

ROAD TEST OF THE XK120 JAGUAR DROPHEAD COUPÉ

AUTOSPORT

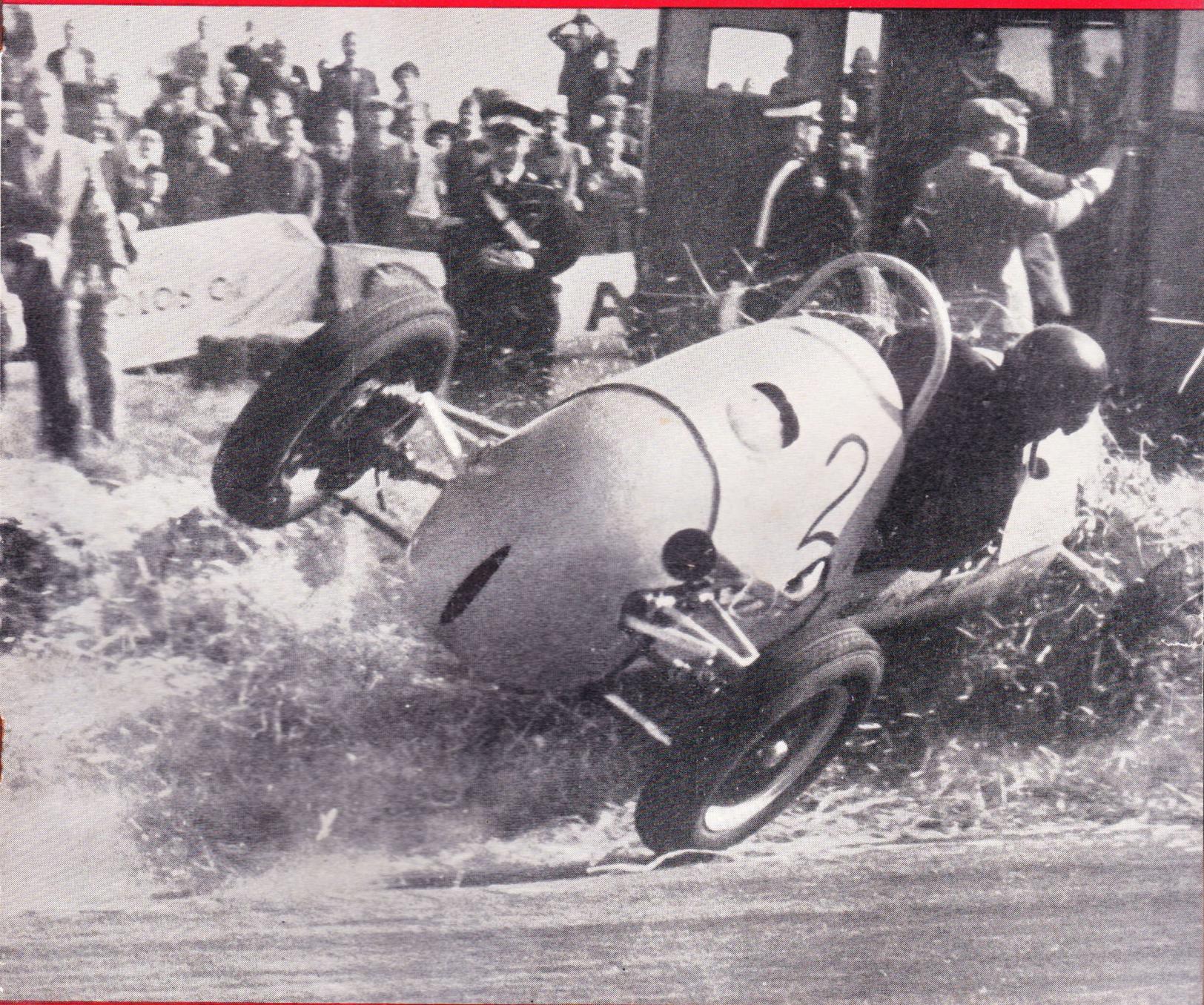
MAY 14, 1954

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EVERY FRIDAY

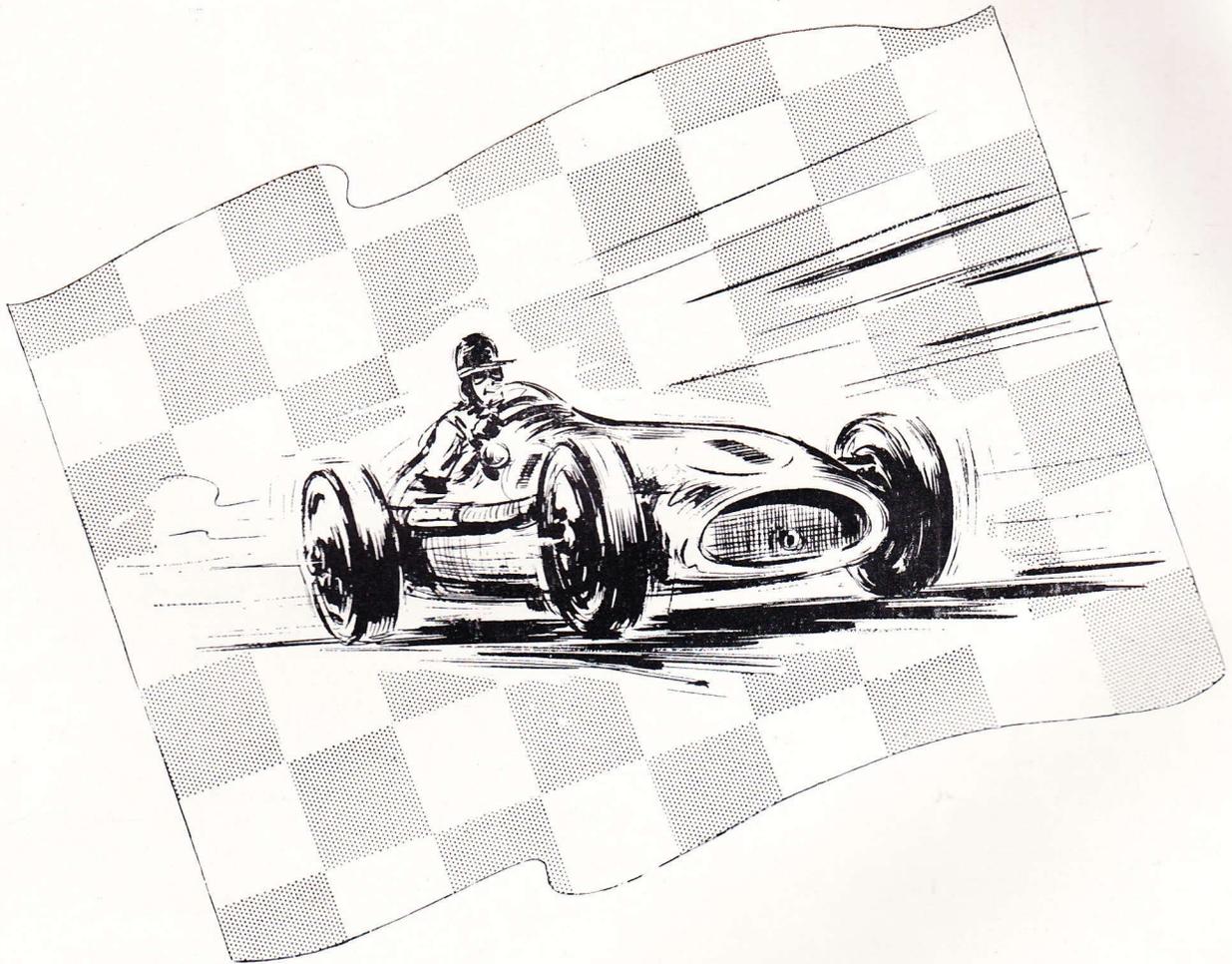
Vol. 8 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

STAR-STUDED SILVERSTONE : AMERICA'S NATIONAL CAPITAL SPORTS CAR RACES
NEW JAGUARS FOR LE MANS : RACING AT IBSLEY : PRESCOTT HILL-CLIMB



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the *Majority*
of British Cars**

fit

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— to keep — *Way Out Ahead* —>

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 20

May 14, 1954

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NOTICES

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EDITORIAL

ONCE again the B.R.D.C. and the *Daily Express* join forces to present a first-class programme of motor racing at Silverstone. The entry list is most exciting, and there are races for Grand Prix, sports, production and F3 cars, in which many prominent marques will be seen in action. The tremendous growth of motoring sport, and its undoubted value as a means of publicizing manufacturers' products, is reflected in the entries for both sports and production car events. It must be a very long time since Daimler was officially represented in an International event, and everyone will eagerly welcome the presence of those fine 2½-litre cars, joining issue in the "saloon" race with marques which have already made their appearance at Silverstone. However, chief interest must be in the International Trophy race, in which several new Grand Prix cars will take part, including Ferrari, Maserati, Gordini and H.W.M. Gordini's surprise win at Pau makes either a Ferrari or Maserati victory not the certainty which the majority would have been in favour of several weeks ago. It will also be grand to see Stirling Moss driving a modern G.P. car, one which is worthy of his ability. So far, no British-built machine has appeared which can offer a serious challenge to the established Continental racing marques, but it appears certain that this will be rectified in the future, and that B.R.G. may be as prominent in Grands Prix as it is in sports car and F3 racing.

* * *

JAGUAR'S continue to be big news. The 1953 Le Mans winners, who have added a great deal to the prestige of British automobile engineering, proudly present their latest sports-racing machine destined for the big 24 Hours Race. Whilst using many of the well-known XK 120 components, the car is entirely new and must be reckoned as the last word in high-performance vehicle construction, well able to withstand any onslaught from Continental cars. Also in this issue we publish a road test report of the standard XK 120 drophead coupé, a machine which provides a standard of performance, road-holding and comfort hitherto associated with very expensive machines. Cars like this are gradually impressing the rest of the world with Great Britain's ability to construct high-performance quality machines at prices which continue to amaze Continental makers. There is no doubt whatsoever that the sports car trail, as blazed by M.G., is the most lucrative export business for British manufacturers. It only requires continued competition successes in *all* categories to ensure for this country the major share of that market!

OUR COVER PICTURE

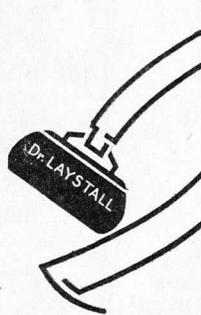
HAYMAKER!: I. E. Raby's I.E.R.-Midget ("Puddle Jumper") becomes involved in a spectacular-looking crash in the Formula 3 race at Ibsley last Saturday. Although the ambulance doors appear to be wide open to receive him, Raby escaped with a few bruises (see also page 618).

"Dr." LAYSTALL *says*:

*We have the secret
of long life - It's
a bore*



— a hard chrome bore, in fact a CROMARD Liner. Share the secret with the hundreds who have proved it over millions of miles. Their testimony is available to you — and so are CROMARD Liners for most makes of car including Austin, Citroën, Ford, Hillman, Humber, Jaguar, M.G., Morris, Vauxhall, Wolseley, etc., and can be fitted by stockists anywhere. They are available in most countries overseas. Please write for addresses.



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PIT & Paddock

EIFELRENNEN meeting at Nürburg-
ring on 23rd May includes races
for sports cars and Formula 3 racing
cars, but not Formula 1.

* * *

THE three Austin-Healeys at Le
Mans will be driven by Lance
Macklin/Bira, Ron Flockhart/Louis
Chiron, and George Huntoon/X.

* * *

DONALD BEAUMAN and Sir Jeremy
Boles have purchased one of the
1953 2-litre Connaught team cars,
which will be prepared by Leslie
Hawthorn.

* * *

MONTLHÉRY track is to receive a
welcome "wash and brush up";
new timekeepers' office and press
stand will be included in the
modernizing.

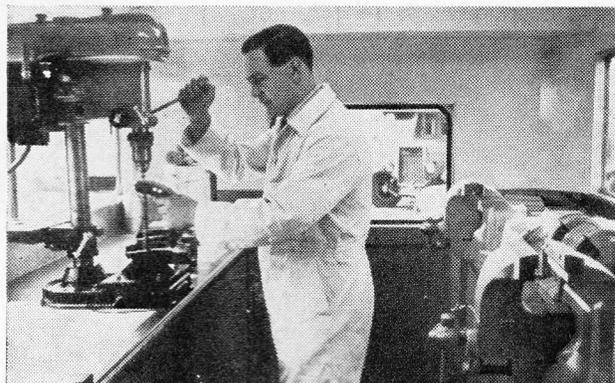
* * *

As "stand-in" to Kirk Douglas
in action scenes during the
making of the film "The Racers",
Baron de Graffenried had to shave
off his moustache. Film story is
from Ruesch's book.

* * *

A PRIZE of one million francs has
been offered by the A.C. de l'O.
to the entrants of a French car with
French drivers who achieve the
greatest distance at Le Mans, pro-
vided that it equals, or is better
than, Gordini's 3,945.46 kiloms, set
up in 1953.

**MINTEX MAN,
MINTEX VAN:**
Bob Aston of the
Mintex concern at
work on a brake
shoe in the new
mobile workshop
which will attend
many race meetings
this year.



CYRIL WICK has bought an ex-
Monkey Stable Lester-M.G. for
racing this season.

* * *

ALAN BROWN has become engaged
to Miss Patricia Anne Dowdes-
well, only daughter of Mr. and Mrs.
R. O. Dowdeswell of Abbottswood,
Guildford.

* * *

ENGAGEMENT was also announced
recently of Francis Dundas and
Miss "Andy" Neil.

* * *

THERE will be another of the
popular "Dicers' Do" dances at
the Town Hall, Brackley, after
Silverstone. Tickets can be had
from Les Sykes at the "Fox Inn",
Brackley.

FORMULA 1 G.P. at Albi on 30th
May has been cancelled. The
Monomill race taking its place will
hardly attract such big crowds.

* * *

INCREASED production costs have
caused the price of the TR2
Triumph to go up £30 (plus £12 10s.
P.T.) on the home market. New
price is £625 (plus £261 10s. 10d.
P.T.).

* * *

ASTOCK Standard 8 saloon recently
travelled from Brisbane to Mel-
bourne, a distance of 1,177 miles in
under 24 hours, averaging 49.59
m.p.h. and 41 m.p.g.—a world's
record, subject to confirmation.

* * *

SEEN doing some fast lapping at
Monthéry recently—an intriguing
experimental Simca-Sport with 2½-
litre Lago-Talbot engine, with M.
Tony Lago himself, Louis Rosier
and Pierre Levegh in attendance.
Something cooking?

* * *

SHELL have issued enlarged editions
of their popular "touring abroad"
booklets dealing with European
countries. Copies are free on appli-
cation to Touring Service, Shell-Mex
and B.P., Ltd., Shell-Mex House,
Strand, London, W.C.2.

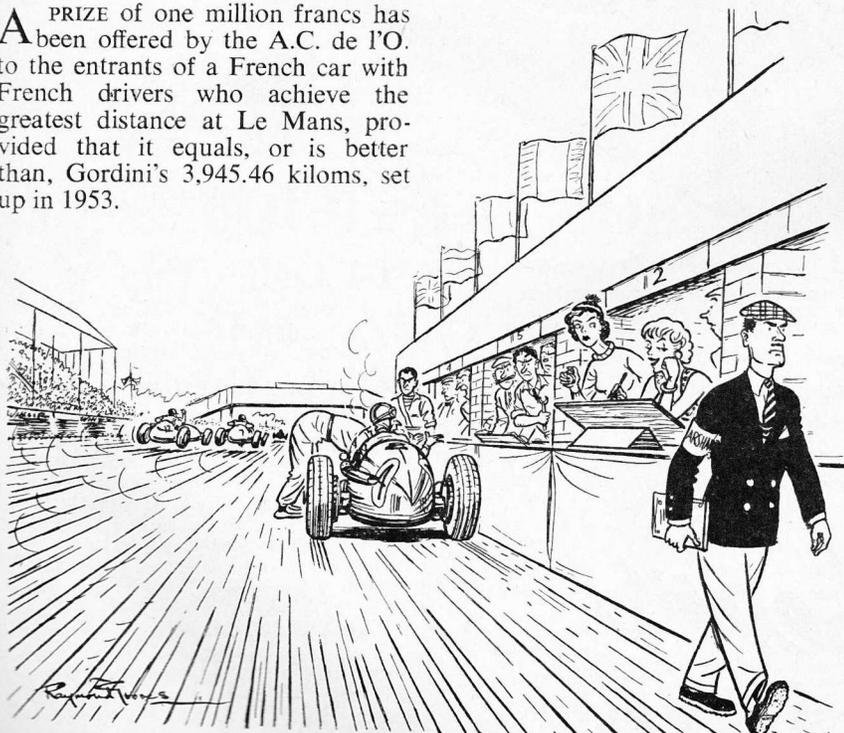
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WE regret that pressure on space
has compelled the holding over
of many readers' letters, notes on
the Mille Miglia, and reports of
several recent events.

PERFORMANCE CARS "1500" TROPHY

(Placings up to 11th May, 1954)

1. P. Gammon (Lotus-M.G.), 28 points.
2. J. Coombs (Connaught), 11 points.
3. D. Moore (M.G. Special), 7 points.
4. R. W. Greenwood (R.W.G.), R. Steed (J.A.G.-M.G.), A. Scott-Brown (Lister-M.G.), 6 points each.
5. J. Riseley-Prichard (Cooper-Connaught), G. Tapp (Buckler), 3 points each.
6. F. Nichols (Lotus-M.G.), J. Sears (Lister-M.G.), R. Rayner (Lotus-M.G.), M. Anthony (Lotus-M.G.), 2 points each.



"That's the 27th time that dark, gorgeous hunk of marshal has passed the pit."

*The car you judge
behind the wheel...*



EVEN before you press the button you sense the solid craftsmanship of a very fine car . . . On the road, the Sunbeam Alpine quickly reveals outstanding merit. It's an exciting sports car with the comfort of a luxury limousine. When you want performance, it's there . . . with vast margins to spare! Vivid power. A lithe mastery of the road. Effortless cruising. The longest journey seems too short as you relax and enjoy the best that motoring has to offer. If you haven't yet driven a Sunbeam Alpine, ask your dealer to arrange a trial run.

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SUNBEAM-TALBOT
SUCCESS!

SPORTS-NEWS

THE AINTREE "200"

SATURDAY, 29th May, is the opening date for the Aintree car racing circuit, when the programme, to be organized by the B.A.R.C., will comprise two curtain-raiser events for sports and 500 c.c. racing cars, and the Aintree International "200" scratch race for *Formule Libre* racing cars. This event will be run in two 17-lap, 51-mile heats and a 34-lap, 102-mile final. The first 10 finishers in each heat will contest the final.

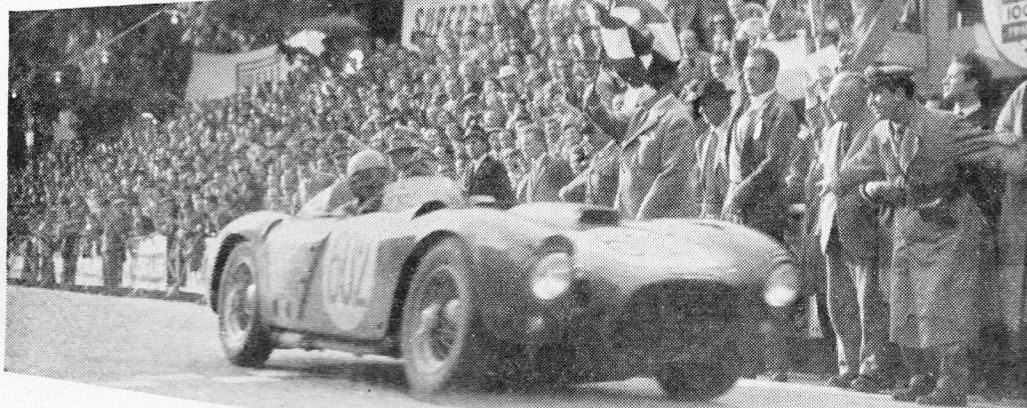
The full Aintree road circuit, three miles in length, and 35 ft. wide, will be used, cars running in anti-clockwise direction. The majority of Britain's premier drivers will be competing, and the club is hoping to secure a good Continental representation. The entry list is open until 17th May; regulations and entry forms from H. J. Morgan, General Secretary, B.A.R.C., 55 Park Lane, London, W.1.

BRITISH WINS AT HELSINKI

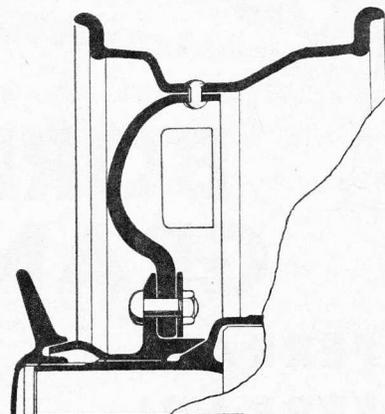
LAST Sunday's race meeting on the short circuit in Djurgard Park, Helsinki, Finland, saw successes for Michael Head with his white XK 120C Jaguar in the 18.6-mile sports car race, and for Eric Brandon (Cooper) in the Formula 3 event. Rodney Nuckey, also Cooper-mounted, was second.

THE NAPLES G.P.

DUE to be run as a Formula 1 race on 8th May, the Naples G.P. was postponed at short notice to 16th May, when it will be for sports cars. The organizers' decision was precipitated by the Ferrari team's withdrawal in favour of the Bordeaux G.P. It seems their original intention was to compete in both events, but the temporary loss of Hawthorn and Farina made this impossible.



NEW MOUNT, OLD HABIT: Alberto Ascari, winner of most of Europe's Grands Prix in recent years, takes a change by winning the Italian Mille Miglia in the 3.3-litre sports Lancia.



FAREWELL TO WIRE?: Section of the new magnesium disc wheel which Maserati are trying out on their Formula 1 G.P. car.

WHITSUN GOODWOOD

THE B.A.R.C.'s Goodwood Whit Monday programme includes a 15-lap *Formule Libre* race, a 21-lap sports car event with Le Mans-type start, a 15-lap 500 c.c. race, and a 5-lap Formula 1 race. Entries close on 24th May.

MOSS FOURTH AT BORDEAUX

Ferraris' 1-2-3 Revenge—Gonzalez the Winner

THE Scuderia Ferrari avenged their defeat by Gordini at Pau by taking first and third places in last Sunday's Bordeaux Grand Prix. In addition, Frenchman Robert Manzon brought his independent Ferrari home second, between winner Gonzalez and Maurice Trintignant, thus clinching a 1-2-3 Maranello success.

Jean Behra, winner of the Pau G.P. in his 2.5 Gordini, again challenged the Italian cars, passing Gonzalez and Trintignant to take the lead on the sixth lap. Gonzalez repassed, and thereafter the French and Argentinian drivers duelled fiercely until Behra had to stop for a plug change. Heavy rain fell within half an hour of the start, rendering the many corners of the circuit treacherously slippery. Behra resumed in Gonzalez's wake until the 35th lap, when gearbox trouble forced

him out, to the crowd's intense regret.

Stirling Moss drove a fast, steady race into fourth place with his newly acquired Maserati, the only one of the marque to survive the distance, heading the Gordinis of Bayol (running on fourth speed only), Pollet and Berger. Moss was handicapped by not having his tyres treated for the wet road conditions.

Mières crashed his Maserati in practice, while Peter Whitehead (Cooper-Alta), Rosier (Ferrari), Schell and Bira (Maseratis) retired during the race.

Provisional Results

1, J. F. Gonzalez (Ferrari), 123 laps, 188 mins in 3 hrs. 5 mins. 55.1 secs., 60.62 m.p.h. 2, R. Manzon (Ferrari), 122 laps in 3 hrs. 6 mins. 39.6 secs. 3, M. Trintignant (Ferrari), 122 laps in 3 hrs. 6 mins. 58.1 secs. 4, S. Moss (Maserati), 121 laps in 3 hrs. 6 mins. 52.7 secs. 5, E. Bayol (Gordini), 119 laps. 6, J. Pollet (Gordini), 116 laps. 7, G. Berger (Gordini), 110 laps.
Fastest lap: Gonzalez, 1 min. 22.7 secs., 66.48 m.p.h.

MONZA 1,000 Kms. RACE

SWITCHING from the 11.1-mile Merano road circuit used last year, the A.C. di Milano will stage the 2nd Supercortemaggiore G.P. on the Monza circuit on 27th June. Sponsored by the A.G.I.P. petroleum concern, this event bears the name of a renowned Italian motor fuel. As last year, it is a sports car race, but this time with an upper capacity limit of 3,000 c.c. without superchargers; distance (160 laps) will be 1,008 kilometres, four times that of last year's race, which was won by Fangio (Alfa Romeo).

Entries will be limited to 30 cars. The race is on the list of Aston Martin 1954 team engagements.

FIBREGLASS KIT

LESTER CARS are shortly marketing a low-price starters' kit to enable amateurs to gain experience in the fabricating of fibreglass bodywork. The kit has been developed by Automobile Plastics, the concern which produced bodies for the Arnott 500, and for Lester and Monkey Stable cars.

CADWELL PARK AT WHITSUN

THE Louth and District C.C. are holding races for F3 cars at Cadwell Park circuit, Lincs, on Whit Monday. There will be an eight-lap handicap, and a scratch event in two heats and a final. Secretary of the organizing club is Chas. Wilkinson, 8 Corn Market, Louth, Lincs (Tel.: 779 and 438). Entries close today, 14th May.

RHEIMS 12 HOURS

THE following entries have already been received for the 12 Hours sports car race at Rheims on 4th July:

Jaguar: Moss, Whitehead, Rolt, Manussis. **Ferrari:** Two works cars; Rosier, Picard. **Gordini:** four cars (two 3-litre, one 2-litre, one 1½-litre). **Bristol:** Wisdom/Fairman, Wilson/Mayers, Keen/Linc. **Maserati:** G./J. Monneret, Etager/Michy, Roboly/Sparken. **Frazer-Nash (or Triumph):** M. Gatsionides. **Osca:** Péron, Collonges. **D.B.:** six cars (three D.B.-Panhards, three D.B.-Renaults).

RALLYE DE SABLE-SOLESMES

JACQUES PÉRON, the French Osca exponent, won last week's Rallye de Sable-Solesmes, from two Panhards and a Simca. The event included a speed test on the Le Mans circuit, during which competitors were able to witness the Jaguar *équipe* trying out their new cars.

FIRST AGAIN



leads!

BORDEAUX GRAND PRIX

1st **FERRARI** — F. GONZALEZ
 2nd **FERRARI** — R. MANZON
 3rd **FERRARI** — M. TRINTIGNANT
 4th **MASERATI** — STIRLING MOSS

(Subject to official confirmation.)

HELSINKI

DJURGAARDEN FORMULA 3 RACE

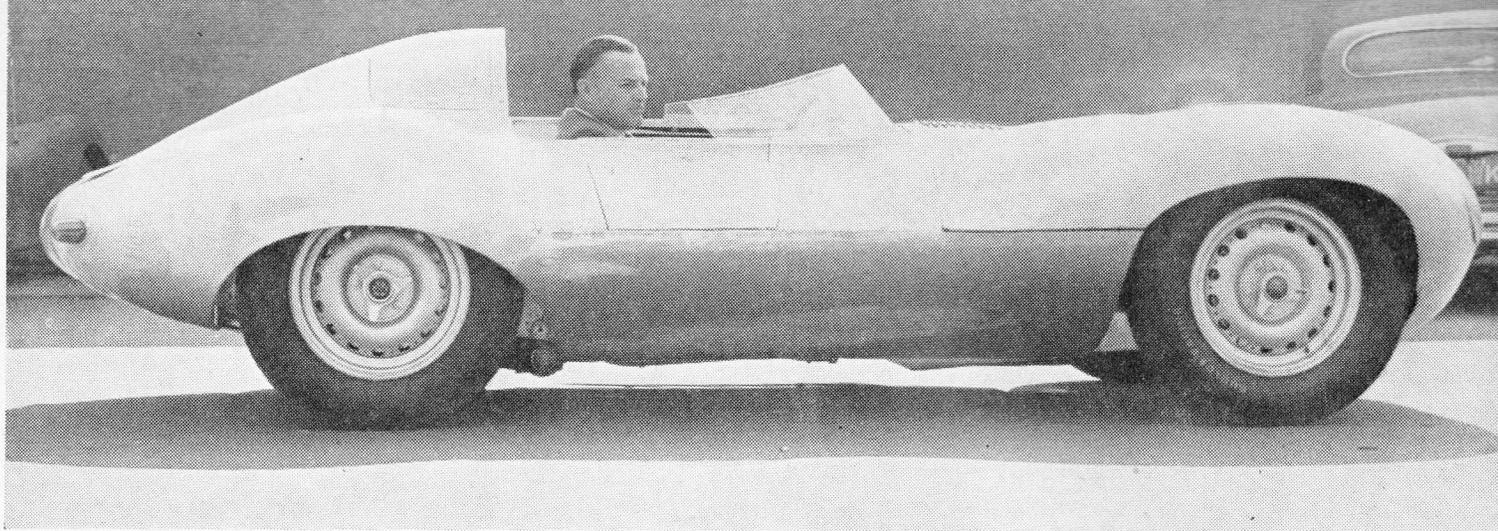
1st **COOPER** — E. BRANDON
 2nd **COOPER** — R. NUCKEY

(Subject to official confirmation.)

You can be sure of



ALSO USING **SHELL** FUEL



NEW JAGUARS FOR LE MANS

More Compact Dimensions, Stressed-Skin Magnesium Alloy Bodywork, and Improved C-Type Engine with Dry Sump Lubrication for 1954 Race

As has been known for some time, the existing Type C Jaguar will be replaced at Le Mans by an entirely new car, developed over the past 18 months by Chief Engineer Bill Heynes and his associates.

The accompanying photographs show the aerodynamic design of the car; it is very low, being only 32 ins. at the highest point of the bonnet. The head fairing is part of the wind-cheating plan, as is the sweeping "Perspex" screen and semi-enclosed cockpit.

Body construction is integral, a stressed-skin magnesium alloy shell being allied to a lightweight chassis frame. Suspension closely follows its C-type predecessor, with the exception of a re-located A-bracket. Dunlop-Girling disc brakes are retained, the discs being of 12¼ ins. diameter. Wired-type wheels have been dropped in favour of a new light alloy perforated disc assembly, but still retaining knock-off hubs.

The twin-o.h.c., six-cylinder engine closely follows the well-known C-type, but dry sump lubrication has been incorporated, using pressure and scavenge pumps and an oil cooler; the latter is mounted close to the radiator. Larger, double-choke Weber carburettors are employed, and power-output is said to be considerably above 250 b.h.p. The engine itself is mounted some 8 degrees from the vertical.

Gear ratios have been altered, and it is anticipated that a much higher axle ratio will be employed; a Borg and Beck multi-plate dry clutch is retained.

Naturally, weight and performance figures remain secret, but it will be recalled that a less-aerodynamic prototype was timed on the Jabbeke-Aeltre motor road last October at 178 m.p.h. An unofficial try-out at Le Mans last week-end on closed roads saw Tony Rolt cover a lap at the remarkable speed of 115 m.p.h., the machine exceeding 170 m.p.h. on the Mulsanne straight.

Leading dimensions, the older C-type's given in brackets, are: wheelbase, 7 ft.

6 ins. (8 ft.); track, front, 4 ft. 2 ins. (4 ft. 3 ins.), rear, 4 ft. (4 ft. 3 ins.); overall length, 12 ft. 10 ins. (13 ft. 1 in.); width, 5 ft. 5½ ins. (5 ft. 4½ ins.); height, 2 ft. 8 ins. (3 ft. 2½ ins.).

Pairings for the drivers at Le Mans are: Stirling Moss/ Peter Walker; Tony Rolt/ Duncan Hamilton; Peter Whitehead/ Ken Wharton.

* * * OPORTO G.P.

CLASHING with the Monza 1,000 kms. race, Portugal's G.P. of Oporto meeting on 26th/27th June will consist of two events. That on the first day, for the Oporto Cup, will be for sports cars up to 1,500 c.c., over 93 miles. The second day's race, the Gran Premio, will be for sports cars of over 1,500 c.c., and will be contested over 206 miles; the road circuit to be used measures approximately 4.6 miles.

ALL-CHANGE: There is little of the famous C-type's external characteristics in the new car, which is shorter and lower, and has quick-release alloy disc wheels with three-lobed hubcaps. Chief Engineer Bill Heynes is at the wheel.

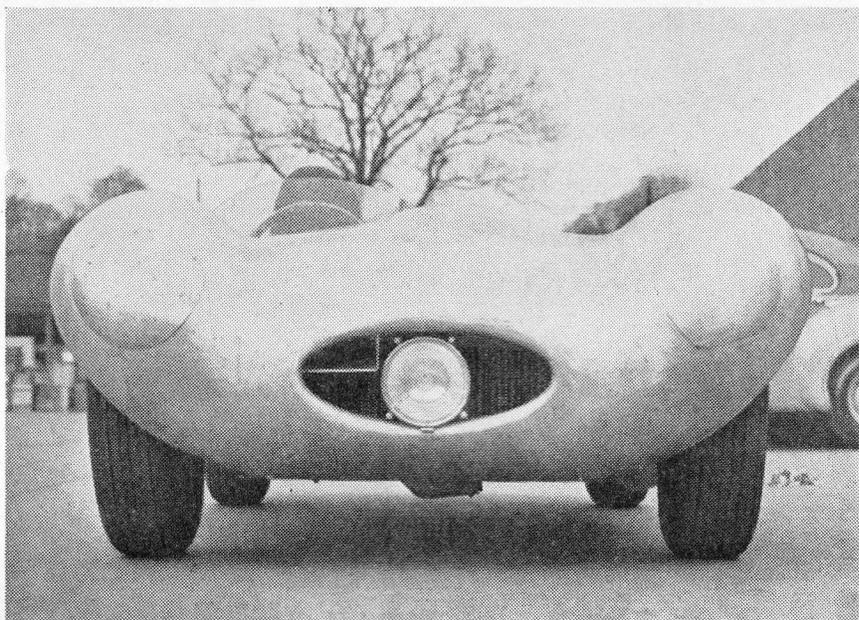
"AUTOSPORT" 500 c.c. TROPHIES "Championship" and "Clubman's"

THE proprietors of AUTOSPORT have presented the British 500 c.c. Drivers' Championship, and Non-Series Production Car Trophies to the Half-Litre Club to award during 1954, and subsequent seasons.

For the Championship Trophy, points will be awarded on a 3-2-1 basis for 1st, 2nd and 3rd places in international and national events at home and abroad, including sprints and hill-climbs.

The Non-Series-Production award becomes the AUTOSPORT Clubman's Trophy, and is open to drivers of 500 c.c. cars who did not qualify as senior drivers under the Half-Litre Club's rules prior to 31st November, 1953. Points will be awarded on a 3-2-1 basis for all events, including sprints and hill-climbs.

No member of the Club may compete for both trophies, and drivers will be responsible for claiming points gained within 14 days of the relevant event.



LOW-RESISTANCE front end of the new Jaguar destined for Le Mans.



The sports car
with winning ways!

A captivating car to look at and a winner on the track, this new T.F. series M.G. Midget is all set to be the most popular of the breed! That longer and slightly lower bonnet houses an engine more vigorously alive than ever. And see what a lovely line the bowed radiator and streamlined headlamps give her! Your M.G. dealer will arrange a trial run.

Safety-glass is a standard M.G. feature.

**AGAIN—MG MIDGETS WIN TEAM AWARD
IN CIRCUIT OF IRELAND RALLY**

The team prize in this major event, which covers a gruelling 1000-mile circuit, has now been awarded to MG teams at five of the last six meetings—a remarkable record of consistent success.



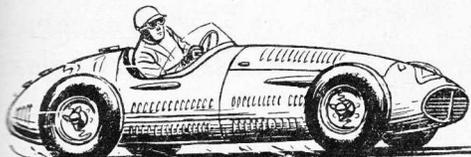
NUFFIELD SERVICE IN EUROPE
Qualified M.G. owners planning a continental tour are invited to see their M.G. dealer for details of a free service to save foreign currency.



THE M.G. CAR COMPANY LIMITED. SALES DIVISION, COWLEY, OXFORD
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STAR-STUDDED SILVERSTONE

Many World-Famous Drivers in Tomorrow's B.R.D.C. /
"Daily Express" Races—Anticipated Ferrari-Maserati
Duel in F1 Event—Debut of Le Mans Lagonda



TOMORROW'S big meeting at Silverstone has attracted a wonderful entry of Grand Prix, F2, F3, production and sports cars. The race for the *Daily Express* International Trophy promises to be as exciting as any event ever staged in Great Britain.

Scuderia Ferrari is represented by three of the latest 2.5-litre cars, to be driven by José Froilan Gonzalez, Maurice Trintignant and Maglioli (taking the place of Farina, injured in the Mille Miglia). Three more G.P. Ferraris are down to be driven by Reg Parnell, Louis Rosier and Robert Manzoni. Gonzalez's car will be the very latest, side-tank model, said to be 1½ cwt. lighter than the other Ferraris.

Opposed to them in five of the Grand Prix Maseratis are Bira, Roy Salvadori, Stirling Moss, Roberto Mières and Harry Schell. Pau-winning Jean Behra will drive a G.P. Gordini, as will ex-Osca and D.B. exponent, Elie Bayol.

Amongst the British 2½-litre cars are Peter Whitehead's Cooper-Alta, and the H.W.M.s of Whiteway and Macklin, but none of the half-dozen Connaughts. There are also five F2 Cooper-Bristols, and various other makes, to produce a total of 33 machines. A driver for Tony Vandervell's new Vanwall Special has not, so far, been nominated. However, it seems a fairly safe bet that Alan Brown will be offered the wheel.

The International sports car race sees the début of the V12, 4.5-litre Lagonda to be driven by Reg Parnell. Paolo Marzotto will introduce the fabulous 4.9-litre Ferrari, said to be the fastest sports racing car in the world.

Opposing these large-engined machines will be three Ecurie Ecosse ex-Le Mans Jaguars (Sanderson, Jimmy Stewart and Peter Walker), two 3.5-litre H.W.M.s (Gaze and Abecassis), four works DB3S Aston Martins (Poore, Graham Whitehead, Salvadori and Collins), Peter Whitehead's Cooper-Jaguar. The two Austin-Healeys are unfortunately scratched. Amongst the smaller-engined machines are Leslie Brooke's TR2 Triumph, Peter Morgan's Morgan, Alan Brown's Cooper-Bristol, Cliff Davis's Maserati (Gilby Engineering Co. Ltd.), McAlpine and Coombs in 1½-litre Connaughts, Chapman, Gammon and Anthony in M.G.-powered Lotus two-seaters, Ken Wharton (1.5-litre Osca), Peter Reece (1.1-litre Osca), Peter Scott-Russell (Frazer-Nash), and Ian Burgess (1.5-litre Kieft).

Daimlers make their first racing appearance for several decades with three of the new Conquest "Century" models in the production saloon race. These will be driven by Wharton, Parnell and Abecassis. That staunch Riley trio will again appear, Sims, Grace and Rogers; Gerry Dunham will be seen in an Alvis, Charles Goodacre in a

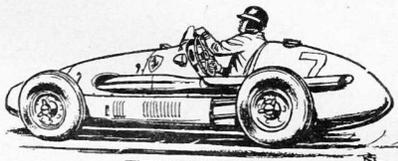
Sapphire, Tony Crook in a 2.5 Lancia Aurelia, and Ronnie Adams, Ian Appleyard, Stirling Moss and Tony Rolt in Mk. VII Jaguars.

Dick Jacobs again has a YB M.G., with opposition from Javelin and Fairman's Borgward. The small-car battle has Potter's Panhard, Newton's Renault, the Standard 8s of Gregory, Taylor, Burgess and Done, with three Morris Minors, two of them having a new o.h.v. conversion. Variety is added to the list by the presence of a diesel-powered Borgward.

Thirty half-litre machines will battle for the F3 race, dominated by the marque Cooper. Works cars will be handled by Bueb, Leston and S. Lewis-Evans and Beart's machine will be driven by Stirling Moss. Other prominent Cooper pilots are Bob Gerard and Alan Brown. Bicknell's famous Revis will be there, as will several Arnotts, Starides, and Kiefts (including Don Parker). Ninian Sanderson will be seen in an entirely new Scottish-built J.P.

Altogether a real feast of racing, and one which is a tribute to the organizational abilities of the B.R.D.C. and the *Daily Express*.

First event begins at 10.15 a.m., and as a very large crowd is almost a certainty, sound advice is to "arrive early"!



SILVERSTONE ENTRY LIST

International "Daily Express" Trophy Race
Connaught (1,960 c.c.): W. R. L. Thorne, A. P. R. Rolt, K. McAlpine, L. Marr, M. F. Young, D. Beauman. **Cooper-Alta** (2,460 c.c.): P. N. Whitehead. **Cooper-Bristol** (1,971 c.c.): A. G. Whitehead, A. Brown, H. H. Gould, J. A. Somervail, F. R. Gerard. **Emeryson** (2,488 c.c.): P. R. Emery. **Ferrari** (2,490 c.c.): R. Parnell, L. Rosier, R. Manzoni, J. F. Gonzalez, M. Trintignant, U. Maglioli. **Gordini** (2,490 c.c.): J. Behra, E. Bayol. **H.A.R.** (1,954 c.c.): H. A. Richards. **H.W.M.** (2,460 c.c.): E. N. Whiteway, L. Macklin. **Maserati** (2,494 c.c.): B. Bira, R. F. Salvadori, S. Moss, R. Mières, H. Schell. **R.R.A.** (1,972 c.c.): G. Richardson. **Turner** (1,960 c.c.): J. H. Webb. **Vanwall Special** (1,998 c.c.): Un-nominated.

500 c.c. Race

Arnott: K. A. Gregory, G. Smith, J. K. B. Brise. **Cooper:** D. Truman, J. Russell, Hon. E. G. Greenall, S. Moss, L. Lewis-Evans, C. Lones, I. L. Bueb, S. Lewis-Evans, G. Wicken, F. R. Gerard, L. Leston, R. K. Tyrrell, A. Brown, J. K. Hall. **Grose:** W. L. Grose. **J.P.:** N. Sanderson. **Kieft:** D. Parker, J. Westcott, I. Burgess. **Martin-Headland:** C. Headland. **Revis:** R. G. Bicknell. **Simca Surva:** H. Otterbein. **Smith:** 500: K. W. Smith. **Staride:** D. Taylor, A. Loens, E. Fenning. **Wasp 500:** E. J. Moor. **Reserves:** T. J. Clarke (C.B.2) and G. H. Symonds (Cooper).

Sports Car Race

Aston Martin (2,922 c.c.): R. D. Poore, A. G. Whitehead, R. F. Salvadori, P. Collins. **Connaught** (1,484 c.c.): K. McAlpine, J. Coombs. **Cooper-Bristol** (1,971 c.c.): A. Brown, T. A. D. Crook, A. P. O. Rogers. **Cooper-Connaught** (1,484 c.c.): J. Risely-Prichard. **Cooper-Jaguar** (3,442 c.c.): P. N. Whitehead. **David Brown Lagonda** (4,485 c.c.): R. Parnell. **Ferrari** (4,900 c.c.): P. Marzotto. **H.W.M.** (3,442 c.c.): G. Abecassis, A. Gaze. **Jaguar** (3,442 c.c.): N. Sanderson, J. Stewart, P. D. C. Walker, J. D. Hamilton, J. Kelly. **Kieft** (1,971 c.c.): H. H. Gould (1,486 c.c.); I. Burgess. **Leonard-M.G.** (1,467 c.c.): L. Leston. **Lotus** (1,467 c.c.): A. C. B. Chapman, M. Anthony, P. D. Gammon. **Maserati** (1,988 c.c.): F. C. Davis. **Morgan** (1,991 c.c.): P. H. G. Morgan. **Osca** (1,300 c.c.): K. Wharton; (1,100 c.c.): P. B. Reece. **Triumph** (1,991 c.c.): H. L. Brooke. **Frazer-Nash** (1,971 c.c.): P. Scott-Russell.

Production Touring Car Race

Alvis (2,993 c.c.): C. G. Dunham. **Armstrong Siddeley** (3,440 c.c.): C. L. Goodacre. **Austin** (1,200 c.c.): J. D. Sleeman. **DKW** (896 c.c.): C. W. Buckley. **Borgward** (1,498 c.c.): J. E. G. Fairman, (1,758 c.c. diesel) J. Tilling. **Daimler** (2,443 c.c.): R. Parnell, K. Wharton, G. Abecassis. **Ford** (1,508 c.c.): B. G. P. de Mattos. **Jaguar** (3,442 c.c.): R. J. Adams, I. Appleyard, S. Moss, A. P. R. Rolt. **Jowett** (1,486 c.c.): J. M. Sparrowe, W. G. Wright. **Lancia** (2,475 c.c.): T. A. D. Crook. **M.G.** (1,250 c.c.): R. W. Jacobs. **Morris** (918 c.c.): V. W. Derrington, H. Sutcliffe, A. T. Foster. **Panhard** (745 c.c.): L. Potter. **Renault** (748 c.c.): E. J. Newton. **Riley** (1,486 c.c.): R. T. Spreckley, (2,443 c.c.) G. H. Grace, A. P. O. Rogers, L. Sims. **Standard** (803 c.c.): D. S. Done, K. A. Gregory, D. O'M. Taylor, I. Burgess. **Volkswagen** (1,192 c.c.): R. E. Owen.

SILVERSTONE BROADCASTS

Saturday, 15th May, Light Programme

Commentators: Robin Richards at the Start, Eric Tobitt at Stowe Corner, John Bolster in the Pits.

10.30-10.45 a.m.: International Trophy, Heat 1, Closing stage.

1.0-1.15 p.m.: Heat 2, Closing Stages.

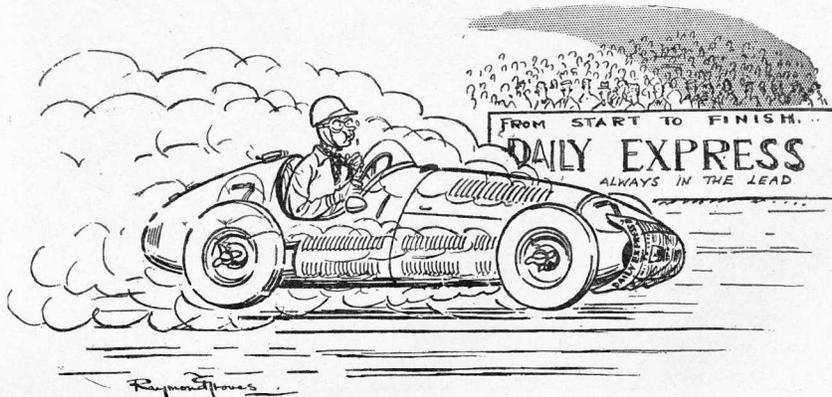
2.0-2.15 p.m.: Start of Production Touring Car race.

2.35-2.45 p.m.: Finish of Production Touring Car race.

3.15-3.30 p.m.: Start of International Trophy Final.

3.55-4.0 p.m.: Progress report.

4.15-4.30 p.m.: Finish of Final.



IBSLEY

Fine Weather and
Flockhart, Salvadori

SORT-OUT: (Left) Through Court Corner on lap 1 of the Formula 3 race go Loens (Staride), Reg Hunt (Cooper 27), Bicknell (Revis, 26), Headland (Martin, 4) and others,

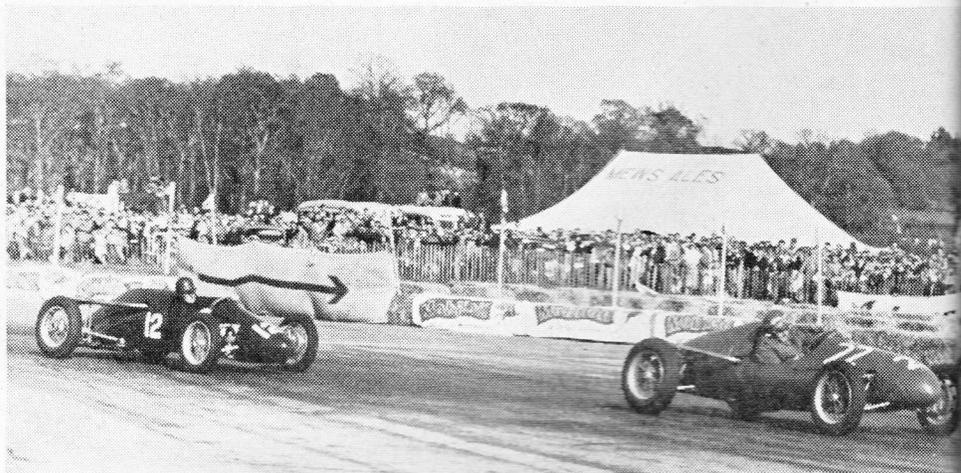
PURSUED AND PURSUER: (Below) Les Leston and Don Parker battled grimly for the lead.



IBSLEY comes but once a year, which is a pity, for the West Hants and Dorset C.C.'s annual racing fixture on the airfield near Ringwood, Hants, is a particularly pleasant one. This year's meeting, the fourth, was graced by something exceptional in the way of spring weather, warm sunshine combining with the news of the B.R.M. entry to attract large numbers of spectators.

The entry list exceeded over 150 cars, a remarkable number for a closed invitation Club meeting. There were races for practically every category bar Formula 1, but the organizers handled their complex programme very efficiently. A most effective P.A. installation, and a lucid and delightfully written race programme kept the public well in the picture. In the extensive paddock area a R.E.M.E. mobile workshop was made available to competitors, doing a brisk trade in welding and other tasks during practice and race days, while an enormous crane was at hand for vehicle recovery, lifting 500s around like feathers.

Ibsley has been speeded up, the half-X section between Church Corner and Paddock Bend being eliminated, and the straight perimeter road substituted. Crowds were thickly gathered all round the 1.99 miles of runway circuit, and

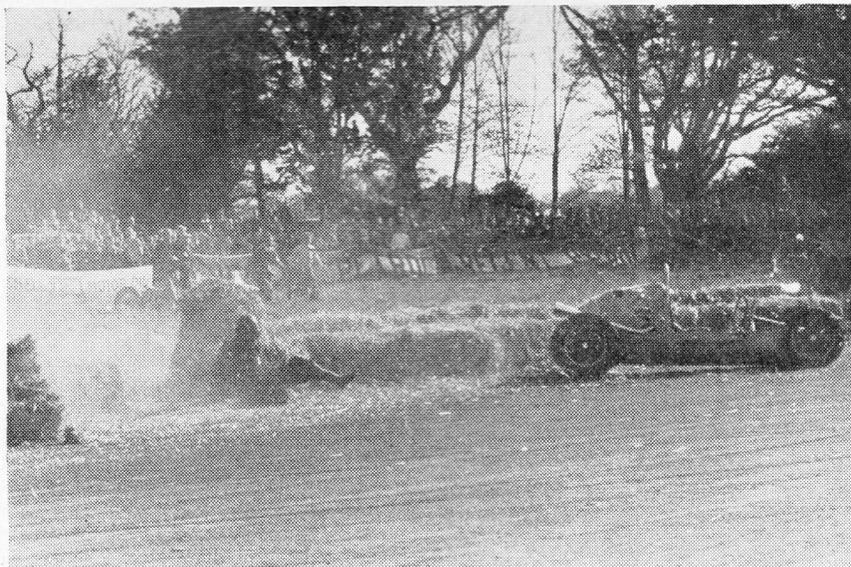


long queues of cars were still slowly entering the parks when Cdr. P. S. Wilson, R.N., raised the starter's flag for Event No. 1.

This was for closed cars only, an Ibsley innovation intended primarily to give W.H. & D.C.C. members a chance to race their normal cars. The cost of fitting laminated windscreens was rather discouraging to would-be entrants, but

even so, some 14 cars turned out, amongst them Rob Walker's famous DB2 Aston Martin saloon, with 2.9-litre DB3 engine under the bonnet and Roy Salvadori in the driving seat. A tough combination, which only G. Tyrer resisted for a valiant three laps, after which the dark blue Aston got past to win, while the "lesser" DB2 of Capt. R. L. Woods came in a fine third, leading B. Baxter's Jaguar, G. M. Walters's DB2 and the rest.

Spectators' cars were still coming in when the 750 and 1,172 Formula entries went out to the grid. Nine 750s turned out, and the 1,172s comprised two Lotuses, two Bucklers, and two "one-off" specials. Of these, D. H. Small's latest, the D.H.S. IIB, got out ahead, M. G. MacDowel and F. Lambert, both Lotus-borne, inhaling its exhaust fumes for two rounds until first one, then the other, successfully attacked and got past. A fair gap separated this trio from A. Targett's Buckler, G. S. Galt's fibreglass ditto, and J. Streets's Earlswood, after which came the leading 750, G. D. Adamson's, the pace of which belied its homely appearance, and kept J. R. Burry's rasping orange car at bay to the finish. Concannon's green car was next, pressed to the end by R. F. Salt-



SEQUEL to our cover picture: (Left) I. E. Raby sits down hard amidst the straw bales after cannoning through them with "Puddle Jumper", his I.E.R.-Midget.

Y SPRING SEPTET

**Fine Racing at West Hants and Dorset Club's Annual Meeting—
Gammon, Leston and Jimmy Stewart Amongst the Winners**

house's, distinctive in "Bira" blue and yellow.

Next came a pleasant selection of rumbling Bentleys and Vauxhalls, an O.M., a proud Alfa Romeo, a gentlemanly Darracq, some pert Austin 7s, a Riley and an Alvis—the Vintage race, of course, a handicap over five laps. Tom Bryant (Aston Martin) was a regretted non-starter after crashing in practice. The Darracq led from the limit mark for two laps, while at the back a stirring Bentley battle was developing between D. G. McClure, E. P. Huxham, J. A. Williamson, G. H. G. Burton, J. H. Bailey and G. G. McDonald, all with "4½s". Whirling hubcaps contacting straw bales imparted a farmyard appearance to the course here and there, but when Williamson eventually got through to head the thundering green pack on lap four he still had W. Nicholson's sedately driven 6½-litre saloon (with a 2 min. start), Quartermain's 30/98 Vauxhall, Fitzwilliam's blue Alfa and

M.G.), P. S. Bailey (Bailey Special) and J. Fiander (Tojeiro) keenly disputed the tenure of second place, each holding it in turn, with Bailey winning the final argument. Jack Sears in the Lister and Len Gibbs (Riley) retired. The 1,300 c.c. class, run concurrently, was another success to the MacDowel Lotus over Lambert's similar car and Geoff Tapp's Buckler.

A certain hearty-voiced 16-cylinder car had been making its presence at Ibsley known with one or two preliminary gallops up the central runway whilst race 4 was in progress. Now at last the Mk. II B.R.M. came out to the line for Event 5, the 15-lap "feature" race. With Ken Wharton unwell after his trip to Italy, Ron Flockhart was at the wheel; to his left in the front row were Graham Whitehead's old E.R.A., Jimmy Stewart's and Ninian Sanderson's Ecurie Ecosse Jaguars, and Les Leston's 1,100 c.c. Cooper-J.A.P. Roy Salvadori, a regretted but expected non-starter with the

1954 G.P. Maserati, drove the 2-litre sports car instead.

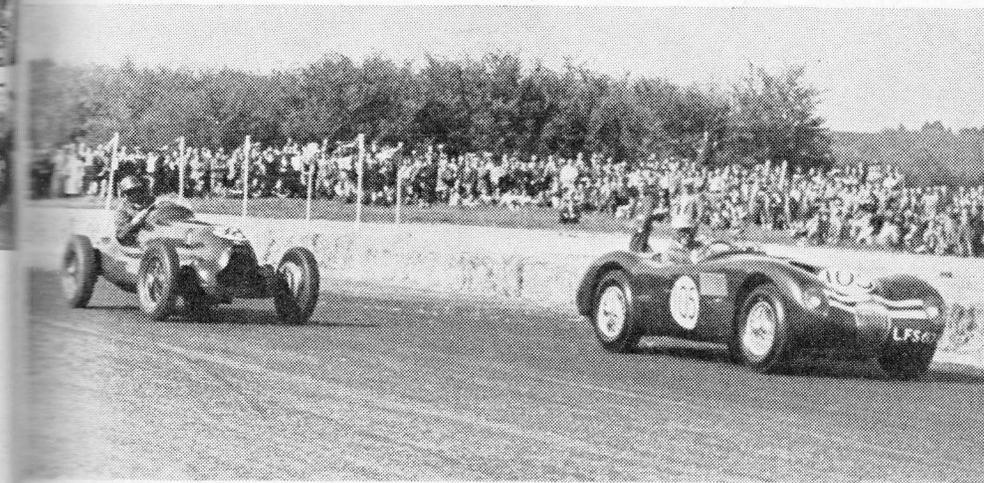
The B.R.M.'s stub exhausts of Goodwood and Snetterton were gone, and in their place were respectable tail pipes. These subdued the noise somewhat, but Flockhart's precise position around the Ibsley course was never in doubt; nor was the first place, which, after a beautiful start with very little wheelspin, he maintained until the fall of the chequered flag. Best of the rest were the extremely healthy Ecosse Jaguars with which Stewart and Sanderson took up station as second and third. Graham Whitehead in the E.R.A. fought hard, and looked like catching Sanderson once or twice, but never quite managed it and finished fourth. Colin Chapman drove Paul Emery's Formula 1 Emeryson but retired after two laps.

Twenty crackling 500s turned out to contest the 15-lap Formula 3 race. R. K. Tyrrell (Cooper Mk. 8) played the role of hare initially, hounded round Ibsley by a ruthless pack comprising Loens's Staride, Bicknell's Revis, Reg Hunt of Australia (Cooper), Les Leston (Cooper), Headland (Martin), Don Parker (Kieft) and Dennis Taylor (Staride). With 15 laps for such as these to decide the issue, things were clearly due to happen.

Bicknell displaced Loens on lap two, and Parker moved up one, past Headland; Bicknell then drew up to Tyrrell, and on lap three whipped past into the lead, while Leston changed fifth place for fourth at Hunt's expense. On lap four Tyrrell led again—and no Bicknell came round, while Leston was now up to second, with Parker on his tail. The Revis had broken a steering connection and was out.

Lap five and Leston sailed through to lead, with Parker right there behind him; poor Tyrrell's motor went woolly and he retired while I. E. Raby took Court Corner over-enthusiastically, and bounced his "Puddle Jumper" spectacularly over the straw bales. In the wake of the leaders, Headland, Hunt and Taylor fought a pitched battle, soon to be joined by Stuart Lewis-Evans. J. Brown's ex-Bicknell Staride went off-course, going end over end, the driver suffering a broken leg and other injuries. Three laps to go, and Parker went in to the attack,

(Continued on page 621)

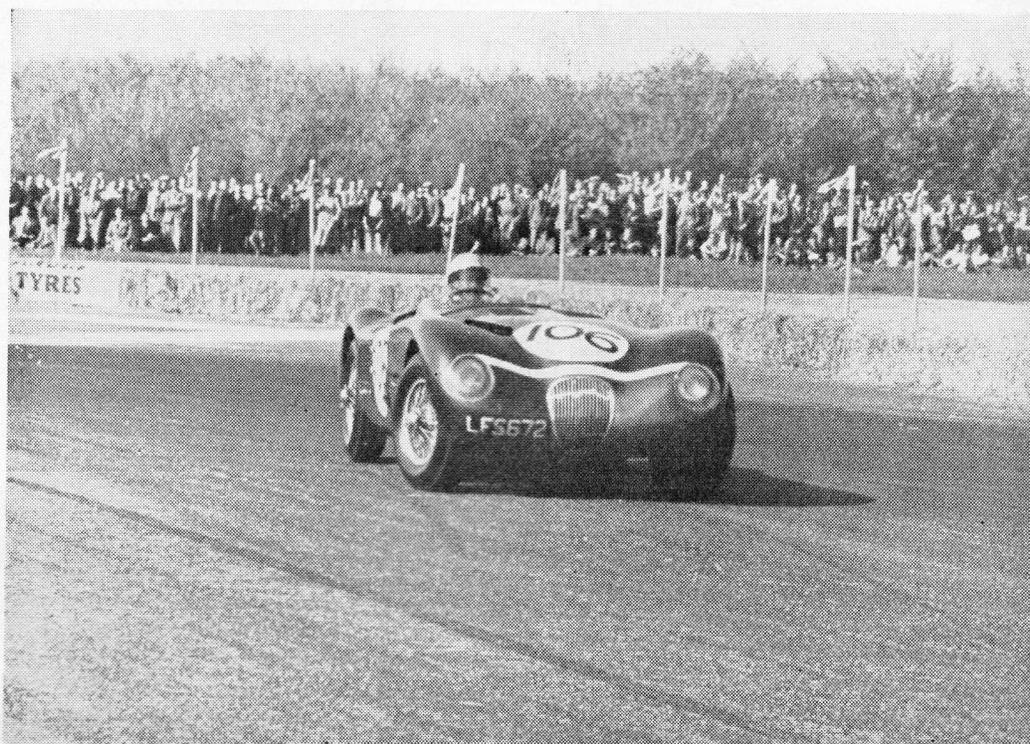


TUSSLE for third place in the 15 lap Formule Libre event (above), between Ninian Sanderson (Jaguar) and Graham Whitehead in his pre-war blown E.R.A.

HELD, SIR: (Right) Jimmy Stewart, unlimited sports car race winner, gets into a slide with the ex-works Le Mans Jaguar at Ibsley.

Len Gibbs's Riley Nine ahead. Final lap and it was clearly Gibbs's race; the glorious-sounding Alfa (a 1931 car, not 1930 as per programme) was runner-up, and third came Williamson. Burton settled 4½-litre Bentley-v-30/98 arguments for the day by displacing Quartermain, while the 4½s of Bailey and McDonald tore across the line practically wheel to wheel.

Event No. 4 was for sports cars up to 1,500 c.c. Entry No. 84 in this race was P. D. Gammon (1,467 c.c. M.G.), and entry No. 84 detached itself from the ruck at flag-fall, established a sound lead, and stayed unassailable there until the race was won. R. D. Steed (J.A.G.-



Michael Christie, who made B.T.D. with his Cooper-J.A.P., seen at Pardon Hairpin when returning second-best time with the 2-litre E.R.A. driven last year by Ken Wharton.

the difficult Pardon Hairpin, and swept very rapidly through the Esses.

James Berry's very E-type-looking E.R.A. Special took the F1 class, with S. J. Smith's 20-year-old Bugatti pipping Flint in Remus for second place. Leslie Marr's Connaught was more or less unchallenged in F2, but "Doc" Taylor did well with the veteran Caesar Special, as did Sir Clive Edward's Leaf-powered H.R.G.

Austen May and Les Leston were on top of their form in F3, the latter

MICHAEL CHRISTIE'S PRESCOTT

B.T.D. with Cooper Comes Within 5/100ths of a Second of Wharton's Record—Fastest Run Ever by an Unsupercharged Car—New Class Records by Leston (Cooper), Scragg (Alta-Jaguar) and Anthony (Lotus)

It was certainly Michael Christie's day at Prescott last Sunday. During the Bugatti O.C.'s National Hill-climb, he not only got within .05 sec. of Ken Wharton's record to set B.T.D. with his Cooper-J.A.P., but made the fastest ever climb with an unsupercharged machine, and also put up second best with Peter Bell's 2-litre E.R.A.

A large crowd turned up in glorious weather to watch several records fall. Les Leston, in his "works" Norton-powered Cooper, took one-hundredth sec. off his existing Formula 3 figures; E. P. Scragg, in his re-vamped Alta-Jaguar—now fitted with three Weber carburettors and ZF differential—lowered Peter Walker's sports car record by three-hundredths sec., and Michael Anthony (Lotus-M.G.) captured Tyrer's old BMW 1½-litre sports car record by twelve-hundredths of a second.

Christie's success was all the more meritorious in that the Cooper was more than slightly bent in practice, and was only just repaired in time for the meeting.

There were several incidents: Col. Arengo spun round after clouting the bank at Orchard Corner with his Cooper Special, and the nearside rear wheel shot at some considerable velocity in the direction of Bill Hartley's PA box. Alex Francis's H.R.G.-Mercury went up in clouds of steam in the paddock when a water-hose burst, but had the car repaired in time to do a fast run. On the final climb of the day, Bill Sleeman discarded the engine cover of his Cooper, dragging it for most of the way up the hill. Ever-smiling Reg Phillips lost a wheel on his £80, built-in-10-days Ford single-seater, and came down at the back of the breakdown truck—still grinning broadly.

Anthony's climb in the Lotus was faultless, as was Ruddock's effort with the Lester-M.G. Jack Sears, taking over the wheel of the Lester from the absent Scott-Brown, did a meteoric first

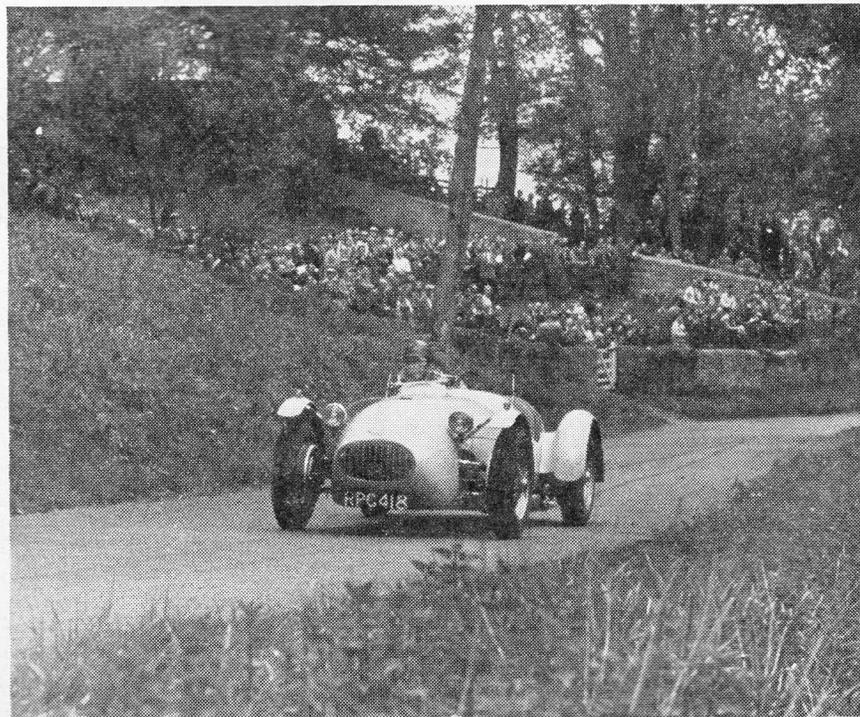
attempt in 50.72 secs., but suffered ignition bothers on his second run. Tony Marsh was surprisingly rapid with an unblown Dellow, and really quick in the next class with a supercharged edition. This 1,501-3,000 c.c. category was dominated by the Bristol-engined Kiefts of R. C. Green and D. J. Calvert, with Peter Morgan's TR2-powered Morgan beating all three Triumphs by over a second.

Bob Berry opened the big sports car class with a rousing 50.14 in his XK 120, which he lowered to 49.83 on his second run. Gordon Parker took the Jaguara up in 49.33, whilst Cyril Wick's extremely polished climb with the Cadillac-engined Allard produced 48.96. Scragg did not appear to hurry overmuch in his record-breaking climb, but the car suffered no wheelspin out of

setting up his new class record with a rocket-like drive; May's effort was beautifully judged. However, the two experienced 500 c.c. men were shaken by the Australian Reg Hunt who, though sadly over-g geared, broke 46 secs. twice. Hunt will be a man to watch this season!

Wilcocks found the Steyr-Allard erratic, but Stubberfield's astounding 1926 Bugatti hurtled up in 45.33 secs. This was not so far off Christie's class-winning run in the 2-litre E.R.A. (44.87 secs.).

Christie was, of course, outstanding with his Cooper, and, with a bit more luck, might have set a new hill record instead of coming within five-hundredths of a second of Wharton's figures. Tony Marsh popped up again to return 45.17 secs. with his Cooper, and A. F. Rivers-



E. P. Scragg, on his way up Prescott to set a new record for sports cars with his re-acquired, re-fronted Alta-Jaguar.

Fletcher (Cooper) did a fine 45.8, to tie with Ivor Bueb in Welton's supercharged car.

On the whole, a fine day of sport, carrying on the tradition of the B.O.C. for staging a speed hill-climb which makes an appeal to the general public as well as enthusiasts.

RESULTS

Best Time of the Day: Michael Christie (1,107 Cooper-J.A.P.), 43.75 secs.

Second Best Time of the Day: Michael Christie (1,980 E.R.A. S.), 44.87 secs.

Best Time by Unsupercharged Car: Michael Christie (1,107 Cooper-J.A.P.), 43.75 secs.

Best Time by Sports Car: E. P. Scragg (3,442 Alta-Jaguar), 47.63 secs. (New sports car record.)

Sports Cars

Up to 1,500 c.c. (U/s): 1, Michael Anthony (1,467 Lotus-M.G.), 49.42 secs. (new class record); 2, Gerry Ruddock (1,467 Lester-M.G.), 50.34; 3, Jack Sears (1,467 Lester-M.G.), 50.72; 4, J. H. Greenwood (1,467 Lester-M.G.), 51.54; 5, Ashley Cleave (1,086 Morris), 52.48.

1,501-3,000 c.c. (U/s): 1, R. C. Green (1,971 Kieft), 49.15; 2, D. J. Calvert (Kieft), 50.42; 3, W. S. Perkins (H.R.G.-BMW), 51.39; 4, Peter Morgan (1,991 Morgan), 51.69; 5, Tony Marsh (1,172 Dellow S), 52.41.

Over 3,000 c.c.: 1, E. P. Scragg (3,442 Alta-Jaguar), 47.63 (new class and sports car record); 2, Cyril Wick (5,420 Allard-Cadillac), 48.96; 3, Gordon Parker (3,442 Jaguar S), 49.33; 4, Bob Berry (3,442 Jaguar), 49.83; 5, Alex Francis (4,375 H.R.G.-Mercury), 49.89.

Racing Cars

Formula 1 (Old 1,500 (S)-4,500 c.c. (U/s) series): 1, James Berry (1,500 E.R.A. Spl. S), 47.66; 2, S. J. Smith (1,492 Bugatti S), 47.788; 3, K. Flint (1,486 E.R.A. S), 48.06; 4, Reg Phillips (3,622 Ford Spl.), 50.10.

Formula 2: 1, Leslie Marr (1,960 Connaught), 47.56; 2, W. A. Taylor (1,991 Caesar Spl.), 49.99; 3, Sir Clive Edwards (1,767 H.R.G.), 51.72.

Formula 3: 1, Les Leston (Cooper), 45.26 (new class record); 2, Austen May (Cooper), 45.69; 3, Reg Hunt (Cooper), 45.84; 4, Clive Lones (Cooper Tiger Kitten), 47.06; 5, Mervyn Kearon (Cooper), 47.17.

Formule Libre: 1, Michael Christie (1,980 E.R.A. S), 44.87; 2, Peter Stubberfield (2,261 Bugatti S), 45.33; 3, J. B. Norris (1,970 Alta Spl. S), 48.64.

Formule Libre (2 and 3 cylinders): 1, Michael Christie (1,107 Cooper-J.A.P.), 43.75; 2, Tony Marsh (1,100 Cooper-J.A.P.), 45.17; 3, A. F. Rivers-Fletcher (998 Cooper-J.A.P.), 45.80, and Ivor Bueb (1,100 Cooper-J.A.P.), 45.80; 5, Hon. E. G. Greenall (1,100 Cooper-J.A.P.), 46.24.

Bugatti Handicap: 1, A. F. Eminson (Type 37A); 2, R. C. Symondson (57S); 3, P. J. Stubberfield (35B).



R. C. Green, who won the 1,501-3,000 c.c. sports car class with his Bristol-engined, central-seat Kieft.

Ibsley Spring Septet—continued

slipstreaming the Cooper past the start, then pulling out to pass at Court Corner. Momentarily the Kieft was ahead, but Leston opened right up and repassed. Again Parker tried, again he drew level, and yet again Leston pulled away. Eventually the latter, his head turned after each corner to watch where Parker was, held the Kieft off to win by half a length, while Dennis Taylor gained a fine third place after fighting all the way with Charles Headland. Lewis-Evans, his motor rather "off", was fifth, Reg Hunt sixth, and Fenning (Staride) seventh despite a hearty spin at Paddock Bend.

The Ecurie Ecosse gave another of their demonstration runs in Event 7, the over 1,500 c.c. sports car race over seven laps. From the first lap to the last it was Jimmy Stewart, that very fine young Scottish driver, who led, followed by Ninian Sanderson, the pair drawing ever further away from a "pursuit" led by Roy Salvadori in the furious-sounding 2-litre Maserati. Peter Scott-Russell's wire-wheeled Frazer-Nash, holding

fourth, was passed by H. Davids's Jaguar, apart from which little happened in this race, save that J. H. Bailey's hard-pressed Bentley laid down smoke and pulled in. Salvadori's was a lonely race, with no one near to chase, or be chased by, but he did win the 1,500-2,750 c.c. class to atone for his solitude.

C. P.

Provisional Results

Race 1. Closed cars, any type (5 laps): 1, R. F. Salvadori (2.9 Aston Martin), 72.21 m.p.h.; 2, G. Tyrer (Jaguar XK 120); 3, R. L. Woods (2.5 Aston Martin).

Up to 1,500 c.c. cars: 1, C. A. Leavens (Jowett Javelin), 56.92 m.p.h.; 2, P. H. Channon (Riley).

Race 2. 750 and 1,172 Formula cars (5 laps): 750 c.c. Class: 1, G. D. Adamson, 56.69 m.p.h.; 2, J. H. Burry; 3, M. J. Concannon. 1,172 c.c. Class: 1, M. G. H. MacDowel (Lotus), 66.47 m.p.h.; 2, F. V. Lambert (Lotus-Ford); 3, D. H. Small (D.H.S. IIB).

Race 3. Vintage Sports Cars, handicap (5 laps): 1, L. E. Gibbs (1,089 Riley), h'cap. 1 min. 10 secs., 65.08 m.p.h.; 2, R. W. Fitzwilliam (2,236 Alfa Romeo S), 1 min.; 3, J. A. Williamson (4,398 Bentley), 5 secs.; 4, G. H. G. Burton (4,398 Bentley), 5 secs.

Race 4. Sports Cars up to 1,300 c.c. and up to 1,500 c.c. (5 laps): 1,300 c.c.: 1, M. G. H. MacDowel (1,064 Lotus), 66.28 m.p.h.; 2, F. V. Lambert (1,172 Lotus-Ford); 3, G. Tapp (1,172 Buckler). 1,301-1,500 c.c.: 1, P. D. Gammon (1,467 Lotus), 74.03 m.p.h.; 2, P. S. Bailey (1,496 Bailey Spl.); 3, J. Fiander (1,467 Tojeiro).

Race 5. Formule Libre racing cars (15 laps): 1, R. Flockhart (1,487.7 B.R.M. S), 83.48 m.p.h.; 2, J. Stewart (3,442 Jaguar); 3, N. Sanderson (3,442 Jaguar); 4, A. G. Whitehead (1,488 E.R.A. S).

Fastest lap: Flockhart, 87.39 m.p.h.

Race 6. Formula 3 cars (15 laps): 1, L. Leston (Cooper), 76.54 m.p.h.; 2, D. Parker (Kieft); 3, D. Taylor (Staride); 4, C. D. Headland (Martin-Headland).

Race 7. Sports Cars, 1,500-2,750 c.c., and over 2,750 c.c.: 1,500-2,750 c.c.: 1, R. F. Salvadori (1,988 Maserati), 76.72 m.p.h.; 2, P. Scott-Russell (1,971 Frazer-Nash); 3, J. E. Byrnes (1,971 Kieft-Bristol). Over 2,750 c.c.: 1, J. Stewart (3,442 Jaguar), 80.91 m.p.h.; 2, N. Sanderson (3,442 Jaguar); 3, H. Davids (3,442 Jaguar).

* * *

BARNOLDSWICK ACTIVITIES

A 50-MILE Photographic Treasure Hunt held by the Barnoldswick and D.M.C. on 2nd May was won by J. Thwaites, with H. Watson and L. Jackson second and third. The club's Elizabethan Rally on 30th May will cover a 200-mile course, and regs. are now obtainable from Mrs. T. Midgley, 16 North Parade, Barnoldswick, near Colne, Lancs.



Yet another Lotus success! Michael Anthony at Orchard Corner, whilst breaking the 1½-litre sports car record with his M.G.-powered machine.

PRESIDENTIAL PRESENTATION: Bill Spear receives the President's Cup from President Eisenhower himself, at the White House on the morning after the race. To the right is Alfred Momo, whose company prepare all Spear's cars for competition.

loe, who is attached to the Pentagon, was plagued with distributor trouble the day before the race and had to borrow a friend's Austin-Healey for compulsory practice, working on his own car in time to start with it.

Overall Results

W. P. Kincheloe, Jr. (Austin-Healey), 68.08 m.p.h., Dr. R. K. Thompson, Jr. (Porsche), Roland McConkey (Triumph), Fred F. Allen (Austin-Healey) Emil Bulck (Austin-Healey), J. B. Holley (Austin-Healey). **Class D:** W. P. Kincheloe, Jr. (Austin-Healey), Roland McConkey (penalized one class), (Triumph), Fred F. Allen (Austin-Healey). **Class F:** Dr. R. K. Thompson, Jr. (Porsche), Wm. R. Lilley (Porsche), Bill Fleming (Porsche).

NATIONAL CAPITAL SPORTS CAR RACES

60,000 at Andrews Airfield Meeting—Bill Spear (Ferrari) Wins President Eisenhower's Cup

A CHEERING crowd of 60,000 spectators, broiling under the rays of an extremely hot sun, saw "Big Bill" Spear drive his 4.5-litre Ferrari to victory at Andrews airfield, Washington, D.C., at an average speed of 81.85 m.p.h. in the President's Cup Race on Sunday, 2nd May. Another 4.5 Ferrari, piloted by Jim Kimberly, had the misfortune to throw a connecting rod midway through the final round of the 47-lap race, after having held the lead for 14 continuous laps, and Kimberly's magnificent record of six starts and six straight wins was thus finally broken. President Eisenhower personally presented the Presidential Cup to Spear at the White House, Washington, the morning following the race.

The event was run under the auspices of the Sports Car Club of America and sponsored by the Andrews Air Force Base Airmen's Living Improvement Fund. The winners of the races were credited with points towards the National S.C.C.A. championship. Colonel Leo Hawel and Colonel Ed Bland, of Andrews Air Force Base, and members of the Washington Region S.C.C.A. are due much credit for their flawless organization; and Chief Timer and Scorer, Joseph Lane, did an outstanding job throughout the day-long programme.

The total entry list numbered 178 cars, an all-time high for sports car racing in the U.S.A. Last-minute non-starters included the Cunningham-Ferrari which, despite day and night labour, was not yet completed, and Masten Gregory's 4.5 Ferrari, which had not recovered from its recent accident at Pebble Beach. Briggs Cunningham laughingly said that they may still be working on their Ferrari-engined car while aboard ship *en route* to Le Mans.

Race day saw the thermometer climb to 86 degrees, giving a track temperature of around 100 degrees. The concrete course, measuring 4.3 miles, contained 10 turns per lap, with a 5,700 ft. main straight incorporating a timed section.

First Race

The George Washington Trophy Race, over 43 miles, for production sports cars under 3,000 c.c., brought 27 cars to the starting line, including nine Austin-

By

RUTH SANDS BENTLEY

Healeys, eight Porsches, seven M.G.s, two Triumphs, and one Morgan. As there were not enough Class E cars to make a class, the two Triumph TR2s were moved up to Class D. When the flag dropped at 9 a.m. the blue Austin-Healey of Ken Livingstone was first away, but at the end of the initial lap another Austin-Healey, the gleaming black one of Major W. P. Kincheloe, Jr., was well out in front, followed by Dr. Thompson (Porsche), McConkey (TR2), Dantone (Austin-Healey), Bulck (Austin-Healey), Livingstone (Austin-Healey), Allen (Austin-Healey) and Robinson (TR2). Kincheloe completed his second lap at 73.2 m.p.h. and led the Porsche by 11 secs. Lap 4 and Kincheloe's lead had built up to 15 secs., and the Porsche was 7.5 secs. ahead of McConkey's Triumph, which looked and sounded good. By the 10th and final lap the doctor's Porsche had cut the lead down considerably but not enough to challenge the winner. Major Kinche-

Race 2

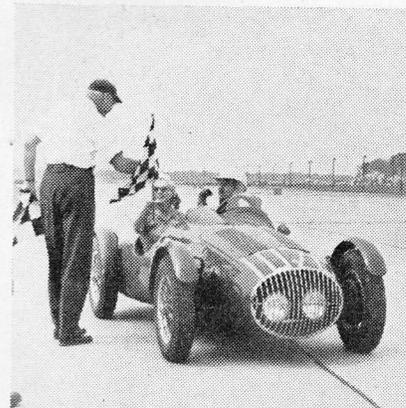
The Congressional Trophy Race, 43 miles for modified and production cars under 1,500 c.c., brought out no fewer than 50 cars, and the long line-up included Porsches, Siatas, M.G.s, Crosleys, Bandinis, an Osca, the PBX, a Nardi, and a Giaur. Lilley's Porsche sprang away at the drop of the flag; but the little Giaur of Frank Dominianni—which has performed so well in past events and which was scratched at starting time for non-appearance, did not enter the course until the leading car was half through its first lap. Dominianni, caught in bumper-to-bumper traffic *en route* to the circuit, had just arrived; however, transmission bothers retired the little car after five laps.

Dr. Thompson's Porsche roadster led Lilley's Porsche Super by 7.5 secs. at the end of the first lap, and Fleming's third-place Porsche Super was being pressed by Makins's Osca MT4. Makins passed both Fleming and Lilley on his second lap, which the leading Porsche completed in 3 mins. 45.4 secs. Candy Poole's PBX, starting in 42nd position, had moved up to fourth place by lap 4, while Bob Keller's Siata Spyder, running seventh, stopped on a back turn. By lap 5 the Makins Osca was nearing Thompson's Porsche.

Lap 6, and the order was Thompson, Makins, Poole, Al Koster (Porsche), Fleming (Porsche), Gent (Cisitalia), Cooper (Porsche) and Bentley (Siata), but Fleming was closing in on Koster. A true battle now ensued between Thompson and Makins and as they started the final lap all eyes were on the last turn. First through was Thompson with a 3 secs. lead, but his Porsche got out of hand and made a 360-degree spin, while Makins slipped past to win in the quick little 1,100 c.c. Osca. Poole's PBX finished in third place 16.5 secs. behind the winner, and Fleming (Porsche) just caught Koster. Several laps of fast dicing between Cooper and Bentley ended in exciting style when the Porsche got the flag not more than a foot ahead of the Siata.

Overall Results

Rees T. Makins (Osca), 67.63 m.p.h., Dr. R. K. Thompson, Jr. (Porsche), Candy Poole (PBX), Bill



OSCA AGAIN: Rees Makins won the second race of the day with his fleet little 1,100 c.c. Osca.

Class F Modified: Dr. R. K. Thompson, Jr. (Porsche). Class G Modified: Al Koster (Porsche). Class H Modified: Rees T. Makins (Osca), John Bentley (Siata). Class I Modified: John Norwood (Siata). Class J Modified: H. A. Rudkin (Bandini).

Race 3

There were 61 cars in the Abraham Lincoln Trophy Race for modified and production cars over 1,100 c.c. The 2.5-mile race began at noon and some expensive machinery included six Ferraris, 16 Jaguars, three Maseratis, Osca's, Austin-Healeys, Kurtis-Krafts, Allards, and other cars. Bill Spear's 4.5 Ferrari had been entered but was scratched at the last minute for installation of new brake linings in time for the big race at 4 p.m. Kimberly's 4.5 Ferrari went into the lead almost immediately and was clocked over the timed section at 143 m.p.h. during its very first lap. Kimberly had a lead of 19.5 secs. over Ernie Erickson's "C" Jaguar with Weber carburetters at the end of his first circuit. Dr. Wyllie's "C" was third, Schilling's JR Allard fourth, Bill Lloyd's 2.7 Ferrari fifth, and J. M. R. Lyeth's 2.9 Ferrari sixth. Sebring co-winner Lloyd's snow white Ferrari moved to third place next lap with Lyeth fourth. Kimberly's lead continued to increase as he lapped consistently at 3 mins. 12 secs., and Erickson, though driving with gusto, just lacked the speed to challenge the very powerful Ferrari.

The real battle was between Lloyd and Lyeth, whose Ferraris kept changing places, while fifth man Walt Hansgen (Watkins Glen winner) challenged them with his Offenhauser-engined Aston Martin DB2.

On lap 12 Kimberly got a "slow" signal from his pits and was clocked through the timed section at only 100 m.p.h.; however, he still had a lead of over a minute by lap 14; and 1 min. 16.2 secs. separated the leading five from McKnought (Maserati), Schott (fuel-injection Jaguar Special), Schilling (Allard) and Wyllie (Jaguar). McKnought's piloting of his 2-litre Maserati was one of the highlights of the day. Kimberly went on to win by a wide margin with Erickson, Lloyd and Lyeth finishing in a huddle.

Overall Results

Jim Kimberly (Ferrari 4.5), 78.11 m.p.h., Ernie Erickson (Jaguar C), Bill Lloyd (Ferrari 2.7), J. M. R. Lyeth (Ferrari 2.9), Walter Hansgen (Aston Martin) (Offy). Class B Modified: Col. David Schilling (Allard JR); George Roberts (Kurtis). Class C Modified: Jim Kimberly (Ferrari 4.5), Ernie Erickson (Jaguar C), Charles Schott (Jaguar Special with fuel injection). Class D Modified: Bill Lloyd (Ferrari 2.7), J. M. R. Lyeth (Ferrari 2.9), Walter Hansgen (Offy Aston Martin). Class E

Modified: Donald McKnought (Maserati), Fritz Koster (Maserati), F. W. Proctor (Maserati). Class F Modified: Bill Brewster (Osca), George Moffett (Osca), Briggs Cunningham (Osca). Class C Production: Charles Wallace (Jaguar), Ted McGrade (Jaguar), Charles Sarle (Jaguar). Class D Production: Bill Kincheloe (Austin-Healey), Fred F. Allen (Austin-Healey), J. B. Holley (Austin-Healey).

Race 4

The Thomas Jefferson Trophy Race, 43 miles, for production Jaguars and production Porsches, brought out 24 Jaguars and 10 Porsches. Wallace (Jaguar), first away, was overtaken by Boss (Jaguar) within 100 yards. Boss had a 5 secs. lead after his first tour and Forno (Jaguar) was in second place with Wallace (Jaguar) third and Crusoe (Jaguar) fourth. Dr. Thompson, driving his third race of the day, was in 16th position, leading not only all of the Porsches but numerous Jaguars as well. Boss was averaging 71.48 m.p.h. by lap 3 and the white Jaguar of Peter Sparacino had moved from ninth to fifth position and was gaining ground rapidly.

Boss completed his fifth lap in 3 mins. 30.8 secs. and was timed at 113.2 m.p.h. White (Jaguar), who moved into fourth place on lap 4, lost it to Sparacino on the fifth, and by lap 6 the order was Boss (Jaguar), Wallace (Jaguar), Crusoe (Jaguar), Sparacino (Jaguar), White (Jaguar), Forno (Jaguar) and Bird (Jaguar). Next lap wrote *finis* to Sparacino's speedy show when he was hit from behind while braking for a cornering downshift, causing him to spin out and fracture a hydraulic brake line. Wallace was first out of the last turn on lap 7, and not until 11 secs. had passed did Boss's Jaguar appear, firing intermittently. Boss, who had driven such a fine race, continued to slow down, giving second place to Crusoe (Jaguar) on lap 9, which the leading Wallace completed at 72.44 m.p.h.

Thompson (Porsche) moved forward 19 places during the race and had an incredible lead over the second car in the Porsche group when Wallace flashed across the finish line well ahead of Crusoe and Bird to win the Jaguar Category.

Overall and Jaguar Class: Charles Wallace (Jaguar), 71.47 m.p.h., Jack Crusoe (Jaguar), John Bird (Jaguar). **Production Porsche Class:** Dr. R. K. Thompson, Jr. (Porsche), Bill Fleming (Porsche), Elmer Jenkins (Porsche).

Race 5

The White House Trophy Race, 43 miles for production M.G.s, seemed dull after the faster events. The 37 cars had the only Le Mans start of the day and Margaret Wyllie drew pole position. Her car stalled momentarily, making her third-from-last away. Dr. R. K. Thomp-

son, Jr., in his fourth event of the day and this time at the wheel of a TD and in 13th starting position, was first to pull out; however, the TF of Ralph Durbin, in third starting place, crossed the line ahead of the pack. The snappy little TF began walking away from the field, and by lap 3 led by 24 secs. On this same lap, Bill Edwards, of Chevy Chase, Maryland, crept by in his TD with a "c'est-la-vie" expression on his face, holding up his hands to indicate he'd lost a cylinder somewhere. Thompson (TD), Bastrop (Mark II), Fergus (TC) and Oliver (TC) had a private bit of dicing behind the impossible-to-catch TF, with Fergus just taking second place from Thompson in a photo-finish.

Overall Results

Ralph Durbin (M.G. TF), 62.41 m.p.h., Bob Fergus (M.G. TC), 60.15 m.p.h., Dr. R. K. Thompson, Jr. (M.G. TD), 60.15 m.p.h., Len Bastrop (M.G. TD), 59.91 m.p.h., Roland S. Oliver (M.G. TC), 59.43 m.p.h.

A parade of experimental machines produced variety as the sports cars of General Motors, Ford and Kaiser were driven past. Film star Bob Hope rode in the XP300 Buick, and Dave Garroway drove the F 88 Oldsmobile. A new Ford convertible also appeared.

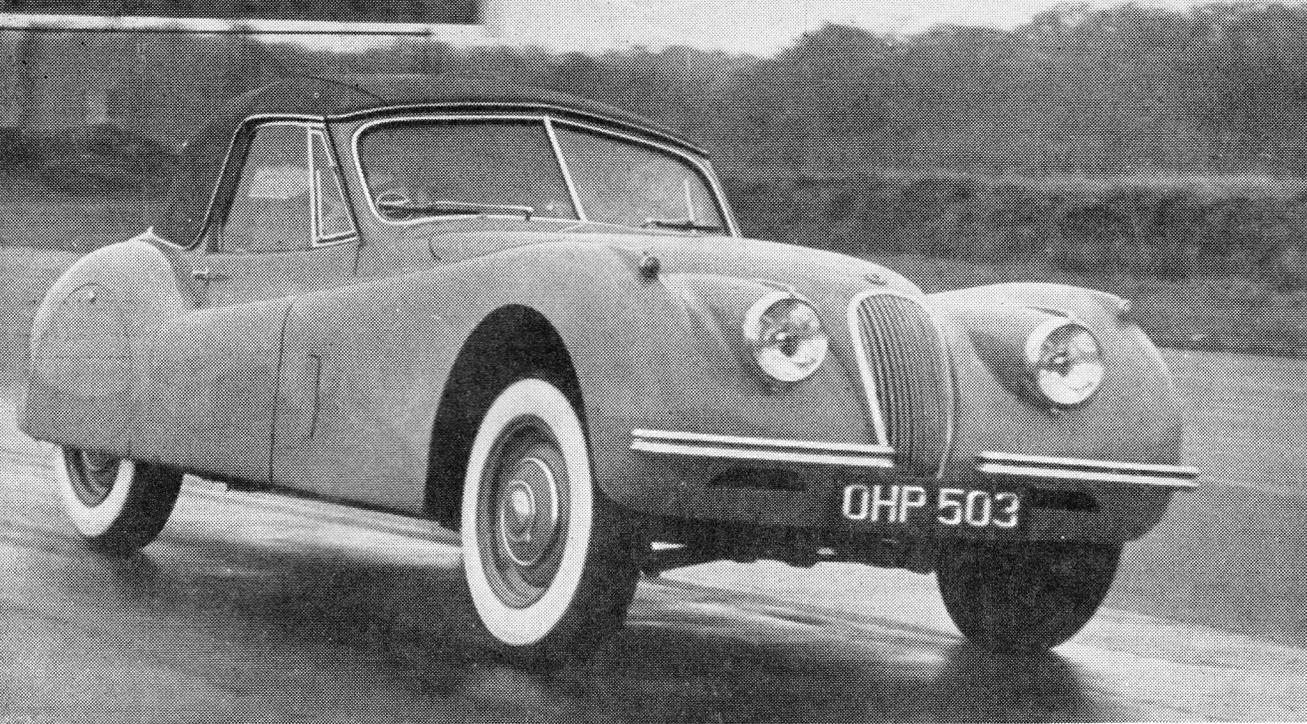
The President's Cup

So to the "feature", the President's Cup Race, over 201 miles (for sports car classes B, C, D, and E, and the first three overall finishers in races 1 and 2, plus the first six finishers under 1,500 c.c. and the first six finishers over 1,500 c.c. in Race 3, plus the first three finishers in each class of Race 4). It attracted some 40 cars, with Wacker (Allard), Hassan (Allard) and Whitmore (Cadillac Special) lined up on the front row. Robert's Kurtis stalled briefly at the drop of the flag, but Spear's 4.5 Ferrari stopped completely and didn't get going until all cars were out of sight. At the end of the first lap Kimberly (4.5 Ferrari) had a 10-sec. lead over Lunken (4.1 Ferrari), who was ahead of Ensley (Kurtis), Hassan (JR Allard), Lyeth (2.9 Ferrari), Benett (C Jaguar) and Lloyd (2.7 Ferrari). Spear, after his very late start, drove with vigour and was only 30 secs. behind Kimberly when he completed his opening round. Kimberly completed his second lap of the 4.3-mile, 10-turn course in the staggering time of 3 mins. 7 secs., and held a wide lead over Spear who had already moved into second position. Lunken made a pit stop and Ensley (Kurtis)

(Continued on page 628)



OFF go the 61 cars in Race 3, the Abraham Lincoln Trophy Race, which was won by Jim Kimberly's 4½-litre Ferrari.



★
HANDSOME: "In closed form", opines John Bolster, "it is the best-looking Jaguar that has yet been made". Performance of the XK120 coupé is well up to its appearance, with 120 m.p.h. attainable in complete ease and quiet.
 ★

JOHN BOLSTER TESTS

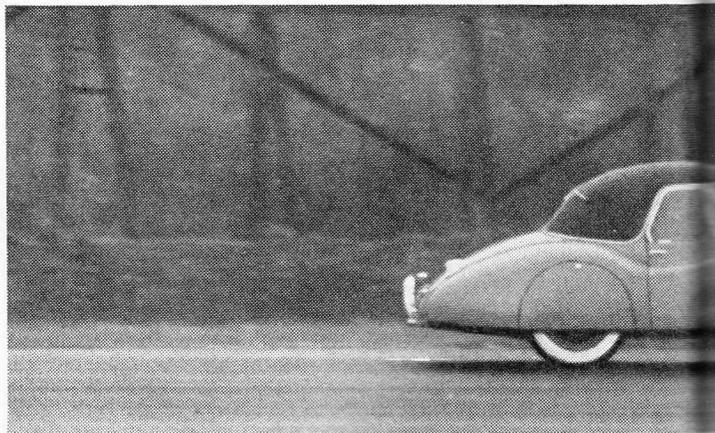
WHEN the glamorous XK 120 first burst upon an astonished world, there were many sceptics. These could be divided into two classes, "it can't be done for the price", and "it won't last". Since then, Jaguars have been sold all over the world at a figure that would appear to invite certain bankruptcy, and yet the shareholders are more than happy.

How this advanced, twin-overhead camshaft luxury car can undersell smaller pushrod-engined machines, only Mr. Lyons can say. What I do know, from the experience of several of my friends, is that the XK is one of the hardest-wearing vehicles on the market. Thus, it carries on the tradition of the vintage years, when large British sports cars were built which could run almost for ever. The "Jag" can take it, and in the hands of all sorts of drivers, it has acquired a reputation for toughness that has never been surpassed.

The heart of a Jaguar is its engine. This unit has a counterbalanced crankshaft which runs on seven $2\frac{3}{4}$ in. journals in steel-backed bearings. The cylinder block-cum-crankcase is of cast iron, and the detachable head of aluminium. The valves are inclined at 70°, and rest on austenitic cast iron seats. They are operated by twin overhead camshafts through inverted pistons, and the drive is in two stages by duplex roller chains. Twin horizontal S.U. carburettors, with an electrically controlled easy-starting device, supply the mixture, and the rest of the specification follows the best modern practice.

THE JAGUAR XK

★
MILE - EATER: "A long run in this car is a pleasure difficult to put into words". The Jaguar was controllable at all speeds on wet or dry roads, its steering steady and accurate.
 ★



A dry single-plate clutch transmits the power to a unit-mounted gearbox, with synchromesh on 2nd, 3rd and top. The Hardy-Spicer open propeller shaft is connected to a three-quarter floating hypoid rear axle. Long semi-elliptic rear springs, with Girling dampers, locate the axle and absorb the driving and braking torque.

The steel box-section frame, with box-section cross members, is of extremely solid construction. It is suspended in front on wishbones and torsion bars, with Newton telescopic dampers. The wishbone ends have ball joints, which perform the double duty of suspension links and stub axle swivels. A three-piece track-rod, with Burman box and slave arm, is mounted ahead of the wheel centres. The brakes are Lockheed hydraulic, and are supplied with cooling ducts.

The car which I have been using

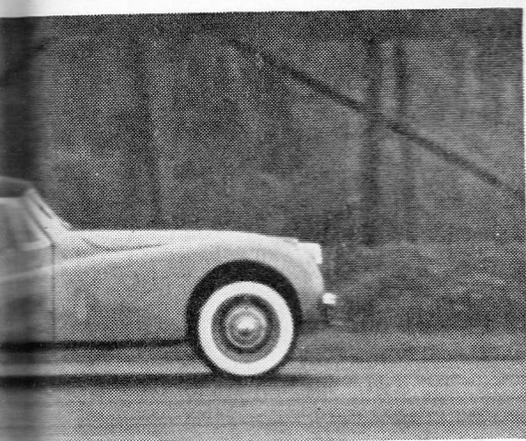
was a drophead coupé. With the top down, this model resembles the well-known open sports, except for the neatly folded hood under its closely fitting envelope. In closed form it is, in my opinion, the best-looking Jaguar that has yet been made. The head is padded and lined, and the operating mechanism is completely concealed. Compared with the open car, the whole interior is more luxuriously appointed, and the walnut dashboard, with large, round instruments, is a joy to behold. I must confess that the metal and plastic dashboard of the average modern car, with its dials of various tortured and non-functional shapes, is something that always saddens me. I am glad that Britain's best manufacturers still scorn this juke-box fashion.

On the road, the first thing one notices about the Jaguar is its delightful manners. The engine is

quite astonishingly quiet, and I am glad to say that the exhaust is very well silenced—a virtue which I value highly. Even in London traffic, the 3.54 to 1 top gear may be used, and the car will pick up rapidly from a crawl. I once inadvertently started from rest in top gear, and the machine moved off easily without any apparent distress! If desired, almost any journey can be completed without touching the gear lever, so flexible is the powerful engine.

Nevertheless, a useful gearbox with well-chosen ratios allows 60 and 88 m.p.h. to be attained on second and third gears respectively. The short, central lever is ideally situated, and though it requires fairly firm movements at low speeds, the changes go through quite easily

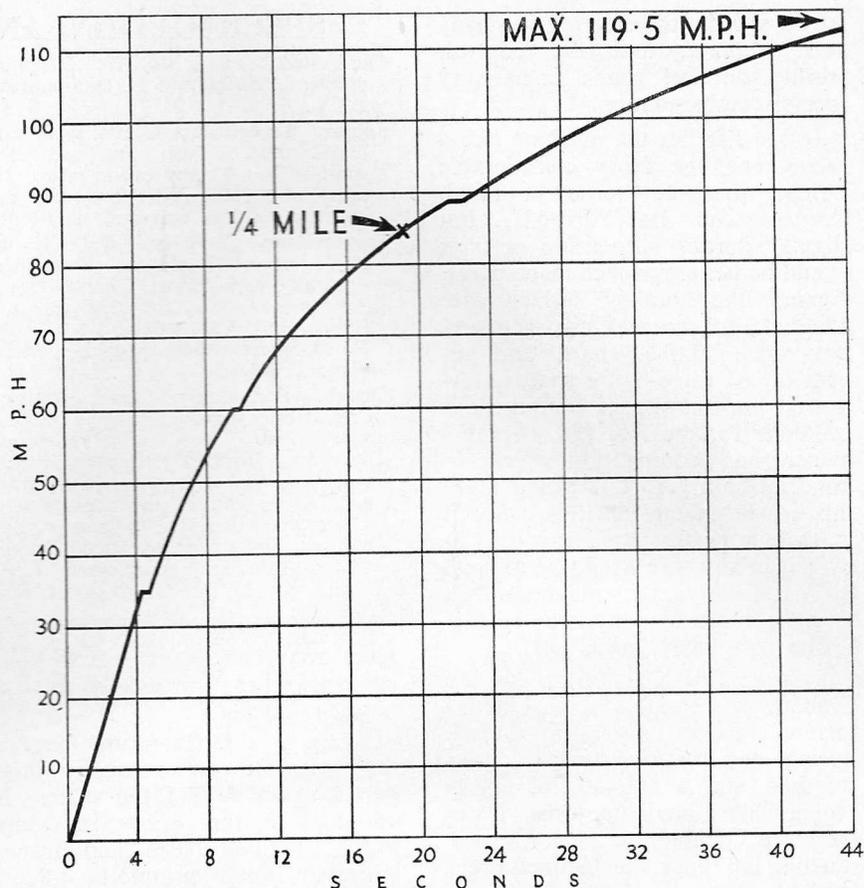
XK 120 DROPHEAD COUPÉ



at the higher revolutions. The clutch is at all times smooth and well up to its work. The “fly off” hand brake was also much appreciated.

The other controls would benefit from a little re-positioning. The steering wheel is adjustable for length of column, but is, I thought, too close to the legs if a heavy overcoat be worn. The foot pedals, too, might be adjusted to give easier “heel and toe” for simultaneous braking and changing down. As, however, these trifling alterations could easily be made to suit the individual owner, this is not a serious criticism.

HEART OF THE JAGUAR: The famous 3½-litre twin o.h.c. six-cylinder XK 120 engine, which gives 160 b.h.p. at 5,000 r.p.m., and propels the 26½ cwt. coupé with contemptuous ease, permitting 100 m.p.h. cruising on half-throttle.

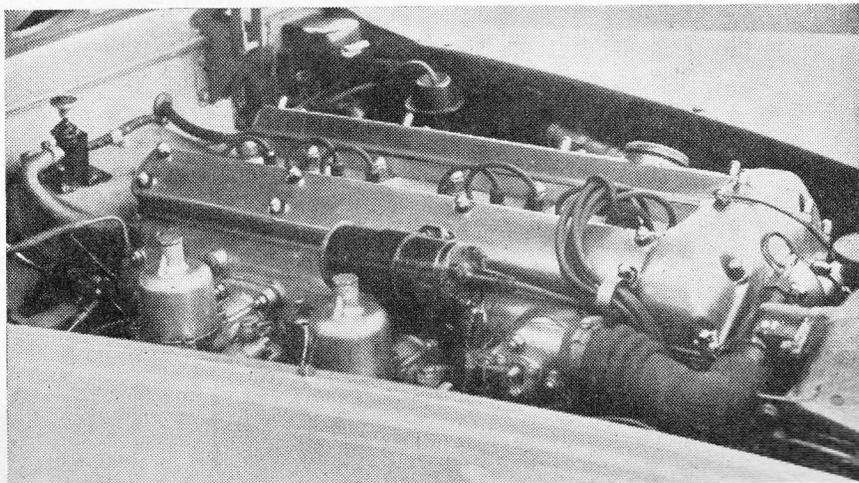


0-100 M.P.H. IN 31 SECS.: Acceleration graph of the 26½ cwt. Jaguar drophead coupé.

The seats are extremely comfortable, there is excellent forward vision, and the beautifully made body is free from objectionable wind noise at even the highest speeds. The rear quarters are somewhat blind, as is unavoidably the case with all convertible bodies, and the back window is smaller than that of a “hard top”. The rear part of the hood can be zipped out separately to provide ventilation in tropical conditions. The body is watertight in the worst storms, and

the heating and demisting work admirably. The doors open and close very easily, and there are no rattles.

This is one of the finest high-speed touring cars that has ever been made. The suspension gives a far smoother ride than the lighter type of sports car can provide, and the effortless, half-throttle cruising speed of 100 m.p.h. is a real pleasure. Even at a full 120 m.p.h. (126 on the “clock” of my particular car) the engine remains quiet and smooth.



At all speeds, the steering is steady and accurate, and the controllability on wet roads earns very special commendation.

If one handles the machine like a racing car, the fairly considerable weight must be borne in mind. Corners can be "drifted", but slightly harder suspension settings would be better for such manoeuvres. Again, the brakes, which are adequate for normal use, get very hot when applied hard and repeatedly at three-figure speeds. As is well known, special equipment is available for the XK 120 when the owner has competition work in mind. For my part, I would leave this coupé exactly as it is, since it is such a perfect road car that to alter it in any way would be to spoil it. After all, Jaguars make the "C" type for those who want to be first at the chequered flag.

I drove the XK 120 round the Club Circuit at Silverstone, but unfortunately my visit took place during the recent spell of bad weather, and a thunderstorm was raging when I made my tests. I was therefore unable to record any startling lap times, but I gained some valuable data. For instance, the car proved utterly controllable on the corners, even when driven to its limit. The screen wipers ensured 100 per cent. visibility, and the brakes gave even retardation on the glassy surface.

A long run in this car is a pleasure that is difficult to put into words. Whether it is its complete indifference to all kinds of road surface, its silence and smoothness, or the feeling of always having more power in reserve, I know not. Suffice it to say that the miles melt away without the slightest effort, and one never makes oneself conspicuous by sounding like a racer. For those who can afford the higher petrol consumption, the 3½-litre engine

SPECIFICATION AND PERFORMANCE DATA

Car Tested. Jaguar XK 120. Drophead coupé. (Price £1,616 2s. 6d., including P.T.)

Engine. Six cylinders 83 mm. x 106 mm. (3,442 c.c.). Twin overhead camshafts. 7 to 1 compression ratio. 160 b.h.p. at 5,000 r.p.m. Twin SU carburetter. Lucas coil and distributor.

Transmission. Borg and Beck 10 ins. single dry-plate clutch. Four-speed gearbox with short central lever. Synchromesh on 2nd, 3rd and top. Ratios, 3.54, 4.84, 7.01 and 11.95 to 1. Hardy-Spicer open propeller shaft. Hypoid rear axle.

Chassis. Box section frame. Independent front suspension by wishbones and torsion bars with telescopic dampers. Burman re-circulating ball-type steering with three-piece track rod. Semi-elliptic rear springs with piston-type dampers. Pressed steel bolt-on disc wheels, fitted Dunlop 6.00 x 16 ins. road speed tyres. Lockheed hydraulic brakes. 2L.S. in front,

12 ins. drums, 208 sq. ins. lining area, ducted cooling to front brakes.

Equipment. 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil pressure and fuel gauges. Electric clock. Heating and demisting. Windscreen washer. Flashing direction indicators.

Dimensions, etc. Wheelbase 8 ft. 6 ins., track, front 4 ft. 3 ins., rear 4 ft. 2 ins. Ground clearance 7 ins. Overall length 14 ft. 5 ins. Turning circle 31 ft. Weight 26½ cwt.

Performance. Maximum speed 119.5 m.p.h. Speeds in gears: 3rd 88 m.p.h.; 2nd 60 m.p.h.; 1st 35 m.p.h. Standing quarter mile 17.5 secs. Acceleration: 0-30 m.p.h. 3.5 secs.; 0-40 m.p.h. 5.3 secs.; 0-50 m.p.h. 7.1 secs.; 0-60 m.p.h. 9.5 secs.; 0-70 m.p.h. 12.5 secs.; 0-80 m.p.h. 16.9 secs.; 0-90 m.p.h. 23.3 secs.; 0-100 m.p.h. 31 secs.; 0-110 m.p.h. 40.9 secs.

Fuel Consumption. 14½ m.p.g.

gives a contemptuous ease to high-speed travel that no smaller unit can hope to match.

There is a fairly roomy boot in the tail, and an unusually large parcel space behind the seats. In addition to the usual dashboard locker, a small baize-lined drawer is provided, and it would be difficult to imagine any item of useful equipment that has been left out. Both seats are separately adjustable, and there are lights in the roof and boot.

The XK 120 coupé is strictly a 2-seater, but every comfort is provided for the driver and his passenger. Whereas an open sports model,

even with hood and sidescreens erect, is not an ideal every-day conveyance, this drophead coupé would be perfectly adequate for the one-car man, who must use his vehicle for business as well as pleasure. Furthermore, the lady of the house could take it to the shops without ever thinking about that potential 120 m.p.h. maximum.

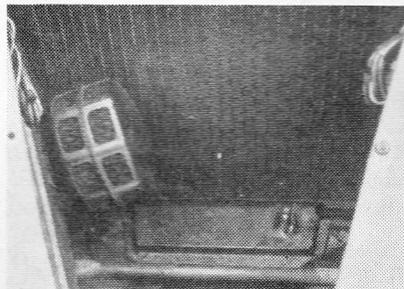
This is a car of superb appearance, extremely high performance, and proved stamina, and it sells at a price that makes it—to say the least—a very attractive proposition. I can think of one improvement; let Jaguars fit a transparent bonnet, for it seems a shame to cover up the beauty of that shining, twin-camshaft engine!

THE GAS-TURBINE FIAT

ITALY'S first gas-turbine-driven car was revealed by the Fiat Company at the Turin Automobile Show on 24th April. Development of the design commenced over five years ago, in 1948, and the first completed car made its first experimental runs on 14th April this year, at Caselle airport. Amongst its drivers was the veteran Carlo Salamano, winner of the 1923 G.P. of Europe in a supercharged 2-litre Fiat.

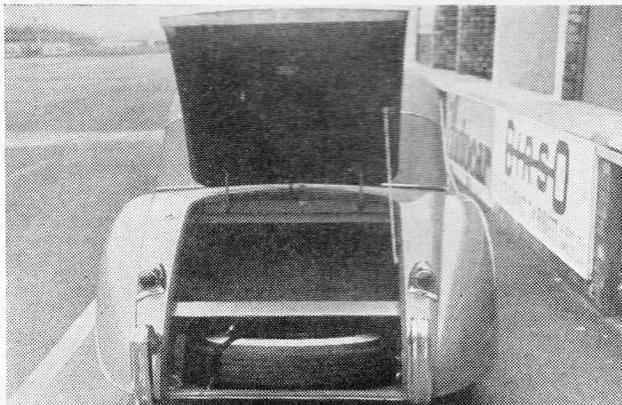
The power unit, set at the rear of the car, comprises a two-stage centrifugal blower feeding via combustion chambers to a two-stage turbine, thence to a single-stage driving turbine which, through a train of reduction gears, powers the rear wheels. Air is fed from the nose of the car. The driving unit turns at some 22,000 r.p.m., when its power output is nearly 200 b.h.p.; gas temperatures of approximately 800 deg. C. are reached.

The tubular chassis is all-independently suspended by helical springs enclosed in oil-filled aluminium casings. No gearbox is used; two large fuel tanks are mounted on the chassis sides, occupying the space between front and rear wheels.



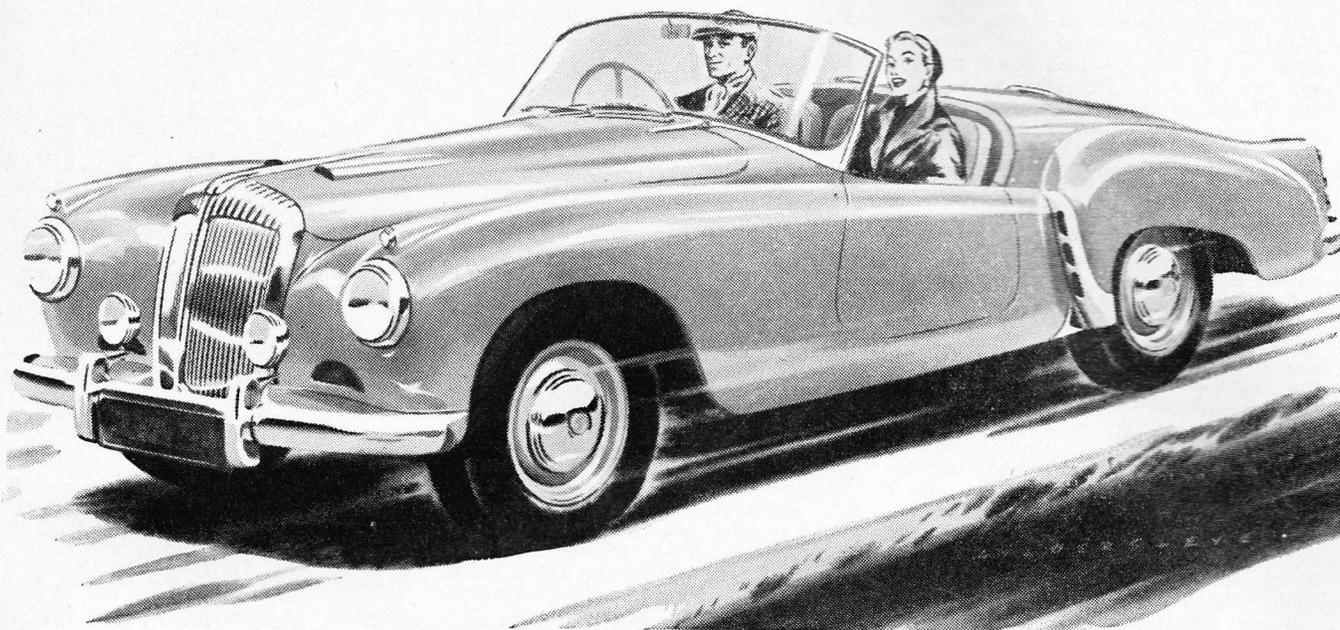
(Above) The air cleaner for the XK 120 engine is mounted between the radiator block and the grille.

★



(Left) Boot view of the drophead coupé, showing spare wheel accommodation and adequate space for the luggage of the two persons the car carries.

POWER — *in a velvet glove*

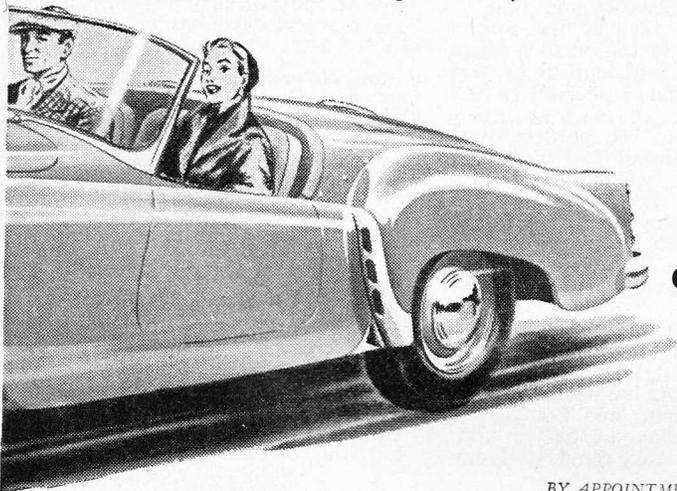


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The special engine with high compression cylinder head



develops 100 bhp, and has been designed to tuck well down into the chassis to allow for a low over-all height. The hydro-mechanical brakes are cooled by air-vents provided in the body front and rear.

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For a fully descriptive brochure on the Conquest Roadster write today to Bureau R63, The Daimler Company Ltd, Coventry. Price £1,180 plus £492.15.10 purchase tax.

The Conquest range also includes the Conquest Saloon, the 'Conquest Century' and the Conquest Coupé.

OUT OF PEDIGREE COMES PACE



OHHHHH! A weary Bill Spear, seated with Alfred Momo in the winning 4.5-litre Ferrari, is interviewed just after the big race, by Dave Garroway.

National Capital Sports Car Races—cont.

took third place ahead of Lyeth, Lloyd, Hansgen (Aston Martin), and Benett. Spear cut Kimberly's lead down to 25 secs. on lap 3, to 20.6 secs. on lap 4, and 14 secs. on lap 5, but dropped back to 41 secs. on lap 6 when he revolved on the back leg.

Meanwhile, John Gordon Benett, driving Frank Miller's "C" Jaguar, began motor racing, overtaking Hansgen on lap 5 and Lloyd on lap 6 and closing on Lyeth, whom both he and Lloyd passed two laps later. Spear, in second place, was cutting 5 secs. off Kimberly's lead each tour and by lap 11 had reduced it to 19.8 secs. Ensley in third place was 2 secs. ahead of Benett, and Briggs Cunningham (Osca) had moved from a far-back starting position to ninth place. By lap 13 Kimberly had lapped all but Spear, and Benett was in third place. Many private battles were being waged along the line, but the hottest was between the two 4.5 Ferraris. Lap after lap Spear breathed the exhaust fumes of Kimberly's Ferrari, getting within 2 secs., and then 1 sec., then less, and finally edging past on lap 23.

Benett detected expensive noises on lap 25 and brought the "C" Jaguar into the pits. Diagnosing an about-to-go big-end bearing, he retired while running third. Bill Lloyd now moved up behind the two 4.5s. The hot course began to worry the pitmen, and one of Kimberly's crew could be seen with binoculars on a slow turn checking the tyres of the Ferrari. He gave an "O.K." signal to the driver, who continued to harass Spear. Spear completed lap 30 while third place Lloyd was on lap 28. With his foot hard down, Spear then set the fastest lap of the day in 3 mins. 2 secs. against Kimberly's record of 3 mins. 3 secs.

Kimberly regained the lead on lap 33 and began pulling away from Spear. Two circuits later Lloyd made a very quick refuelling stop, losing two places and moving Ensley (Kurtis) and Lyeth (Ferrari) into third and fourth spots. Cunningham (Osca) was now sixth, Wyllie ("C" Jaguar) seventh, and Johnston (Osca) eighth. The smart British-racing-green "C" of Wyllie, well driven throughout the race, had a lovely whistling note.

On lap 36 Lyeth pulled his Ferrari into his pits announcing that he could stand no more of the blistering heat. Later, Chuck Hassan, who had retired Schilling's Allard laps earlier, dropped by Lyeth's pits and was asked to drive the Ferrari. Although the pit stop let Cunningham, Wyllie and Johnston by, Hassan jumped into the car and drove with determination. Ensley (Kurtis) completed his 41st lap quite late and stopped at his pits with a bashed bumper. Hay bales, perhaps? The light-blue Kurtis, which had moved into third place during Lloyd's petrol stop, dropped back now to tenth position—a pity after a fine performance!

Bill Spear then came in for tyres; a costly pit stop, indeed, letting Kimberly build up a 1 min. 45 secs. lead. Nevertheless, Spear was soon back in the race, putting his foot to the boards to catch



his rival. Kimberly's lead was apparently insurmountable, but fate was on Spear's side. Kimberly began his 47th lap with smoke pouring out of the Ferrari, the car stopping midway through the final lap with a big-end bearing gone, a sad ending to a stupendous performance. On his extra lap after receiving the chequered flag, Spear picked up his friend (and rival) and drove him back to Victory Lane. Stopping in front of Dave Garroway's microphone, the very hot and tired Spear drooped over his steering wheel uttering "Ohhhhh!" Garroway laughed and said, "Say that again, Bill."

Spear looked up, grinned and repeated "Ohhhhh!"

President's Cup

1 Bill Spear (4.5 Ferrari), 81.85 m.p.h.; 2, Bill Lloyd (2.7 Ferrari), 74.63; 3, Briggs Cunningham (1.5 Osca), 73.77; 4, M. R. J. Wyllie (C type Jaguar); 5, J. M. R. Lyeth/Chuck Hassan (2.9 Ferrari); 6, Sherwood Johnston (1.5 Osca); 7, Walt Hansgen (Aston Martin); 8, Donald McKnought (Maserati); 9, Bill Carpenter (Kieft-Bristol); 10, Jack Ensley (Kurtis).

Class B: 1, Ensley (Kurtis); 2, Fred Wacker (Allard).

Class C: 1, Spear (Ferrari); 2, Wyllie (Jaguar).

Class D (Mod.): 1, Lloyd (Ferrari); 2, Lyeth/Hassan (Ferrari); 3, Hansgen (Aston Martin).

Class D (Prod.): 1, W. P. Kinchloe (Austin-Healey); 2, Emil Bulck (Austin-Healey); 3, Billy Danhone (Austin-Healey).

Class E: 1, McKnought (Maserati); 2, Carpenter (Kieft); 3, F. W. Proctor/Fritz Koster (Maserati).

Class F: 1, Cunningham (Osca); 2, Johnston (Osca); 3, Henry Wessells III (Osca).

HUDDERSFIELD RALLY

THE Annual "Dusk to Dawn" Rally of the Huddersfield Motor Club was held on 1st/2nd May, starting from the Star Inn, Roberttown, and covered some 250 miles of North Yorkshire and Lancashire.

The organizers obviously intended all competitors to lose marks at the first control, as this was only 0.6 miles from the start and the map reference was not given until each competitor was starting. A very spirited performance was made by one entrant in a new Ford Anglia, who managed to arrive 45 mins. late!

All competitors left the first control intent on making up time before reaching the next, but here, due to its very tricky position, found themselves but deeper in the mire.

Thence a glorious belt northwards to the Sicklinghall control and on to the Northallerton area, where things began to happen. One A40 saloon was prevented from turning completely over by a providentially placed hawthorn bush, and an M.G. TC ended a beautiful slide, wedged lengthways between two oak gateposts.

As cars began to arrive at the half-way compulsory halt at Catterick Bridge, it became clear that John Hall, expertly navigated by sister-in-law Mary Newton, in the Morris Minor, and Frank Hirst (Bristol) were leading the field.

After the hour's halt, competitors pro-

ceeded via a cunningly secreted passing control situated on the tank testing ground near Catterick, to the Buttertubs control and down to Halton Gill. Here the first arrival was Peter Lockwood, whose Jupiter had managed to slither its way into the front of the field, hotly pursued by Hall, Hirst and the Citroën of Peter Stringer.

By this time it was quite daylight and the use of headlights was unnecessary. A series of hairpin bends and steep hills brought competitors to the Scabden control, in the Forest of Pendle, and on to the finish at Mytholmroyd via Widdop.

Results

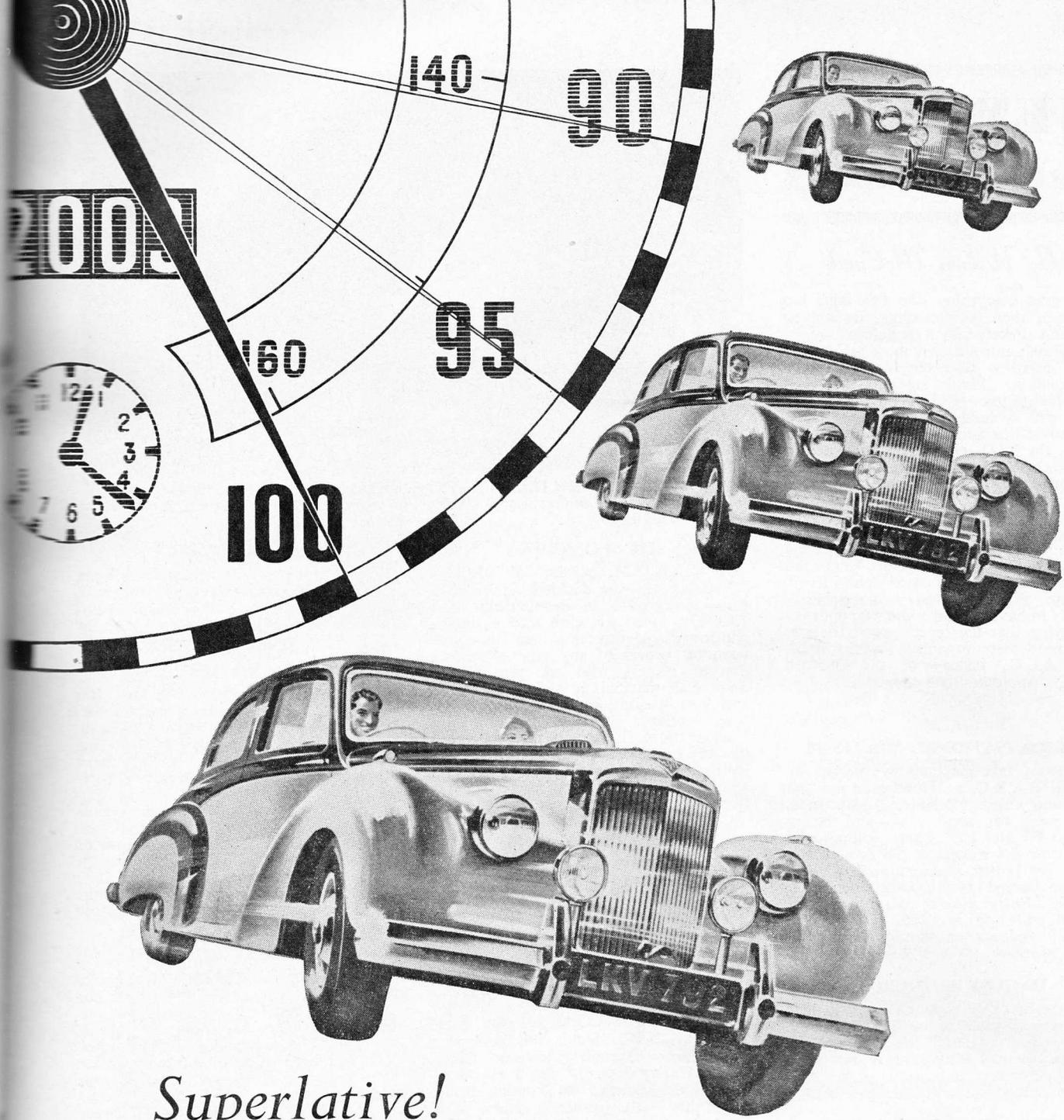
General Classification: F. Hirst (Bristol), 88 marks lost; 2, J. R. Hall (Morris Minor), 90; 3, P. Stringer (Citroën), 179; 4, D. E. Hampson (M.G. TC), 236; 5, P. Lockwood (Jupiter), 267; 6, E. J. B. Mitchell (Ford Anglia), 290.

Dusk to Dawn Trophy: F. Hirst.

Under 1,500 c.c.: 1, I. R. Hall; 2, D. E. Hampson. **Over 1,500 c.c.:** 1, P. Stringer; 2, J. Denham (Vauxhall). **Team Award:** Hirst, Hall, Mitchell.

VETERAN C.C. EVENT

THE Veteran C.C. of Great Britain will hold their Worcester and Malvern Rally and Run on Saturday, 5th June, for cars manufactured before 1917. Entries close on Saturday, 15th May, and the Secretary of the Meeting is Miss G. M. Fielding, c/o Morgans (Tyseley), Ltd., Birmingham, 11.



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NEWS FROM THE CLUBS

By Wilson McComb

GETTING everything into this issue has been about as difficult as insinuating Holland Birkett into a Topolino Fiat, so this week's introduction to "Club News" must, perforce, be given over to potted information. Firstly, there is the fact that the London M.C.'s Lawrence Cup Trial will be held at Longmoor in July, instead of this Sunday at Bagshot Heath, where the W.D. ground is not available at present. The Thames Estuary A.C.'s Southend "300" Rally, which normally takes place in June, has been postponed until 24th/25th July, and no *Concours d'Élegance* will be included this year. The Midlands M.E.C.'s Silverstone meeting will be run on 5th June, and details can be had from L. Hill, 8 Skelcher Road, Shirley. Finally, in last week's issue we appear to have caused some despondency by saying that the recent speed trials at Bushmead were organized by the Bradford A.E.C., instead of the Bedford A.E.C. Apologies to both.

B.A.R.C. NATIONAL MEETINGS

NATIONAL race meetings will be run by the B.A.R.C. at Goodwood on 7th June and Crystal Palace on 19th June, with races for sports cars and racing cars to F1 and F3. There will also be a *Formule Libre* event at Goodwood, and a race for 1½-litre supercharged or 2-litre unsupercharged racing cars at Crystal Palace. Entry closing dates are 24th May (Goodwood) and 29th May (Crystal Palace), and entries should be sent to H. J. Morgan, 55 Park Lane, W.1.

HAGLEY AUTOCROSS

HAVING received a poor entry for their autocross meeting on 9th May, the Hagley and D.L.C.C. decided not to run the event. Members are reminded that Wednesday, 26th May, is the date of the club's Annual General Meeting.

WESTBROOK HAY HILL-CLIMB

ENTRIES close next Monday, 17th May, for the Herts County A. and A.C.'s hill-climb at Westbrook Hay, near Hemel Hempstead, on 22nd May. Details may be had from Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead.

SCARBOROUGH WEEK-END

MEMBERS of the B.A.R.C., Bridlington and D.M.C., Darlington and D.M.C., Lancashire A.C., Lincs and Cheshire C.C., North Midland M.C., Sheffield and Hallamshire M.C. and Yorkshire S.C.C. are invited to enter for the B.A.R.C.'s (Yorkshire Centre) "Scarborough Week-end", comprising the sixth Scarborough Rally on 22nd May and the eighth Wilson Trophy Trial on 23rd May. Entries close next Tuesday, 18th May, and should be sent to M. S. Wilson, Silver Royd House, Leeds, 12.



SMALL CAR, SMALL EVENT. E. M. L. Latham's Morris Minor goes through the Coldhayes test during the recent Little Rally of the London Motor Club.

750 M.C. NEWS

AT the A.G.M. of the 750 M.C. in March, it was decided, in view of the rapid growth in membership (now 1,400), to form the club into a limited company. Membership will now be open to owners of any type of car, or non-car owners who are prepared to assist with marshalling and other duties, and Ken Welfare has been elected full-time secretary.

Regulations for the club's Silverstone meeting on 12th June, which will be run jointly with the M.G.C.C., are now available from the secretary at 56 Harrow Road, Bedford, Middlesex.

SHELSLEY WALSH

REGS. and entry forms for the Midland A.C.'s National hill-climb, at Shelsley Walsh on 20th June, are now available from Leslie Wilson, 184 Bath Row, Birmingham, 15. There are seven capacity classes for racing and sports cars, and entries close on 1st June.

TUNBRIDGE WELLS M.C. NEWS

AT the recent A.G.M. of the Tunbridge Wells M.C., the following officers were elected: *Chairman*, G. E. Hicks; *Captain*, G. Mew; *Hon. Secretary*, K. Higginson, 76c London Road, Tunbridge Wells; *Events Secretary*, W. J. Donnelly, 1 Carlton Road, Tunbridge Wells; *Hon. Treasurer*, W. Haward.

The report of the club's Speed Trials at Brands Hatch on 11th April, received from an outside source, was incorrect in several instances. Awards were made on the results of first runs only, and the fastest run was therefore made by W. Coleman (Jaguette), at 59.13 m.p.h. The speed of the best 750 Formula car was 49.99 m.p.h., and M. R. B. Cannon (Cannon A.30) won the 1,100 c.c. closed car class, not the 1,100-1,500 c.c. open class, which was won by S. F. Pile (Aston Martin) at 54.11 m.p.h. The over 3,000 c.c. open class fell to R. P. Heatley (Grenfell Special), 56.51 m.p.h., and the closed class to K. J. Allen (Allard), 51.37 m.p.h. A. B. Fraser (Sunbeam-Talbot) received the award for the best performance by a Tunbridge club-member, and H. R. Heap (Riley) that for the best V.S.C.C. member.

INVICTA CLUB PROPOSED

G. G. BASTER, 1-5 Maxwell Road, Bournemouth, would like to get in touch with owners of 4½, 3 and 1½-litre Invictas with a view to forming an Invicta Club and spares register.

MORGAN 4/4 ACTIVITIES

FIFTY-SEVEN members attended the A.G.M. of the Morgan 4/4 Club, held at the Warwick Arms Hotel, Warwick, on 24th April, when Peter Morgan was elected President, and R. Pritchard, Chairman. The club's Secretary is B. Phipps, "Top o' th' Hill", Wyre, Pershore. From him can be obtained regulations for a navigational rally which will be held on 23rd May. Entries close on 15th May, and the invited clubs are the Bugatti O.C., Lancia M.C., Singer O.C., M.G.C.C. (Midland), Worcestershire M.C., Herefordshire M.C. and Oxford U.M.D.C.

A.C.O.C. A.G.M.

AT the Annual General Meeting of the A.C. Owners' Club, held on 21st April, the retiring committee was re-elected *en bloc*, together with H. F. Day, T. H. Hands and J. A. McCusker, who had been co-opted during the year. Pressure of business has forced George Grigs to hand over the office of secretary to H. F. Day, 19 Russell Street, W.C.2, and chairmanship of the committee to E. W. Palmer. Mr. Grigs, who has been chairman of the committee since the A.C.O.C.'s formation in 1949, will continue to edit the bulletin.

SUNBEAM-TALBOT O.C. WELSH MOUNTAIN RALLY

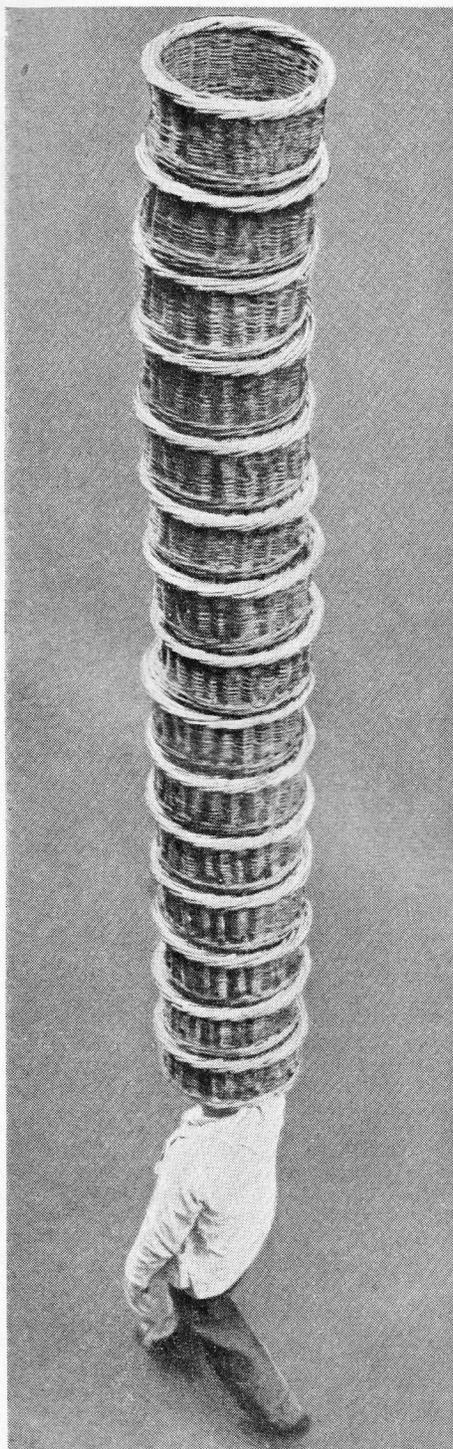
23rd/24th April

Class A: 1, J. Nott. 2, A. C. Whatmough. Class B: 1, Miss P. Rankin. 2, R. A. Dando. Novice Award: I. Watkins. Special Award: J. Nott. Ladies' Award: Miss A. Bailey. *Concours d'Élegance*: 1, J. Nott. 2, R. Harrison. 3, G. Whately.

MORGAN THREE-WHEELER CLUB SPEED TRIALS, MADRESFELD

25th April

Class 1: 1, P. Murphy (Ford), 36.7 secs. 2, G. Bullock (J.A.P.), 41.4. 3, C. W. Coombs (Ford), 42.2. Class 2: 1, R. G. Davies (Blackburne), 31.9. 2, R. King (Ford), 33.5. 3, J. G. King (J.A.P.), 33.5. Class 3: 1, L. Bolton (J.A.P.), 31.2. 2, R. G. Davies (Blackburne), 31.5. 3, J. G. King (J.A.P.), 32.1. **B.T.D.**: C. Hale (J.A.P.), 30.8 secs.



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DUNGARVAN HILL-CLIMB

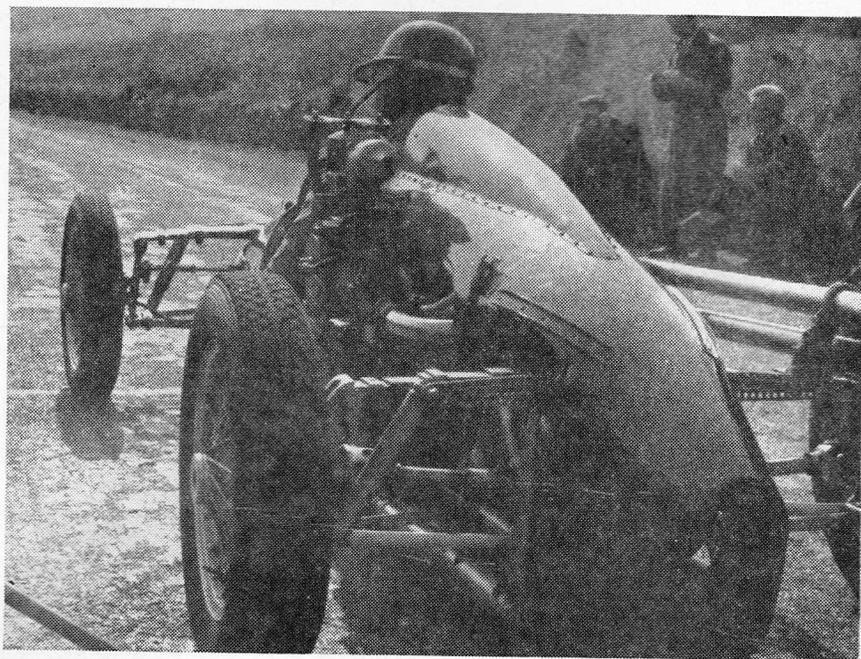
**Redmond Gallagher (Leprechaun)
Breaks His Own Record**

THE clerk of the weather must have a soft spot in his heart for "The Stone-throwers" (Tipperary Co. L.C. and M.C.C.), because the sun shone brilliantly on proceedings for the fourth year running at the annual Dungarvan Hill-climb on Sunday, 25th April. The 35 entries were interesting and varied, although the over 1,250 c.c. class was poorly supported. There was the usual shower of Ford specials in different degrees of finish and stages of undress, most of them a credit to their owners and one or two a disgrace in any company. Gardner, Pearson and Neilson made the long journey from the North to compete in their Fords; Len Earl brought his Vanguard Special all the way from Bailieboro'; Joe Flynn deserted his TC for the DB2, and Redmond Gallagher's 995 c.c. J.A.P.-engined Leprechaun had sprouted an awe-inspiring blower. Amongst the non-starters were Louis Carvill's DB2, not yet recovered from its Phenix Park bothers, and the Porsches of Stephen O'Flaherty and Desmond O'Kennedy.

The Fords and M.G.s fought it out in the up to 1,250 c.c. class. Mick O'Brien did 2 mins. 18.8 secs. in his 933 c.c. Ford, Dr. McCann (933 c.c. also) clipped 5.8 secs off this, and then Bill O'Connell took over the same car. He frightened everyone rigid on the tricky, reverse-cambered sweep after the first hairpin, lifted both his nearside wheels high in the air around the second hairpin, and climbed in a mere 2 mins. 10.4 secs. Archie Canty did 2 mins. 12.8 secs. in the ex-Joe Bewley 1,172 c.c. Ford and Dr. Gleeson got his neat single-seater up in 2 mins. 6.2 secs., a very good time on the 1.7-mile hill for a Ford 10. Then Des Conway, in his stripped M.G. TD, recorded 2 mins. 4.2 secs. The two



Shirley Moran (above) presides over his timing apparatus, which—like the Leprechaun—is home-made. Moran looks after the timing of every hill-climb in Eire.



Redmond Gallagher's home-built Leprechaun has never been slow in Irish hill-climbs, but its 995 c.c. J.A.P. engine has now been presented with a massive blower—much too large to fit under the bonnet!

"Northmen", W. Pearson and J Neilson, took turn about in the latter's little 1,172 Ford, its weird exhaust-extracting device almost hitting the road. However, this must have its uses, because Neilson went up in 2 mins. 4.2 secs. and Pearson, driving in his first speed event, beat that by 0.6 secs.

Then came the big guns. Len Earl's 1 min. 55 secs. might have been even better in the Vanguard Special, had he not almost overshot that second very deceptive hairpin. Joe Flynn got up in DB2 luxury in a mere 1 min. 53.2 secs. Then the Leprechaun came to the line, making a flabbergasting din. Gallagher rocketed up the hill in a series of throttle jabs to record a time just 10 secs. better than anyone else's, his 1 min. 40.2 secs. breaking his 1953 record by more than 2 secs.

Very few bettered their first climbs. Louis Gleeson knocked 2 secs. off; Neilson clipped 0.8 sec. off; Austin Sargent (1,172 Ford Spl.) got his time down to a very creditable 2 mins. 4 secs.; Vince Hennessy did 1 min. 58.8 secs. and made very sure of winning two classes thereby. Joe Flynn clocked 1 min. 53.2 secs. to win the over 1,250 c.c. handicap and capture second place in Class B as well.

Everyone was on tiptoe as "Red" Gallagher brought the Leprechaun up for its second run. He shot away from the line, eased round the first hairpin, must have been clocking 100 m.p.h. coming up the straightish bit to the second hairpin, round which he took a beautiful and seeming unhurried line, then put his foot down again, wagging his tail just once, and surged up through the last long "S" to clock an astonishing 1 min. 38 secs. The crowd loved it, and so will other hill-climb crowds who see this combination of Redmond and his Leprechaun during 1954.

JACK O'DONOGHUE.

(Results published in 30th April issue)

LLOYD'S M.C. RALLY

A REGULARITY test based on the Monte Carlo formula was the main feature of the Lloyd's M.C.'s Spring Rally on 25th April. It led competitors to Biggin Hill, via Petersfield, and was a great success. Placings were:

1, B. Frost (M.G. TC); 2, K. B. Shaw (Morris 8); 3, J. G. Staples (Triumph Mayflower); 4, D. A. Pollock (Lea-Francis).

KNOCK M.C.C. TRIAL

AFTER the excitements of the Circuit of Ireland trial, there was a delightful informality about the Knock M.C.C.'s event on Saturday, 24th April. The trial started at Stranmillis Embankment, Belfast, and, after covering two laps of a short course, with four driving tests on each lap, ended at Barnett House, Malone. Included in the entry of 30 was Raymond Laird of Sligo, who, on a visit to Belfast, heard about the trial and promptly entered the family Riley.

Many "Circuit" rivalries were re-enacted and this time the Volkswagens of Paddy Hopkirk and Sydney Pentland produced the form which has been eluding them of late. Still, good as they were, they could do little against the Dellowes. Desmond Titterington's was best, with Sammy Moore's second, but Hopkirk managed to get in between, to take third place in the whole trial from Gordon McNally (Dellow).

The next Knock event will be the 12-hour Night Trial on 18th/19th June, plans for which are already being hatched. It will follow the same general outline as last year's event, with supper halt at Cushendun and final tests at Belfast.

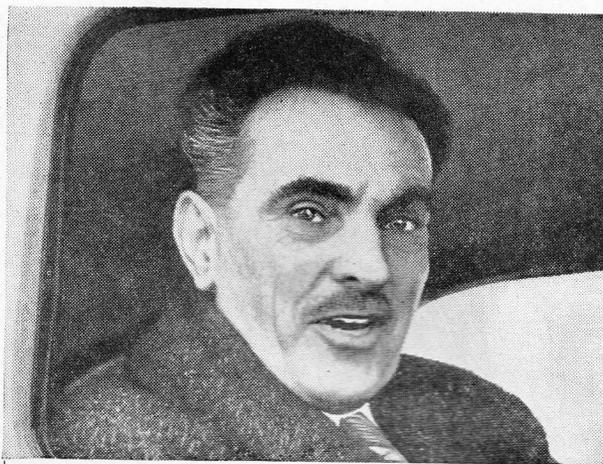
W. A. McM.

Results

Open cars: 1, Desmond Titterington (Dellow), 225 marks lost; 2, Sammy Moore (Dellow), 233.4; 3, Gordon McNally (Dellow), 237.4; 4, Robin McKinney (Dellow), 243. Closed cars: 1, Paddy Hopkirk (Volkswagen), 235.8; 2, Sydney Pentland (Volkswagen), 239.4; 3, Wilbert Todd (Ford Anglia), 247.4; 4, Ernie Robb (Ford Anglia), 248.6.

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'I've proved that National gives more power and more m.p.g.' says Mr. J. J. Mangnall—

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'National's my first choice for going places quickly.'

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.

With plenty of very good petrols to choose from, experienced motorists still prefer National Benzole Mixture. 'National' is more than a petrol. It is a carefully controlled blend of high-grade petrol and *British produced Benzole*. Benzole is a motor fuel in its own right—and a wonderful one. Drop for drop, it is more powerful than any petrol, and it has an exceptionally high anti-knock value. It turns the hammer-blow of the explosion into a long strong steady shove—giving the piston a powerful push instead of a sudden bonk. When Benzole is blended in the right proportions with high grade petrol (as it is in National Benzole Mixture) you get an ideal fuel for your engine—powerful, smooth in action, clean burning, and—best of all—*better for more miles per gallon.*

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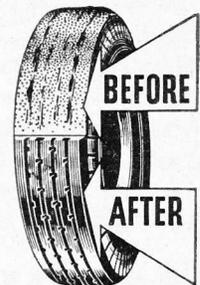
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ULSTER TAX CONCESSION

MOTORING clubs in Ulster had a pleasant surprise when the Northern Ireland Minister of Finance made his Budget speech on 4th May. Included in his proposals was the relief from Entertainments Duty of motor-cycle and motor-car races held on enclosed grounds. Main beneficiaries under present circumstances will be the 500 Motor Racing Club of Ireland, who have a series of meetings scheduled for Kirkistown, but the relief granted may encourage others to promote events on enclosed circuits.

The two major Ulster international races—the Ulster Trophy and the Tourist Trophy—have been exempt from Entertainments Duty for several years as a form of Government encouragement of the promotion of major tourist attractions.

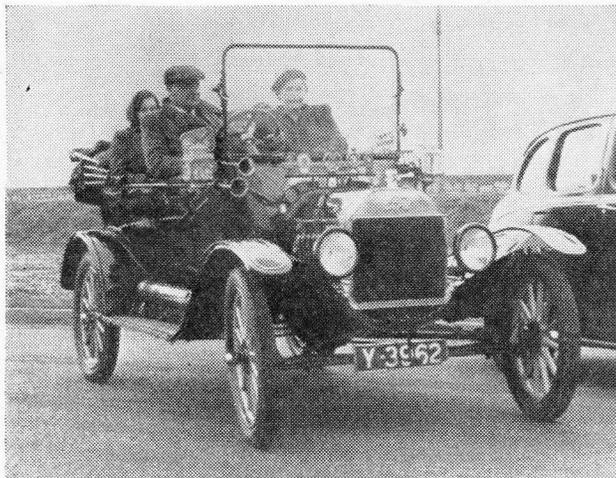
FIRST BURNHAM-ON-SEA RALLY

R.A.C. recognition has now been granted to the Burnham-on-Sea Motor Club, whose first Spring Rally on Sunday, 25th April, attracted 55 entries, ranging from a 1914 Model T Ford to a Jaguar XK 120. Eleven competitors returned clean sheets on the 40-mile road section, ending with two driving tests.

Membership now stands at 165; there will be a social run on 16th May and a treasure hunt on 13th June.

Results

Open Cars: 1, L. Griffiths (Morgan Plus Four); 2, D. Gooding (M.G. TC). **Closed Cars:** 1, B. W. J. Lovell (Austin A30); 2, J. Wensley (Rover 14). **Ladies' Award:** Miss M. Spencer-Gould (Morris 8).



★
OLDEST car in the Burnham - on - Sea M.C.'s first Spring Rally, held on 25th April, was this 1914 Model "T" Ford. It was driven by Bert Coffin.
 ★

COMING ATTRACTIONS

May 15th. "Daily Express" International Race Meeting, Silverstone, near Towcester. Start, 10.15 a.m.

Caernarvonshire and Anglesey M.C. Palferman Rally. Start, Bangor, 12 midnight.

Armagh and D.M.C. Sprint Meeting, Cranfield, Co. Down, N. Ireland.

May 15th/16th. Vaxjo Race Meeting (F.3), Sweden.

Harrow C.C., 5th Invitation Rally. Start, Waters Garage, Hatfield, Herts, 9.30 p.m.

May 16th. Lappeen Races (F.3, C, S), Finland.

Naples G.P. (S.), Italy.

Planfoy Hill-climb, France.

Saint-Quentin Rally, France.

Hants and Berks M.C. Autocross, Hill Farm, Fairley Hill, Berks. Start, 10.30 a.m.

Mid-Surrey A.C. Driving Tests, Brands Hatch, Kent. Start, 10.30 a.m.

Severn Valley M.C. Welsh Rally. Start, Abbey Foregate, Shrewsbury, 9 a.m.

B.A.R.C. (N.W. Centre) Coronation Trophy Rally.

S.C.C. OF NORFOLK EVENT

D. BURRELL (Hillman Minx) won the S.C.C. of Norfolk's 75-mile Spring Run on 25th April. Twenty-two members took part in the event, and second and third places fell to P. Tacon (M.G.) and R. Tillet (Standard).

RILEY M.C. PRIZEGIVING

AT the annual prizegiving of the Riley M.C. (Scottish Highland Centre) on 29th April, Dr. Howard Wilson presented the Western Shield and the award for the best 1953 performance to A. Wildgoose (Riley 9 Lynx). D. T. Doxford (Riley M.P.H.) received the Town and Country Cup.

SOUTH ESSEX EVENT

THE South Essex M.C. being a family as well as a sporting club, their event on 25th April was designed so that members' wives and children could also take part. It was a "scroungers' run" which proved most amusing, and the prize eventually went to a competitor (A. F. Lappage) who produced a collection of more than 700 matchbox covers, the relic of a one-time hobby.

Details of the Thurrock Day Rally on 23rd May can be obtained from D. M. Corder, 2 High Street, Grays, Essex.

LEICESTERSHIRE AUTOCROSS

A TWISTING, undulating course at Springfield Farm, Lowesby, was used for the Leicestershire C.C.'s first autocross meeting on 25th April. It made considerable demands on driving skill, and no less than three competitors succeeded in overturning their cars.

Results

B.T.D.: W. E. Wykes (Dellow), 1 min. 45.4 secs. **Sports Cars:** W. B. Hercock (M.G. TF), 1 min. 47.4 secs. **Saloons:** A. Payne (Ford Anglia), 2 mins. 3.2 secs. **Specials:** J. L. Thompson (Dellow), 1 mins. 46 secs.

CLUB FIXTURES

North London M.C.—Meeting, 14th May, Cat Inn, Cat Hill, East Barnet, Herts, 8.15 p.m.

A.C.O.C. (Western Branch)—Rally and gymkhana, 16th May, Lydford Hotel, nr. Castle Cary, Som., from 12 noon.

750 M.C.—Meeting: 17th May, Abbey Hotel, Neasden, N.W.10; 18th May, Dog and Gun, Banbury; 19th May, Bell Inn, Brook, nr. Lyndhurst.

Gosport A.C.—Meeting, 18th May, Osborne View Hotel, Hillhead, 7 p.m.

Southsea M.C.—Visit to Fort Dunlop, 18th/19th May.

West Cornwall M.C.—A.G.M., 19th May, Mounts Bay Hotel, 8 p.m.

Singer O.C.—A.G.M., 19th May, Ashton's Hotel, Praed Street, W.2. Meeting, 20th May, Prince of Wales, Carterknowle Road, Sheffield.

Liverpool M.C.—Meeting, 19th May, Childwall Abbey Hotel, Liverpool.

Bentley D.C.—Meeting, 20th May, King's Head, Roehampton, 8 p.m.

Surrey S.M.C.—Film show, 20th May, Warwick Hotel, Redhill.

Vintage S.C.C.—Meetings, 20th May: White Lion, Cobham, Surrey, and Mill Inn, Withington, near Cheltenham.

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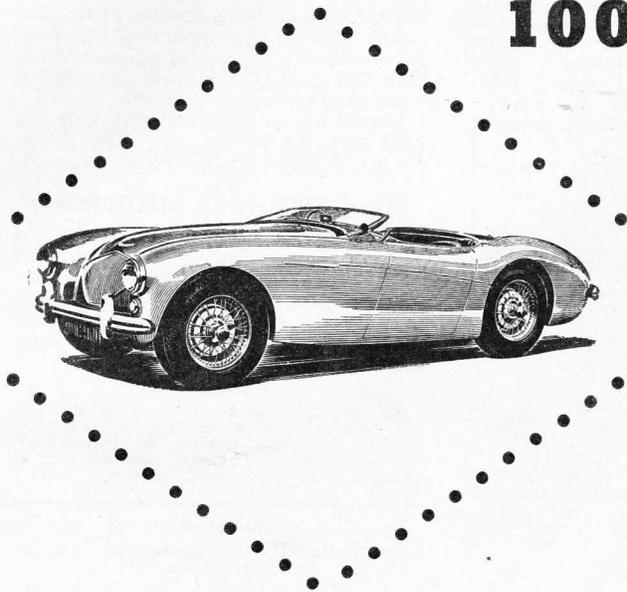
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B.S.A.

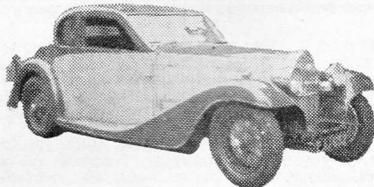
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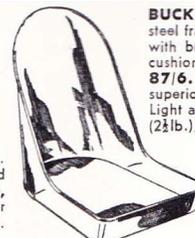


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