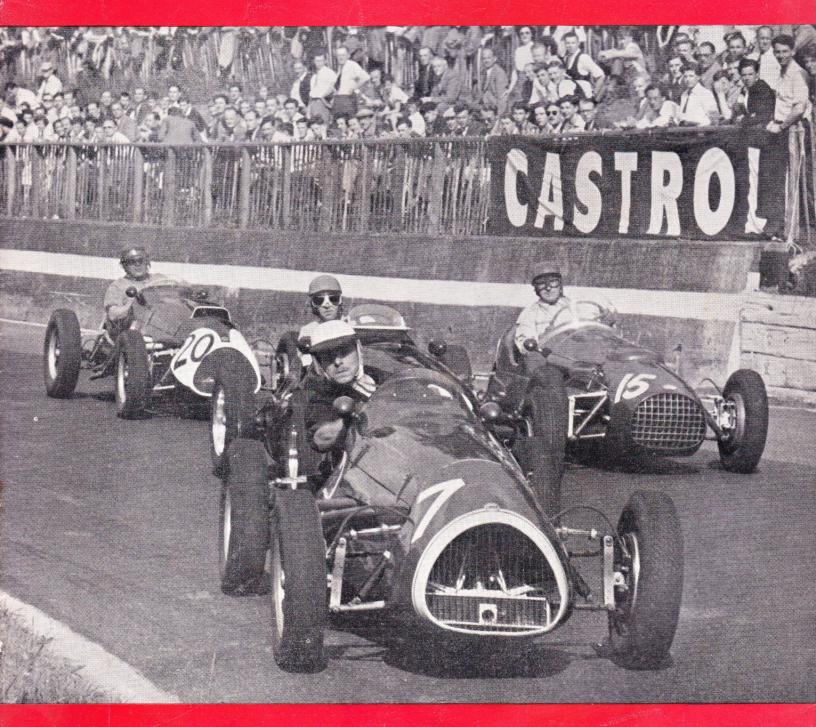
AUTOSPORT

JUNE 25, 1954

FRIDAY

Vol. 8 No. 26

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE



Results prove that Ferodo Anti-Fade Brake Linings are unbeatable. Without a doubt, the reliability and smooth action of these linings give greater safety and driving control under all road conditions.

BELGIUM GRAND PRIX

J.M. Fangio MASERATI

115.95 m.p.h.

2nd M.Trintignant FERRARI

3rd Stirling Moss MASERATI

(Results subject to official confirmation)

FITTED WITH

FERODO

ANTI-FADE BRAKE LININGS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 26

June 25, 1954

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EDITORIAL

THE effect of the undoubtedly ill-timed Austin-Healey withdrawal from Le Mans is now making itself felt, and no matter how the official statement of the reason for the marque's defection was received by the organizers, and by the French Press in general, it is certain that many others share the Austin-Healey viewpoint. The error that the concern made was to enter for the race at all; that is to say, if the views stated in the circularized letter were held prior to the issue of the regulations. No one forced Austin-Healey to enter; the regulations were sufficiently clear for all those concerned to realize that manufacturers were permitted to enter prototypes. By forwarding an application, which was subsequently accepted, Austin-Healey virtually signed a contract of appearance with the Automobile Club de l'Ouest. To withdraw, and issue a statement criticizing the types of car permitted to run was most unwise, and was bound to create ill-feeling. It is more than certain that the Commission Sportive of the F.I.A. will examine this statement, and decide whether or not Austin-Healey had a perfectly valid reason for withdrawing their cars. However, the controversy is well under way, and there is now a very definite move on the part of several interested manufacturers to ask the organizers to draw up a new set of regulations for the 1955 and subsequent Le Mans races, banning prototypes and near-racing cars, and to insist on production, or modified production, cars. This will be difficult; the ever-increasing multitudes which come annually to Le Mans don't care a hoot whether the cars they see are disguised racing cars, or machines which may never be put into proper series production. They come to see motor racing with fast cars, and the faster the better. Naturally, if all manufacturers share the views of Austin-Healey, then the 24 Hours Race will eventually develop into a production car event, or deteriorate into a purely private-entry affair with no holds barred.

This magazine has purposely refrained from commenting on the Mike Hawthorn controversy which has recently received a great deal of publicity, believing that there was a misunderstanding which could quite easily have been cleared up without newspaper headlines and questions in Parliament. However, we feel that we have the vast majority of British motoring sportsmen behind us when we protest against the disgraceful treatment that was handed out to this brilliant young driver upon his arrival in this country as a result of his sad bereavement. British officialdom has nothing about which to be proud, and Autosport hopes that the person or persons who started the original affair will feel thoroughly ashamed of their part in what almost amounts to persecution.

OUR COVER PICTURE

PALACE PARTY: Rodney Nuckey (Cooper-Bristol), Peter Collins (Connaught), Jack Fairman (Turner) and Horace Gould (Cooper-Bristol) storm into Ramp Bend for the Club Trophy Race at last Saturday's Crystal Palace meeting organized by the B.A.R.C.

Bristol recommend Castrol

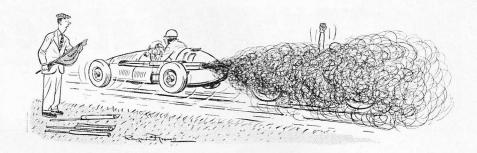




The masterpiece in oils

CARROLL SHELBY is driving his white and blue DB3S Aston Martin at Monza on Sunday in the 1,000 kms. race sponsored by the Supercortemaggiore fuel concern. Graham Whitehead's DB3S is also down to run.

Indianapolis prize money this year totalled a record of \$269,375. Winner Billy Vukovich is better off by \$74,934, a little less than last year's \$89,496 but still—no chicken feed! Amongst his many prizes were the Dodge pace car, a cocker spaniel puppy, a free meal ticket for a year and a 57-piece tool set.

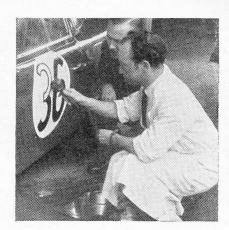


PIT AND PADDOCK

 $M_{\rm AURICE}$ WILLSON has been appointed racing manager to the Gilby Engineering Co., who enter the $2\frac{1}{2}$ -litre Grand Prix, and 2-litre sports Maseratis which Roy Salvadori drives.

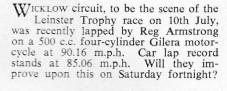
ROYAL SOCIETY OF ARTS has appointed Mr. William Lyons (Jaguar Cars Ltd.), and Sig. Pinin Farina to the distinction of Royal Designer for Industry. The honour, instigated in 1936, has only 38 living recipients.

VERY well-known racing driver, changing from overalls to pants in his lorry at Crystal Palace, overlooked the fact that lorries have glass windscreens—much to the delight of the many folk in the Paddock Bar.



NIGHT NUM-BERS: (Above) Marcel Becquart watches the new luminous numbering, used for the first time at Le Mans, being applied to his Frazer-Nash.

RACE REQUI-SITES (below) as laid out for each of the Jaguars, include spare bulbs and fuses, wire, insulating tape, spare piping and a variety of tools.



ENLARGED version of the B.P. Phrase Book, extremely handy for motorists going abroad, is now available, just for the trouble of sending a post-card to Touring Service, Shell-Mex and B.P., Ltd., Strand, London, W.C.2.

LATEST Castrol lubrication chart is for the Ford Popular. Size is 22 ins. x 17 ins., just right for the garage wall. Charts are free on request to Castrol Chart Library, 46 Grosvenor Street, London, W.1.

Van-wall special, enlarged to $2\frac{1}{2}$ litres, will probably be driven at Rheims by Peter Collins.

AUTOSPORT Souvenir sets of Le Mans photographs taken by George Phillips are now available at one guinea per set of eight 8 in. x 6 in. prints. See panel on page 832 for further information.

THE Owen Organization have now taken delivery of their $2\frac{1}{2}$ -litre Grand Prix Maserati. The car is entered for the French G.P., with Ken Wharton as driver.

SCOTLAND'S two International hillclimbs, Bo'ness and Rest-and-be-Thankful, take place to-morrow and Saturday week respectively. B.R.M. appearances are hoped for, but in any case Ken Wharton will doubtless attend to defend his records at both venues.



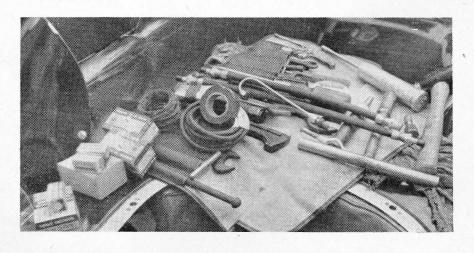
FLEUR DU MANS: Not a floral bouquet, but a bunch of plombeur's seals on a pit counter at Le Mans.

A IX-LES-BAINS race, listed as a Formula 1 affair in the Calendar, will actually be a Monomill circus affair.

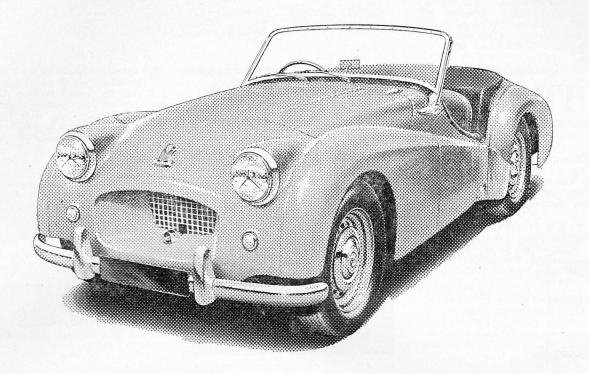
Mercedes-benz have wired an entry to the B.R.D.C. of one Formula 1 racing car for the British Grand Prix. Driver will be Fangio, reserve Kling.

 $R_{\mbox{ declined to accept the Ecurie Ecosse}}^{\mbox{ HEIMS}}$ 12 Hours race organizers have declined to accept the Ecurie Ecosse Jaguar entries.

Taunus of Cologne—German for Ford
—are producing a four-speed gearbox
for their 12M saloon, equivalent to the
British Anglia.



TRIUMPH at Le Mans



A stock model Triumph T.R.2 Sports Car privately owned and driven by E. B. Wadsworth and R. Dickson completed the Le Mans 24 hour race—

Distance covered 1,804 miles.

Average speed 74·71 m.p.h. for 24 hours.

PETROL CONSUMPTION 34·688 m.p.g.

58 starters—Triumph T.R.2 finished 15th.

(Subject to official confirmation)

Price: £625 (P.T. £261 10s. 10d.)

TRIUMPH T.R.2 SPORTS

TRIUMPH MOTOR COMPANY (1945) LIMITED, Subsidiary of The Standard Motor Company Ltd., Coventry.

PORTS-NEWS

FRENCH G.P. PROSPECTS

ALTHOUGH there is still doubt about Mercedes-Benz and Lancia participation at Rheims in the G.P. de l'A.C.F. on 4th July, firm entries of four cars each have been received from Ferrari, Maserati and Gordini. Gonzalez, Farina, Hawthorn and Trintignant are nominated by Ferrari; Marimon, Mières, Mantovani and Musso by Maserati; and Behra, Simon and two unnamed, Gordini.

From Britain go Moss, Salvadori and Wharton with Maseratis; Macklin (H.W.M.), and the Van-Wall Spl., driver Macklin Peter Collins. Independent Continental entries include Rosier and Manzon in French-owned Ferraris, Jacques Swaters of Belgium, also Ferrari-mounted, Bira and Schell (Maseratis).

Should Mercedes-Benz finally decide to take part, their three car, to me would

take part, their three-car team would comprise Fangio, Kling and Herrmann,

with Lang and Riess as reserves. There is no confirmation currently that Lancia will compete. It is said that the new V8 Grand Prix car has not as yet reached raceworthiness. Ascari, Villoresi and Castellotti are potential drivers, but whether they will be seen in action at Rheims on 4th July is very doubtful at present.

G.P. de l'A.C. de F.
Ferrari: Gonzalez, Trintignant, Hawthorn, Farina, Rosier, Manzon, Swaters.
Maserati: Marimon, Mières, Mantovani, Moss, Musso, Wharton, Salvadori, Schell.
Mercedes-Benz: Fangio, Kling, Herrmann (reserves, Lang Riese)

Mercedes-Belle Fallsto, Asims, Allens, Riess).
H.W.M.: Macklin.
Van-Wall Special: Peter Collins.
Gordini: Behra, Simon, Pollet, X.

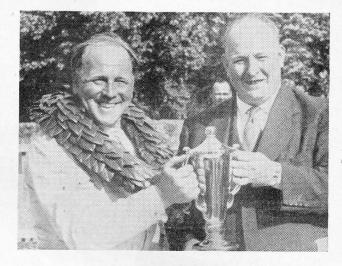
RHEIMS ENTRIES 12 Hours Race

12 Hours Race

Up to 750 C.C.: D.B.-Renault (2); D.B.-Panhard
(3); Renault (J. L. Rosier); Renault (G. Michel);
Monopole (2); Panhard: Chancel/Chancel, Cotton/
Beaulieu, Pailler/Dewez.
751-1,600 c.c.: Gordini (1); D.B.-Panhard
(supercharged); Borgward: Brudes, H. H. Hartmann;
Porsche (2); Osea: Seidel/X, Collange; Peron;
Porsche: Flower/Llewellyn, Einseidel/Friderichs,
1,601-2,000 c.c.: Gordini Behra/Simon; Bristol:
Keen/Line, Wilson/Mayers, Wisdom/Fairman;
Constantin (5): Mouche/Poch; Ferrari: Picard,
Rubirosa/Legonie, Maserati: G. Monneret/J. Monneret, Estager/Michy; Roboly; Sparken; Tomasi/
Lopez; Osea: Louis Chiron; Frazer-Nash (2).
Over 2 litres: Ferrari (2, 4,9-litre); Jaguar: Rolt/
Hamilton, Moss/Walker, P. Whitehead/Wharton,
Manussis/Dunham; Gordini (2, one supercharged);

the major race at the Palace last Saturday in his $2\frac{1}{2}$ -

LAURELS—and the Crystal Palace Trophy for Reg Parnell, here receiving his reward from Chairman of the L.C.C. Parks Com-mittee, Mr. A. J. Kemp, after winning litre Ferrari.



Cunningham: Spear/Cunningham, Walters/Fitch; Ferrari: Rosier/Lucas, Masten Gregory/Lance Mack-Walters/Fitch; lin; Talbot: Levegh/Fayen.

OPORTO G.P.

NEXT Sunday's G.P. of Oporto for sports cars in Portugal has attracted sports cars in Portugal has attracted an official Lancia entry, despite the counter-attractions of the 1,000 kilometres Supercortemaggiore G.P. at Monza on the same day. Drivers will be Ascari, Villoresi and Castellotti. One or more 4.9-litre and several smaller capacity Ferraris are expected to compete. Following the Le Mars traubles. pete. Following the Le Mans troubles, no David Brown entries for Oporto will materialize.

THE SPORTS CAR CHAMPIONSHIP

WITH victories in the Buenos Aires 1,000 kms. race and the Le Mans 1,000 kms. race and the Le Malis 24 hours, the Italian marque Ferrari is leading in the 1954 World Championship for sports cars with 22 points. Runners-up with 14 pts. are Lancia, winners of the Mille Miglia and second at Sebring; third come Jaguar (9 pts.) and fourth Osca, winners of the Sebring 12 Hours, with 8 pts. Maserati follow (5 pts.) and Aston Martin and Cunningham each have 4 pts. Next qualifying event will be the Nürburgring 1,000 kms. race in Germany on 29th August.

SPORTS CARS AT AMIENS

This year's Prix de Picardie meeting on the Amiens circuit included no Formula 3 race as on previous occasions

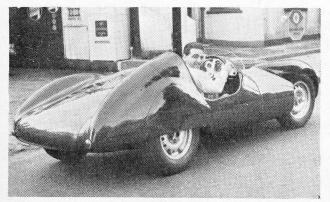
but comprised, instead, two sports car races and a touring class event. Fastest winner of the day was the promising young Jacques Pollet in a Gordini, who headed the Jaguar XK 120C of the Dutchman Hans Davids, and Estager (Maserati) in the 109-mile unlimited sports class.

Olivier (Porsche), Collange (Osca) and Lucas (D.B.) were first, second and third in the 1,500 c.c. sports event, while a Dutch driver of a 1,900 Alfa Romeo, Heidemdahl, won the touring car race from a Renault and a Simca.

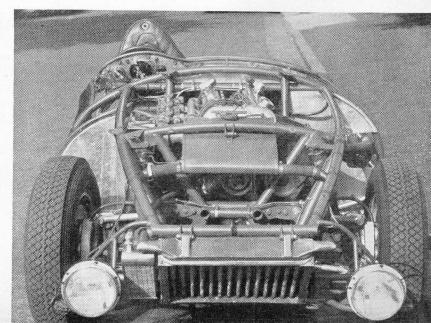
SWEDISH RALLY OF THE MIDNIGHT SUN

ANOTHER Porsche rally victory was scored last week, when the Swede Karl Gunnar Hammarlund won the Rally of the Midnight Sun, Sweden's qualifying event in the European Touring Championship of 1954. Fellow Scandinavians Kjellstroem (Porsche), Andersson (Alfa Romeo), Borgefors (Porsche), Bergstrom (Ford) and Wernersson (Fiat) were next to finish, their intimate knowledge of local terrain paying dividends. Next home, taking eighth place, was the first foreigner, Heinz Meier, of Germany, in his works DKW.

The Ladies' Cup went to Mrs. Greta Molander and Helga Lundberg, of Norway, driving a DKW. Penalizations on the road during this event were few, placings being largely decided on the special braking and acceleration tests.



COOPER-CUM-JAGUAR: John Cooper in Peter White-head's new sports car with $3\frac{1}{2}$ -litre XK 120C Jaguar engine in a Cooper-built multi-tube chassis. The driving position, it will be noted, is very off-set.





CRYSTAL PALACE B.A.R.C. CLUB TROPHY RACE

1st COOPER

L. LESTON

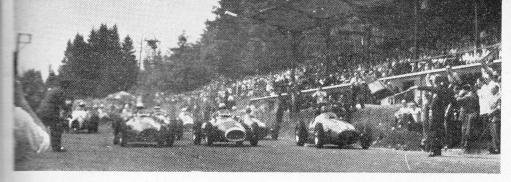
3rd COOPER-BRISTOL R. Y. NUCKEY

(Subject to official confirmation)

Also using **SHELL** fuel

You can be sure of





FANGIO RETURNS!

Argentinian Champion Wins Belgian Grand Prix for Maserati—Stirling Moss Third

Three great Grand Prix drivers made their return to the wheel in last Sunday's Belgian Grand Prix race on the long and very fast wooded circuit of Spa-Francorchamps. One of them was Juan Manuel Fangio, who has signed up with Mercedes-Benz to drive their new G.P. car, but who drove a Maserati again for the first time since he won the Argentine G.P. in January. And Fangio celebrated his return by a rousing win at a record speed of 115.06 m.p.h.

Dr. Giuseppe Farina, injured in the Mille Miglia in a 4.9-litre Ferrari, made his return to a Grand Prix car, although his right arm is still far from fully recovered. It was not his lucky day, for he retired his 1954 short-wheelbase Ferrari after 15 laps. Nor did fortune smile on Mike Hawthorn, back to racing after the accident at Syracuse. His Ferrari, of 1953 type, began to leak exhaust fumes into the cockpit when in second place. On the 19th lap, at half-distance, Mike brought his car into the pits and collapsed in the cockpit. He was relieved by Froilan Gonzalez, whose own car was already in the dead park, and who brought Hawthorn's home into fourth position.

The race was sensational from the start. Fifteen cars formed up on the grid, and an over-taut Gonzalez in one of the ugly side-tanked 1954 Ferraris, was extremely rapid off the mark, beating the flag. His was a vain effort, however, for the Ferrari broke a piston and was out on the first round. Roberto Mières's Maserati caught fire within sight of the start, while on that same disastrous opening round Jacques Swaters retired his yellow Ferrari, and Marimon brought a stammering Maserati in for plugs.

Meanwhile Farina was out in front in the second 1954 Ferrari, lapping at over 112 m.p.h. from a standing start, Fangio lay a very threatening second and Hawthorn was third. Fangio closed right up on Farina, passing on lap 3, the Italian and the Argentinian thereafter waging a terrific duel. Retirements came thick and fast. Marimon dropped out after three laps, Behra (Gordini) after 11 with a broken torsion bar mounting, and Paul Frère in a second Gordini shortly after with rear axle trouble. The Ferrari/Maserati struggle for the lead came to an end after 14 laps, when Farina's rear axle gave out and "Nino" disgustedly retired.

Fangio went on to a clear lead, but Ferrari had further misfortunes when Mike Hawthorn, lying a gallant second despite a broken exhaust system which was discharging sickening heat and fumes into the cockpit, pulled in after 19 laps, to faint over the wheel. Mechanics dragged him out, and Froilan Gonzalez took over the car, only to return after a lap for repairs to the pipe.

Stirling Moss was going strongly in his pale green Maserati, now holding third place behind Fangio and Trintignant. The masterly Fangio had the situation completely under control, and lay well over a minute ahead of the first Ferrari. The field by now was drastically reduced, such is the gruelling

TWO SOUTH AMERICANS and one Italian—Fangio, Gonzalez and Farina, occupy the front row at the start. Despite his injured arm, not yet healed after the Mille Miglia crash, Farina led Fangio for the first three laps.

driving, crossed the finishing line winner of his second Belgian Grand Prix, with the fastest lap to his credit, at a dizzy 119.01 m.p.h., closely approaching his 1951 lap at 120.51 m.p.h. in the supercharged 1½-litre Alfa Romeo.

Trintignant was second for Ferrari and Moss a magnificent third in an independent Maserati. Only seven cars sur-

vived the 320-mile race.

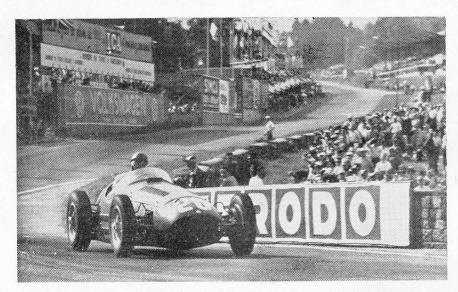
BELGIAN G.P.

Provisional Results

1, J. M. Fangio (Maserati), 36 laps, 316.29 miles, in 2 hrs. 44 mins. 42.4 secs., 115.06 m.p.h.; 2, M. Trintignant (Ferrari), 2 hrs. 45 mins. 6.6 secs; 3, **S. Moss** (Maserati), 35 laps, in 2 hrs. 46 mins. 9 secs.; 4, **J. M. Hawthorn/J. F.** Gonzalez (Ferrari), 2 hrs. 46 mins. 25.2 secs.; 5, A. Pilette (Gordini), 2 hrs. 48 mins. 25 secs.; 6, Bira (Maserati), 2 hrs. 49 mins. 7.7 secs.; 7, Mantovani (Maserati), 34 laps in 2 hrs. 48 mins. 26.1 secs.

Fastest lap: Fangio, 4 mins. 25.5 secs.,

119.01 m.p.h.



FIRST at more than 115 m.p.h. was Juan Manuel Fangio (above), driving a Maserati for the first time in six months. He is seen here at Eau Rouge.

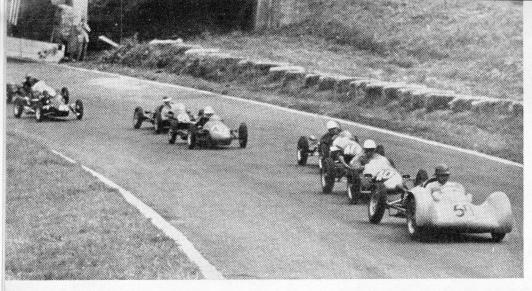
THIRD was Stirling Moss (right), continuing his successful career with a privately owned car of the same marque.

effect of the ultra-fast Spa circuit. Gonzalez was making one of his celebrated "save the day" efforts in Hawthorn's Ferrari, having lost much time while repairs to the exhaust system were effected. He first caught Bira's Maserati, then passed Pilette in the sole surviving Gordini, to occupy fourth place.

viving Gordini, to occupy fourth place.

Mantovani's Maserati was a bad seventh and last after delays; Trintignant now began speeding up, but Fangio, apprised by his pit, kept the Frenchman an adequate distance behind to the end. So Fangio, after 2\frac{3}{4} hours of wonderful





PARNELL'S DO

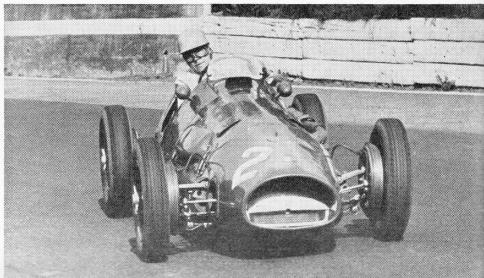
Don Beauman (Connaught). Bill White-house (Connaught), Beauman and Fairman had a three-cornered battle, with Beauman gradually edging further ahead, and drawing ever closer to Nuckey. Somervail (Cooper-Bristol) ran out of road, and Don Bennett retired his Cooper-Vincent. Beauman came within 3 secs. of Nuckey, but just could not catch the well-driven green Cooper-

COMBAT: (above) Bicknell (Revis) leads Keen (Cooper), Bueb (Cooper), Westcott (Kieft), Taylor (Staride) and Parker (Kieft) at the start of the exciting F3 race which Bicknell won.

RAMP DRIFT: (right) Reg Parnell with his Ferrari at Ramp Bend.

Last Saturday's B.A.R.C. meeting at the Crystal Palace, attracted a crowd of about 20,000, who watched some exciting racing, held for the most part in brilliant sunshine. Practising had given promise of even higher speeds than at previous meetings; in the over 500 c.c. racing category, Don Beauman (Connaught) clocked 1 min. 7.6 secs. (74.02 m.p.h.), an unofficial circuit record, whilst new figures for F3 and sports cars respectively were established by Eric Brandon (Cooper), with 1 min. 9.2 secs. (72.31 m.p.h.), and Roy Salvadori (Maserati), with 1 min. 12.2 secs (69.31 m.p.h.). Unfortunately, Peter Scott-Russell crashed with his Frazer-Nash, escaping injury but badly damaging the car; Salvadori had the de Dion tube fracture on his G.P. Maserati and was a non-starter.

Heat 1 of the Crystal Palace Trophy Race saw a runaway win for Reg Parnell (2.5 Ferrari), chief interest centring on the battle for second place. Les Leston, in his little Cooper-J.A.P. grimly held on behind Parnell, but was overtaken on



lap 6 by Peter Collins, driving Rob Walker's Connaught, with Horace Gould (Cooper-Bristol) in fourth place. Parnell set up a new circuit lap record with 1 min. 7 secs. (74.69 m.p.h.)—one second better than Salvadori's old figures.

Rodney Nuckey (Cooper-Bristol) led all the way in Heat 2, followed by Jack Fairman (Turner), Paul Emery (Emeryson), C. D. Boulton (Connaught) and

Bristol, and Fairman dropped back behind Big Bill Whitehouse.

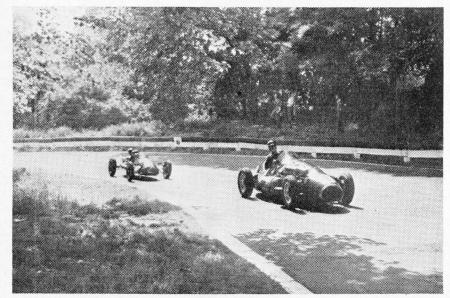
The first Formula 3 race was a 10-lap sizzler. With Reg Bicknell (Revis) out in front, and in complete command of the situation, there developed a most fantastic squabble for second place, involving no less than five cars; noses were bent, tails bashed and there was fist-shaking and all the ingredients of a Continental free-for-all. For several laps, Eric Brandon (Cooper) led the thundering herd of Ivor Bueb (Cooper), Don Parker (Kieft) and Mike Keen (Cooper), with Don Taylor (Staride) also joining in the fun. The unlucky Leston lost a lap at the start, when he came in to check his steering.

his steering.

Behind Bicknell, places chopped and changed with remarkable rapidity. Bueb forced his way past Brandon, whilst Parker vainly tried to shake off Keen. At every corner, the Kieft driver tried to wiggle a way through the tightly packed mass; once or twice he did get in front, to be re-passed immediately. Further back there was another ding-dong, featuring five more cars, led by Tyrrell (Cooper) and Westcott (Kieft), with Stuart Lewis-Evans (Cooper) also joining in, worried by Nuckey (Cooper) and Mackenzie-Low (Cooper).

The pack never let up till the

The pack never let up till the chequered flag; Bicknell crossed the line almost unnoticed, as all eyes were for the dog-fight. Down New Link they came, one solid mass; a silver car weaved its way through—it was Keen, about a coat of paint in front of Bueb. Parker made a last effort, but had to be content with fifth place, behind Brandon but



GOT 'IM: Les Leston (Cooper-J.A.P.) about to pass Don Beauman (Connaught) at North Tower Crescent, to take the lead in the Club Trophy Race.

BLE ACT AT THE PALACE

Ferrari Driver Wins Heat and Final of Trophy Race at B.A.R.C. Meeting-Lap Records Fall-Victories for Bicknell (Revis), Salvadori (Maserati), Hall (Cooper), Leston (Cooper) and Nuckey (Cooper-Bristol)

ahead of Taylor. During this exciting race, Bicknell set a new F3 circuit record

of 1 min. 9.2 secs. (72.31 m.p.h.).

The second F3 race was a gift for Jimmy Hall (Cooper) of the Border Reivers, who was never troubled for the entire 10 laps. However, once again there was a grim combat for second spot, featuring A. V. Cowley (Cooper), John Brown (Staride) and H. W. Walker (Walker Spl.)—two yellow cars, and one blue machine. Cowley managed to keep ahead—only just—as a fifth of a second separated him from Brown, with Walker a second behind. "Pop" Lewis-Evans oiled a plug on the line, the cars being kept rather too long under starter's orders, and set off more than a lap to the bad.

again. Leston eventually crossed the line 4.1 secs. ahead of the Connaught, with the Cooper-Bristol less than half a second behind. Leston did fastest lap in 1 min. 8.4 secs. (73.16 m.p.h.), Jimmy Hall (Cooper-Bristol) and Graham Whitehead (E.R.A.) battled merrily for lap after lap, honours finally going to the Border Reivers driver.

Now came a rather poorly supported sports car race. Alan Brown (Cooper-Bristol) and Roy Salvadori (Maserati) set off in front, but on lap 1 C. A. S. Brooks (Frazer-Nash) came between them, with Salvadori just ahead. Then, seemingly from nowhere came a green bullet—the Lotus. This incredible machine went past the three leaders as if they were standing still, and on lap 2 Colin Chapman swept



COLLINS IN A CONNAUGHT: Peter Collins in Rob Walker's Connaught at Ramp Bend.

A dozen cars contested the Club Trophy Race (1,500 S and 2,000 U/s). Beauman (Connaught) made a real G.P. (Italian style) start, followed by Leston (Cooper-J.A.P.), Nuckey (Cooper-Bristol) and Boulton (Connaught). Peter Collins (Connaught) made a faltering start, and set off on three cylinders, only to come in after one lap, do one more, and then

Beauman and Leston had a proper set-to, but the little Cooper rocketed ahead on lap 3; Nuckey took Boulton, who was also overhauled by Bill Whitehouse (Connaught). Beauman, driving like a veteran, never gave up trying to catch the little green projectile, but Leston was in irresistible form and his car had the edge on the 2-litre machine out of the corners. Nuckey came through to challenge Beauman, fell back again and became involved with Whitehouse, then closed up on Beauman

down Ramp Bend three seconds ahead of Salvadori. Further and further ahead went the M.G.-powered car; Salvadori could do nothing about it, despite the far greater power of his 2-litre Italian car. Then land and the Meanting and Then, lap 4, and the Maserati came through in the lead; the unlucky Chapman had sheared a half-shaft. theless, during his brief but meteor-like progress, he sent the sports car lap record for a Burton with 1 min. 10.5 secs. (70.88 m.p.h.)—2.4 secs, better than the existing figures!

Salvadori went on his winning way; slowed momentarily by Giles's TR2 Triumph at North Tower Corner; Brown came up to within a few yards of the Italian car, but had not the speed to catch it to the finish. Brooks gained a comfortable third place.

Twelve cars lined up for the final of

CRUCIAL MOMENT: Well in the lead, and having just broken the sports car lap record, Colin Chapman's astonishing Lotus-M.G. breaks a half-shaft on Park

the Trophy race, with Parnell, Collins, Nuckey and Leston occupying the front row. Parnell streaked away, with Leston on his tail, but the little Cooper failed to survive a lap, the engine locking up solid with all the signs of a broken crankpin. It was easy for Parnell; the Derby man was never pressed, and stayed far enough ahead to win by over 5 secs. from Peter Collins. Nuckey held third place for seven laps, then was overwhelmed by the irrepressible Beauman; Whitehouse also took the Cooper-Bristol to give Connaughts 2-3-4. Gould (Cooper-Bristol), well up in the opening laps, gradually fell back to sixth place. Fairman (Turner) retired on lap 3 with gearbox bothers, and Whiteaway's 2.5 H.W.M. also fell by the wayside. Parnell equalled his own course record, and by a curious coincidence returned exactly the same time for the 10 laps as he did in the first heat!

Results

Crystal Palace Trophy Race

Crystal Palace Trophy Race

Heat 1: 1, Reg Parnell (2.5 Ferrari), 11 mins, 26.6 secs., 72.94 m.p.h.; 2, Peter Collins (2.0 Connaught), 11 mins, 35.6 secs.; 3, Les Leston (996 Cooper-J.A.P.), 11 mins, 38.4 secs.; 4, Horace Gould (2.0 Cooper-Bristol); 5, E. N. Whiteaway (2.5 H.W.M.); 6, M. F. Young (Connaught).

Heat 2: 1, Rodney Nuckey (2.0 Cooper-Bristol), 11 mins, 36.2 secs., 71.90 m.p.h.; 2, Don Beauman (2.0 Connaught), 11 mins, 40 6 secs; 3, Bill Whitehouse (2.0 Connaught), 11 mins, 49 secs.; 4, Jack Fairman (2.0 Turner); 5, C. D. Boulton (2.0 Connaught).

Final: 1, Parnell, 11 mins. 26.6 secs., 72.94 m.p.h.; 2, Collins, 11 mins. 31.8 secs.; 3, Beauman 11 mins. 43.6 secs.; 4, Whitehouse; 5, Nuckey; 6. Gould.

Club Trophy

1, Leston, 11 mins, 38.6 secs., 71.69 m.p.h.; 2, Beauman, 11 mins, 42.8 secs.; 3, Nuckey, 11 mins, 43.2 secs.; 4, Whitehouse; 5, Hall (Cooper-Bristol); 6, G. Whitehead (E.R.A. S).

1. Roy Salvadori (Maserati), 12 mins. 22 secs.. 67.44 m.p.h.; 2, Alan Brown (Cooper-Bristol), 12 mins. 23.2 secs.; 3, C. A. S. Brooks (Frazer-Nash), 12 mins, 30.2 secs.; 4, A. P. O. Rogers (Cooper-Bristol); 5, T. T. Kyffin (Cooper-Bristol); 5, D. E. Howard (H.W.M.-Alta).

Formula 3

Race A: 1, Reg Bicknell (Revis), 11 mins. 50.2 secs., 70.48 m.p.h.; 2, Mike Keen (Cooper), 11 mins. 53.8 secs.; 3, Ivor Bueb (Cooper), 11 mins. 54 secs.; 4, Eric Brandon (Cooper), 11 mins. 54 secs.; 5, Don Parker (Kieft), 11 mins. 55 secs.; 6, D. Taylor (Staride), 11 mins. 56.4 secs.

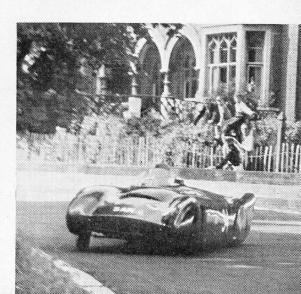
Race B: 1, J. K. Hall (Cooper), 12 mins. 2.8 secs.; 2, A, V. Cowley (Cooper), 12 mins. 10.8 secs.; 3, J. Brown (Staride), 12 mins, 11 secs.; 4, H. W. Walker (Walker Spl.), 12 mins, 12 secs.; 5, C. Allison (Cooper); 6, A. E. Elliott (Cooper).

New Records

Course Record: Parnell (Ferrari), 1 min. 7 secs., 74.69 m.p.h.

Sports Cars: Chapman (Lotus-M.G.), 1 min. 10.6 secs., 70.88 m.p.h.

Formula 3: Bicknell (Revis), 1 min. 9.2 secs.,



THE Shelsley Walsh hill-climb, staged last Sunday in beautiful weather by the efficient Midland Automobile Club, was made even more glorious by a record 36.58 secs. climb by the inimitable Ken Wharton. It was particularly fitting that this record should go to an E.P. A. which this record should go to an E.R.A., which marque celebrates its coming-of-age this

year.
S. Boshier-Jones rang up the curtain with a finely judged Kieft climb of 41.5 secs., while Mervyn Kearon produced a lively 42.46. Les Leston's very urgeful Cooper snaked under the finish banner, but his 42.21 secs. did not improve on Boshier-Jones's time. Austen May seemed to lose a final drive at the start line, while E. J. Moor's Wasp stopped buzzing beyond Kennel Bend.

Michael Christie brought to the line the blown Cooper which Peter Bell owns the blown Cooper which Peter Bell owns and which George Boyle has breathed upon. He was not under way for more than 38.26 secs., but the record-holding blown Cooper was flung to the finish by Ken Wharton in 37.89. Ken Flint found the "Remus" E.R.A. a handful and a third blown Cooper, handled by Tony Marsh stalled on the line. The neathy

Marsh, stalled on the line. The neatly prepared unblown Cooper driven by the Hon. E. G. Greenall returned 38.88, but

AT HOME: Both Ken Wharton and his newly ac-quired ex-Mays E.R.A. are in-timately timately quainted with the slopes of Shelsley Walsh, as shown by their new record of 36.58 secs.



SHELSLEY IN SUNSHINE

Rupert Instone seemed somewhat unhappy with the gear-lever on C. Randall's supercharged Djinn, returning 41.16. In his unblown Cooper, Michael

41.16. In his unblown Cooper, Michael Christie had a hectic moment in the Esses, from which a brilliant recovery gave him a time of 38.66 secs.

A new class at Shelsley, for sports cars of 1,101 c.c. to 1,500 c.c., was led off in sprightly fashion by Michael Anthony, with 43.62 from his Lotus. But Gerry Ruddock brought out his Lester-M G and in a climb which was Lester-M.G. and, in a climb which was marked by excellent judgment, established a new class record of 42.83 secs. Tony Marsh came out in his rather special Dellow, but was almost 6 secs. slower than Ruddock.

R. Gibson reintroduced the racing cars, and although the Cooper-Bristol brought back the authentic noises of the clan, his time was only 0.7 secs. better than that of the astonishing Ruddock. AND WHARTON IN R4D

Hill-Climb Champion Breaks Record with Famous ex-Mays 2-litre E.R.A.

Sir Clive Edwards's H.R.G. spluttered Sir Clive Edwards's H.R.G. spluttered its way to the Crossing before making a return to base, to leave room for Jim Berry, who took the red E.R.A. Special up in 45.42. Peter Stubberfield bettered 40 secs. by 0.4 in his monoposto Bugatti, and in the Peter Bell E.R.A. Michael Christie returned a powerful 38.69

There was a hush on the hill when Ken Wharton was announced with the

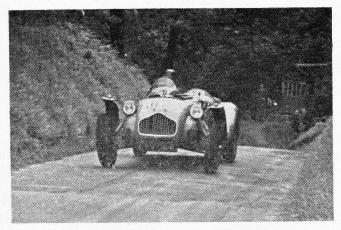
Ken Wharton was announced with the blown, 2-litre E.R.A. Watched by ex-owner Raymond Mays, Wharton settled R4D on the line, and from a stupendous start placed the famous car to the last inch. Wonderful in approach, brilliant through the Esses, he took this car to

the finish in a climb which will be remembered not only for the record it made, but for the perfection of its line throughout the 1,000 yards of the Worcestershire hill.

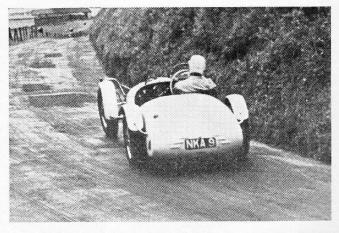
What a pity that the commentator did not announce this record in time for the crowd to show its immediate and will-

ing appreciation.

This inspiring effort was followed by one no less praiseworthy in its way, for Tony Crook drove his sports Cooper-Bristol in the racing class to record 41.35 secs. A second new class was the $1\frac{1}{2}$ -litre to $2\frac{1}{2}$ -litre category, which Dr. Osborn opened with a Triumph TR2—the first to appear at Shelsley. J. E.



FORE-VIEW: Cyril Wick (Cadillac-Allard) charging up the famous Worcestershire gradient when winning the over $2\frac{1}{2}$ -litre racing class in 40.63 secs.



AFT-VIEW: The 1,498 c.c. Fiat-BMW of D. A. Hosking clocked 46.42 secs., 4th in its class to two Lesters and a

Byrnes's Kieft-Bristol returned 44.92 before making way for three more Triumphs, of which R. B. James's was fastest in 47.05. But it was Crook who took the class with a determined 40.75

In the over $2\frac{1}{2}$ -litre sports class, it was to E. P. Scragg's Alta-Jaguar that the honours went. The car, now fitted with Weber carburetters and a front-end roll bar, handled well to return 40.98 secs. on its first run. A. G. Pitts gave a most invigorating display in his $4\frac{1}{2}$ -litre blown Bentley, but Cyril Wick met trouble, for he lost his final drive immediately after a colossal get-away. Another Allard (Cadillac) driven by R. K. Darby clocked 41.71 secs. to gain second place, with third spot for de Larrinaga's similar car.

Several improvements took place on the second runs: Boshier-Jones again set the pace with 40.73 secs., but Leston replied with a time of 40.70 secs., which not only won the class but made a new gave a very fine 37.73 secs. for its second run, but Wharton rested on his laurels and did not improve his previous had the appalling bad luck to break a chain on the finishing straight, while Scragg jammed his gearbox and lost his lower ratios.

To round off the day, Raymond Mays took his old E.R.A. up the hill in a

Formula 3 record; the Peter Bell Cooper time; Tony Marsh, determined to make up for earlier errors on the start line, drove superbly in a time of 37.71. No less could be said of Bertie Bradnack, who was going like a bomb until he who was going like a bomb until he

hatless but quite impressive run before handing it back to Wharton, who then did an ascent d'honneur and returned to the Esses for a presentation at the hands of Raymond Mays. A few happily chosen words from all concerned, and a memorable Shelsley Walsh was over.

WILSON ROGERS.

Provisional Results

B.T.D. (Shelsley Plaque): 1, K. Wharton (1,980 E.R.A.), 36.58 secs. (New Hill record); 2, M. A. H. Christie (1,980 E.R.A.), 37.50 secs.; 3, A. E. Marsh (1,100 Cooper), 37.71 secs.

B.T.D. by a Sports Car (M.A.C. Challenge (rophy): T. A. D. Crook (1,971 Cooper-Bristol),

Racing Cars

Up to 500 c.c.: 1, L. Leston (Cooper), 40.70 secs.; 2, D. Boshier-Jones (Kieft), 40.73 secs.; 3, C. G. Arengo (Arengo), 41.67 secs.

501-1,500 c.c.: 1, M. A. H. Christie (Cooper), 37.73 secs.; 2, K. Wharton (Cooper), 37.89 secs.; 3, Hon. E. G. Greenall, 38.22 secs.

1,501-2,500 c.c.: 1, P. J. Stubberfield (Bugatti), 39.47 secs.; 2, T. A. D. Crook (Cooper-Bristol), 40 secs.; 3, J. B. Norris (Alta Spl.), 40.38 secs.

Over 2,500 c.c.: 1, C. Wick (Cadillac-Allard), 40.63 secs.

Sports Cars

1,101-1,500 c.c.: 1, G. A. Ruddock (Lester-M.G.), 42.83 secs.; 2, M. Anthony (Lotus), 43.62 secs.; 3, J. H. Greenwood (Lester-M.G.), 45.95 secs.

1,501-2,500 c.c.: 1, T. A. D. Crook (Cooper-Bristol), 40.26 secs.; 2, J. E. Byrnes (Kieft-Bristol), 42.45 secs.; 3, J. Berry (Bugatti), 43.50 secs.

Over 2,500 c.c.: 1, E. P. Scragg (Alta-Jaguar), 40.98 secs.; 2, R. K. Darby (Cadillac-Allard), 41.71 secs.; 3, R. A. de Larrinaga (Allard), 42.91

M.A.C. Team Challenge Trophy (Sports Cars):
1, E. Robins's Bugatti Team (J. Berry, E. Robins,
A. K. Haworth), aggregate time 134.33 secs.; 2,
P. H. G. Morgan's Morgan Team (P. H. G.
Morgan, W. A. G. Goodall, J. Moore), 137.01

Fastest Shelsley Special: J. B. Norris (Alta Spl.),

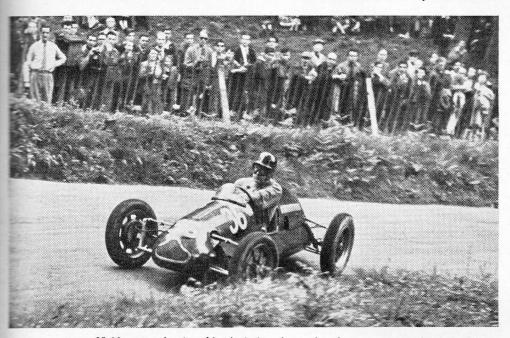
Fastest Non-supercharged Car: Hon. E, G. Greenall (1,100 Cooper), 38.22 secs.

Best Time by Lady Driver: Miss Betty Haig (Jaguar XK 120), 47.46 secs.

Best Time by an E.R.A. (Raymond Mays's Shelsley E.R.A. Challenge Trophy): K. Wharton, 36.58

Best Time by a Vintage Car: P. J. Stubberfield (2,261 Bugatti), 39.47 secs.

Best Aggregate Time by team of 3 Racing Cars: K. Wharton's Cooper Team (K. Wharton, A. E. Marsh, C. S. Henderson), aggregate time 113.95



38.66 secs., despite this deviation from the shortest course through the Esses, was clocked by Michael Christie (Cooper), whose best time, 37.50 secs., with Peter Bell's E.R.A., was second fastest of the day.

CORRESPONDENCE

"Grand Prix" Sports Cars

FIRST of all, I should like to congratulate you on your most excellent paper-I must say that I particularly look forward to John Bolster's articles and road tests. As one who has competed in motor sport and who is now completely restricted through a severe illness two years ago, you will readily appreciate that one of my weekly highlights is Autosport, which I have read since the first copy came out.

There has been a lot of controversy over nitro-methane, and I, for one, endorse the opinion that it should be barred, so that all competitors have an equal chance. There is now another problem which seems to be rising, and which should be treated just as drastically. For some time now, in the sports car class events, we have had entries which are virtually Grand Prix bodied machines, racing on dope fuels, not even carrying lights, and, of course, only having one seat. These are not

I was appalled to see the single-seater Cooper-Bristol competing against sports cars at Aintree on 29th May. There will be many racegoers at Aintree who will never have seen motor racing before and who will have been completely baffled as to what is a sports car.

Surely a sports car should at least comply with Le Mans type regulations, should carry, or at least have room for a passenger seat, and run on ordinary standard pump fuel, now that high grades of petrol are available. This will create a much greater interest in the sports class. much greater interest in the sports class.

I deplore, along with many others, the use of racing cars in sports classes and thereby taking an unfair advantage. The fault lies in the loosely drawn up regulations by the organizing clubs. It is not sporting.

W. H. MURRAY

RAMSEY, I.O.M.

[So far as we know, only pump fuel was permitted at Aintree for sports cars.—ED.]

SURELY the time has come when centrally single-seated sports cars should be forbidden. You'll see what I mean when you compare the drawings of the Le Mans D.B. and Renault with the photograph of the G.P. Mercedes, as printed in your 11th June issue. What is the difference bar headlamps and size? A sports car must have two seats, and I do mean seats—not one seat plus the place where a second seat could be if a major reconstruction was performed. Look at the D.B. or the Renault; where would the passenger go? A. P. TREBLE.

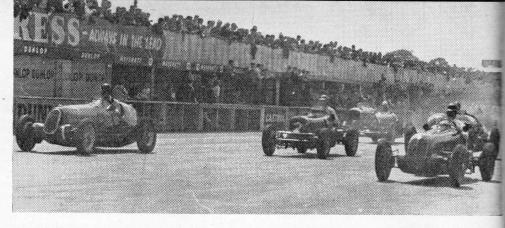
CLEOBURY MORTIMER, SHROPSHIRE.

More Correspondence on page 825

SEAMAN TROPHIES RACE: R. D. Poore's Alfa Romeo, leader until halfdistance, heads Williamson (E.R.A.) and Kennington (Maserati) at the start of the 100 km. race.

TOPPING the bill in the V.S.C.C.'s summer Silverstone meeting, the 100 kilometre Seaman Trophies Race is an which annually tempts so many fine old racing cars out of retirement that it might well be called the G.P. de Nostalgie! This year's entries were well up to sample, despite the usual crop of the constanters and pre-race capitalies innon-starters and pre-race casualties, inevitable amongst elderly and highly stressed machinery. The event combines three races in one, a scratch race, a handicap based on credit laps and a special Vintage award. Odds-on favourite for the scratch race was Dennis Poore's 3.8-litre Alfa, with three successive previous wins; but with a field including such cars as Wilkinson's ex-Walker/
Whitehead E.R.A., driven by Jack Williamson, Flint's "Remus", Byrom's Bugatti, John Rowley's fascinating 1925 2-litre G.P. Delage, Allen's 1922 "Strasbourg" Sunbeam and the 8-litre Barnato-Hassan Bentley, to say nothing of smaller cars of the quality of Attwood's Razor-Blade A.M. and Tozer's and Green's blown Amilcars, the rest of the race was wide open. A last-minute disagramment was the withdrawal of the appointment was the withdrawal of the fabulous 4-litre ex-Segrave Sunbeam, which Symondson was to have driven for Sir Ralph Millais, due to lubrication bothers in practice.

Drama came in the opening lap. Thirteen of the 14 starters went away in style, only "Remus" stalling on the line, and as the pack roared into Copse the track-rod of Byrom's Bugatti broke. Only cool and masterly handling saved a very nasty situation, the Bugatti ending its race abruptly in the outside ditch. Poore, meanwhile, took his expected lead, followed by Williamson's E.R.A., Kennington in Marshall's 6C Maserati and Schellenberg in the big Bentley, the latter cornering in a manner quite un-known to the Outer Circuit! Flint, after a belated start, was exciting through the corners, vizor flapping adrift, and the progress of the two Amilcars and Allen's Sunbeam roused the commentators to an ecstasy of Vintage enthusiasm. The big Alfa was lapping at 77 m.p.h., and reaching 118 m.p.h. on the straights,



MIDSUMMER VINTAGE

Williamson (E.R.A) Wins Seaman Trophies Race

Williamson clocking 111 m.p.h.; on handicap the 8-litre Bentley and Tozer's Amilcar were making ground, but Blomfield's Bugatti, after a good run, was requiring quantities of water, most of which emerged from its stub exhausts, and "Remus" was plagued with elusive ignition faults. At half distance Poore made a rapid pit-stop, then tore away again with Williamson still astern, but the Alfa had lost its crispness, and a few laps later was reported stationary on the circuit, and with the race twothirds run, Poore coasted in to retire with fuel feed trouble. Barring accidents Williamson was now unassailable, and he drove faultlessly on to a popular win at 74.08 m.p.h., whilst Schellenberg's Bentley, giving a lively imitation of a road-racing car, thundered gaily into second place in both scratch and handicap categories. Tozer's spick-and-span Amilcar, more than a match for Green's ex-Widengren single-seater, scored a double win in the Vintage and handicap sections, with six credit laps, and Allen delighted the historians by bringing the consistent Sunbeam into third spot, with seven laps credit.

The supporting events, scratch and handicap races over five and 10 laps, included the traditional Chain-Gang Frazer-Nash affray, won by Vaughan's Anzani-engined "Annie" from the limit, and some spirited driving by John Vessey (Lancia), Peter Binns in his absurdly quick Monaco Riley and A. R. Miller (Vauxhall) amongst others, whilst J. A. Walker, crouching grimly to his task, scored two convincing and overdue wins with his Bentley "Bluebell". On a more sombre note, the gallant Bentley "Whale" bent itself considerably bent itself. bent itself considerably by running

ashore at Copse during a ten-lap handicap, in the hands of N. V. L. Barclay, happily without personal damage to its driver.

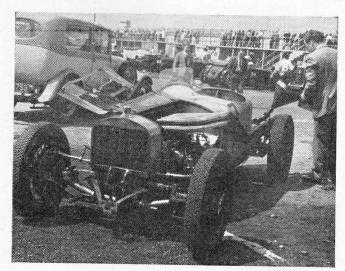
G. H. DEASON.

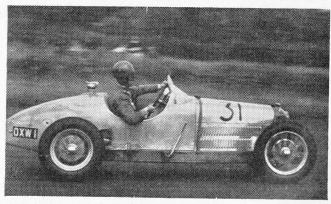
Results

- 5 lap Vintage Handicap: 1, J. A. Walker (4,398 c.c. Bentley), 67.18 m.p.h.; 2, R. H. B. Mason (4,398 c.c. Bentley); 3, A. R. Miller (4,250 c.c. Vauxhall).
- Vauxhall).

 5 lap Vintage Handicap (Racing cars): 1, J. A. Walker (4,398 c.c. Bentley), 67,74 m.p.h.; 2, G. H. G. Burton (4,398 c.c. Bentley); 3, M. F. Kennard (2,997 c.c. Talbot).

 5 lap Handicap, Frazer-Nash and G.N. cars: 1, M. Vaughan, 55,13 m.p.h.; 2, R. W. Ashley; 3, M. R. Hipkins.
- 5 lap Handicap: 1, R. F. Hill (1,496 c.c. Alvis), 57.80 m.p.h.; 2, H. W. Cox (1.087 c.c. Riley); 3, A. R. M. Hopton (1,950 c.c. Alfa Romeo).
- 5 lap Scratch Race (Vintage Sport Cars): 1, G. G. Macdonald (4,576 c.c. Bentley), 68 m.p.h.; 2, A. J. Nurse (1,098 c.c. Riley); 3, A. R. Miller (4,250 c.c. Vauxhall).
- 5 lap Handicap Race: 1, P. J. E. Binns (1,087 c.c. Riley), 52.75 m.p.h.; 2, K. Neve (3,200 c.c. Humber); 3, M. J. Harris (747 c.c. Austin).
- 100 km. Richard Seaman Trophies Race: Scratch Race: 1, J. A. Williamson (1,488 c.c. E.R.A. s./c), 74,08 m.p.h.; 2, C. K. W. Schellenberg (7,982 c.c. Bentley).
- Vintage Class: 1, J. C. Tozer (1,096 c.c. Amilear s/c), 66.23 m.p.h.
- Handicap Class: 1, J. C. Tozer (1,096 c.c. Amilcar s/c); 2, C. K. W. Schellenberg (7,982 c.c. Bentley); 3, D. Allen (1,975 c.c. Sunbeam).
- 10 lap Handicap: 1, P. J. Nunn (M. J. Parkes, 1,496 c.c. Frazer-Nash), 59.06 m.p.h.; 2, H. F. M. Scott (6,600 c.c. Hispano-Suiza); 3, H. Orr-Ewing (4,398 c.c. Bentley).
- 10 lap Handicap: 1, A. R. Miller (4,250 c.c. Vauxhall), 66,99 m.p.h.; 2, J. G. Vessey (2,570 c.c. Lancia); 3, R. A. Narramore (1,096 c.c. Amilcar s/c.).
- 10 lap Handicap: 1, J. G. Vessey (2,570 c.c. Lancia), 59.85 m.p.h.; 2, G. H. G. Burton (4,398 c.c. Bentley); 3, R. E. B. Noble (2,120 c.c. Alvis).
- 12 lap Relay Race: Team M: A. McCusker (1.496 c.c. A.C.), 46.11 m.p.h., A. A. Mayes (1,550 c.c. Morris), P. J. Nunn (1,496 c.c. Frazer-





HISTORIC MOTORS: (Above) J. C. Tozer's 1,100 c.c. six-cylinder Amilcar at Copse. (Left) The 2-litre 12-cylinder Delage, of the type which won the 1925 French G.P., revived by J. W. Rowley after 16 years' retirement. Front suspension is altered.

NON-STOP VARIETY

PRACTICALLY nothing, they tell me, is so fatal to an actress as to get "typed". Once she has got a name for impersonating some particular type of popsy, she finds that she is permanently doomed to play that sort of part, poor girl.

Recently, I seemed to have done a lot of motoring in front-drive cars, with their engines way ahead of the front wheels. Of these, the new Panhards were excellent, and the 2 c.v. Citroën, though very much under-powered for English roads, provided useful trans-portation in France. It seemed to me, however, that I had better hurry up and try something different, otherwise I would become one of those traction avant exponents, than which nothing is more dreary. Accordingly, I decided that a nice run in a rear-engined Porsche "Super" would fill the bill, as I had previously only tried the normal model.

Unfortunately, the French agents had no "Super" demonstrator, but one of their customers, Patrick de la Bruère, volunteered to oblige. M. de la Bruère is a well-known rally competitor, and as he was en route for the start of one of these events, it was very kind of him to

let me try his car.

The first thing that impressed me was the phenomenal acceleration of the Porsche. This is a $1\frac{1}{2}$ -litre car with a comfortable coupé body, and yet, as the flat-four air-cooled engine screamed up towards 6,000 r.p.m., the little machine fairly rocketed away. The rearward weight distribution, and the absence of driving torque effects on the independent rear suspension, completely eliminate any tendency towards wheelspin. On letting in the clutch, the car simply goes, and how it goes!

In actual figures, we accelerated from a standing start to 60 m.p.h. in 11 seconds, and the 0-100 m.p.h. time was 39\\\\^3\) secs. The maximum speed was 112 m.p.h. Curiously enough, the Porsche feels even faster than it is, though whether this is due to its small size or

the unusual engine location, I do not know

The brakes are able to arrest the mere 141 cwt. involved with great ease, and the 4-speed gearbox has ideally chosen ratios for maximum acceleration. engine has a healthy note, but it is not unreasonably noisy for the type of car. Naturally, with a wheelbase of only 6 ft. 11 ins. and an engine mounted far to the rear, the car feels tail-heavy, particularly at high speeds. This is the small price one pays for the freedom from wheelspin I have already mentioned.

As the engine peaks at 5,000 r.p.m., and the top gear ratio gives 23 m.p.h. per 1,000 r.p.m., it can be imagined that very high cruising speeds come naturally to the "Super". The frontal area is very small, and the streamlining efficient, so quite a moderate power output is sufficient to keep this car moving fast. The Porsche is not everybody's car, but it has many virtues. To ride in it is an exhilarating experience, and I look forward to making a full-length road test in the future.

As I have also tried several 4 c.v. Renaults lately, I have done quite a lot of rear-engined motoring. Even in standard form, the little Renault is a very fine car, perhaps one of the best small cars in the world. The most amazing thing about it, though, is the very great ease with which it can be "hotted up". With increased compression ratio and enlarged manifolds, the 750 c.c. engine takes on many of the characteristics of a genuine racing unit. I understand that the crankshaft and bearings will stand up to anything one can do, and although drastic tuning increases the rate of piston wear, it is an easy job to fit new pistons and liners occasionally.

Having experienced both front- and rear-engined cars, I looked around for one with the engine in the middle. I had not long to wait, for an indescribable "putter-putter" noise heralded the arrival of my friend, Tony Bird, in his Trojan

van. Now, to drive a Trojan has for years been my ambition—just as most of us secretly long to drive a steam roller. Anyway, I soon took a heave on the engine starting lever and, without touching the clutch, engaged first speed.

There was a wild epicyclic whirring

noise, and we moved off, whereupon I at once put her into top gear. As the engine peaks at about 1,000 r.p.m. the sensation is entirely different from that provided by a normal power unit. It is a four-cylinder 1½-litre horizontal twostroke, though each pair of cylinders has a common cylinder head and there are only two sparking plugs. It drives the back axle through a single chain, which is not particularly noisy. The vehicle runs rather smoothly, in fact, and rides very pleasantly on its four cantilever springs. I was able to go much faster than I expected—something in the region of 40 m.p.h., I would guess—and the Trojan will climb almost any hill on top gear, pulling strongly at only a few hundred revs. per minute. Fascinating!

And now, can anybody find me a

steam roller to road test?

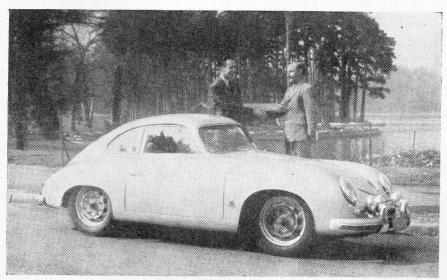
THE G.P. MERCEDES-BENZ

THE trials that are now taking place at Rheims of the 8-cylinder, 2.5-litre Grand Prix Mercedes-Benz are part of the routine development of the first new single-seater machine from the Unterturkheim factory since before the war. Although the cars are expected to start at Rheims on 4th July, and at Silverstone on 17th July, it would not occasion much surprise if Daimler-Benz decided to refrain from racing untill 1955 although one car has definitely been entered for the British G.P.

Fangio's contract gives him the option of driving for another marque if Mercedes are not ready; the fact that he drove for Maserati at Spa is significant, and it is more than likely that he will once again lead the "Trident" at Rheims for the Grand Prix de l'A.C. de F. Mercedes-Benz sports-racing cars will be out this season, the 300SL being considered obsolescent as a factoryentered car. However, one or two privately entered machines may be seen towards the end of the season.

Chief difficulty with the Mercedes-Benz G.P. car appears to be the engine. The straight-eight was designed to utilize uncaged rollers in solid-ended connecting rods; apparently, at racing speeds, the rollers break up. German technicians, with the aid of a famous British bearings manufacturer, are endeavouring to modify the connecting rods to take shell bearings. It is known that the engine develops considerable power, and that the aerodynamic body gives the car a much higher maximum speed than any 2½-litre G.P. machine racing at the present time.

Nevertheless, until such time as Daimler-Benz technicians are satisfied that the racing cars have completely passed the development stage, it is problematical whether or not they will be seen on European circuits.



"L'ESSAYEZ VOUS": Patrick de la Bruère hands over his Porsche 1500 Super for John Bolster to try.



Another Exclusive AUTOSPORT Drawing by Theo Page

especially suited to the ultra-fast Rheims circuit, or to the Avus and Grenzlandring tracks in Germany. It may possibly be used to attack

class records in the future.

where lap speeds of over 170 m.p.h. have been achieved. It will be recalled that a streamlined, enclosed-cockpit Auto Union appeared at Rheims for the 1938 French G.P., but crashed during practice Several enclosed single-seaters have been constructed in the past, notably Auto Union. These were, in the main, intended for the Avus saucer

scale Grands Prix of about 500 kilometres. It is also noticeable that, in sports car racing, there Driver fatigue is the greatest problem, especially in fulland was deemed unsuitable for road racing.

has been a reversion to open machines!

COUNTY ARE TO BRAKES racing cars and Grand Prix machines was never better demonstrated than in this experimental single-coupé Maserati, The close affinity between modern sportsbuilt for aerodynamic researches.

spring is retained. Gearbox and clutch are situated behind the engine, and fast circuits. Although the chassis frame is fundamentally that of the current Grand Prix machine, it will be noticed that the rear axle is rigid, in place of a de Dion; a transverse leaf to solve certain problems of aerodynamics on very perimental single-seat 2½-litre Maserati, developed THE subject of Theo Page's drawing is an entirely exBodywork is of light-alloy, the all-enveloping shell being carried on a the latest type of magnesium-alloy wheels and the Maserati disc brakes, which The "wings" follow modern sports-racing car prac-The artist has permitted himself a certain amount of licence, and has fitted tice, in that practically all of the wheel area is exposed. tubular superstructure.

not on the rear axle as on the Formula 1 car.

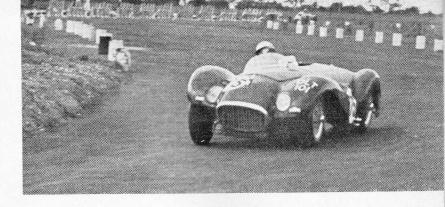
It is said that the drivers dislike this type of racing car, and that it has been compared to a gas-oven or mobile hothouse. Whether or not Maserati have recently been developed.

will actually race the car remains to be seen, but it would seem to be of a type

THEO PAGE

THE second U.S.A.F. Trophy meeting of the Aston Martin O.C., at Snetterton last Saturday, had little of the brilliance of last year's fixture. No B.R.M.s, no Wharton, no Flockhart, no Gerard, no Parnell, no Rolt, nor any great number of American guests attending their own meeting. Yet despite this some good races were run, the U.S.A.F. Trophy event itself proving a tense and exciting struggle between the totally irrepressible Peter Gammon in his 1½litre Lotus-M.G. and Jack Walton in his Cooper-Bristol. Tommy Sopwith was

FIRST 'FIRST' for Tommy Sopwith and the $3\frac{1}{2}$ -litre Sapphire engined Sphinx came in the unlimited sports car race over five laps.



U.S.A.F. SNETTERTON

A Quiet Meeting—Gammon Nearly Wins the U.S.A.F. Formule Libre Race—J. Russell (Cooper) Sets New Formula 3 Lap Record

unlucky in this event with his Sphinx, which had revealed an increase in pace since its last meeting by nicely winning a five-lap sports car race, but came to a sudden halt during the Trophy event while leading Walton and Gammon.

Eleven-thirty a.m. saw the start of event 1, the high-speed trial for sports and touring cars, in which competitors lapped the 2.7-mile circuit for exactly 30 mins. from a Le Mans-type start. A halt for a wheel-change was obligatory. The biggest class drew several Austin-Healeys, which circulated and wheel-changed slickly; Aston Martins and others with knock-off wire wheels also lost little time in pit-stops, but Alan Rippon dropped many seconds through sticking wheel nuts on his Coventry Climax-engined Kieft.

Event 2, the Aston Martin 10-lap handicap, saw the DB3s of Peter Everard and Sir Jeremy Boles carve their way from scratch through a field of Ulsters, Le Mans, Internationals and a 2-litre Speed Model, to win at comparative leisure, followed home by another "modern" in Cunningham-Reid's DB2-4.

A very thin field contested the Formula 3 events—Crystal Palace must have had a fine entry! Seven cars turned out, Ken Smith a breathless last on the grid with the neat little Smith 500, after misunderstandings about starting time. Don Truman (Mk. 8 Cooper) led away, but Jim Russell's similar model in bright red took over command of the race after a round, retaining it to the end from Truman and G. H. Symonds. The latter waged a keen and ultimately successful battle with D. L. R. Bridger's Kieft. Russell's reward, apart from a

£15 cheque, was a kiss and a laurel wreath from Mrs. W. Farrow, wife of American Jaguar driver Major John Farrow.

The next event, for sports cars up to 1,500 c.c. devolved into a Lister/Lotus tussle, Peter Gammon doing the winning, and Archie Scott-Brown setting an exciting chase. Storming up to Riches Corner on lap 4, the pair surprised W. B. Fowler (Aston Martin), Gammon sweeping past on one side, Scott-Brown on the other, the Lotus finally winning at 78.89 m.p.h. by just over a second.

The larger capacity sports cars brought success to the Equipe Endeavour Sapphire-engined Sphinx of T. Sopwith. The big blue machine took the lead from Jack Walton's vociferous Cooper-Bristol on the opening lap, and steadily out-stripped the smaller car to win at 81.22 m.p.h., fastest average of the day so far. Berwyn Baxter (C-type Jaguar) fought strongly with Walton but left the road and the race at the Hairpin, so that third finisher was Dicky Stoop (Frazer-Nash), whose passage through the banked turn at the Esses was most impressive.

A second 500 c.c. race over five laps

was largely a repeat of the first, Russell earning another kiss from Mrs. Farrow by winning from Truman, although J. B. Naylor, also in a Mk. 8 Cooper, was third this time after G. H. Symonds sported with the oil drums at the Hairpin and dropped precious seconds. Jim Russell's best lap was at 81.96 m.p.h., which relieves Don Parker's Kieft of its tenure of the Formula 3 lap record at Snetterton.

Event 5, the Donald Healey Trophy race, was an Austin-Healey certainty, at any rate, and J. Deely made it a certainty for himself and his buff car by leading the entire distance and winning by a 4 secs. margin from Corlett's blue model. Col. W. P. Thorington of the U.S.A.F. was a good third, winning the Le Mans kit awarded to the first American driver to finish.

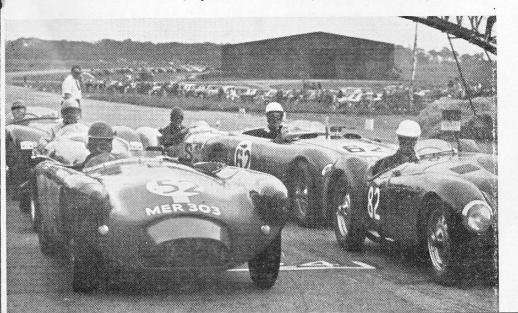
Several of the Austin-Healeys, now nicely warmed up, ran in the 10-lap handicap which followed. This was an event notable in not being won by Peter Gammon, whose Lotus was very much a back-marker, and notable also in producing an astonishing pot-pourri of sports cars, 29 of them in all sizes and shapes, which stormed round Snetterton in high-speed confusion. Somehow the timekeepers produced a winner, J. A. Keeling, in the "Montlhery tree-climbing" C-type Jaguar, who was pursued by S. A. Mitchell's 1,096 c.c. M.G. and, some way back, Weaver's Healey 100 and Sir Thomas Beever's M.G.

On paper the field for the day's major race, the U.S.A.F. Trophy over 15 laps, was mediocre indeed for Formule Libre. The sole racing cars were Leslie Marr's Connaught and N. Hillwood's red K3 Magnette, both G. N. Richardson (R.R.A.) and J. D. Lewis (E.R.A.) non-starting. Yet Marr's car went out with engine maladies after two rounds when lying second, and the old Magnette was sick from the start. But if Jack Walton's Cooper-Bristol, as a two-seater with wings of sorts, was a sports car, it put on its best Formula 2 performance and led the race for seven laps, when a determined Sopwith in $3\frac{1}{2}$ -litres of Sphinx went past with a rush. Meanwhile, Peter Gammon was quietly working up through the field, lying fourth at first, then third on displacing Clairmonte, and second by the 10th lap, after poor Sopwith had pulled out of the race in a cloud of steam near Sear Corner.

Walton—Gammon—a long, long gap, then Clairmonte; that was the race pattern, and even Gammon couldn't hold a 2-litre Cooper-Bristol. But choking sounds from the very live P.A. commentators suggested he wasn't just holding it, but trying to pass!

Another lap and he had passed "out back" somewhere, but Walton spurted past again, until, on the home stretch, Gammon led once more, and by a good 40 yards! With no time to stop for Tommy Sopwith, lightheartedly thumb-

(Continued on page 818)

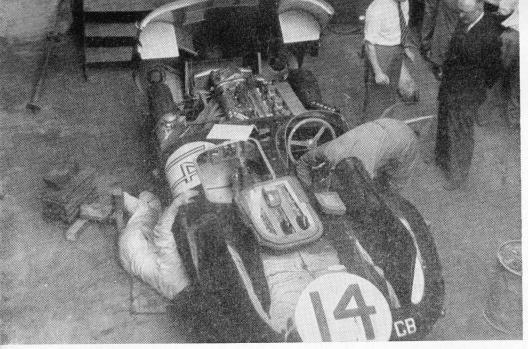


BACKMARKERS in the 10-lap handicap race for sports cars, Archie Scott-Brown (Lister, No. 52), Dicky Stoop (Frazer-Nash, 82), Peter Everard (Aston Martin, 62) and others wait on the grid.

A Magnificent Race, Magnificently Won







BEFORE THE STORM: Pre-race preparation of the Rolt/Hamilton Jaguar, with W. Lyons watching the mechanics at work.

ALTHOUGH the battle between Ferrari and Jaguar at Le Mans is now a thing of the past, its memory will linger on; this was the greatest of all post-war Vingt-Quatre Heures, and I don't think that the presence of Mercedes-Benz, Lancia or Alfa Romeo would have made the slightest difference to the result. Somehow or other, in the past, one could not take Ferrari seriously at Le Mans, despite the earlier Chinetti-Selsdon victory with the 2-litre machine. On this occasion, there was an air of confidence which was communicated from drivers to mechanics, that has been missing from previous Ferrari participation in this race.

The big 4.9-litre cars came to Sarthe with a dreadful reputation for handling Stories were freely circuproperties. lated that drivers were averse to piloting them, and that it was as good as signing them, and that it was as good as signing their death warrant to agree to go to Le Mans. Admittedly they are brutallooking devices, but one could scarcely believe that the genius who has been responsible for the development of the wonderful Ferrari racing cars, would risk the lives of drivers with a dangerous contraption. Paolo Marzotto admitted that, at first, the cars are terrifyingly fast, but constant practice made them as easy but constant practice made them as easy to control as any modern sports-racing

Watching them in action, it was obvious that the more experienced drivers, such as Gonzalez and Trintignant, preferred to use the "slow-in, fast-out" method of cornering, and not to risk using up all their brakes to try to save seconds. They were perfectly aware that they could out-accelerate anything on the circuit, and that they could match the better streamlined Jaguars for sheer maximum speed on the straights. I was unable to discover the actual weight of the cars, but gathered from Gonzalez that they were far lighter than they looked, and that they were remarkably stable even with the vast load of fuel they had to carry.

Their ZF differentials gave them a real Their ZF differentials gave them a real advantage on the wet roads, enabling the drivers to make full use of the acceleration; the wet roads also solved the problem of tyre wear, which had been sufficiently rapid in practice to cause concern. Both Gonzalez and Trintignant denied that the brakes were failing in the closing stages: the reason failing in the closing stages: the reason for the somewhat erratic lap times was due to misfiring on the nearside bank, caused by the magneto which had been the main offender during that dramatic Fortunately for the Italian pit stop. marque, the magneto cured itself and there was no recurrence of the trouble in the last hour.

Marzotto also said that, during the night, he received a "slower" signal. Consequently he eased off down the Mulsanne straight, coming down from Mulsanne straight, coming down from over 170 m.p.h., to a "touring speed" of 145-150 m.p.h. This, he avers, became so boring that he grew sleepier and sleepier. On one occasion, he opened his eyes to find White House looming up. "I awake so quick, that I nearly fall out of the car!" the pleasant young Italian chuckled.

Jaguars had no reason to feel despon-

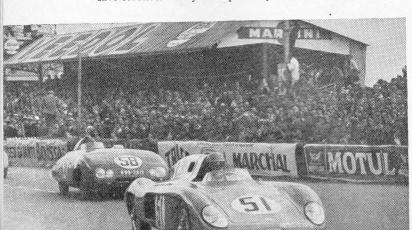
dent, and they left Le Mans with an even higher prestige than ever before. The beautiful cars were a credit to all concerned, and if they didn't win they came mighty near doing so. It must not be overlooked that they were giving away overlooked that they were group away nearly 1,500 c.c., and possibly 80 b.h.p. to a marque which specializes in the building of out-and-out racing machines. The unfortunate fuel blockages gave

rise to many rumours, and it is to be hoped that Mr. Lyons will issue a statement in due course, which will help to dispel these rumours. I, for one, cannot believe that there was anything in the nature of sabotage. The arrangements for refuelling are almost foolproof, and the entire Jaguar contingent pooh-poohed the notion that there was any skulldug-gery. Nevertheless, it was a most mysterious affair altogether, and there must be a reasonable explanation for its occurrence.

The reason for the Rolt-Hamilton swop-over in the closing stages also gave rise to many rumours, and the explan-ation given in last week's issue of AUTOSPORT, has more or less been sup-

ported by a statement issued by Jaguars.

Bristols had a wonderful Le Mans, and their demonstration of high speed and reliability was most impressive. A 1-2-3 class win at Le Mans is quite something, especially when all three cars broke the distance category for the 1,501-2,000 c.c. group. Their début last year was most unfortunate, but a class victory at Rheims, followed up by a spate of record-breaking at Montlhéry, has given

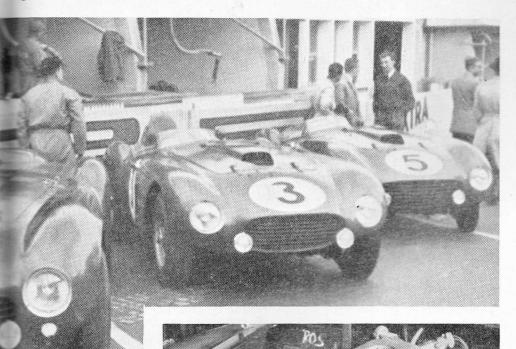


"GENUINE MONOPOSTO": The single, central-seated D.B.-Renault of Heldé and Lucas leads the offset Pansingle - seater Pan-hard of the Chancel brothers.

S REFLECTIONS

Italy's Ferrari—Fine British Performances by Jaguar, Bristol and Triumph

By GREGOR GRANT



LY'S YEAR: Although one of these imposing 4.9Ferraris survived the 24 race, that one, driven by talez and Trintignant, pied the winning position.

was the marque's first win 1949, when Chinetti won a privately entered car.

th) The 84 mm. x 74.5 mm.

c.c. 12-cylinder engine of victorious Ferrari, showing Weber carburetters. This produces approx. 340 b.h.p. at 7,000 r.p.m.

the concern tremendous publicity. Nevertheless, with all due respect to team manager Vivian Selby and his aides, one would like to see a more immaculate turn-out of the cars, coming as they do from a factory renowned for the finish of its production machines.

Edgar Wadsworth and Bob Dickson brought their low-priced TR2 Triumph to the finish amidst great enthusiasm. For several years Edgar has been on the reserve list at Le Mans, and the defection of Austin-Healey gave him his first

VARIATION in 2-litre sports cars: (Right) The Wadsworth/Dickson TR2 Triumph which finished 15th, and the de Portago/Tomasi Maserati, which retired minus oil pressure after 116 laps. The unlucky V12 Lagonda is coming up behind.

drive. Both drivers wisely set themselves a rev. limit, and to average just on 75 m.p.h. for 24 hours with a virtually standard production machine, was no mean achievement. Marcel Becquart, who has a reputation for always finishing at Le Mans, shared with Maurice Gatsonides the Frazer-Nash coupé which they brought into 11th place at close on 80 m.p.h.

The fourth place gained by Roger

The fourth place gained by Roger Laurent and Jacques Swaters in the Ecurie Francorchamps C-type Jaguar was a wonderful effort. Their original machine was badly damaged in a road crash coming to Le Mans, and they enterprisingly presented the wreckage to the scrutineers at the verification. Repair was out of the question, but permission was granted for a substitution, and Jaguar came to the rescue with a spare C-type of the same specification. The two Belgians averaged over 95 m.p.h.

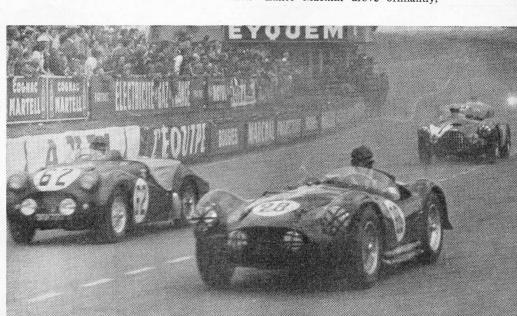
Cunningham can have few grumbles. His two-year-old machines gained third and fifth places, the Spear/Johnston car averaging over 98 m.p.h., despite several lengthy pit stops. The Ferrari was extremely rapid and the hush-hush water-cooled brakes worked extremely well. It suffered from valve trouble, and was later eliminated by rear axle breakage when fairly highly-placed.

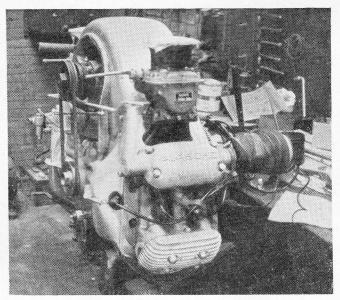
breakage when fairly highly-placed.
David Brown's exquisitely-prepared cars had a disastrous outing. The very fast coupés were eliminated by crashes; the Collins/Bira machine was actually in fourth place in general classification, and easily leading the class when Bira ran out of road. The Parnell/Salvadori supercharged DB3S ran like a train till a cylinder head gasket blew, and caused its retirement after 222 laps. The DB3S of Carroll Shelby and Paul Frère had a front wheel hub bearing housing collapse, whilst Eric Thompson thumped the bank in the Esses with the tail of the Lagonda—a car which had shown every sign of coming up amongst the leaders.

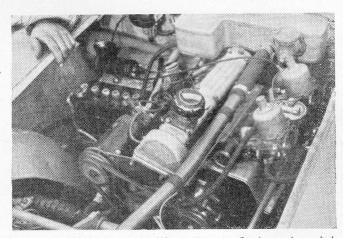
Nonetheless the performance of many larger-capacity cars was put to shame by the 745 c.c. D.B.-Panhard of René Bonnet and Elie Bayol. This tiny streamlined machine averaged the almost indecent speed of almost 84 m.p.h., and broke the category distance record.

The speed of the 1½-litre cars was fan-

The speed of the 1½-litre cars was fantastic, and only ill-luck robbed Osca of a 1-2 class victory. They proved too fast for the new 4-o.h.c. Porsches, which were consequently driven past the limit in the effort to keep up with the red cars. Lance Macklin drove brilliantly,







GERMAN "1500": (Left) The 1,497 c.c. flat-four air-cooled twin o.h.c. Porsche engine on the bench. Two W carburetters are used, each feeding a pair of cylinders. Two Weber BRITISH "1100": (Above) The 1,098 c.c. Coventry Climax four-cylinder, single o.h.c. power unit of Alan Rippon's Kieft. Carburation is by twin S.U. instruments.

and lapped consistently at over 100 m.p.h.—even after his co-driver had the crash which eventually caused his disqualification. Jacques Péron also drove fast, proving that he is not only a star rally driver, but one of France's most able sports-racing men.

The Belgians, Johnnie Claes and Pierre Stasse managed to bring their crippled Porsche to the finish. Claes did most of the driving, and although he did not indulge in the furious tactics of his teammates, the surviving car was afflicted with engine trouble. Anyway results count, and the German marque collected both 1,500 c.c. and 1,100 c.c. classes.

The race produced the fifth largest percentage of retirements (68 per cent.) in the long history of the G.P. d'Endurance. In 1926, 41 started and 28 retired; the following was 15 about 25 retired; the following year, 15 abandoned out of 22; in 1931, 26 started and only six finished; 1952 produced 57 starters and 17 finishers one less than in 1954.

Tyre wear was not nearly so heavy as was anticipated. M. Lallement, of French Dunlops, said that the Rolt/ Hamilton Jaguar changed only two tyres, the nearside rear at half-distance, and the offside rear at three-quarters distance. The little Bonnet/Bayol D.B. had one front tyre changed after 15 hours -merely as a precautionary measure. Cunninghams changed several tyres, but there seemed to be more than plenty of tread available on all of them.

Probably one of the most remarkable feats at Le Mans was the small amount of petrol used by the TR2 Triumph. Averaging nearly 75 m.p.h., the 2-litre machine used fuel at the rate of almost 35 m.p.g.—economy extraordinary!!

Snetterton—continued

ing a lift as he walked home, Gammon fled from Walton until, on the ultimate round, the blue Cooper squeezed past again to win the best race of the day by 1.2 secs.

C.P.

Results

Half-Hour High-Speed Trial (Sports and Touring

Up to 1,100 c.c.: S. A. Mitchell (M.G.), 10 laps; A. C. Rippon (Kieft), 9 laps.

1,101-1,500 c.c.: S. F. Pile (Aston Martin), 11 laps; W. B. Fowler (Aston Martin), 10; R. Mennell (Aston Martin), 10; I. J. Robertson (Aston Martin), 10.

1,501-2,000 c.c.: D. Brown (Aston Martin), 11; W. N. Green (Frazer-Nash), 10; R. F. McNab-Meredith (Aston Martin), 10.

Over 2,500 c.c.: R. B. Weaver (Austin-Healey), 12; J. Deely (Austin-Healey), 12; K. S. Cruch

(Austin-Healey), 11; J. P. Hopps (Austin-Healey), 11; N. R. Cunningham-Reid (Aston Martin), 11.

Aston Martin Handicap (10 laps): 1, P. A. Everard (DB3), 25 mins, 15.4 secs., 78.68 m.p.h.; 2, Sir J. Boles (DB3), 25 mins, 15.4 secs., 78.68 m.p.h.; 2, Sir J. Boles (DB3), 25 mins, 47.2 secs; 3, N. R. Cunningham-Reid (DB2-4), 26 mins, 26.8 secs.; 4, J. R. Hopps (Speed Model), Fastest lap: Everard, 2 mins, 0.8 sec., 80.46 m.p.h.

Formula 3 Cars (5 laps): 1, J. Russell (Cooper), 10 mins, 14 secs., 79.15 m.p.h.; 2, D. Truman (Cooper); 3, G. H. Symonds (Cooper); 4, D. L. R. Bridger (Kieft-Norton), Fastest lap: Russell, 1 min. 59.6 secs, 81.27 m.p.h.

Sports Car Scratch Race (5 laps): 1, P. D. Gammon (Lotus), 10 mins, 16 secs., 78.89 m.p.h.; 2, W. A. Scott-Brown (Lister), 10 mins, 17.2 secs.; 3, R. Watling-Greenwood (R.W.G.), 11 mins, 26.8 secs.; 4, D. Moore (M.G.), Fastest lap: Gammon, 1 min, 59.6 secs., 81.27 m.p.h.

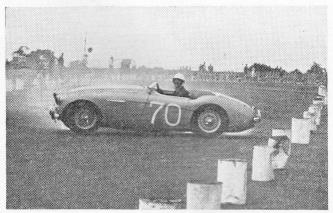
Sports Car Scratch Race (5 laps): 1, T. O. M. Sopwith (Sphinx), 9 mins, 58.4 secs., 81.22 m.p.h.; 2, J. H. Walton (Cooper-Pristol), 10 mins, 14.4 secs.; 3, J. R. Stoop (Frazer-Nash), 10 mins, 20.2 secs.; 4, Sir J. Boles (Aston Martin), Fastest lap: Sopwith, 1 min, 57.6 secs., 82.65 m.p.h.

Formula 3 Cars (5 laps): 1, J. Russell (Cooper), 10 mins, 11 secs., 79.54 m.p.h.; 2, D. Truman (Cooper), 10 mins, 18.8 secs.; 3, J. B. Naylor (Cooper), 10 mins, 18.8 secs.; 3, J. B. Naylor (Cooper), 10 mins, 36.6 secs.; 4, G. H. Symonds (Cooper). Fastest lap: Russell, 1 min, 58.6 secs. 18.96 m.p.h.

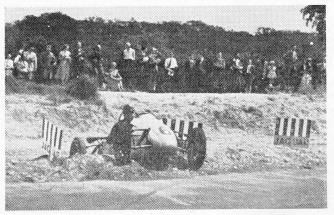
Donald Healey Trophy Race for Austin-Healey "100" cars (10 laps): 1, J. Deely, 21 mins, 46. secs., 74.43 m.p.h.; 2, G. L. Corlett, 21 mins, 50.8 secs.; 3, W. P. Thorington, 21 mins, 54.4 secs., 4, J. P. Hopps. Fastest lap: Deely and Thorington, 2 mins, 7.6 secs., 76.18 m.p.h.

Sports Car Handicap (10 laps): 1, J. A. Keeling (Jaguar XK 120C, 1 min, 45 secs), 25 mins, 32.4 secs., 76.09 m.p.h.; 2, S. A. Mitchell (M.G., 3 mins, 50 secs), 25 mins, 53 secs), 25 mins, 53 secs), 25 mins, 53 secs., V. Sir T. Beever (M.G., 3 mins, 50 secs.).

U.S.A.F. Trophy Race, Formule Libre (15 laps): 1, J. H. Walton (Cooper-Bristol), 29 mins, 26.4 secs., 82.65 m.p.h.; 2, P. D. Gammon (Lotus), 29 mins, 27.6 secs.; 3, C. M. Clairmonte (Clairmonte), 31 mins, 6.2 secs.; 4, J. A. Keeling (Jaguar) Fastest lap: Gammon, 1 min, 54.8 secs., 84.67 m.p.h.



NEAR SPIN at the Esses for Col. W. P. Thorington, U.S.A.F., and his Austin-Healey, third in the Donald Healey Trophy race.



RIGHT OFF: Ken Smith goes adventuring amidst the Snetterton verges with the Smith 500 during the Formula 3 race.

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SPORTS CAR RACE

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Shelsley Walsh-June 20th

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T. A. D. CROOK

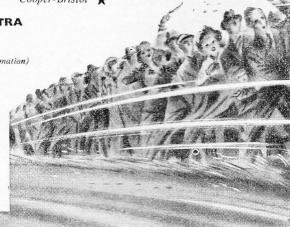
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KIRKISTOWN **AGAIN**

Emerson, McCandless, Scott and Leeper Successful in Ulster Meeting

TAKING full advantage of their initiative in securing their own private race track, the 500 Motor Racing Club of Ireland staged their second Kirkistown meeting of the season on Saturday, 12th June. Once again the date coincided with some glorious weather and by starting time the spectator enclosures were comfortably filled.

The programme was a well-balanced affair, with a saloon car handicap, scratch races for 500 c.c. cars and Ford-engined specials, and a final open handicap for all comers. All of the races were held over 10 laps of the 1 mile 928 yard circuit.

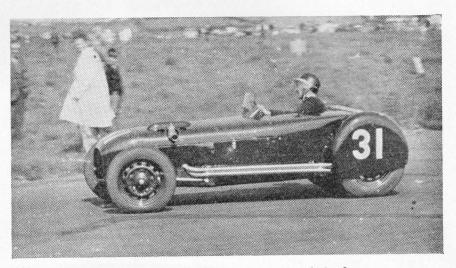
The saloon handicap produced nine starters, a notable absentee being Ronnie Adams (Jaguar Mk. VII). This defection left Joan Carvill (Aston Martin DB2) on virtual scratch, conceding as much as two laps to Dion Hayward (Ford Prefect) and Ernie McNally (Volkswagen). For a time it was these limit men who held the scene, but after three laps J. B. Emerson (Ford Utility) was closing and had passed Hayward. About this stage a good effort by John Robb (2,443 Riley) ended with a cloud of smoke preceding ominous clankings.

Emerson pressed on and gained the lead, with McNally now being harried by Andy Hutchinson (M.G.-engined Morris Minor). Joan Carvill, too, was coming through the field in great style, picking up as much as six seconds per lap on the leader. Emerson held doggedly to his lead, to beat Hutchinson, while McNally just managed to hold third place from Mrs. Carvill.

The scratch race for 500 c.c. cars produced only five starters, so was run concurrently with the race for Fordengined specials. For this race the 500 Club sent two of their own cars to the grid, a Cooper driven by Brian Thomas and a J.P. with John Goddard as pilot. Opposition came from Rex McCandless, with the Mark I McCandless (the handlebar-steered car but with steering geometry modified to Mark II specification), Bobby McMillan (J.P.) and Jim Meikle, who had fitted his Cooper with a J.A.P. engine for the race.

Meikle led the getaway, with McCandless close behind and poor Thomas left stalled on the line. Thomas eventually got going, but was faced with the task of getting through the Ford-engined pack as well as the tail-enders of the 500 race. Goddard was never happy about his motor and eventually packed in. Meantime, McCandless had got past Meikle, taken the lead and never looked like losing it. The race resolved itself into a scrap for second place between Meikle and McMillan, which was eventually won by Meikle, despite the handicap of having to hald too geer in approximant. having to hold top gear in engagement throughout. Thomas did eventually get past the Ford boys to come into a creditable fourth place.

John McDonagh's Ford Special led the 1,172 c.c. race for most of the distance,



AT LAST! Chris Lindsay's long awaited Lotus made its first appearance at Kirkistown on 12th June, futed with a Consul engine and driven by Leslie Innis. Unfortunately, it was damaged in a mix-up involving two cars, during the first heat of the open handicap race.

but always in close company with Robin Scott's Ford Special and David Archibald's Nufor. For the entire distance this trio circulated with only inches between them and in this formation arrived chance and squeezed past McDonagh, the fractional advantage gained being enough to keep the nose of his car in front over the line. McDonagh proat the last bend. Here Scott took a tested without success.

The first heat of the open handicap produced the almost incredible sight of Louis Carvill's Aston Martin DB2 on the limit mark, receiving a start of 10 seconds over such machinery as Denis Wilkins's Lotus, Alan Brown's H.R.G., Harvey McWhir's H.R.G. and the car most Ulstermen have been wating to see -Chris Lindsay's new Consul-engined Lotus, driven here by Leslie Innis. On virtual scratch mark was Noel Murdy, with the time-expired ex-McCrea R-type

Well, Louis Carvill can take advantage of any concession granted and David Brown machinery takes some overtaking. Harvey McWhir was first to take the DB2 on, but was overhauled by Alan Brown, while Wilkins and Innis tried their Consuls against each other and a trio of Austin Healeys—driven by Carter, Evans and Gillespie—mixed things in mid-field.

Carvill was uncatchable, Brown trying hard, only to end his effort when, coming down hard on Innis at the Hairpin, he was unable to avoid slamming the Lotus when it spun. Both cars were damaged and out of the running, which was taken up by Wilkins, with McWhir close astern.

In the second heat Andy Hutchinson's Minor-M.G. was on virtual limit mark Minor-M.G. was on virtual limit mark and, like Carvill, Andy takes an awful lot of catching. First to make the attempt was Arthur Clapham (Morgan Plus Four), with W. J. Christie's Zack, Robin Scott's Ford and W. Gardiner's Ford engaged in a threesome close behind. Christie disengaged himself and got past Clapham, and Scott soon followed. On the last lap it was Christie, Scott and Clapham in that order but Scott and Clapham in that order but with only 50 yards to go, Christie's engine died and he swung into the paddock, leaving Scott to win from Clapham and restoring Andy Hutchinson to third

place. The finishing area presented a colourful sight—the chequered flag vieing with the sombre black banner, waved in an effort to stop Sammy Moore, who had discarded his crash helmet during the race.

The third heat entry varied from Brian Thomas on scratch mark to Stanley Porter's ex-Mays Invicta receiving 80 secs. with Billy Leeper's M.G. about mid-field and Bill McCausland producing the ex-Titterington J2 Allard and Dickie Lovell-Butt his elderly M.G. Magnette. Porter set about staying in front, with W. Park's M.G.-Buckler and S. McNeilly (Nufor) just behind. This order remained until half-distance, when Leeper appeared in second place and McCausland third. Leeper overhauled Porter on the last lap.

Andy Hutchinson was limit man in the final and held the lead for four laps before being overtaken by Robin Scott. Next to come up was Arthur Clapham, but at the end of eight laps Leeper was up among the leaders to catch and pass Scott on the final lap, at which stage Wilkins managed to get past both Hutchinson and Carvill and into third place. third place.

W. A. McMaster.

Saloon Car Handicap: 1, J. B. Emerson (Ford Utility) (h'cap 1 lap plus 85 secs.), 15 mins. 42 secs. (52.53 m.p.h.); 2, A. Hutchinson (M.G.-Morris) (1 lap). 16 mins. 4 secs. (56.29); 3, H. E. McNally (Volkswagen) (2 laps, 16 mins. 15 secs.

500 c.c. Race: 1, R. McCandless (499 McCandless), 14 mins, 2 secs, (65.30); 2, J. L. M. Meikle (498 Cooper), 62.27; 3, W. R. McMillan (498 J.P.), 14 mins, 45 secs, (62.13),

Ford-engined Specials (scratch): 1, A. R. Scott (Ford Special), 15 mins, 11 secs., (60.35); 2, J. McDonagh (Ford Special), 15 mins, 11.2 secs. (60.34); 3, D. Archibald (Nufor), 15 mins, 12 secs.

Open Handicap, Heat 1: 1, L. Carvill (Aston Martin DB2) (1 lap 10 secs.), 13 mins. 40 secs. (61.09); 2, D. A. Wilkins (Lotus) (1 lap), 14 mins. 43 secs. (61.62); 3, D. H. McWhir (H.R.G.) (1 lap), 14 mins. 53 secs. (60.87).

Heat 2: 1, A. R. Scott (Ford) (1 lap 30 sccs.), 14 mins, 7 sccs. (60.57); 2, W. A. Clapham (Morgan) (1 lap 40 secs.), 14 mins, 16 sccs. (59.19); 3, A. Hutchinson (Morris-M.G.) (1 lap 60 secs.), 14 mins, 28 sccs. (57.01).

Heat 3: 1, W. Leeper (M.G.) (40 secs), 14 mins, 30 secs, (66.24); 2, C. S. Porter (Invicta) (80 secs.), 14 mins, 34 secs, (62.90); 3, W. J. McCausland (J2 Allard) (20 secs.), 15 mins, 5 secs, (64.99).

Final: 1, W. Leeper (M.G.), 14 mins. 5 secs. (68.30); 2, A. R. Scott (Ford Special), 14 mins. 10 secs. (61.85); 3, D. A. Wilkins (Lotus), 14 mins. 35 secs. (62.24).

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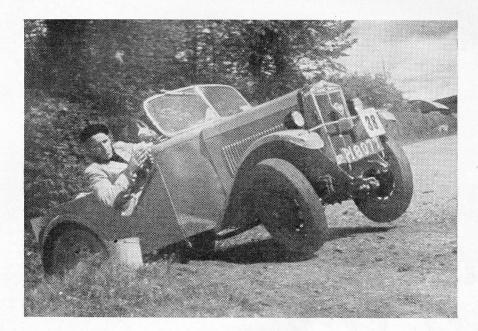
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ULSTERMAN WINS THE "MUNSTER"

Eire's Premier Rally Won by W. T. Todd (Ford Anglia)

Congratulations are due to the Limerick Motor Club for the truly excellent Circuit of Munster Trial, which took place on Whit Sunday and Monday. Since this two-day, 500-mile event became a regular feature of the post-war Irish calendar it has gained a reputation as a "toughish" but enjoyable way of going motoring for Whit. This year the organization was of a standard that could not be bettered, and the results indicate that Noel Thompson and company have, perhaps, found the elusive formula for equating saloons, sports cars and specials.

equating saloons, sports cars and specials.

Sunday: Out of 70 entries, 66 started,
37 from Limerick and 29 from Dublin.
The two sections of the entry converged
on the Culahill control, in Co. Kilkenny,
where Test 1 was held on loose gravel
and grass. Frank Bigger used his TR2's
acceleration at just the right places, and
scored B.T.D. with 31\(^2_5\) secs.

The next control and Test 2 were at
Pollardstown, in the footbills of the

The next control and Test 2 were at Pollardstown, in the foothills of the Knockmealdown Mountains, and here everyone arrived in good order and in good time. The test was a long figure-of-eight, in which A. Malcolm (Buckler) was quickest with 31\frac{1}{3}\text{ secs.} Navigation to St. Olans, near Dripsey, was not difficult, but R. Newell (DKW) was two minutes late. Anita Newell had trouble with the starter motor of her M.G.-Ford and lost marks for being 10 minutes late. The third test was a "crossroads" that was worth going a long way to see, and a scant 1\frac{1}{3}\text{ seconds covered the times of the first 14 drivers. Paddy Hopkirk put his Volkswagen through one-fifth second faster than anyone else, and Dermot Conway (TD), Declan O'Leary (TD) and Elmer Connell (Ford Spl.) tied for second place with 20\frac{2}{3}\text{ secs.}

Rougher country was beginning to come into view as competitors streamed to the Carrigacooleen control and Test 4, near the Kerry borders. Here the organizers had discovered a large quarry,

where a spectacular pylon test was staged. Adroit hand-brake work by Keith Wilkinson and Elmer Connell at the pylon enabled them to tie with 20\mathcal{c} seconds for B.T.D. in their Ford Specials.

Thence to the Killarney arrival control, via a secret check which caught nobody outside the permitted 27-40 m.p.h. averages. Killarney was "warming up" for a holiday week-end, and the Limerick club very thoughtfully laid on a free dance for the rallyists at the International Hotel.

Monday: Navigation was uppermost in competitors' minds as the second stage started from Killarney. The route led to a check at remote Morley's Bridge in the depths of the Kerry/Cork mountains, thence through very rough country to the Carrig Lodge control and Test 5 near Ballingeary, in West Cork. Joe O'Mahony and Paddy Hopkirk were fastest in their Volkswagens, and Vincent

INDEPENDENT: (Left) Val Baker demonstrates the split-axle front suspension of his Ford Special in the Pollardstown test. He won the Members' Cup in the Circuit of Munster.

Hartigan (TD) was next with 23²/₅ secs.

Then came the longest and roughest part of the trial: over the Pass of Keimineagh and out to a check at Castletownbere; back to Kenmare and out of the "Ring of Kerry" to a check at Sneem; then through the Kerry mountains, crossing the Bealaghabeama Gap in the process. Sheila O'Cleary, who had been gamely competing without a navigator, broke a half-shaft and was out. Dick Nash's co-driver slid off the road and had the misfortune to break several teeth against the steering wheel, but the TD was undamaged and they carried on. Lakefield control and Test 6 were situated near the edge of lovely Caragh Lake, and here T. P. O'Connell did a "furioso" 25\frac{1}{25}\frac{1}{25}\text{ secs. while Elmer Connell spun his special cleverly to record 25\frac{1}{25}\text{ secs. Ballygambon Upper, on the road to Tralee, led to Test 7, which was wrapped up very nicely by Elmer "Hand-Brake" Connell, a whole four seconds faster than the rest of the field.

Events were moving to a climax when

Events were moving to a climax when Curragh Chase and Test 8 were reached. Declan O'Leary and Frank Biggar were very fast indeed with 29 secs. each, but Paddy Hopkirk got down to 28½ secs., a remarkable time with the little Volkswagen saloon. Mike Kineen had a few exciting moments when the throttle jammed wide open and his Jaguar tried to take the bit between its powerful teeth. However, Mike got out of the

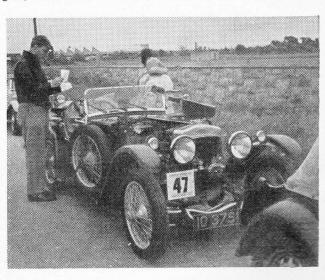
teeth. However, Mike got out of the situation with great skill.

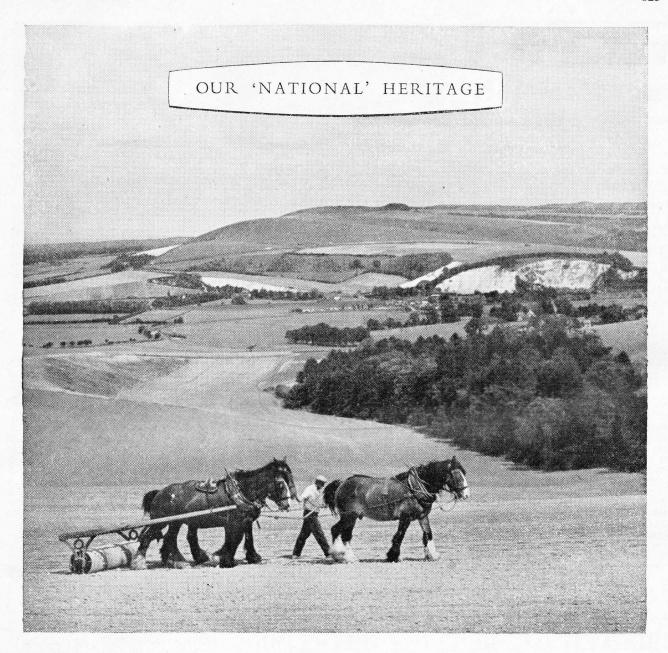
A short run to Limerick brought competitors to the final control and Test 9, on the Dock Road. Here in failing light, before a sizeable crowd, were set out two "garages", two pylons and a two-pylon chicane. Many and varied were the routes chosen, and Declan O'Leary went everywhere, but shared the best time of 36 secs. with J. Carroll's TD. A. Malcolm managed 37½ secs, despite a very obviously blown cylinder-head gasket on his Buckler, and Paddy Hopkirk's gearbox lost reverse at the wrong moment.

JACK O'DONOGHUE.

Results published in 11th June issue, Hopkirk, McMahon and McGonigle (Volkswagen).

(Right) Dudley ("Wheel Patter") Colley takes time off to check over his well-known Frazer-Nash at the Dublin starting control. He later suffered from final drive trouble.





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NEWS FROM THE CLUBS

By Wilson McComb

It seems hard to believe that, this week-end, no cars will be racing on any of Britain's hard-worn circuits. Silverstone, Goodwood, Snetterton, Aintree, Brands Hatch, Oulton Park—all these and more are lying fallow, so far as four-wheeler enthusiasts are concerned. This happens in the middle of what must be the busiest racing season this country has ever known, and just one week after a meeting had been robbed of almost all interest by another taking place on the same day. How easy it is to be wise about the calendar in retrospect—and how difficult to plan it in advance!

HERTS County A. and A.C.'s Ramsgate Speed Trials on 11th July are open to members of the B.A.R.C., Bugatti O.C., Brighton and Hove M.C., Half-Litre Club, London M.C., Vintage S.C.C. and West Essex C.C. Details are available from Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead, and entries close on 5th July. . . Middlesbrough and D.M.C.'s sand racing at Redcar on 10th July will include car events for members of the Yorkshire S.C.C., Liverpool M.C., Darlington and D.M.C., Lothian C.C., B.A.R.C., Sheffield and Hallamshire M.C. and Newcastle and D.M.C.; entries to A. V. Buttress, Clarendon Road, Middlesbrough, by noon tomorrow, 26th June. . . . Lancashire and Cheshire C.C. will hold an autocross meeting at Eaton, Cheshire, on 11th July. Entry closing date is 7th July. Secretary of the meeting is R. J. Ginn, 23 Ludford Grove, Sale,



IF YOU CAN READ THIS—you are too darned slow! Seen in the 750 M.C. (Brooklands Area) pit, during the combined 750 M.C./M.G. Car Club Three Hour Relay Race at Silverstone on 12th June.

Cheshire, and invited clubs are the London M.C., Sunbac, North Midland M.C., M.G.C.C. (N.W.), 750 M.C., Mid-Cheshire M.C. and Bolton-le-Moors C.C. . Brighton and Hove M.C.'s Brighton Motor Rally, a B.T.D.A. Silver Star event, will be held on 10th July and is open to members of the B.A.R.C., Citroën C.C., Hants and Berks M.C., London M.C., Mid-Surrey A.C., Thames Estuary A.C. and West Essex C.C. Entries should reach 226/8 Madeira Drive Arches, Brighton, 7, by noon on 3rd July. . . Liverpool M.C. have lost the services of Ian Hall, whose examinations keep getting in the way of his motoring activities. New comp. secretary is P. L. Lomas, 47 State Insurance Buildings, 14 Dale Street, Liverpool, 2. The club's Summer Sporting Rally will cover a 160-mile course on 3rd/4th July; details from G. Gurney, 37 Kingsmead Drive, Hunts Cross,

Liverpool. . . . Tunbridge Wells M.C.'s 8th Annual Rally on 3rd July is open to members of the Bentley D.C., M.G.C.C., Riley M.C., Lagonda Club, Singer O.C., A.M.O.C. and Vintage S.C.C. G. W. Law, 8 Culverden Park, Tunber Law, 1981, 1 will close the entry list on 28th June. . . . North Midland M.C.'s Midsummer Road and Test Trial will start and finish at Bawtry on 4th July. Cuth. Harrison awaits entries (closing date, 29th June) at 53/61 London Road, Sheffield, 2. Alvis O.C.'s Midland Section will hold a concours d'élègance and rally at Ettington Park, near Stratford-on-Avon, on 4th ton Park, near Stratford-on-Avon, on 4th July; Southern Section's Surrey Night Rally will take place on 17th July; details from (Midland) G. B. Stokes, 56 Stonebridge Road, Coleshill, Birmingham, and (Southern) K. R. Day, 31 Lawrence Avenue, New Malden, Surrey. R. E. M. Perkins, 54 Bruce Grove, Chelmsford, awaits entries for the "Essex Cavalcade of Motoring", a concours d'élègance and driving test event planned for 3rd July. . Newry and D.M.C.'s annual Spelga hill-climb, to be held on 3rd July, has had to be canheld on 3rd July, has had to be can-celled because of work on the course. A new road is being built which, it is hoped, will result in a better hill for 1955. . . . Maidstone and Mid-Kent M.C. will hold a speed trial at Brands M.C. will hold a speed trial at Brands Hatch on 25th July. H. W. Kingsbury, c/o Cellactite and British Uralite Ltd., Higham, nr. Rochester, Kent, is looking after the entry list, which closes on 19th July. Invited clubs are the 750 M.C., Bugatti O.C., Hants and Berks M.C., N.L.E.C.C., B.A.R.C., Tunbridge Wells M.C. and V.S.C.C. . . Mid-Thames Car Club, founded six months ago, will stage a 200-mile rally on 4th July. Details from Press Secretary All-work, 226 South Ealing Road, South work, 226 South Ealing Road, South Ealing, W.5. (EALing 6368); entries close on 30th June. . . . Southsea M.C.'s timed trials will not be held at Thorney Island next Sunday, 27th June, too few entries having been received. This is very bad luck, for the event had already been postponed from 2nd May because of bad weather on that day.

More News from the Clubs on page 826

BUGATTI O.C. MEMBERS' HILL-CLIMB

Henderson (Cooper) Makes B.T.D. at Prescott

THE traditional "flaming June" weather was conspicuous by its absence at Prescott on 13th June, for the Bugatti Owners Club Members' Meeting, when continuous rain in the morning rapidly turned the paddock into a quagmire; although it stopped raining in the afternoon, the track dried very little, and as the day wore on mud and oil deposited on the corners made conditions even more difficult.

Nevertheless, there were very few nonstarters among the large entry and, probably because of the poor conditions, times were very close. B.T.D. went as usual to one of the "big twin" Coopers, driven by Dick Henderson, with Greenall's similar machine second, these two being the only competitors to break 50 secs. Third fastest and winner of his class was young Tony Marsh with his blown machine, while potential hillclimb champion Michael Christie could do no better than third place in the unsupercharged class. Disappointing was the non-appearance of Peter Stubberfield's Bugatti, after it had developed a much too "solid" feel during practice.

The sports car classes produced some very close competition, in which the best time was achieved by Alec Francis's remarkably versatile Mercury-H.R.G. "Doc" Pinkerton's Alvis was second after a "hedging" session during practice, but especially creditable was the 53.96 secs. of H. Porteous—not only by far the best time in his class, but for a long time best of the day—quite a performance for an M.G.-engined Buckler. Michael Burn's energetic driving of his Frazer-Nash was sufficient to give him victory in the 3-litre sports class, beating Tony Everard's DB3. Surprisingly, the Bugatti Handicap was poorly supported, with only two starters, but neither driver lacked in enthusiasm.

J. RICHARD ALEY.
(Results published in last week's issue)

Correspondence—continued

Photographers at Aintree

MAY I burst into print for the first time in my life and reply to "Staff Photographer's" letter in your issue of 11th June.

Being on duty at Aintree on the day in question, I was getting along in very pleasant fashion with the several photographers in my section. When the sports car race was nicely under way, in pouring rain, a group of six or so "well-known" photographers crossed the circuit on a corner. This action quite naturally started the "blowers" ringing, the instruction issued being that nobody must cross the road during the racing, and that photographers should please stand on top of, or behind straw bales on the outside of corners.

I proceeded to ask, in the most pleasant manner, a group of "staff photographers" to stand on top of the bales they were leaning on at that time. The reply I received is hardly

worth repeating.

These gentlemen take excellent photographs, and I am one of the first to appreciate this; it was apparent from subsequent results that standing on, or behind, the bales did not deter them on this occasion.

The spot in question was one into which a car had spun during practice, and experienced as they may be, awkward photographers do not bear charmed lives, nor are "newcomers" to this marshals game "crowd dictators".

GILDERSOME, NR. LEEDS.

CROWD MARSHAL.

That 12-litre Engine-A Casablanca Reader's View

A REGULAR reader of your fine magazine, I agree strongly with Messrs. Knight and de Mattos about a 1,500 c.c.

engine.

Living in Morocco, I bought an M.G. Mk. II six months ago and started racing it, as did a friend of mine, owner of a TD. We loved it and raced three times, at Marrakech, Azrou and Tangiers; but, of course, our heavy cars could not pretend to do anything against 1,500 c.c. Porsches, and every time we were beaten by them. But if we had had 1,500 c.c. engines and lighter bodies we could have reached the good places.

Will there ever be an English manufacturer who will build will there ever be all English manufacturer who will build a light chassis with a simple and good looking light body, and who will fit into it a solid 1,500 c.c. engine, well-cooled brakes and wire wheels? I mean for real sport and competition purposes; because do not tell me that even a blown Mk. II TD, as mine, is a competition car. If I race amongst M.G.s, yes, but, alas, the Porsche happens to exist.

The price of such a car should not exceed £800 if the constructor spends his money only on efficient parts, and not on fancy dashboards, chromes and leathers.

Here, in Morocco, we do not have the spare parts the dealers should have, nor the opportunities of getting them from wrecked cars, or old ones, and cannot, except with a lot of money, built a Ken Miles Special type.

Many thanks for your fine magazine, its pictures, its reports

of races, its information. CASABLANCA, MOROCCO.

B. PHILIPPART.

I HAVE read with interest the letters in your 4th and 11th June issues dealing with the lack of a suitable 1½-litre sports regine, and I would like to point out that my company are producing an all-alloy $1\frac{1}{2}$ - and 2-litre engine, which should meet this demand at a reasonable cost. The $1\frac{1}{2}$ -litre unit, being a square engine and running up to 7,000 revs., produces over 100 h.p. on petrol.

J. H. TURNER,

Turner Sports Cars (Wolverhampton), Ltd.

WOLVERHAMPTON.

Le Mans-and the power of the Gremlins!

Congratulations to Raymond ("Let's face it") Baxter on his Le Mans coverage on the B.B.C. sound and TV. The TV coverage gave us at home a wonderful opportunity to get some

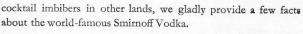
of the atmosphere, without getting wet, too.

I think it would be best if Autosport Editorials gave up talking about possible "Green Covers" before events are won. The Gremlins seem not to like it, as on the two occasions that "Green Covers" have been mentioned, British cars have not won! I refer, of course, to the "Monte" and "Le Mans" of this year.

CHELMSFORD, ESSEX.

The Englishman's Guide to **Smirnoff** Vodka

The Island Race are among the world's most discerning drinkers. They are, however, notably conservative in their tastes, preferring to stick to what they know than experiment with alien beverages of doubtful potency. Believing, however, that Englishmen* should share in the pleasures of



- 1. Smirnoff Vodka is a smooth palatable drink, no stronger than your Gin, Whisky or Rum.
- 2. Smirnoff Vodka is today one America's most popular drinks, where it is used as the blending spirit for new and established cocktails as well as for long drinks.
- 3. Smirnoff Vodka makes a most attractive drink taken straight "à la Russe," especially when accompanied by savouries.
- 4. Smirnoff Vodka is made in this country according to the traditional recipe used by Pierre Smirnoff, purveyor of Vodka to the Imperial Court of Russia.



OBTAINABLE FROM ALL GOOD WINE MERCHANTS, CLUBS AND BARS Ste. Pierre Smirnoff Fls., Oval Road, Regents Park, London, N.W.I. Sole distributors in United Kingdom, W. & A. Gilbey, Ltd.

FURNESS RALLY

THE Furness D.M.C.'s fourth Festival Rally was held on 19th/20th June, and attracted an entry of 64, including

six motor cycles.

Three starting controls were used: Concle Inn, Rampside, near Barrow-in-Furness; Garstang, near Preston; and Kendal. Competitors converged by a simple route on Burton-and-Holme, from which control the route covered some 240 miles of the moors and valleys of Westmorland, Yorkshire and the Lake District. After breakfast at the Farmer's Arms, Lowick, the entrants proceeded to Lowick Common for the tests, the fastest in this section being Dr. C. R. Hardman.

The main feature this year was the method used for routing, which was entirely by map reference. Each control (other than the starting controls) was a station, fully justifying the sub-title, "Rallye des Gares", and there were 11 sections, each with its own particular coloured card. On entering into a control, the used card was placed in a sealed box and the competitor was issued with a card for the next section.

Results

Festival Trophy: R. L. Brown (Sunbeam-Talbot

Postry (Vauxhall) (Vauxhall)

Novice Award: D. A. Navigator's Award: G. Randall. Baker (Vauxhall.

RECENT RESULTS

RILEY M.C. SCOTTISH INTER-CENTRE TRIAL 6th June

Premier Award: 1, A. Ross (2½-litre Roadster), 0 mks. lost; 2, I. Bennie (9 h.p. Lynx), 0; 3, D. Falconer (1½-litre Kestrel), 12.

KENTISH BORDER C.C. BROADSTAIRS RALLY 6th June

Bussey Trophy: A. F. Bray (T.E.S.T.1).

Deal Cup: A. F. Erskine (Triumph TR2). Kent
Cup: R. W. Faulkner (Ford Anglia). Sussex Cup:
P. J. White (Triumph). Club Cup: M. R. B.
Mostyn (Jaguar XK 120).

First Class Awards: R. F. Chappell, J. Pocock, R. Garnham, D. N. Greig. Second Class Awards: P. A. Barden, D. Butterfield, A. Firmin, T. Badis, E. W. Vero, W. F. Armstrong.

CHARNWOOD C.C. PRESIDENT'S TRIAL 13th June

Alan Heath Trophy: A. Hough. Attenborough Challenge Trophy: F. W. Lax. First Class Awards: B. E. Huggins and R. Palmer.

W. HANTS AND DORSET C.C. MEMBERS' DAY Doddings Farm, Bere Regis, 13th June

Open Cars: 1, M. J. Drewitt (M.G.), 71.2 marks lost; 2, G. Hiscock (M.G.), 72.9; 3, P. G. Cooper (Triumph), 76.9; 4, A. Park (Healey), 78. Closed Cars: 1, M. Lankester (Ford), 77.7; 2, Cdr. H. Kidston (Lancia), 78.1; 3, F. Downs (Sunbeam-Talbot), 78.2; 4, Dr. W. Deane (Sunbeam-Talbot), 89.3.

Ladies' Prize: Mrs. J. Leavans (Jowett Javelin), 102.5.

KILKENNY L.C. AND M.C.C. NAVIGATION TRIAL

13th June

Vigzol Trophy: G. Dyer (Austin), Saloon Class: I, G. Dyer; 2, Miss M. Tynan (Austin). Open Car Class: I, E. McCann (M.G.); 2, D. Gaffney (Ford).

Ladies' Award: 1, Miss M. Tynan; 2, Miss A. Newell (M.G.-Ford).

CHILTERN C.C. TOURING RALLY 13th June

Best Performance: R. F. Ruggles (M.G. TF), 0 marks lost. Class 1: 1, R. N. Richards (Ford Anglia), 0; 2, J. Tynan (Ford Anglia), 4; 3, H. O. J. Davis (Morris), 5; 4, D. Franklyn (Austin), 5. Class 2: 1, M. R. B. Mostyn (Jaguar XK 120), 0; 2, P. D. Sapsed (Vauxhall), 1. Class 3: 1, R. J. Randall (M.G.), 1; 2, L. Needham (M.G.), 4; 3, G. F. Conran (M.G.), 8. Class 4: 1, F. E. Still (Triumph TR2), 0; 2, P. D. Condy (Healey Silverstone), 0.

COMING ATTRACTIONS

June 25th/26th. Plymouth M.C. 9th Presidential Trophy Rally. Start, Plymouth, Salisbury and Bristol, 7.30 p.m.

June 26th. Scottish S.C.C. Hill-climb, Bo'ness.

Bristol M.C. and L.C.C. Mendip Petit Prix de Tourisme, Castle Combe, nr. Chippenham, Wilts. Start, 3 p.m.

Chester M.C. Sprint Trial, Summers Drive, Queensferry. Start, 2 p.m. Armagh and D.M.C. and C.C. Trial, N. Ireland.

June 26th/27th. Hagley and D.L.C.C. 9th Annual Welsh 12-hour Rally. Start, Hagley and Hereford, 10.30 p.m.

B.A.R.C. 8th Annual Eastbourne Rally.

Cambridge '50 c.c. Night Trial.

June 27th. Oporto Grand Prix (S), Portugal.

Monza 1,000 kms. Race (S), Italy. Circuit of Bressuire (F3, S, T), France.

Circuit du Lac (Monomill), France. Rally of the Saar, France.

Hants and Berks M.C./750 M.C. Dawn Handicap Rally.

Lancia M.C. 6th Annual Inter One-Make Club Driving Tests, Thruxton Aerodrome, nr. Andover, Hants. Start, 10.30 a.m.

Coventry and Warwicks M.C. Attleboro' Trophy Driving Tests, Brandon Speedway, nr. Coventry. Start, 2.30 p.m.

Mid-Surrey A.C. Barnstaple Rally. Start, The Sugar Bowl, Burgh Heath, Surrey.

Fylde M.S.C. Map-reading Trial. Start, Blackpool, 2 p.m.

Citroën C.C. Midsummer Half-Day Rally. Start, Guildford Squash Club, 1.30 p.m.

B.A.R.C. (N.W.) Autocross Meet-

Worthing M.C. Rally.

Sunbeam-Talbot O.C. Gymkhana, Brands Hatch.

June 29th. Circuit of Sardinia (S, T). July 1st/4th. Dax Rally, France.

BRIGHTON AND HOVE M.C. CONCOURS D'ÉLÉGANCE

13th June

Mermaid Trophy: E. W. Quero and Miss V. Taylor (1950 Daimler).

Brighton Trophy (opposite class): G. H. Harrington/Miss N. Harrington (Sunbeam Alpine).

ton/Miss N. Harrington (Sunbeam Alpine).

Class 1: F. E. Davis/Mrs. Davis (1914 Ford).
Class 2: H. L. Pownall/Mrs. Pownall (1929 Bentley). Class 3: P. J. Betteridge/Mrs. Betteridge (Triumph). Class 4: Raymond Way/Mrs. S. Horton-Stephens (1937 Bentley). Class 5: C. P. Blackmore-Reed/Miss A. Trehearne (1937 A.C.) and F. Gill (1939 M.G.). Class 6: J. W. K. Allan/Mrs. Allan (1954 Hillman) and A. E. Bowyer-Lowe/Mrs. E. M. Brighty (1954 Ford). Class 7: H. G. Bellamy-Knights/Mrs. Bellamy-Knights/Mrs. Bellamy-Knights/Mrs. Bellamy-Knights/Hord). Class 8: W. C. North/Beryl O. S. North (1954 Ford). Class 9: T. Robinson/Mrs. Robinson (1954 Ford). Class 10: E. W. Quero (1950 Daimler). Class 11: C. D. B. White (1950 Iaguar). Class 15: L. D. Eldridge/Mrs. Eldridge (1950 Rolls-Royce).

LONDON M.C. "PETIT RALLYE" Annecy, France, 17th June

Premier Award: P. S. Hughes (Harfeach), tests aggregate 83.6 secs.; 2, P. Johnson (Triumph TR2), 87.4 secs.; 3, P. Clegg (Ford Spl.), 92.0 secs.

Annecy Trophy: K. W. Monk (Sunbeam-Talbot), 97.2. Class Trophies: M. J. Hawley (M.G. TD), 98.4, and G. W. Best (Ford Anglia), 102.2 secs. and 4 marks lost. Coupe des Dames: Mrs. B. Frayling (Ford Zephyr), 104.6. Novices' Trophy: I. Lewis (Bentley), 142.4 secs. and 1 mark lost. Team Award: Hughes, Hawley and L. Jenner (Morgan, 96.2 secs.). Test aggregate, 278.2 secs.

VETERAN C.C. JUBILEE SPEED TRIALS Bexhill-on-Sea, 19th June

S. F. Edge Trophy: P. Fotheringham-Parker (1899 Century), (best performance on formula). **B.T.D.:** S. E. Sears (1914 Sunbeam).

Rally. Class A: 1, M. E. Davenport (1901 Progress); 2, A. C. M. Sir Alec Coryton (1902 de Dion Bouton); 3, A. V. M. G. W. Tuttle (1903 Napoleon). Class B: 1, T. W. Johnson (1912 Daimler); 2, V. M. Whiteway (1909 Ford); 3, D. F. Hunt (1907 Rover).

D, F, Hunt (1907 Rover).

Speed Trial. Class 1: 1, R, J. Stephens (1898 Stephens); 2, F, S. Bennett (1903 Cadillac); 3, G, E. Mawer (1904 Oldsmobile). Class 2: 1, F, W. Hutton-Stott (1902 de Dietrich); 2, H, F. Welham (1904 Renault); 3, H. Jennings (1904 Clement-Talbot): Class 3: 1, C. C. Tufnell (1908 Rover); 2, F, C. Hall (1911 de Dion Bouton); 3, R. D. Sully (1907 de Dion Bouton). Class 4: 1, H, E. Bowden (1911 Brennabar); 2, H. Twallin (1915 Sunbeam); 3, S. J. Humphries (1914 Perry).

CHELTENHAM M.C. INTERNATIONAL ROAD FUEL ECONOMY CONTEST

19th/20th June

Section 1. Best Performance: C. M. Walker (Simca); 2, G. Heaps (Standard Vanguard). Ladies' Prize: Miss M. Pearson (Volkswagen). Members' Award: T. Beckingham (Standard Vanguard).

Section 2. Best Performance: C. D. F. Buckler (Buckler); 2, W. Boddy (Citroën). Members' Award: W. M. Jasilkowski (Jaguar).

More News from the Clubs on page 832

CLUB FIXTURES

Hants and Berks M.C.—Meeting, 25th June, George and Dragon Hotel, Wargrave.

North London M.C.—Meeting, 25th June, Cat Inn, Cat Hill, East Barnet.

Alvis Register.—Meeting, 26th June, Two Brewers, Chipperfield, Herts, 7 p.m.

Bentley D.C.—Kensington Gardens Rally, 26th June, 12 noon; Driving competition with Metropolitan Police, 27th June, Aerodrome Road, Hendon, 10 a.m. Meetings: 27th June, 17th Century Listers Arms, Malham, Yorks, 12 noon; 30th June, Bird in Hand, nr. Henley-in-Arden, Warwicks, 8 p.m.

A.C.O.C.—Concours d'élégance and gymkhana, 27th June, Bovingdon Aerodrome, Herts, from 11 a.m. 30th June, "Twenty Ouestions", Mari-borough Head, North Audley Street, W.1.

Northampton and D.C.C.—Social run, 27th June. Meet Victoria Promenade, Northampton, 10.30 a.m.

Oxford M.C.—Meeting, 28th June, Barley Mow, Clifton Hampden,

750 M.C.-Meeting, 28th June, Sheer House Hotel,

Eastern Counties M.C.—Meeting, 29th June, Red Lion, Martlesham, nr. Woodbridge.

Lagonda Club (Northern).—Meeting, 29th June, Red Lion, Holme-on-Spalding-Moor.

Chiltern C.C.—Meeting, 30th June, George Hotel, Beaconsfield.

B.A.R.C. (S.W.).—Meeting, 30th June, Little Testwood Club, Totton, Southampton.

Liverpool M.C.-Meeting, 30th June, Royal Hotel,

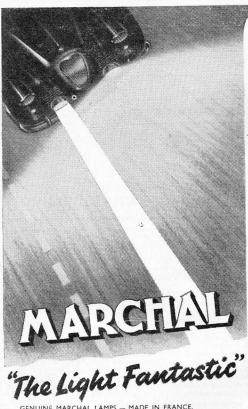
Vintage S.C.C.—Meetings, 1st July: Phoenix Hotel, Hartley Wintney, Hants; King's Head, Telby, nr. Market Rasen, Lincs; Scott's, Rose Street, Edinburgh.

N.L.E.C.C.—Concours d'élégance, 1st July, Hendon Park, Hendon, 6 p.m.

Nottingham S.C.C.—Meeting, 1st July, Travellers' Rest, Plains Road, Mapperley.

Singer O.C.—Meeting, 1st July, Prince of Wales, Carterknowle Road, Sheffield. Wolseley Hornet S.C.-Meeting, 1st July, Red Lion,

Church Street, Birmingham. Surrey S.M.C.-Meeting, 1st July, Warwick Hotel,





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FOG LAMP

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Rectangular fog lamp in full chromium. Designed blend with modern styling. 180° beam, free from upward rays of light. 6 and 12 volts. Complete with bracket, switch and cable 650/300.





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Swivelling spot - light, easily affixed to inside of windscreen by suction. Small, light and efficient - ideal for rally enthusiasts. 6 and 12 volts. Complete with cable and plug-in socket. Model 90. Price 86/-.

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Extremely wide beam for easy reversing at night. Full chromium finish. 6 and 12 volts. Complete with cable and tell-tale illuminated control switch. 520/322. Price 37/6 .



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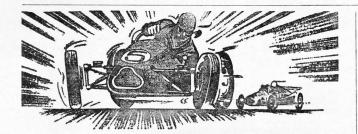
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M.G. 2-seater, £7/5/-. TC, TD & TF, £8.
Jaguar XK 120, for top panel (illustrated), or Boot
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chromium universal fittings, suitable anymake, detachable, 50/- each. With double clamp for racing 55/- each. Post 2/-.

WIND DEFLECTORS, In Perspex, polished Duralumin frames, prevents 10/- each. Many other 10/- each. M

Jaguar XK 120 £3/3/-, ditto, chromium, £4/4/-.

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Vaumol Hide, Dun-lopillo cushions, £8/15/-. Others from £4 each.



In light alloy, 6 in. & 7 in., 30]-front, 35]- rear. In light steel, fronts, 6 in., 18]-, 7 in., 20]-, 8 in., 22]-, rears, 20]-, 22]- & 24]- each.

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1933 A.C. 2-seater coupé, light green, body condition very good. £135. —Williams Motors, 17 Radley Mews, Stratford Road, W.8. WES 7420.

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1939 2-litre sports tourer. Converted to dry sump, excellent condition throughout. £325.

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A USTIN 1928 2-seater. New tyres, spare engine.

Double valve springs, lightened flywheel, raised compression. Magneto ignition, aluminium crankcase. £65 o.n.o.—Box 1508 (Yorks).

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 $4\frac{1}{2}$ BENTLEY tourer. Beautifully maintained. $\frac{1}{2}$ £265 or offer.—Rudds, adjoining Central Station, Worthing.

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BASIL ROY, LTD., B.S.A. (Scout Models), spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANgham 7733.

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COOPER-BRISTOL sports 2-seater, B.R.G., in immaculate condition, with 135 b.h.p. Bristol B.S.1 engine, 130 m.p.h. Dunlop racing covers. Will consider part-enchange.—Cooper's Garage (Surbiton), Ltd., 243 Ewell Road, Surbiton, Surrey. ELMbridge 3346.

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1938 DKW Cabriolet, 50° m.p.g., mileage 65,000. One previous owner, £115 spent recently, now faultless. Seen London by appointment.—Liddiatt, 9 Florence Close, Walton-on-Thames.

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 $1953~\mathrm{F2}$ single-seater, 145 b.h.p. Bristol engine. Only covered 700 miles since new, Easily converted to 2-litre sports. Price £1,250.—Billy Skelly, Manse Road, Motherwell. Phone 1560.

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JAGUAR

120. A most beautifully maintained sample in spotless black cellulose, with red/biege unworn leather upholstery, fitted with black plastic hood and tonneau. Twin exhausts with chrome tail pieces, fully modified suspension including shock absorbers, which, coupled with the unworn Michelin X tyres, gives magnificent road holding. Originally the property of an elderly gentleman, it has spent most of its life outside the golf club, but the mechanical condition has not been neglected. At 18,000 miles 8-1 compression pistons were fitted and now, with its general total at 25,000, it still uses virtually no oil. £850. Terms arranged—exchanges considered.—Rudds, adjoining Central Station, Worthing 7773-4.

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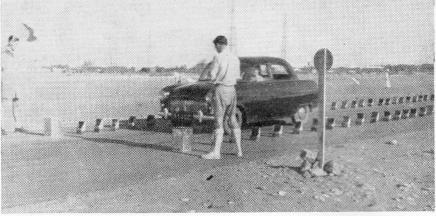
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Quoting Major Hawkins again, "There have been several indications that the club is smiled upon by divine providence. For example, we were delighted to find that, as though to make up for the four members who had not paid, two members had paid their subscriptions three times over! This might have been due



to sheer enthusiasm, or possibly our bar, or more probably Sudanese bank clerks.

Despite this apparently easy-going attitude, organisation would seem to be well under control. For instance, each member of the committee is given a special responsibility of his own, to ensure that none of the objects or interests of the club is neglected. Film shows, gymkhanas and rallies are included in the programme—and marshals in these islands might care to contemplate the laying out of special tests at

two o'clock in the afternoon, when most of Khartoum is having a siesta and the temperature is something like 115 deg. Talk about mad dogs and Englishmen!

The club continues to flourish, and any enthusiast who is going to or passing through the Sudan is recommended to write to the Hon. Secretary. She is Mrs. Kentish, c/o The Buildmore Co. (Sudan), Ltd., P.O. Box 314, Khartoum, Sudan. Major Wilson Hawkins is now in this country, and can be found at 11 York House, Church Street, London, W.8.

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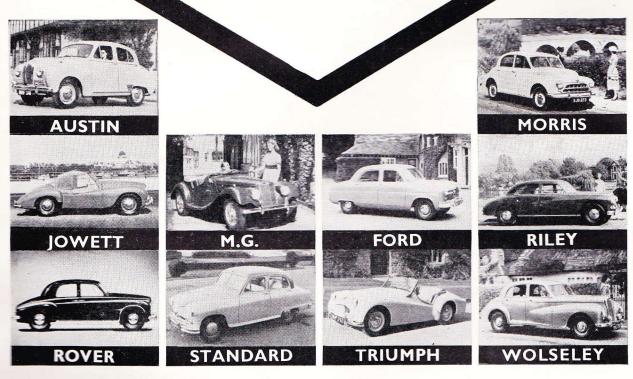
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