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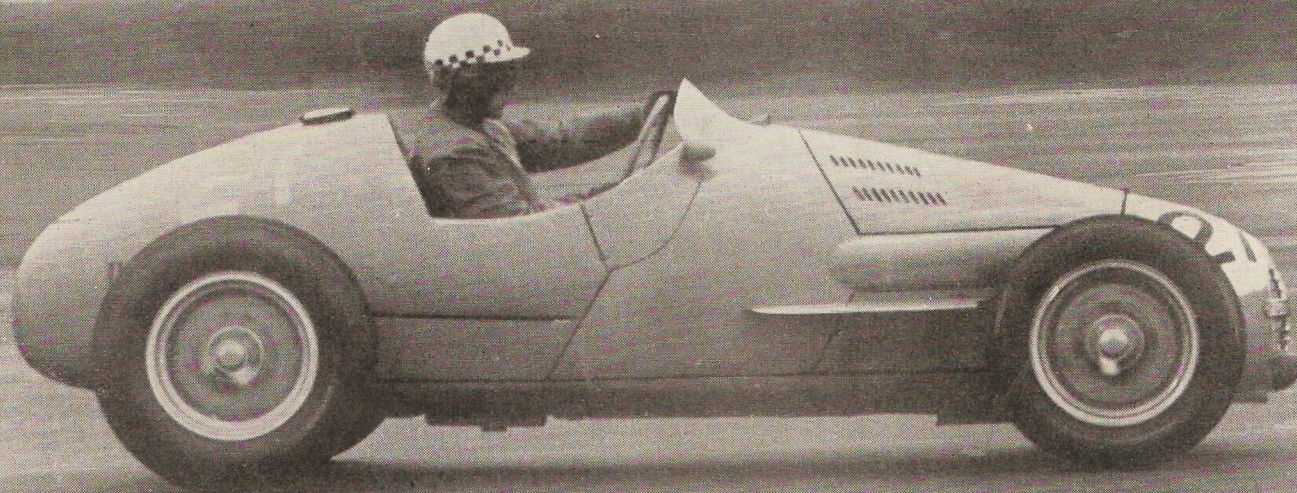
# AUTOSPORT

MAY 28, 1954

**1/6**

EVERY FRIDAY  
Vol. 8 No. 22

**BRITAIN'S MOTOR SPORTING WEEKLY**



## ***IN THIS ISSUE***

THE EIFELRENNEN : CLUB RACING AT SILVERSTONE : WIESBADEN RALLY  
AINTREE TOMORROW : MORECAMBE RALLY : SUFFOLK COUNTY RACES, U.S.A.

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LAYSTALL-LUCAS alloy  
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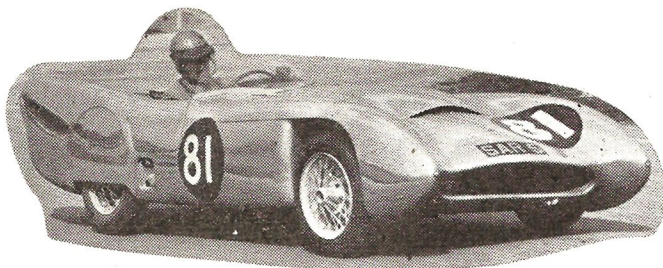


Photo by courtesy of "Autosport"

Colin Chapman in action in his Laystall equipped Lotus/M.G.



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 22

May 28, 1954

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## NOTICES

Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2

Editorial and General Office  
Advertisement Department

PADDington 7673  
PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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## EDITORIAL

THE popularity of motor racing, it seems, will soon be firmly established in the North of England. This very thickly populated area was, until fairly recently, almost completely starved of circuit racing. The immediate success of Oulton Park demonstrated in no uncertain manner that motor racing will attract enthusiastic crowds in the North. Tomorrow Aintree stages its opening meeting, and many spectators will doubtless wend their way to this new and fine circuit, contained within the confines of the famous racecourse which annually sees the renowned "Grand National". Naturally, a very large percentage of the people who go to this B.A.R.C. *Daily Telegraph* meeting will be attending their first motor racing event, and it is to be hoped that the commentators, and everyone connected with race information services will spare no effort to tell the spectators what it is all about. By giving newcomers to racing a factual and instructive picture of what is going on, the organizers will create interest amongst those who are comparatively ignorant of the "whys and wherefores" of modern motor racing.

AUTOSPORT wishes every success to Aintree and sincerely hopes that its many friends and readers in the North of England will be well satisfied with the day's sport.

\* \* \*

BRITAIN'S post-war search for cheap motor racing produced, first of all, the 500 c.c. motor-cycle-engined racing car, of which the suspension, braking and general handling proved so excellent that it was only a short time before highly-tuned and expensive engines were installed to take full advantage of such an efficient chassis. 500 c.c. racing "grew up", as it were, and eventually developed into an International class—one might say, *the* International class—in which British products are unbeatable.

The original problem remained unsolved. Another effort was made, in the shape of the 750 Formula for Austin-based specials—but Colin Chapman perfected the port-dividing technique in 1951, and made the rest look silly. To follow his tuning technique meant not only initial expenditure, but also a fairly considerable outlay to maintain the bottom end of the engine in good condition, and so the dividing of ports was later banned to save the class from extinction. As Austin power units are becoming scarcer, an 1,172 Formula was also devised to allow the use of easily obtainable 10 h.p. Ford engines. In their present form, there is no doubt that these formulæ bring to many shallow-pocketed people the chance of successful participation in scratch racing, while the fact that they are two-seaters means that they may well be the builder's sole means of transport. But the search continues, and 250 c.c. cars, with a £150 price limit, may soon be racing.

## OUR COVER PICTURE

FRANCE'S BEST combination in Grand Prix racing today, ex-motor-cyclist Jean Behra at speed in the 2½-litre Gordini. Behra won the Pau G.P., was second at Silverstone and third at Bari. He will be seen in action tomorrow at Aintree.



# FIRST AGAIN



*leads!*

## BARI GRAND PRIX

1st FERRARI

—

F. GONZALEZ

2nd FERRARI

—

M. TRINTIGNANT

## EIFELRENNEN-NURBURGRING

1st COOPER

—

STIRLING MOSS

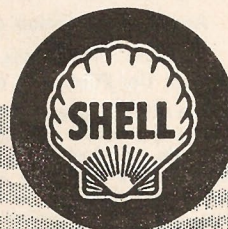
3rd COOPER

—

S. LEWIS-EVANS

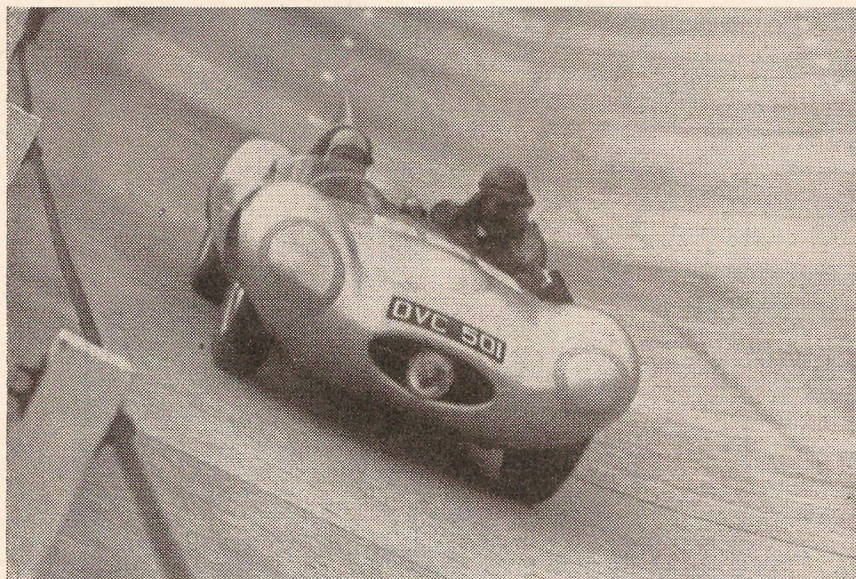
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*You can be sure of*



ALSO USED **SHELL** FUEL





*FAST RIDE for Minister of Transport, the Rt. Hon. A. T. Lennox-Boyd, being driven in the 1954 Le Mans Jaguar by Norman Dewis around M.I.R.A.'s new high speed test circuit at Lindley, near Nuneaton, Warwicks. He formally opened the new laboratory and proving ground earlier in the day, 21st May.*

THE three official Austin-Healey entries for Le Mans have regrettably been withdrawn.

EDGAR WADSWORTH, foiled of a drive at Le Mans for two years running by various circumstances, looks like being lucky this time. His TR2 Triumph entry is amongst first reserves.

BUSY Whit-week-end ahead! Brands Hatch meeting features a 30-lap *Formule Libre* race, four F3 events, and a 1½-litre sports car 20-lapper. Cadwell Park, Lincs, has four F3 races too, and Davidstow, Cornwall, a fine variety of events.

THEN there's the Scottish Rally starting the same day, while in the same period are meetings at Snetterton, Silverstone and the B.A.R.C. Goodwood fixture.

JACKIE REECE has joined the board of directors of J. Blake and Co., Ltd.

R.A.C. TRIALS Championships of 1954 will take place on 18th December, not on the 11th as originally proposed.

EPHING Forest Motor Sports Association have some spare seats on their plane for Le Mans, price £14 10s. return. Plane leaves Croydon early on Saturday, 12th June, and returns late the following day. Those interested should phone Loughton 3643.

NEW and inexpensive screenwasher by Tudor Accessories Ltd., of Hayes, Middlesex, can be foot or hand operated, and has an unbreakable plastic water container. Fitting to any car is speedily effected and price of the "Minor" is 25s., the "Major" 30s., and the special "Four-Jet" 33s.

## PIT AND PADDOCK

GERMANY'S Travemünde Rully, due on 23rd-27th June, has been postponed to October, and renamed the Nürburg-Ring Rally.

TARUFFI and Castellotti are due to drive 3.3-litre Lancias in the forthcoming Targa Florio.

THE Orsi-Maserati concern are contemplating forming an Argentinian branch, in Buenos Aires, where they would manufacture sparking plugs and possibly assemble sports and racing cars in small numbers.

IF the kind person who loaned a jack to a spectator at Silverstone will communicate with Desmond Scannell, B.R.D.C., the jack will be returned with grateful thanks.

LUIGI VILLORESI is recovering from his pre-Mille Miglia accident, and was at Monza recently when Ascari carried out tests with the Grand Prix Lancia. "Gi-gi" drove a sports model for several laps.

LAST of the 1953 works Connaughts, chassis A10, has been purchased by Bill Whitehouse, who will enter it for the Whitsun Brands Hatch meeting.

CUNNINGHAM of Palm Beach, Florida, are opening their Le Mans "offensive" by the despatch of a vast 19-ton travelling workshop to Le Havre. Contents include 50 tyres, 25 wheels, and spare engines, gearboxes and axles; it will incorporate a special elevated platform for race observation.

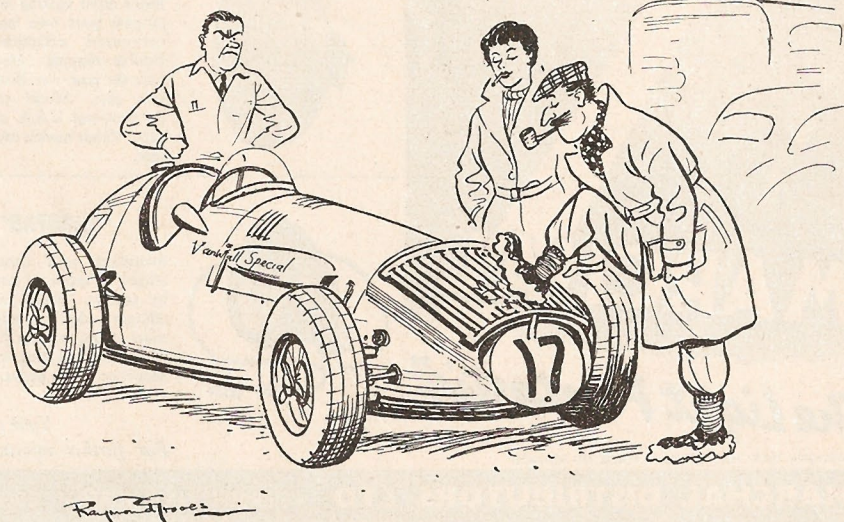
ORLÉANS meeting on 30th May comprises a Formula 3 race, and sports and touring car events in three capacity classes.

VANDERVELL'S 4½-litre Thin-Wall Spl. Ferrari is a late entry for the Aintree "200". Driver will be Peter Collins.

GATSO'S mount in the Le Mans 24 Hours will be a Frazer-Nash, shared by Marcel Becquart.

STIRLING MOSS (Maserati) will compete in the Rome G.P. on 6th June. So will the Ferrari, Maserati and Gordini teams, while Ascari is expected to race the new G.P. Lancia. Add to this the possibility of Fangio driving a Maserati, and the ingredients of a very good race are there.

THE second Great American Mountain Rally is due to be held from 24th/28th November. Details from the Motor Sports Club of America, 184 East 93rd Street, New York, 28.





# Congratulations!

## STIRLING MOSS

Winner of **Formula III race**  
**B.R.D.C. Silverstone Meeting,**  
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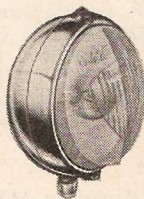
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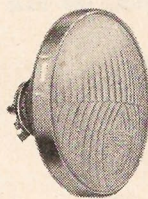
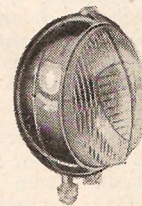


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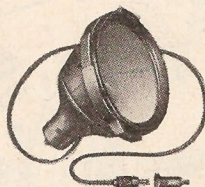
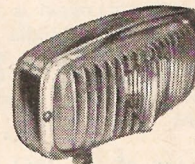


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*BATTLE at Bathurst, New South Wales, between Lex Davison (H.W.M., No. 5), leading, and Stan Jones (Maybach), about to pass into the lead.*

#### M.P.H. IN N.S.W.

#### Stan Jones (Maybach Spl.) Wins 100-Mile Race at Bathurst

THE very fine Mount Panorama Circuit, 3.9 miles in length, in New South Wales, Australia, came back into use after two years' lapse in improved form in April, when the Australian Racing Drivers' Club promoted a six-race programme. Main event of the day was the Bathurst 100 Miler, which proved another victory for Stan Jones and his very successful Maybach Special. Jack Brabham (Cooper-Bristol) was a close second, and third, after driving a steady "feeler" race, was Richard Cobden in his newly acquired 2-litre Ferrari, ex-Peter Whitehead. The winner averaged 76 m.p.h. The handicap class went to W. Clark (H.R.G.). Lex Davison's H.W.M. broke its axle.

ON the same day as the Bathurst meeting, the Australian S.C.C. promoted a successful day's racing at Orange, N.S.W., 165 miles west of Sydney. A fast triangular 3.8-mile road course was used, and amongst drivers were two visiting New Zealanders, Fred Zambucka (2.9-litre Maserati) and John McMillan (2.9-litre Alfa Romeo). During practice Zambucka was timed electrically along the main, slightly downhill straight at 158 m.p.h. through a flying ¼-mile; he also removed 12 secs. from the previous lap record while winning the race for visiting drivers.

Arthur Wylie in his supercharged Javelin Spl. had a good day, winning the All-comers' scratch event from Zambucka and W. Murray (Alvis-Romeo). Tommy Sulman (Maserati 6C) won the 75-mile race, and gained two "seconds" in other events.

H. A. C. RUSSELL.

#### THE NAPLES RACE

RELEGATION from Formula 1 to sports car status, and coincidence with the International Silverstone meeting, diminished the importance of the Naples G.P. on the Posillipo circuit on 16th May. The entry was all-Italian, with only Bordini's French Gordini to impart international flavour amongst the cars. Paolo Marzotto, whose place in the 4.9 Ferrari at Silverstone had been taken by Gonzalez, set the pace with a 3-litre Ferrari on a course which favoured small, light machines. He was closely pursued by Luigi Musso in a 2-litre Maserati, and the race was fairly uneventful until the 43rd lap, when Marzotto and Franco Cortese (Ferrari), lying fourth, failed to appear, both having transmission trouble.

Musso led unchallenged thereafter, to win the 60-lap, 152-mile race in 2 hrs. 23 mins. 24 secs., an average speed of 63.95 m.p.h. Second, a lap in arrears, was G. Musitelli's 3-litre Ferrari; 2-litre Maseratis driven by Bellucci and Scarlatti were third and fourth, Bordini's 3-litre Gordini was fifth, two laps behind the winner; and sixth came veteran Clemente Biondetti (3-litre Ferrari). Musso made the fastest lap in 2 mins. 18.2 secs. (66.36 m.p.h.). Umberto Bini (Osca) won the 1,100 c.c. class.

## SPORTS-NEWS

#### GRAND PRIX DÉBUTANTES

It is expected that Ascari will race the new V8 Grand Prix Lancia for the first time in the Grand Prix of Rome on 6th June. This race is to be run over the new, and very fast, Castelfusano circuit, four miles in length.

The sensational new Mercedes-Benz is due to make its racing début four weeks later, on 4th July, in the French Grand Prix at Rheims. Extensive tests by Hermann Lang and Karl Kling during recent weeks, including a run of over three hours at racing speeds on the Nürburgring, have realized general satisfaction in the design, although the brakes and engine have required some attention. It is virtually certain now that the engine is a straight eight, with twin o.h.c., laid flat on its side, and currently using eight carburettors, although fuel injectors will ultimately be employed. The all-enveloping aerodynamic bodywork, as on the prototype, may be used at circuits such as Rheims, Monza, Avus or Grenzlandring, but it is likely an open "G.P." type body will appear for more sinuous courses where high speeds are less important. Mercedes-Benz will face very strong opposition from Ferrari, Maserati and Lancia at Rheims, so that 4th July, 1954, should constitute a very significant date in the motor racing world.

#### SWEDEN'S RALLY TO THE MIDNIGHT SUN

ENGLISH regulations have been issued by the Royal Swedish A.C. for their 5th International Svenska Rallyt till Midnattssolen, or Swedish Rally to the Midnight Sun. This difficult event is due to take place from 16th to 20th June, over a combined route of about 1,680 miles. Cars converge from starting points at Kalmar, Göteborg, Malmö, Umea, Stockholm and Sundsvall on to Rättvik, then proceed northwards, crossing the Arctic circle in Lappland, then journeying down again to the final control at Saltsjöbaden.

There a final test concludes the road section, a Rally Ball taking place the following day. The event counts towards the 1954 European Touring Championship.

#### COVENTRY SCARES TURIN?

#### French Press Draw Conclusions from Lancia's Withdrawal at Le Mans

THE French newspaper, *Le Maine Libre*, which circulates in the Le Mans area, reveals some interesting facts about Lancia's official withdrawal from Le Mans. Apparently Lancia confirmed the bookings for their drivers and mechanics at a Le Mans hotel on the basis of three cars. The confirmation was received by the hotel proprietor before the sensational trials of the new Jaguar on the Sarthe circuit. *Le Maine Libre* remarks that: "Cette lettre était arrivée au Mans avant les essais de Jaguar et cette simple constatation explique peut-être bien des choses!"\*

The newspaper also hints that the withdrawal of Mercedes-Benz was caused by the German concern being resigned to the fact that their cars were nothing like as fast as the 1953-winning Jaguars, not to mention later models!

\* "This letter arrived at Le Mans before the Jaguar trials, and this simple statement, perhaps, explains many things!"

#### EUROPEAN TOURING CHAMPIONSHIP

#### Provisional Placings

RESULTS of the R.A.C., Tulip and Wiesbaden rallies give the top placings of the European Grand Touring Championship as under. No marks are likely to be issued for the Monte Carlo Rally, owing to the difficulty of obtaining the necessary information regarding eligibility of the majority of cars.

1. Menz/Schluter (DKW)	20
Stasse/Gendebien (Alfa Romeo)	20
Harrison/Harrison (Zephyr)	20
4. Meier/Schellhaas (DKW)	18
Menz/Brand (DKW)	18
Harper/Cutts (Sunbeam-Talbot)	18
7. Wencher/Behringer (BMW)	16
Boardman/Duckworth (Jaguar)	16
Adams/Rawlinson (Alvis)	16
10. Brand/Friba (DKW)	14
Martens/Erleigh (Fiat)	14
Hartwell/Scott (Sunbeam-Talbot)	14
13. Richards/Bethell (Anglia)	12
Vogel/von Schweter (DKW)	12
Banks/Sears (Alvis)	12



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**ANGLO-AUSSIE:** Reg Hunt, creator of the famous "Hunt Horror" trials car which helped to start a trials-car controversy, is doing well this season with a Cooper. He is on a visit to Europe from Australia, to which country he emigrated several years ago.

### SPA PRODUCTION CAR RACES

**L**AST Sunday's programme of touring and sports car races on the Spa-Francorchamps circuit produced a "double" for Paul Frère, who won the over 5-litres production car event in a Chrysler "New Yorker", and the 2-litre special production event with a 1900 T1 Alfa Romeo saloon. Other production class winners were Quernette (Peugeot), Weser (Panhard), Franssen (Mercury) and Pilette (Ford).

The international sports car event was won by Dutch driver Davids (XK 120C Jaguar) after a terrific duel with the Swiss motor-cycle exponent Benoit Musy in a 2-litre Maserati "six". Musy won his class, leading Jacques Swaters (Cooper-Bristol) and a Ferrari. Glockler's very rapid Porsche led Mille. Thirion's Gordini home in the 1,300 c.c. class.

### DIEPPE RALLY

**A** SUPERCHARGED Peugeot 203 driven by Chevallier won the International Dieppe Rally from Clermont (Simca Sport) and Storez (Porsche). A hill-climb and speed tests over a beach circuit featured in what proved a successful and popular event. Caracciolo (Lancia) was fastest in the 10 timed laps of the circuit, and was placed fourth in the rally.

### THE 50th "EDINBURGH"

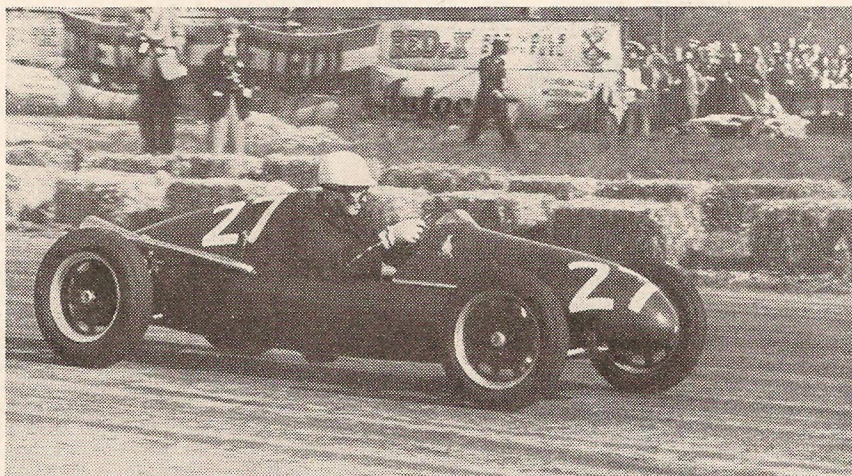
**T**HERE were only three non-finishers in the M.C.C.'s 50th Edinburgh Commemoration Run, which started from the G.P.O., London, and was as far as possible a replica of the route and conditions of the first "Edinburgh" in 1904. Roy Clarkson got no further than Hitchin in a 1902 Panhard et Levassor, and J. E. Ford's 1907 Lanchester was last seen at Grantham. Of the 48 starters, 45—31 cars and 14 motor-cycles—arrived within the time limit of 24 hours, reporting an easy trip.

## GONZALEZ AGAIN

### Ferraris on Top at Bari—Behra (Gordini) Third

**B**ORDEAUX, Silverstone—now Bari. For the third successive week-end Froilan Gonzalez has won a Formula 1 Grand Prix for Ferrari. In last Sunday's 207-mile race on the 3.4-mile Lungomare circuit in the Adriatic seaport of Bari, the Argentinian took the lead from teammate Maurice Trintignant on the third lap, never yielding it thereafter.

Main interest centred in the struggle between Onofre Marimon (Maserati), and Jean Behra (Gordini) for third position. Marimon staged off the Frenchman until the 27th lap, when the Gordini moved into third, only to be repassed nine laps later when Marimon set a record lap at 89.48 m.p.h. Then the Maserati stopped for water, and Behra shot past, to finish third behind Gonzalez and Trintignant, Marimon losing extra time in a further stop to take on fuel.



G. M. Denton rode a 49 c.c. Minimotor-powered autocycle; a fairly strong head wind slowed him considerably and he estimates that he pedalled 150 miles! Closed-car occupants were snugly protected from the bad weather which persisted throughout the 24 hours. George Simpson and Henry Alexander (1910 model "T" Ford) said it was 24 hours of torture, but no one believed them. They enjoyed every minute of it! So, too, did R. Gore and his passenger, who drove up in a tiny 6 h.p. 1911 Le Zèbre.

G. A. OLIVER.

### NEW INDIANAPOLIS SPEEDS

**D**URING practice for Monday's 500 Miles Race at Indianapolis, Jack McGrath lapped in his Hinkle Special at a speed of 141.24 m.p.h., beating Chet Miller's two-year-old figures with the V8 Novi Special. This year's entry list totalled 65 cars, out of which 33 will start. All but three use 4-cylinder Offenhauser engines. The exceptions are the Novi, the Shouse Motors Special, both "eights", and the special 12-cylinder 4½-litre Ferrari entered by Chinetti.

Some sections of the American press are derisive about the Ferrari, which encountered many practice troubles, one wiseacre saying, "The only chance that job has of doing 135 m.p.h. is to be pushed by McGrath's Hinkle".

### THE HEDEMORA RACES

**B**RITISH cars did well in Sweden last week-end, when the Hedemora International meeting was run over a 4½-mile road circuit, about 100 miles north of Stockholm. In the production sports car class, over 2,500 c.c., Michael Head (Jaguar) won from Olle Persson (Ferrari) and Robert Nulleman (Allard). In the "modified" sports event, fastest of the day, Casimiro d'Oliveira of Portugal won in his very fleet Ferrari from George Abecassis's H.W.M.-Jaguar, with Duncan Hamilton third in his XK 120C Jaguar.

The 2-litre event went to French driver Picard's Ferrari, chased home by Valdemar Stener's similar but earlier model and Cliff Davis in his Tojeiro-Bristol. P. Crabbe's Kieft-Bristol was fourth. The German, von Frankenburg (Porsche) won the up to 1,600 c.c. production car event.

Coopers were 1-2-3 in the 6-lap, 31-mile Formula 3 race, Eric Brandon maintaining his Helsinki form by winning again at 81 m.p.h., followed home by the Dane, Nulleman, and Svensson of Sweden.

### ANGLO-AMERICAN VINTAGE RALLY

**T**EN American veteran and vintage cars from the Veteran M.C. of America will come to England this summer to compete with British Vintage S.C.C. cars in an 850-mile Rally starting in Edinburgh on 4th September and finishing at Goodwood on 11th September. There were over 80 American applications to take part in this enterprising event, which is being sponsored by the British Travel and Holidays Association. The route passes through Alnwick, Newcastle, Darlington, Harrogate, York, Boston, Ely, Cambridge, Bedford, Leamington Spa, Warwick, Stratford, Cheltenham, Andover, Winchester and Chichester.

Visits en route to ancient cathedrals, castles, famous country houses and tourist spots are being arranged. The two 10-car teams will be made up as follows:

**American:** Elmer V. Bemis (1906 Ford), Paul J. Tusek (1906 Stanley Steamer), Richard S. Shreve (1913 Lozier), Ralph T. Buckley (1914 Mercer), Samuel E. Bailey (1914 Simplex), Henry A. Clark (1916 Pierce-Arrow), Edward S. Hansen (1918 Biddle), Clarence Kay (1919 Stutz), A. C. Baker (1923 Kissel), Glen H. Harrison (1929 Duesenberg).

**British:** D. Fitzpatrick (1906 Wolseley-Siddeley), R. Barker (1908 Hutton), S. J. Skinner (1910 Rolls-Royce), D. Denne (1913 Sunbeam), Francis W. Halton-Stott (1913 Lanchester), Tim W. Carson (1920 Vauxhall), H. Clarke (1925 Alvis), Anthony S. Heal (1926 Sunbeam), A. T. Pugh (1928 Frazer-Nash), Terence P. Breen (1928 Bentley).

### Bari G.P. Results

(60 laps of 3.44-mile circuit, 206.9 miles)  
1. J. F. Gonzalez (Ferrari), 2 hrs. 21 mins. 8.2 secs., 87.8 m.p.h.; 2. M. Trintignant (Ferrari), 2 hrs. 21 mins. 15.1 secs.; 3. J. Behra (Gordini), 2 hrs. 22 mins. 9.4 secs.; 4. O. Marimon (Maserati), 5. H. Schell (Maserati); 6. B. Bira (Maserati); 7. U. Maglioli (Ferrari).



# THE 17th INTERNATIONAL EIFELRENNEN

Stirling Moss Leads Coopers 1-2-3-4 Victory

By ALAN BRUCE

THE traditional Eifelrennen, a mixed bag of motor-cycle and car events, was run off last Sunday at Nürburgring before a crowd of about 100,000. There was little about which to enthuse, and in my opinion this was the least interesting of the post-war series.

Even the weather conspired to make things as unpleasant as possible for drivers, and bitter winds blew over the circuit to produce every variety of winter conditions, excepting snow. Best practice times were recorded by Hans-Hugo Hartmann (1½-litre Borgward), 113.3 k.p.h., and Theo Hellfrich, last year's German F2 champion, who took his new Mark 8 Cooper round in 119.8 k.p.h.—his lap time being about 4 secs. better than Stirling Moss's best.

A new and very welcome innovation, of great benefit to that section of the public (and the Press) located at the start and finish point, is the provision of an elaborate progress board supplied by the German Dunlop Rubber Co. This is an attractive concrete tower, surmounted by a "glass-house" containing telephones, switch gear and operators. Facing two directions is a large circuit map, picked out in electric lights, which can be controlled section by section. Below the maps are enormous electrically operated score boards, indicating the first four places in two races being run simultaneously. Information comes via telephone from every vantage point on the 22.8-kilom. circuit. In operation, the board was usually a jump ahead of the recently installed 120-speaker PA system.

Unfortunately for the "gentlemen of the Press", the organizers overlooked the provision of a loudspeaker for "us". No doubt Herr Keser and his aides will soon rectify this omission!

First car event was for production sports and grand tourisme machines up to 1,300 c.c. and 1,600 c.c., the latter being started 4 mins. in advance of the smaller category. Both races, one class entirely Porsche, and the other relieved by a solitary American-driven M.G., were rather dull. From my vantage point at the South Curve, I noticed spectators eating "hot-dogs" and being extremely bored, whilst even the Press

photographers chain-smoked rather than take pictures.

The 1½-litre sports-racing and Formula 3 classes were run concurrently, the "sportrennwagen" being started first. Hans Herrmann drove the 4-o.h.c. Porsche which performed so well in the Mille Miglia. He was suffering considerable pain from burns received during a Mercedes-Benz training crash, and it was no surprise when he retired after the first lap. E. Bauer of Stuttgart drove Colin Chapman's aerodynamic Lotus-M.G., as the British driver arrived too late to do the compulsory practice laps.

Giardini's "works" Osca appeared to provide the only serious challenge for the trio of factory-entered Borgwards. Bechem (Borgward) led from start to finish, with the Italian close behind. After two laps, Hartmann (Borgward) went ahead of the Osca, to make it a Borgward 1-2 victory, with Giardini third, and Bauer fourth. The little Lotus did well to finish ahead of the remaining Borgward, Porsches and a couple of Oscas.

The Formula 3 race was truly International, the 33 machines representing Great Britain, Belgium, Holland, Switzerland, France and Germany, the last-named including Adolf Lang, 1953 German champion, in his newly acquired Cooper. Alan Brown (Cooper) and Helmut Deutsch (Scampolo) were non-starters. Both were detained in hospital following practice crashes. Brown was bruised but not badly hurt, but Deutsch was more seriously injured.

After the first lap, the field thinned rapidly. Stuart Lewis-Evans quickly demonstrated that he not only had the speed, but the driving ability. He led Don Parker (Kieft) until the latter retired

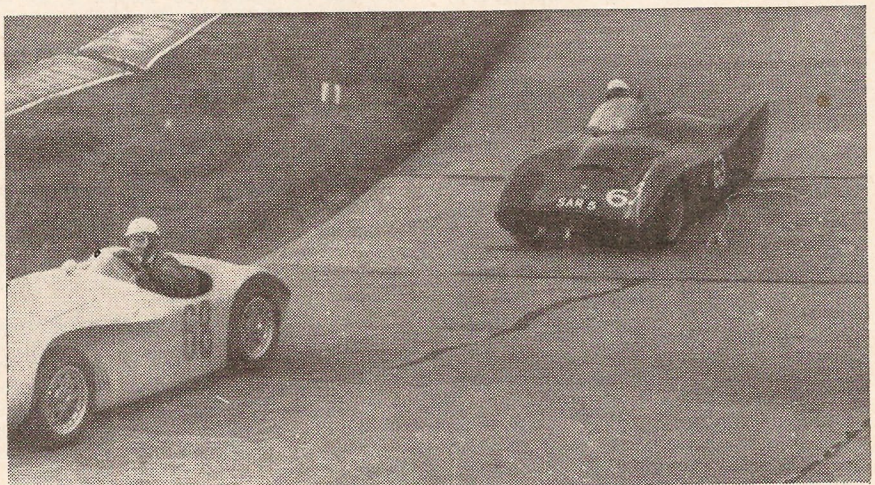


BRITISH-MOUNTED: Kurt Kuhnke, German Cooper exponent, is chased by André Loens (Staride) during the 70-mile Formula 3 race.

on lap 3, letting Stirling Moss (Cooper) into second place with Les Leston (Cooper) hot on his tail. First German driver was Hellfrich (Cooper) in fifth place.

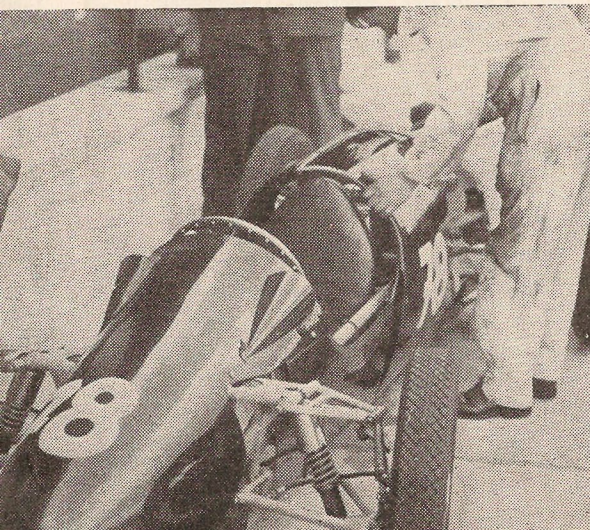
David Walker (Kieft) retired with what the PA commentator referred to as "rear suspension string broken"! It looked to be a certainty for a Lewis-Evans victory, but it was Moss who received the chequered flag, followed by Hellfrich. Then Lewis-Evans came into view, pushing his car to the finish. He managed to take third place—in a state of almost complete collapse. His engine had failed, about ¼ mile from the finishing line, cause not ascertained!

When Dr. Seeböhm, Minister for Traffic, presented Stirling Moss with the laurel wreath of victory, Moss insisted that Lewis-Evans be included. This gesture was much appreciated by the small crowd left in the grandstands after a somewhat tedious day's racing, which ended with a victory for Britain's racing green.



LOTUS ABROAD: (Above) Colin Chapman arrived too late to drive his very fast aerodynamic Lotus. Here his substitute driver, E. Bauer, is chasing Seidel's Osca through a Nürburg bend. He finished fourth to two works Borgwards and an Osca.

NO LUCK (left) for Don Parker, whose Kieft-Norton comes in after three laps to retire when holding second place in the 500 c.c. event.





## EIFELRENNEN RESULTS

## Formula 3

(5 laps, 114.05 km.)

- 1, Stirling Moss (Cooper), 58 mins. 49.8 secs., 72.33 m.p.h.
- 2, Theo Hellfrich (Cooper), 1 hr. 17.1 secs.
- 3, S. Lewis-Evans (Cooper), 1 hr. 44 secs.
- 4, Adolf Lang (Cooper), 1 hr. 1 min. 20.1 secs.
- 5, Reg Hunt\* (Kieft), 1 hr. 1 min. 22.4 secs.
- 6, Les Leston (Cooper); 7, Paul Hoffmann (Cooper).

\* Australia.

Fastest lap: Lewis-Evans, 11 mins. 26.4 secs., 74.31 m.p.h.

## 1½-litre Sports-Racing

(5 laps)

- 1, Gunther Bechem (Borgward), 57 mins. 59.1 secs., 71.32 m.p.h.
  - 2, Hans Hugo-Hartmann (Borgward), 58 mins. 33.3 secs.
  - 3, Francesco Giardini (Osca), 1 hr. 10.8 secs.
  - 4, E. Bauer (Lotus-M.G.), 1 hr. 44.7 secs.
  - 5, Trenkel (Porsche); 6, Seidel (Osca).
- Fastest lap: Bechem, 11 mins. 18.2 secs., 75.18 m.p.h.

★

END OF A "MONTE" WINNER: The Gatsonides / Riedt Ford Zephyr saloon after encountering a 20-ton lorry and trailer handled by a drunken driver in Karlsruhe. The accident occurred within 180 miles of the finish of the Wiesbaden Rally, when the Zephyr was leading its class.

★



## RALLYE WIESBADEN

By P. W. S. Pope

THIS year Germany's qualifying event for the European Touring Championship, the Wiesbaden Rally (12th/16th May), proved another outright win for the reigning champion Walter Schlüter, co-driving a three-cylinder, two-stroke DKW with Menz.

Unfortunately the event followed current trend, ending in a series of protests affecting the placings of Meier (DKW), Löffler (Alfa Romeo) and Kraus (BMW). Sole British entries were the Ford Zephyr driven by Gatsonides/Riedt and Paul Lee/P. Easton (XK 120 Jaguar). Twenty-five cars started on Wednesday, 12th May, from Bad Harzburg, 22 from Bad Kissingen, two from Ostend, Belgium, and two from Scheveningen, Holland. All headed for Bad Teinach, following thereafter a common route to Wiesbaden.

Achieving the first stage to Bad Teinach, Austria was the next objective. The Gerlos pass was still blocked with

snow, however, and a detour was necessary via Kitzbühel. Driving on snowed-up roads was difficult, and when rain began to fall, followed by more snow, an already difficult rally became an extreme hazard, with 27 check points within the distance of 1,741 kms., imposing a very strict time schedule. Most entrants met difficulties, Lee's Jaguar having lighting trouble, putting them hopelessly back. The section ended with speed tests on the Hockenheimring, where class winners were Hampel/Molinelli (Porsche), Gatsonides/Riedt (Ford) Löffler/Gerbrecht (Alfa Romeo TJ), Fischer/Hemminger (Fiat), Menzel/Ahrens (DKW) and Albin/Ricker (Goliath).

From Hockenheim to Nürburgring, some 900 kms., then went the competitors. There a hill-climb on the "Jacob's Ladder" gradient proved a stiff test. Schlüter won his class and was high in the running for outright success despite crashing into a red deer in the Black Forest. The roads in this area were extremely bad, causing several retirements. With only 300 kms. to complete the rally, the Gatsonides/Riedt Zephyr, leading its class easily, encountered a drunken lorry driver in Karlsruhe. As the 20-ton Krupp vehicle, its headlights blazing, advanced at speed in the centre of the road, Riedt, driving the Zephyr, took avoiding action; the truck swerved back, however, and struck the Zephyr heavily. "Gatso", reclining in the lowered passenger's seat, saw the accident coming, curled himself up and covered his head, emerging with light cuts only; Riedt received a blow on the head. The lorry driver was subsequently gaoled.

Of the 51 starters, 27 achieved the finish at Wiesbaden. There the final test required drivers to run to their cars, start, drive round a left-hand hairpin, brake, reverse, forward and brake again to a line. In this it was Menz who drove Schlüter's DKW, the pair emerging outright winners of the Rally. Schlüter had nevertheless driven 90 per cent of the time, dispensing with sleep.

His rally successes are undoubtedly due to his able administration and constant practice. Prior to the "Wiesbaden", Schlüter drove throughout the week-end familiarizing himself with the difficult Black Forest roads. The DKW team are extremely able, and with Schlüter's captaincy have really proved what their little cars can do.

Weather had been warm throughout, save in the Austrian Alps section; the rally organization could not have been excelled in any country, and it was regrettable that the conclusion should have been marred by protests, justified as they were in this case.

Final placings when all had satisfactorily been sorted out were the following:—

1, Schlüter/Menz (975 c.c. DKW); 2, Kraus/Schwind (2,000 c.c. BMW); 3, Wencher/Behringer (2,000 c.c. BMW); 4, Schellhaas/Meier (975 c.c. DKW); 5, Brand/Luber (975 c.c. DKW); 6, Glöckler/Wagner (2,000 c.c. BMW).

Class winners: 1,000 c.c.: DKW; 1,300 c.c.: Ford; 2,000 c.c.: BMW. 1,300 c.c., Class A: Porsche.

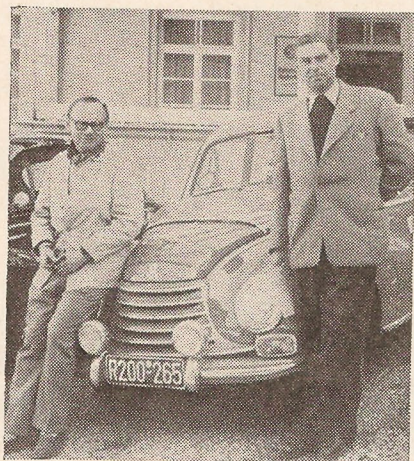
The ladies' prize went to Frl. Lautmann and Gallo who, in the final test at Wiesbaden, had no reverse gear and only two forward gears. Frl. Gallo, the co-driver, did a pushing act for the reverse test and together the ladies received loud applause, from a very large, mainly American, crowd.

The only non-German team to be mentioned were Beckett/Atwell of the U.S.A. Forces and International Motor Sports Club, who, driving a Porsche, finished fourth in their class.

\* \* \*

## INTERNATIONAL FUEL ECONOMY CONTEST

SUPPLEMENTARY regulations have been issued by the Cheltenham M.C. for their Road Fuel Economy Contest, this year accorded a date in the International calendar. The event comprises a 600-mile route, starting and finishing at Cheltenham on 19th/20th June. Closing date for entries is 14th June; the Secretary of the Meeting is W. Dembowski, Melrose, The Park, Cheltenham.



FIRST AGAIN: Walter Schlüter and co-driver Menz, winners of the Wiesbaden Rally with a 975 c.c. three-cylinder DKW.



# MASERATI MARATHON

Italian Cars 1-2-3-4 in 150-Mile  
Race at Westhampton, U.S.A.

Report and Photographs by

RUTH SANDS BENTLEY

FRIGID breezes sweeping in from the Atlantic Ocean across Westhampton Beach, as the 89 entrants moved their sports cars from the hangars of Suffolk County Air Force Base to the pits, failed to chill the spirits of the drivers or shivering spectators attending the first major races ever staged by the New York Region of the S.C.C.A., on Sunday, 9th May. Rain fell during practice on Saturday, settling the sand and dust so prevalent four years ago when the American Heart Association sponsored the only other races run on the airstrips. The original three-mile circuit was shortened this time to two miles with the main straight reduced from 5,000 to 3,000 feet, making the new course more suitable for up-to-two-litre cars than for Jaguars and Allards. The 145-degree turn at the end of the main straight was the scene of several spins, but no serious accidents occurred.

The sun had broken through the dull skies as the cars lined up for the start of the main race at 3 p.m. This was over 150 miles, for production sports cars over 1,500 c.c. and modified sports cars over 1,100 c.c. The Jaguars of McKenna and Wallace led the field initially, but the 2,983 c.c. Offenhauser-engined Aston Martin of Walter Hansgen led out of the last turn and stayed ahead for ten laps. However, Sherwood Johnston in Briggs Cunningham's Osca was moving up quickly, as were the red Maseratis of Eager and Koster. Cunningham, himself winner of the 1950 Westhampton race in his Ferrari "Inter", was unable to participate this year because of Le Mans preparation.



Start of Race 2, over 50 miles, won by Fritz Koster (2-litre Maserati).  
Leading away is Corradini's 4.1-litre Ferrari.

By Lap 4 Johnston was 6 secs. behind Hansgen with Eager on his heels, followed by Boss (Frazer-Nash), Koster (Maserati), Wallace (Jaguar) and McKenna (Jaguar). Eager passed Johnston next lap and Koster went by Boss. Soon Eager was closing on Hansgen, who was circulating at 93 m.p.h., and Koster was slipstreaming Johnston, overtaking him next lap. Film star Jackie Cooper (modified Austin-Healey) exhibiting good driving ability, was running second in his class to the Offy-Aston Martin. The third Maserati joined the leaders when Lloyd passed Boss and began nearing Johnston. On Lap 11 Eager (living up to his name, as P.A. announcer Ellington said) eased past Hansgen to take the lead. Eager lapped the leading Jaguar on Lap 16, and next time round the unlucky Hansgen pulled into his pits, to lose eight laps with a loosened carburetter. Eager's Maserati continued to increase its lead, completing Lap 18 at 96 m.p.h., while owner Don McKnought began worrying about tyres, the course proving a savage one on rubber.

Hannaway, racing a 2.8-litre Pegaso for the first time in the U.S.A., retired the car on Lap 19 with a stripped gear; the much-heralded Spanish car was not as rapid as the crowd had expected. And

the leaders continued to be Eager, Koster, Johnston and Lloyd until Lap 30, when Lloyd moved past Johnston to make it Maserati, Maserati, Maserati!

Frank Miller, driving James Graham's Porsche, ran out of brakes at 100 m.p.h. while dicing with a Jaguar. A merry time ensued and an instant later the car lurched as the rear left wheel took its departure. Fortunately, some nice soft dirt brought the car to rest, proper-side up, 300 yards farther along. A lap later, McKenna's Jaguar burst a tyre on the same turn, but ended up safely. Walt Hansgen now rejoined the race, and was trying to regain lost time by ultra-fast cornering, until he spun out, and had to call in for a tyre change. Tony Bonadies was driving in midget-car fashion, the rear inside wheel of the Frazer-Nash leaving the ground on every turn.

By Lap 42 Eager was within 3 secs. of lapping Johnston, lying fourth, and Procter walked down to the first (and sharpest and slowest) turn with binoculars to check the treads on Lloyd's Maserati. Getting the O.K. signal from Procter, Lloyd increased his speed, overtaking Koster on Lap 46. Eager lapped Koster on Lap 55 to leave Lloyd's the only unlapped car in the race. Two rounds later, however, Koster "unlapped"



(Above) Film-star Jackie Cooper talks with Walt Hansgen, seated in the 3-litre Offenhauser-engined Aston Martin DB2.  
(Left) Lt.-Col. E. A. Stealy, C.O. of the Suffolk County A.F.B., and Wes Keppel of Esso greet race winner Bill Eager with a magnum of champagne.



himself by re-taking Eager's Maserati. Jackie Cooper came into the pits with valve spring trouble. This corrected, he resumed racing, only to be black-flagged for driving the Austin-Healey straight on to the course instead of checking with the pit steward at the end of the line. Probably his leading role in the Broadway play, "King of Hearts", made it impossible for Jackie to attend meetings in far-away Westhampton where rules were explained. Despite the black flag, Cooper finished second in his class.

So the three Maseratis and lone Osca continued their rapid way, until the 75th and final lap, after which Bill Eager received a tremendous ovation as he pulled into the winner's pit to be interviewed and photographed.

The first race of the day, 50 miles for all classes of production sports cars and modified sports cars of 1,100 c.c. and under, brought 40 cars to the line. Boss (Jaguar) and Hansgen (Jaguar) immediately set a pace that no other driver could threaten. McKenna (Jaguar), Wallace (Jaguar) and Crusoe (Jaguar) all tried, but failed. Allen (Austin-Healey) was first non-Jaguar in the competition, driving smoothly all the way while Cooper (Austin-Healey) was handicapped by a course marker-box which he picked up on his first lap and dragged to the end of the race. Jim Graham was handling his Porsche beautifully, passing even Jaguars and Austin-Healeys as he lapped at speed. Hansgen harried Boss lap after

lap, being never more than two or three seconds behind and slipstreaming him on curves; and then, mid-way through his 19th lap, Hansgen went past the leader, the two going by the press box not more than a car's length apart. By Lap 22 Hansgen had built up a 2 secs. lead, but it was of short duration for Boss kept his foot hard down, overtaking Hansgen on the penultimate lap, and crossing the line 2.5 secs. in the lead.

Race No. 2, for modified sports cars exceeding 1,100 c.c., over 50 miles, saw Corradini (Ferrari) jump into the lead with McKnought (Maserati) closing in on the second turn and leading through the last one. Koster (Maserati) was third and Black (Lester M.G.) fourth. Stickney (Veritas) left the road briefly on the next lap, but pulled on again quickly. Lap 4, and McKnought was nearing Koster, while Procter (Maserati) and Johnston (Osca) were equally spaced in third and fourth places. Pauley (Offy Bandini) came into the pits on Lap 7 with his final drive gone, a pity, as the engine had never run so well before. McKnought was now 5 secs. from the leader, and Black was running close to Johnston. McKnought finally came into the pits with hardly any tyre tread left. Koster, Procter and Johnston went on to the finish with only 3.5 secs. between the first two cars.

The 100-mile race followed; this was for production sports cars up to 1,500 c.c. and modified sports cars up to 1,100 c.c.

It proved to be one of the most exciting events of the day, with E. Pupulidy, racing for the first time with a Porsche, J. Graham (Porsche), Don Vitale (Nardi), John Bentley (1,100 Siata), and Al Koster (Porsche), all contributing to the excitement. Graham led after the first five laps, but a fine dog-fight developed for the runner-up placing. John Bentley (Siata) finally secured it from Pupulidy on the very last lap.

#### Provisional Results

**Production Sports Cars over 1,500 c.c., modified over 1,100 c.c. (150 miles):** 1, Bill Eager (2.0 Maserati), 92.5 m.p.h.; 2, Bill Lloyd (2.0 Maserati); 3, Fritz Koster (Maserati); 4, Sherwood Johnston (1.5 Osca).

**Class Winners:** Wallace (Jaguar), W. Hansgen (Aston Martin-Offenhauser), F. Allen (Austin Healey), B. Eager (Maserati), S. Johnston (Osca).

**Production Sports Cars, any capacity, modified Sports up to 1,100 c.c. (50 miles):** 1, Russ Boss (Jaguar), 88.1 m.p.h.; 2, W. Hansgen (Jaguar); 3, J. Crusoe (Jaguar).

**Class Winners:** R. Boss (Jaguar), F. Allen (Austin-Healey), J. Graham (Porsche), J. Bentley (Siata), D. Vitale (Nardi).

**Modified Sports Cars over 1,100 c.c. (50 miles):** 1, Fritz Koster (Maserati), 92.5 m.p.h.; 2, Bill Procter (Maserati); 3, Sherwood Johnston (Osca); 4, Duncan Black (Lester-M.G.).

**Class Winners:** Jackie Cooper (Austin-Healey), F. Koster (Maserati), S. Johnston (Osca).

**Production Sports up to 1,500 c.c., modified up to 1,100 c.c. (100 miles):** 1, J. Graham (Porsche), 81 m.p.h.; 2, J. Bentley (Siata); 3, E. Pupulidy (Porsche); 4, A. Koster (Porsche).

**Class Winners:** J. Graham (Porsche), G. Hunt (M.G.), J. Bentley (Siata), G. Schrafft (Crosley Palm Beach).

## M and M-K OCTET

### Eight Lively Races at Silverstone Club Meeting

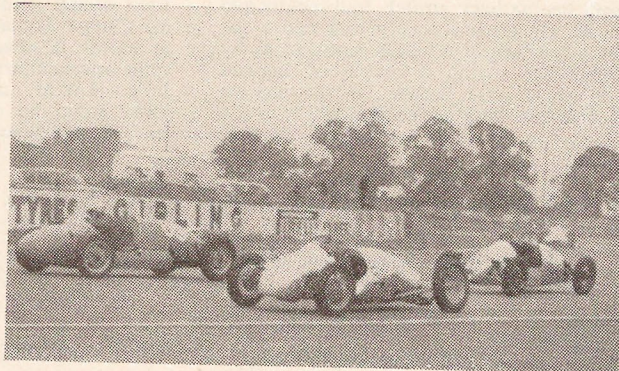
THOSE stalwarts who braved the icy breezes which blew across Silverstone on Saturday were rewarded by racing of a quality not often seen in club meetings, and the Maidstone and Mid-Kent Club's policy of running seven out of the eight events as scratch races was well justified by the results.

Race 1 was an 1,172 affair, with a category for 750 Formula cars, in which R. Watling-Greenwood showed the complete mastery of his R.W.G., surely the prettiest of specials, over the remainder of the field. Second place, however, was hotly contested from start to finish by D. Moore, in his fleet M.G.-based Ecurie Cantab B.M. and F. V. Lambert's Lotus. After M. G. McDowel's Lotus had had a spot of bother on the far side of the circuit, Moore made it by less than 10 yards after 10 laps. W. E. Wilks's Austin led the 750s home, and Lambert the "official" 1,172s.

With a capacity limit of 1,500 c.c. U/s, and Peter Gammon on the card, there was little doubt of the outcome of Race 2. J. J. Richards, after working like a demon to replace a pulled headstud in his Lotus, had to retire, and the race developed into a Gammon walk-away, followed by a three-car tussle between Fiander's Tojeiro, Hacking's Cooper-M.G. and Applebee's Leonard-M.G. for the places, which ended when Hacking spun off at Becketts. E. J. Newton's handsome M.G.-based 1,467 c.c. Kileen proved disappointingly slow in this race.

The start of the 14-lap half-litre race was much enlivened by Jack Moor, who

(Right) Headland and Smith pass T. J. Clarke's CB2 at Woodcote during their 14-lap tussle in the 500 c.c. race.



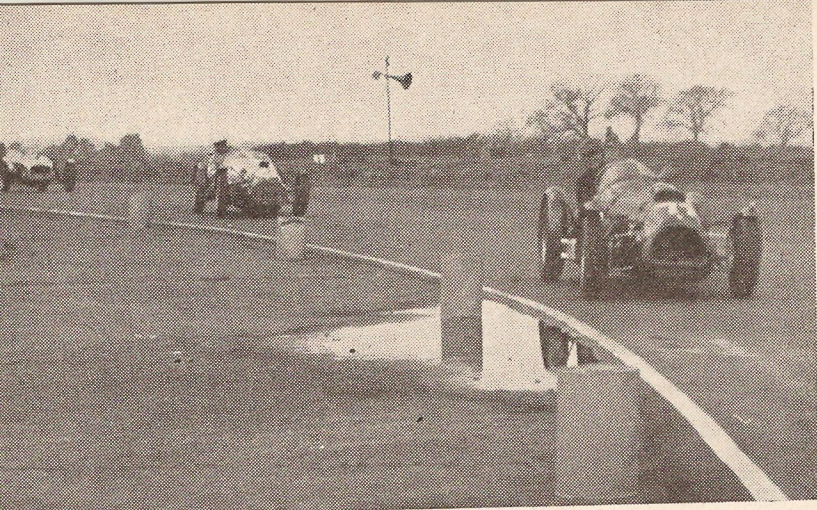
achieved a phenomenal getaway with the Wasp, leading the pack into Copse by something like 100 yards, only to run out of road in a big way, which tribulation was followed by magneto trouble as he chased the vanished field. Charles Headland's Martin-Headland and K. W. Smith's Smith took over, and there ensued a fine scrap, with never more than a car's length between the two, the lead changing several times until, on the 13th lap, Smith's gearbox gave up the struggle and Headland crackedled home to win a grand race at 72.88 m.p.h., followed by the Starides of A. A. Butler and H. Phillipson, the latter having been hounded by R. Parker's Cooper until it joined the extensive list of retirements.

The 10-lapper for sports cars up to 2,500 c.c. U/s set the scene for another battle between some fast machinery, in which A. McMillan took his Cooper-Bristol into the lead in fine style, driving with great determination to keep ahead of Tony Crook's Bristol and Gammon's Lotus, which weaved its way among the leaders from a congested start. By lap three Gammon had displaced R. D. Bliss's 1,971 c.c. Bristol for third place,

Ross - Skinner's Frazer - Nash and Howard's H.W.M.-Alta had a private dice some way behind, and Tony Crook, leaving his braking late and gaining yards per lap at Woodcote and Becketts thereby, took the lead from McMillan and held it, the Bristol running like a train, with Gammon hanging on to third spot by sheer driving ability. This proved the fastest race of the day, the winner's speed being 78.97 m.p.h.

Race 5 (1,500 c.c. S and 2,500 c.c. U/s) produced a small and mixed field, ranging from the Crook Bristol and A. Wake's Bristol-Alta to Moor's Wasp, now recovered from its earlier excesses. F. B. Sowrey's 1,100 c.c. Cooper jumped into the lead, but lost it at the end of lap 1 to Crook, who forged ahead and stayed there unchallenged to the end. The big Cooper began to sound ragged, but the Wasp, after a slow start due to the absent-minded engagement of the wrong cog, buzzed cheerfully round on the tail of Wake's Alta, which could do nothing about this indignity. Moor was obviously enjoying himself hugely, and finally passed the Alta to take third place at 72.16 m.p.h. behind Sowrey's sick-sound-





★  
(Left) In the fastest race of the day, Crook (Bristol) leads McMillan (Cooper - Bristol) and Gammon (Lotus - M.G.) through Copse Corner. He won at 78.97 m.p.h.  
★

ing Cooper, which he was overhauling rapidly in the closing stages.

Next on the bill came a 10-lap race for unsupercharged sports cars over 2,500 c.c., from which a lamented absentee was Tommy Sopwith's formidable Sapphire-engined Sphinx, which had holed its crankcase in practice. With Crook and McMillan, three C-type Jaguars, Scragg's Alta-Jaguar and the irrepressible Gammon in the field, however, a brisk spot of motoring was assured, and as the flag fell Crook and Scragg joined battle, the Bristol stealing yards into the corners and the Alta-Jaguar edging up on the straights. Notwithstanding his lack of litrage, Gammon succeeded in insinuating himself between the two for some laps, Crook falling back temporarily to third place but having no difficulty in staving off D. C. Truman's C-type Jaguar. McMillan fell out, Crook repassed Gammon and finally Scragg during some stern work on the back stretch, and meanwhile G. H. G. Burton was giving cause for much twirling of Vintage moustaches by soundly trouncing a couple of Jaguars with his 4½-litre Bentley, in the process of winning the Vintage Award.

The only handicap of the day, a 14-lap event for M. and M.-K. members, was rather too complicated for most people to follow, nor were the handicaps published, but the race was enlivened by the cornering of Grace in his famous Riley saloon, which he finally revolved at Woodcote, and the courageous bid of Gammon from the scratch mark. E. B. Wadsworth finally won in his Healey saloon, Grace coming in second despite the gilhooley, and Gammon whistled into third place after a brilliant drive at 75.45 m.p.h.

Instead of the more usual rather nondescript handicap, the last race of the day was no less than a 25-lap event for *Formule Libre* racing cars. Sowrey's Cooper shot out of the paddock and into the fray after the field had left, and in the initial stages Scragg led from J. B. Naylor's H.W.M., with Crook playing possum in third place. On lap 3 Crook went ahead, and J. A. Keeling brought his C-type Jaguar into the picture, only to motor it smartly out again when he spun spectacularly in the path of Naylor's H.W.M. at Woodcote. Getting away again he drove steadily and well

thereafter, fighting back to third and then to second spot and going after the flying Crook in dead earnest. Meanwhile, Biss's Bristol came in, went out again and finally retired, and Ross-Skinner played scales on his M.G.'s calico-tearing exhaust as he searched for missing ratios. Palmer-Morewood in Ross-Skinner's Frazer-Nash duelled with Howard's H.W.M.-Alta, passed, and promptly revolved at Woodcote. By lap 20 Keeling was a mere 50 yards behind Crook and holding off the Alta-Jaguar but could make no further impression on the Bristol, which roared on to its fourth victory of the day, magnificently driven throughout.

GEOFFREY DEASON.

#### Results

**Sports, up to 1,172 c.c. U/s. (10 laps):** 1. R. Watling-Greenwood (R.W.G.), 67.31 m.p.h.; 2. D. Moore (B.M.); 3. F. V. Lambert (Lotus). **750 Formula:** W. E. Wilks (Austin). **1172 Formula:** F. V. Lambert.

**Sports, up to 1,500 c.c. U/s. (10 laps):** 1. P. D. Gammon (Lotus-M.G.), 69.41 m.p.h.; 2. J. Flander (Tojeiro-M.G.); 3. R. W. Applebee (Leonard-M.G.).

**Racing Cars, F3 (14 laps):** 1. C. D. Headland (Martin-Headland), 72.88 m.p.h.; 2. A. A. Butler (Staride); 3. H. Phillipson (Staride).

**Sports, up to 2,500 c.c. U/s. (10 laps):** 1. T. A. D. Crook (Bristol), 78.97 m.p.h.; 2. A. McMillan (Cooper-Bristol); 3. P. D. Gammon (Lotus-M.G.).

**Racing Cars, up to 1,500 c.c. S. and 2,500 c.c. U/s. (14 laps):** 1. T. A. D. Crook (Bristol), 74.55 m.p.h.; 2. F. B. Sowrey (1,100 Cooper); 3. E. J. Moor (500 Wasp).

**Sports Cars, over 2,500 c.c. U/s. (10 laps):** 1. T. A. D. Crook (Bristol), 76.79 m.p.h.; 2. E. P. Scragg (Alta-Jaguar); 3. P. D. Gammon (Lotus-M.G.). **Best Vintage:** G. H. G. Burton (Bentley).

**Members' Handicap (14 laps):** 1. E. B. Wadsworth (Healey), 66.15 m.p.h.; 2. G. H. Grace (Riley), 66.04 m.p.h.; 3. P. D. Gammon (Lotus-M.G.), 75.45 m.p.h. Handicaps not stated.

**Formule Libre (25 laps):** 1. T. A. D. Crook (Bristol), 74.35 m.p.h.; 2. J. A. Keeling (Jaguar XK 120C); 3. E. P. Scragg (Alta-Jaguar).

## M.G. WEEK-END

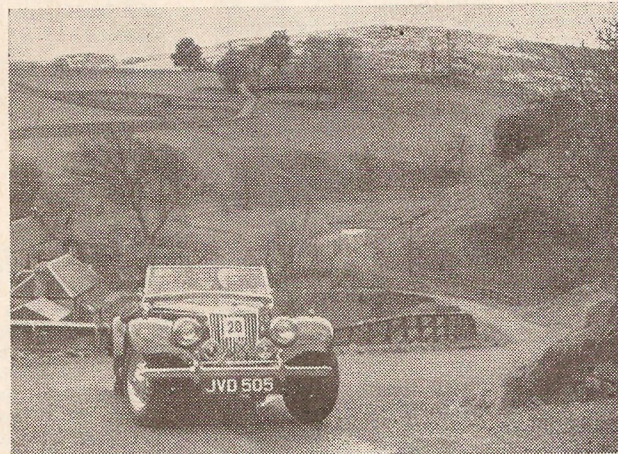
Another Success for Tom Legget

EACH year the M.G. Car Club's Scottish Centre stages a week-end rally and gymkhana that is one of the most popular events on the Centre's calendar. This year's was no exception, for the officials provided a good day's motor sport on Saturday, 15th May, and on the Sunday dreamed up events for the gymkhana that suggested consultation with the Mad Hatter himself.

Starting from Kincardine Bridge in magnificent sunshine that was to last the whole week-end, the competitors had to check in at eight points within a prescribed time. The check-points were shown on photographs or sketches, clued to within a certain circumference of fairly well-known places and they had to be reached within a minimum mileage. Tom Legget's navigator, Bob Welsh, was right on the beam for, besides reaching all the points within the time limit, he directed the Aston Martin by roads that took even less than the mileage estimated by the officials.

Agnes Balfour (M.G.) was unlucky. Navigator Gray Mickel took her to a ford that should have saved miles, but there was so much wheel-spin among the mud that they lost their advantage. J. R. Blackwood and F. Buglass, in M.G.s, exceeded the estimated distance by 30 and 25 miles respectively, but managed to make all the checks, while J. Mackin-

★  
**SCOTTISH SCENE:**  
(Right) W. G. Anderson (M.G. TF) at Path of Condie hairpin, during the M.G.C.C.'s (Scottish Centre) Rally on 15th May.  
★



tosh in a new TF found a check in another shire altogether, and gave up the ghost.

Three tests were included, one a regularity and the others manoeuvring tests in the grounds of Dunblane Hydro. Willum Stewart (Triumph TR2) was best in the regularity, while, amid two garages that were craftily placed and unexpectedly approached, Charles Robertson (Morgan) was very neat. Scott Watson, in his new Buckler Bufota, got in among the garage walls, as did Peter Hughes (Ford Zephyr), but Nigel Kennedy managed things very well in the Burdmonk. In a circuiting of pylons, Tom Legget made his Aston Martin do things much more quickly than the

others, and refrained from trying to reduce the number of trees in the grounds.

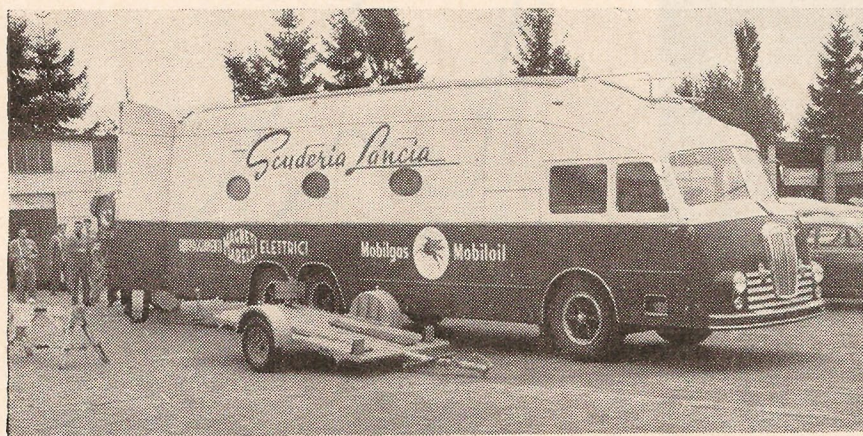
Sunshine continued on Sunday, and in a field near Sheriffmuir Inn six gymkhana items made time pass with amazing rapidity. The competitors had a wonderful time, and you can be pretty certain that next year's M.G. Week-end will have a bigger entry than ever.

A. N. FORD.

#### Results

**Closed Cars:** 1. T. H. Legget (Aston Martin), 391 marks; 2. P. S. Hughes (Ford Zephyr), 357.  
**Open Cars:** 1. J. L. Murray (M.G.), 372; 2. C. R. Robertson (Morgan), 370; 3. W. K. Stewart (Triumph TR2), 366.





## LANCIA—AND BRITISH MOTOR RACING

### Storm in a Tea-cup Follows Ascari's Non-appearance at Goodwood

by GREGOR GRANT

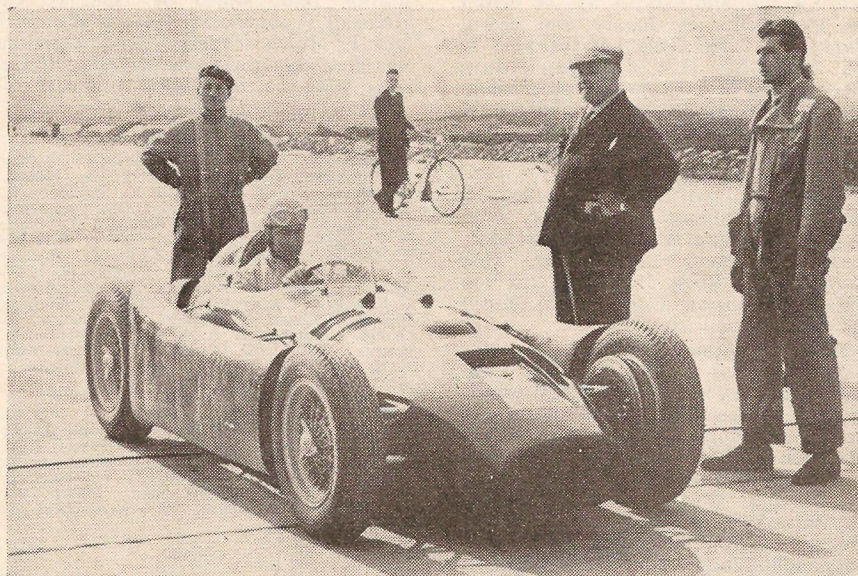
It is a great pity that trouble was stirred up by the non-appearance of Alberto Ascari at the Easter Goodwood meeting. Despite the rational excuse by Lancia, of the necessity to ensure the World Champion's fitness for (to the Turin concern) the very important Mille Miglia, there has been a tendency to stir up trouble between certain British race organizers and Ascari which has resulted in a great deal of comment in the Continental sporting press.

A remarkable story was circulated, and indeed did appear in at least one British newspaper, that British race organizers wished to ban Ascari from taking part in any events in this country, following the Goodwood incident. This was a most ridiculous statement; Alberto Ascari is, and always will be, one of the most popular drivers ever to appear on a British circuit. It is true that he did agree to drive the Thin Wall and Van-Wall Specials at Goodwood. However, owing to the proximity of the Mille Miglia, and also the necessity for carrying out full-time tests of the new Grand Prix cars, Gianni Lancia requested his leading driver to conserve his energy and forego Goodwood. It must be understood that Lancia regarded the B.A.R.C. meeting as relatively unimportant, as compared to the Mille Miglia.

Being on contract to Lancia, Ascari had little or no option but to agree, and cabled his regrets that he could not drive at Goodwood. As has already been reported in AUTOSPORT, the B.A.R.C. went to considerable lengths to attempt to get him to reconsider his decision, pointing out that the British public expected him to race at Goodwood. It was to no purpose; Ascari fell in with the wishes of Lancia.

Now Ascari is intensely loyal; although he was genuinely upset at not fulfilling his Goodwood engagement, Lancia had to come first. After all, Alberto is not a free-lance driver, and his original agreement to drive at Goodwood was entirely dependent on the willingness of Lancia to permit their star driver (a most expensive investment) to accept what was more or less a private engagement. If Lancia plans suffered a last-

minute change of policy, surely neither the concern nor Ascari is in any way to blame? Admittedly the B.A.R.C. felt that they had been let down, as of course did the race-going public; but there is no reason to cause trouble between Lancia and/or Ascari, and this country.



*PRE-OCCUPATION with the new Grand Prix Lancia kept Ascari away from Goodwood on Easter Monday. Here he is, during tests of the car on an airfield near Turin.*

It would be most disappointing if the unpleasantness caused any direct rift between race organizers in Great Britain and Lancia. We in this country have the greatest possible admiration for the products of the Turin concern, and applaud its many successes since its re-entry into organized motor racing. We sincerely hope that Alberto Ascari will continue to thrill British racing crowds with his skill—and that the next time we see him in action, he will be in a Grand Prix Lancia.

## THE 50th ANNIVERSARY OF ROLLS-ROYCE

THIS month marks the anniversary of one of the most important meetings in history. Fifty years ago, the Hon. Charles Rolls and Henry Royce first met each other, and from that encounter, the whole marvellous story began.

At that time, Royce was making a few small cars of exceptional merit, and Rolls had a London agency for some of the best Continental makes. When those two got together, the engineering genius of the one and the commercial acumen of the other were joined under the most famous name of all time.

In 1906, the six-cylinder, 7.4-litre Silver Ghost earned the undisputed title of "The Best Car in the World". After it came the "Phantoms", the "Wraiths" and, with the acquisition of the Bentley Co., a new kind of silent sports car. In the air, the Eagle engine of World War I, the Schneider Trophy winning "R", and the Merlin of World War II will never be forgotten.

Today, superb cars, supersonic jets, and all sorts of engines carry the name Rolls-Royce to further fame as history is being made.

JOHN V. BOLSTER.

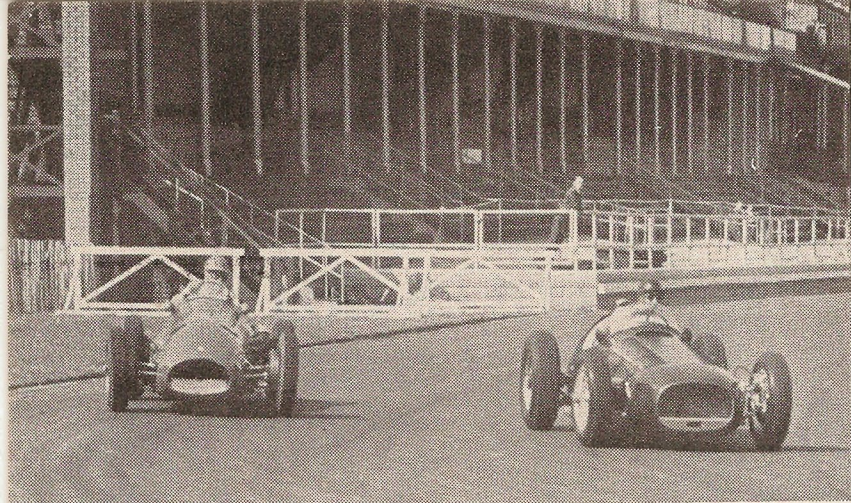
### TASMANIAN SPEED EVENT

**B.T.D.** IN the L.C.C. of Tasmania's flying quartermile at Valleyfield, during a recent meeting, was made by K. Green (Ford V8 Spl.) with a time of 9.34 secs. (96.3 m.p.h.). B. Turner won on handicap with a Morris van (66.1 m.p.h.), other successes going to Ford, Holden, M.G., Austin and Jaguar cars.

\* \* \*

"SHELL Successes, 1953" is a 64-page book containing many interesting articles on various branches of motor and motor-cycle sport, and a fine selection of photographs. It is available free on application to any divisional office of Shell-Mex and B.P. Ltd.





TRYOUT by Reg Parnell (2½-litre Ferrari) and Ken Wharton (1½-litre supercharged B.R.M.) of the new three-mile circuit. The layout (right) runs parallel with the Grand National course for much of its length.

## AINTREE TOMORROW

B.R.M., Thin Wall, Ferrari, Gordini, Maserati, Etc.,  
in Formule Libre "200" at New Liverpool Circuit

SATURDAY, 29th May, sees the opening of the fine new 3-mile Aintree circuit. An excellent entry has been secured for this International meeting, which is organized by the B.A.R.C., and sponsored by the *Daily Telegraph*.

The programme opens at 11.30 a.m., with a 30 miles sports car race. Chief attraction is "Ecurie Ecosse", with three ex-Le Mans Jaguars (Ninian Sanderson, Jimmy Stewart and Sir James Scott-Douglas). Bob Berry has his fast, modified XK 120, and C-types will be driven by Joe Kelly, B. Baxter and Gerry Dunham. Tony Gaze will be seen in the successful H.W.M.-Jaguar, whilst the Marquis de Portago and Roy Salvadori will handle 2-litre Maseratis. Amongst the smaller cars are Colin Chapman's Lotus and Peter Reece's Osca "1,100".

The majority of Britain's leading F3 drivers will contest the 500 c.c. race, including Stirling Moss, Eric Brandon, Rodney Nuckey, Les Leston, Don Truman, Ivor Bueb, J. Russell and Bob Gerard (Coopers), Don Parker (Kieft) and Reg Bicknell (Revis).

Styled the Aintree "200", the *Formule Libre* race has attracted several Continental entries, including the Marquis de Portago (Maserati), Bira (Maserati), Behra (Gordini), Pilette (Gordini) and Etancelin (Talbot). A couple of "works" Ferraris may also run (Gonzalez and Trintignant). Stirling Moss (Maserati), Roy Salvadori (Maserati) and Reg Parnell (Ferrari) contest the issue with E.R.A., Connaught, Cooper-Bristol, Cooper-Alta, H.W.M. and others. However, chief interest will centre on the two B.R.M.s, to be driven by Ken Wharton and Ron Flockhart and Peter Collins in the Thin Wall Special Ferrari—by far the fastest cars in the race, and easily the most powerful.

Given a dry course, even the latest Grand Prix machines may have difficulty in keeping the supercharged Owen and 4½-litre Vandervell cars in sight, and from all accounts Aintree should suit these machines more than the majority of this country's circuits, despite several slowish bends.

Ken Wharton won the toss of a coin with Reg Parnell for the honour of officially opening the Aintree circuit on Thursday, 20th May. With B.R.M. and Ferrari respectively, both made demon-

### AINTREE ON THE AIR Light Programme, 29th May

Commentary by Raymond Baxter and Robin Richards

11.25-11.55 a.m.	Race 1, Sports Cars.
12.35-12.55 p.m.	<i>Formule Libre</i> , Heat 1.
2.25-2.40 p.m.	<i>Formule Libre</i> , Heat 2.
3.55 app.-4.15 p.m.	} <i>Formule Libre</i> , Final.
4.30-4.40 p.m.	
5.0 app.-5.15 p.m.	

stration runs, joined by Hon. E. G. Greenall (Cooper), M. Kearon (Cooper) and P. Reece (Frazer-Nash). Opinion was that the surface was magnificent, but there were too many slow corners.

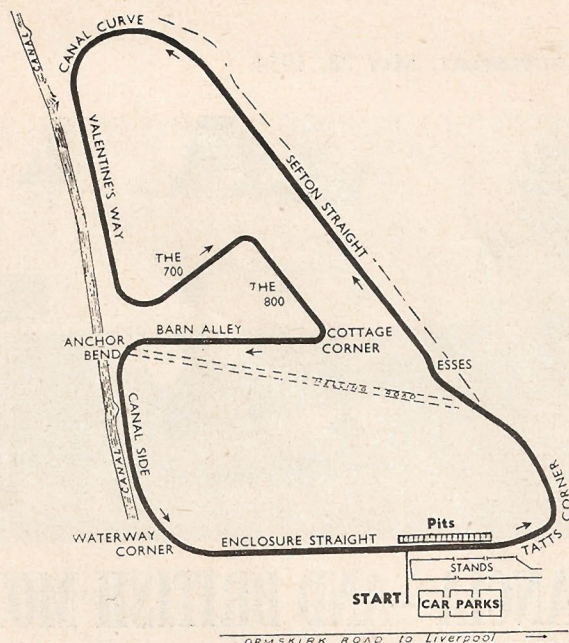
### ENTRIES

#### Formule Libre "200"

**B.R.M.:** K. Wharton, R. Flockhart, Talbot; P. Etancelin. **Gordini:** J. Behra, A. Pilette. **Ferrari:** R. Parnell. **Maserati:** R. Salvadori, B. Bira, S. Moss, Marquis de Portago. **Connaught:** A. Rolt, K. McAlpine, D. Beauman, L. Marr, M. Young, C. D. Boulton, Ecurie Ecosse. **H.W.M.:** L. Macklin (?), E. Whiteaway, A. Brooke. **E.R.A.:** A. G. Whitehead, A. Birrell, J. Somervail, J. D. Lewis, K. Flint. **D.H.S.:** G. Dunham. **Turner:** J. Fairman. **Cooper-Alta:** E. Brandon. **Cooper-Bristol:** H. Gould, R. Nuckey, J. K. Hall, F. R. Gerard. **Alta-Bristol:** A. Wake. **Emeryson:** R. Emery. **R.R.A.:** G. Richardson. **Frazer-Nash:** E. K. Lund. **Thin Wall Special:** Peter Collins.

#### Sports Cars

**Maserati:** R. Salvadori, Marquis de Portago. **Aston Martin:** A. G. Whitehead. **Cooper-Bristol:** J. Walton, D. Watts, A. McMillan. **Jaguar:** J. D. Hamilton, J. Stewart, Sir J. Scott-Douglas, N. Sanderson, J. Kelly, B. Baxter, G. Dunham, R. Berry. **H.W.M.:** Tony Gaze. **Frazer-Nash:** C. Murray, R. Dickson. **R.G.S.-Atalanta:** D.



**Boston.** Kieft-Bristol: H. Gould. **Osca:** P. Reece. **Emeryson:** P. Emery. **Healey:** C. Brooks. **Reserves:** R. C. Green (Kieft), Sir J. Boles (Aston Martin), E. Protheroe (Jaguar), F. Defty (Aston Martin), T. Kyffin (Cooper-Bristol).

### Formula 3 Race

**Cooper:** S. Moss, R. Tyrrell, E. Brandon, R. Nuckey, J. McBain, S. Bloor, E. H. Thornton, C. Mauritzen, Hon. E. Greenall, J. Nicholson, D. Truman, G. Maude, W. Howard, L. Leston, I. Bueb, F. R. Gerard, J. Russell. **Emeryson:** P. Jopp. **Revis:** R. Bicknell. **Kieft:** D. Parker, D. Walker. **Flather Spl.:** W. Harris. **Mackson:** B. Manning. **J.P.:** C. Carter. **Staride:** A. Eccles. **Reserves:** J. Higham (Kieft), J. Naylor (Cooper), J. Rowbotham (J.L.R.), H. Philipson (Staride), A. A. Butler (Staride).

### CIRCUIT LOCATION

Aintree Circuit is situated on the north side of the City of Liverpool, five miles from the city centre, and is approached from the North via Ormskirk, the East via the East Lancashire road and the South via the City or through Bootle.

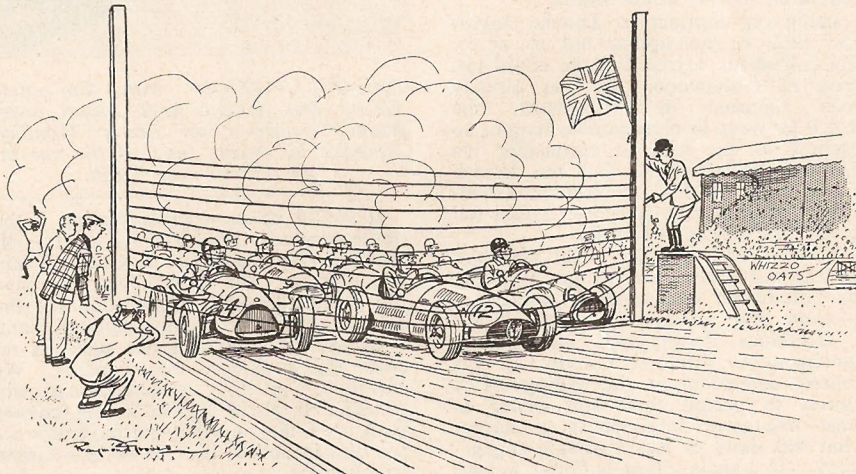
Apart from well defined road routes, the motor circuit is situated within a few hundred yards of Aintree station, which is served by frequent electric trains from Liverpool Exchange station.

### SPECIAL TRAIN FOR AINTREE

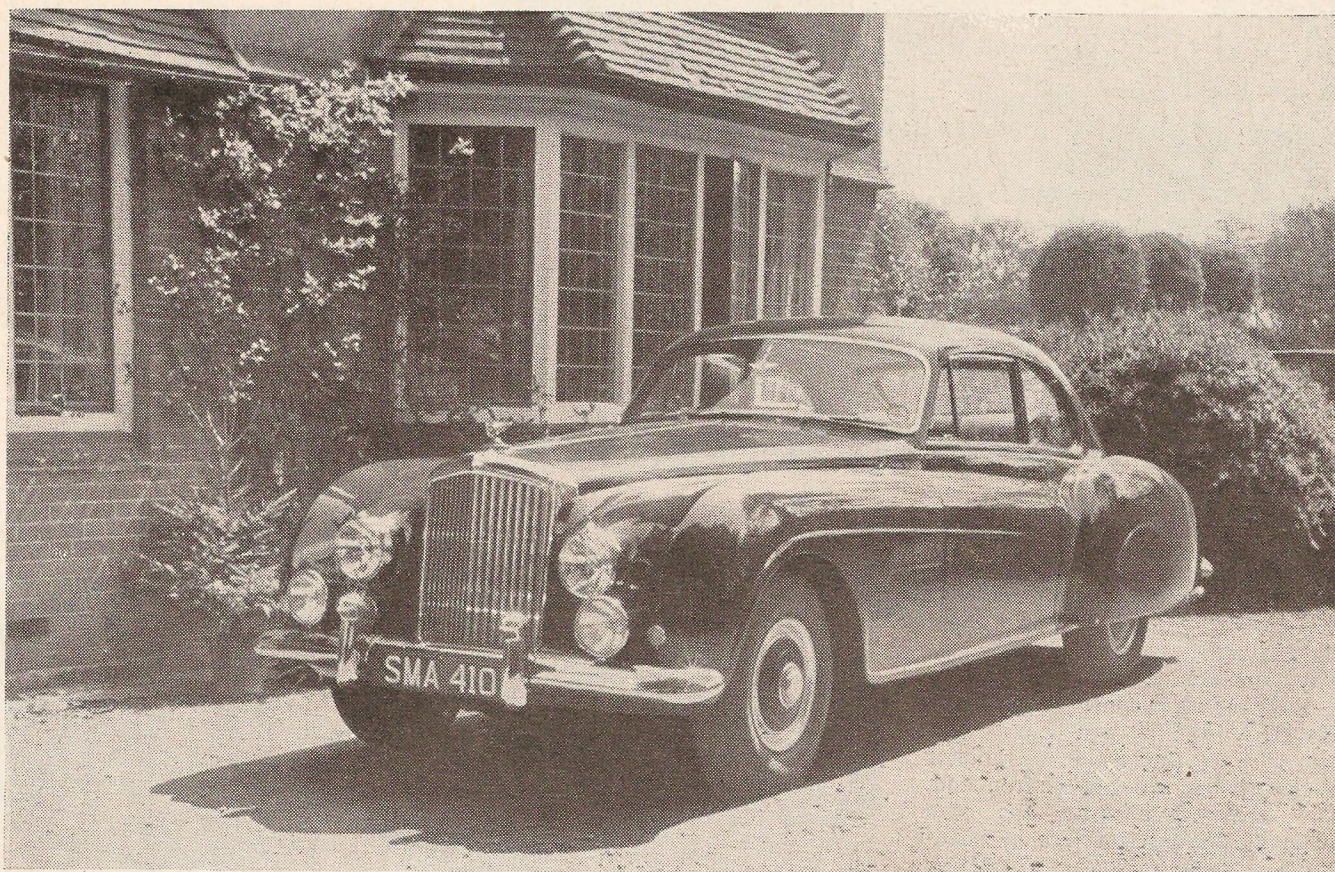
Too late for inclusion in last week's issue, news came from British Railways that they have arranged a special train to run from Euston, London, to Liverpool, tomorrow, 29th May.

Reservations should be made through the usual booking agencies. The timetable is as follows:

**Depart:** Euston 5.45 a.m., halt Watford 6.11 a.m., halt Rugby 7.19 a.m., reaching Aintree 10.11 a.m. **Return:** Aintree 6.32 p.m., Rugby 9.40 p.m., Watford 10.58 p.m., Euston 11.25 p.m. Return fares are: Euston 30s., Watford 28s. 6d., Rugby 20s. (Cafeteria service on train.)







JOHN BOLSTER TESTS

# THE BENTLEY CONTINENTAL

ON the occasion of the fiftieth anniversary of Rolls-Royce, it is fitting that AUTOSPORT should test the finest high-performance car that this celebrated firm has ever produced.

The name "Continental" has for many years been applied to the fast, long-distance touring car of the Rolls-Royce range. Way back in the mists of antiquity, there was a Continental Silver Ghost, and more recently that classic machine, the Continental Phantom II. It was inevitable, when Rolls-Royce acquired Bentley Motors, that one day a Bentley Continental would be built. Now, at last it is here, and it is the greatest Continental of them all.

Of recent years, Bentleys have been high-performance luxury cars of great refinement; for the majority of owners, they represent something approaching perfection. Nevertheless, they have been perhaps a little too dignified in styling, a thought too heavy, to suit the tastes of some connoisseurs. What these people have been seeking is an ultra-fast

car with the streamlining and elegance of certain foreign machines, but built to Rolls-Royce standards of engineering. It is for them that the Continental has been designed.

The basis of the car is a sturdy and rigid chassis frame of conventional form. The independent front suspension has bottom wishbones with very widely separated inboard bearings, and of such a length that a two-piece track rod gives correct geometry. At the rear, the long, gaitered semi-elliptic springs are damped by a special type of shock absorber, that is supplied with oil under pressure by a gearbox-driven pump. A ride control is situated at the steering wheel centre.

The brakes are the most important chassis feature. The rear brakes are mechanically operated by wedges and rods under tension, and are applied by the foot pedal with assist-

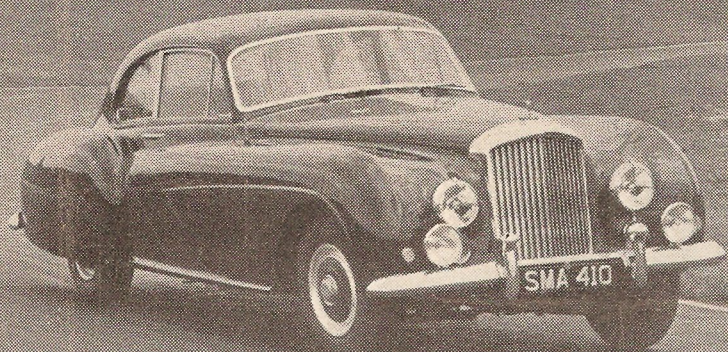
ance from a mechanical servo. This servo motor is driven from the gearbox, and it also applies the front brakes hydraulically.

A right-hand floor-mounted lever controls the gearbox, which has synchromesh on the upper three speeds. It has exceptionally close ratios, and drives the rear axle through a divided propeller shaft. The central steady bearing of this shaft has a special type of flexible mounting, to avoid transmission of noise or vibration to the body.

The engine is a 4½-litre six-cylinder, with an inlet-over-exhaust valve arrangement. The inlet valves work in a light alloy head, and the side exhaust valves are in the iron cylinder block, which is integral with the crankcase. All the valves are operated by the same camshaft, the inlets via pushrods and rockers. The crankshaft runs in seven bearings, and the twin S.U. carburettors breathe through an enormous silencer. The exhaust system has two silencers, which cause considerably less restriction than the stan-

*THOROUGHbred: Assuredly one of the finest high-performance machines ever built, the very handsome Bentley Continental can be cruised at over 100 m.p.h.*





*BENTLEY AT BRANDS: An almost complete absence of roll was evident during fast cornering on the new and lengthened Brands Hatch circuit, where these two photographs were taken.*

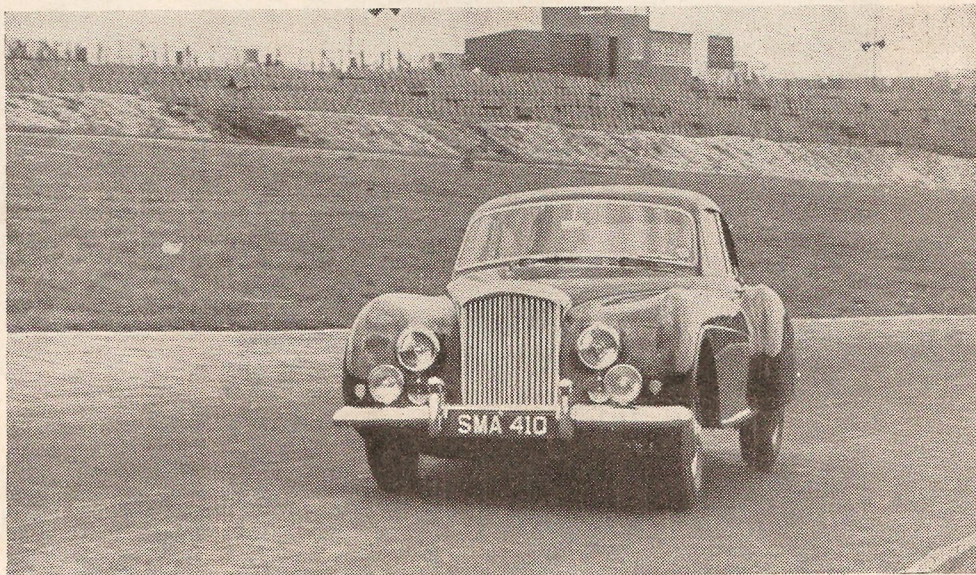
dard layout, at the cost of a fractionally more audible note.

Both the framework and panels of the H. J. Mulliner body are of light alloy. A traditional Bentley radiator is cleverly blended into the front end, and a low-drag form has been achieved without sacrifice of headroom. There is luxurious seating for four in the close-coupled two-door saloon, and the luggage boot in the tail is about twice as large as that of the latest Mark VI Bentley.

The general interior furnishing is really beautiful, and the fascia panel is superb. As the data panel shows, every sort of equipment is provided. It is typical that the heating and demisting mechanism is absolutely inaudible, and, of course, it is powerful and effective. Built-in demisting of the rear window is not only a luxury, but a valuable safety feature.

When I first took my seat, I seemed to be sitting higher than one normally does in fast cars. Soon I realized that this was a good point, and that the all-round visibility was really excellent. The bonnet is low, but the mudguards have a pronounced crest which makes width judging easy. One soon feels entirely in command of any situation which may develop.

On moving off, one can just feel the pulsations of the big engine, and first speed is not entirely silent. Once under way, the motor smoothes out completely, and I soon decided that this was the best gearbox that I had ever handled. The lever moves at the lightest touch, yet the synchromesh always ensures silent engagement of second, third and top speeds. Second gear is just



audible, but third is almost as quiet as the direct top, and may often be used for long periods.

There is something about the manner of going that is difficult to put into words. It is an effortless progression, a gliding sensation—"space travel", if you will—but as one who has driven most of the world's fine cars, I can state that it is unique. All my passengers remarked on this, and yet I do not know how it is achieved.

The engine gives good torque at moderate revolutions, and peaks around 4,250 r.p.m. It has enabled the designers to choose some astonishingly high gear ratios, and the car owes a great deal of its character to this feature. One can easily reach 80 m.p.h. and 100 m.p.h. on second and third respectively, which means that the acceleration from, say 60 m.p.h. back to one's cruising speed of 100 m.p.h. is quite phenomenally rapid. The graph shows the way in which acceleration is maintained

right up to three-figure speeds. Most fast cars tail off after 80 m.p.h., but the Bentley goes on going on. As a result, I touched 100 m.p.h. on stretches of road where I have previously failed to approach that velocity, even with fierce semi-racing sports cars. Naturally, 110 m.p.h. is a little longer coming up, but the car is just as effortless at that great speed.

It is difficult to control one's superlatives when one mentions the brakes. The Achilles' heel of the modern, streamlined car is nearly always the braking department. I will go so far as to say that the

Bentley is the only big, heavy, fast car at present available that can be braked down from maximum speed again and again without "fade" rearing its ugly head. When you consider that this vehicle weighs 33½ cwt., and that the wheels are enclosed in an all-enveloping body, the magnitude of the achievement is manifest. No doubt the mechanical servo motor is expensive, but it certainly seems to be the answer.

Curiously enough, the roadholding and handling characteristics bear no relationship to those of any previous Bentley. I soon forgot the size and weight of the machine, for it handles just like a small racing car. The stability is quite extraordinary, and the behaviour continues to be excellent even on wet roads. Under the latter conditions, though, one should avoid accelerating to the point where wheelspin takes place, or some rear axle judder may be provoked. In order to test the roadholding to the limit, I put in some

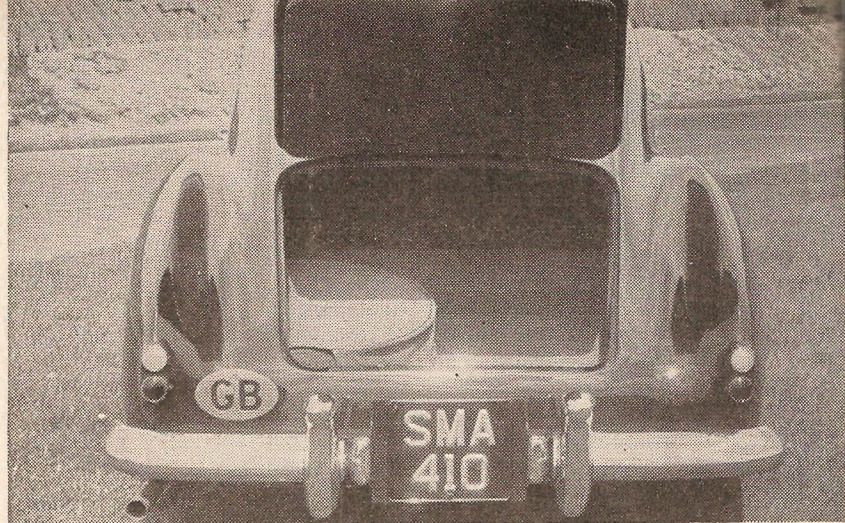


very energetic laps of the Brands Hatch racing circuit, and the car responded admirably throughout.

This combination of effortless speed, phenomenal brakes, and good roadholding naturally encourages one to travel fast at all times. It is then that one discovers another astonishing characteristic, which is the almost unbelievable petrol economy. On main road journeys, it is possible to achieve a full 20 m.p.g., although one has occasionally topped the hundred. Even when employing the maximum performance on winding roads, about 17 m.p.g. can be recorded.

However admirable the behaviour of a car may be, the greatest pride of ownership is largely dependent on its

★  
*REAR END:*  
 (Right) Despite the presence of the spare wheel, a prodigious amount of luggage can be accommodated in the boot.  
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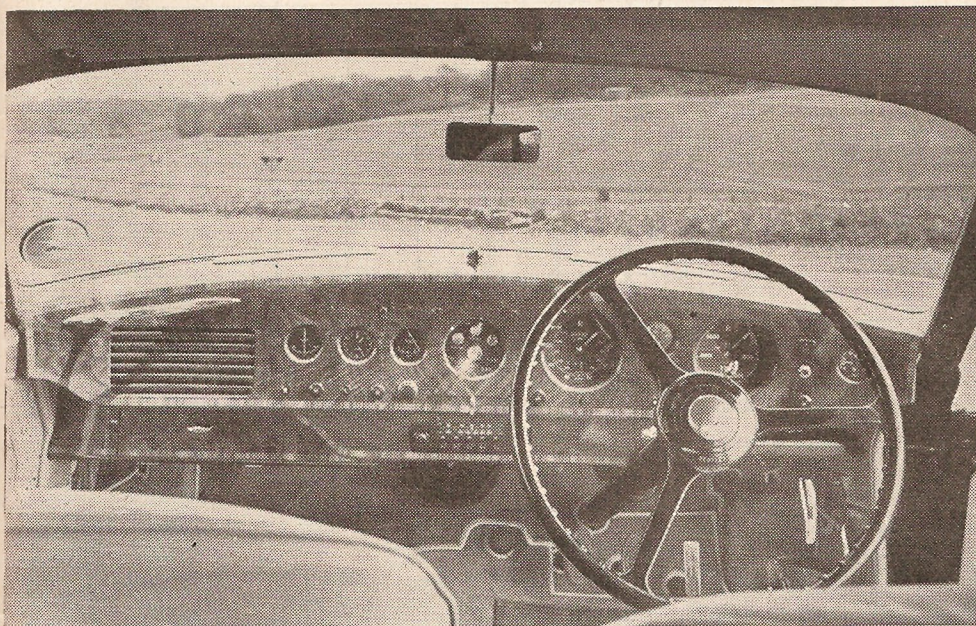
appearance. In this case Mulliner's seem to have hit the jackpot, for the Bentley was admired both by those with ultra-modern ideas and followers of the vintage cult. There is a lightness and grace about the

whole conception, and it is easy to forget what a big car this is.

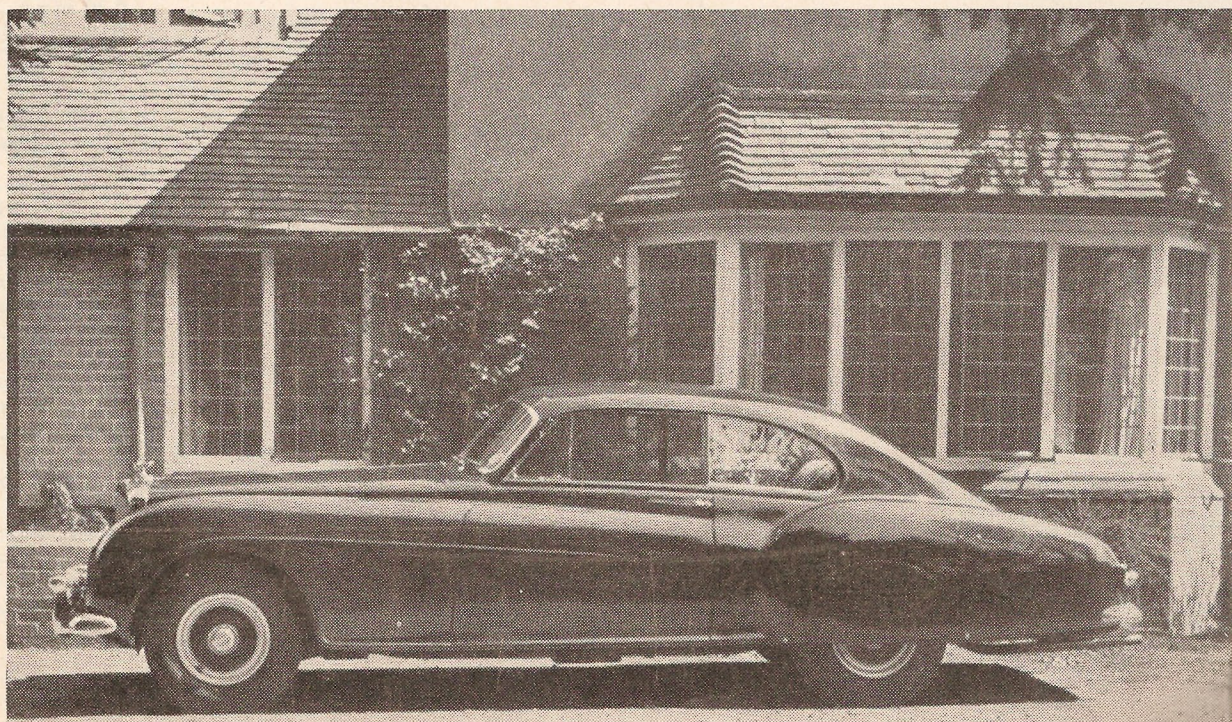
There is no such thing as perfection, and in view of the very high price of the Continental one may be excused for being exceptionally critical. In spite of that, there are only three small faults that I can mention. The first of these is the absence of synchromesh on first speed.

Owing to the very high gear ratios, one may sometimes wish to change from second to first speed when on the move. The car will always pull away on second, of course, but for a burst of sparkling acceleration the 8.2 ratio would be better. It is not particularly easy to perform this change silently, and I feel that a synchronized bottom gear would be a worth-while improvement.

Then, there is the hand brake, which is of the umbrella handle pattern, and mounted rather far forward. Personally, I would prefer a conventional lever, even though one seldom uses a parking brake. Finally, the foot brake is sometimes inclined to be fierce when applied



*TASTEFUL — AND FUNCTIONAL:*  
 (Above) The hand of the craftsman is apparent in the beautiful facia panel of the Continental, which contains every conceivable gauge and instrument.



★  
*GRACIOUS:* (Right) The designers have achieved a near-perfection of line, which suggests the very essence of speed.



around walking pace. That is probably a matter of simple adjustment, affecting only "my" particular car, but naturally I report on the machine as delivered.

At its high price, to which a savage purchase tax must be added, the Continental can be of only academic interest to most of us, alas! One is sometimes asked whether the car is really worth that money, and it is a difficult question to answer. I can only say that it has got certain qualities that no other car in the world possesses. At the present stage of the art, it gives fast, effortless, safe transportation for four people and their luggage in a manner that is quite without equal. It is a privilege to have "owned" such a car, even for only a few days.

#### Specification and Performance Data

**Car tested:** Bentley Continental Sports Saloon; price, £6,928 12s. 6d., including P.T.

**Engine:** Six cylinders, 92 mm. x 114 mm. (4,566 c.c.), 7 to 1 compression ratio. Pushrod operated overhead inlet valves and side exhaust valves. Twin S.U. carburettors with automatic starting device. Lucas coil and distributor.

**Transmission:** 11 ins. semi-centrifugal single dry plate clutch. Four-speed gearbox with right-hand lever. Synchromesh on 2nd, 3rd and top speeds. Ratios, 3.077, 3.741, 4.750 and 8.222 to 1. Divided two-piece open propeller shaft. Spiral bevel rear axle.

**Chassis:** Channel and box section frame with cruciform bracing. Independent front suspension by wishbones and helical springs with hydraulic dampers and anti-roll torsion bar. Rear suspension by semi-elliptic springs and hydraulic dampers, with ride control on steering column. Cam and roller steering with divided track rod. Bolt-on disc wheels, fitted 6.50-16 ins. India Speed Special tyres. Mechanical

rear brakes, assisted by servo. Hydraulic front brakes, servo operated.

**Equipment:** 12-volt lighting and starting, including spotlights and reversing light. Speedometer, rev. counter, ammeter, water temperature, oil temperature, oil pressure and fuel gauges. Electric clock. Two-speed self-parking wind-

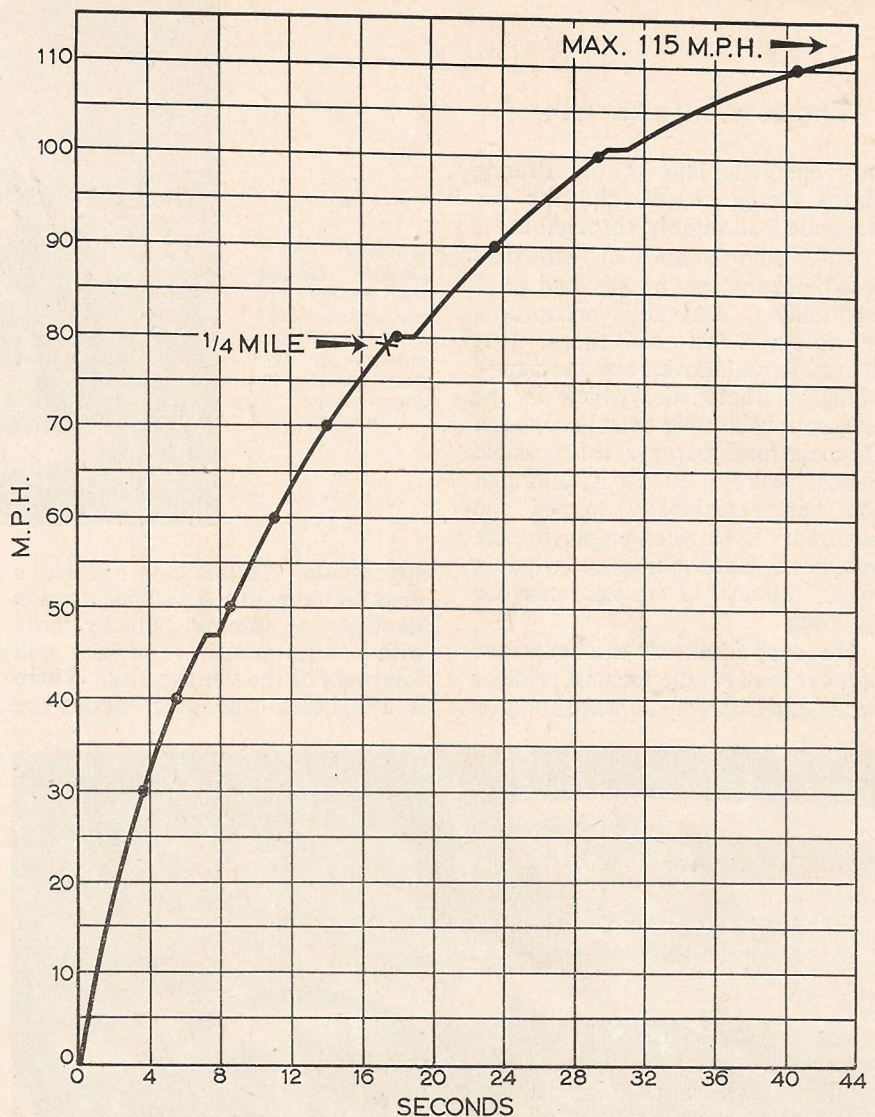
screen wipers. Windscreen washers. Heater and demister. Rear window demister. Flashing direction indicators. Radio.

**Performance:** Maximum speed, 115 m.p.h. Speeds in gears: 3rd 101 m.p.h., 2nd 80 m.p.h., 1st 47 m.p.h. Standing quarter mile, 18 secs. Acceleration: 0-30 m.p.h., 3.6 secs.; 0-40 m.p.h., 5.6 secs.; 0-50 m.p.h., 8.4 secs.; 0-60 m.p.h., 10.8 secs.; 0-70 m.p.h., 13.6 secs.; 0-80 m.p.h., 18.2 secs.; 0-90 m.p.h., 23.6 secs.; 0-100 m.p.h., 29.4 secs.; 0-110 m.p.h., 40.2 secs.

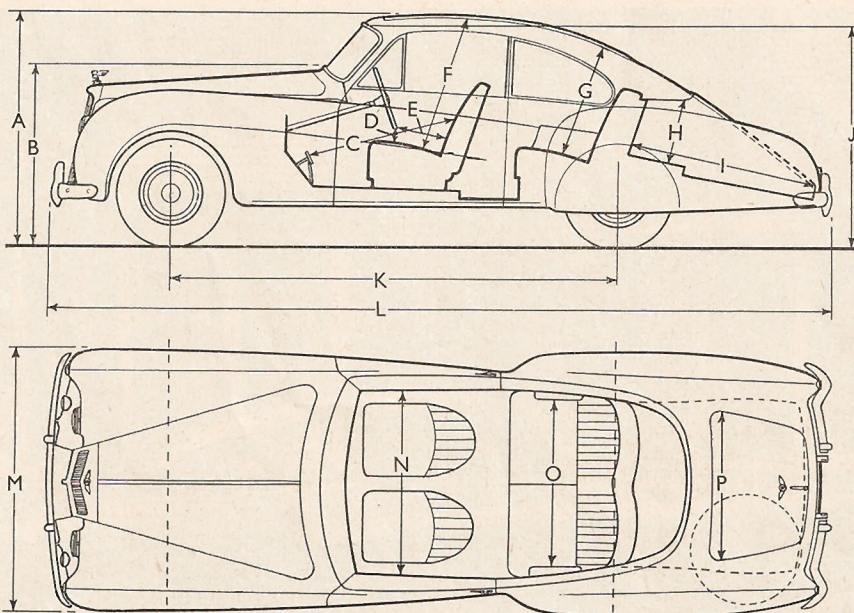
**Fuel consumption:** 17 m.p.g. 18-gallon tank.

#### Dimensions

- A.—Overall height: 5 ft. 3 ins.
- B.—Height to bottom of windscreen: 4ft. 1 in.
- C.—Clutch pedal to seat squab: 3 ft. 3 ins.
- D.—Steering wheel to seat cushion: 4ft.
- E.—Squab to steering wheel: 11 ins.
- F.—Front seat to roof: 3 ft. 1 in.
- G.—Rear seat to roof: 2 ft. 9 ins.
- H.—Height of boot: 1 ft. 6 ins.
- I.—Length of boot, 4 ft. 2 ins.
- J.—Height to top of windscreen: 5 ft.
- K.—Wheelbase: 10 ft.
- L.—Overall length: 17 ft. 3 ins.
- M.—Overall width: 5 ft. 11 ins.
- N.—Width at elbows at front seat: 3 ft. 11½ ins.
- O.—Width at elbows, rear seat: 3 ft. 9 ins.
- P.—Width of boot opening: 3 ft. 0½ in.



**BENTLEY CONTINENTAL ACCELERATION GRAPH**







## It costs you less to motor there...

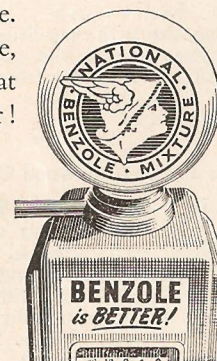
When you next take a trip out in your car, remember that what finally decides how far you will go on a gallon of fuel is—how much energy Nature has put into that fuel. Into every drop of Benzole, distilled from yet another national heritage, British coal, Nature has packed more energy—more potential mileage—than there is in petrol. Thus Benzole, blended with high-grade petrol, as

it is in National Benzole Mixture, *cannot and does not fail* to give you more miles per gallon. With plenty of very good petrols to choose from, experienced motorists still prefer National Benzole Mixture. For all engines—new, old, large, small—performance proves that Benzole makes good petrol better!

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## CORRESPONDENCE

*We apologise to the many correspondents whose letters have been unavoidably held over during the past few weeks, owing to extreme pressure on space.*

### One from Bolster

I WOULD like to thank Mr. Gray, E. D. Ross and Harold L. Biggs, for their comments on my "Rear Suspension" article, and hope to return to the subject in more detail after I have completed rather a rush of road tests and so forth.

For the moment, let me assure Mr. Biggs that I certainly did not mean that the new Lotus brought the de Dion axle into the sports car sphere. What I said was that the Lotus brought rear suspension with zero roll resistance into this sphere. Perhaps he will re-read the paragraph?

I agree with Mr. Ross about "folding under" with imaginary and ultra-short swing axles, but with normal proportions on an actual car, well, watch Peter Gammon at Brands Hatch!

JOHN V. BOLSTER.

WROTHAM, KENT.

### Two Queries

A QUESTION for a Bugatti expert: Was there ever such a car as the Type 59? If not, I should be interested to know what was the car of 3.3-litres capacity, once in the possession of Connaught Cars Ltd., which subsequently, I believe, was bought by an American.

Secondly, a question for J. V. B. In his report, in the 30th April issue, of the Monthéry race meeting, he mentions da Silva Ramos captured second place in a DB2; however, in the results, he is put down as driver of a "2.9 Aston Martin". Surely, only the DB3 and DB3S are fitted with the 2.9 engine? Possibly I am mistaken, or possibly it was a printers' error.

J. P. TURNER JONES.

ALDERLEY EDGE, CHESHIRE.

[A type 59 Bugatti? Most certainly! It was the 3.3-litre G.P. car of 1934, one of which was subsequently owned by Rodney Clarke of Connaught Cars. Re the 2.9 Aston Martin of da Silva Ramos, it was given this capacity in the programme.—Ed.]

### A Third Seat in the Drophead XK 120

I WAS very interested in John Bolster's article on the XK 120 convertible in 14th May issue and would endorse his praise of this very versatile motor car.

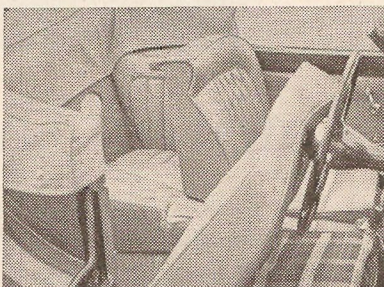
I thought you might be interested in the attached snap which shows my own car fitted with a third seat, which enables three fully grown adults to sit in complete comfort with the hood erected.

This would surely increase the "saleability" of the vehicle (after all, we haven't all got aggressive mothers-in-law!) and I wonder why the manufacturers do not incorporate this feature, which in my case was carried out by a local coach-building firm with very little trouble.

Needless to add, the occupied extra seat makes no noticeable difference to the performance.

B. W. J. HINDES.

SLOUGH, BUCKS.



### Re the Easter Goodwood Commentary

ALL right; the cap fits, so I will wear it.

I presume that your correspondent W. P. Clayton (issue dated 30th April) objected to my disparaging remarks that the B.R.M. was driving round with its filler cap open, spraying drivers and cars behind with fuel.

I think I said something to the effect that there are plenty of people in their équipe to see that this kind of thing does not happen. So there are.

I personally do not think that this was a catty remark, but

justified comment: and if the O.R.M.A. were insulted by it, I could not care less.

My comments are impartial; I say what I see fit to say; and if the spectators and organizers do not like it, no doubt I shall soon be removed.

JAMES TILLING.

LONDON, S.W.3.

### Appreciation From Holland

IN AUTOSPORT of last December, you kindly mentioned the fact that we prepared a special time table for the Rallye Monte Carlo of 1954.

Four months have passed since and we now feel the need to express our admiration for the enormous spreading of your sport-journal. The reactions on the article, published by you, were amazing.

Apart from many letters from England, we received mail from Italy, Finland, Switzerland, Greece and Australia, quoting the article they read in AUTOSPORT and asking for copies of the mentioned table or for further details.

J. F. VAN SANTEN.

N.V. Nederlandsche Amerikaansche  
Autobandenfabriek Vredestein.

ENSCHDEDE, HOLLAND.

## BOOK REVIEWS

Title: Annual Automobile Review.

Size: 9½ x 12½ ins., numerous illustrations in line, half-tone and colour.

Published in English, French and German by Edita, Ltd., Lausanne.

British Distributors: G. T. Foulis and Co., Ltd., 7 Milford Lane, London, W.C.2.

Price: 30s.

THE "Annual Automobile Review", edited by Ami Guichard, is superbly produced and contains a great many really excellent illustrations of considerable interest to followers of motoring sport. Specifications of the majority of 1953-54 cars are given, whilst there are chapters on technical developments, formula and sports car racing, and international rallies. World Champion Ascari rates a special article; he started his racing career in 1935 on a motor-cycle when he was 17. His first car race was the war-time closed circuit Mille Miglia in 1940, when he drove a Ferrari 815, that original "double-four" Fiat-based 1½-litre machine, which can be said to have been the "Father of all Ferraris".

If at times the English translation is a trifle peculiar, it can be described as somewhat picturesque, and the book certainly does not lose anything by it. The 226 pages are proof of the fine technical achievements of the Swiss printing industry, but it is a pity that the Indianapolis cover picture could not have been drawn by a more competent artist.

G.

Title: More Motoring Abroad.

Author: Rodney Walkerley.

Size: 5½ x 8½ ins. 190 pages. Numerous photographs and decorations by Russell Brockbank.

Publishers: Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

Price: 12s. 6d.

RODNEY WALKERLEY is well known as a writer on motor sporting matters, but his earlier book "Motoring Abroad" proved conclusively that his talents are not concentrated on one particular subject. Bubbling with humour, his latest book gives a true picture of foreign touring which should be of incalculable assistance to "greenhorns", and cause seasoned travellers to smile at recollections of similar adventures. I am quite certain that Rodney Walkerley is a confirmed francophile, for he writes about France as only one who loves the country, and understands its peoples and customs could write. His knowledge of food and wines is passed on to the reader for the benefit of the intending travellers' better enjoyment of such necessary adjuncts to pleasurable motoring on the Continent. Spain, Germany, Switzerland and Holland—all are mentioned in this work which should become part of the equipment of every car-owner who feels the urge to cross the channel.

G.

More Book Reviews on page 697



**3.874 MILES**  
with average of  
**56.9 M.P.G**

**= CITROEN 2 C.V.**  
**ECONOMY**



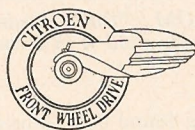
"Not the Great North Road but rural Buckinghamshire. The 2 C.V. proceeded along here at 15-20 m.p.h."  
—The Autocar."

This is what "The Autocar" reported after a protracted trial, including journeys to John o' Groats, Land's End, and maximum performance tests of the Citroen 2 C.V.:

"covered 3,874 miles . . . 68 gallons of petrol . . . overall fuel consumption of 56.9 m.p.g."

"will carry 4 heavy people without too much reduction of performance."

"Ability of the suspension to deal with a rough track which one would hesitate to take at all in an ordinary car is uncanny. The 2 C.V. just floats over such surfaces on an even keel."



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'2 C.V.' £398 Plus P.T.

'BIG FIFTEEN' £740 Plus P.T.

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## THE MARGATE RALLY & CONCOURS D'ELEGANCE

Organized by the

**MAIDSTONE & MID-KENT M.C. AND MARGATE CORPORATION**

### 18 & 19 JUNE

This is a qualifying event for the British Trial Drivers Association RALLY SILVER STAR

#### INVITED CLUBS

B.A.R.C., London M.C., Southsea M.C., Margate & District M.C., Hants & Berks M.C., Kentish Border M.C. and the Thames Estuary Auto Club

#### AWARDS

FOUR CHALLENGE TROPHIES  
TROPHIES IN ALL CLASSES  
AND OVER £100 CASH

### 20 JUNE

On a beautiful cliff-top setting on the Palm Bay Lawns at CLIFTONVILLE, MARGATE

#### CLASSES INCLUDE

Veteran and Vintage Cars, Open or Closed Pre-War and Post-War Cars, Rally Competitors' Cars and Commercial Vehicles

#### AWARDS

TROPHIES FOR 10 CLASSES  
PREMIER AWARDS FOR BEST  
ENSEMBLES OF CAR & LADY

**ENTRIES FOR RALLY & CONCOURS CLOSE ON MONDAY, 14th JUNE, 1954**

Regulations from :

F. G. Newman, 48 Chamberlain Avenue, Maidstone

Margate Official Guide from :

Dept. 57, Information Bureau, Margate



# MORECAMBE RALLY

## Victory for J. R. Crow (M.G.)

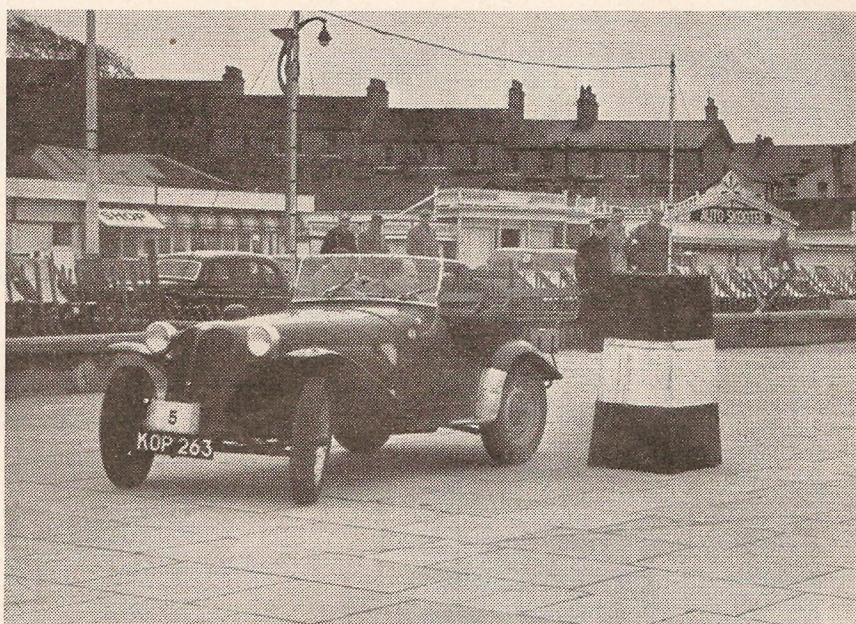
THE Lancashire Automobile Club's Eighth National Morecambe Rally was tightened up on the road sections this year, so that the 221 competitors found the Friday run of 200 miles and the 140-mile Saturday run interesting but not too easy to maintain. At the same time the well-known special tests—particularly the Monte-Morecambe—were retained.

In contrast to the immediate post-war years when Ken Wharton, Ian Appleyard (twice) and Ken Bancroft have been victors, this year the Prix d'Honneur was carried off by a relatively unknown driver in a saloon car, when J. R. Crow (M.G. 1½-litre) emerged as the winner. All credit is due to him for what was a sound, consistent drive.

On 21st May, from the eight starting points (Morecambe, Shenstone, Bristol, Leeds, Luton, Manchester, Preston and Glasgow), competitors converged on Samlesbury, whence they were routed to Morecambe. An adequate route card was issued, but in spite of this only 60 competitors arrived at Morecambe without loss of road marks. J. McGurl (Renault), a Morecambe starter, was one of the small car adherents with this distinction, while Jimmy Hostler (Ford Anglia) was another. All the "big" names came through safely, so that by Saturday morning the chase was still very much on. In view of the high penalty which could be incurred (10 marks per minute) drivers were on their toes.

Toward the end of the first-day run a hill test was held at Furnessford. This was a 270-yard climb up a slight incline with a "seesaw" on two bends almost forming an "S". It was the sort of test in which "Goff" Imhof (Allard) could—and did—give it the gun. "Doc" Hardman, running his Dellow unblown and as a standard car, was also fast.

On arriving at Morecambe for a night's rest, two tests were laid out on the Promenade, both being variations on the "scissors" theme. It is sad to relate that some of the no-road-marks-lost brigade blotted their route books there. The Friday night count saw Imhof with a marks lost number—a total of times—of 71.5, Hardman having 71.9 and H. M. Denton (Morgan 2,088 c.c.) a very fine 74.2.



ON THE PROM.: "Doc" Hardman reverses his Dellow in the first test at Morecambe. He used it in unsupercharged form, and won the Group "A" award.

Saturday morning found cold, blustery rain sweeping across the very open Promenade where was sited Test 3, a scissors and reverse plot. In spite of the wretched weather no incidents were recorded, but many excellent times returned. There was a battle royal between the Triumph TR2s, the Morgans, Austin-Healeys and XK 120s. Some of the figures were: Hardman (Dellow), 33.6; John Wallwork (Triumph), 34; John Cunningham (Jaguar XK 120), 35.6; G. A. Roberts (Jaguar), 35.2; Eric Vanner (Dellow), 35.8; Dennis O'Mara Taylor (Triumph), 35; J. Somervail (Austin-Healey), 35.8; H. M. Denton (Morgan), 35; A. J. Blair (Morgan), 35.6; P. G. Cooper (Triumph), 35. Imhof was quite obviously on the soft pedal when the dark blue dreadnought ("Goff" calls it his misguided missile!) returned 36.8 secs.

The 140 miles which lay before the competitors had been made known to them on Friday night, so routes had been planned—but not the adventures which were to befall some! Miss Anne Neil went out when the Morgan's front suspension looked sick after a bump; Ronnie Holmwood put a hole in the sump of his smart Austin-Healey; Ken Bancroft (Triumph) did not show up for the final tests; J. S. Hollings (Alvis) had

altered the frontal aspect a little but was still motoring, and A. F. Vickery (Hillman) and P. Buckley (Ford) managed to eliminate each other in a rather narrow road.

The fourth test was an "S" with two reverses. Fairly straightforward, it did not catch many napping, which is more than could be said of the "Monte-Morecambe", the fifth and final test of the rally.

The first incident here occurred when R. E. Blackhurst (Jaguar Mk. V) hit the concrete wall. D. R. Heyworth arrived still showing the results of a fire which had beset the Dellow on Friday morning, when a loose float chamber had made small havoc. J. Moore made a very creditable run with a broken throttle pedal in his Morgan. J. C. Wallwork's 40.2 secs. was magnificent and only approached by P. G. Cooper's 40.8, but Cooper touched a pylon in doing it.

The system of handicapping put some out, as it was bound to do, but produced a happy result. The Sunday afternoon prize-giving was held in pleasant weather and happy circumstances.

WILSON ROGERS.

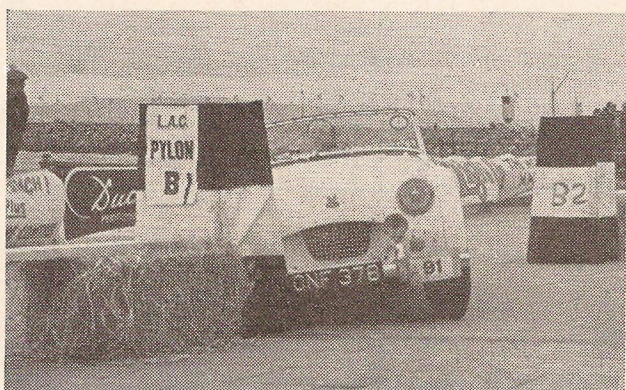
### Provisional Results

**Morecambe and Heysham Corporation Trophy:** J. R. Crow (M.G.), 319.26 marks lost.

**Group A:** Dr. C. R. Hardman (Dellow), 320.36. **Group B:** J. R. Crow (M.G.), 319.26. **Group C:** D. Ogden (K.B.O. Spl.), 312.7.

**Starting Control Prizes.** Morecambe: G. H. F. Parkes (Austin), 319.46. Luton: A. G. Imhof (Allard), 320.56. Glasgow: F. D. Dundas (Cooper-M.G.), 321.2. Preston: N. Quick (Ford), 328.46. Leeds: J. Jagger (M.G.), 339.96. Manchester: J. R. Hindle (Sunbeam-Talbot), 340.86. Bristol: L. Griffiths (Morgan), 349.16. Shenstone: E. Vanner (Dellow), 367.56.

**Class Awards:** A4, F. M. Marsh (Healey), 327.06; B3, Dr. J. R. Platt (Vauxhall), 328.86; B4, J. P. Boardman (Jaguar), 331.26; A3, A. L. Yarranton (Morgan), 332.46; B2, A. H. Senior (Austin), 332.86; B1, A. Gordon (Renault), 346.86; A2, A. H. Thomsett (M.G.), 355.76; A1, J. Dunnington (Morris), 412.06. **Ladies' Prize:** Mrs. R. Beaumont (Triumph), 355.46. **Old Favourites' Prize:** P. Tunley (Vauxhall), 362.8. **Team Prize:** "The Hundreds"—F. M. Marsh, J. Haydock and F. G. Davies (Austin-Healey).



★  
**ERRANT TRIUMPH:** (Left) David Bleakley's TR2 becomes involved with a pylon during the "Monte-Morecambe". He was only one of many who found this test particularly difficult. Another Triumph, driven by Wallwork, made the best time.

★



# News from the Clubs

*By Wilson McComb*

THE term "crowded calendar" has now become almost a cliché, but one feature of the crowding is the number of meetings which the keener competitors manage to pack into a season. Many are taking part in more than one event each week-end: Frank Sowrey, for example, scored a second place at Silverstone last Saturday, and on Sunday was engaged in breaking the Staverton course record with his Cooper twin; Jack Moor, third to Sowrey at Silverstone, was second in the 500 c.c. class at the Staverton sprint, while Edgar Wadsworth (Healey) won a handicap at Silverstone and his class at Staverton.

It is good to see that Jack ("Simplicity") French is in circulation again, for he won his class with a Rover saloon at Staverton. At the last Silverstone meeting of 1953, it will be remembered, French qualified for a long session in hospital by, in his own words, "trying to take Becketts in a slow roll."

\* \* \*

## THORNEY ISLAND TRIALS

THE Southsea M.C.'s Timed Trials at Thorney Island, postponed by the R.A.C. stewards on 2nd May because of adverse weather conditions, will be held on 27th June. Regs. are obtainable from H. R. Winnicott, Deerleap, Rowlands Castle, Hants.

## P.S.M.C. NAVIGATIONAL RUN

MEMBERS of the Public Schools' M.C. or the Incorporated Auctioneers' C.C. are invited to take part in a 100-mile navigational run on 13th June. Regs. may be obtained from J. E. H. Clark, 41 Quadrant Close, London, N.W.4.

## LEICESTERSHIRE RALLY

THE Leicestershire C.C.'s Night Rally for the Bat-Bo Trophy will be held on 19th/20th June, over a 220-mile course. Entries close on 14th June, and should be sent to O. F. Williams, 73 Ashleigh Road, Leicester.

## FURNESS FESTIVAL RALLY

MEMBERS of the B.A.R.C. (N.W.), Lancashire A.C., Lancs and Cheshire C.C., Liverpool M.C., Westmorland M.C. and Yorkshire S.C.C. are invited to take part in the 4th Festival Rally of the Furness District M.C. This 275-mile event will take place on 19th/20th June, and is included in the series for the B.T.D.A. Silver Star. Entries close on Friday, 11th June, and should be sent to W. W. Randall, 7 Woodland Road, Ulverston, Lancs.

## N.L.E.C.C. RADCAP RALLY

REGULATIONS will shortly be available for the North London Enthusiasts' C.C.'s Radcap Rally on 19th/20th June, which will cover a 300-mile course from London to Esher. Details may be had from G. Bance, Flat 1, Bath Road, Reading, Berks.

PICTURE STORY: (Top) C. G. Arengo slides into the grass at Prescott on 9th May. (Centre) Off comes a wheel, and a brake-shoe stands on its head in the road. (Bottom) "Oh, well—I've still got one back wheel left!"

## MENDIP "PETIT PRIX DE TOURISME"

THE Mendip "Petit Prix de Tourisme" is the present name of the novel event, devised by Dick Caesar, which was known as the Mendip "Grand Prix" before the war. It is a mock sports car race for teams of cars, with the emphasis on pitwork, and will be held at Castle Combe on 26th June. One team of three cars is solicited from each of the following clubs: Bentley D.C., Bugatti O.C., Lagonda C.C., Lancia M.C., M.G.C.C. (S.W.), Morgan 4/4 Club, Riley M.C., 750 M.C., Singer O.C., Vintage S.C.C., Vintage S.C.C. (Frazer-Nash Section) and "W.O." Club. Regulations may be obtained from W. J. Ashby, 102 West Broadway, Henleaze, Bristol; and entries close on 21st June.

## U.S.A.F. TROPHY MEETING

ENTRIES close on Tuesday, 8th June, for the Aston Martin O.C.'s 2nd U.S.A.F. Trophy race meeting at Snetterton on 19th June. Held under National permit, it will include events for sports cars, racing cars to F3 and *libre*, Aston Martins and pre-war racing cars—the latter being a qualifying event for the E.R.A. Anniversary Trophy. Entry forms should be sent to Ernest Stapleton, 1 Grove House, Straight Road, Old Windsor, Berks.

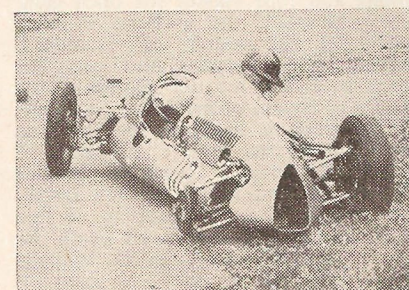
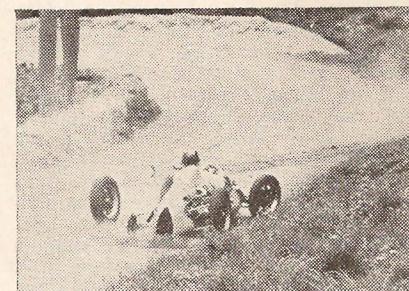
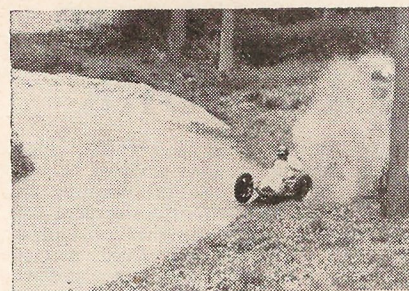
Inquiries regarding the club's Eastern Area Rally and Concours d'Elégance on 19th/20th June should be sent to John Sarginson, Bermuda Lodge, Eye, Suffolk (Phone: Eye 296).

## 50th ANNIVERSARY LONDON RALLY

EARLY in July, regulations for the London M.C.'s London Rally will be available from Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames. As previously announced, this National event, on 3rd/4th September, will finish in the City of London, to celebrate the club's 50th anniversary. Experts will have an 80/90-mile night navigation section included in the 700-mile route, while novices will undertake only 50 miles of navigation; maps will be provided by the organizers. A special trophy for American entrants is being offered by "Goff" Imhof.

## S. F. EDGE TROPHY MEETING

TOMORROW, 29th May, is entry closing date for the Veteran C.C.'s Bexhill Speed Trials for the S. F. Edge Trophy. This will be presented by Mrs. S. F. Edge for the best performance on formula, at a dinner given by the Mayor and Corporation of Bexhill at the Sackville Hotel. Entries for the event should be sent Miss J. E. Nagle, 46 North Row, London, W.1, and cars will rally to Brookfield Road, Bexhill, at 2.30 p.m. on 19th June.



## SOUTH WALES HILL-CLIMB

STARTING at 4.30 p.m., a closed-to-club hill-climb will be held on Sunday, 6th June, by the South Wales A.C. The course is at Castel Farm Hill, Llangynwyd, near Bridgend.

## RHYL DRIVING TESTS

ENTRIES will be accepted at the start for the Rhyl and D.M.C.'s driving tests on 5th June. The meeting will be held at the Main Parade Ground, Kinnel Park Camp, near Rhyl, starting at 6.30 p.m.

## GUILDFORD M.C. NEWS

MEETINGS of the Guildford M.C. are held once a month in various hotels, not on the first Wednesday of each month at the Wooden Bridge Hotel, as originally arranged. The next meeting will be on Wednesday, 9th June, at the Horseshoes Hotel, Burpham, nr. Guildford.

Membership is now over 180, and R.A.C. recognition is being sought. A Night Point-to-Point will be held on 19th/20th June; details from D. Cobbett, 5 Harvey Road, Guildford. The club's hon. secretary is S. C. Hutton, 37 Ashenden Road, Guildford.

## WORTHING DRIVING TESTS

TWENTY-ONE cars took part in the Worthing M.C.'s driving test meeting on Sunday, 23rd May. Kingston (Austin 7 Spl.) won the open car class, and the saloon award went to Brinkman (750 Renault). Details of the club's forthcoming June Rally may be had from B. Hardwick, 32 Lavington Road, Worthing, Sussex.

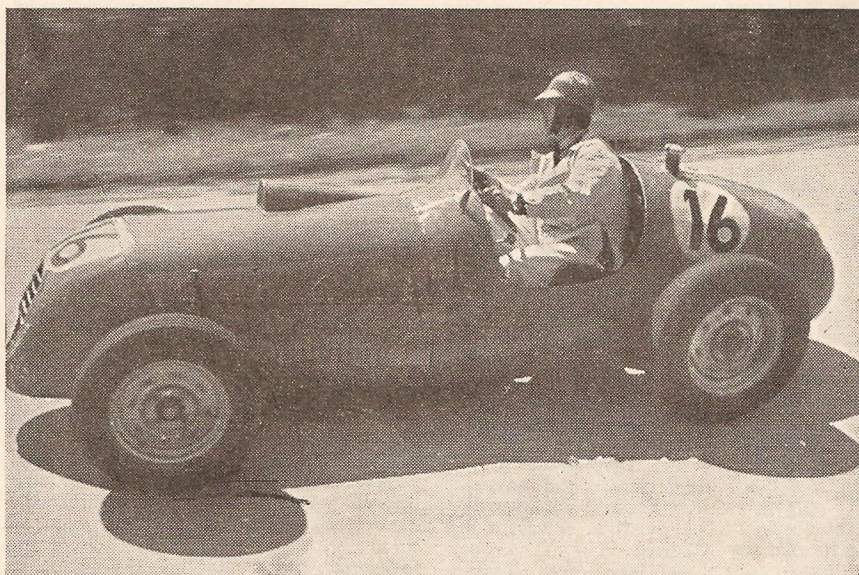


## HILL-CLIMB AT CORK

THE Munster M.C. and C.C.'s open hill-climb at Farmer's Cross, Cork, was blessed with beautiful weather on 16th May and conditions were ideal for fast motoring. The presence of Laurie McGladery, all the way from Belfast with the four-wheel-drive McCandless Special, made things look as if the hill record was due for a hammering. Unfortunately, something went awry with the drive to the front wheels during practice, and the McCandless device came off second best in an argument with the bank, although McGladery walked away from the wreck with nothing worse than a scratched nose.

The Farmer's Cross hill is one mile long, concreted all the way, and features a straightish half-mile, then four, fast, snaking bends, another shorter straight and, just before the finish, a long "S". There were five classes: a handicap for saloons and four classes for open cars. Henry Morrogh, in a Ford Popular which did not sound very standard, climbed with enterprise and verve to record best time for the saloons. This made very certain of first place on handicap, considering the fact that he was limit man in the class! A battle of Teutons developed between several Volkswagens and W. Hennessy's DKW, and although the handicapping of this little two-stroke seemed a bit harsh, he tied for second place with D. Wallace (Volkswagen).

In the open car classes Colm Moloney's Ford Special was neat and fast (1 min. 35 secs.), but not fast enough to put him amongst the award winners. Aubrey Thompson's old single-seater T.R.S., a Ford-Riley combination well known in pre-war days,



*VANGUARD: Len Earl's Vanguard Special, still bearing its Phoenix Park competition numbers, on the way to B.T.D. and a new record for the Farmer's Cross hill-climb.*

was handled nicely by Arthur O'Leary to get down to 1 min. 34 secs., qualifying for a second place in one class and a third in another. Declan O'Leary, who knows the hill like the back of his hand, did 1 min. 29.6 secs. in his Ford Special and made sure of Class B. There was quite a battle between R. O'Sullivan and G. Carroll in their M.G.s, Carroll eventually getting down to 1 min. 30.8 secs., just 0.2 sec. better than O'Sullivan's best.

The elimination of McGladery's McCandless Special left Len Earl as actual scratch man in his trusty old Vanguard Special. Len made two excellently judged climbs: the first (1 min. 23.6 secs.) gave him the record for the

hill; on his second attempt he clipped another 0.8 sec. off, making the record a whole six seconds better than that set up by Bill O'Connell last year in his Ford Special.

JACK O'DONOGHUE.

### RESULTS

**Class A:** 1. H. Morrogh (Ford Popular); 2. D. Wallace (Volkswagen) and W. Hennessy (DKW); 4. S. Healy (Volkswagen). **Class B:** 1. D. O'Leary (Ford 1,172 c.c.); 2. A. O'Leary (T.R.S. 1,098 c.c.); 3. A. Canty (Ford 1,172 c.c.). **Class C:** 1. G. Carroll (M.G. 1,250 c.c.); 2. R. O'Sullivan (M.G. 1,250 c.c.); 3. A. O'Leary (T.R.S.). **Class D:** 1. L. Earl (Vanguard Spl.); 2. G. Carroll (M.G.); 3. R. O'Sullivan (M.G.). **Class E:** 1. L. Earl (Vanguard Spl.); 2. D. O'Leary (Ford); 3. R. O'Sullivan (M.G.).

**B.T.D.:** L. Earl (Vanguard Spl.), 1 min. 22.8 secs. (Course record).

## WARRINGTON RALLY

ENTHUSIASTIC members of the V.C.C. and the V.S.C.C., who forgathered around the sweeping lawn which lies below Warrington Town Hall on 8th May, beheld a most inspiring sight. Forty-seven machines had been entered for an informal Saturday run, some of them being driven quite amazing distances to be present, and had arrived in good time for the 3 p.m. police-headed run to nearby Burtonwood aerodrome.



A large crowd had gathered by the time the constabulary Rover led Peter Bradshaw's solid-tyred, vibrating 1898 Benz on to the setts of the main road. Incidents *en route* were few, but at least one mechanic had to do some (literally) running repairs, Peter Bradshaw's second man keeping up a smart pace alongside polishing the contacts.

The inevitable Jeep took the procession on to the air strip where the American accent contrasted strangely with the old cars. After some preening and adjustments, the cars came up two by two, or three by three on occasions, for the 14-mile, timed acceleration test.

Bradshaw and M. Davenport (1901 Progress) were the first two away in a run which Davenport made his own fairly quickly. But the solid-tyred Benz shivered its way quite nobly to the finish. G. Rendel (1903 De Dion Bouton) had drawn tough opposition in Basil Davenport (1902 Century), and it was

*STILL THERE, DEAR?* Mrs. Davenport, seated "next to the accident", glances back at Basil Davenport as he operates the controls of his 1902 Century three-wheeler.

quite obvious that Basil meant business. With a G. N. Spider look in his eye he shot away—well, he got away—and crouched low on the seat of his three-wheeler behind Mrs. Davenport, who sat in the wickerwork up at the front.

The third group was a triangular battle of two Wolseleys, driven by J. Gardiner (1902) and S. B. Reece (1904), against American opposition in the form of a Cadillac handled by the well-known F. S. Bennet, who, incidentally, imported this car from the U.S.A. new and has owned it ever since. After a close start F. S. Bennet was first to finish, and it was with undisguised but pardonable glee that the American commentator said, "The last race was won by a Cadillac!"

WILSON ROGERS.

### ILFRACOMBE RALLY

SEVENTY-TWO competitors took part in the 4th Ilfracombe Rally, a B.T.D.A. Silver Star event held by the North Devon M.C. on 8th/9th May. An extremely involved route included 12 route checks, eight tests and nine time checks, and the event finished at Ilfracombe Pier, where the three final tests were held before a large crowd. Afterwards, a film show was held at the Mount Hotel, where the results were announced. P.A. winner was H. M. Denton (Morgan).

(Results published in last week's issue)



## Book Reviews—continued from page 692

**Title:** Design and Tuning of Competition Engines.

**Author:** Philip H. Smith, A.M.I.Mech.E.

**Size:** 5½ x 8½ ins. 287 pp. 61 illustrations.

**Publishers:** G. T. Foulis and Co., Ltd., 7 Milford Lane, London, W.C.2.

**Price:** 35s.

EARLY readers of AUTOSPORT will recall Philip Smith's excellent series of articles dealing with the maintenance of the o.h.v. M.G.s. The articles were eventually included in the book "Tuning and Maintenance of M.G.s", which has been a kind of *vade mecum* to M.G. owners.

In the "Design and Tuning of Competition Engines", Mr. Smith has done a great service to all who are interested in high-performance power-units. He describes and analyses the majority of the better-known engines of today, and gives many valuable hints on general and specialized tuning. There are separate chapters dealing with tuning Ford Ten, Jaguar XK 120, Jowett and M.G., and descriptive chapters on all of these plus Lea-Francis, Aston Martin and Bristol. Valuable performance graphs and output figures are given, and it is possible to estimate the maximum power to be obtained from any of the engines described.

Critics of the "Irish Ford Tens" may be interested to know that the author describes Stage 6 in Ford Ten tuning; using various Aquaplane components, a power-output of over 43 b.h.p. is obtainable at 6,000 r.p.m. (unsupercharged, of course), and reference is made to 7,000 r.p.m. and more! With a 9 to 1 compression ratio, ¾ in. lift cams, the modified XK 120 Jaguar engine gives 190 b.h.p. at 5,800 r.p.m. on 85/90 octane fuel. There is also a chapter on supercharging, with interesting details of forced induction Morris Minors.

G.

**Title:** ROLLS-ROYCE. An Album of Sales and Institutional Literature.

**Size:** 8½ x 11 ins. 184 pp.

**Publishers:** Dan R. Post Publications, Arcadia, California, U.S.A.

**Price:** \$5 (approximately 38s. 3d. from English booksellers).

THIS fascinating book is made up almost entirely of reproductions from Rolls-Royce catalogues. Although it starts right at the beginning, and finishes with the current "Silver Dawn", the emphasis is very much on the 40/50 h.p. model. Thus, we are shown the Silver Ghost, in its various forms, from 1906 to 1925. This is followed by the Phantom I of 1925 to late 1929, the Phantom II of 1929 to 1935, and the Phantom III that extended from 1936 to the outbreak of war. The smaller and less glamorous models are almost ignored, but even so this makes quite a large book.

As I am personally familiar with all the catalogues in their original form, I know that something has been lost, unavoidably, by converting coloured illustrations into black and white. Nevertheless, the work has been well done, and an acceptable degree of clarity achieved. The letterpress is perfectly reproduced, and some of the wording takes one right back to a more spacious age which, in my case, was just ending when my childhood began.

The coachwork fitted to the cars of various dates is worthy of the closest study. Even the earliest chassis carried open touring bodies of great elegance, and the 1911 London-Edinburgh car is beautiful by any standards. On the other hand, the first closed bodies were clumsy and over-decorated, and why, oh why, did they have to build them so high?

It is curious that the first decade after World War I produced no really outstanding coachwork, but suddenly, with the coming of the Phantom II, coachbuilders began to vie with each other in designing lovely bodies. That was the apogee of the big car of superb lines, and even the great 12-cylinder Phantom III never had the breathtaking beauty of a "PII Continental."

There is much technical interest in this book, too. One is reminded, for instance, of the extremely high gear ratios that the early engines could pull. In 1906, a 4-cylinder, 20 h.p. Rolls was driven as slowly as possible over a measured half-mile in top gear. This ratio gave 54 m.p.h. per 1,000 r.p.m., and as the timed speed was 7.75 m.p.h., the engine was turning at only 143 r.p.m.! The car carried a load of six heavy people up a gradient of 1 in 6.09, on a first speed giving 15.75 m.p.h. per 1,000 r.p.m., which shows that the bottom gears of those days were as high as many top gears today.

JOHN V. BOLSTER.

# The Englishman's Guide to Smirnoff Vodka



The Island Race are among the world's most discerning drinkers.

They are, however, notably conservative in their tastes, preferring to stick to what they know than experiment with alien beverages of doubtful potency. Believing, however, that Englishmen\*

should share in the pleasures of cocktail imbibers in other lands, we gladly provide a few facts about the world-famous Smirnoff Vodka.

1. Smirnoff Vodka is a smooth palatable drink, no stronger than your Gin, Whisky or Rum.

3. Smirnoff Vodka makes a most attractive drink taken straight "à la Russe," especially when accompanied by savouries.

2. Smirnoff Vodka is today one of America's most popular drinks, where it is used as the blending spirit for new and established cocktails as well as for long drinks.

4. Smirnoff Vodka is made in this country according to the traditional recipe used by Pierre Smirnoff, purveyor of Vodka to the Imperial Court of Russia.

Try a MOSCOW MULE (1 part Smirnoff Vodka, juice of ½ Lemon; add ice and fill up with Ginger Beer. Garnish with slice of Lemon and stir gently). Also a SMIRNOFF & TONIC (1 part Smirnoff Vodka poured over several ice cubes in a long glass. Fill up with Tonic Water and garnish with slice of Lemon).

\* To say nothing of the Scots, the Welsh and those of the Irish whose pleasures know no frontier.



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## MID-SURREY SPEED TRIAL

MORE than 80 entries were received for the Mid-Surrey A.C.'s speed trial and driving test meeting at Brands Hatch on 16th May, and nearly 400 timed runs were made altogether. There were four tests, followed (after a competitor had been disentangled from the timing wires!) by the speed trial, for which the course started after Paddock Hill Bend and finished between Kidney and Clearways. P. Major's Frazer-Nash developed rear axle trouble during practice, but this was rectified by hard work in time for him to take part.

### Results

**Test 1, Open:** J. Young (Jaguar XK 120C); **Closed:** K. Monk (Sunbeam-Talbot). **Test 2, Open:** J. Young; **Closed:** K. Monk and W. Freed (Ford). **Test 3, Open:** R. Bubar (M.G.); **Closed:** A. Ford (Vauxhall). **Test 4, Open:** T. S. Willett (Dellow); **Closed:** B. G. Hannson (Ford).

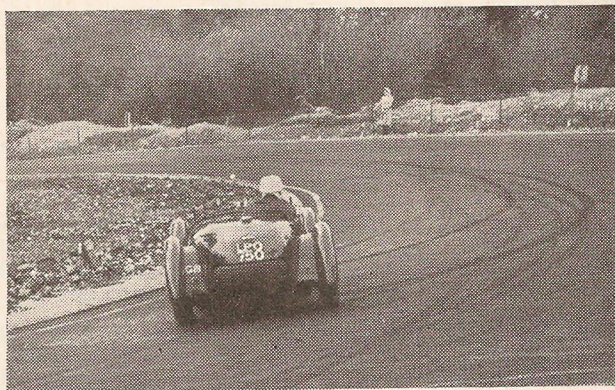
**Captain's Cup:** J. Young, 75 pts. **Runners-up:** K. Monk and A. F. Erskine (Triumph TR2), 74. **Ladies' Award:** Miss J. Bubar (M.G.), 32.

**Speed Trial. Production open cars, up to 1,100 c.c.:** 1, J. Richmond (Singer), 50.69; 2, W. Gibson (Singer), 53.96; 3, E. Axton (Singer), 54.35. **Up to 1,500 c.c.:** 1, J. Elman Brown (M.G.), 48.36; 2, J. V. Jasper (M.G.), 49.3. **Up to 3,000 c.c.:** 1, K. W. Monk (Healey), 42.6; 2, B. Tuckley (Austin-Healey), 42.71; 3, R. H. Lambert (Aston Martin), 43.58. **Closed, up to 2,000 c.c.:** 1, R. Bennett (M.G.), 50.51; 2, W. Freed (Ford), 52.2; 3, W. Stewart (Jowett), 54.71. **Unlimited:** 1, E. B. Bushfield (Bentley), 46.69; 2, V. H. Tuson (Riley 24-litre), 47.63; 3, K. Monk (Sunbeam-Talbot), 48.11. **Non-standard, up to 1,100 c.c.:** 1, W. Wilkes (Austin), 48.18. **Up to 1,500 c.c.:** 1, R. Bubar (M.G.); 2, Miss J. Bubar (M.G.), 50.4; 3, C. R. Jameson (C.R.J.), 51.1. **Unlimited:** 1, W. Young (Jaguar XK 120C), 38.77; 2, B. C. Ecclestone (Jaguar XK 120C), 41.5. **Ladies' Award:** Miss Bubar and Mrs. O. Richmond (Singer).

★

**BACK TO 1953?**  
K. W. Monk seems to prefer the old anti-clockwise direction at Brands Hatch, as he spins heartily in his Silverstone Healey. Nevertheless, he won his class with this car, and was third in another with a Sunbeam-Talbot.

★



### SURREY "SPORTING SORTIE"

THE Surrey S.M.C.'s second Sporting Sortie started from Redhill on 9th May, the route going to Crowborough, where was held a stop-and-restart test, via Cooden Beach to Beachy Head. Competitors then drove to Nutfield for further tests, and an 18 m.p.h. regularity section back to Redhill. The total mileage was 136, with seven controls and three secret checks; controls were located by grid reference.

### Results

**General:** 1, D. H. Laver (Citroën), 194.8 points lost; 2, T. R. Warren (M.G.), 194.9; 3, R. M. Powell (Morris), 196.6.

**Saloons, up to 1,500 c.c.:** 1, E. G. Smith (Ford), 200.2; 2, F. W. Marriott (Morris), 201.9. **Over 1,500 c.c.:** 1, D. Penn (Ford), 244.0; 2, T. A. Sparling (Rover), 247.6. **Open, up to 1,500 c.c.:** 1, T. R. Warren; 2, R. M. Powell.

### RECENT RESULTS

#### LIVERPOOL M.C. DRIVING TESTS

Burtonwood, 9th May

**Wade Rose Bowl:** O. G. Stirling (Sunbeam-Talbot); 2, J. C. Wallwork (Triumph TR2); 3, B. B. Davies (Morris Minor S). **Classes A and C:** T. H. R. Day (Vale Special). **Classes B, and D:** J. H. Taylor (Austin A40 Sports). **Class E:** W. D. Bleakley (Triumph TR2). **Class G:** F. M. Marsh (Austin-Healey). **Classes F, and H:** D. G. Scott (Jaguar XK 120). **Ladies' Award:** Mrs. Hardman (Dellow S).

#### S.T.O.C. 5th EASTBOURNE RALLY

23rd May

**Class A:** 1, G. C. Langdon (Sunbeam-Talbot); 2, W. G. Edgerton (Sunbeam-Talbot). **Class B:** 1, V. Martin (Hillman); 2, W. M. Pye (Hillman). **Non-Trade Awards (Sunbeam-Talbot):** G. C. Langdon (Hillman), R. W. Edwards. **Novice Award:** Dr. E. W. Deane. **Eastbourne Trophy:** G. C. Langdon.

**Concours d'Élégance:** 1, R. V. Sorrell (Hillman Minx); 2, W. F. Day (Sunbeam-Talbot); 3, R. Harrison (Sunbeam Alpine).

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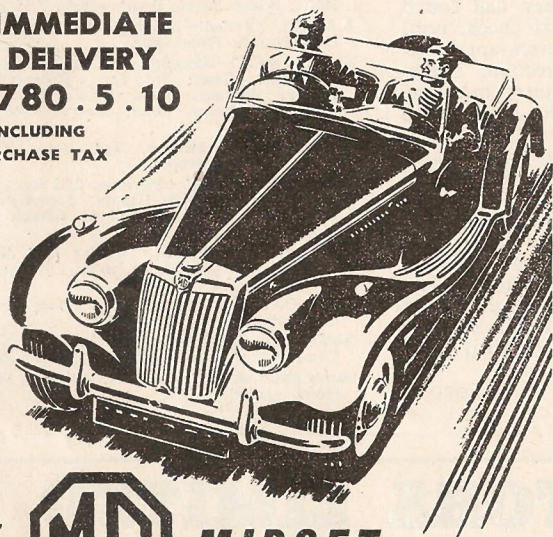
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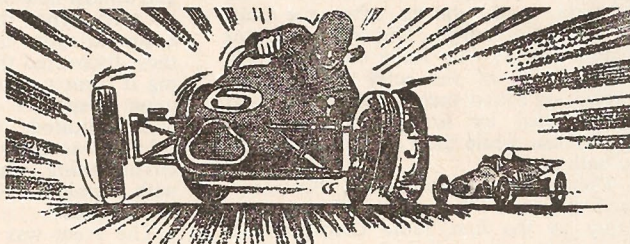
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## COMING ATTRACTIONS

May 28th/30th. Lorraine Rally, France.

Acropolis Rally, Greece.

May 29th. B.A.R.C. Daily Telegraph International Race Meeting, Aintree, nr. Liverpool. Start, 11.30 a.m.

Eight Clubs' Race Meeting, Silverstone, nr. Towcester. Start, 11.30 a.m.

Westmorland M.C. Hill-climb, Barbon Manor, nr. Kirkby Lonsdale.

I.M.R.C. Hill-climb, Enniskerry, Co. Wicklow, Eire.

Allard O.C. Sprint Meeting, Goodwood, nr. Chichester.

Newry and D.M.C. Circuit of Down. Start, Sandys Street, Newry, Co. Down, 10 a.m.

May 29th/30th. 16th Bol d'Or (R, S, T), France.

Eastern Counties M.C. Felixstowe Rally. Start, Chelmsford, Newmarket and King's Lynn, 3 p.m.

Grimsby M.C. Second Poacher Rally. Start, Leeds and Gainsborough, 6 p.m.

May 30th. Targa Florio (S), Italy.

Circuit of Antananarivo (R, S, T), Madagascar.

Circuit of Loiret (F3), France.

Mont Ventoux Hill-climb (F3, S, T), France.

Circuit of Orleans (F3, S, T), France.

Morecambe C.C. Hill-climb, Warton, Lancs.

Walsall "Everyman's" Road Safety Rally.

Southsea M.C. 13th Cannon Cup Rally. Start, Portsdown Hill, Cosham, Hants., 10.45 a.m.

M.G.C.C. (N.W.) Driving Tests, Ringway Airport, Hants. Start, 2.30 p.m.

Mid-Cheshire M.C. Autocross, Sherrow Booth Farm, Pott Shrigley, nr. Bollington, Macclesfield. Start, 2 p.m.

Sporting O.D.C./London M.C. Autocross.

Sunbac Sporting Double Half Day. Barnoldswick and D.M.C. Elizabethan Rally.

North London E.C.C. Driving Tests, Whelpley Hill, nr. Chessham, Bucks. Start, 11.30 a.m.

Nottingham S.C.C. Autocross, Grove Park, Retford, Notts.

Brent Vale M.C. Road Safety Tests, Oldfield Lane, Greenford. Start, 2 p.m.

May 31st. 500-mile Race, Indianapolis, U.S.A.

July 3rd/5th. Land of Lincoln Rally, U.S.A.

## MURRAY CUP RALLY

A VERY prompt deviation from the main road, shortly after the start of the Edinburgh University Motor Club's Murray Cup Rally on 25th April, caught some of the entry napping and navigators found themselves getting their hair parted by low-flying aircraft at Turnhouse, while their drivers threatened to bale out.

Then came some testing "colonial" sections amid the wilds of an army camp to the first route check, and it was with some relief that competitors got back on to mapped roads again.

A travelling control fixed the customers somewhat, and "cops and robbers" had nothing on Frank Mycroft's desperate endeavours to intercept the control car in his Morris Minor. The control car was also filled with alarms and

excursions when Neil Somerville's M.G. took a hump-backed bridge at speed and almost flew over it.

Crafty types thought they had found a simple route to the final check, until they discovered that they were approaching it from a penalized direction. Thereupon a spot of cross-country motoring was indicated, and Bob McLaughlin (M.G.) was disconcerted to find himself circuit-racing round the lip of a quarry with Bernie Cohen's Healey Saloon hot on his tyres.

The event was short but difficult, and winner John Ireland—navigated by David Craigie in a Ford Prefect—thoroughly deserved the Murray Cup. Second was Donald Weir (Land Rover) and third J. B. Cohen (Healey), while best of the two-wheelers who had come along was D. Wardlaw.

A. N. FORD.

## PALFERMAN TROPHY RALLY

IT was in a leisurely fashion that John Hall (Triumph TR2), winner of the Caernarvonshire and Anglesey M.C.'s annual Palferman Trophy Rally on 16th May, set out from Dolgelley for the start at Bangor. But a last-minute check revealed that the start was at 0002 hours, not 0200 hours, and he had only seconds to spare when he finished his hectic 50-mile run to the starting point. Thereafter he and his navigator, D. W. Jones-Williams, covered the 183-mile route of the event without a single penalty mark, although there were many retirements on the difficult course. Good performances were also made by I. L. Watkins (Sunbeam-Talbot) and W. H. Blunt (Wolseley 8).

## Results

Palferman Trophy. J. Hall/D. Jones-Williams (Triumph TR2), 59 marks lost. Special Class Awards: W. H. Blunt/Mrs. Blunt (Wolseley 8), 67, I. L. Watkins/Cedryn Jones (Sunbeam-Talbot), 464. First Class Award: W. N. Owen/J. Hughes (Riley 1½-litre), 417. Special Test: R. D. McNair (Morris Minor). Team Award: W. N. Owen, W. H. Blunt and J. D. Williams (Hillman Minx). Navigator's Award: D. Jones-Williams.

## CLUB FIXTURES

Hants and Berks M.C.—Meetings, 28th May: New Inn, Everley, and Sun Inn, Whitfield, nr. Silverstone.

North London M.C.—Meeting, 28th May, Cat Inn, Cat Hill, East Barnet, Herts.

Bentley D.C.—Meetings: 29th May, Rock Inn, Chiddingstone, Kent, and King's Arms, Salisbury, Wilts, 7.30 p.m.; N.E. Region: A.G.M., 30th May, Hammerton Hotel, Kirk Hammerton, nr. York, 11 a.m.; Midland Region: Driving tests, 30th May, River Bridge, Stratford-on-Avon, 11 a.m.

Leicestershire C.C.—Navigational run, 30th May. Start, Lee Street Car Park, Leicester, 2.30 p.m.

Gosport A.C.—Mystery tour, 30th May.

Old Merchant Taylors' M.C.—"Nuts in May" Rally, 30th May. Start, "Durrants," Croxley Green, nr. Watford, Herts. 11 a.m.

Peterborough M.C.—A.G.M., 31st May, Campbell Hotel, Bridge Street, Peterborough, 7.15 p.m.

B.A.R.C. (Yorks).—Meeting, 1st June, White Hart, Pool-in-Wharfedale.

Vintage S.C.C.—Meetings: 1st June, Woolpack, Coggeshall, Essex; 3rd June, Phoenix Hotel, Hartney Wintney, Hants; King's Head, Telby, nr. Market Rasen, Lincs; Scott's, Rose Street, Edinburgh.

Liverpool M.C.—Meeting, 2nd June, Childwall Abbey Hotel, Liverpool.

Wolseley Hornet S.C.—Meetings: 2nd June, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; 3rd June, Red Lion, Church Street, Birmingham.

Lancs and Cheshire C.C.—Talk by B. D. S. Ginn, 3rd June, Royal Thorn Hotel, Wythenshawe, 7.45 p.m.

Singer O.C.—Meeting, 3rd June, Prince of Wales, Carterknowle Road, Sheffield..

Nottingham S.C.C.—Meeting, 3rd June, Falsted Club, Plains Road, Mapperley, Nottingham.

Surrey Sporting M.C.—Meeting, 3rd June, Warwick Hotel, Redhill.

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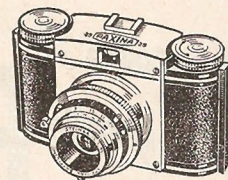
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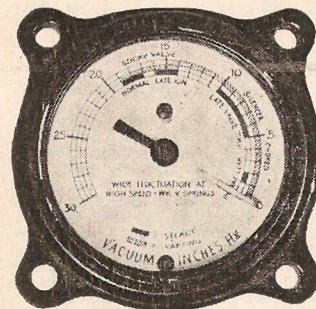
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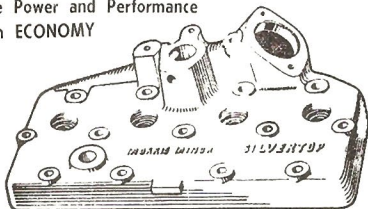
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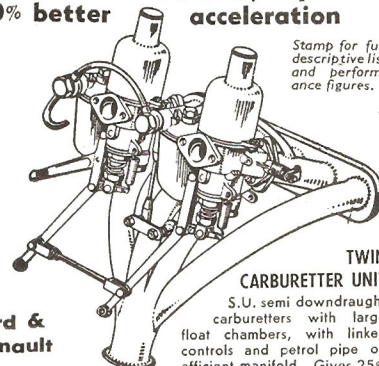
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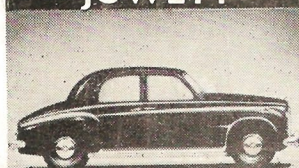
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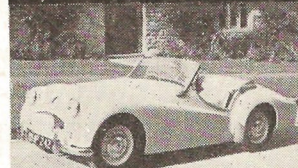
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