

# AUTOSPORT

JUNE 4, 1954

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EVERY FRIDAY

Vol. 8 No. 23

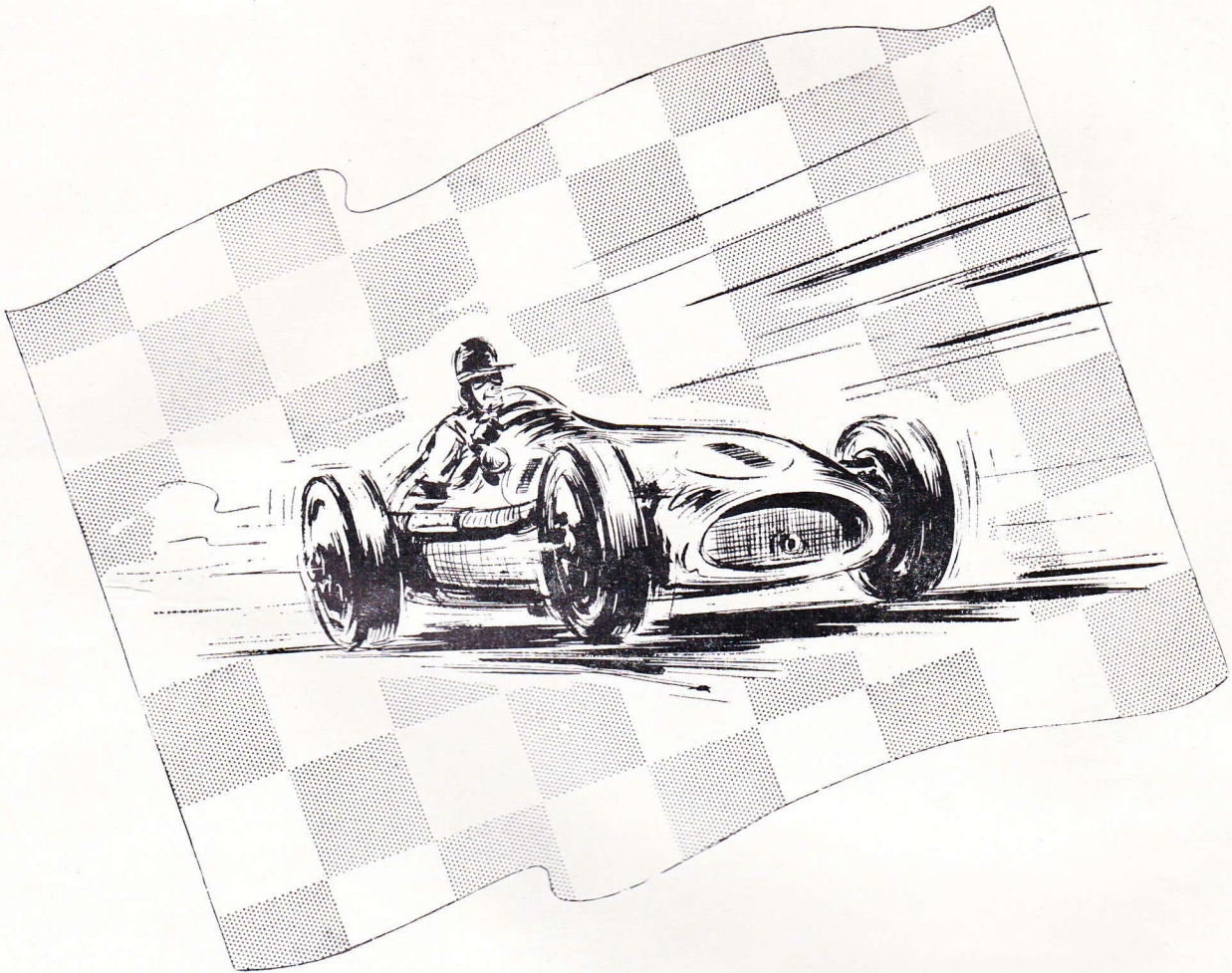
BRITAIN'S MOTOR SPORTING WEEKLY



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WEEK-END EVENTS OVERSEAS : JOHN BOLSTER TESTS THE PANHARD "DYNA 54"



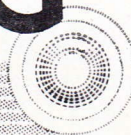


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the *Majority*  
of British Cars**

*fit*

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 23

June 4, 1954

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Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Art Editor

THEO PAGE

Road Tests and Technical

JOHN V. BOLSTER

North of England

Northern Ireland

WILSON ROGERS

W. A. McMASTER

Eire JACK O'DONOGHUE

Continental Correspondents

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North of England

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Scotland

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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

ONE must sympathize with the organizers of the inaugural Aintree meeting for the wretched weather conditions which prevailed last Saturday. It rained, and it rained; spectators were thankful for the spacious covered accommodation, but several thousands stuck it out manfully on more exposed parts of the circuit. Seldom has a motor race meeting looked so depressing, with grey skies, heavy rain and poor visibility. Fortunately the drivers saved the day, and put on a display of motor racing which thrilled all present, many of whom had never seen modern racing before. Stirling Moss was a popular winner of the Aintree "200", main event in the B.A.R.C. *Daily Telegraph* programme. He proved, as the majority of race-followers have always maintained, that, given a first-class car he can rank with the best. It was also pleasant to see Reg Parnell again successful; the Derby man has been this country's most consistently good driver for many years. B.R.M. did not have a good day, despite some brilliant driving by Ron Flockhart. The machines invariably seem to lack the good torque at low r.p.m. which makes the modern unsupercharged G.P. cars perform so well on almost any type of circuit—wet or dry!

Naturally, the organizers of Aintree will benefit by the experiences of this opening meeting. AUTOSPORT suggests that the advice of several of our leading drivers should be sought as to the complete suitability of the course, and that any suggestions should be given the most serious consideration.

\* \* \*

THE growth of motoring sport is nothing short of phenomenal, and AUTOSPORT offers its congratulations to the London Motor Club, which celebrated its 50th anniversary last week. Like Great Britain's oldest club, the M.C.C., the London M.C. had its beginnings as a purely motor-cycling organization. By a happy coincidence the present committee of the club, the membership of which now runs to four figures, were able to make a presentation to a Mr. Davidson at a celebration party. Mr. Davidson helped to form the club in 1904, and was, indeed, its first secretary when the membership was a mere handful of enthusiasts. It was the pioneering of these small groups which has resulted in the present total of some 250 R.A.C.-recognized motors clubs in Great Britain alone.

\* \* \*

CONGRATULATIONS, also, to the Ulster club on their determined efforts to retain the Tourist Trophy race at Dundrod. The T.T. is far too important an event to be relegated to an airfield or artificial road circuit, and it is to be hoped that enough money will be found to keep it in the right place—between hedges!

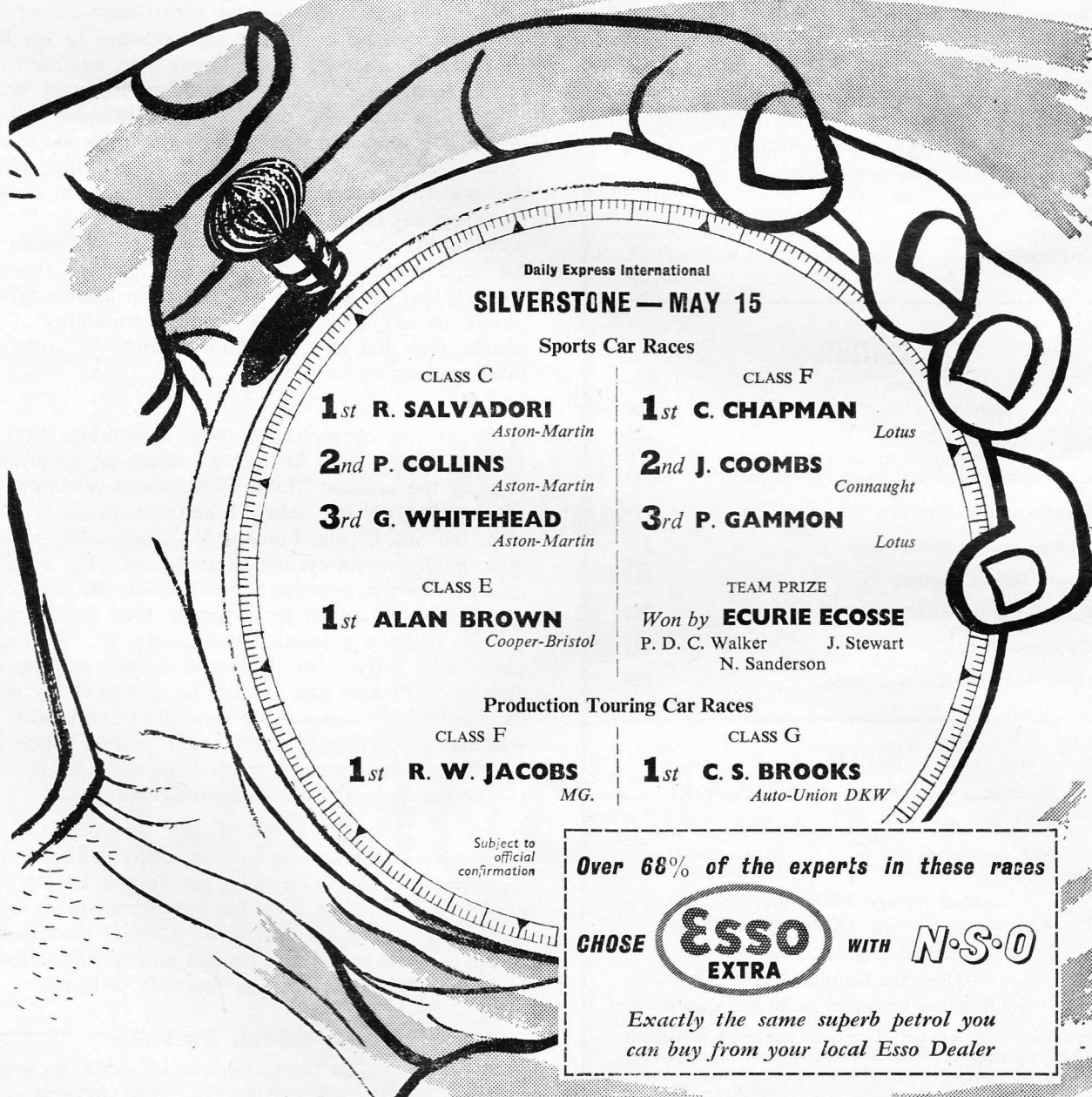
## OUR COVER PICTURE

FIRST CORNER: The field gets under way in the final of the Aintree "200" on the new 3-mile circuit in the North of England. Peter Collins in the 4½-litre Thin Wall Spl. leads from Ron Flockhart (B.R.M.), Reg Parnell (Ferrari) and Roy Salvadori (Maserati).



# ESSO EXTRA

*wins time and again!*



Daily Express International  
**SILVERSTONE — MAY 15**

Sports Car Races

CLASS C	CLASS F
<b>1<sup>st</sup> R. SALVADORI</b> <i>Aston-Martin</i>	<b>1<sup>st</sup> C. CHAPMAN</b> <i>Lotus</i>
<b>2<sup>nd</sup> P. COLLINS</b> <i>Aston-Martin</i>	<b>2<sup>nd</sup> J. COOMBS</b> <i>Connaught</i>
<b>3<sup>rd</sup> G. WHITEHEAD</b> <i>Aston-Martin</i>	<b>3<sup>rd</sup> P. GAMMON</b> <i>Lotus</i>
CLASS E	TEAM PRIZE
<b>1<sup>st</sup> ALAN BROWN</b> <i>Cooper-Bristol</i>	Won by <b>ECURIE ECOSSE</b> P. D. C. Walker      J. Stewart N. Sanderson
Production Touring Car Races	
CLASS F	CLASS G
<b>1<sup>st</sup> R. W. JACOBS</b> <i>MG.</i>	<b>1<sup>st</sup> C. S. BROOKS</b> <i>Auto-Union DKW</i>

Subject to official confirmation

Over 68% of the experts in these races

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Exactly the same superb petrol you can buy from your local Esso Dealer



# PIT & PADDOCK

THE all-Monomill championship race on an abbreviated circuit at Albi last Sunday was won by the Argentine driver Roberto Mières, after Elie Bayol had mechanical trouble while leading and dropped well back. Runners-up were Storez and Armagnac.

LADY MARY GROSVENOR, patron of the Chester M.C., is retiring from racing, and is presenting her 1½-litre blown Alta to the Club for members' use. A sub-committee will sort out the knotty but pleasant problem of who will drive the car.

SAPPHIRE-ENGINEED Frazer-Nash, going well in prototype form, will unfortunately not be ready in time for Le Mans. Sture Nottorp of Sweden (2-litre coupé) will take over the entry; "Gatso"/Bequart and Peacock/Ruddock are drivers of two other 'Nashes.

ONE of the Aston Martin DB3S coupés for Le Mans will probably be supercharged.

EIFELRENNEN Formula 3 race brought out several new German-owned Mk. 8 Coopers with double-knocker Norton engines. Reg Hunt, requiring a gearbox and clutch assembly after practice, obtained one complete from one of the bike boys. Bechem's sports car win in the Borgward was at 73.32 m.p.h., not 71.32 m.p.h.

TO Hilary and Charles Meisl, a daughter, Melissa. Congratulations.

ITALY'S new Castelfusano circuit, scene of Sunday's Rome G.P., was inaugurated on 27th May by a 750 c.c. race, the Premio Roma, which was won by woman driver Anna Maria Peduzzi in a Stanguellini.

RENAULT 750 c.c. prices are reduced from £610 5s. 10d. (P.T. inclusive), to £599 13s. 4d. for the standard saloon; and from £632 5s. 10d. to £616 13s. 4d. for the sliding roof saloon.

FIRST of the new sports Ford Thunderbirds to be sold in Argentina goes to Juan Manuel Fangio, who is also a Buenos Aires automobile distributor.

ONE MORE FOR MOSS: Stirling Moss receiving the Daily Telegraph Challenge Trophy from the Lord Mayor of Liverpool after winning the Aintree "200" in his 2½-litre Formula 1 Maserati.



CONSALVO SANESI was seriously injured while testing a *disco volante* Alfa Romeo at Monza recently. The car overturned, flinging the driver out; he is now in Monza hospital.

ARGENTINE 500 Miles race was won by Roberto Bonomi in a 3-litre Ferrari.

A 295 c.c. twin-cylinder, two-stroke, German-Lloyd has broken 14 long-distance International Class J records at Monthéry recently. Highest speed was 75.06 m.p.h. for the 3 hrs.; longest record was the 72 hours at 69.65 m.p.h.

HARRY and Pauline Sutcliffe were involved in a road accident last Sunday, and both are at present in Northampton General Hospital.

THE independent Austin-Healey entered by Colas da Silva Ramos for Le Mans having been withdrawn as well as the works cars, the entrants have switched to da Silva Ramos's Aston Martin.

CORRECTIONS, for the record, to the 1st May Brands Hatch meeting. Don Parker's disqualification, due to the finding of a very small percentage of undrained nitromethane in his Kieft, places Bueb and S. Lewis-Evans (Coopers) second and third to Bicknell's Revis in the Senior race. Placings in the Whitsun Invitation race are now Bicknell, S. Lewis-Evans and Leston (Cooper) 1-2-3 instead of 2-3-4.

DESPITE rumours of more serious injuries, latest reports are that Farina is convalescing after his Mille Miglia crash. Mike Hawthorn has been seen out on a motor scooter, and is regarded as an almost certain starter at Rheims. Villorresi has been trying the G.P. Lancia at Monza.

DENNIS POORE, Graham Whitehead and Carroll Shelby have acquired the ex-works DB3S Aston Martins.

MASERATI is experimenting with a 4½-litre sports engine, and a flat-eight racing unit. The 4-cylinder, 1½-litre sports racer will shortly appear.

KEN WHARTON has acquired from Ron Flockhart the ex-Mays "D-type" 2-litre which he is modifying for hill-climbs.

LOTUS "streamliner" has been ordered by John Coombs, who will install a Connaught engine.

## TULIP RALLY FILM

ALTHOUGH dealing mainly with a short holiday to Holland, the film "Rendezvous in Holland", which will shortly be generally released, contains some very excellent shots of the 1954 Tulip Rally, including the 10-lap races at Zandvoort. There are also some very beautiful colour sequences showing the tulip fields and typical Dutch countryside. Produced by Danny Carter of "Objective Monte Carlo" fame, the film was made by Christine Bruce Productions Ltd.

## THE LEINSTER TROPHY RACE

REGULATIONS are out for Eire's Leinster Trophy road race to be promoted by the Leinster M.C. on Saturday, 10th July. As before, "the Leinster" will be a handicap race, with scratch classes incorporated for sports and *Formule Libre* cars. Full distance will be 133.4 miles—16 times round the very sporting 8½-mile Wicklow road circuit, the lap record for which stands to the late Bobbie Baird (Maserati) at 85.06 m.p.h.

The winner of the Trophy itself gains £100, with place awards of £50, £25 and £10, plus trophies, while the first three in each of the scratch classes gain £30, £15 and £5, plus cups, respectively. Entries will be accepted up to Monday, 21st June, by the Race Secretary, Leinster M.C., 27 South William Street, Dublin.





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Ferodo Limited use race meetings such as Aintree as the final and most ruthless test of their anti-fade brake linings. Be safer for longer by *asking* for Ferodo when your brakes need relining.

**"DAILY TELEGRAPH" AINTREE MEETING**

**Aintree "200" race**

**1st Stirling Moss**

(MASERATI)

**3rd R. Flockhart (B.R.M.)**

**500 c.c. race**

**1st Stirling Moss (COOPER)**

**2nd D. Parker (KIEFT)**

**3rd J. Russell (COOPER)**

(Results subject to official confirmation)

# FERODO

## ANTI-FADE BRAKE LININGS





# SPORTS-NEWS

## AUSTIN-HEALEY AND LE MANS

As reported in last week's issue of AUTOSPORT, the three official Austin-Healeys have been withdrawn from Le Mans. The text of the official communiqué is as follows:—

*The Austin Motor Company and Mr. Donald Healey announce that as the Austin-Healeys are basically standard production cars they will not run in the 24-hour Race at Le Mans or in any other sports car events in Europe this year.*

*They have made this decision as they consider the present regulations for sports car racing allow cars to compete which do not bear the slightest resemblance to production cars. In view of this, racing of this type loses its value to both the manufacturer and the buying public.*

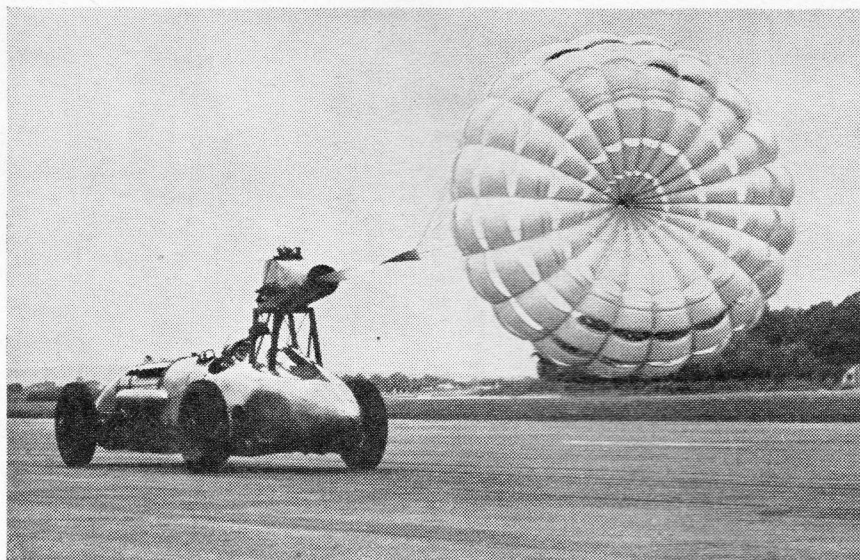
*When race organizers adjust their regulations so that cars eligible are at least modified production cars, and which are catalogued and made in production quantities, this decision will be reconsidered.*

This decision comes rather as a surprise both to the organizers of Le Mans and the general motor racing public, as the entrants have had every chance to study the regulations, which made it perfectly clear that factory entered prototypes were quite legitimate. As Le Mans has a great influence on sports-racing events, it is unlikely that other race organizers would concentrate on purely production car events, although production car classes might be included.

It is quite certain that the withdrawal of the cars from Le Mans is not popular with the organizers, particularly as the excellent results obtained in 1953 gained for the concern a large amount of prestige, and very considerable publicity. "Une mauvaise excuse" is the opinion of one prominent French journal.

## RALLYE EVIAN-MONT BLANC

MARCEL BECQUART has just issued the regulations for the eighth International Evian-Mont Blanc-Megève rally, which bids fair to being one of the stiffest tests of drivers in cars in Europe. Practically every section has been tightened up. Classes are: touring cars up to



**GOOD PULL UP**—for a famous Brooklands car, the late John Cobb's 23-litre Napier-Railton, used as a high-speed test bed at Dunsfold aerodrome, Surrey, by Sir Raymond Quilter of the G.Q. Parachute Co., Ltd., for demonstrating a new automatically retracting parachute brake for aircraft. The car is now fitted with Dunlop disc brakes on the rear wheels.

1,000 c.c., 1,001-1,300 c.c. and over 1,300 c.c. (average speeds 52, 54 and 56 k.p.h. respectively); special series touring cars and "grande tourisme" up to 1,000 c.c., 1,001-1,600 c.c. and over 1,600 c.c. (56, 56 and 58 k.p.h.); International sports cars up to 1,000 c.c., 1,001-2,000 c.c. and over 2,000 c.c. (56, 56 and 58 k.p.h.).

The rally will be in three stages: stage 1, about 400 miles goes to Sestriere (Italy) over 12 passes. Stage 2 (270 miles) includes five passes to Evian, stage 3 (440 miles) has 11 passes on the way to Megève, where a final acceleration and braking test takes place. On 1st August there will be a speed hill-climb at Mont-Joillet. The stages comprise many night sections.

In addition to numerous cups and trophies over two million francs is available in prize money.

## B.T.D.A. "GOLD STAR" TRIALS COMPETITION

First ten positions—as at 1st May, 1954:

1, E. Harrison, 36 marks in 2 events; 2, R. Chappell, 34 marks in 2 events; 3, P. A. Barden, 49 marks in 3 events; 4, H. Cryer, 49 marks in 3 events; 5, E. Chandler, 31 marks in 2 events; 6, A. Richardson, 60 marks in 4 events; 7, N. H. Coates, 42 marks in 3 events; 8, C. Corbishley, 55 marks in 4 events; 9, J. S. Jenkins, 55 marks in 4 events; 10, H. Illingworth, 40 marks in 3 events.

## RACING AT BONE

THE town of Bone, in Algeria, last saw international motor racing in 1937, when Jean-Pierre Wimille won a sports car event with a works Bugatti. Recently, racing was revived there, in the form of two 44-mile events over the short Grenouillère circuit. A British Austin-Healey driven by Vegler won the first for production cars, while Vanoni's Ferrari headed Giraud's similar car and a fast Peugeot in the second "sport spéciale" race.

## IMPROVED BRISTOLS FOR LE MANS

THE three Type 450 sports-racing Bristols for Le Mans are much improved versions of the Rheims class-winning and International Class E record-breaking machines of 1953.

Bodywork has been slightly altered further to improve aerodynamic qualities, and the rear suspension has been considerably modified. A high-output engine is basically that of the current Bristols, tuned to racing standards. Tail fins have been redesigned to provide a deeper channel between them in order to defeat a slight turbulence detected in wind tunnel tests.

A brief specification of the "450" power-unit is as follows: Engine: 6-cyl. o.h.v. (push-rod), 66 x 96 mm. (1,971 c.c.), chrome-nickel inlet, and austenitic chrome steel exhaust valves. Chrome-iron cylinder block with "Brivadium" alloy steel liners. Four-bearing crankshaft, with nitride-hardened journals; copper-lead (steel-backed) bearings. Three Solex d/d carburettors.

Dimensions of the car are: wheelbase, 8 ft. 1½ ins.; track, 4 ft. 3 ins., ground clearance, 5½ ins., turning circle 43 ft. 6 ins.

Drivers for Le Mans are Jack Fairman, Tommy Wisdom, Peter Wilson, Jim Mayers, Trevor Line and Michael Keen.

*FOR THE 2-LITRE CLASS at Le Mans, the Bristol Type 450 in its latest form.*





# FIRST AGAIN



*leads!*

## AINTREE DAILY TELEGRAPH TROPHY MEETING

Every Race Won on SHELL X-100 Motor Oil

### AINTREE "200" RACE

1st MASERATI — STIRLING MOSS

### SPORTS CAR RACE

1st JAGUAR\* — J. DUNCAN HAMILTON

### 500 c.c. RACE

1st COOPER — STIRLING MOSS  
2nd KIEFT — DON PARKER

*(Subject to official confirmation)*

\*Also using **SHELL** with **I.C.A.**

*You can be sure of*





# INDIANAPOLIS 500 MILES RACE

Bill Vukovich (Fuel Injection Spl.)  
Wins Again at Record Speed

LAST Monday's 500 Miles Race over the famous 2½-mile Indianapolis oblong circuit was won by Bill Vukovich in a 4½-litre (270 cu. ins.) four-cylinder Offenhauser-engined Kurtis-Kraft, termed the Fuel Injection Special, and the same car with which he won last year's race. "Vukie's" speed was a record 130.84 m.p.h., which broke Troy Ruttman's 1952 figure by nearly 2 m.p.h. A crowd of over 200,000 watched the race, which was graced by good conditions apart from clouds of dust blowing up in the late stages, and which produced none of those unpleasant high-speed incidents which have marred past "500s".

Jack McGrath, who won pole starting position with a practice lap at 141.03 m.p.h., set the pace for the first 40 laps, while Vukovich, content with a 138.47 m.p.h. qualifying lap, had to work his way through from 19th place. McGrath eventually took third place, following Jimmy Bryan, who himself finished exactly one lap behind Vukovich, the two crossing the line together. Fourth home was Troy Ruttman, relieved part of the way by Duane Carter.

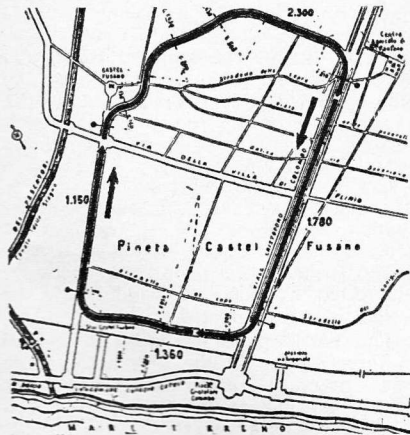
## Provisional Results

1, Bill Vukovich (Fuel Injection Spl.), 3 hrs. 49 mins. 17 secs., 130.84 m.p.h.; 2, Jimmy Bryan (Dean Van Lines Spl.); 3, Jack McGrath (Hinkle Spl.); 4, Troy Ruttman/Duane Carter (Automobile Shippers Spl.); 5, Mike Nazurak (McNamara Spl.); 6, Fred Agabashian (Merz Eng. Spl.); 7, Don Freeland (Bob Estes Spl.); 8, Paul Russo/Hoyt (Ansted Rotary Spl.).

## THE ROME GRAND PRIX

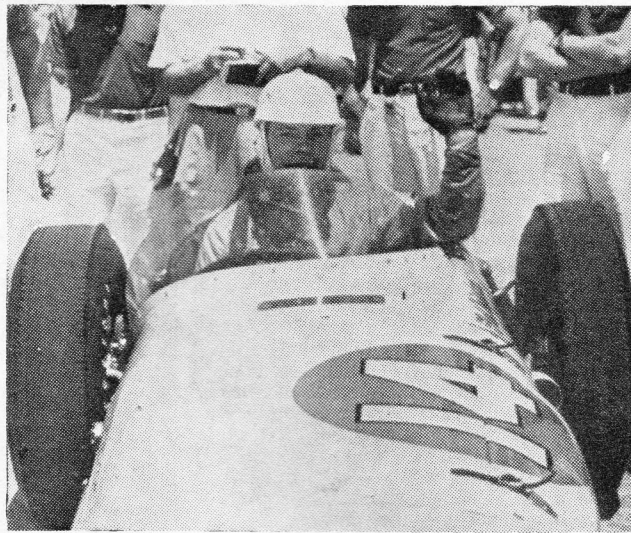
SUNDAY'S Grand Prix of Rome for Formula 1 cars, over the new 4.09-mile Castelfusano circuit, takes on especial significance as it is expected to mark the first racing appearance of the exciting Lancia Grand Prix model. Two cars may run, with Ascari and probably Taruffi as drivers.

Ferrari and Maserati will be there in force, with Gonzalez, Trintignant and perhaps Maglioli representing the former, and Marimon, Mières, and probably Musso the latter. Stirling Moss will drive his own car, and Paul Emery has entered his Emeryson. Behra and Simon will drive Gordinis, the two other team cars being at Chimay the same day.



The fast new Castelfusano circuit, 4.09 miles long, over which Sunday's Rome G.P. will be held.

**VICTORY LANE AHEAD:** Bill Vukovich in the Kurtis-Kraft Fuel Injection Spl. before the start of the race. His average speed of 130.84 m.p.h. sets a new Indianapolis race record.



## TARGA FLORIO—LANCIA AGAIN

LAST Sunday's Targa Florio race over the 72 km. Madonie circuit in Sicily was won by Piero Taruffi in one of the highly successful 3.3-litre D24 competition Lancias. His speed over the eight laps was 55.88 m.p.h., a new Targa record, beating last year's winning speed by Maglioli, also in a Lancia, by some 5 m.p.h.

Second to finish was Luigi Musso after driving a fine race with a 2-litre Maserati. Third came Piotti in a Lancia, and 4th another Maserati, driven by Bellucci. This year's entry was less brilliant than formerly, with no really strong rival to the works Lancias. Taruffi's victory will be particularly gratifying to him, after the misfortunes he experienced in last year's event in meeting engine trouble when leading.

## BRITISH WIN AT ORLÉANS

STUART Lewis-Evans (Cooper) gained his second successive victory in the Circuit of Orléans Formula 3 race, held last Sunday in fine weather before a con-

siderable crowd. Les Leston, in a second works Cooper, followed his team-mate in, Reg Hunt (Cooper) was third, and Lex Beels fourth. Hunt turned the fastest lap at approximately 64 m.p.h.

The programme also included sports and touring car events. Blanc's 4½-litre Talbot headed da Silva Ramos (Aston Martin) and Michy (Maserati) in the unlimited sports car event, while Renault, Fiat and Panhard successes were scored in other classes.

## REST-AND-BE-THANKFUL HILL-CLIMB

ON Saturday, 3rd July, the Royal Scottish A.C. stage their international speed hill-climb on Rest-and-be-Thankful, County Argyll. This event is one of the British Hill-Climb Championship series, and carries a £100 first prize, with £50 and £25 for second and third B.T.D. and £5 for class wins. The entry list is open until 21st June. Organizing Secretary is A. K. Stevenson, O.B.E., R.S.A.C., Blythswood Square, Glasgow, C2.

# RILEY SECOND IN BOL D'OR

FRENCH drivers Sigrand and Célérier won last week-end's Bol d'Or 24 Hours race at Monthléry, driving a 1,300 c.c. Peugeot-M.D. An Ecurie Bull-Frog entry, the Riley special owned and driven by John Horridge, and co-driven by Georges Trouis, came home second. Had the race lasted a further 10 mins., the Riley would have won, for the Peugeot had to be pushed over the line to gain the chequered flag.

Thirty-eight cars took part, and, for the first time, the traditional Bol d'Or practice of one car, one driver only, was waived, and co-drivers were compulsory. The opening pace was set by the Porsche of A. Olivier and Mme. Gilberte Thirion of Belgium. Hour by hour this pair extended their lead, and by half distance they were over 10 laps ahead of Hugonnet's Ferry-Renault.

Gérard Crombac, co-driving with Dick Hardy in the latter's 1,100 c.c. Lotus, found himself enveloped in steam and water when approaching a corner, went off the road and damaged the front suspension. Crombac and Hardy thereupon drove to Paris in the former's

private car, removed suspension parts from Crombac's own Lotus, returned to Monthléry and restored Hardy's car to raceworthiness. They rejoined the race within five hours.

The Olivier Porsche struck trouble when holding a 16-lap lead, and Hugonnet/Malroux moved up, only themselves to suffer engine trouble, whereupon the Peugeot-M.D. went on to win. Hardy qualified as a finisher in the Lotus, setting the fastest lap in the race.

## Provisional Results

1, Sigrand/Célérier (Peugeot M.D.), 1,587.3 miles in 24 hours, 66.13 m.p.h.; 2, Horridge/Trouis (Riley), 1,557.7 miles; 3, J. Prieur/A. Prieur (Simca); 4, de Voos/Baldini (Simca Césure); 5, Biasiz/Atienza (Panhard); 6, George/Costa (Panhard).

## Class Winners:

Sports, International, 750 c.c.: Boutevin (Renault). 1,300 c.c.: Sigrand/Célérier (Peugeot MD). 1,600 c.c.: Horridge/Trouis (Riley). Production Sports 750 c.c.: George/Costa (DB-Panhard). 1,000 c.c.: Biasiz/Atienza (Panhard). Special Touring, 500 c.c.: Olivier/Mallezo (Vedette M.G.A.). 750 c.c.: Fuly/Bauquelin (Renault). 1,300 c.c.: J. and A. Prieur (Simca). Normal Touring, 1,300 c.c.: Culbert/Coatalen (Simca Aronde). Grand Touring, 1,600 c.c.: Olivier/Mme. Thirion (Porsche). Racing, 500 c.c.: de Faily/Ricou (Citroën 2CV). 1,100 c.c.: de Voos/Baldini (Simca-Césure).



*Dominigue, the barman, admires the "Dyna 54" outside L'Action Automobile, the French "Steering Wheel".*

THE new Panhard "Dyna 54" is, without doubt, the forerunner of the kind of car that most factories must eventually build. At the moment, one can buy a large, heavy car that will give a good performance at the cost of 20 m.p.g. fuel consumption; alternatively, one can acquire a tiny machine that will give economy at the cost of low cruising speed and cramped accommodation. The Dyna 54 has the best of both worlds, for it can exceed 80 m.p.h., will average 40 m.p.g. at high cruising speeds, and has room for six people! Truly, it is the car of the future.

## JOHN BOLSTER TESTS

# THE PANHARD "DYNA 54"

This very modern vehicle comes from the oldest motor works in Paris. As I entered the wrought-iron gates, and climbed the stone steps, I felt that probably the factory of Panhard et Levassor, in the Avenue d'Ivry, looked just the same when my 1903 model was made. Even the heavy wooden seats in the waiting room, with the entwined letters "P.L." engraved upon them, had a Victorian appearance.

Once inside the factory proper, one realizes that the old walls house the very latest production machinery. When M. Bionier designed the Dyna 54, a completely new assembly line was laid down at a cost of £2 million. The greatest use has had to be made of every square foot, because there is no room for expansion, but although the work proceeds on three floors, all the parts come together at the right time.

The basic structure of the car is a sort of "punt", made of light alloy pressings welded together. It forms the floor and seat supports, and the numerous pressings for the body panels are welded thereto. The alloy is aluminium with 3 per cent. of magnesium, which gives the correct rate of work hardening and responds well to electric weld-

ing by a new process. The complete body-cum-chassis structure, finished and with doors in place, weighs only 202 lb. It is sprayed with synthetic lacquer, and passes through an infra-red drying plant.

Meanwhile, the front and rear assemblies are being built. The front assembly consists of the 850 c.c. air-cooled flat-twin engine, with unit gearbox and front drive. This is attached by rubber mountings to a transverse tube with flanges at each end. The suspension, by transverse leaf springs, and the rack and pinion steering, are bolted to the centre of the tube.

The rear assembly also has a flanged tube as its main member, upon which the trailing axle and its torsion bars pivot. The exciting point on the assembly line is when a front and rear end are poised, and the body comes down on a lift to meet them.

The front tube is attached to the body by six bolts, and the rear tube by five. At the moment, 10 minutes is allowed to line up the three parts, tighten the 11 bolts, and get the almost complete car on its way. The production is now 50 cars a day, but when it is stepped

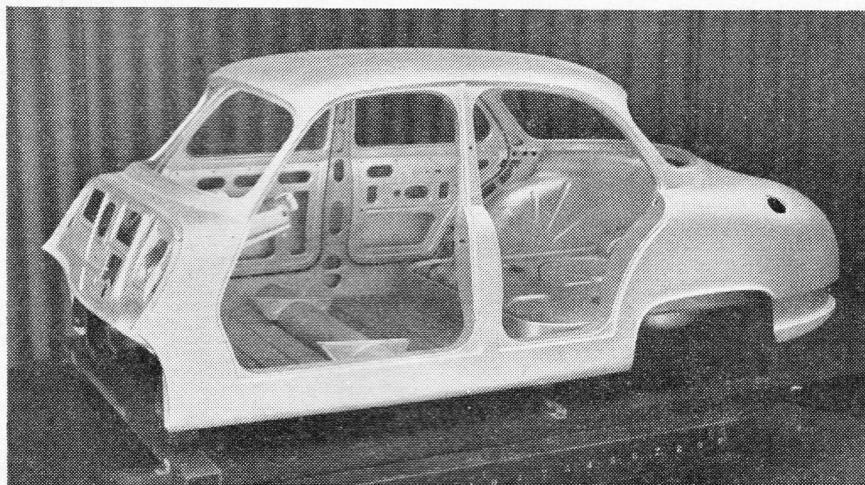
up to 100 cars, the team will have to build them up in five minutes flat!

Anyway, when I took over a Dyna 54 and set off for Montlhéry, I was assured that all 11 bolts were in place. The driving position is excellent, the all-round visibility superb, and the first thing that struck me was the incredibly slow and even tick-over of the engine. Unlike other front-drive cars, the new Panhard has a perfectly normal gear lever on the steering column, and there is no difference in driving technique from a conventional vehicle.

Let me say, straightaway, that the roadholding and steering, at any speed within the car's compass, are as good as anything I have ever driven. The Panhard testers have the spectacular trick of getting up to 80 m.p.h. and then flinging the steering wheel to and fro, as fast as they can move it! That they never lose control argues that these cars are stable, and although I did not enjoy the experience, I had to admit that it was impressive.

Every effort has been made to keep the centre of gravity as low as possible; a relatively easy task with a horizontal engine and the flat floor permitted by front wheel drive. The result is excellent stability and roll-free cornering, in spite of a soft and comfortable ride. The body is of fully streamlined form, and once again the front-drive layout is an advantage. This is because the centre of pressure on an aerodynamic car is further forward than on a conventional machine. If the centre of pressure is ahead of the centre of gravity, instability will make itself felt, in the form of sudden deflections due to side winds. The Panhard's engine is ahead of the front wheel centres, and it is therefore unaffected by gusts of wind, since the weight is so far forward.

The body shape has been developed in three ways. In the first place, there was practical experience with the "Dynavia", a preliminary streamlined model which appeared at the motor



*The aluminium body-cum-chassis of the new Panhard.*

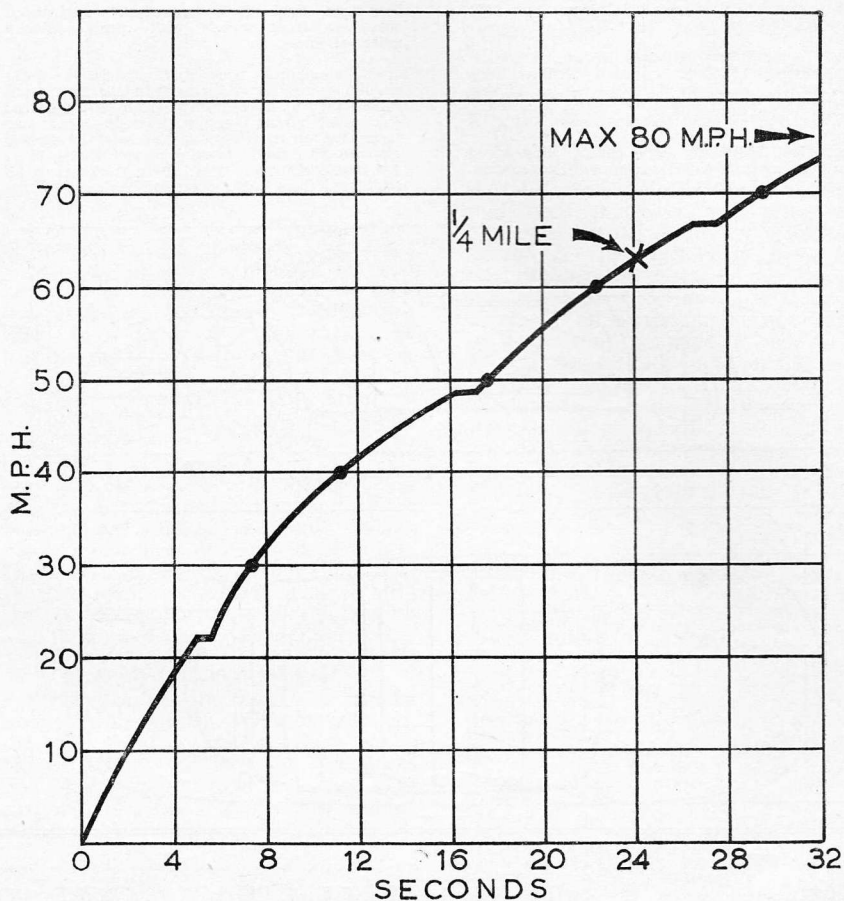


shows as early as 1948. Then there was the usual wind-tunnel routine, with scale models. Finally, a complete car was covered with little "weather vanes", and the direction of the air flow studied. The result of all this work is an easy, half-throttle cruising speed of 70 m.p.h.

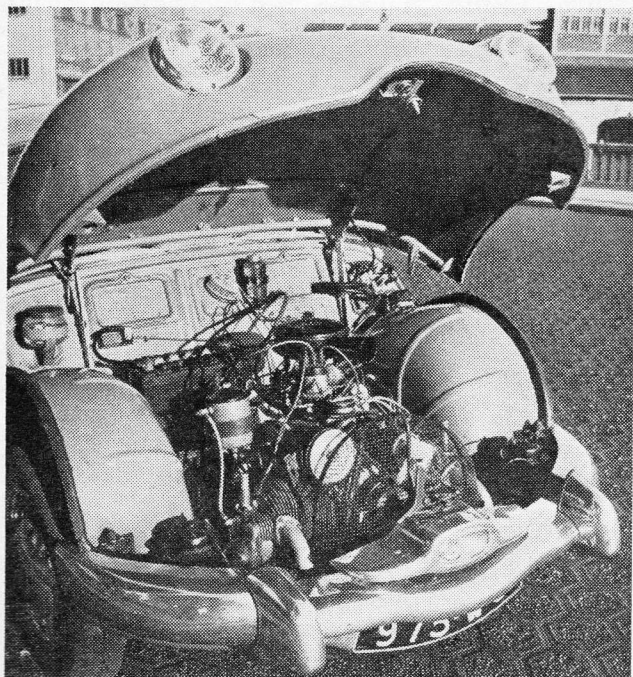
The maximum speed of this six-seater saloon is certainly well over 80 m.p.h. In spite of an adverse wind, it lapped Monthéry at 79.83 m.p.h. average, and it would certainly have gone faster if I could have timed it on a straight road, instead of round a banked track. It is impossible to make the air-cooled engine overheat, and after a number of flat-out laps, it was fractionally faster than on the first few circuits.

The car is at its best getting across country in a hurry. Normally, one cruises at about 70 m.p.h. in the over-drive fourth speed, at which rate I defy anybody to distinguish the two-cylinder engine from a four- or six-cylinder unit. Should road conditions cause a check, the direct drive third speed, with its maximum of 66 m.p.h., soon gets the Panhard back into its stride. The exhaust silencing is very effective, both inside the car and outside, while much has been learned about insulation from mechanical vibration since the original Dyna appeared.

In traffic, it is noticeable that the effective revolution range of the engine is less than that of larger and less highly tuned units. This means that the best results are only to be obtained if the gear lever is used intelligently. The change is quite light and easy, but the synchromesh on the upper three ratios is not very powerful. It assists a reasonable driver to obtain silent changes, but



### ACCELERATION GRAPH OF THE PANHARD "DYNA 54"



★  
The 850 c.c., 42 b.h.p. air-cooled flat-twin engine of the Panhard "Dyna 54". Note the excellent accessibility.  
★

consistent in action. The general appearance and finish are far superior to those of previous Dyna models, and four people can travel all day in great comfort, with ample leg and shoulder room. Six can be carried quite easily for shorter trips. There is a roomy luggage boot in the tail.

The Panhard Dyna 54 has been designed for long journeys at high average speed on the minimum consumption of fuel. Petrol is expensive here, but it is even more ruinous on the Continent. Yet, although extreme economy has been achieved, the car is a delight to handle. It proves that, although a "twin" can never be as flexible as a multi-cylinder engine, the choice of correct gear ratios, allied with carefully designed engine mountings, may reduce this disadvantage almost to vanishing point.

Servicing has been studied in designing this machine; the whole front end of the body rises, giving instant accessibility for minor engine adjustments. Should a major repair become necessary, one removes the six main bolts, and wheels away the whole driving and suspension assembly. If necessary, a complete service unit may be substituted, and the car can be back on the road in less than an hour.

Compared with some of the expensive sports models which I test, the Dyna 54 is very much a bread-and-butter car. Nevertheless, I feel that, from a technical point of view, this is one of the most interesting machines that I have yet handled.

(Continued overleaf)

the really clumsy conductor can still crash his gears.

Second speed, with a maximum well up in the forties, is a very useful hill-climbing gear. As the car only weighs 13 cwt., it will be realized that, with 42 b.h.p. available, it has as good a power/weight ratio as a typical family car of around 2-litre capacity. There

is, near Paris, the famous "Hill of Seventeen Corners", and they really are corners, too. With three people aboard, we climbed from a standing start in 1 min. 17½ secs. for the 1 km. 200.

The brakes of the Panhard are very large, having regard to its moderate weight. It is not surprising, therefore, that they are smooth, powerful, and



**Car Tested:** Panhard "Dyna 54" Saloon. Price £573 at works, without tax.

**Engine:** Two cylinders 85 mm. x 75 mm. (850 c.c.). Air cooling. Pushrod operated inclined overhead valves. 42 b.h.p. at 5,000 r.p.m. 7.25 to 1 compression ratio. Twin choke Solex carburetter. S.E.V. Ducellier coil and distributor.

**Transmission:** Single dry plate clutch. Four-speed gearbox with right-hand lever on steering column. Ratios 4.7 (overdrive), 6.15, 9.2 and 16.3 to 1.

Two-stage final drive reduction. Articulated shafts to front wheels with constant-velocity universal joints.

**Chassis:** Combined body and chassis in A-G3 aluminium-magnesium alloy. Independent front suspension by superimposed transverse springs. Rack and pinion steering. Trailing rear axle suspended on transverse torsion bars. Hydraulic dampers all round. Eared rim type wheels, fitted 145 mm. x 400 mm. tyres. Hydraulic brakes with additional front cable operation for hand brake.

Front drums (approx.) 10 ins., rear 9 ins., width 1½ ins.

**Equipment:** 12 volt lighting and starting. Speedometer, fuel gauge, ammeter. Flashing direction indicators with sound warning device. Self-parking wipers. Screen washer, heating and demisting. Fog light.

**Dimensions, etc.:** Wheelbase, 8 ft. 5½ ins. Track, 4 ft. 3½ ins. Overall length, 15 ft. Width, 5 ft. 2 ins. Ground clearance, 7½ ins. Turning circle, 33 ft. Weight 13 cwt.

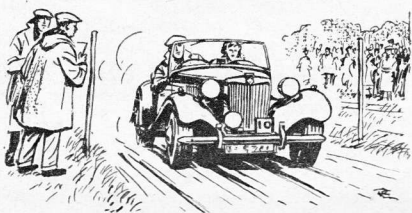
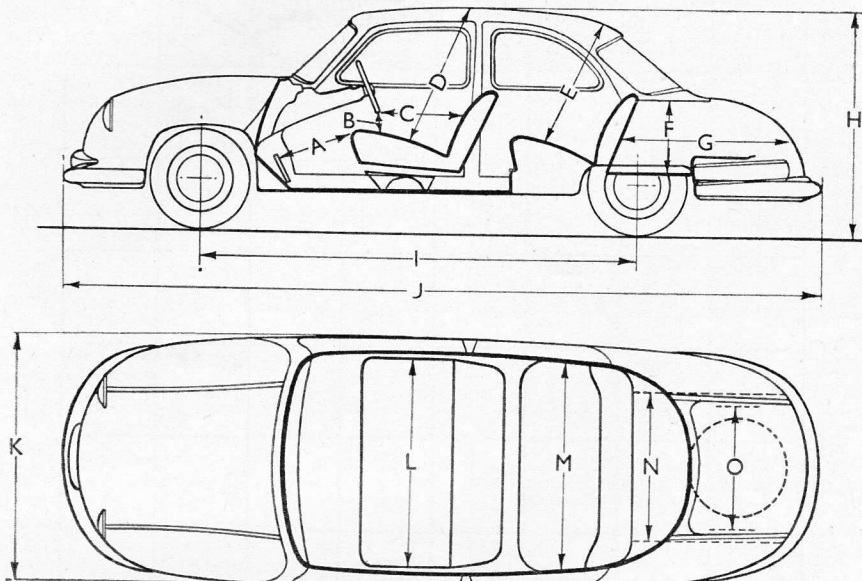
**Performance:** Maximum speed, 80 m.p.h. Speeds in gears: Direct 3rd 66 m.p.h., 2nd 49 m.p.h., 1st 21 m.p.h. Standing quarter mile 24 secs. Acceleration: 0-30 m.p.h. 6.8 secs.; 0-40 m.p.h. 10.6 secs.; 0-50 m.p.h. 17.2 secs.; 0-60 m.p.h. 22.4 secs.; 0-70 m.p.h. 29.4 secs.

**Fuel consumption.** 40 m.p.g.

#### DYNA-PANHARD 54

##### Dimensions

- A.—From seat to pedals, 20½ ins.
- B.—Seat to steering wheel, 6 ins.
- C.—Seat back to steering wheel, 15 ins.
- D.—Seat to roof (front), 36 ins.
- E.—Seat to roof (rear), 31 ins.
- F.—Luggage compartment, height, 20 ins.
- G.—Luggage compartment, length, 45 ins.
- H.—Height overall, 4 ft. 9½ ins.
- I.—Wheelbase, 8 ft. 5½ ins.
- J.—Overall length, 15 ft. 0½ ins.
- K.—Overall width, 5 ft. 2½ ins.
- L.—Elbow room width (front) seat, 53 ins.
- M.—Elbow room width (rear) seat, 53 ins.
- N.—Luggage compartment width, 41 ins.
- O.—Luggage (max. opening), 31½ ins.



BRITISH competition drivers must have found difficulty in deciding just where to compete during Whitsun, 1954, so numerous are the fixtures. Rallies, sprints, hill-climbs, driving tests and race meetings make up a full holiday programme for British motoring sport enthusiasts in most parts of the country.

The Motor-Cycling Club kick off with their **4th Whitsun Rally**, a two-day event starting this evening, 4th June, from points in London, Edinburgh and Tewkesbury. Competitors head for Harrogate, arriving in time for breakfast tomorrow morning, after which there follows an interesting 270-mile route through Yorkshire and the Lake District, with various tests en route. Finishing point is Harrogate. Good spots to spectate from include Park Rash (first competitor due, 6.19 a.m. tomorrow), Hard Knott (10.37), Wrynose (10.46), Stock Ghyll Pass (11.18), Penrith (12.12) and Buttertubs Pass (2.55). First finishers are expected at Harrogate at 5 p.m. tomorrow evening.

The national race meeting, at **Snetterton**, Norfolk, on Saturday, is organized by the West Essex C.C., their programme containing events for Formula 3, sports cars of all sizes, *Formule Libre*, the Formula 1 Curtis Trophy race over 10 laps, and an all-Jaguar affair for the W. Lyons Trophy. Ecurie Ecosse will attend in force, with

## WHAT'S ON THIS WHITSUN

Abundant British Holiday Racing, Rallying, Hill-Climbs and Sprints

ex-Le Mans Jaguars, Connaught and Cooper-Bristol; Silverstone duellists Tony Crook and Horace Gould can get to grips again, each in a Cooper-Bristol, Salvadori is down to race both sports and G.P. Maseratis, Whitehouse his newly acquired 2-litre Connaught, Peter Reece the fast little Osca, and Gammon and Chapman Lotuses. Amongst "500" entrants are Parker, Leston, Russell and Ken Smith. Racing begins at 1.30 p.m.

Some 80 miles WSW, at **Silverstone** the same day, the Midland Motoring Enthusiasts' Club have their annual meeting. In it, the usual sports and racing classes are being catered for, together with *Formule Libre*, Formula 3, 1,172 Formula and the old Formula 2.

Still farther west that busy Saturday, the Midland section of the Veteran C.C. are holding the **Worcester and Malvern Rally and Run**. This event comprises a Rally section to Pitchcroft, Worcs, followed by an afternoon timed run to Malvern. Cars, which must be pre-1917, leave Pitchcroft from 2 o'clock, passing through Castle, Foregate and Broad Streets, Severn Bridge, New Road and Bromwich Road, to Malvern by the Worcester Road, then Belle Vue Terrace and Wells Road to the finish in West Malvern Road.

Over in County Tyrone, Northern Ireland, on Saturday, the Omagh M.C. are staging their closed **Syonfin Hill-Climb**, a popular "annual" over a 1,500-yard course some nine miles from Omagh. At 6.30 p.m. the same day, the Rhyl and Dist. M.C. **Driving Tests**

meeting starts on the Main Parade Ground, Kinnel Park Camp, near Rhyl, in North Wales. In London **Stock Car Racing** takes place for the first time at Harringay Stadium, the new sport shifting from New Cross after the 28th May meeting.

The following day, Sunday, the 6th, sees three major Continental events, at Rome, Chimay in Belgium, and Hyères in the South of France. At home there is the Kentish Border C.C.'s **Broadstairs Rally**, starting from Catford, S.E. London, and heading for Broadstairs through the more beautiful parts of Kent, Sussex and Surrey. The route has been carefully planned to avoid busy Sunday coastal traffic. At Broadstairs, several driving tests will be held on the sea front. In South Wales that day is the **Hill-Climb** at Castel Farm Hill, Llangynwyd, near Bridgend. This event, promoted for members by the S. Wales A.C., is for sports and touring cars, and begins at 4.30 p.m. after practice earlier in the afternoon.

Whit Monday, 7th June, brings a positive welter of events. The B.A.R.C.'s **National Goodwood** race meeting, starting at 1.30 p.m., features a 21-lap sports car race with Le Mans-type start, a 15-lap *Formule Libre* contest, a Formula 3 event, and two sports handicaps. Two B.R.M.s (Wharton and Flockhart), Salvadori (Maserati), Parnell (Ferrari), Poore (DB3S Aston Martin), Hamilton, J. Stewart and Sanderson (Jaguars), and Peter Collins in the Thin Wall Spl., are amongst the entries.

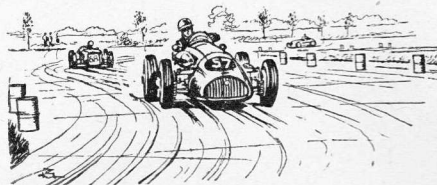
Formula 3 has an extremely busy



Monday. At **Brands Hatch**, still further improved with a modified Paddock Bend and wider starting area, the Half-Litre Club's six-race agenda features four 500 c.c. events, a 1,500 c.c. sports car race and—another Brands innovation—a 30-lap *Formule Libre* event. In this, Bill Whitehouse and Don Beauman (Connaughts), A. V. M. Bennett (Cooper), Tony Crook (Cooper-Bristol) and Bill Sleeman (Cooper) figure in the lists. In the sports car entries one notes Peter Gammon (Lotus). Racing begins at 2 p.m.

Way down in the South-West of England, on Bodmin Moor, is **Davidstow**, where Cornwall Motor Racing's National meeting has attracted an excellent entry, including McAlpine, Marr and Risely-Prichard in Connaughts, Gould and Walton (Cooper-Bristols), Birrell (E.R.A.), Scott-Russell (Frazer-Nash), Sopwith (Sphinx), Reece (Osca), Bueb (Cooper) and local boy G. Scali (H.W.M.-Jaguar). F1, F2, F3, *F. Libre* and sports cars feature in the 12 races, first of which begins at 11 a.m. Many improvements have been made to the Cornish circuit, which possesses good car parking, catering and spectators' facilities.

Still more Formula 3. Not only at Goodwood, Brands Hatch and Davidstow on Monday, but at **Cadwell Park**, too, where the Louth and Dist. M.C.C. have managed to attract a fair selection of 500 c.c. drivers—Chas. Headland, Jack Moor, Austen May and J.



Higham amongst them—to run at a mixed two/four wheel meeting on their new and intricate 14-mile circuit. Cadwell is in the Lincolnshire Wolds, five miles from Louth and about 20 from Lincoln. Racing there begins at noon.

Then the Falcon M.C. have a Whit Monday invitation **Speed Trial** at Tempsford, five miles north of Biggleswade, Bedfordshire. The 440-yard course is dead straight, 120 ft. wide and very smooth, so some fine speeds should result. Another Monday fixture is the **Nottingham S.C.C. Sprint**, taking place on a course at Ashby-de-la-Zouch, Leics., whilst in the Channel Isles, local sporting motorists will be occupied with the Jersey and Dist. L.C.C.'s hill-climb on the famous **Bouley Bay** gradient.

### Scottish International Rally

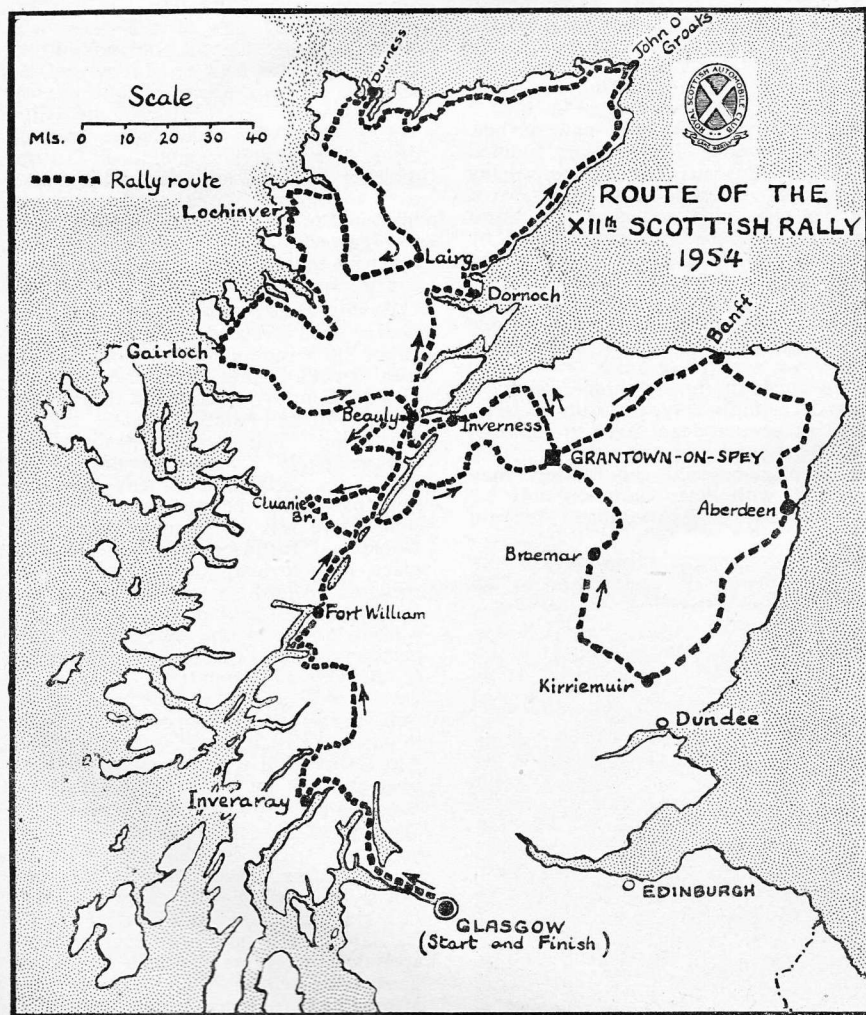
Finally, comes the sole International event in the British Whitsun calendar, the **12th Scottish Rally**, which starts from Glasgow on Monday, 7th June, and within the next four days takes competitors on as fine a scenic tour, coupled with some exacting motoring conditions,

as the rugged, beautiful Scottish Highlands can produce. The route centres this year on Grantown-on-Spey, and reaches far north, where a "night" section will lack full darkness thanks to the northern twilight.

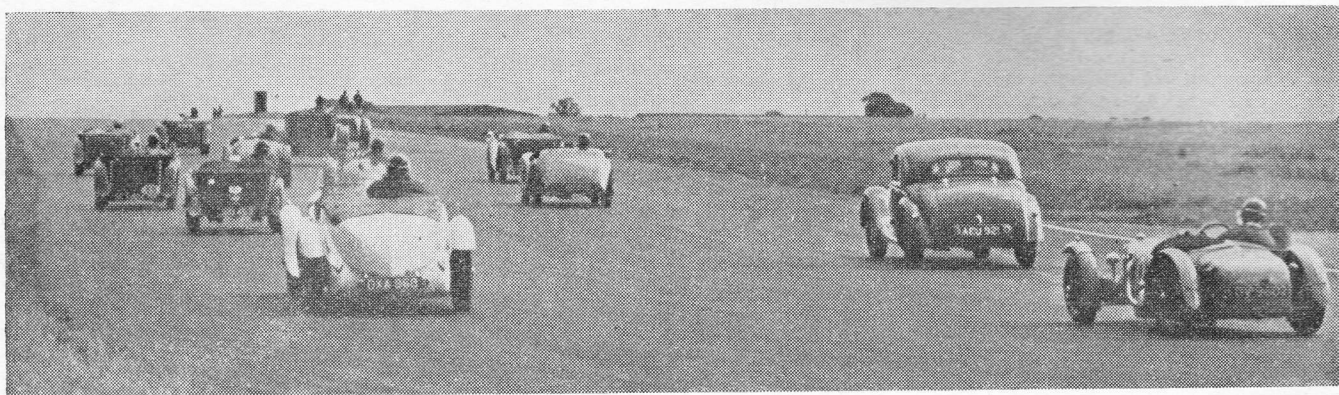
Among the driving tests are the clever little starting test in Glencroe and some complicated manœuvres in the grounds of Castle Grant. There are also opportunities for competitors to show their mettle as speed hill-climbers on Rest and Be Thankful, and Clerk of the Course, A. K. Stevenson, has dreamed up an interesting mixture of pylons and garages to be set out on Aberdeen esplanade. In addition to the fact that the last day's route will remain undisclosed until the competitors report to the start that morning, there are also tests about which no details are available. The route totals 1,400 miles.

### THE ENTRIES

No. 1, B. W. Fursdon (Renault); 2, Miss Agnes Balfour (M.G.); 3, A. R. Kennard (Renault); 4, Miss Patricia Norman (Porsche); 5, Rex Neate (Renault); 6, P. G. Cooper (Triumph); 7, A. G. Cooper (Riley); 8, A. H. McGrady (M.G. Magnette); 9, G. H. Hall (Allard); 10, George Wood (Ford Zephyr); 11, Leslie S. Stross (Jaguar); 12, G. Hoyle (Morgan); 13, John L. Smith (S.S. Jaguar); 14, T. A. Irvine (Ford); 15, John L. Day (Standard); 16, John Hally (Jaguar); 17, Norman T. Lithgow (H.R.G.); 18, Dr. James Watson (Allard); 19, Wm. M. White (Morris Minor); 20, Wm. R. Sutherland (M.G.); 21, Robert T. Haddow (Jaguar); 22, T. C. Clapham (Hillman); 23, John Trigg (Sunbeam-Talbot); 24, J. Morley (Ford Consul); 25, Kenneth R. Monger (Austin); 26, Harold E. Gibbon (Rover); 27, D. O'M. Taylor (Standard); 28, Kenneth Best (Hillman); 29, Alan B. Fraser (Sunbeam-Talbot); 30, Ali Sipahi (Istanbul Peugeot); 31, L. P. Jaques (M.G.); 32, C. E. W. Sleight (Triumph); 33, Hartley Whyte (Triumph); 34, G. M. Smellie (Ford); 35, Mrs. M. M. Baddiley (Triumph); 36, John Stoddart (Triumph); 37, Andrew McCracken (Ford); 38, Hugh Galt (Triumph); 39, David R. Hall (Austin); 40, C. W. Whiteley (Morgan); 41, Ernest T. McMillen (Austin); 42, D. W. Archibald (Austin); 43, Jack Wilson (Austin); 44, George T. Gibson (M.G.); 45, Herbert A. G. Meikle (Alvis); 46, J. B. G. Campbell (Morris Oxford); 47, R. Michalkiewicz (Aston Martin); 48, Francis G. Davis (Austin-Healey); 49, Ronald L. Sharp (Sunbeam-Talbot); 50, Robert Crawford (Riley); 51, W. B. Caldwell (Riley); 52, Mrs. Kay Hague (Riley); 53, T. B. Hague (Riley); 54, Kenneth Ross (Renault); 55, Miss Marion F. Wallace (M.G.); 56, T. B. D. Christie (Sunbeam-Talbot); 57, Wm. E. Humphries (Sunbeam-Talbot); 58, Ian M. Sutherland (Armstrong Siddeley); 59, Chas. Tyrer (Jaguar); 60, Peter S. Hughes (Ford); 61, W. K. Stewart (Triumph); 62, A. J. Cormack (Sunbeam-Talbot); 63, James M. C. Shand (Jaguar); 64, R. Stewart (Ford Zephyr); 65, J. G. Burgess (Ford Anglia); 66, R. D. Macpherson (Ford); 67, J. H. Huntridge (Austin); 68, Miss Jean Crossley (Rover); 69, Eric V. Baker (Ford Anglia); 70, D. T. S. Edwards (Ford); 71, W. H. Lloyd Edwards (Ford Consul); 72, Lord Bruce (Triumph); 73, A. L. Amarasinghe (Ceylon) (DKW); 74, Robin C. McKinney (Citroën); 75, J. M. Richmond (Austin-Healey); 76, D. H. Murray (DKW); 77, W. Watkin (Triumph); 78, Jas. A. H. Broadbent (Austin); 79, A. J. MacKellaig (Hillman); 80, Miss Patricia Burt (Aston Martin); 81, Arthur H. Senior (Austin); 82, Miss Doris F. Watson (Renault); 83, John M. Hughes (Ford); 84, Miss Annie J. C. Neil (Morgan); 85, James L. Dowling (Ford Anglia); 86, Sydney Pentland (Citroën); 87, Sir E. Derrick W. Verner, Bt. (Frazer-Nash); 88, Miss Pike Roger (Triumph); 89, D. L. Cavers (Austin); 90, W. L. Sleight, Jr. (Triumph); 91, J. McNeil Brown (Austin); 92, N. M. Milligan (Morris); 93, Keith Brauer (Jaguar); 94, A. Atcheson (Morgan); 95, F. M. Marsh (Austin-Healey); 96, A. F. C. Harmer (Southern Rhodesia) (Triumph); 97, W. Slocombe (Jaguar); 98, William P. Dale (Rolls-Royce); 99, Lord Trevor (Sunbeam-Talbot); 100, H. C. Hobson (Austin); 101, John Everett (Austin); 102, Charles Collins (Standard); 103, Ronald W. Dalglish (Austin); 104, Arnold Rayner (Austin); 105, George Read (Ford); 106, J. H. Ray (Morgan); 107, A. E. Cleghorn (Dellow); 108, J. Daniel (Belgium) (Austin-Healey); 109, Roy Clarkson (Morgan); 110, G. N. Burgess (Frazer-Nash); 111, W. C. N. Grant-Norton (Frazer-Nash); 112, Ed. Parsons (Jaguar); 113, F. Holmes (Sunbeam-Talbot); 114, P. J. Justesen (Triumph); 115, A. C. Westwood (Dellow); 116, S. D. Nicoll (Ford); 117, F. D. Kerr (Hillman); 118, C. F. Kerr (S.S. 100); 119, Neil Walmsley (Standard); 120, J. Dudley (Nigeria) (Fiat); 121, J. Dudley (Nigeria) (Fiat); 122, J. Dudley (Nigeria) (Fiat); 123, J. Dudley (Nigeria) (Fiat).







## GEORGE GOES TO SILVERSTONE

A Grand Prix Enthusiast Attends the Eight Clubs' Meeting—and Reconsiders His Attitude to Club Racing

My friend George is a pleasant character, who knows more about motor-racing than most insurance inspectors do, but his knowledge is all at Grand Prix level, so to speak. I mean, he can tell you straight off who was World Champion the year before last, and all that sort of thing, but he thinks that club racing is slightly *infra dig*. It was only the last-minute blowing of a head gasket on his A.40 (preventing his going to Aintree) that led to his accompanying me to Silverstone last Saturday.

"Eight clubs," said George. "What is this—a whist drive?" "Hants and Berks, Harrow, Cemian, Chiltern—oh, never mind," I said. "It will be a good meeting, anyway." "What sort of a race?" asked George. "There won't be just *one* race," I said. "Actually, there will be—well, as a matter of fact there are sixteen. Counting two High Speed Trials, that is." "Oh!" said George. "Pity about that gasket. . ."

But we didn't see the High Speed Trials at all, because George's Staines-avoiding route from Surrey was a little involved (I still think we didn't need to go west of Oxford). When we arrived at the track, a bunch of Austin specials was on the grid for the first five-lap scratch race, and by the time I'd finished explaining the 750 Formula to George, J. W. Whitehouse had appeared first round Woodcote for the fifth time. George was a bit puzzled as to why W. E. Wilks had his sidelights on, but he seemed to like the scrap between Rees and Lord for third place.

Having often been rude about handicap events in the past, he was inclined to scorn the next race, but became quite excited over the way Sir Thomas Beevor's TC (with Laystall/Lucas head) fought through to win from the 10-second mark—especially as the positions seldom changed in the two scratch races which followed. Indeed, G. H. William-

son's Riley-powered Morris Minor won the first by more than 20 secs., and F. W. Scott (M.G.) took second place from Keith Nightingale's A.C. only when the latter's drophead coupé went sick on the last lap. There was more of a scrap in the 1,172 Formula event, but although MacDowell (Lotus) passed Small's D.H.S. several times on the back of the circuit, the little red special always managed to cross the line first.

Consequently, George was rather pleased than otherwise to see that the next two races were to be run on handicap. Event 7 was for A.C.s, and the well-mixed entries ranged from McCusker's 1921 two-seater on the 2 mins. 20 secs. mark to a pair of new Aces on scratch. McCusker chuffed away, his alloy rear mudguards waving a whimsical farewell as he disappeared round Copse, and stayed out in front for three laps before being passed by Doncaster (1949 saloon) and Inwood (1936 tourer). On the last lap, Basil de Mattos (Ace) just managed to snatch the lead, Inwood holding second place from Hurlock's Ace and Doncaster's tourer in a very close finish.

The finish of the next race was even closer, Keeling's C-type starting 5 secs. ahead of scratch man Sopwith (Sphinx) and Gammon (Lotus), and winning from the Sapphire-engined car by less than a second, with Peter Gammon only 0.2 sec. behind. "Extraordinary!" said

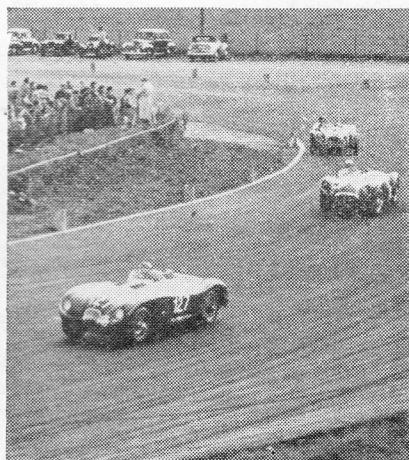
George, his breath coming rather more quickly than it had at the *Daily Express* Silverstone meeting. "Who does the handicapping?" "Charles Bulmer," I said. "He's an aircraft engineer of some sort." "Seems to know something about motor cars, too," said George.

"Coming to find some lunch?" I asked, as the cars came out for another scratch race. "Well, no," said George, "I think I'll hang on for this one. There are some nice old models in it." There were, too, and one of the nicest was Austin Nurse's 1929 "Brooklands" Riley, which took the lead on the second lap and stayed there, ahead of Mason's 4½-litre Bentley and Pattinson's 1½-litre M.G. TC. "Where did Nurse learn to drive like that?" demanded George, noticing that he left his braking later than anyone else. "He used to drive a five-hundred," I replied. "H'm," said George, who doesn't approve of rear engines—except in Auto-Unions, of course.

Having already won a handicap race, Beevor then proceeded to win again in Event 10, another scratch five-lapper, with Piper's sports Alfa and Walker's 4½-litre Bentley second and third after passing Frank Allott's H.R.G. on the fourth lap. This was less thrilling, and George really looked like moving towards the refreshment tent—until he saw that Event 11 was another handicap. Here was excitement indeed, with Nurse and Pattinson scrapping for first place, only to lose it to Carnegie's fuel-spewing Allard at the finish, and Everard (DB3) making use of grass as well as tarmac to pip Pattinson for third position. More fuel was jettisoned by C. B. Davis's Leonard-M.G. when he did a lively spin at Woodcote, and the wet patch was discovered by Ross Skinner (XK 120) and Sunley (Sunbeam Alpine), both of whom went into a brisk waltz routine on the last lap.

Occasional showers, and a good deal of abandoned rubber, had made the circuit very tricky by this time. In the next handicap race, Piper's Alfa and Michael's Lagonda both caught Cocker's rather unhandsome A.40 special on the last lap, only to join the dancing school at Woodcote; Piper restarted in time to finish third behind Walker's Bentley, but Michael was left helpless in the middle

**CLOSE:** (Right) Keeling (Jaguar), Sopwith (Sphinx) and Gammon (Lotus) at Woodcote in Event 8, one of the handicap races. They finished in this order, exactly one second covering all three. Later in the day, Gammon won a five-lap scratch event from Sopwith by two and a half seconds.





**UP THE STRAIGHT** (left) go competitors in Event 9, a five-lap scratch race. Bringing up the rear are Young's Lagonda, Sims's Riley saloon and Tiedeman's low-built Riley special. Where's George? Gone to Lyonch!

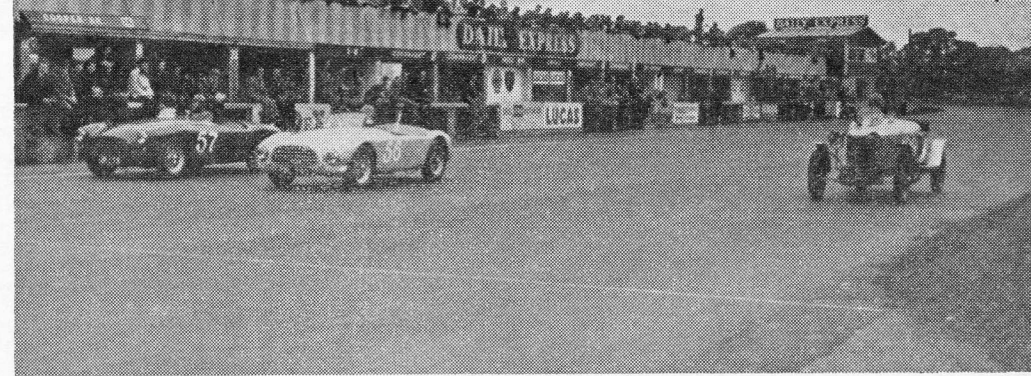
**THIRTY-THREE YEARS**—and one lap—between: (Right) McCusker's 1921 tourer completes its first lap in the A.C. Handicap, while the new Aces await their turn to start from the scratch mark. Basil de Mattos (No. 56) was the winner.

of the corner until most of the field had passed. "Don't think so much of the handicapping this time," said George, looking at his programme. "The highest placed scratch man (Small) finished sixth." "Well, Small's car may not be so clever in the wet," I replied. "There are helical springs at the rear, and he hasn't got the rate just right yet."

George's spirits were raised—and his faith in the handicapper restored—by Event 13, in which Simpson's Healey came through nicely from the scratch mark to win by just over 2 secs. from Mason's Bentley (20 secs.) and Goodearl's H.R.G. (30 secs.). He was impressed, too, by Mrs. Nancy Mitchell's spirited driving of her Ford Zephyr, and by the pace of Moore's remarkable Morgan coupé, which started from scratch and just failed to catch Goodearl. But his face was really a study during the scratch race which followed, when he saw Gammon's Lotus-M.G. lead Sopwith's Sphinx and the C-types of Truman and Keeling for five furious laps. "One and a half litres!" he exploded. "It just isn't true! What is Gammon's top speed?" "He reckons 128 m.p.h.," I said. "But it still takes top-notch driving to beat such machines as he can."

Simpson scored again in the next scratch race, but it took him nearly three laps to catch Moore, who had held his lead in spite of a spin on to the grass at Woodcote on the first lap. Vivian's Triumph TR2 also spun on the first lap, rejoining the race almost in last place, but Beasley's similar car stayed firmly in third position, well ahead of Llewellyn Rees's Silverstone Healey.

The last race of the day was a handicap event for the Clubs' Challenge Trophy, and for the first time the start was delayed—although only by 10 minutes. "Look at Gammon," I said. "If he sits on the grid with the engine off, he gets water into the block. If he leaves the engine running, the water starts to boil."



Gammon, indeed, was switching on, switching off, taxi-ing up and down and generally looking unhappy as he awaited his turn to go. The 750 Austin of M. J. Harris was given the limit allowance of 1 min. 55 secs., with Gammon naturally on the scratch mark, and the Lotus behaved very differently now that the track was really wet. Like Small's D.H.S., it was obviously hard to hold, and Gammon—like Small—reached only sixth place. The race went to Nurse (1 min. 20 secs.), his Riley cornering beautifully, with March's Alvis (1 min. 30 secs.) second and Beevor's rapid M.G. (1 min. 15 secs.) third. The Bentleys of G. H. G. Burton (35 secs.) and R. H. B. Mason (1 min. 10 secs.) were fourth and fifth.

As the cars pulled into the paddock, George glanced at his watch. "Good heavens—twenty to seven," he said. "Let's go and eat. I've got a dickens of an appetite." "No wonder," I answered. "You still haven't had your lunch."

F. W. McC.

#### Results

**Event 1. High Speed Trial (40 mins.). Up to 1,100 c.c.**—23 laps: J. R. Waller (M.G.); F. C. Hill (Empire Lotus S). 21 laps: G. H. Williamson (Morris-Riley); J. M. Tew (Lotus). 20 laps: L. M. D. Janke (Morris Minor); C. J. Green (Riley); R. Lowe (Austin). **1,101-1,500 c.c.**—24 laps: Sir Thomas Beevor (M.G.); J. Gott (H.R.G.); T. W. Dargue (M.G.); C. B. Davis (Leonard-M.G.). 23 laps: G. B. Hewitt (M.G.); G. E. T. Carill-Worsley (Buckler); F. Allott (H.R.G.). 22 laps: C. F. Norris (Jupiter); R. C. Goodearl (H.R.G.); Mrs. R. B. Gibbs (H.R.G.); A. S. Lusty (M.G.). 21 laps: M. Ness (Ford); D. I. C. Brunt (Morgan); H. Cocker (Austin); K. Hartridge (Jupiter); M. Bond (H.R.G.).

**Event 2. High Speed Trial (40 mins.). 1,501-3,000 c.c.**—25 laps: B. G. P. de Mattos (A.C. Ace); T. Edmeston (Austin-Healey); A. Palmer Morewood (Frazer-Nash). 24 laps: W. E. J. Allen (Healey); J. Moore (Morgan); W. D. Hurlock (A.C. Ace); C. M. Kemp (Austin-Healey); L. O. Sims (Riley). 23 laps: I. T. Easdale (Alfa Romeo); D. Llewellyn Rees (Healey); K. S. Crutch (Austin-Healey); F. J. Vivian (Triumph TR2). 22 laps: V. Lovett (Austin); Mrs. Nancy Mitchell (Ford Zephyr). **Over 3,000 c.c.**—25 laps: D. C. Truman (Jaguar). 24 laps: Lord Northesk (Jaguar); H. J. Ross Skinner (Jaguar). 23 laps: B. W. J. Hindes (Jaguar).

**Team Contest.**—1, Hewitt, Lusty, Dargue; 2, Beevor, Kemp, Crutch; 3, Sims, Baker, Palmer Morewood.

**Event 3. 750 Formula (5 laps, scratch).**—1, J. W. Whitehouse (Arden), 8 mins. 18.4 secs. (58.07 m.p.h.); 2, W. E. Wilks (Austin), 8 mins. 22.8 secs.; 3, D. A. T. Rees (Austin), 8 mins. 36.4 secs.

**Event 4 (5 laps, h'cap).**—1, Sir Thomas Beevor (M.G.), rec'd 10 secs., 8 mins. 43.2 secs. (61.82 m.p.h.); 2, L. Williams (Austin), rec'd 45 secs., 8 mins. 45.6 secs.; 3, F. Allott (H.R.G.), rec'd 10 secs., 8 mins. 51.8 secs.

**Event 5 (5 laps, scratch).**—1, G. H. Williamson (Morris-Riley), 8 mins. 9 secs. (59.19 m.p.h.); 2, F. W. Scott (M.G.), 8 mins. 32.8 secs.; 3, K. F. T. Nightingale (A.C.), 8 mins. 44.4 secs.

**Event 6. 1,172 Formula (5 laps, scratch).**—1, D. H. Small (D.H.S.), 7 mins. 33 secs. (63.89 m.p.h.); 2, M. G. H. MacDowell (Lotus), 7 mins. 33.4 secs.; 3, R. Walshaw (Lotus), 7 mins. 34.6 secs.

**Event 7. A.C. Handicap (5 laps).**—1, B. G. P. de Mattos (Ace), scr., 9 mins. 43.2 secs. (65.31 m.p.h.); 2, L. D. Inwood (1936 tourer), rec'd 1 min. 10 secs., 9 mins. 45.4 secs.; 3, W. D. Hurlock (Ace), scr., 9 mins. 46.2 secs.

**Event 8 (5 laps, h'cap).**—1, J. A. Keeling (Jaguar), rec'd 5 secs., 7 mins. 47.8 secs.; 2, T. O. M. Sopwith (Sphinx), scr., 7 mins. 48.6 secs.; 3, P. D. Gammon (Lotus-M.G.), scr., 7 mins. 48.8 secs.

**Event 9 (5 laps, scratch).**—1, A. J. Nurse (Riley), 7 mins. 35.8 secs. (63.50 m.p.h.); 2, R. H. B. Mason (Bentley), 7 mins. 39 secs.; 3, J. M. Pattinson (M.G.), 7 mins. 42 secs.

**Event 10 (5 laps, scratch).**—1, Sir Thomas Beevor (M.G.), 7 mins. 49.6 secs. (61.64 m.p.h.); 2, A. H. Piper (Alfa Romeo), 7 mins. 53.2 secs.; 3, G. T. Walker (Bentley), 7 mins. 59.4 secs.

**Event 11 (5 laps, h'cap).**—1, R. Carnegie (Allard), rec'd 10 secs., 7 mins. 54.4 secs. (69.18 m.p.h.); 2, A. J. Nurse (Riley), rec'd 40 secs., 7 mins. 55.4 secs.; 3, P. A. Everard (Aston Martin), scr., 8 mins. 0.4 sec.

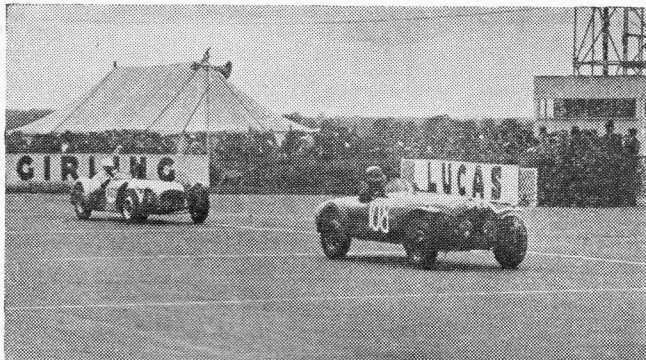
**Event 12 (5 laps, h'cap).**—1, H. Cocker (Austin), rec'd 50 secs., 8 mins. 50.2 secs. (59.05 m.p.h.); 2, G. T. Walker (Bentley), rec'd 25 secs., 8 mins. 59 secs.; 3, A. H. Piper (Alfa Romeo), rec'd 25 secs., 9 mins. 3.2 secs.

**Event 13 (5 laps, h'cap).**—1, P. J. Simpson (Healey), scr., 8 mins. 38.6 secs. (65.99 m.p.h.); 2, R. H. B. Mason (Bentley), rec'd 20 secs., 8 mins. 41 secs.; 3, R. C. Goodearl (H.R.G.), rec'd 30 secs., 8 mins. 43.4 secs.

**Event 14 (5 laps, scratch).**—1, P. D. Gammon (Lotus-M.G.), 6 mins. 25.2 secs. (75.14 m.p.h.); 2, T. O. M. Sopwith (Sphinx), 6 mins. 27.8 secs.; 3, D. C. Truman (Jaguar), 6 mins. 31.4 secs.

**Event 15 (5 laps, scratch).**—1, P. J. Simpson (Healey), 7 mins. 47.4 secs. (61.92 m.p.h.); 2, J. Moore (Morgan), 7 mins. 48.6 secs.; 3, J. G. Beasley (Triumph), 7 mins. 49.6 secs.

**Event 16 (5 laps, h'cap).**—1, A. J. Nurse (Riley), rec'd 1 min. 20 secs., 8 mins. 36.2 secs. (60.15 m.p.h.); 2, R. C. R. March (Alvis), rec'd 1 min. 30 secs., 8 mins. 45.4 secs.; 3, Sir Thomas Beevor (M.G.), rec'd 1 min. 15 secs., 8 mins. 45.6 secs.



**DAGENHAM DUEL:** McDowell's Lotus pursues Small's home-designed D.H.S. at Woodcote, in the 1,172 Formula Race.



**NUFFIELD DUEL:** Also at Woodcote, Williamson's Riley-engined Morris Minor passes Janke's more standard saloon model.



# MOSS'S DAY

Maserati Driver Wins "200" on  
Cooper — Duncan Hamilton  
Race — Peter Collins (Thin Wall)

By GREGOR GRANT

Photography by FRANCIS PENN

second lead over Hamilton, and Shelby was almost level with Sanderson. That remarkable device, Colin Chapman's aerodynamic Lotus, was in 8th place, watched from the stands by its new owner, Gillie Tyrer.

Shelby eventually took Sanderson to split a Jaguar 1-2-3 with Gaze moving up rapidly in the green H.W.M. Salvadori (Maserati) overtook the Lotus to lead the under 2-litre category, close behind Scott-Douglas's Jaguar.

There now developed a fierce tri-

(Above) P. Jopp (Emeryson), D. M. Mauritzen (Cooper) and the Hon. E. G. Greenall (Cooper) abreast into Tatt's Corner followed by R. K. Tyrell (Cooper) whilst Howard's Cooper spins in the background.

(Right) E. H. L. Thornton (Cooper) and W. Harris (Flather Spl.) following other F3 cars into Melling Crossing.

STIRLING MOSS scored his most notable success this season by winning the B.A.R.C. Daily Telegraph Aintree "200" with his Grand Prix Maserati. Runner-up was Reg Parnell (Ferrari) with Ron Flockhart (B.R.M.) in third place, only 1.4 secs. ahead of Bob Gerard, who drove a magnificent race with his 2-litre Cooper-Bristol in this *Formule Libre* event. Easily the fastest machine present was the Thin Wall Special Ferrari driven by Peter Collins. He set up a lap record for the new circuit, but was plagued by plug troubles which eventually caused his retirement.

Duncan Hamilton (Jaguar) won the 10-lap sports car race from the American Carroll Shelby, who impressed everyone with his handling of the Sebring Aston Martin DB3S. Jimmy Stewart, of "Ecurie Ecosse", broke a valve spring when leading and had to be content with third place just in front of Tony Gaze (H.W.M.), who set up a sports car lap record.

Moss also won the Formula 3 event with the Beart Cooper-Norton from Don Parker (Kieft) and set up the fastest lap.

Hopes of a big attendance at the opening meeting were spoiled by heavy rain which persisted all day; fortunately there was ample covered accommodation available.

BEST practice lap was put up by Peter Collins (Thin Wall Spl.) in 2 mins. 58 secs. (85.85 m.p.h.); second best was Jean Behra (Gordini) with 2 mins. 9.4 secs., and third, Reg Parnell (Ferrari) and Roy Salvadori (Maserati), who both returned 2 mins. 11.4 secs. Both B.R.M.s practised in the wet, Wharton doing 2 mins. 19.2 secs. Don Beauman did a fine 2 mins. 16 secs. with a 2-litre Connaught.

Jimmy Stewart (Jaguar) headed the sports car brigade with 2 mins. 23.2 secs.

(78.42 m.p.h.), followed by Tony Gaze in Abecassis's H.W.M. and Bob Berry (Jaguar). Seventh fastest was the smallest machine in the race, Peter Reece's 1,100 c.c. Osca, which did 2 mins. 28 secs. Fastest F3 driver was Reg Bicknell (Revis) with 2 mins. 30 secs., and second best, Stirling Moss (Cooper), with 2 mins. 32 secs.

Rain was pouring down as the 25 entries in the 10-lap sports car event lined up for the Le Mans start; a few minutes before Earl Howe and Mrs. Topham drove round in the former's Aston Martin to open the circuit.

Stewart was first away, chased by Hamilton and Sanderson (Jaguars), Shelby (DB3S) and Gaze (H.W.M.). Last man to depart was D. Watts (Cooper-Bristol). Conditions were wretched for the unfortunate drivers who were blinded by spray. Stewart came through on lap 1 with a one-

angular struggle featuring Stewart, Hamilton and Shelby, who were seldom less than a couple of seconds apart. On lap 4, the Lotus shot off the road at Bechers, being more than somewhat bent. The news was conveyed to Tyrer, who wasn't exactly amused! Behind the leaders, Sanderson and Gaze were having a ding-dong, and Scott-Douglas gradually drew away from Salvadori. Other private duels featured Dunham (Jaguar), Kelly (Jaguar), and the enterprising Sir Jeremy Boles (DB3). On lap 7, Hamilton took the lead, and Shelby steamed past the slowing Stewart. The Scotsman, who finished his army service last Wednesday, never gave up trying, but a missing cylinder was too much of a handicap to cope with the flying Texan in his white and black Aston Martin.

On the last lap Gaze all but caught Stewart, whilst Hamilton, bang on top of his form, extended his lead over





# AT AINTREE

## New Circuit and F3 Race with (Jaguar) Victor in Sports-Car Special) Sets Up Lap Record

Shelby to over 7 secs. The "Ecurie Ecosse" Jaguars finished intact in 3rd, 5th and 6th places.

It rained even harder for Heat 1 of the "200". Parnell and Collins went into Tatt's Corner together, the red Ferrari displaying colossal acceleration from standstill. However, once round the bend and the big Thin Wall simply rocketed away, to pile up a lead of 7½ secs. after only one lap! Behind Parnell came Behra (Gordini), Moss (Maserati), Wharton (B.R.M.) and Beauman (Connaught), in that order.

No one could hold the Thin Wall. After five laps Collins was nearly 17 secs. ahead. Behind Parnell, Behra, Moss and Wharton were engaged in combat. The 2-litre class leader, Beauman, retired on lap 7 with a broken rear axle leaving the Border Reivers driver, Jimmy Hall (Cooper-Bristol), to head the category—and hold sixth place.

Suddenly Collins's engine began to splutter. Parnell relentlessly cut down the Thin Wall's lead. On lap 10 both cars streamed past the stands together, and Parnell went in front out of Tatt's. Behra's car went on to five cylinders after being passed by Moss, who had Wharton's B.R.M. in his wake. Parnell eventually won the heat by 22 secs. from the ailing Thin Wall, with Moss about 8 secs. ahead of the B.R.M.

Heat 2 developed into a duel between Flockhart (B.R.M.) and Salvadori (Maserati), the supercharged car leading all the way to win by 3 secs. Salvadori tried all he knew to get in front, setting up fastest lap in the process, but Flockhart kept his head and his lead. Gerard's 2-litre Cooper-Bristol displayed remarkable speed to take third place, with Bob driving as well as I can remember seeing him drive. Pilette's yellow Gordini took 4th position, well ahead of "Phi-Phi" Etancelin's Talbot. Gaze (H.W.M.) stopped at the pits and couldn't restart, whilst Richardson (R.R.A.) ran out of road somewhere near the canal.

### The Formula 3 Race

Stirling Moss pulled out a huge lead in the F.3 race, the start of which looked like an outboard motor boat affair—and sounded like it! Behind Moss came Parker (Kieft), who had to summon all his skill to hold off Russell, whose red Mark 8 Cooper was driven superbly. Russell gradually drew away from Brandon (Cooper), who had Hall (Cooper) in his slipstream. Bueb (Cooper) seized his engine on lap 4, whilst the unfortunate Maude (Cooper) hit the wall at Anchor Crossing and was taken off in an ambulance.

Moss won comfortably by 22.8 secs. from Parker, never putting a wheel wrong and always looking a winner. Parker just managed to head off Russell by one-fifth of a second.

*Ken McAlpine (Connaught), Leslie Marr (Connaught) and Alastair Birrell (E.R.A.) passing the grandstands at the start of the "200" final.*

### The Final

Aintree still presented a dismal picture, although the rain was easing up when cars lined up for the 35-lap final of the "200". Bira had a slight panic, his Maserati arriving with less than 30 secs. to go.

Collins arrived first at Tatt's Corner, with Parnell, Flockhart, Salvadori and Wharton in a bunched-up group. Flockhart put his foot down out of the bend, and the B.R.M. streaked into 2nd place, just ahead of Parnell. The Thin Wall meantime was getting further and further away. Wharton took Parnell, who gave way briefly to Salvadori. Behra, his engine spluttering badly, led Etancelin, Gerard, Hall and

#### Starting Grid

Parnell (Ferrari)	Flockhart (B.R.M.)	Salvadori (Maserati)	Collins (Thin Wall Spl.)
Moss (Maserati)	Wharton (B.R.M.)	Gerard (Cooper-Bristol)	
Pilette (Gordini)	Behra (Gordini)	Etancelin (Talbot)	Hall (Cooper-Bristol)
Nuckey (Cooper-Bristol)	Marr (Connaught)	McAlpine (Connaught)	
Fairman (Turner)	Thorne (Connaught)	Birrell (E.R.A.)	Boulton (Connaught)
	Rolt (Connaught)	Whitehead (E.R.A.)	

Whitehead. Boulton stopped after one lap to change plugs, and four laps later Salvadori spun off and dropped back considerably.

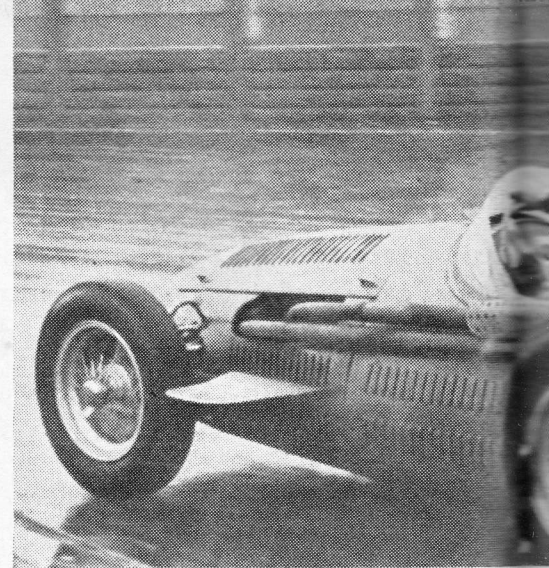
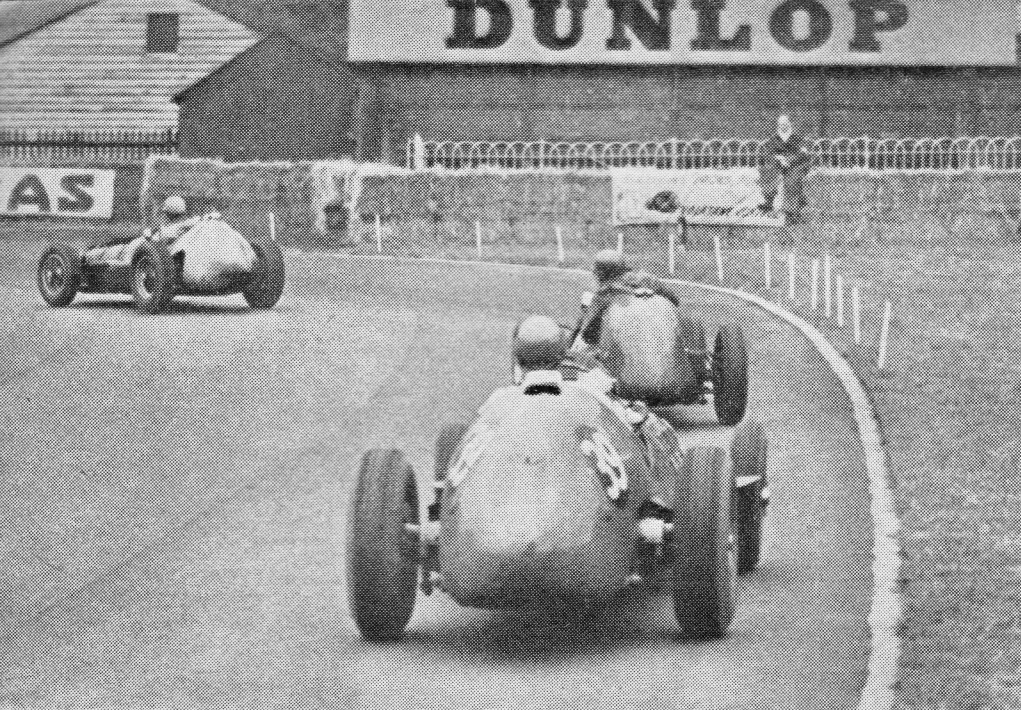
After five laps, Collins had pulled out the huge lead of 21 secs. from Flockhart, who, in turn, led his team mate by 8 secs., with Moss always on the point of passing the B.R.M. Parnell kept in front of Behra's Gordini. A lap later Flockhart spun off course and dropped back to 8th place. Moss took Wharton, who was being challenged by Behra. The Frenchman passed the B.R.M. on lap 8 and Parnell also overtook the Owen car a lap later.

With 10 laps on the board, the position was: 1, Collins, 22 mins. 36.4 secs.; 2, Moss, 23 mins. 5.8 secs.; 3, Behra, 23 mins. 15 secs.; 4, Parnell, 23 mins. 25.6 secs.; 5, Wharton, 23 mins. 48.2 secs.; and Gerard in 6th place. The circuit, although still damp, was much drier than it had been earlier.

Next time round Behra stopped to change plugs, letting Gerard into 5th place, in front of Flockhart, who was again coming into the picture. Wharton looked anything but happy, and eventually was overtaken first by Gerard and then by Flockhart. Fifteen laps,







STYLIST: A close-up of Stirling Moss in his "200" from



(Top) Ron Flockhart (B.R.M.) being chased at Tatt's Corner by Bob Gerard (Cooper-Bristol), and Peter Collins (Thin Wall Spl.), who has just rejoined the race after a pit stop.

(Above) The eventual winner, Stirling Moss (Maserati), about to overtake Ken Wharton (B.R.M.) into Melling Crossing.

and the Thin Wall's engine was spluttering badly. Collins then led Moss by 17.8 secs., and was rapidly losing ground. Parnell was firmly in third place, whilst Flockhart was having difficulty in keeping Gerard at bay—and didn't the stands roar when the tiny green machine was cheekily edged past its powerful rival on the 18th lap!

Stop-watches showed Collins to be slowing. At 20 laps Moss was less than 3 secs. behind, and the Maserati took the lead as the big Thin Wall came into the pits. Parnell was outstripping the rest of the field, and behind him the delightful Gerard-Flockhart battle was in full swing. Flockhart tried for lap after lap to overtake, but the little Cooper was invariably faster out of the corners.

Mechanics had trouble re-starting the Thin Wall, which moved off some six laps in arrears, sounding distinctly ropey.

#### RESULTS

##### Sports Cars

##### 10 laps

1. Duncan Hamilton (Jaguar), 24 mins, 20.4 secs., 73.97 m.p.h.
2. Carroll Shelby (Aston Martin), 24 mins, 28 secs.
3. Jimmy Stewart (Jaguar), 24 mins, 34 secs.
4. Tony Gaze (H.W.M.), 24 mins, 35 secs.
5. Ninian Sanderson (Jaguar), 24 mins, 50 secs.
6. Sir James Scott-Douglas (Jaguar), 25 mins, 19.8 secs.

**Fastest lap:** Gaze, 2 mins, 23.8 secs., 75.10 m.p.h.

**2-litre Class:** 1, Roy Salvadori (Maserati); 2, Horace Gould (Kieft).

##### Formula 3

##### 10 laps

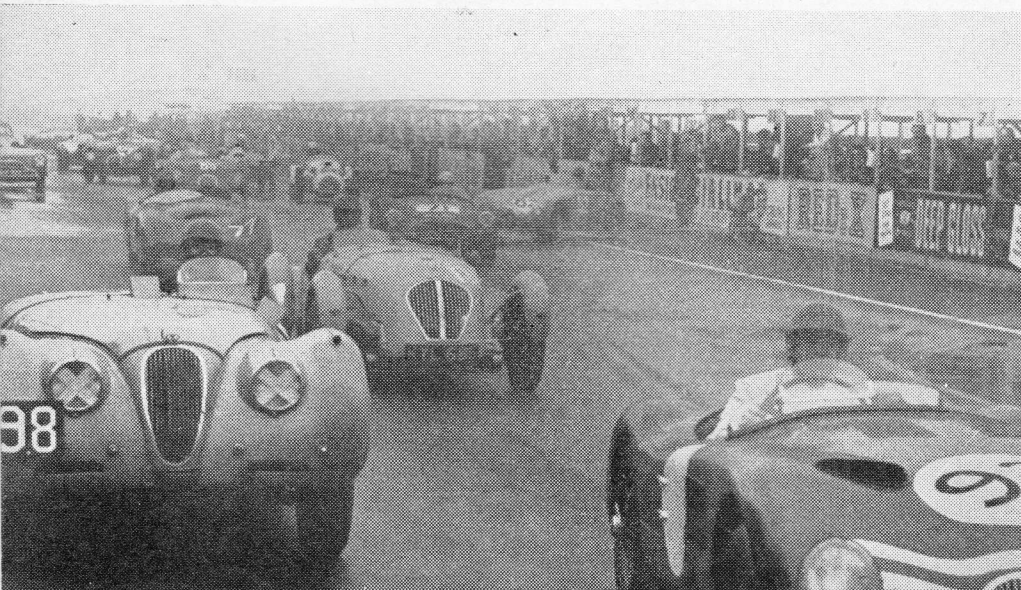
1. Stirling Moss (Cooper), 25 mins, 22.8 secs., 70.92 m.p.h.
2. Don Parker (Kieft), 26 mins.
3. J. Russell (Cooper), 26 mins, 0.2 sec.
4. Rodney Nuckey (Cooper), 26 mins, 6.4 secs.
5. J. K. Hall (Cooper), 26 mins, 12.4 secs.
6. Bob Gerard (Cooper), 26 mins, 58.4 secs.

**Fastest lap:** Moss, 2 mins, 29.6 secs., 72.19 m.p.h.

##### Aintree "200"

##### Heat 1 (17 laps)

1. Reg Parnell (Ferrari), 39 mins, 45 secs., 76.97 m.p.h.
2. Peter Collins (Thin Wall Spl.), 40 mins, 7 secs.



(Left) Start of the sports car race, with Sir James Scott-Douglas's Ecurie Ecosse Jaguar accelerating in company with Protheroe's XK 120, Brooks's Healey, Chapman's Lotus and Salvadori's Maserati. Reece's 1,100 c.c. Osca is about to join in.





*Wharton, on his way to winning the Aintree*  
*Thin Wall Spl.*

Wharton retired after 22 laps with red-hot brakes. Bira stopped at his pit. Earlier Rolt retired with his Connaught. The Thin Wall did one lap and then pulled into the pits—the fastest car in the race was out!

From then on it was Moss all the way. Parnell, troubled by the rear suspension acting peculiarly, could not hope to overhaul the Maserati, but continued to draw away from Flockhart, to whose B.R.M. Gerard stuck like a terrier. Behind 5th man, Salvadori (Maserati), Ken McAlpine (Connaught) and Graham Whitehead (E.R.A.) were duelling merrily, whilst the unhappy Behra circulated on five cylinders.

Moss sailed on serenely to win by a clear 45.2 secs. from Parnell, who, in turn, was 56 secs. in front of Flockhart. Right to the end, Gerard gave the B.R.M. no peace, and only 1.4 secs. separated them at the finish.

3. Stirling Moss (Maserati), 40 mins. 12 secs.  
4. Ken Wharton (B.R.M.); 5. Jean Behra (Gordini); 6. J. K. Hall (Cooper-Bristol);\* 7. Leslie Marr (Connaught); 8. Ken McAlpine (Connaught); 9. Jack Fairman (Turner); 10. Alastair Birrell (E.R.A.).

**Fastest lap:** Collins, 2 mins. 15.2 secs., 79.88 m.p.h.

\* Highest placed 2-litre car.

#### Heat 2 (17 laps)

1. Ron Flockhart (B.R.M.), 39 mins. 47.2 secs., 76.92 m.p.h.  
2. Roy Salvadori (Maserati), 39 mins. 50.2 secs.  
3. Bob Gerard (Cooper-Bristol);\*  
4. André Pilette (Gordini); 5. Philippe Etancelin (Talbot); 6. Rodney Nuckey (Cooper-Bristol); 7. Leslie Thorne (Connaught); 8. C. D. Boulton (Connaught); 9. Tony Rolt (Connaught); 10. Graham Whitehead (E.R.A.).

**Fastest lap:** Salvadori, 2 mins. 16.2 secs., 79.30 m.p.h.

#### Final (35 laps)

1. Stirling Moss (Maserati), 1 hr. 18 mins. 48.4 secs., 77.70 m.p.h.  
2. Reg Parnell (Ferrari), 1 hr. 19 mins. 36.6 secs.  
3. Ron Flockhart (B.R.M.), 1 hr. 20 mins. 32.6 secs.  
4. Bob Gerard (Cooper-Bristol), 1 hr. 20 mins. 34 secs.  
5. Roy Salvadori (Maserati), 33 laps.  
6. Ken McAlpine (Connaught), 33 laps.

**Fastest lap:** Collins (Thin Wall Spl.), 2 mins. 12 secs., 81.82 m.p.h. (Aintree circuit record).

**2-litre Category:** 1. Gerard; 2. McAlpine; 3. Marr (Connaught).

(Right) Jimmy Stewart (Jaguar), Duncan Hamilton (Jaguar) and Carroll Shelby (Aston Martin) seen at Tatt's Corner during their thrilling battle in the sports car event, which was won by Hamilton.



(Top) A bunch of cars going into Tatt's Corner at the start of the "200" final, with Rolt's Connaught in the foreground.

(Above) Ron Flockhart (B.R.M.) being shadowed into Tatt's Corner by Peter Collins (Thin Wall Spl.) who had just made a pit stop.





# KEEP IT ON THE ROAD!

**Ulster A.C. Determined to Stage T.T. at Dundrod—Government, Press and Individual Members Pledge Support**

THE Ulster A.C. held a special general meeting in Belfast on Tuesday, 25th May, to decide if sufficient finance could be raised to meet the cost of promoting the 1954 R.A.C. International Tourist Trophy Race, due to be held on 11th September next.

Considering the problem earlier, the U.A.C. Council had prepared a provisional budget, which showed the considerable gap of almost £5,000 between income and expenditure. It was decided to appeal to all U.A.C. members and others interested in the promotion of the race, to provide guarantees against possible loss on the promotion and it was to consider the response to this appeal that last week's meeting was called.

The response was gratifying. Some 140 members offered £1,200, the Belfast Newspaper Society offered £500, the Antrim County Council, in whose area lies the Dundrod Circuit, wrote inferring that their demands for £1,000 rent for the use of the course would be modified to meet the financial crisis and the Northern Ireland Ministry of Commerce informed the U.A.C. that they were prepared to make a grant of 10s. for each £1 of guarantee raised by the club, up to a maximum of £1,000.

On the provisional budget, with the added prospect of a grant from the N.I. Tourist Board of £2,000, there was still a deficit of £800, but the budget was framed on a "wet weather" race with poor returns. The council asked the meeting to consider the matter and decide whether the club would be justified in asking the R.A.C. to allocate the T.T. to Ulster once more, or whether the race, so far as the Dundrod Circuit was concerned, should suffer the same fate as the abandoned Ulster Trophy.

The whole subject was debated for close on two hours. Points made during the discussion were that it had been decided that the grandstands at Quarry Corner and Leathemstown should be abandoned as unprofitable; that the fact of having a reasonably clear date for this year's event might produce a more representative entry; that Oulton Park and Aintree sponsors had expressed some desire to stage the T.T. and that, thanks mainly to a very successful Ulster Grand Prix motor cycle race held at Dundrod last year, the course was becoming more popular with the Ulster spectators.

In the main, the speakers were completely in favour of the race remaining in Ulster. Most influential voice raised against this was that of Freddie Smyth, who deplored the relegation of the Ulster

Trophy Race to a secondary place in the U.A.C. programme. Smyth said that he felt that the Ulster Trophy was a far more popular event with the spectators and that some effort should have been made to retain it.

All having been given an opportunity of airing their views, a vote was taken, as a result of which 73 decided in favour of requesting the R.A.C. to allocate the race to the Ulster A.C., four voted against this and one no vote was recorded.

Venturing a personal point of view, it seems to me that while the main issue was the T.T. race, the whole future of the Dundrod Circuit was at stake. Had the vote gone against the idea of staging the T.T. in Ulster this year, it is quite within the bounds of possibility that the idea of promoting any future races on the Dundrod course would have been abandoned.

Well-informed U.A.C. members have already expressed the view that the Ulster Trophy Race has passed from the scene—victim of financial crises—and that in abandoning this race the U.A.C. have deprived their members of the opportunity of enjoying any racing under U.A.C. promotion. In other words, the less august and entirely clubbable affair has been sacrificed to the more high-faluting Tourist Trophy, which offers little scope for U.A.C. members.

As to whether the spectator is, in fact, more drawn to the Ulster Trophy, this is a debatable point. Everyone in Ulster has heard of the Tourist Trophy Race (12 of the 14 T.T.s held since 1928 have been in Ulster). It is the feeling of many of us that the link between the T.T. and Northern Ireland should be preserved at all costs and, in the guarantee figures quoted above, there is ample evidence of sympathetic support for this view from Ulster Government and local authority sources.

Sympathy for motor racing ambitions from such quarters is, to say the least, unique and when that sympathy extends so far as the provision of a first-class natural road circuit, legislated for by the Ulster Parliament, then, clearly it is right that every effort should be made to attract to that circuit the best motor racing possible.

Motor racing promotion in Ulster today is hedged in with difficulties which do not arise in England. What with high transport costs involved in the necessary sea crossing and the attendant frustrations of modern travel, participation in an Ulster race becomes a matter of sacrifice on the part of the competitor.

As for the would-be spectator, only the wealthy can contemplate the journey under present conditions.

Until these conditions change for the better, the Dundrod Circuit must draw its support mainly from the Irish population. Nevertheless, the sympathetic support of every enthusiast in England, Scotland and Wales is vital if the last remaining true road circuit in current use in the British Isles is to be preserved.

If the R.A.C. grant the T.T. to Ulster once again, the race will be organized by a devoted band of enthusiasts who take time off from their office desks and work benches to stage what was once—and still should be—the premier sports car race of the British Isles. No one expects the race to show a financial profit—only that it be self-supporting to the end that the Tourist Trophy shall become a permanent annual fixture freed from financial crises and staged where it undoubtedly belongs—on a road circuit.

*Whether you be manufacturer, team-manager, trade baron, motoring correspondent, driver, spectator or just plain enthusiast, lend your support to the idea of preserving the Dundrod circuit for British motor racing. Those who can remember pre-war venue-less Britain will acknowledge the debt owed to Northern Ireland.*

W. A. McMASTER.

## MANN-MADE MOTOR

WITH non-works entries fast disappearing under the stress of economic circumstances, it is good to see that the list of Le Mans acceptances once again includes that inveterate trier, Nigel H. Mann, in a privately entered Aston Martin. Those who expected the familiar green DB2, PPJ2, are in for a surprise, however, as the accompanying photograph reveal. Basis of the product of Nigel's winter Mann-hours is an ex-works DB3 (3 Solex) chassis on to which, on outrigger brackets, Harold Jolliffe, Bob Goodwin and Horace Bright have built an ultra-light racing hard-top body of Mann's own design, made entirely in 18-20 gauge aluminium, with Perspex detachable windows. Skeleton on which this panelling is mounted is carried out in 29 gauge tubing varying in diameter from  $\frac{1}{4}$  in. to  $\frac{3}{4}$  in. according to load. Weight of entire bodywork is under 2 cwt., the complete car tipping the scales at just over 18 cwt. dry.

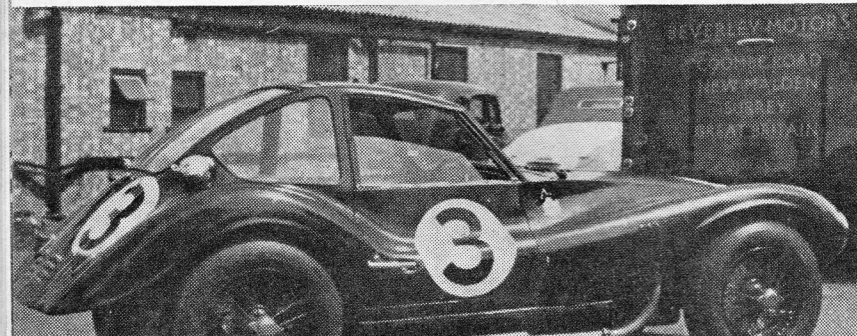
Stark and purposeful rather than beautiful, the body incorporates a number of time-saving features designed out of past Le Mans experience. Particularly neat is a spiral-mounted rotating plunger on the petrol-tank whose coloured-disc top provides an immediate visual warning against over-filling by race-harassed pit staff.

Cooling for rear axle and inboard-mounted brake drums is taken care of by a gigantic air scoop which, in Cooper-style, is the lowest point of the car, the outlet for this being via louvres in the hinged rear panel. Outlet for stale cockpit air is by a hinged flap in the roof-top.

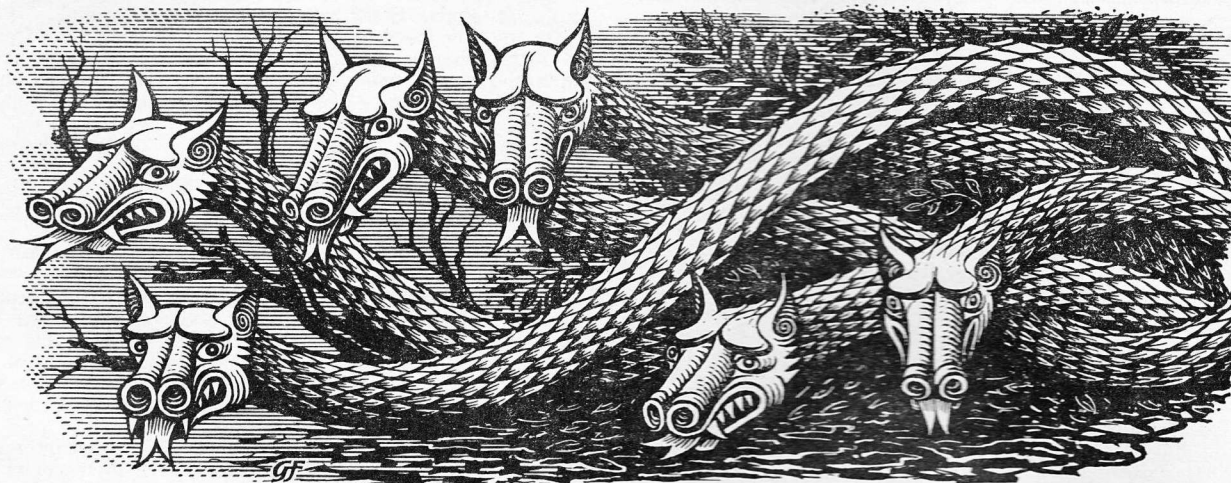
The car is due for a try-out this week-end in the 12-hour sports car race at Hyères, co-driven, as it will be at Le Mans, by veteran Charles Brackenbury. A two-way radio-telephone for pit communication will be used in both races.

R. HEWLETT.

★  
BRITISH  
RACING  
GREEN-  
HOUSE: Large  
window area is  
a feature of  
Nigel Mann's  
DB3 Aston  
Martin for Le  
Mans.







### *Sparking plugs between Scylla and Charybdis*

LIKE ULYSSES, STEERING PERILOUSLY BETWEEN SCYLLA the six-headed monster and Charybdis the ship-swallowing whirlpool, a sparking plug must find a nicely calculated middle way between the opposite dangers of overheating and fouling.

The safe path between these dangers is a narrow one, and it is specially narrow if your engine is using more oil than it used to. That is because your original plugs, though they ran hot enough to resist the comparatively small amount of fouling when your engine was new, may not run hot enough to resist the increased fouling they will get in an engine that is burning oil. Charybdis has moved closer to Scylla—to steer between the whirlpool of fouling and the monster of overheating has become an even more difficult task. You must fit plugs that run hotter, if you are to avoid the poor running, the waste of petrol, and the need for frequent cleaning, that fouling will cause. But if they run *too* hot the monster of overheating will spoil your motoring and waste your petrol with pre-ignition



—and may plague you in even more serious ways. So you need plugs that will run—in *your* engine—at something very close to the ideal temperature. You need plugs with a heat value that suits your engine *exactly*. The most likely place to find them is in the exceptionally complete K.L.G. range. Of all the makes of plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values, with the smallest steps in heat value between one plug and the next.

If you write to Dept K/AA19 Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? He can advise you on such questions and, whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine exactly.

*a SMITHS explanation to wiser motorists*





# CORRESPONDENCE

## The Austin-Healey Decision

THE announcement by Austin-Healey that they are withdrawing from racing because they feel that competition cars bear no relation to production cars is timely. But, of course, the protest does not go far enough. What about drivers? Why should people like Moss, Gonzalez, Ascari, Parnell and others be permitted to drive at Le Mans and elsewhere? Their skill and experience must surely give them an unfair advantage over ageing amateurs with slow reflexes. Then again, the cars. It is manifestly absurd that competition machines should incorporate the most modern developments in automobile engineering, such as disc brakes and fuel injection. Think of the unfair advantage such models have over a perfectly standard Bond Minicar. I cannot understand why the makers of this estimable little car have not protested also.

PRO BONO PUBLICO.

DAVENTRY, NORTHANTS.

## Thoughts About Home, from Abroad

I WOULD like to say that I am in full agreement with your recent correspondent from the U.S. in that I also am obliged to buy AUTOSPORT in order to read American race results before they appear in the American Press. Besides being first with the news, your stories are often fuller and meatier than those in the American journals. Let's have more Bolster and sports car news, and less trials talk.

When is Britain going to develop a modern 1½-litre engine, such as the Ford Consul, for competition use, instead of devoting so much interest, sweat and money on the old-fashioned long-stroke, push-rod M.G. unit? Why make a Laystall-Lucas head for an out-of-date engine when perhaps for a little more money a twin o.h.c. conversion for the Consul might have beaten the Porsches and Oscas? Look at the Italians. Whenever a new Fiat engine comes out, it is not very long before Abarth, Cisitalia, Giannini, Giau, Ermini, Moretti, Nardi, Siata and Stanguellini get cracking and make that Fiat move.

Yes, I know that Ken Miles's M.G. Special nearly always beats the Oscas out in California, but this is the exception that proves the rule. Again, in the 2-litre class, how much

longer will Britain "make do" with a 15-year-old, long-stroke, push-rod engine based on the BMW. All right, a Frazer-Nash did win the Targa Florio once—but look who drove it!

Lastly, what a pity the new M.G. Magnette did not have an aerodynamic two-seater Berlinetta style body. England needs a car that looks like a Cisitalia or Porsche hardtop, even if it does not go as fast.

DAVID KNIGHT.

DOWNSVIEW, ONTARIO, CANADA.

## Sports Car Racing "The Thing"

NOW that the racing season is well under way, I am more than ever convinced that sports car racing as opposed to Formula racing is "the thing". Not only is it less damaging to the pocket of the competitor and lends itself to easier operating, since the competitor is able to drive his car to (and from) the meeting, but from the spectator's point of view, he can see a car racing which is akin to his own, or which at a slight stretch of the imagination he could visualize buying himself.

It is, therefore, understandable that tremendous interest has been aroused in this side of the sport, even to the extent that several entirely new tracks have been made while the number of competitors wishing to "have a go" seems to be constantly increasing. All this is, of course, a very Good Thing.

However, it seems to me to be evident that, through this same enthusiasm, a situation has been reached when the chap with the ordinary M.G., Austin-Healey, XK or the like is being excluded from a reasonable chance of success, due to the numerous specials running in all the classes. Even last year it was just possible for a chap with a standard car to have a fair crack of the whip, but this year things have reached such a pitch that it is a virtual impossibility for the standard car to get a place. To my mind this will tend to discourage many people, who, though not wishing to go pot hunting, like to feel there is some chance of success if their driving is of a sufficiently high standard.

The remedy, to my mind, is to have production sports cars running concurrently within the same race as the special sports cars, and with awards for the first two cars in the class, irrespective of type, and awards for the first two production cars. By this method I am sure we would provide a great deal of fun for the "standards" while not detracting in any way from the man who can build a special fast enough to win his class.

P. A. EVERARD.

RATCLIFFE HALL, LEICS.

## RECENT RESULTS

### HARROW C.C. 5th INVITATION RALLY

15th-16th May

Paul Fowler Trophy (Members): J. Trigg (Sunbeam-Talbot), 26 marks lost. Triplex Trophy (Visitors): E. Graham-Brown (M.G.), 78. Classes 1 and 2: 1, S. Deyong (Riley), 138; 2, F. Freeman (Austin), 185. Class 3: 1, M. Britton (M.G.), 81; 2, S. Moore (M.G.), 82. Class 4: 1, E. Palmer (A.C.), 125; 2, Dr. Humphreys (A.C.), 129. Class 5: 1, E. Haddon (Jaguar), 50; 2, D. Llewellyn-Rees (Healey), 74. Class 6: 1, V. Lovett (Austin), 95; 2, L. Norman (Jaguar), 157. Navigators' Awards: Mrs. Trigg and J. Clarke. Road Section: J. Cridford (Allard). Driving Tests: R. Randall (M.G.). Team Award: Harrow C.C. (Trigg, Haddon and Llewellyn-Rees).

### NORTH MIDLAND M.C. HILL-CLIMB TEST

Dovedale, 16th May

B.T.D.: E. Harrison (Ford Spl.). Open Car Award: R. W. Phillips (Le Tout). Closed Car Award: K. A. Scales (Ford).

### B.A.R.C. (S.W.) NORTH DEVON RALLY

22nd-23rd May

Premier Award: Frank Downs (Sunbeam-Talbot). Class A: M. J. Drevitt (M.G.). Class B: S. D. Silverthorne (Ford). Class C: P. C. Wadham (Triumph). Class D: H. A. Hosier (Bristol). First Class Awards: R. J. R. Vernon, A. L. Bliault, J. M. Bloodworth, A. M. Park, R. C. Syms. Second Class Awards: W. G. Cawsey, P. H. Flindt.

### NEWCASTLE AND D.M.C. DRIVING TESTS

23rd May

Best Performance: J. H. Walker (Brasshopper). Class A, P. Brewis (M.G.). Class B, F. Potts (Morris). Class C, G. Major (Ford Spl.). Class D, P. G. Walton (Vauxhall). Other Awards: T. B. Hutchinson (Ford) and P. G. Walton (Dellow). Team Award: Brewis (M.G.), Potts (Morris) and Brewis (Morris).

### WESTMORLAND M.C. HILL-CLIMB

Barbon Manor, Nr. Kirkby Lonsdale, 29th May

B.T.D.: I. E. Davidson (Cooper-M.G.), 34.07 secs. Runner-up: B. Crabtree (M.G.), 34.24 secs. Opposite Class: H. C. Allison (Cooper 500), 34.50 secs. Members' Trophy: P. Harris (Marwyn 500), 36.82 secs.

Closed, up to 2,500 c.c. U/s: 1, E. B. Wadsworth (Healey), 39.37 secs.; 2, E. W. A. Baker (Citroën), 42.26 secs.; 3, T. Wilkinson (T.V.R.), 42.78 secs. Special Awards: G. Watson (Morris), 41.87 secs., and E. B. Wadsworth. Sports, up to 1,250 c.c. U/s: 1, W. D. Binns (Buckler), 38.59 secs.; 2, A. K. Haworth (A.K.H.), 38.83 secs. 1,251-1,750 c.c. U/s: 1, J. P. Hacking (Cooper-M.G.), 35.23 secs.; 2, P. Jackson (Cooper-M.G.), 35.81 secs.; 3, J. A. Stewart (M.G.), 39.39 secs. Aston Martin Trophy: W. Barton, 44.32 secs. 1,751-2,500 c.c. U/s: 1, H. C. Yates (Frazer-Nash/BMW), 35.32 secs.; 2, W. D. Bleakley (Triumph), 36.78 secs. Vintage Sports, up to 1,500 c.c. U/s: H. Spence (Lea-Francis), 40.25 secs. Unlimited: F. A. Williamson (Bentley), 35.77 secs. Sports, up to 1,500 c.c. S: C. R. Hardman (Dellow S), 37.09 secs.

### IRISH M.R.C. HILL-CLIMB

Enniskerry, Co. Wicklow, 29th May

Under 1,200 c.c. handicap: 1, M. Heather (1.089 Fiat), h'cap 20 secs., 42.38 secs.; 2, R. Mellon (1.172 Ford Spl.), 15 secs., 43.06 secs.; 3, C. Hogan (1.172 Ford), 18 secs., 43.75 secs.

Over 1,200 c.c. Handicap: 1, J. J. Flynn (1.250 M.G. S), 7 secs., 45.18 secs.; 2, A. Coleman (2.660 Austin-Healey), 7 secs., 45.85 secs.; 3, R. M. D. MacGregor (1.250 M.G.), 8 secs., 47.53 secs.

Unlimited Handicap: 1, M. Heather (1.089 Fiat), 17 secs., 42.68; 2, E. Gill (2.262 Ford), 15 secs., 42.88 secs.; 3, R. M. D. MacGregor (1.250 M.G.), 8 secs., 44.68 secs.

Saloons (Scratch): Up to 1,000 c.c.: R. E. Newell (DKW), 60.38 secs. 100 to 1,275 c.c.: M. Heather

(Fiat), 59.68 secs. Over 1,275 c.c.: E. Gill (Ford), 57.88 secs.

Sports Cars (Scratch): 1, A. Coleman (2.660 Austin-Healey), 52.85 secs.; 2, I. Titterton (1.489 Lotus), 53.25 secs.; 3, R. Kinneen (3.442 Jaguar), 53.93 secs. Racing Cars (Scratch): 1, J. J. Flynn (1.250 M.G. S), 52.40 secs.; 2, R. Lovell-Butt (1.087 M.G. S), 54.27 secs.; 3, V. Hennessy (1.200 Austin), 55.02 secs. Open Scratch Class: 1, J. J. Flynn; 2, A. Coleman; 3, R. Lovell-Butt.

Meath Trophy (B.T.D.): J. J. Flynn, 52.40 secs.

Club Cup (Fastest sports car): R. M. D. MacGregor, 52.68 secs.

### E.C.M.C. FELIXSTOWE RALLY

29th-30th May

Premier Award: S. Moore/Miss J. Chesterton (M.G.). Class A: S. P. A. Freeman (M.G.). Class B: C. Whitehall (Morris). Class C: H. M. Denton (Morgan). Class D: G. Parrish (Sunbeam-Talbot). Class E: J. M. C. Shand (Jaguar). Class F: H. P. Deschamps (Allard). Driving Tests: S. Moore. Team Award: H. M. Denton, B. Phipps and A. J. Blair (Morgans).

### LONDON M.C./S.O.D.C. AUTOCROSS

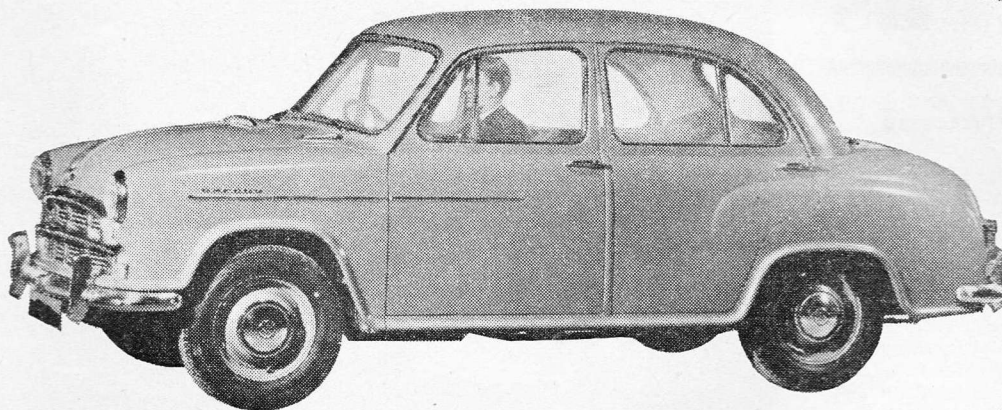
Dunstable, Beds, 30th May

Class 1: 1, S. H. Smyth (Riley 9), 59.2 secs. Class 2: 1, C. R. Price (H.R.G.), 46.6. Class 3: Tie, D. J. Randall (Silverstone Healey) and K. W. Monk (Silverstone Healey), 44.8. Class 4: 1, R. Roripaugh (Austin-Healey), 45.8; 2, O. A. Farrell (J2 Allard), 46.4. Class 5: 1, D. W. Price (Renault 745 c.c.), 50.4; 2, D. Price, Jnr. (Renault 745 c.c.), 51.6. Class 6: 1, C. W. Yates (Peugot 203), 48.6. Class 7: 1, G. H. Grace (Riley 2½-litre), 44.6. Class 8: 1, S. H. Allard (Allard P1), 44.4. Class 9: 1, J. Caufield (P.M. Special), 44. 2, D. D. Render (Overton Mk. 6), 44.6. Class 10: 1, C. R. C. Aston (Aston Spl. Mk.1), 43.8.

Ladies' Award: Mrs. Nancy Mitchell (Ford Zephyr), 48 secs.

B.T.D.: B. Bowman (Overton Mk.6), 43.6 secs.



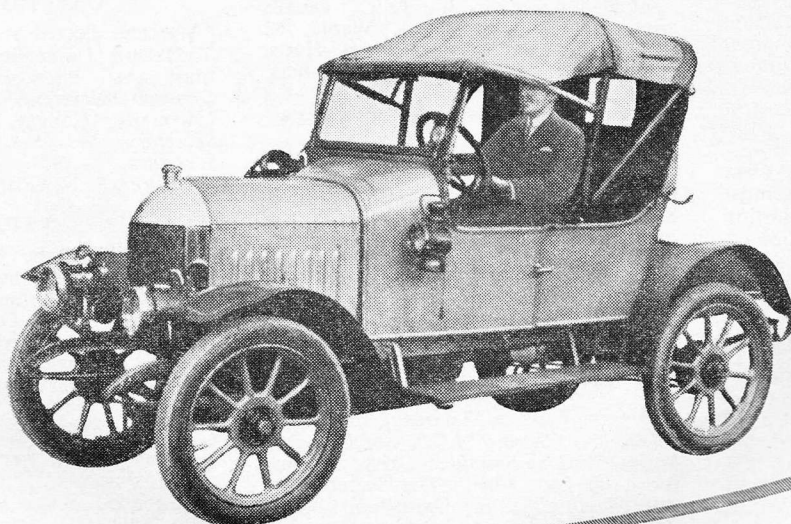


**MORRIS RECOMMEND**



**CASTROL**

for the *new Oxford* and  
for every Morris ever made





# NEWS FROM THE CLUBS

*By Wilson McComb*

REMEMBER the 500 c.c. Championship of Wales? George Wicken won it in July, 1952, on the 1.7-mile Fairwood circuit near Swansea, and the meeting was memorable for a four-car pile-up in the second heat, involving J. Gregory (Cooper), V. J. Firm (J.B.S.), Stirling Moss (Kieft) and J. Brown (Arnott). The event was not held last year, but it will be included in the Welsh M.R.C.'s *Daily Telegraph* meeting at Fairwood on 24th July. Regs. are now available from A. T. Watkins, 28 Walter Road, Swansea.

The caption to our recent picture of the McCandless Special and Jack O'Donoghue's report of the Dungarvan hill-climb both stated that J. L. McGladery's crash at Dungarvan was due to failure of the drive to the front wheels. Laurie McGladery writes that it actually occurred because he encountered two patches of soft tar on leaving a bend, and that the drive had not, in fact, failed at all.

## B.T.D.A. AUTOCROSS TROPHY

MARKS for the B.T.D.A. Autocross Trophy will be allotted on the basis of five marks for a class win, four for second place, and so on. The winner of the award will be the competitor with the highest total of marks in any four of the following meetings:—

30th May, Sporting O.D.C.; 30th May, Mid-Cheshire M.C.; 20th June, Morecambe C.C.; 4th July, Chiltern C.C.; 31st July, Newry and D.M.C.; 15th August, London M.C.; 15th August, Sporting O.D.C.; 21st August, Riley M.C. (Highland); 5th September, Bedford A.E.C.; 26th September, Sporting O.D.C.; 9th October, M.G.C.C. (Scottish); 17th October, Lothian C.C.; 5th December, Thames Estuary A.C.; 11th December, Falkirk and D.M.C.; 12th December, Thames Estuary A.C.; Date to be announced, Lancs and Cheshire C.C.

Regulations for eligible vehicles were published in our issue of 12th March. No Autoscamble Trophy will be awarded this year, as only one club (the East Anglian M.C.) is organizing events of this type. Further autocross meetings may be added to the list, if the organizers will notify Denis G. Flather, Standard Steel Works, Tinsley, Sheffield, 9.

## S.O.D.C. SPEED TRIAL CANCELLED

AS neither the Hastings nor the Gransden circuit is available, the Sporting O.D.C. have had to cancel their proposed speed trial on 19th June. The speed trial on 19th October will be held at Gravesend instead of Hastings.

## BUGATTI O.C. ANNOUNCEMENTS

THE Bugatti O.C.'s annual Members' Hill-climb will be held at Prescott on Sunday, 13th June, commencing at 2 p.m., and will be open to members of the public. Correspondence regarding the club should be addressed to Kenneth Nightingale, Crescent Copper Works, Edward Street, Parade, Birmingham, 1, who is now hon. secretary and treasurer.



REMINISCENT of the big car trials days of 1946 is this M.C.C. "Land's End" picture, showing R. J. Harris in the ex-Tony Ruffitt 3.9-litre Allard, climbing Darracott.

## BRIGHTON CONCOURS D'ELEGANCE

NEXT Monday, 7th June, is entry closing date for the Brighton and Hove M.C.'s Concours d'Elégance on Sunday, 13th June, but late entries will be accepted up to noon on the day of the event. It is open to all car owners, and entries should be sent to the Organizing Committee, 296/8 Madeira Drive Arches, Brighton, 7.

## CAMBRIDGE '50 RALLY

REGS. for the Cambridge '50 C.C.'s Night Trial on 26th-27th June may be obtained from H. A. F. Jackson, 35 Metcalfe Road, Cambridge.

## NORTH LONDON RUN

ENTRIES close on 9th June for the North London M.C.'s Night Navigation Run on 12th-13th June. Details are available from G. J. Waple, 62 Longmore Avenue, New Barnet, Herts, and the event is open to non-members.

## EAST ANGLIAN DRIVING TESTS

MEMBERS of the Eastern Counties M.C., West Essex C.C., Cambridge '50 C.C., Falcon M.C., Thames Estuary A.C., S.C.C. of Norfolk and London M.C. are invited to take part in the East Anglian M.C.'s Regional Driving Test Championship at Wormingford Airfield on 20th June. Entries should be sent to C. U. M. Walther, Chalkney Mill, Earls Colne, Essex, by 14th June.

## CHESTER SPRINT TRIAL

ENTRIES close on Tuesday, 15th June, for the Chester M.C.'s closed-to-club Sprint Trial at Summers Drive, Queensferry, on 26th June. The Secretary of the Meeting is E. Damadian, "Rose Dale," Marlborough Crescent, Grappenhall, Ches.

## 750 M.C. DRIVING TESTS

INTER-CENTRE driving tests will be held by the 750 M.C. at Shennington Airfield, conveniently near to Silverstone, on 13th June, the day after the 750 M.C./M.G.C.C. Silverstone meeting. Entries close on 7th June, and should be sent to Ken Welfare, 56 Harrow Road, Bedfont, Middx.

## CHARITY TREASURE HUNT

THE Children's Home at Hemel Hempstead will benefit from a treasure hunt to be run on 20th June. This will consist of a straightforward 50-mile run followed by a concours d'élégance, swimming and a supper dance at the Bell House Hotel, Beaconsfield. Tickets (30s. per head) are obtainable from L. Sussman, 5 Alvanley Court, N.W.3, and entries close on 14th June.

## OXFORD A.G.M.

OFFICERS elected at the A.G.M. of the Oxford University M.D.C. on 13th May are: *President*, P. T. Adams; *General Secretary*, D. R. Goddard, University College, Oxford; *Veteran Secretary*, W. W. B. Stoner; *Comp. Secretary*, N. MacDonald-Smith; *Treasurer*, R. N. Crispe.

## E.R.A. ANNIVERSARY TROPHY

PLACINGS for the E.R.A. Anniversary Trophy, after the A.M.O.C. Spring Meeting at Snetterton on 24th April, are as follows: J. D. Lewis (R.9B), 9 pts.; A. W. Birrell (R.1A), 8; J. Williamson (R.10B), 7. Speed events which include a special race or class for E.R.A.s in the competition are:—

5th June, West Essex C.C., Snetterton; 12th June, Midland A.C., Shelsley Walsh; 19th June, Aston Martin O.C., Snetterton; 4th July, Aston Martin O.C., Wethersfield; 28th August, Bristol M.C. and L.C.C., Castle Combe; 29th August, Midland A.C., Shelsley Walsh; 11th September, Aston Martin O.C., Snetterton; 19th September, Burattini O.C., Prescott; 9th October, Eastern Counties M.C., Snetterton.



# *Aintree* MAY 29

## SPORTS CAR RACE

<b>1st</b>	DUNCAN HAMILTON	...	...	...	...	JAGUAR XK120C
<b>2nd</b>	C. SHELBY	...	...	...	...	ASTON MARTIN DBIII
<b>3rd</b>	J. STEWART	...	...	...	...	ECURIE ECOSSE JAGUAR

## AINTREE 200 MILE RACE

HEAT I    1st REG. PARNELL    ...    ...    ...    ...    FERRARI

*All these cars were fitted with MINTEX brake liners*

(Subject to official confirmation)

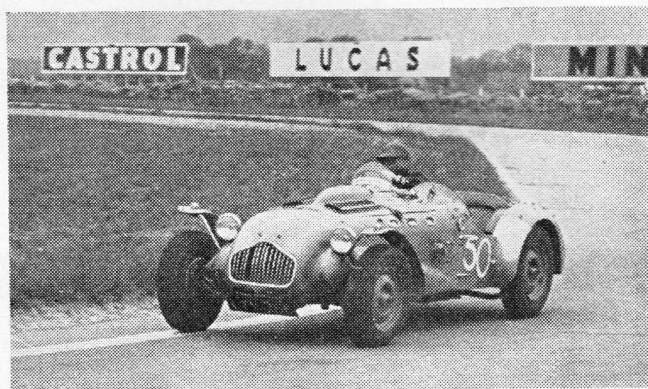
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BRAKE LINERS



Manufactured by British Belting & Asbestos Ltd. Available at leading garages throughout the country.





## GOODWOOD SPRINT

Rogers (Cooper-Bristol) Fastest in London M.C.'s First Speed Event

ALTHOUGH the Goodwood course was slightly dampened early in the day on Saturday, 22nd May, fair weather and a good breeze soon dried the road during the London M.C.'s first sprint meeting. Clerk-of-the-Course Cyril Wick had laid on a fine timed section of approximately 1,300 yards, starting half-way down Lavant Straight and, using Woodcote Corner and the Chicane, finishing on the normal race finishing line. Two cars ran at a time, cars in separate classes running simultaneously to avoid baulking at Woodcote Corner. "Antone" having arranged suitable communications, your reporter was able to announce times almost immediately, and cars were kept running in swift progression throughout the day.

After three practice runs for each competitor, the event got down to serious business, there having been only one mechanical casualty in practice when D. Burke-Collis made mincemeat out of his Allard gearbox on leaving the start. Particularly notable in the first runs of the smaller open cars, Goldthorpe's Pelican was very quick off the mark but although his second run got down to 45.8 secs., Waller's M.G. Special made a terrific effort in 42.6 secs., a time beaten by only seven cars at the meeting, in which 86 cars were competing! Fastest of all the small open car drivers was M. Anthony (Lotus-M.G.), whose 40.04 secs. was  $\frac{1}{2}$  secs. better than anyone else in the 1,201-1,600 c.c. class.

The 1,601-2,800 c.c. open class brought out eight TR2s and eight Austin-Healeys to oppose a Silverstone Healey, a Plus-4 Morgan and the ex-Crook Cooper-Bristol in the hands of

A. P. O. Rogers. There was a keen Triumph/Healey battle which resulted in D. E. Rickman's Austin-Healey (42.44 secs.) being fastest of the two marques, the fastest Triumph being that of T. A. Parkes (43.87 secs.). A blow at the Triumphs was also struck by D. J. T. Randall (Silverstone Healey), whose 43.73 secs. beat them all. Honours in the class and in the whole event, however, went to Rogers's Cooper-Bristol with 39.01 secs.

The closed car classes were notable, in their first runs, for the failure of Leonard Potter's Dyna-Panhard (plug trouble), which redeemed itself on its second appearance to the tune of a resounding 49.01 secs., the only closed car under 1,600 c.c. to break 50 secs. In the under 2,800 c.c. class, Arthur Baker astounded everyone with his Land-Rover, beating a Sunbeam-Talbot 90 by nearly 3 secs. The fastest runs in the class were keenly contested by G. Gelberg and M. Tozzi-Contevi (2½-litre Rileys), Contevi's 45.7 secs. eventually giving him the class and also the best time by a closed car.

With the second runs of the two larger open car classes came confirmation of B.T.D., Wick's Allard improving from 39.03 to 38.41 secs., Young's C-type Jaguar pipping him for the class in 38.38 secs., and Rogers, in an absolutely meteoric run, got down to 38.2 secs. Apart from one mild excursion into the barrier on the outside of the chicane by D. J. Isaacs (TR2), there were no "incidents", and this first London Motor Club sprint augurs well for future speed events organized by the club.

F. DENNIS DENT.

B.T.D. (Left) Bert Rogers (Cooper-Bristol) makes the fastest run at the London M.C.'s Goodwood Sprint on 22nd May.

THIRD B.T.D. went to Maurice Wick (above), whose Allard attempt took just 0.03 sec. longer than that of J. A. Young (C-type Jaguar).

### Results

**Open, 901-1,200 c.c.:** J. R. Waller (M.G.), 42.6 secs. **1,201-1,600 c.c.:** 1. M. Anthony (Lotus-M.G.), 40.04; 2. W. Constable (M.G.), 45.48. **1,601-2,800 c.c.:** 1. A. P. O. Rogers (Cooper-Bristol), 38.20. 2. D. E. Rickman (Austin-Healey), 42.44; 3. D. J. T. Randall (Healey Silverstone), 43.73; 4. T. A. Parkes (Triumph), 43.8. **Over 2,800 c.c.:** 1. J. A. Young (Jaguar XK 120C), 38.38; 2. M. Wick (Allard), 38.41.

**Closed, up to 900 c.c.:** L. Potter (Panhard), 49.01. **901-1,200 c.c.:** 1. L. M. O. Janke (Morris Minor), 52.90; 2. E. J. Davies (Austin), 55.0. **1,201-1,600 c.c.:** R. A. Helliwell (Ford), 56.6. **1,601-2,800 c.c.:** 1. M. Tozzi-Contevi (Riley), 45.7; 2. G. Gelberg (Riley), 48.2. **Over 2,800 c.c.:** D. G. A. Overall (Allard), 47.8.

**Ladies' Prize:** Miss Betty Haig (Jaguar), 43.90. **Saloon Award:** M. Tozzi-Contevi, 45.7.

**Best Time:** 1. A. P. O. Rogers (Cooper-Bristol), 38.20; 2. J. A. Young (Jaguar XK 120C), 38.38; 3. M. Wick (Cadillac-Allard), 38.41.

\* \* \*

### STAVERTON SPEED TRIALS

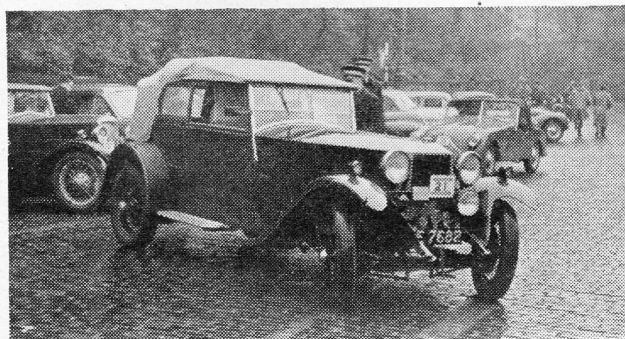
WITH a time of 28.6 secs., F. B. Sowrey (1,100 Cooper) broke the Staverton course record at the Cheltenham M.C.s meeting on 23rd May. Ivor Bueb, having won his own trophy for the best 500 c.c. performance, presented it to Jack Moor (Wasp). The members' award was won by P. J. Stubberfield (Bugatti), and the trophy for the best 750 c.c. sports car by C. G. Summers (Arden). George Wood (Aston Martin) and W. M. Jasikowski (Jaguar) tied for the best performance by a touring car.

### Results

**Racing, up to 500 c.c.:** 1. I. L. Bueb (Cooper), 31.2 secs.; 2. E. J. Moor (Wasp), 31.6; 3. J. F. Denley (Cooper), 32.4. **501-1,100 c.c.:** F. B. Sowrey (Cooper), 28.6. **1,101-1,500 c.c.:** 1. J. B. Welton (Cooper), 31.8; 2. C. G. Arengo (Cooper Spl.) and I. L. Bueb (Cooper), 32.8. **1,501-2,500 c.c.:** J. Berry (E.R.A. Spl.), 30.6. **Over 2,500 c.c.:** P. J. Stubberfield (Bugatti), 30.0.

**Sports, up to 750 c.c.:** 1. C. G. Summers (Arden), 40.0; 2. J. Whitehouse (Arden), 40.6. **751-1,300 c.c.:** 1. I. L. Bueb (Cooper-Riley), 36.8; 2. D. R. Piper (M.G. J4), 37.0; 3. J. N. Dobbs (Buckler), 37.2. **1,301-2,000 c.c.:** 1. M. Burn (Frazer-Nash), 32.0; 2. A. Palmer-Morewood (Frazer-Nash), 32.8; 3. H. Porteous (Porteous Spl.), 34.2. **2,001-2,750 c.c.:** 1. W. Bradley (Austin-Healey), 34.4; 2. G. M. White (Austin-Healey), 35.0. **Over 2,750 c.c.:** 1. B. Baxter (Jaguar), 30.4; 2. H. Meerow (Jaguar), 33.4; 3. G. N. Mansell (Jaguar), 33.8.

**Touring, up to 1,000 c.c.:** 1. C. M. Wyatt (Austin), 47.2; 2. A. M. Gilbert (Austin), 48.6. **1,001-1,600 c.c.:** 1. J. S. French (Rover), 42.8; 2. J. M. Readings (M.G. Magnette), 44.6. **1,601-2,500 c.c.:** 1. E. B. Wadsworth (Healey), 37.4; 2. D. C. Pitt (Healey), 40.2. **Over 2,500 c.c.:** 1. G. Wood (Aston Martin), and W. M. Jasikowski (Jaguar), 36.2 (tie).



★  
**BACK AGAIN:** John Ahern's well-preserved 3-litre Invicta arrives at Edinburgh after the M.C.C. Commemoration Run on 21st/22nd May. He has owned this car since 1927, when he used it in his first "Edinburgh".

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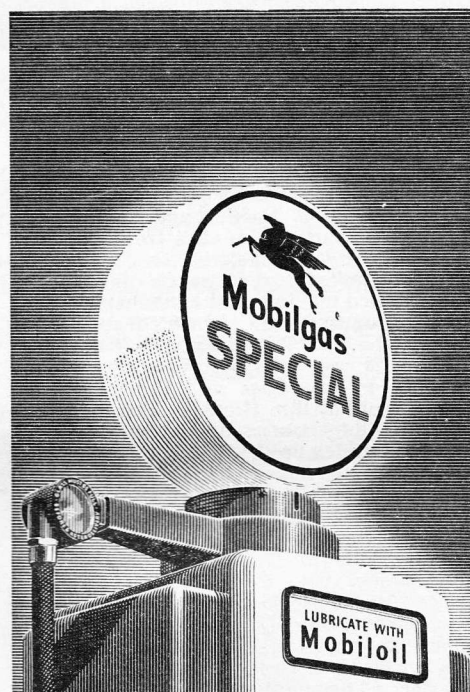
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★ **POWERED** by the most effective combination of chemical additives ever put into petrol

At Coryton, Britain's only thermoform catalytic cracking unit has now come into production. It is making the exceptionally high quality petrol stocks that are now blended into New Mobilgas Special—the most complete petrol ever offered to British motorists. These petrol stocks themselves provide exceptional anti-knock and energy values. In New Mobilgas Special they are reinforced by a complete range of new chemical additives, to give *your* car, over the wide range of operating conditions, *better performance and greater economy* regardless of its age or make.

Before the formula of New Mobilgas Special was finally decided, Vacuum engineers, helped by a patented cathode-ray engine analyser, made exhaustive road tests to find out the exact petrol needs of British cars large and small, new and old, of many makes. These tests helped to determine what combination of additives would be most effective for the engine of *your* car.

So there are three big reasons for the better, more economical motoring that New Mobilgas Special gives you: the excellent anti-knock and energy values of the petrol stocks from Britain's only thermoform catalytic cracking unit; the most effective combination of additives ever put into petrol; and a balanced formula which has been carefully designed for *you*—to give *you* more motoring benefits than any other petrol.



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- 2 Eliminates power loss and damage caused by pinking—by providing the high anti-knock value required for smooth combustion and knock-free power.
- 3 Prevents pre-ignition caused by glowing engine deposits—a new chemical additive prevents the deposits from glowing, eliminates the knock and uneven running that pre-ignition causes.
- 4 Sparking plugs fire better—because the same new additive reduces plug fouling, and adds thousands of miles to useful plug-life.
- 5 ON COLD DAYS—corrects slow starting, engine spitting and sluggish operation—by quicker vaporizing for instant starting, least use of choke and smoothest acceleration.
- 6 ON COOL HUMID DAYS—corrects power loss and stalling—an exclusive additive prevents ice (often formed by evaporative heat loss in the carburetors of most cars in Britain) from suffocating engines idling at traffic stops before they are properly warmed up.
- 7 ON HOT DAYS—corrects hard starting, stalling, and power loss—because improved refinery blending reduces the formation of hot-weather gas bubbles in fuel systems, and so prevents fuel-starvation.
- 8 Saves the power and petrol that gumming can waste—a further combination of additives prevents gumming of carburetor parts and inlet valves.
- 9 Prevents fuel-tank rusting—another exclusive new chemical additive prevents the rusting of petrol tanks by condensation—and so prevents particles of rust clogging carburetor jets.
- 10 Preserves engine tune—exhaustive road testing has shown that New Mobilgas Special keeps modern high-compression engines at peak performance longer—and corrects more troubles on older cars than any other petrol.

No other petrol gives YOU all these benefits

**THERE'S A TUNE UP IN EVERY TANKFUL!**



## PER ARDUA DRIVING TESTS

THE Per Ardua Motor Club's first event since being affiliated to the R.A.C. was held on 23rd May, and took the form of a series of driving tests at the Slough Trading Estate. Despite somewhat gloomy weather and desolate surroundings, the small but enthusiastic entry enjoyed an interesting day. Many were competing in this type of event for the first time, and made some surprising discoveries about the length and width of their cars!

## Results

**Best Performance:** S/L. D. Giles (Triumph TR2).  
**Open Class:** S/L. D. Giles. **Closed Class:** F/L. J. W. Pascoe-Watson (Austin A40).

## WESTBROOK HAY HILL-CLIMB

SATURDAY, 22nd May, saw the second of the hill-climbs held under the auspices of the Herts County Auto and Aero Club at Westbrook Hay, near Berkhamsted. The course has been lengthened by 150 yards since the last meeting, and now incorporates another right-hand corner immediately before the finish. In spite of inclement weather, which kept the course slippery for a considerable part of the day, the meeting was run through without serious detriment to competitors or machinery.

The practice period was enlivened by the efforts of Rust (Cooper), who found the finish banner post inconveniently placed, and Wilcocks, whose Steyr-Allard took exception to hedging and ditching. Fracture of part of this car's front-drive unit rendered it a non-starter.

The unlimited capacity sports car class saw renewed the perennial battle between Parker's Jaguar and Coleman's Jaguette, victory going on this occasion to Parker with 28.28 secs. Especially worthy of mention in this class was Williamson with the old 4½-litre Bentley. This large and, for this course, almost unwieldy machine hurtled up the hill in 29.70 secs., a performance which reflects the greatest credit on its driver.

A disappointingly small entry in the half-litre class was further reduced by the elimination of the Monaco, owing to transmission bother. As things were, Allan Moore took the class in his Triumph-engined J.B.S. The 1½-litre racing category was a Cooper benefit, and victory went, not surprisingly, to Michael Christie. A time of 26.08 secs. for his first run gave him B.T.D. up to that point, but it was bettered by A. E. Marsh in the 2½-litre racing class, with 25.64 secs. On his second run Christie also returned 25.64, whereupon Marsh spoke words of encouragement to his blown Cooper and rushed up the hill in 25.59 secs., gaining B.T.D. and the 2½-litre racing class.

The unlimited racing class was won by J. A. Williamson in the re-bodied Cooper-E.R.A. with 27.44 secs. Stubberfield found the Bugatti a little off-colour, and in spite of his usual masterly cornering was unable to better 28.10 secs.

## Results

D. A. W.

**B.T.D.:** A. E. Marsh (Cooper S), 25.59 secs.

**Best time by Herts County A. and A.C. member:** A. F. Rivers-Fletcher (Cooper), 27.33.

**Sports, up to 1,500 c.c.:** G. Ruddock (Lester-M.G.), 28.49. **1,501-2,500 c.c.:** W. S. Perkins (H.R.G./BMW), 30.37. **Over 2,500 c.c.:** G. Parker (Jaguar), 28.28.

**Racing, up to 500 c.c.:** A. Moore (J.B.S.), 28.52. **501-1,500 c.c.:** M. A. H. Christie (Cooper), 25.64. **1,501-2,500 c.c.:** A. E. Marsh (Cooper), 25.59. **Over 2,500 c.c.:** J. A. Williamson (Cooper-E.R.A.), 27.44.

## COMING ATTRACTIONS

**June 4th/5th.** M.C.C. 4th Whitsun Rally.

**June 4th/7th.** Aix-en-Provence Rally, France.

**June 5th.** West Essex C.C. National Race Meeting, Snetterton, nr. Thetford. Start, 1.30 p.m.

Midland M.E.C. Race Meeting, Silverstone, nr. Towcester.

Omagh M.C. Hill-climb, Syonfin, Co. Tyrone. Start, 2.30 p.m.

Rhyl and D.M.C. Driving Tests, Kinnel Park Camp, nr. Rhyl. Start, 6.30 p.m.

Veteran C.C. Worcester and Malvern Rally.

**June 5th/6th.** Vosges Rally, France.

Chanute A.F.B. Race Meeting, Rantoul, Illinois, U.S.A.

Golden Gate Park Race Meeting, San Francisco, Calif., U.S.A.

**June 5th/8th.** Adriatic Rally, Jugoslavia.

**June 6th.** 13th G.P. of Rome (F1), Italy.

Frontières G.P. (R), Belgium.

Hyères 12-Hour Race (S, T), France.

Circuit of Tangiers (R, S, T), Morocco.

South Wales A.C. Bridgend Hill-climb, Castel Farm Hill, Llan-gynwyd. Start, 4.30 p.m.

Kentish Border C.C. Broadstairs Rally.

**June 6th/7th.** Limousin Rally, France.

Limerick M.C. Circuit of Munster Trial, Eire.

**June 7th.** B.A.R.C. National Race Meeting Goodwood, nr. Chichester. Start, 1.30 p.m.

Cornwall M.R. Ltd. National Race Meeting, Davidstow, Cornwall. Start, 11 a.m.

Half-Litre C.C. National Race Meeting, Brands Hatch, Kent. Start, 2 p.m.

Louth and D.M.C.C. Half-Litre C.C. Race Meeting, Cadwell Park, Lincs. Start, 12 noon.

Jersey M.C. and L.C.C. Hill-climb, Bouley Bay. Start, 3 p.m.

Nottingham S.C.C. Sprint, Ashby-de-la-Zouch, Leics.

Falcon M.C. Speed Trials, Tempsford, nr. Biggleswade, Beds.

**June 7th/11th.** 12th R.S.A.C. Scottish Rally.

## WELSH 12-HOUR RALLY

TUESDAY, 22nd June, is entry closing date for the Hagley and D.L.C.C.'s 9th Welsh 12-Hour Rally, to which are invited members of the Bridgnorth and D.M.C., Herefordshire M.C., M.G.C.C., Shenstone and D.C.C., Vintage C.C., Walsall and D.C.C., and Wolverhampton and South Staffs C.C. This 325-mile event will start from Hagley and Hereford on 26th June, and finish at Ludlow. The Secretary of the Meeting is J. W. Cox, Timberdine, Hyperion Road, Wollaston, Stourbridge, Worcs.

## PETERBOROUGH RALLY

TWENTY-FIVE entrants arrived at Werrington Green on 23rd May to take part in the Peterborough M.C.'s first Navigational Rally for the Banks Trophy. The first section was a regularity test from Werrington via Northborough, Glington, Deeping Gate, Pea-kirk and back down Fox Covert Road to Werrington. On the return to Werrington another route card was issued, and entrants had to find their way through eight checks drawn diagrammatically on this card with the aid of six-figure map references. A time limit was set between each pair of checks, and a penalty of one point per half-minute late or early at a check was levied, while missing a check altogether had really dire consequences.

Perhaps the trickiest section was between Inghorpe and Great Casterton, where the brave (or foolhardy) tried to take a shorter route through a ford which was swollen by the recent rains. Jack Starsmore was one who came to grief here, as the engine of his Ford-Minor stalled; he had to come out with the aid of his self-starter and then wait for things to dry out, losing 43 marks.

## Provisional Results

**J. W. E. Banks Trophy:** Dr. R. M. E. Smith/Dr. Horncastle (Triumph Renown), 10 points lost; 2. G. Woodcock/P. Tyler (Morris Oxford), 14; 3. A. Holliday/H. Lyall (Alvis), 15.

## HEREFORDSHIRE EVENT

ON Thursday, 20th May, the Herefordshire Motor Club held an event especially designed to train members and newcomers in map reading and navigation. The course was approximately 40 miles in length and led through Ivington, Minkland, Kingsland, Lucton, Leinthall Earles, Wigmore, Kinsham and Staunton-on-Arrow to the finish at the "Red Lion" in Pembridge. The 21 competitors were given a list of map references and had to collect certain information at each; there were also two simple driving tests.

## Provisional Results

1. P. P. Roberts/R. Preece (Austin-Healey); 2. K. Postans/A. Phillips (Fiat 500); 3. J. Greenwood/Mrs. Greenwood (Morris 8). **Best all-ladies' crew:** Miss Powell (Morris 8).

More News from the Clubs on page 732

## CLUB FIXTURES

**North London M.C.**—Meeting, 4th June, Cat Inn, Cat Hill, East Barnet.

**Mid-Surrey A.C.**—Meeting, 4th June, Queen Adelaide Hotel, Ewell.

**750 M.C.**—Meetings: 4th June, Royal Thorn Hotel, Wythenshawe; 8th June, Railway Inn, Patchway, Bristol; 10th June, Forest Hotel, Dorridge.

**Bristol M.C. and L.C.C.**—Gymkhana, 5th June.

**Wolsley Hornet S.C.**—Meetings: 5th June, King George Hotel, Doncaster; 7th June, Derby Arms, Upper Richmond Road, Sheen, S.W.15.

**Coventry and Warwicks M.C.**—Open meeting, 7th June, City Arms, Earlsdon.

**Lancs and Cheshire C.C.**—Marshals' meeting, 8th June, Royal Thorn Hotel, Wythenshawe, 8 p.m.

**Lagonda Club (Northern).**—Meeting, 8th June, Roe Cross Hotel, Mottram.

**Guildford M.C.**—Meeting, 9th June, Horseshoes Hotel, Burpham, nr. Guildford.

**Liverpool M.C.**—Meeting, 9th June, Childwall Abbey Hotel, Liverpool.

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

**Surrey S.M.C.**—Meeting, 10th June, Warwick Hotel, Redhill.

**W. Hants and Dorset C.C.**—Meeting, 10th June, Westbourne Hotel, Bournemouth.

**Vintage S.C.C.**—Meetings, 10th June: Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans; Wheatsheaf, Baslow; Bull Hotel, Wrotham; George Hotel, Amesbury.



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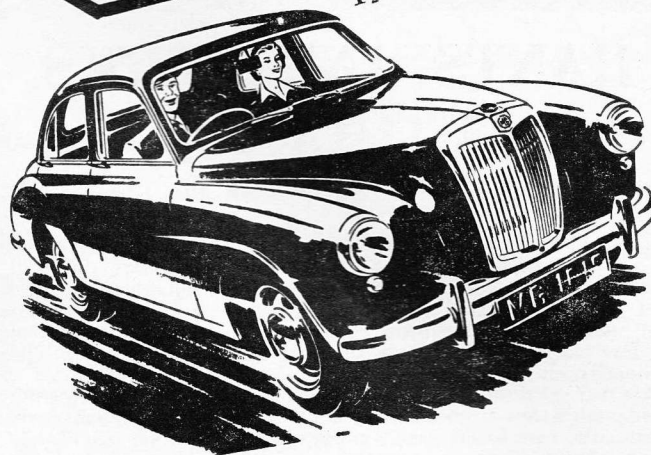
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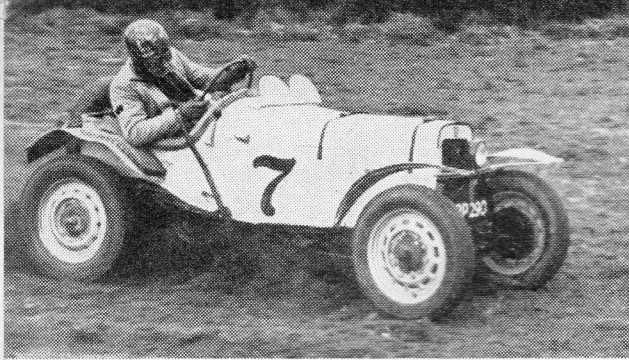
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(Left) On his way to winning yet another Autocross meeting — Norman Overton.

## HANTS AND BERKS AUTOCROSS

Another Overton Success on the Grass

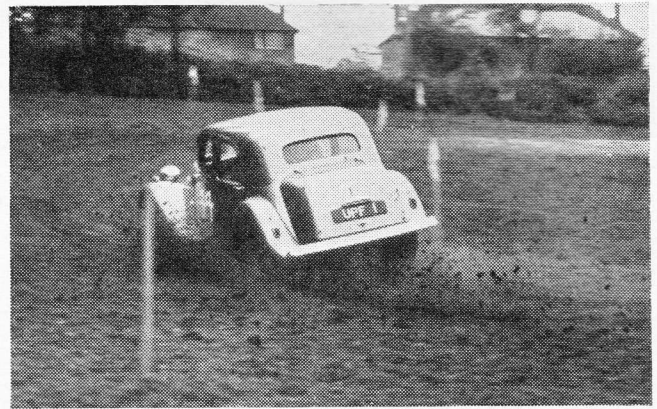
STILL glowing slightly after the success of their Riverside Rally, the Hants and Berks M.C. turned their attention to an autocross meeting on 16th May, on an interesting course near Farley Hill, a few miles south-east of Reading. One kilometre in length, it provided considerable variation in corners and gradient, and with a few improvements may well prove the best so far used for the sport.

A great many interesting points emerged at the meeting—the most notable being the patent unsuitability of the current trials special, as compared with the better types of production cars. The corners soon became loose, of course, and quite a few competitors savaged the straw bales, thus qualifying for the shredded wheat club. The specials were clearly in difficulties with front wheel slides, so were constrained to creep round the corners and use their

acceleration on the straights. But on one fast, downhill leg, which was very bumpy, few drivers except those in softly sprung saloons were able to use all their performance; the specials were, in the main, clipped cautiously down somewhere near the limit of control.

Each competitor had three runs, the best to count, and contact with a course marker disallowed the run concerned. They ran two at a time but starting 10 seconds apart to avoid complaints about baulking. Classes were open and closed, above and below 1½ litres.

Taking full advantage of his ultra light car and previous experience, Norman Overton soon established an unassailable course record of 1 min. 10 secs., and even the supercharged Buckler prototype, driven by Charles Bulmer and W. J. Barlow, could not get closer than two seconds from this time.



PULLING IT ROUND (Above) D. H. Laver (Citroën) goes through the Esses in a shower of earth to win Class 4, for closed cars over 1½ litres.

The most serious challenger was Tony Rumfitt in that extraordinary red device with a 2½-litre Jaguar engine and Bugatti front suspension. In spite of the cruel hammering given to the car by the latter, he approached within half a second of Overton's times.

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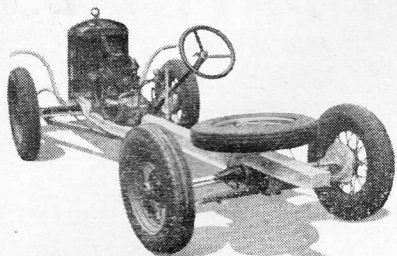
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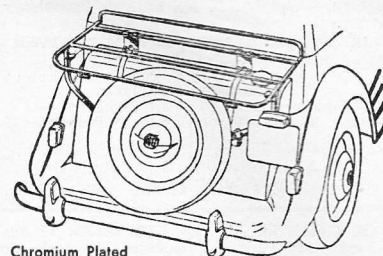
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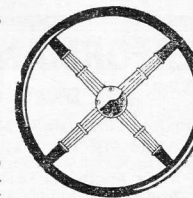
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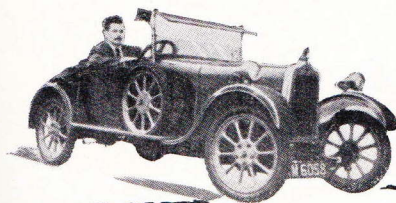
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