussex, has been granted to the Southsea M.C. by the Air Ministry. Regs. are being prepared for an event on 2nd May, and will be available soon from H. R. Winnicott, Deerleap, Rowlands Castle, Hants.

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

A ONE-HOUR high speed trial, four five-lap scratch races for sports cars and two handicap events for Aston Martins are included in the programme for the A.M.O.C.'s National race meeting at Snetterton on 24th April. There will also be F3 and *libre* events, a 10-lap scratch race in the series for the E.R.A. Anniversary Trophy, and a 10-lap sports car handicap.

Entries close on Monday, 12th April, and the secretary of the meeting is Ernest Stapleton, 1 Grove House, Straight Road, Old Windsor, Berks.





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## News from the Clubs—continued

## STOPWATCHOLOGY

## Vincent Hartigan Wins Groves Cup Trial

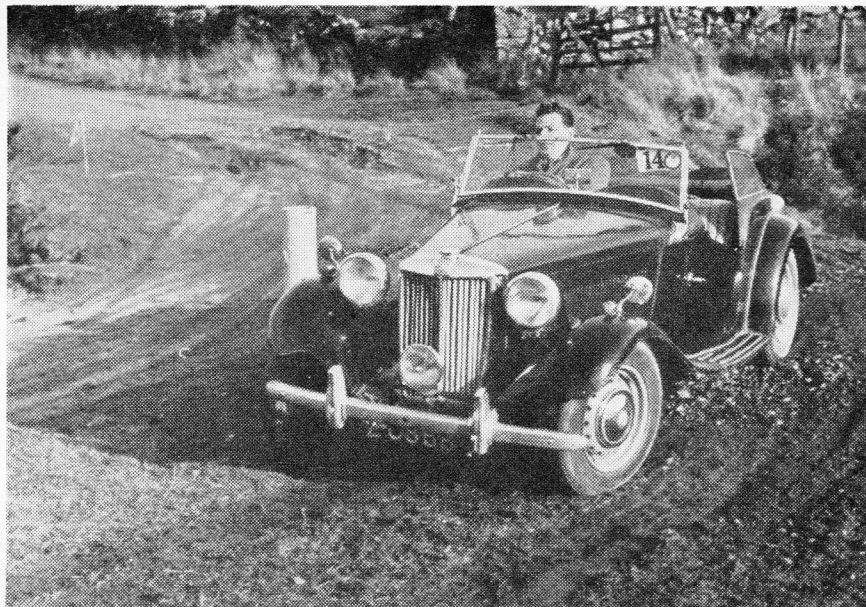
THE M.G. Car Club (Irish Centre) Groves Cup Trial took place on 20th March in spring-like weather. Starting at Old Bawn, the route of about 45 miles was over a dyed course on the usual M.G. hunting ground for this type of handicap trial, the Glencree/Roundwood/Calary area. Planned to encourage the saloon and standard open car drivers, the entry was an excellent one (35), and included no less than 10 specials, their owners in a cheerful mood and sans the usual "Hewison grimace" now that that competition has been resolved for another season.

From the word "go" this was a care-free trial. The M.G. Club seem to have the happy knack of instilling great good humour into their events, and though the route card said seven tests, by the time proceedings were finished, officials discovered that Arthur Knowles had come upon some white lines neatly laid out at a "Y" junction, and decided to run an extra one. Why not? ... it added to the fun.

Because of the nature of the entry most of the tests were of the cross-roads variety, but were sufficiently tricky to keep everyone amused and to require adequate driving skill. Test 2 at Glencree was a dicey affair around a grass triangle, and the specials boys soon discovered that it did not pay to do clever things with handbrakes on the tight turns. Monson was neat and fast, Grew was neater and faster, but Vard overdid one turn and lost time. Gleeson looked very fast in his TD and, by using a castor-based lubricating oil, cast a high-class odour over the whole trial!

Test 3, starting at Lough Bree Cottage, gave many furiously to think, particularly the specials owners, who had about two working speedometers among the lot of them. "Proceed from line A to B at an average speed of between 20 and 30 m.p.h., then drive over line C at same average speed". Distances were not disclosed; A to B was 4 miles and B to C was 2½ miles. Gleeson set an imposing array of stop-watches and gained full marks. Monson succeeded, he states, because his oil pressure gauge worked and his watch did too. Gibney swears he counted his engine revs because nothing else worked; however, he succeeded, too! Manthorpe was easily the most consistent in his Wolseley 4/44, his two averages being identical to three places of decimals.

Test 4 at Tomriland Cross was the usual "round a pylon/straddle B/reverse over C/flying finish" type of test, neatly driven by Clark (Minor) and Jenkinson (Prefect) in the non-expert saloon class. Test 5 was a regularity affair in the wilds of Ballinahinch, and was easily the best part of the trial. It consisted of three laps from a flying start around a large grass island on a very rough road junction, with a "cross and reverse over line B" on each lap. Club president Jimmy Millard presided over the fun here, complete with at least two stop-watches, a gleam in his eye and what he called "a good knowledge of stopwatchology". Some were very consistent, others very fast but not so consistent. Grew was easily best; his 17½ secs. for each lap was not only the second best time for



**TD TRIUMPHANT:** Vincent Hartigan scored 53 out of a possible 56 marks in his class on 20th March, to win comfortably the Groves Cup Trial of the M.G.C.C. (Irish Centre).

any lap by anyone, but could not be matched for regularity by the other drivers. A few did two laps out of three in equal times, but most drivers seemed to do lap 1 very fast, and then overslid the stopping line farther on each succeeding lap.

Test 6 was at Carrigower Bridge, and Vard showed everyone the way around here. The last test was a "Monte" type brake and acceleration affair at Lower Calary, a place beloved of all Dublin course-pickers. Experts' class saloon drivers notable here were Dr. McDougald (M.G.), R. Newell, in his very fleet DKW, and M. Shane (Volkswagen). Results were quickly forthcoming at the Glenview Hotel, and it transpired that Vincent Hartigan (TD) was the premier award winner. He was second in one test, third in another and first in the other six tests, scoring 53 out of a possible 56 marks in his class.

J. O'DONOGHUE.

## Results

**Groves Cup:** V. Hartigan (M.G. TD), 53 mks. gained. **Non-Expert Saloon Class (max. 50 mks.):** J. G. Clark (Morris Minor), 30; N. Jenkins (Ford Prefect), 30. **Expert Saloon Class (max. 90 mks.):** Dr. J. McDougald (M.G.), 70; R. Newell (DKW), 65; M. Shane (Volkswagen), 65. **Standard Open Cars (max. 56 mks.):** V. Hartigan (M.G.), 53; N. Gleeson (M.G.), 41; M. J. Kennedy (M.G.), 41. **Specials (max. 100 mks.):** J. Gibney (G.T.S.), 69; C. Vard (Ford), 65; D. Monson (Dellow), 64.

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

THE Thames Estuary Automobile Club celebrated its birthday with the Anniversary Rally, which was run on Sunday, 21st March. The event was restricted to club members, but a record entry of 66 cars was received. As the number of members resident outside the Southend-on-Sea area is now considerable, it was decided to start at a convenient place half-way between London and Southend. The first control was, therefore, located near Ingatestone, and it was here that competitors had to report at a specified time to collect their route book, detailing the route to be followed throughout the remainder of

the event. The first car left at 10.31 a.m., the remainder following at one-minute intervals.

During the morning section of approximately 50 miles, cars passed through two further time controls and had to negotiate three driving tests, which were set out at different places on the route. Where possible the route was confined to country lanes, but the average speed required was well within the capabilities of a low horse-power family saloon in standard trim.

After passing through such villages as Terling, Cressing, Greenstead Green and Althamstone, to name but a few, the route went through Sudbury to the lunch stop at Lavenham. During the afternoon 130 miles were covered, the route taking a westerly trend as far as Hatfield Forest, where the last of three intermediate time controls was located. Then, southwards to the final control at Ingatestone, where the first car arrived at five minutes past five. A further three driving tests had to be negotiated during the afternoon.

(Results published in last week's issue.)

## MARCONI RECONNAISSANCE RUN

STARTING from the Car Park, Townfield Street, Chelmsford, the Marconi A.C.'s Photographic Reconnaissance Run on 11th April will cover a 45-mile route. Details are available from P. C. Lacey, 48 Highfield Road, Chelmsford.

## MID-ANTRIM TRIAL

DESPITE the counter-attraction at Kirkistown, there was an entry of 16 cars for the Mid-Antrim Motor Club's first trial of the year on Saturday, 20th March. The trial followed a course of approximately 60 miles, starting from Ballymena and ending at Coleraine.

## Results

**Open Car Class:** 1, S. Moore (Dellow), 94 marks lost; 2, Philip Harding (Todd Spl.), 115. **Class Car Class:** 1, David Archibald (Austin A30), 246; 2, Dr. J. D. Keatley (Sunbeam-Talbot), 276. **Novice Award:** Dr. S. T. Armstrong (M.G.), 306.



**SECOND CLOVER LEAF RALLY**

THE Windsor C.C.'s second annual Clover Leaf Rally was held on 21st March in the Wokingham/Binfield area. Competitors were asked to make four circuits by different roads, radiating from the Changa Service Station, near Wokingham. Careful navigation was required, and several spoiled their chances by losing heavily on one of their four circuits. The winner succeeded by being consistent throughout.

**Provisional Results**

**Premier Award:** P. Belchamber (Morris 10), 57 marks lost; 2, G. H. McDonald (Ford Zephyr), 64; 3, T. H. Hesketh (Alvis), 80.

**MARGATE NIGHT RALLY**

ON a beautiful moonlit night, 25 Margate and D.C.C. enthusiasts turned out for the club's annual Night Navigation Rally on 20th/21st March. From the Prospect Inn, Minster, Thanet, the first half of the event took them around the coast as far as Hastings and Battle, stopping at Brede for an hour's break and refuelling. Check points were found by map references, the clues to which were disguised in rhyme, and the set average speed left little time to spare.

Activity became intense after the break. Bearings, cross-bearings, latitudes and longitudes, converting miles to kilometres and kilometres to miles, had crews scampering over the countryside in search of railway tunnels, bridges and ghostlike marshals. After completing some 300 miles, entrants finished at the Palm Bay Car Park, Margate, with a test for both drivers and navigators. Placings were: 1, Crease (Jowett); 2, Ellis (Austin); 3, Miller (Riley).

**NOTTINGHAM SPRING CUP TRIAL**

THIRTY competitors took part in the Nottingham S.C.C.'s Spring Cup Trial on 21st March, the course taking them from West Bridgford into South Notts and Leicestershire, with a lunch break at Harby. The afternoon route was in the Vale of Belvoir area, and the event finished with tea at Radcliffe-on-Trent.

**Provisional Results**

**Premier Award:** J. R. Crow, 71 marks lost; 2, C. J. Churchman, 118; 3, N. B. Shepperson, 156.

**BROWETT TROPHY TRIAL**

ONLY J. L. Thompson got through the first section at Burrough Hill, in the Leicestershire C.C.'s Browett Trophy Trial on 21st March, but Section 2 failed nobody. Section 5, too, was fairly easy, but the rest of the eight hills were difficult enough. W. H. Green made B.T.D. in a special test, but it was obvious from Thompson's performance throughout the day that he was the winner.

Regs. are now available from O. F. Williams, 73 Ashleigh Road, Leicester, for the club's Autocross on 25th April and Sturgess Trophy Trial on 2nd May.

**Results**

**Browett Trophy:** J. L. Thompson (Dellow), 17 marks lost. **First Class Award:** W. E. Wykes (Dellow S), 30. **Second Class Award:** W. H. Green (W.H.G.), 34.

**OMAGH M.C. TRIAL**

IT was disappointing for the Omagh M.C., when they held their usual "pre-Circuit" Trial as a dress rehearsal for the Circuit of Ireland, to find that the Ulster A.C. were also running an event on 13th March; as a result, a much smaller entry than usual was received from Belfast drivers, although the route had been specially chosen to suit them. There were three check-points on the 50-mile navigation test which opened the trial, and no marks were lost on the first

**COMING ATTRACTIONS**

**April 2nd/3rd.** Midlands M.E.C. Rally. Start, Lowsonford.

**April 2nd/4th.** San Remo Ladies' Rally, Italy.

**April 3rd.** Bristol M.C. and L.C.C. Race Meeting, Castle Combe, Chippenham, Wilts. Start, 2 p.m.

I.M.R.C. Race Meeting, Phoenix Park, Dublin, Eire.

Wirral 100 M.C. Sprint Trials, Rhydymwyn, near Mold. Start, 1 p.m.

South Wales A.C. Hill-climb, Bridgend.

Sunbeam-Talbot O.C. Night Navigation Rally. Start, Hog's Back Hotel, Seale, 8.30 p.m.

Armagh and D.M.C. Trial, N. Ireland.

**April 3rd/4th.** Rhyl and D.M.C. Rali Gogledd Cymru. Start, Rhyl and Chester.

Citroën C.C. April Rally. Start, London and Cheltenham.

M.G.C.C. (Midland) Welsh Rally. Start, Roebuck Lane, West Bromwich, 9 a.m.

**April 4th.** Tour of Sicily (S.T).

West Essex C.C. Speed Trials, Wethersfield, nr. Braintree, Essex. Start, 11.30 a.m.

Hagley and D.L.C.C. Handicap Trial. Start, Lyttelton Arms Hotel, Hagley, 10 a.m.

Furness D.M.C. Mill Brow Trophy Trial. Start, The Gill, Ulverston, 1 p.m.

Chester M.C. Bartley Trophy Trial. Start, Gwersyllt Garage, nr. Wrexham.

BMW C.C. Isleworth Trophy Rally. Start, Measham, Burton-on-Trent, 10 a.m.

Cemian M.C. Handicap Driving Tests, near Abridge, Essex. Start, 2.15 p.m.

two, but several entrants ran into trouble through taking short cuts on the third part, including Mrs. Montgomery (Dellow). The final control near Sperrin entailed an approach by the Doraville road, which was barely visible on the map; no fewer than eight lost marks here, and two of them suffered the maximum penalty of 100 marks.

A straightforward run then brought everyone (except Mrs. Montgomery) to Toome Airfield, where driving tests were laid out. Harry Reilly (M.G. TC) was fastest in the first, the well-known Circuit of Ireland "channel". In the braking test, Mervyn Glover (Dellow) made the best performance, and he took second place to Fred Charleton (Ford Spl.) in an enjoyable wiggle-wobble-cum-garaging affair. Trevor Spence (Ford Popular) also made an excellent run, but having arrived too late to perform the navigation test, his time was unofficial. He was one of the fastest, again, in the pylon-circling which followed, when B.T.D. was made by Howe (Morgan). Finally there came another pylon test, in which Glover achieved best time.

**Results**

**Open:** 1, M. Glover (Dellow), 230.2 marks lost; 2, J. Howe (Morgan), 261.4; 3, G. H. Reilly (M.G. TC), 263.4. **Closed:** 1, J. P. Robinson (Vauxhall Velox), 252.7; 2, M. Mooney (Austin A30), 262.8; 3, A. Hutchinson (Wolseley 8), 266.4.

**TAUNTON M.C. EVENT**

THE Taunton M.C.'s recent "Rally Trial" opened with a number of special tests, followed by a section in the Quantock Hills, with different routes for open and closed cars. Thirty-nine competitors took part in the event.

**Results**

**Saloons, up to 1,200 c.c.:** M. Hillier (Ford Anglia), 131.3 marks lost. **Over 1,200 c.c.:** 1, L. Griffiths (Riley 2½), 107.9; 2, E. S. Bolton (Jowett Javelin), 123.6. **Sports Cars:** Dr. J. T. Spare (Morgan Plus Four), 98.4.

**S.T.O.C. YORKSHIRE TRIAL**

A. BIRKETT won the Stanley Gambles Trophy, for the best performance with a Sunbeam-Talbot, in the Sunbeam-Talbot O.C.'s Yorkshire Moors Trial, which started and finished at Harrogate on 21st March. Twenty-eight competitors took part.

On Tuesday, 23rd March, 110 members of the S.T.O.C. discussed the possibility of forming a north-western branch of the club, at a meeting in the Angel Hotel, Knutsford. Barrie Campbell, of Rootes, Manchester, was elected chairman.

**Results**

**Sunbeam Alpine and 16 h.p. Sunbeam-Talbot:** 1, A. Birkett; 2, M. G. Briggs. **Hillman, 10 and 14 h.p. Sunbeam-Talbot:** 1, B. Harpin; 2, R. J. Edmond.

**PEMBROKESHIRE DRIVING TESTS**

DRIVING rain and high wind made all but the most enthusiastic stay away from the Pembrokeshire M.C.'s driving tests at Withy Bush Aerodrome, Haverfordwest, on 21st March. However, more than 27 entered and enjoyed the seven tests. Cyril Lewis's neat handling of his 18 ft. Cadillac, and Stan Edwards's abandoned way with his Anglia, will long be remembered by the sodden marshals, at least one of whom was afterwards seen to be driving home in his underwear.

**Results**

1, J. F. Thomas (M.G. TD); 2, O. H. J. Davies (Morris Minor); 3, W. H. Edwards (Morris 8 Series E).

*More News from the Clubs on page 448*

**CLUB FIXTURES**

**Windsor C.C.**—Dance, 2nd April, Spade Oak Hotel, Bourne End, 8 p.m.

**Singer O.C.**—Supper dance and prize-giving, 2nd April, Water End Barn, St. Albans, Herts, 8 p.m.

**Mid-Surrey A.C.**—Film show, 2nd April, Woodmansterne Village Hall, 8 p.m.

**Wolseley Hornet S.C.**—Meetings: 3rd April, King George Hotel, Doncaster; 5th April, Derby Arms, Upper Richmond Road, Sheen, S.W.15; 7th April, Corner House Hotel, High Heaton, Newcastle-upon-Tyne.

**Plymouth M.C.**—Social run, 4th April. Start, Home Park, Plymouth, 2.30 p.m.

**Cheltenham M.C.**—Social run, 4th April. Start, Priory Street, Cheltenham, 2.45 p.m.

**Leicestershire C.C.**—Social run, 4th April. Start, Lee Street, Leicester, 2.30 p.m.

**750 M.C.**—Meetings: 5th April, Abbey Hotel, Stonebridge Park, Neasden, N.W.10; 8th April, Forest Hotel, Dorridge.

**Brent Vale M.C.**—Lecture, 6th April, Byron Hotel, Ruislip Road, Greenford, 7.30 p.m.

**B.A.R.C. (Yorks).**—A.G.M., 6th April, Great Northern Hotel, Leeds, 8 p.m.

**West Essex C.C.**—Talk by John Gott, 7th April, Three Jolly Wheelers, Woodford Bridge, Essex, 8 p.m.

**Eastwood and D.M.C.**—Social run, 7th April. Start, Clifford's Garage, Eastwood, 7.30 p.m.

**Guildford M.C.**—Meeting, 7th April, Wooden Bridge Hotel, Guildford.

**West Hants and Dorset C.C.**—Meeting, 8th April, Westbourne Hotel, Bournemouth.

**Sunbac.**—Debate, 8th April, Mason's Arms, Solihull.

**Vintage S.C.C.**—Meetings, 8th April, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, St. Albans, Herts; Wheatheaf, Baslow, Derbyshire; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.



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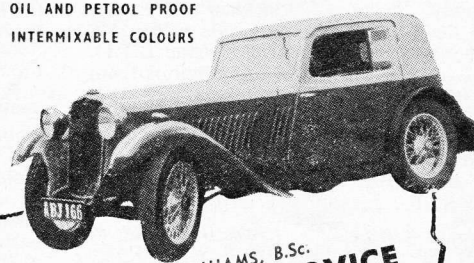
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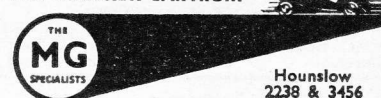
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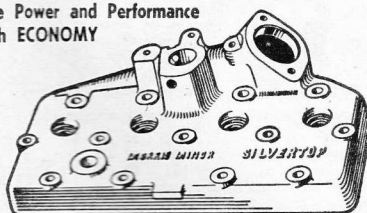
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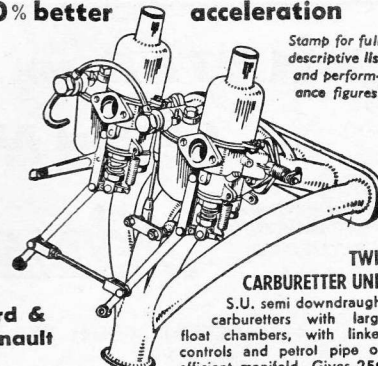
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*Only Nigel Kennedy, the winner, succeeded in getting through this section, which two days' rain had made very sticky indeed. Here, Norman Lithgow (H.R.G.) is about to come to rest.*  
★

## THE MIXTURE AS BEFORE

Another Successful "Winter Half-Day" Organized by the Scottish Sporting Car Club—Nigel Kennedy (Burdmonk) Wins

THE Scottish Sporting Car Club's Winter Half-Day, on 21st March, was a repetition of last year's event—being a mixture of trial and rally—but this year, instead of being the club's trials and rallies convenor, Nigel Kennedy was among the competitors and showed them how to do it in his capable little Burdmonk, with its blown Ford 10 engine. The organizers had laid out four observed hills, a couple of driving tests and some 68 miles of road sections that took a series of sports cars and family saloons from Giffnock to Troon, and provided some interesting sport.

A very gentle road section brought competitors to Sparnelbank, near Galston, which two prior days' rain had made a very ticklish proposition indeed. This hill is a rather narrow alleyway with a deeply rutted centre, and allows little room for manoeuvring. It was opened by Bob Macpherson's formidable little Ford shooting brake, which went well until a crafty hummock in the final section gave it indigestion and it grunted to a stop. Ian Bennie's not so young Riley 9 was considerably aided by his bouncing wife, but neither she nor Mrs. Norman Lithgow could get their husbands' cars over the brow, and it was left to Nigel Kennedy to score the only clean climb.

A short but confusing section to the

next hill claimed one or two victims, but they were as nothing to those at Bridgend. A morass at the beginning and another one round the first bend disheartened even the gamest of family saloon drivers, and wasn't too good for the morale of officials, as they shoved the Campbell Land Rover, the Feldman Riley, John Park and Hartley Whyte's Allards and sundry others down to the starting line from the bog that marked their resting places.

There were very fine tries by Jimmy Murray (M.G.) and Charles Robertson (Morgan), who came to a stop well up the hill, and a gallant endeavour by Herbert Meikle (Alvis), but the only two who got clear to the top were Norman Lithgow (H.R.G.) and the Kennedy Burdmonk.

From Bridgend a well-documented section went by Mauchline, Auchinleck and Cumnock to the familiar slopes of Dickstonhill. The double S-bends proved deceptive in their gentleness, as J. B. McNeill (A40 Sports) discovered; even Feldman's 2½-litre Riley was non-plussed, but 16 of the entry reported at the top and proceeded for six miles to Longholm Mill. Fallen leaves, grass and soft loam soon became a nasty and treacherous surface, and we watched Walter Campbell's Land Rover make a good recovery from wheelspin, only to come to a

shuddering stop on the next greasy patch. Bob Macpherson (Ford) was early on the hill and his progression was a picture, but later cars, like H. J. F. Hope's Morris Minor and P. G. Braidwood's Hillman convertible, found things a bit much for them. Lack of experience in pukka mud plugs is obviously being missed among the Scottish fraternity, and Kennedy's performance was exceptional.

The penultimate 20 miles of road were not too involved, even in the fading light of an afternoon that had remained dry and not too cold, and landed the entry in some War Department ground where the two tests were laid out.

A double circle forward, followed by a stop astride and then a double reverse to stop astride once more, laid great black marks on concrete and rent the air with tyre squeal. Some fabulous revolutions by the Murray M.G. were spoiled by bad placing, and were in direct contrast to the placid perambulations of J. Stevenson's Wolseley. Norman Lithgow's H.R.G. and Howard Sturrock's Morgan were as consistent as ever, while, among the saloons, there was a good performance by R. M. Menzies's Morris. Best time was made by the Burdmonk.

Jimmy Murray made up for his slight error of judgment in the first test by making the best time in the second, which was an interesting series of forward and reverse movements amid two garages—one of them including the remnants of a genuine erection. Neat performances came from John Park's Allard and Boyd Tunnock's M.G., which did the test in darkness and rapidly joined the rest of the entry at the Sun Court Hotel, Troon.

Officials very rapidly added the marks gained on the observed hill and subtracted them from test times and road section penalties. In a remarkably short time a results sheet full of plus and minus signs produced award winners as follows:—

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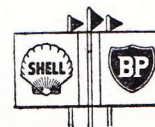
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