

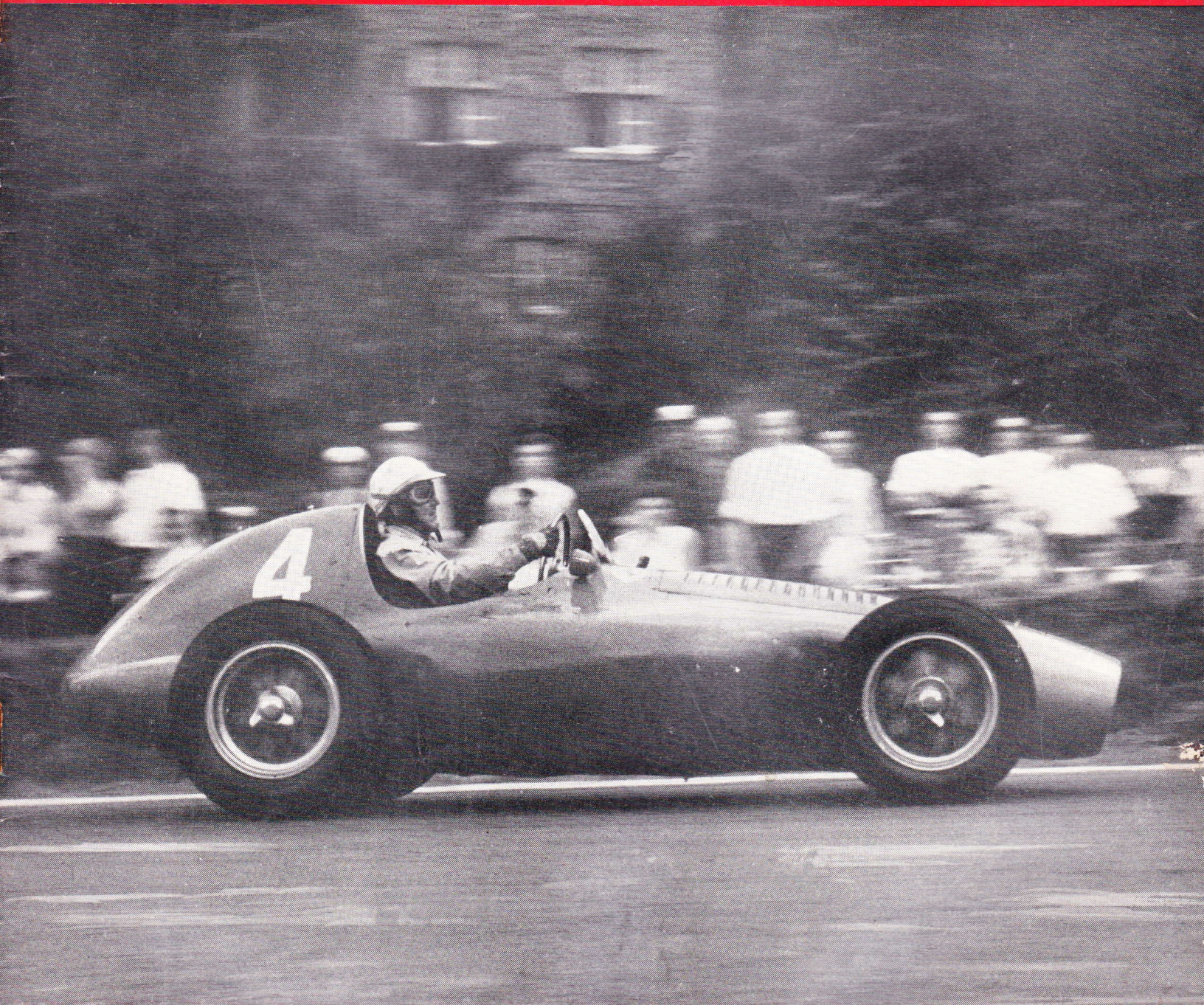
AUTOSPORT

JULY 2, 1954

1/6

EVERY FRIDAY
Vol. 9 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

TECHNICAL DETAILS OF THE G.P. MERCEDES-BENZ : SUPERCORTEMAGGIORE GRAND PRIX : CHRYSLER TESTING GROUND
WITH JOHNNIE CLAES AT THE BELGIAN GRAND PRIX : SPORTS CARS—AN AMERICAN'S VIEW : BO'NESS INTERNATIONAL
ROAD TEST OF THE SUPERCHARGED PANHARD JUNIOR

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 1

July 2, 1954

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NOTICES

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EDITORIAL

Formula 3

THE news that as from 1st January, 1955, the use of special racing fuels in Formula 3 racing may be banned, will come as a surprise to the majority of British 500 c.c. drivers. It has long been known that entrants of Continental-built machines have been dissatisfied with F3 racing, mainly on account of the supremacy of British machines using "dope" versions of the single-cylinder, twin-o.h.c. Norton racing engine. However, insistence on pump fuels will not solve this problem, and in due course the petrol motors will probably be as fast as are the alcohol engines of today. Naturally the cost of F3 racing will tend to rise; there is no cheaper way of tuning an efficiently designed engine than to raise the compression ratio and use alcohol or methanol-based fuels. Also, the very real problem of cooling the modern rear-engined car can be solved owing to high latent heat value of the fuels used, which lowers internal temperatures.

One result of any new regulation may be to encourage the small-capacity, multi-cylinder engine. In the past, experiments with "dope" versions of four-cylinder power-units such as MV-Agusta, Gilera and the British Turner, have not proved to be outstandingly successful. Insistence on pump fuel may cause a fairly rapid development of multi-cylinder F3 cars, and this, no doubt, was in the minds of the delegates when they passed the resolution to ban special fuels. It may be expected, therefore, that next season, Italian and German manufacturers will release a certain number of suitable engines for Formula 3 racing—in the hope that the British supremacy established first by the o.h.v. J.A.P., and then by the o.h.c. Norton engines will be broken.

If this does happen, it will spell a new era in 500 c.c. racing. As recent results of motor-cycle races show, the twin-o.h.c. Norton "single" is anything but a back number—and one must not forget that only pump fuels are permitted in international motor-cycle racing!

Whether or not the F.I.A. resolution will be generally adopted remains to be seen, as the recommended regulations have caught all who are concerned with 500 c.c. racing completely unawares. It may, of course, be welcomed by the fuel concerns who would be able to advertise successes of machines on "same as you buy" petrol. However, that is by the way. F3 racing has been developed on free fuel formula lines, and to many drivers, the new regulations will be completely unacceptable, as it may well entail an entirely new F3 car, built to solve the problems of cooling which may beset air-cooled, rear-engined machines running on normal pump fuel!

OUR COVER PICTURE

NEW PROFILE: Nino Farina at Spa-Francorchamps with the latest 2½-litre Grand Prix Ferrari. The car has a much smaller and lower frontal area than any previous Ferrari racing car.



Pretty as a picture
and character that goes deep

To watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the T.F. Midget is quite a touching experience! And undoubtedly she is a car to fall in love with. Her line is enhanced by a slightly longer and lower bonnet and a new bow-fronted radiator adds a touch of contemporary elegance. Headlamps are now gracefully streamlined into the wings. But, of course, it is in performance that the M.G. shows her breeding. Here in the T.F. you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise

even the most knowledgeable of M.G. enthusiasts. This T.F. model is clearly going to maintain and enhance the M.G. reputation for unique and exciting motoring in safety...fast!

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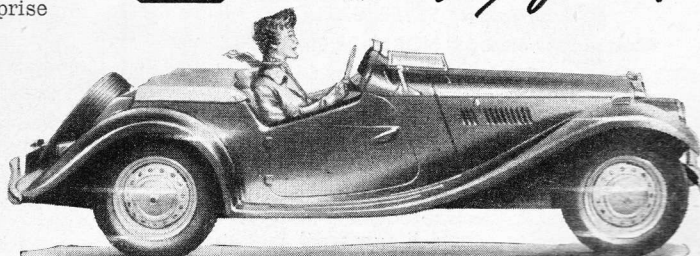
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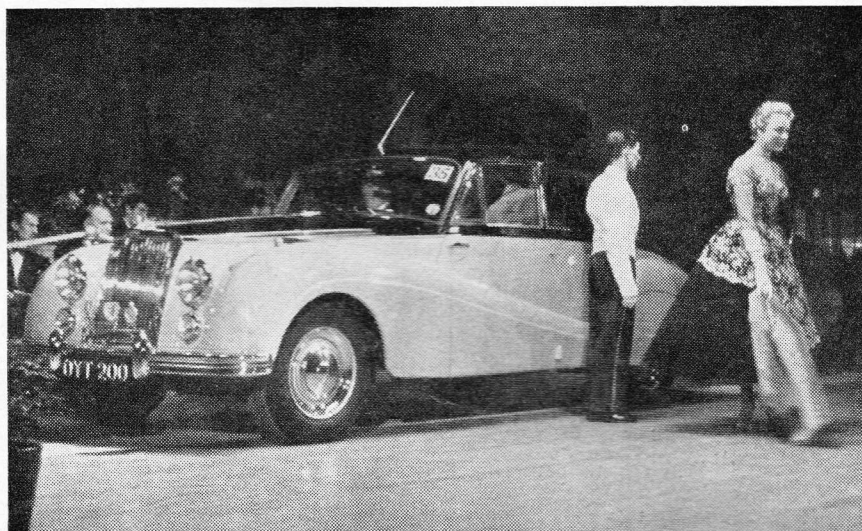
Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

EASTBOURNE: Miss Patti Morgan, of TV Dancing Club fame, with Commander C. W. B. Milner's Armstrong-Siddeley Sapphire at last week-end's B.A.R.C. Rally and Midnight Concours.

MAJORITY of motor racing folk cannot understand why the "Ecurie Ecosse" Jaguar entry was refused for the Rheims 12 Hours Race, particularly with the fine record the stable has in Continental events.

ALTHOUGH all pits grand-stand seats have been taken for the British G.P. on 17th July, the *Daily Express* still has a few 25s. grand-stand seats, and 25s. "all-in" car tickets, which, of course, include all passengers.

FARINA, detained in hospital at Milan, suffered serious burns during a crash at Monza practising for the Super-cortemaggiore event and may not be fit to race this season.



PIT AND PADDOCK

THREE Daimler "Conquest" saloons have been entered for the Alpine Rally; drivers Cyril Corbishley/Johnny Wallwork, Peter Bolton/T. Gordon Shenley, and Peter Worledge/"Doc" Charles Hardman. Daimlers will be challenging for the team awards.

CLAYTON DEWANDRE CO., LTD., who are the regular suppliers of vacuum servos for the Mark VII Jaguars, did not supply the equipment which was used on the 1954 Le Mans Jaguars.

JOHN BALDWIN, formerly of Jowett's, has joined the Rover Co., Ltd.

BOB SAID and Peter Gammon recently tried out the 1½-litre sports Connaught at Goodwood. Said's fastest lap was 1 min. 45 secs.—a little quicker than Gammon!

OZZIE LYONS, noted American motor-racing photographer, has joined AUTOSPORT, and will cover the majority of important events in U.S.A.

ROUEN-LES-ESSARTS circuit is to be lengthened from its present 5.1 km. to over 7 km. (4½ miles).

NATIONAL S.C.C.A. hill-climb, at Mt. Equinox, Vermont, was won by Bill Lloyd (2.7 Ferrari). Jack Crusoe, driving Sherwood Johnston's Jaguar Special, crashed and was taken to hospital with severe injuries.

SPORTS car handicap race will take place at La Baule on 22nd August, over a distance of 300 kilometres. Le Mans regulations will apply to eligible machines.

A 2CV CITROËN, fitted with twin carburettors, lapped Montlhéry in 1 min. 30 secs., 101.299 k.p.h. (62.9 m.p.h.). Carrying four people, the little machine did a lap in 1 min. 32 secs.

STANDARD MOTOR CO., LTD., have completed an agreement with Mulliners, Ltd., for the supply of motor-car bodies on a long-term agreement.

MAIN contender at Rest-and-be-Thankful tomorrow will be Michael Christie, as Wharton will be at Rheims.

* * *

BOOK REVIEW

AN interesting little book, *Scottish Motor Racing, 1954*, has been published by Motor Racing Publications at 3s. 6d. Edited by Barclay Inglis, its 68 pages contain many illustrations, and a great deal of information on Scottish motor racing, particularly the activities of the world-famous "Ecurie Ecosse". A Who's Who of Scottish racing personalities gives the book considerable reference value, as does a list of results.

As might be expected, the contributors are Scots—that is we except the inimitable "Wilkie" Wilkinson, whose sojourn in Edinburgh does not qualify him as a non-Sassenach. The articles are by Barclay Inglis, John Eason Gibson, David Murray, W. A. Mackenzie, Gregor Grant and Ewart McCartney. Quite definitely a bright little book!

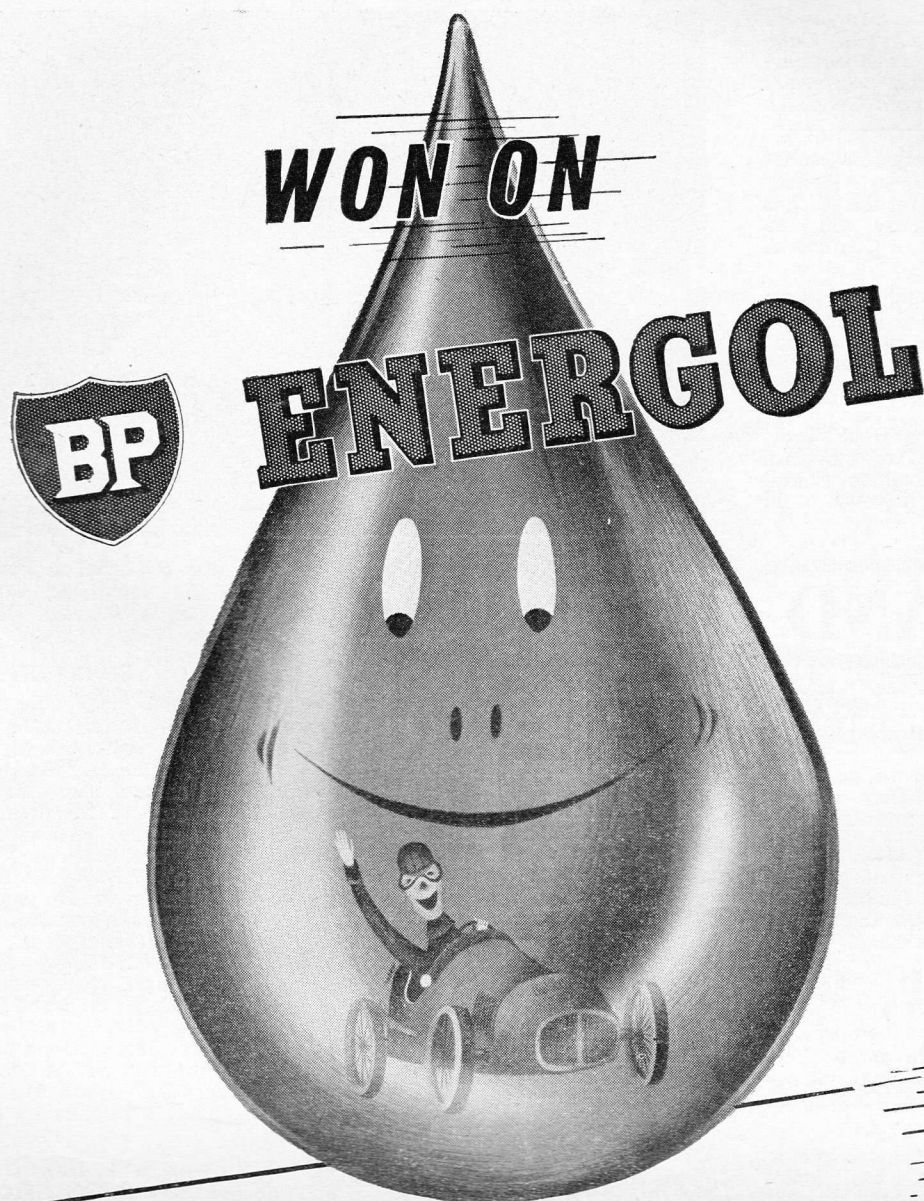
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MONTE CARLO RALLY SUGGESTIONS

THE Monte Carlo Rally British Competitors' Club has sent the following suggestions to the A.C. of Monaco, via the R.A.C. These suggestions have been favourably received and the M.C.R.B.C.C. will shortly issue a statement regarding the 1955 event.

(1) Change all routes. (2) The British route to be left to the discretion of the R.A.C., providing the mileage is the same. (3) Starting times to be advanced or retarded 12 hours, so territory passed through in daylight will be traversed in dark and vice versa. (4) The final section from a given point not to be disclosed until after arrival at the Control. The route and average speed to be selected according to weather conditions. The inclusion of passage controls to ensure competitors cover the correct route. (5) The final test to be similar (i.e., Grand Prix Circuit) with adjustment of index performance to neutralize the advantage to certain types of motor-cars. (6) The cars entered for the Concours de Confort must have fitted and carried throughout the Rally any accessories shown on the car during judging. The cars to be tested on the road for comfort. (7) Facilities for a commentary over the P.A. system in English during the arrival of the competitors and at the final tests. (8) Facilities to be granted at any organised Banquet for a table to be reserved for M.C.R.B.C.C. members. (9) Official recognition to be given both in the programme and the distribution of Plaques to all members of the crew. The entry fee to be reduced to cover a crew of two members only. Additional entry fee for extra crew. (10) The Committee were of the opinion that unless the Regulations were modified considerably the entries from Great Britain for the 1955 Rally would be greatly impaired.





BELGIAN GRAND PRIX
1st MASERATI—FANGIO
AND NEW LAP RECORD
Also using BP fuel
(Subject to official confirmation)

If you really care for your car—always use BP ENERGOL—the SUPER oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY LIMITED, WHOSE SYMBOL IS THE BP SHIELD



HAWTHORN / MAGLIOLI WIN SUPERCORTEMAGGIORE G.P.

New 750S Ferrari 1-2-3 in Monza Sports Car Race—Shelby/Whitehead (Aston Martin) 5th—Gonzalez Makes Fastest Lap

Mike celebrated his second race since his accident with a fine victory at Monza.

LIMITED to sports cars not exceeding 3,000 c.c., last Sunday's Supercortemaggiore G.P. of 1,000 kilometres was won by Mike Hawthorn and Umberto Maglioli in one of the new 4-cylinder, 750S 3-litre Ferraris at over 100 m.p.h. The same marque occupied second, third and fourth places, with Texan Carroll Shelby and Graham Whitehead fifth in the former's DB3S Aston Martin.

Farina crashed in practice with his 750S Ferrari, and was taken to hospital in Milan with severe burns. His place was taken by Hawthorn, who was originally a reserve. Fangio and Marimon shared the new 2.5-litre Maserati, and Behra and Frère the 3-litre Gordini.

The race was run for the most part in heavy rain, and near the end (10 p.m.) the inadequate lighting of Monza proved a severe handicap to drivers and mechanics alike. Presumably the organizers had not anticipated darkness to fall so early, although the start was not until 4 p.m.

So soon as Enrico Mattei dropped the flag, Hawthorn shot into the lead, followed by Behra and Gonzalez. These three cars rapidly outstripped all others, including the 2½-litre Maserati, which sounded as if it had carburation troubles.

Ferrari tactics meant forcing the pace, as the 8-cylinder Gordini had sufficient tankage to do the 160 laps with only one pit stop, whilst the 750S Ferraris

Results
1. **Mike Hawthorn/Umberto Maglioli** (3.0 Ferrari), 1,008 kiloms. (160 laps), 6 hrs. 13 mins. 28.6 secs., 161.937 k.p.h. (100.63 m.p.h.).
2. **Froilan Gonzalez/Maurice Trintignant** (3.0 Ferrari), 159 laps, 6 hrs. 13 mins. 28.9 secs.
3. **Cornacchia/Gerini** (3.0 Ferrari), 154 laps; 4. **Biondetti/Nocentini** (3.0 Ferrari), 153 laps; 5. **Carroll Shelby/Graham Whitehead** (2.9 Aston Martin), 152 laps; 6. **Luglio/Frignani** (3.0 Ferrari), 149 laps; 7. **Dardisa/Giovanardi** (2.0 Maserati), 148 laps; 8. **Bordoni/Betta** (2.0 Gordini), 146 laps; 9. **Ricci/Pagliai** (2.0 Gordini), 144 laps; 10. **Bosio/Favera** (2.0 Maserati), 141 laps; 11. **Piotta/Manzon** (Ferrari), 139 laps; 12. **Pinzero/Pinzero** (Ferrari), 136 laps; 13. **Cacciari/Scarlatti** (Maserati), 135 laps.

Fastest lap: Gonzalez, 2 mins. 8.5 secs., 176.498 k.p.h. (109.68 m.p.h.).

required at least two halts for refuelling.

Hawthorn continued to hold his lead, with Gonzalez not far behind. However, on the 20th lap, Behra came through a few yards behind the red cars. Gonzalez went ahead, the rain stopped and the sun came out. During this bright period the Argentinian lapped at the remarkable speed of 109.7 m.p.h.—with a 3-litre sports car! All three leaders lapped Marimon's Maserati, which was in eighth place. In fourth position was Musso (Maserati), but he was passed by Biondetti (Ferrari) on lap 40. The Shelby/Whitehead DB3S was gradually creeping up, and lay just behind the 2.5 Maserati.

On lap 60, Gonzalez refuelled and handed over to Trintignant; a lap later, Hawthorn came in and Maglioli took over. As anticipated, Behra took the lead; Maglioli was second, Trintignant third, and Fangio, who had taken over from Marimon, fourth, just ahead of Biondetti. It was raining again and the track was soaking wet.

After 80 laps, Behra refuelled and handed over to Paul Frère. The pit stop

was a lengthy affair, and by the time the Belgian driver shot away, both Ferraris were nearly a lap ahead. However, Frère drove very fast, lapping around 2 mins. 12 secs. and gradually came within striking distance of his rivals.

On the 100th lap, Trintignant refuelled and handed over to Gonzalez; a couple of laps later, Maglioli was replaced by Hawthorn. To the dismay of the Gordini équipe, Frère's car went on to five cylinders and he toured into the pits to remain stationary whilst mechanics worked desperately to replace a broken rocker.

This left Gonzalez and Hawthorn as undisputed leaders, but the Argentinian stopped to have his brakes adjusted and lost more than three minutes. Fangio, whose Maserati now sounded very healthy, moved up to second place. Graham Whitehead was in sixth spot—just behind Cornacchia (Ferrari). With 130 laps completed, Hawthorn led Marimon by 3 mins. 51 secs. and Gonzalez by 4 mins. 17 secs.

Hawthorn was securely in the lead, driving a brilliant race. Gonzalez went after Fangio with a vengeance, and passed his fellow-countryman on lap 143—looking mighty pleased as he did so! Seven laps from the end, the Maserati's back axle broke.

This let the Shelby DB3S into fifth place, certain of collecting plenty of bags of gold from a prize fund of about £23,000, from which Enzo Ferrari, as manufacturer of the winning car, collected nearly £12,000.

Unfortunately the bad weather and a transport strike affected the attendance, but it is certain that the A.C. of Milan's Supercortemaggiore Grand Prix will become an annual "classic".

SPORTS-NEWS

ASCARI AND VILLORESI FOR RHEIMS!

FOR the Grand Prix de l'A.C. de F., Stirling Moss (Maserati) has withdrawn. The 2.3-litre Vanwall Special will also be a non-starter. Farina's place in the Ferrari team has not yet been filled. Gonzalez, Hawthorn and Trintignant are down to drive. Biggest surprise is the release of Alberto Ascari and Luigi Villorresi by Lancia to drive for Maserati, in place of the injured Mières, and Musso. This will greatly enhance Maserati's chances.

G.P. Entries

Ferrari: Gonzalez, Trintignant, Hawthorn, X. Rosier, Manzon, Swaters. **Maserati:** Ascari, Villorresi, Marimon, Mantovani, Wharton, Salvadori, Schell. **Mercedes-Benz:** Fangio, Kling, Herrmann. **Gordini:** Behra, Simon, Pollet, X. H.W.M.: Macklin.

THE 12 HOURS RACE

LATEST list of acceptances for the Rheims 12 Hours race is:

Over 2 litres: Jaguar, Moss/Walker, Rolt/Hamilton, Whitehead/Wharton, Manassis/Dunham; Cunningham, Cunningham/Johnston, Walters/Fitch; Ferrari (4.9), P. Marzotto/Maglioli; Ferrari (4.5), Rosier/X, Gregory/X; Gordini (3.0), X/X, (2.5), Guelfi/X; Talbot, Levegh/Fayen; H.W.M.-Jaguar, Abecassis/Frère, Gaze/Macklin.

1,601-2,000 c.c.: Bristol, Keen/Line, Wilson/Mayers, Wisdom/Fairman; Frazer-Nash, Stoop/X; Gordini, X/X; Peugeot (S), Contel/Constantin; Ferrari, Piccard/Pozzi; Maserati, Estager/Michy, Roboly/Bourillot, Sparken/X, G. and P. Monneret; Osca (2.0), Chiron/X.

751-1,600 c.c.: Porsche (four, including Flower/Llewellyn); Borgward (2); Osca (3); Gordini (1); D.B. (S), (1).

Up to 750 c.c.: Panhard (3); Renault (1); D.B.-Panhard (3); D.B.-Renault (2); Panhard Monopole (2); B.6-Renault (1).

NO DOPE FOR F3!

It is learned that, at last month's F.I.A. meeting in Paris, the future of Formula 3 (up to 500 c.c. unsupercharged) was discussed, and that new regulations

will be introduced next year.

As from 1st January, 1955, machines taking part in International races to Formula 3 will be permitted to run only on pump fuel. A more detailed statement will shortly be issued by the F.I.A., probably recommending the maximum octane value of the fuels.

This news will come as a bombshell to the majority of competitors, whose sole experience of this type of racing has been with methanol-based fuels used in conjunction with high compression ratios.

MARQUIS DE PORTAGO (Maserati) won last Sunday's race at Metz at 82.697 k.p.h., from George Monneret (Maserati), Olivier (Porsche) won the 1,600 c.c. class.

RALLY of Vittel was won by M. and Mme. Thaon (Renault). Rausch/Chauvelot (Salmson) made best time on the three speed events, and gained the over 1,600 c.c. award.

More Sports News overleaf

Sports News—continued

FERRARI FOR BRITISH G.P.

THE Scuderia Ferrari have entered three 2½-litre Ferraris for the British Grand Prix at Silverstone on 17th July. Drivers are not nominated, but they will be chosen from Gonzalez of Argentina, Farina of Italy, Trintignant of France and Hawthorn of Britain.

THE WORLD'S DRIVERS' CHAMPIONSHIP

FOLLOWING the results of the Belgian G.P., placings in the World Championship are provisionally the following: 1, Fangio (17 points); 2, Trintignant (9 points); 3, Vukovich (8 points); 4, Gonzalez (6½ points); 5, Farina and J. Bryant (6 points); 7, Moss and J. McGrath (4 points); 8, Bayol, Pillette and Nazurak (2 points); 9, Hawthorn, Ruttman and Carter (1½ points).

These placings are based on results of the Argentine G.P., Indianapolis 500 miles and the Belgian G.P. Next qualifying event will be the French Grand Prix on 4th July.

LEWIS-EVANS'S CASTELLO WIN

"A RACE run, both in heat and final, with skill and intelligence, by an excellent driver," was one Italian paper's verdict on Stuart Lewis-Evans's victory in a 500 c.c. Cooper in the Circuit of Castello at Ieramo on 13th June. The event was for racing cars of up to 750 c.c., and naturally drew a preponderantly Italian entry of stripped Giaurs, Stanguellinis, Morettis and similar specials. However, the Dutch drivers Lex Beels and Hutchinson were present with Coopers, as were Adolf Lang (Cooper) of Germany, Frenchman Chazalet (Volpini-Gilera) and Mylonadis the Greek (also Cooper) and, of course, Stuart Lewis-Evans.

The British driver won the first heat from Lex Beels, Hutchinson and Tinazzo, fastest lap going to Hutchinson. Heat 2 saw Berardo Taraschi, one of Italy's foremost "750" drivers, head Adolf Lang's silver Cooper and Chazalet's Gilera-motored Volpini 500 over the line. A "repêchage" for the "losers" saw Mylonadis (Cooper) first from A. Bec and Audibert. The final was Lewis-Evans's all the way, although Taraschi tried his best for Giaur and Italy and secured the fastest lap. Bondi (Giaur) was third and Lanza (Moretti) fourth,



BRAKE BOYS—plus one for plugs. Some trade representatives seen at Le Mans, breakfasting before the race. L. to R.: R. S. Henson (Ferodo), B. Aston (Mintex), R. Willis (Girling), J. Davis (Girling), E. Porter (Ferodo), C. Russell (Girling) and H. Irving (Champion).

followed by Lang, Beels and Chazalet. A young Italian driver, Valorosi, was killed when his car crashed on a corner.

INTERNATIONAL SNETTERTON

ON Saturday, 14th August, the West Essex C.C. promotes its International meeting at Snetterton circuit, Norfolk. The day's programme, which will commence at 11.30 a.m., comprises two 20-lap sports car races (the first for up to 1,500 c.c. and up to 2 litres, the second for up to 3,000 c.c. and over 3,000 c.c.), a 20-lap Formula 3 race, a 40-lap Formula 1 event (with special F2 award) and a 40-lap *Formule Libre* event.

Regulations for the meeting are available from G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex. (BUCKHURST 7000.)

MAGLIOLI FIRST AT IMOLA

THE first G.P. of Imola, run on 20th June, over 50 laps of a fast new Italian circuit, 3.13 miles in length, was restricted to sports cars of up to 2 litres capacity.

Bellucci and Musso, both in Maseratis led initially, but Maglioli thrust his 2-litre "Mondial" Ferrari forward, supported by Manzoni and Musitelli. Then Manzoni made a pit stop, letting Musso up to second place. The Frenchman restarted 13th, and promptly set a new lap record at 89.61 m.p.h. in his efforts to catch his team-mates. He had to retire shortly after, for his pains, while Maglioli and

Musitelli continued in the first two places, Musso's Maserati being unable to hold the Ferraris. Final results were: 1, Maglioli (Ferrari) 1 hr. 47 mins. 2.9 secs., 87.05 m.p.h. 2, Musitelli (Ferrari) 1 hr. 48 mins. 35.1 secs. 3, Musso (Maserati) 1 hr. 49 mins. 3.4 secs. 4, Perdida (Maserati); 5, Bellucci (Maserati); 6, Ferragute (Maserati); 7, Musy (Maserati); 8, Cortese (Ferrari). Three other Maseratis finished.

OULTON PARK INTERNATIONAL

ORGANIZED by the Mid-Cheshire M.C., and sponsored by the *Daily Dispatch*, the International meeting at Oulton Park on 7th August will feature a 100-mile Formula 1 and a 60-mile *Formule Libre* race, separated by a Formula 3 event. The latter will be 75 miles in length, and supplemented by a 25-mile race if sufficient entries be received. Entry closing date is Wednesday, 14th July, and the Secretary of the Meeting is S. Wakefield, 220 Chester Road, Hartford, Northwich, Cheshire.

The extension to Oulton Park, which will make the circuit 2.73 miles long and faster than before, will be completed in time for this meeting. Another innovation is the alteration of Island Corner into a fast hairpin bend.

THIS SUNDAY AT BRANDS

THE Half-Litre Club's Brands Hatch meeting this Sunday includes three 1,500 c.c. sports car races. Two 10-lap heats will be run, the overall placings being decided on times, and there will also be a 10-lap handicap. Entrants include Peter Gammon, Colin Chapman, J. Riseley-Prichard and Archie Scott-Brown.

Parker, Bicknell and the Lewis-Evanses are among the 500 c.c. contenders in the usual programme of Senior race, Junior race, open challenge event and a race for J.A.P.-engined cars. The first race starts at 2 p.m.

PERSPEX CLEANER

ONE of the latest Douglas Holt products is a new Perspex cleaner, which a brief test has shown to be effective not only on Perspex, but also on celluloid sidescreens and hood windows. It is a non-abrasive silicone compound, and should be of interest to sports car owners; a 2 oz. bottle costs 1s. 2d.

More Sports News on page 11

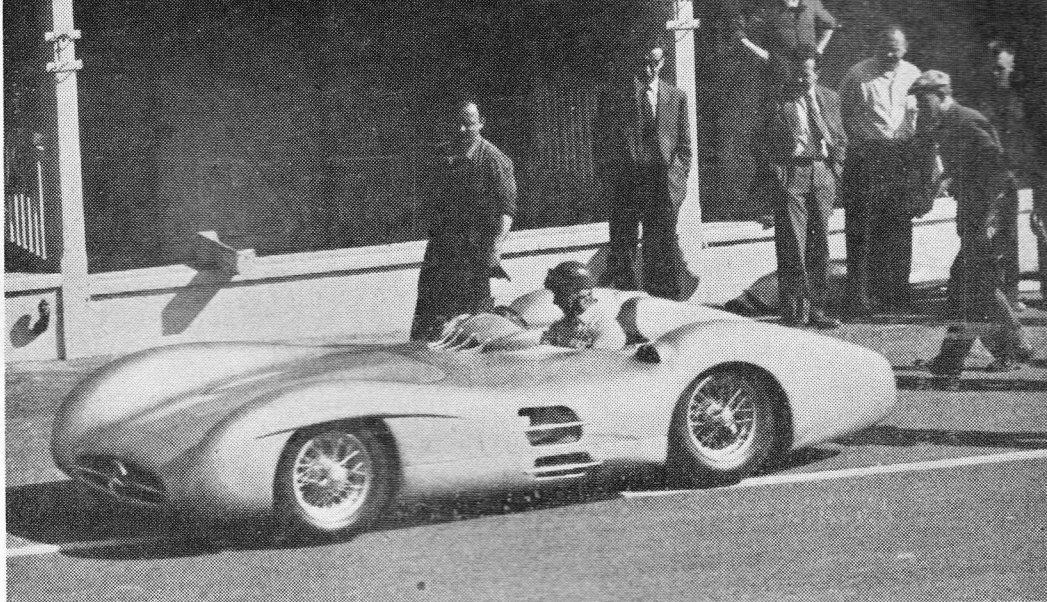


DKW WIN was registered by Maurice Gatsonides and Slotemaker in the recent Limousin Rally, a 1,030-kilometre event. There were 41 starters.

TRIAL RUN: Juan Manuel Fangio about to set off on the "little" circuit at Rheims, with the 2½-litre G.P. Mercedes-Benz.

Few cars have created more interest in post-war years than the 2½-litre Grand Prix Mercedes-Benz. Developed by Daimler-Benz to attempt to recapture their pre-war supremacy, the car bristles with novel features—not the least being its aerodynamic body which has a startling similarity to that found on modern sports-racing machines.

The power-unit is a straight-eight, mounted so that the block is almost horizontal to the road. Actually the cylinders are grouped into a pair of "fours", but the cylinder head is one unit. The valves are operated by twin overhead camshafts driven by a train of gears. There is one sparking plug per cylinder; ignition is by Bosch magneto.



THE GRAND PRIX MERCEDES-BENZ

Some Technical Details of Germany's New Formula I Machine

Direct fuel injection is employed by means of a Bosch pump which is provided with a vacuum-operated governor. By inclining the power-unit, the Hirth crankshaft is offset to the nearside; consequently the propeller shaft is also offset, the shaft itself passing under the driver's left leg.

A fairly low-pressure, dry-sump lubrication system is used (about 30 lb. per sq. in.). It is interesting to note that Castrol "R" oil was used during preliminary trials. Holes are supplied in the offside body panels and inside the wings for accessibility of the sparking plugs.

A five-speed gearbox is unit-con-

structed with the final drive assembly, and is located behind the driving shafts. Control is via a right-hand lever. During tests, Alfred Neubauer advised Fangio not to use the lowest gear!

Front suspension, independent, of course, utilizes wishbones and a short torsion-bar enclosed in a tube. Telescopic, hydraulic dampers are employed; an anti-roll bar was originally fitted, but was disconnected for Rheims trials. At the rear, torsion bars are used in conjunction with a swing-axle; the latter consists of a stiff tubular member, articulated at the centre, at the lowest point of the chassis frame. Unusually large dampers are finned for cooling.

The chassis frame itself is mainly of tubular construction.

Although a central steering wheel is fitted, the actual links and gearbox are offset to the nearside, in front of the engine. The gearbox is bolted on to a chassis cross member which passes between the front brake drums and the engine. Two universal joints connect the column to the steering lever—the box is of the worm type—and twin track rods are used.

Inboard Brakes

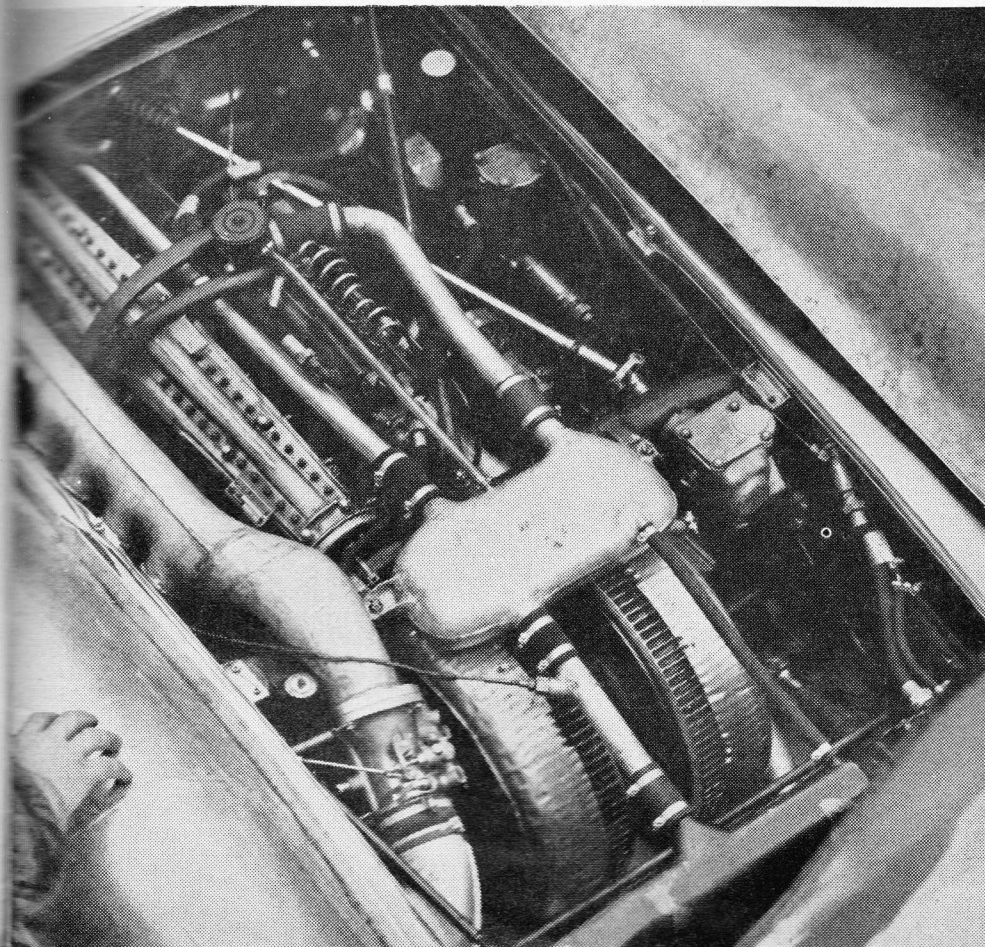
Inboard brakes are employed, front and rear. The front pair are located between engine and radiator, the drums being attached to the knock-on, wired type wheels via short, universally jointed shafts. Rear drums are on each side of the gearbox-cum-final drive assembly. Cooling is effected by means of large slots cut in front of the windscreen, via which cold air is directed between the driver's legs, under the seat and thence to the drums. Turbo-fins are used on the peripheries of the drums. On the car seen at Rheims, both Englebert and Continental tyres were tried out, with 600 x 16 at the front, and 700 x 17 at the rear.

The fascia panel houses a large revolution counter which reads up to 12,000 r.p.m., although the red "danger" line is drawn at 8,100 r.p.m. After several fast laps on the "little" circuit at Rheims, the recorder needle was at 8,200 r.p.m.!

On the nearside the oil pressure gauge is calibrated to 30 lb. per sq. in., which rather indicates that roller-bearing big ends are still being used on this particular car. On the other side is a water temperature gauge, which, during the tests, never exceeded a reading of 170 deg. F. Under the fascia panel are a couple of oil thermometers.

(Continued overleaf)

POWER-HOUSE: The twin-o.h.c., 8-cylinder engine is mounted at an acute angle. The fuel injectors can be clearly seen. Inboard brakes are used (front and rear), and have turbo-fins on the peripheries of the drums. Power-output of the engine is said to be 245-250 b.h.p. at 7,500 r.p.m.



BRITISH G.P. ENTRIES

FIRST acceptances for the British Grand Prix on 17th July, are as follows, for the sports car and 500 c.c. races:—

Formula 3. **Cooper:** Don Truman, Stirling Moss, Bob Gerard, R. K. Tyrell, Jim Russell, Alan Brown/Mike Keen, Stuart Lewis-Evans, Ivor Bueb, A. V. Cowley, L. Lewis-Evans, G. H. Symonds, E. G. Greenall, Eric Brandon, Rodney Nuckey, George Wicken. **Kieft:** Don Parker, J. W. Burgoyne, Ian Burgess, Jack Westcott. **Staride:** Dennis Taylor, Eric Fenning. **Martin-Headland:** Charles Headland. **Arnott:** George Smith. **Mezzolitre:** W. Nicholson. **Flather Steel Spl.:** W. Harris. **Smith 500:** Ken Smith. **Emeryson:** J. Caddy. **Grose:** Bill Grose. **Revis:** Reg Bicknell.

Sports Cars (1). (Up to 1,000 c.c.) **Oscas:** Peter Reece. **Kieft:** Don Parker, Alan Rippon. **R.W.G.:** R. Watling-Greenwood. **Lotus:** R. L. Manwaring. **M.G.:** J. M. Sparrow. **Buckler:** W. A. Liddell. **Morris-Riley:** G. H. Williamson. (1,101-1,500 c.c.) **Connaught:** Ken McAlpine, John Coombs. **M.G.:** Tom Dargue, E. C. Harewood. **Gordini:** Redmond Gallagher. **Tojeiro-M.G.:** Allan Moore. **Cooper-Connaught:** J. Risleigh-Prichard. **Lister-M.G.:** Archie Scott-Brown. **Turner:** Chris Threlfall. **Lotus-M.G.:** Peter Gammon, Michael Anthony, Colin Chapman, D. Margulies. **Tojeiro:** J. Fiander. **Cooper-M.G.:** J. B. Naylor. **Leonard-M.G.:** Mike Keen, David Blakeley, Lionel Leonard. **Lester-M.G.:** J. H. Greenwood.

Sports Cars (2). (1,501-2,000 c.c.) **Tojeiro:** Cliff Davis. **Kieft-Bristol:** Horace Gould. **Cooper-Bristol:** Alan Brown, Tony Crook, Bert Rogers, Alex McMillan. **Warrior:** Rodney Nuckey/Eric Brandon. **Lister-Bristol:** Archie Scott-Brown. **Maserati:** Roy Salvadori. **Frazer-Nash:** Peter Reece, C. A. S. Brookes, Peter Scott-Russell. **Clairmonte:** C. M. Clairmonte. (2,001-3,000 c.c.) **Aston Martin:** Graham Whitehead, Carroll Shelby, Sir Jeremy Boles/Don Beauman. **Austin-Healey:** J. Deeley, F. Tuck/H. Gould, D. S. Shale. (Over 3,000 c.c.) **Jaguar:** Duncan Hamilton, Tony Rolt, Peter Walker, Ninian Sanderson, Michael Head, Hans Davids, J. Manassis/Gerry Dunham, B. Baker, M. G. Connell. **H.W.M.-Jaguar:** George Abecassis, Tony Gaze.

OFFICE: (Left) Driving compartment of the Mercedes-Benz. The tachometer is calibrated to 12,000 r.p.m., with a safety mark at 8,100 r.p.m. The felt pads are to protect bodywork during transport.

SUSPENSION: (Below) Torsion bars, in conjunction with a swing-axle, are used for the independent rear suspension. Daimler-Benz have generally favoured swing-axle rear springing.

The G.P. Mercedes-Benz—continued

German technicians seemed to be fairly well pleased with the performance of the machine. Kling, Herrmann and Fangio all drove the car on the 7.152 kiloms. circuit at Rheims. Fangio's fastest lap was 2 mins. 16.2 secs, 188.766 k.p.h. (117.3 m.p.h.).

The circuit for this week-end's races measures 8.301 kilometres.

Since the car originally appeared, several modifications have taken place, particularly on the body work, in which additional air-vents have been provided, mainly to assist cooling of the inboard brake drums.

G.

NEW HANSA SALOON

THE German Borgward concern have produced a new 1½-litre saloon called the Hansa 1500, which is developed directly from their successful Rennsport competition machines. It has a four-cylinder o.h.v. engine of 1,493 c.c., producing 60 b.h.p. at 4,700 r.p.m. on a 6.8 to 1 compression ratio. Speed of 80 m.p.h., and 30 m.p.g. at 50 m.p.h. are claimed by the makers. Price will be approximately £615.

TWO MORE FOR KIMBERLY

IN the recent Westover A.F.B. race meeting in New England, Jim Kimberly added to his imposing list of 1954 successes by winning the 175-mile, 45-lap event in his 4½-litre Ferrari at 83.85 m.p.h. Borrowing J. Simpson's Osca, he also finished first in a 65-mile event for up to 2-litre modified cars. Other winners were Rees Makins (Osca), Chas. Wallace (Jaguar) and John Bentley (Siata).

ANTANANARIVO G.P.

ALTHOUGH seemingly one of those wistful events which appear in the Calendar, yet are never heard of, the G.P. of Antananarivo, in Madagascar, duly took place on 30th May, over the short Ivato circuit. It produced a "double", on index of performance and distance, for Dubois (Jaguar), from Poisson (Austin-Healey) and Murat (Porsche). A D.B. Monomill driven by Redon won the racing class.

Author of this article Johnnie Claes of Belgium, with Juan Manuel Fangio, who won the Belgian G.P. for Maserati at record speed.

ONE might say that all of my friends, and most of the people in Belgium, were agog. The weather was turning out fine, that is to say plenty of sunshine. In our little country the sun is something of a rarity, and when it does make its appearance it seems to have the same effect as a new or full moon has on other characters. The Grand Prix of Belgium, counting for the World Championship, was due to be run at Spa-Francorchamps on Sunday, 20th June. Amongst the

WITH JOHNNIE CLAES

AT THE BELGIAN GRAND PRIX

motor racing section of the community, excitement was growing.

For the first day of practice four Ferraris turned up, Gonzalez immediately going out and lapping at the tremendously fast speed of 191 k.p.h. Next best were Farina, Trintignant and Hawthorn in that order. Mike's appearance was greeted with great joy by his many friends in Belgium.

On Friday, Officine Maserati arrived—AND Fangio. Juan Manuel casually went out on Marimon's machine and returned a speed of 193 k.p.h., merely to demonstrate that five months away from racing hasn't in the least affected his driving, or detracted from his great skill!

Moss, Mières and others practised at reasonably good speeds. In my view, one of the most outstanding performances was that of Andre Pilette's; he was actually faster than either Behra or Frère with his Gordini.

Saturday's papers carried plenty of race news, and excitement grew still more.

Race Day

The morning turned out to be fine and sunny. The radio had now done its publicity job to the utmost. This year's



G.P. was to be IT. All of my friends rose early, and, together with many thousands of other people, promptly climbed into their cars and left for a day at the seaside. That's the way it is in Belgium.

Of course, some went to the Auto Rodeo which some bright spark had organized for the same day in Brussels. Why go to watch Fangio and Farina, or Moss and Hawthorn on Maseratis or Ferraris, when right in the centre of the city a stock car race was to be held, featuring Mad Joe Doaks, Dashing Joe Doaks, Daredevil Joe Doaks and Joe Doaks? Why, indeed, when one can see these gentlemen hurtling round in their 1935 Chevies or Fords at some 24 m.p.h. (15 m.p.h. on the corners)!

Of course, my friends have heard tell of the fabulous starting money paid for the Italian teams, but at Francorchamps the organizers did not pay a special prize of 500 francs (about £3 11s.) if a car turned on its side, nor 750 francs (£5 7s.) for a crash with the car landing on its roof. Anyway, at least they had their day's sport!

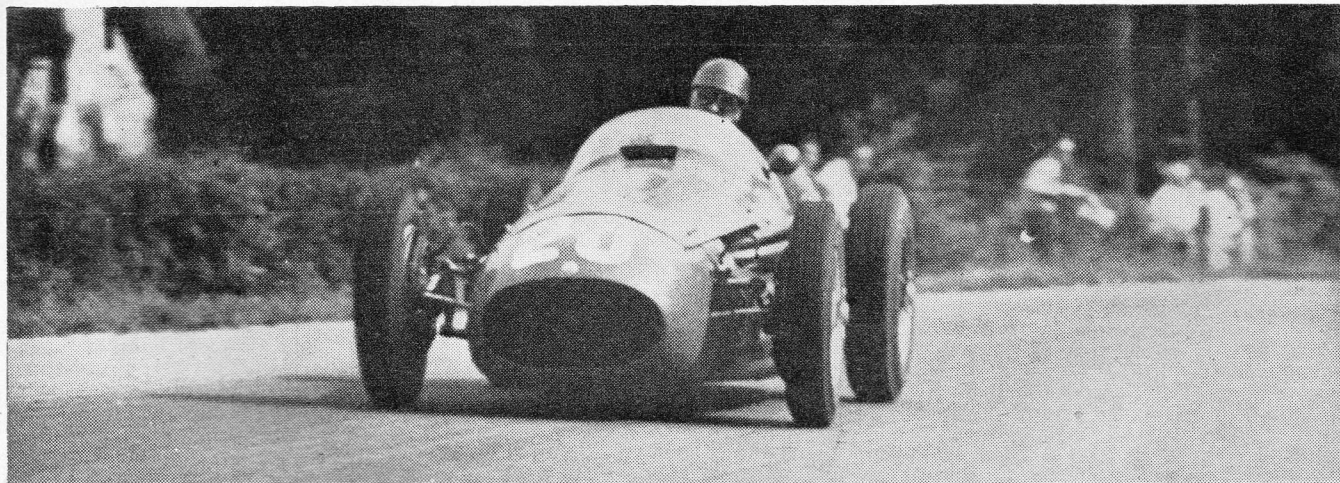
Meanwhile at Francorchamps the track was being prepared. The president of one Commission Sportive had already arrived for the G.P., we were happy to

see. Just back from a three weeks' holiday and rest, he descended from his limousine in front of the tribunes, where a couple of liveried attendants (specially trained for the occasion), strapped on his special gold-plated arm-band. He looked elegant and composed. His rest had given him the necessary strength to shake hands with all the people who came to congratulate him on his organization, and the superhuman efforts of the past 21 days, in managing this, the Grand Prix of all Grands Prix, insofar as Belgium was concerned!

In a stuffy back room behind the tribunes, two doctors and six nurses were desperately striving to revive the secretary of our Commission Sportive. Something he ate must have produced that completely exhausted and drawn look on his ashen face!

Further along, ambulance men were coping with about 500 people who had turned into gibbering idiots when they discovered that they had to pay for entry—even although their cousins' children went to the same schools as the offspring of certain members of the Commission Sportive.

Some employees of the R.A.C.B. organizing committee were eagerly pay-



FANGIO: "... raised the race speed to the impressive figure of 188 k.p.h. ..."

ing for seats . . . they wanted to see the fruits of their work. The small son of a V.I.P. was busily engaged in making paper aeroplanes out of front tribune tickets; just like motor racing in any other country, I thought!

The cars lined up on the grid, with Fangio, Gonzalez and Farina in the front rank.

The time was now 2.55 p.m.

Five minutes passed as slowly as it always does at the start of a motor race, and the people that should have been on the grid were elbowed away by gendarmes and officials, to allow the people who had no right to be on the track at all room to breathe and to wave to their friends across the way.

Down went the flag.

Gonzalez and Frère had palpably jumped the start. Fangio momentarily stalled. Mières's Maserati caught fire—a thrill for the crowd. He did not, I'm glad to say, suffer serious burns.

Soon we heard that Gonzalez was in front, but after about six miles Farina had leapt ahead, with Fangio in second place.

In point of fact, Gonzalez turned up last of all, gesticulating as he motored slowly to his stand, and abandoned. But Ferrari did not have the monopoly of pit stops. Marimon came in to change a plug, and Swaters pulled in to stay put. Already, therefore, there were three retirements with only one lap completed, with Farina leading at 180.542 k.p.h.

On lap 2, Fangio, in third place behind Hawthorn, moved up to second spot; Marimon made another pit stop. Lap 3, and Fangio tore into the lead at Malmedy, and had approximately 60 metres over Farina at Stavelot. He covered this lap in 4 mins. 28 secs., having an advantage of 3 secs. over Farina, 11 secs. on Hawthorn, 24 secs. on Trintignant and 29 secs. on Behra.

The unhappy Marimon stopped again—this time for good, leaving his compatriot Fangio to defend Argentina's blue and yellow all alone. Frère made a rapid pit stop, which put him 2 mins. 46 secs. behind the leader.

Gradually Fangio and Farina left the rest behind, and on lap 4 had a clear 19 secs. advantage over Hawthorn. Next time round, Fangio had pulled out to 6 secs. in front of Farina, and Behra crept up on Trintignant. Lap 8, and the Gordini had taken the Ferrari.

Meanwhile, Fangio had raised the race speed to the impressive figure of 188 k.p.h. Farina tailed round, 8 secs. in

arrears, followed by Hawthorn, Behra, Trintignant, Moss, Pilette, Bira, Mantovani and Frère in that order.

Farina began to come closer to Fangio, and covered his 10th tour in 4 mins. 27 secs.—fastest so far. This brought him within 3 secs. of the Maserati driver. At Stavelot he closed up to less than 10 metres, then hurtled into the lead!

Fangio seemed to be motoring slower on his 11th lap, but this was only to remove his vizor and put on goggles. Trintignant repassed Behra.

The Argentinian then launched a new offensive. On lap 12 there were 3½ secs. between them; next lap, the Ferrari and the Maserati were level at Malmedy. Fangio went in front, but Farina repassed at Hollowell.

The lead chopped and changed. Fangio went in front, only to be repassed on the Masta straight; 20 metres separated them at Bonhaur, the Carrières and along Blanchimont. Fangio was pushing Farina for all he was worth. Out went Ferrari No. 2 to be abandoned on the roadside with a broken axle. Behra had retired three laps before. After 15 laps, there were only eight cars still in the race, with Fangio about a minute ahead of Hawthorn, followed by Trintignant, Moss and Pilette, with Bira and Mantovani a lap behind, and Paul Frère last of all. Soon afterwards Frère abandoned.

Although the excitement of the Fangio-Farina duel was over, we were now due for some more thrilling seconds. On laps 16 and 17, Trintignant began to creep up on Hawthorn. Mike was definitely losing ground, which was duly noted in the Ferrari pit. Gonzalez donned his crash helmet and gloves.

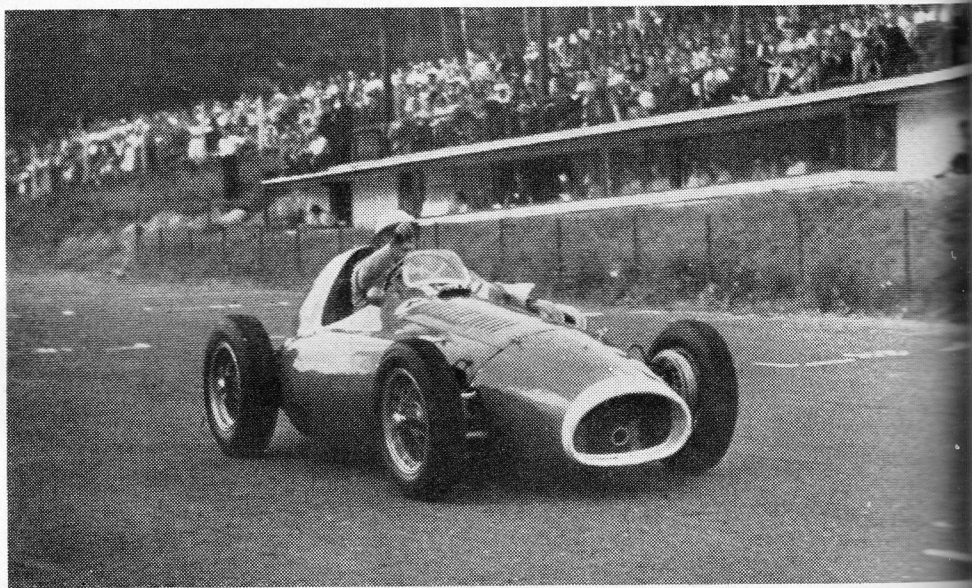
So we came to lap 18—half distance. The position was:—

1, Fangio (Maserati) 1 hr. 21 mins. 26.3 secs. (187.256 k.p.h.); 2, Hawthorn (Ferrari), 1 hr. 22 mins.; 3, Trintignant (Ferrari), 1 hr. 22 mins. 41.6 secs.; 4, Moss (Maserati), 3 mins. 55 secs. behind Fangio; 5, Pilette (Gordini), 4 mins. 19 secs.; 6, Bira (Maserati), 1 lap behind; 7, Mantovani (Maserati).

During this lap, the Ferrari pit had signalled Hawthorn to stop. On lap 19, Trintignant had come right up on his tail, and shot ahead as Mike slowed and halted. Gonzalez jumped into the car, and roared away without stopping the motor.

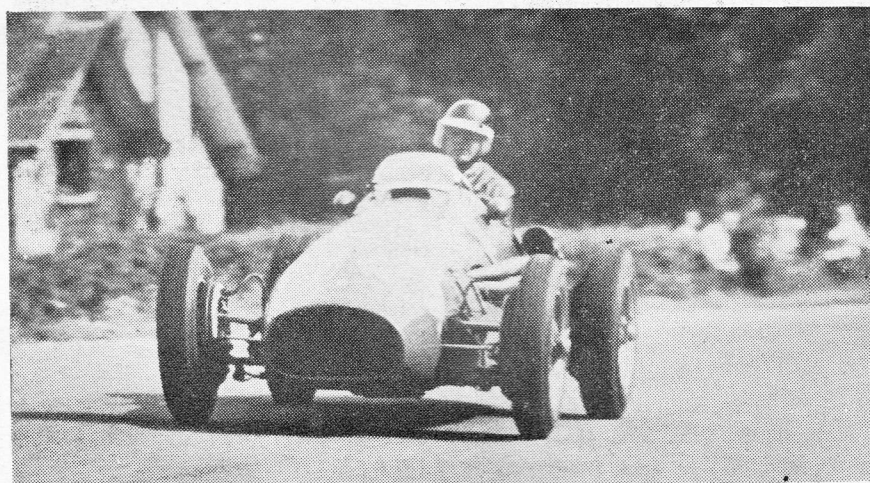
Mike Hawthorn had to be lifted from the car and supported by mechanics, as he was nearly asphyxiated by exhaust gases from a holed pipe. The doctor told me afterwards that Mike would never have completed another lap.

Gonzalez was third when he left—1 min. 42 secs. behind Fangio. He never had a chance to gain on his rival, as



GONZALEZ (Above): "turned up last of all, gesticulating as he motored slowly to his stand, and abandoned. . ."

HAWTHORN (Left): "was nearly asphyxiated by exhaust gases from a holed pipe. . ."



after one lap he stopped at his pit to allow mechanics to make a rough repair to the damaged exhaust pipe. All the time they were binding it with sheet metal and wire, Moss, Pilette and Bira had already lapped the tubby man from the Argentine. Fangio came round again before the Ferrari moved off.

For five more laps, Fangio remained 1 min. 12 secs ahead of Trintignant. His race average of 186 k.p.h. was actually better than the existing lap record! He lapped Moss, who was in third position,

after having already lapped fourth man Pilette. Gonzalez overtook Bira to take 5th place, whilst Mantovani stopped once again.

To the end Fangio took absolutely no chances. It will be recalled that last year he took over my Maserati after nine laps, and was in third place on the last lap when he crashed! His lead on lap 27 was 65 seconds, dropping to 59, 52, 49, 46, 43 and then to 40 on the 33rd tour. Anyway, he had the situation always in hand.

During the last part of the race Gonzalez passed Pilette. On lap 35, Trintignant came within 30 secs. of Fangio, and had knocked five seconds off this when the Maserati crossed the line to win.

Juan Manuel had played his cards perfectly, and had added nine more points to his World Championship score. The complete strategist, he manoeuvred his opponents more or less to his bidding. During his progress, he knocked the lap record for six, returning a time of 4 mins. 25.5 secs., 191.457 k.p.h.—or, if you want it that way, 118.97 m.p.h.

Official Results

1, Fangio (Maserati), 36 laps (506 km.) in 2 hrs. 44 mins. 42 secs., average 185.172 km.; 2, Trintignant (Ferrari), 36 laps, 2 hrs. 45 mins. 6.6 secs., average 184.702 km.; 3, Moss (Maserati), 35 laps, 2 hrs. 46 mins. 9 secs., average 178.465 km.; 4, Hawthorn-Gonzalez (Ferrari), 35 laps, 2 hrs. 47 mins. 25.2 secs., average 177.111 km.; 5, Pilette (Gordini), 35 laps, 2 hrs. 48 mins. 25 secs.; 6, Bira (Maserati), 35 laps, 2 hrs. 49 mins. 7.7 secs.; 7, Mantovani (Maserati), 35 laps, 2 hrs. 49 mins. 26.1 secs. Fastest lap: Fangio, 4 mins. 25.5 secs., average 191.457 km.

CLAES SEES: For the first time I was able to see a motor race from a helicopter. It was ridiculous but a gendarme was just ushering me off the track by force, when all of a sudden a man offered. I had never seen this gentleman before. But on seeing me he must have recognized me and the ridiculous situation—"Come, John," he said, "I'll give you a ringside seat," and so I was initiated into the wonders of modern aviation. From my little perch I saw:—

- (a) Fangio play with Farina like a cat does a mouse.
- (b) The remarkable speed of the Gordinis on the uphill parts.
- (c) Farina pass Stavelot at 7 ft. from the white line, whilst Fangio with two slight slides put his front wheels each time on the white line.
- (d) The perfect precision of Stirling Moss.
- (e) Superb cornering of Trintignant.
- (f) How many campers go to Francorchamps; just like the Nürburgring.
- (g) The beautiful country around our national track (having always raced and never appreciated the countryside).

CLAES NOTES:

- (a) The sympathy the Belgian crowd has for Mike Hawthorn irrespective of the letters in the British press.
- (b) The absence of Moss at the reception. (Don't you think you should have been there to receive your trophy, Stirl.?)

- (c) American visitors and film people everywhere just like at Le Mans. In a few years we Europeans will have to get an American visa to visit a motor race.
- (d) Fantastic speed of modern cars; 2½-litre Maserati laps at the same speed as 1½-litre supercharged 159 Alfa.
- (e) (With a supercilious grin on my face) that my friend Pilette, as I have always contended, was a better G.P. driver than my friend Frère.
- (f) Fangio's radiator was damaged by a stone and he was very lucky to finish the race.
- (g) For the first time there was real disorder in the Ferrari pit when cars began to stop. (Fangio also noted this, he assured me.)

CLAES WONDERS:

- (a) Why people wear such funny clothes at race meetings and who set the motor sport fashion in the first place?
- (b) How Fangio stays so calm? (I was with him two hours before the meeting—I drove him to the course, and drove him back afterwards.) He was just glad about his win.
- (c) Will Fangio be World Champion this season?
- (d) When British cars will be seen capable of competing against Italian manufacturers?
- (e) How on earth I ever had the patience to write all I have done in this little article on our G.P. of Belgium.

Sports-News—continued

MUNSTER CAR RACE ON MOTOR-CYCLE CIRCUIT

THE Munster M.C. and Car Club are running a 50-mile race for sports cars on Saturday, 17th July, in conjunction with the "Munster 100" motor-cycle race. This will be held on the well-known Carrigrohane Circuit, with its 2½-mile straight, just outside Cork City. There will be a general handicap for all classes with a trophy and £50 for the winner, as well as several scratch classes. Regulations are obtainable from A. Canty, c/o Wm. Canty & Son, Anglesea Street, Cork. Entries close on 8th July.

IRISH INTERNATIONAL RACES

SATURDAY, 10th July, sees the first of this year's International road races in Ireland, with the 133.4-mile Leinster Trophy Race, organized by the Leinster Motor Club. It will be run over 16 laps of the tricky Co. Wicklow circuit, on which the late W. R. Baird established the lap record at 85.06 m.p.h. with his Maserati; Jack Walton (Frazer-Nash) holds the sports car lap record of 81.60 m.p.h. Three races—a *Formule Libre* scratch race, a sports car scratch race and a general handicap—will be run concurrently, and the event starts at 3.30 p.m.

The Irish Motor Racing Club's popular

Wakefield Trophy Race will take place on 28th August, over the 4.9-mile "Big Circuit" at the Curragh, Co. Kildare. Race distance is 150 miles, with awards made on both scratch and handicap placings. Entries close on Monday, 9th August, and should be sent to The Irish Motor Racing Club, Ltd., 37 Exchequer Street, Dublin.

1954 AUSTRALIAN SUN RALLY

THE Melbourne *Sun News Pictorial* sponsored Australia's second annual "Sun Rally", over 2,200 miles of varying types of roads in Victoria last month. The event proved extremely arduous, some competitors describing it as "... all the efforts of last year's Redex Trial packed into five days". It was also the testing ground for some of this year's Redex crews, including two of the Standard Motor Company's entry of three Vanguards, to be driven by Doug Whiteford, thrice winner of the Australian Grand Prix, and Allan Pilkington, President of the Victorian Sporting Car Club.

The Rally finished at Melbourne's Albert Park, where thousands of spectators gathered to watch. Outright winner was Harry Firth, driving a Sunbeam Alpine navigated by Graham Hoinville. In the same car this pair had carried off the L.C.C. of Australia's "Alpine" Trial in December last.



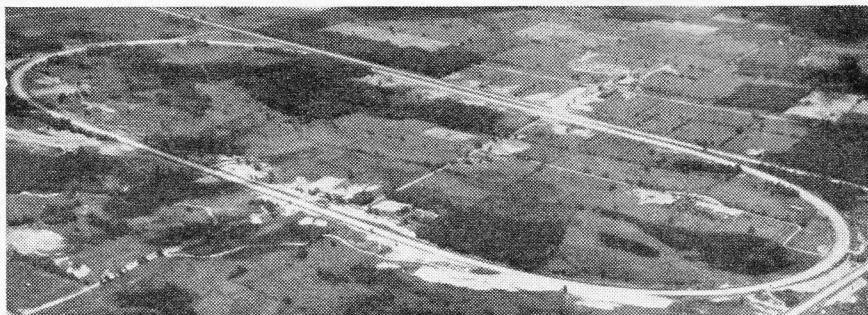
JAG. DOWN UNDER: (Left) Dr. P. Crooke's Mark VII Jaguar makes its way between straw bales during the 2,200-mile Sun Rally in Australia.

CHRYSLER'S NEW TESTING GROUND

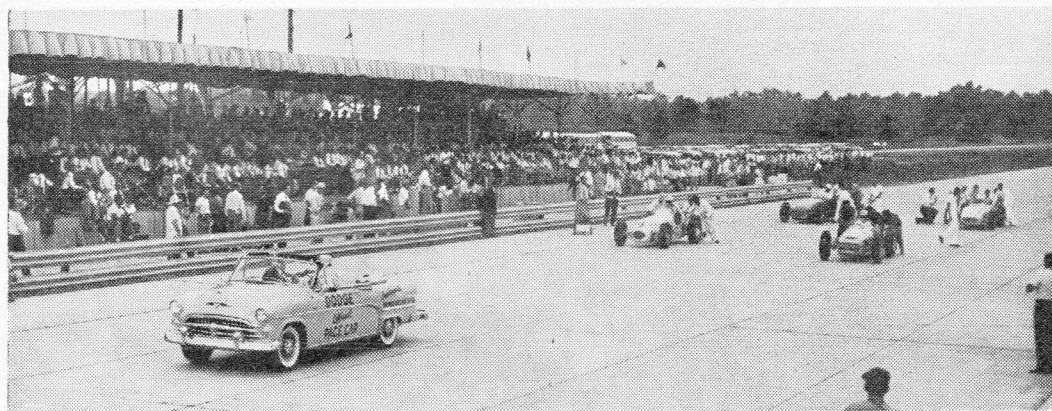
Betty Skelton Sets Women's Speed Record at 143.44 m.p.h. and Jack McGrath Averages 179.386 m.p.h. in his Indianapolis Car on High-Speed Test Track

THE 600 members of the Press from all parts of the United States, who attended Chrysler Corporation's dedication of its new 4,000-acre proving grounds on 16th June in Chelsea, Michigan, not only visited every road and installation of the tremendous project but were able to view special displays of stunt driving, successful attempts on the test track record by the first four finishers at Indianapolis this year, and many impressive demonstrations.

Tony Bettenhausen, well-known Indianapolis driver, was lapping the 4.7-mile concrete oval test track on the final



AERIAL view (above) of the 4.7-mile concrete banked track, and other installations at the new Chrysler proving grounds near Chelsea, Michigan.



PARADE (left) of the four top placemen in this year's Indianapolis race, with Dodge President W. C. Newberg driving the pace car.

stages of a 24-hour run as the guests began filling the grandstand. His 1954 stock 235 h.p., V-8 Chrysler Fire Power sedan ran coolly and quietly, yet very rapidly, to establish an average speed of 118.184 miles per hour for 2,836.42 miles, setting a new American 24-hour stock car record. During the long run, four drivers took turns at the wheel.

Guests were greeted by James Cope, Vice-President of Chrysler and Director of Public Relations, who introduced Vice-President J. C. Zeder and then the President himself, L. L. ("Tex") Colbert, who talked briefly on the *raison d'être* of the new Chrysler testing grounds. A run round the 8.4-mile endurance test ground ensued, after which we circled the concrete oval test track at over 100 m.p.h. in a De Soto. The 4.7-mile (twice as long as Indianapolis), six-lane oval is banked at both ends, and although we were running close to the top-lane barrier, our driver held up both hands to show how he could circle without steering.

After a lunch interval we returned to the grandstand to witness an entire afternoon's programme on the high-speed oval. A manoeuvrability event, where eight cars kept cutting each other off, spun out, and went through every known test to wreck a car, ended with nary a scratched fender. A superbly colourful parade followed, featuring 12 Plymouths, 12 Dodges, 12 Sotos and 12 Chryslers, all carrying an alluring complement of "lovelies", dressed in Grecian gowns matching the colour of their cars. Then a succession of Chrysler experimental

By

RUTH SANDS BENTLEY

cars began parading, many of the sports models carrying the name Ghia on their sides.

Next, Betty Skelton, the adorable 27-year-old pilot and racing car driver, who in February drove a Dodge V-8 sedan to a class record of 105.88 m.p.h. at Daytona Beach, got into a blue Dodge Fire Arrow, and the A.A.A. got their equipment ready to clock her attempt at a speed record. A warming-up lap, then "clocks on", and it took her only 1 min. 58.18 secs. to travel the 4.7 miles and to set a new women's speed record of 143.44 m.p.h.

Six stock V-8 De Sotos next demonstrated the advantages of power steering and safety rim wheels. A torrential rain came at mid-afternoon, lasting only a few minutes but drenching the course just before Irish Horan's Hell Drivers and Joie Chitwood began their seemingly impossible automotive feats. Their many stunts were climaxed when a daredevil drove at speed into a cannon, releasing a dynamite charge which catapulted his car through the air on to a ramp.

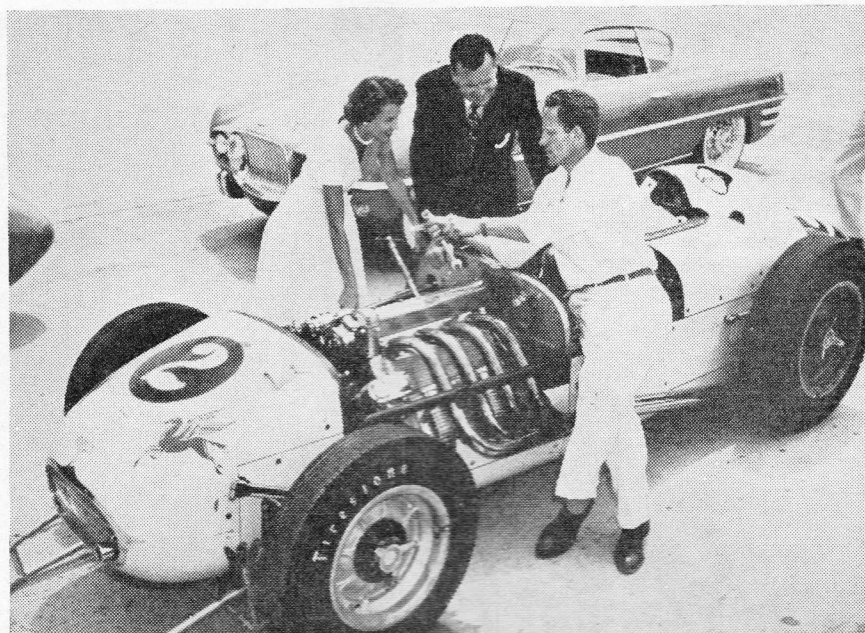
Two gas turbine-powered Plymouths next appeared, and designer G. J. Huebner described over a two-way radio

the sensation of driving the turbine-powered car: "At cruising speeds it's like coasting down a long hill in a piston-engine car in neutral, with the engine just turning over. There is no vibration, and because it is so quiet you are more conscious of the rush of air past the car and the road noises you don't hear in a piston-engine automobile". That the exhaust gas temperature of the Plymouth is cooler than that of present-day cars was demonstrated by a young lady in light summer frock, who stood very close to the tail pipe without scorching her dress. Mr. Huebner revealed that in recent road tests at a constant highway speed of 40 m.p.h., the experimental gas turbine engine averaged 14.9 miles per gallon. This represents an efficiency at least 20 times better than any non-regenerative automotive gas turbine known to Mr. Huebner.

And now came the headliners of the show, the four top finishers in this year's 500-mile Memorial Day race at Indianapolis: Bill Vukovich, Jimmy Bryan, Jack McGrath and Troy Ruttman, each driving the same car he drove at Indianapolis and all out to beat the old closed track speed record of 148.17 m.p.h., established back in 1928 by Leon Duray in a front-drive Miller at the Packard proving grounds. Paced by W. C. Newberg, President of Dodge, and Wilbur Shaw, President of Indianapolis Speedway, for some warm-up laps, they pulled into their pits to race individually against the A.A.A. clocks. Troy Ruttman was first up. At the end of his second lap, he raised his arm to signal

Taking a last look at the inclined Mayer-Drake engine of his Hinkle Special is Jack McGrath, who lapped the test circuit at 179.386 m.p.h. Betty Skelton, who earlier set a new women's record at 143.44 m.p.h., and W. C. Newberg look on.

for the starter's flag, passing the grandstand like a jet and disappearing around the bend. It took only 1 min. 37.1 secs. for Ruttman to tour the 4.7-mile course and shatter the old record. His new one was 174.762 m.p.h. Then Jack McGrath, who put up the fastest qualifying speed at Indianapolis this year, started his warm-up lap in the Hinkle Special. We could see the beginning of the last banking through the trees, and as McGrath flashed through the opening we knew we were watching something very special. "Look at him go," screamed a newsman, "he's faster than Ruttman!" He approached the starter, raised his arm, and thundered into the fastest lap of the day, 1 min. 34.51 secs., for the fine speed of 179.386 m.p.h., setting the new American closed-track speed record. On the microphone, McGrath, a clean-cut lad, said: "These people have the fastest race course in the world." Jimmy Bryan then averaged 166.342 m.p.h. and Bill Vukovich 170.234 m.p.h., both beating the old



record by a very considerable margin.

Chrysler's proving grounds are magnificent, and it is this reporter's wish that when Briggs Cunningham returns from Europe, with the two Chrysler-

powered Cunninghams which finished third and fifth in the 24-hour Le Mans race, he will visit the birthplace of his engines and establish some sports car records there.

BO'NESS INTERNATIONAL

Wharton Does It Again—Four Class Records Broken in S.S.C.C. Hill-Climb

As is customary, the Scottish Sporting Car Club duly ordered a fine day for their International speed hill-climb at Bo'ness last Saturday. As is becoming almost habitual, Ken Wharton in his Cooper and his E.R.A. clocked both the best and the second best time of the day. And, as we are happy to relate, the meeting was run in its usual efficient fashion, was well attended and provided a very fine day's sport.

Proceedings opened quietly with climbs from J. C. E. Allan, in a pretty little Riley Special, and J. F. Borland in his well-maintained Lagonda Rapier in the class for non-blown sports cars up to 1,100 c.c. There followed the recurring duel between Nigel Kennedy

(Burdmonk) and Archie Craig (Bongazoo). In their first runs Craig's M.G.-engined car had the best of it but, in their second, the yellow Burdmonk displayed admirable road-holding qualities and pipped the Bongazoo by 0.23 secs., which is close enough to be interesting.

In the class for sports cars of 1,101 to 1,500 c.c. the waspish note of Ian Hopper's Hopper Special heralded two very neat climbs, but the one-time holder of the class record was no match for Peter Hughes's Tojeiro, which suffered from plug trouble on its first run but was very much *au point* in its second, and demolished the record which it set at last year's September meeting. A threat by I. E. Davidson, in a well-

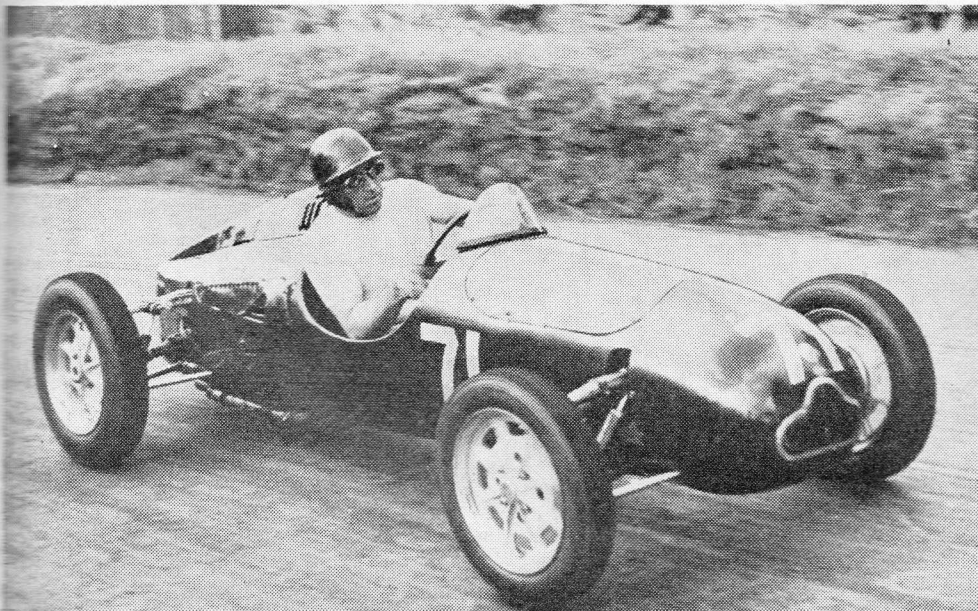
turned-out Cooper-M.G., did not materialise as on its second run the car lost its oil pressure and did not complete the ascent.

Nearest approach to Jack Walton's breaking of his own class record, in that very fleet Cooper-Bristol of his, were two bank-clipping progressions through the Snake by Ray Fielding (H.W.M.), which were exciting to watch and were duly emulated by Mrs. Fielding, in the same car, to win the Ladies' Award.

The Austin-Healeys in the class from 2,001 to 3,000 c.c. were all in immaculate condition but appeared to be wrongly geared for the hill. R. E. Evans marred the appearance of his more than somewhat in a clash with the banking at Paddock Bend, but fortunately did not damage his own person. The class was, therefore, very much in the hands of Jimmy Gibbon, who found time to experiment with his technique in his disbraked Rover Special and still clock a second run time of 39.94 secs., to which the nearest approach was a first run in 42.49 by M. D. Rennie (Austin-Healey).

In the class for sports cars of more than 3,000 c.c. J. McTavish's Allard was all over the track on both its runs, but M. Salmon made no mistakes with his Jaguar in winning the class; Sylvia Black (Jaguar) made two very stylish runs that were much better than many made by her male counterparts.

Then came the Vintage merchants. The Gordon Lockhart Bentley was at the peak of its most excellent form, and in a fine first run clipped a tenth of a second from its own record. Bentley healthiness was also reflected in the note of A. K. McCosh's 4½-litre model, and

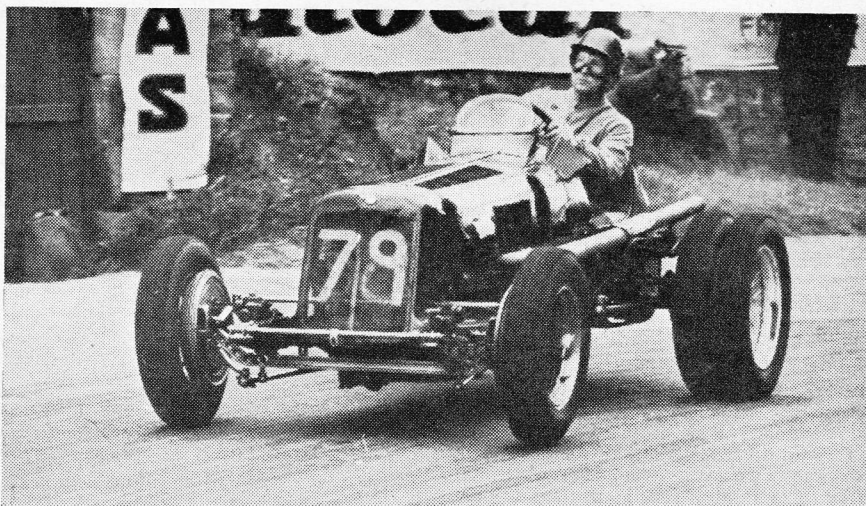


(Left) Wharton once again showed complete mastery of a hill last Saturday, when he made both best and second best performance at Bo'ness.

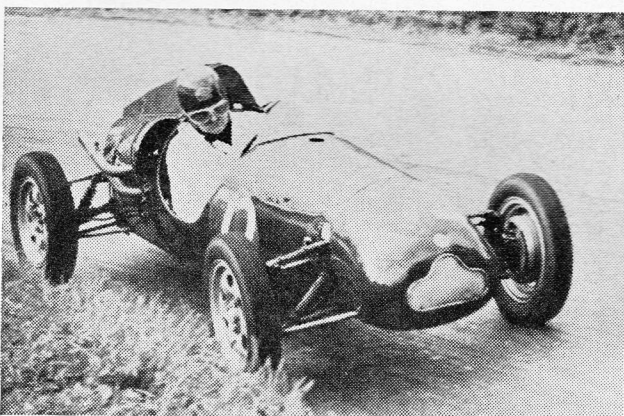
although Pat Melville had just fitted a fresh cylinder block, he still managed to clock a useful 40.85 secs. on his first run, the nearest approach to Lockhart's time.

The racing cars followed with W. Lawrence, who looks a promising addition to the ranks of half-litre drivers in his Mk. VIII Cooper. Ninian Sanderson took his Staride through the Courtyard in a lovely controlled drift and wasted no efforts in the Snake, but his 35.81 secs. was bettered by Les Leston, who, making his first appearance at Bo'ness, brought his "works" Cooper up Kinneil as though he knew it off by heart.

Oddly enough, Leston was not so happy on his first run in the 1,098 c.c. Cooper. He lost power in the Courtyard and hesitated in the stretch up to the Snake, taking 47.33 secs., but that this was a temporary derangement was



TWO CLASS WINS at Bo'ness fell to Michael Christie (above), here leaving the Courtyard in Peter Bell's 2-litre E.R.A.



(Left) Third best performance to those of Wharton came from A. E. Marsh, seen taking a close line with his 1,100 c.c. Cooper.

shown by his second climb in 36.27 secs. Wharton, of course, was the maestro, and his controlled but energetic handling of his 996 c.c. Cooper was fascinating to watch in its direct line through the Courtyard and its absolute minimum of wander in the twist of the Snake. Young A. E. Marsh (Cooper 1,100 c.c.) is obviously a man to watch for the future, as he drove exceedingly well on his initial appearance at Bo'ness, and in

Michael Christie we have a very near approach to the skill of Wharton.

This was made obvious when Christie was one of a trio, which included Ken Wharton and Alistair Birrell, driving the three E.R.A.s which were competing in the class for racing cars from 1,501 to 2,000 c.c. Birrell was steady and consistent, Christie has already gone a long way to mastering the Peter Bell car, but Wharton was again the master in two

very fine drives that came close to Ron Flockhart's magnificent performance last year. For Christie there was consolation in the fact that he won the class for racing cars of 1,101 to 1,500 c.c. in his 1,107 c.c. Cooper, and with Wharton making second best time of the day in the E.R.A., the class award from 1,501 to 2,000 c.c. also went to Christie.

A. N. FORD.

Results

Best Time of the Day: K. Wharton (Cooper), 33.76 secs.

Second Best Performance: K. Wharton (E.R.A.), 34.02.

Third Best Performance: A. E. Marsh (Cooper), 34.45.

B.T.D. by Sports Car: J. H. Walton (Cooper-Bristol), 36.03*.

B.T.D. by Lady Driver: Mrs. Doreen Fielding (H.W.M.), 40.76.

Racing Cars up to 500 c.c.: L. Leston (Cooper), 35.66*. **501-1,100 c.c.:** Hon. E. G. Greenall (Cooper), 34.91. **1,101-1,500 c.c.:** M. A. H. Christie (Cooper), 35.69. **1,501-2,000 c.c.:** M. A. H. Christie (E.R.A.), 34.33.

Sports Cars, 1,101-1,500 c.c.: P. S. Hughes (Tojeiro), 36.33*. **1,501-2,000 c.c.:** R. Fielding (H.W.M.), 38.15. **2,001-3,000 c.c.:** J. F. Gibbon (Rover Spl.), 39.94. **3,001 c.c. and over:** M. Salmon (Jaguar), 41.03. **Supercharged Sports Cars, 501-1,100 c.c.:** N. A. Kennedy (Burdmonk), 41.13. **Vintage Cars, Unlimited capacity:** J. G. Lockhart (Bentley), 40.50*.

* New Class Records.

INTER ONE-MAKE DRIVING TESTS

THE driving test meeting held last Sunday, 27th June, by the Lancia M.C. proved to be an exceptionally enjoyable affair. The tests—each one named after a competing club—whilst all variations on the themes of in and out, round and round and wiggle-woggle, showed remarkable ingenuity on the part of the organizers.

Eighteen teams competed, from the Riley, Alvis, Morgan 4/4, BMW, Frazer-Nash, Singer, Southern Jowett, M.G. and Lancia clubs, and the winners were the Morgan "A" team of Peter Morgan, S. J. Stallard and H. M. Denton. Runners-up were the Morgan "B" team—J. McDonagh, W. A. G. Goodall and R. K. N. Clarkson.

Nine tests, negotiated twice, made up the event. Before lunch the Thruxton perimeter road was dry, but rain fell during the interval, and the afternoon session gave quite a few entrants the opportunity of turning their cars right-about without all that tedious reversing.

C. D.

RECENT RESULTS

LONDON M.C. THIRD FRENCH SPORTING TRIAL

Anancy, France, 20th June

Cup of the Mayor of Anancy: H. R. Smart (B.S.T.), 116 marks. **Hôtel des Trésuns Cup:** P. Clegg (Clegg), 115. **Marcel Becquart Cup:** R. W. Faulkner (Paul), 114. **A.C. du Mont Blanc Cup:** N. P. Kennedy (Harfeach), 109 (9.8 secs in test). **Anancy Tourist Committee Cup:** P. A. Atkinson (Atkinson), 109 (11.2 secs in test). **Souvenir Awards:** R. Kemp (Kemp), 106; J. H. Appleton (Appleton), 105; D. W. Price, Jr. (Price), 85; A. H. Baker (Land Rover), 67. **Team Award:** Appleton, Price and Faulkner.

750 M.C./HANTS AND BERKS M.C. DAWN HANDICAP RALLY

26th June

Best Performance: M. Burn (Frazer-Nash, Hants and Berks M.C.).

Best member of opposite club: V. M. Prior (Austin A40 sports, 750 M.C.).

Class A: 1, F. Still (Triumph TR2); 2, J. M. Ellis (Volkswagen). **Class B:** 1, J. W. S. Grimes (Morris Minor); 2, D. C. Prybil (Morris Minor). **Class C:** 1, M. J. Drewitt (M.G.); 2, L. Needham (M.G.).

M.G.C.C. (IRISH CENTRE) GYMKHANA

Crumlin, Eire, 26th June

Premier Award (Reynolds Trophy): E. Power (Volkswagen). **Saloon Class:** 1, H. G. McMahon (Volkswagen); 2, P. B. Hopkirk (Volkswagen); 3, P. Culhane (Volkswagen). **Saloon Class:** 1, Dr. A. C. Hayes (Topolino Fiat); 2, B. V. Browett (Morris Minor). **Open Production Cars:** Dr. P. Panayotu (Singer). **Specials Class:** A. D. Malcolm (Buckler). **Ladies' Award:** Miss D. Emerson (M.G.).

EASTERN COUNTIES M.C. SPRINT

Netterton, 27th June (1/4-mile course)

Morning Session: Class A (up to 1,200 c.c., open): D. R. Moore (M.G.), 30.2 secs. **Class B (ditto closed):** S. J. Digby (Morris Minor), 40. **Class C (1,201-1,500 c.c., open):** W. A. Scott-Brown (Lister), 28.4. **Class D (ditto, closed):** W. T. Smith (Jowett Jupiter), 34.8. **Class E (1,501-2,500 c.c., open):** C. D. Boulton (Healey Silverstone), 30. **Class F (ditto, closed):** D. J. Morley (Ford Consul), 33.6. **Class G:** G. Hoare (Jaguar XK 120 C), 25. **Class J (ditto, closed):** R. G. Playford (Jaguar coupé), 30.6.

Afternoon Session: Class A: D. R. Moore (M.G.) and R. R. Rayner (Lotus), 34.4. **Class B:** B. M. Baker Munton (Morris Minor), 43.2. **Class C:** W. A. Scott-Brown (Lister), 31.2. **Class D:** W. T. Smith (Jowett Jupiter), 39.2. **Class E:** C. D. Boulton (Healey Silverstone), 35.2. **Class F:** D. J. Morley (Ford Consul), 39.6. **Class G:** M. G. Connell (Jaguar XK 120C), 33.4. **Class J:** P. Rayner Green (Ford Mercury), 37.6.



COOPERS AT QUEENSFERRY

Five Class Wins and B.T.D. for the Surbiton Marque in Chester M.C. Event — J. A. Williamson (Cooper-E.R.A.) accelerates away from the line at Queensferry, to make the best time of the day.

THE eight-year-old Queensferry Sprint is almost an institution in the North-West, but last Saturday's field of 54 was smaller than it has been in the past. During this Chester M.C. event, a strong head wind blew down the course, situated on the flat country off the Dee estuary. Nevertheless, the sports car record took a dive when Phillip Scragg returned 23.6 secs. with his Alta-Jaguar, but Ken Wharton's last year course record of 20 secs., with the Peter Bell E.R.A., was never in jeopardy.

An unusual car was the Murray Special, which carries a four-cylinder, two-stroke motor-boat engine, a motorcycle gearbox and a chain (front wheel) drive. Re-bodied to the height of fashion, its time was 38.6 secs. in the hands of builder H. Murray. The 1½-litre sports car class brought out such vehicles as the ex-Finch Amilcar, in the hands of G. H. Fisher, and an ex-Peter-Reece Cooper-M.G. which has now been envelope-bodied by J. P. Hacking.

Of the four Bucklers entered that of H. Porteous—the Porteous Special—was quickest with 28.4 secs. However, honours were still claimed by Cooper-M.G. when Brian Naylor recorded a fine 26.6 on both his runs. The Amilcar also completed one run in this time.

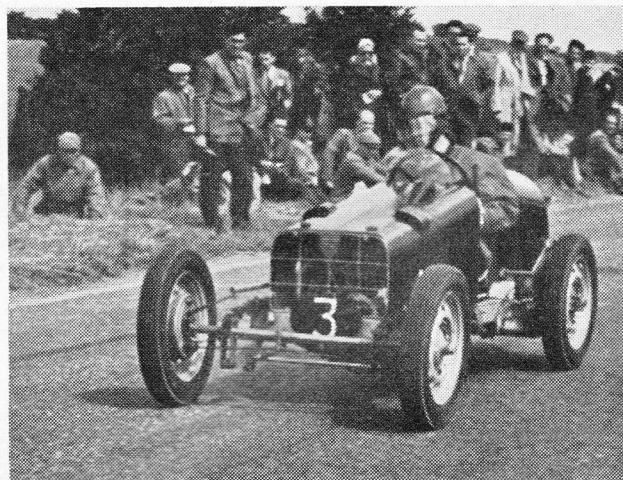
In the 2,000 c.c. class H. L. Yates's F.N.-BMW, with 29.6 secs., was 0.2 sec. better than P. A. R. Bernie's Triumph TR2, the latter with hood erect. But here again, Naylor's time was not improved.

The unlimited sports class provided some keen competition. R. A. R. de

Larrinaga, sports car record-holder, led off the 16 cars entered with a resounding 24.2 secs. on his first run. J. W. Whewell's Jaguar XK 120 was the best of this breed with 25.2 secs. Then Phillip Scragg took his Alta-Jaguar scooting down the 12 ft. wide course in 23.8 secs. to equal the course (sports) record. Phillip Chapman, not abashed by this performance, leapt off the line to melodious Mercury mumbblings and 23.8 secs. later he, too, arrived at the finish!

Decks were cleared for the second runs and de Larrinaga was obviously determined when he took the Cadillac-Allard off the line; 23.8 secs., said the

★
SHADES OF THE SPIDER: (Right) Despite its Ford wheels, R. S. Chawner's special is based on a G.N., and carries an air-cooled, Vee-twin engine far behind the tubular front axle.
★



(Left) Looking at this Francis Penn picture, one can almost smell the burning rubber as J. A. Williamson (Cooper-E.R.A.) accelerates away from the line at Queensferry, to make the best time of the day.

announcer, and then there were three sports car record-holders! Phil Chapman was next of these contestants, and the Yorkshire boy left a strong smell of burning rubber as he started a run which again gave—23.8! It was neck-or-nothing for Phillip Scragg, and in meteoric run he claimed final honours—and the record—in 23.6 secs.

Gillie Tyrer took the unlimited sports closed class when he covered the course in 27.8 secs. with his hard-top XK 120. Six 500s turned out in the racing class up to 750 c.c.: Alan Butler's Staride, in 27.4 secs., was one second better than next man Mervyn Kearon in the Mark 8 Cooper. The Remus E.R.A. was due for a couple of airings in the hands of owner Ken Flint and K. Meadows. First-run time for both drivers was 24.2 secs., but unfortunately Remus broke a half-shaft on Ken Flint's second run and was out of the frolics. Two-litre racing cars were led by the ex-Walker Cooper-E.R.A., owned these past 12 months by Derek Wilkinson. In its new body, its best time was 22.8 secs. Nearest rival was the E.R.A. Special of Jim Berry (23.8 secs.), although J. H. Webb (Turner) came close with 24 secs.

There remained only the unlimited racing class. Here again the Cooper-E.R.A. was tops, when Jack Williamson took it out in the best time of day (22 secs.). Nearest to him was the enthusiastic Bill Goodwyn, whose 4.3-litre Alvis-engined Special roared to the finish in 23.4 secs.

WILSON ROGERS.

Results

B.T.D.: J. A. Williamson (Cooper-E.R.A.), 22 secs.

B.T.D. by Sports Car: E. P. Scragg (Alta-Jaguar), 23.6 secs.

Sports, up to 1,100 c.c.: D. Low (Cooper-M.G.), 28. **Up to 1,500 c.c.:** J. B. Naylor (Cooper-M.G.), 26.6. **Up to 2,000 c.c.:** J. B. Naylor (Cooper-M.G.), 26.6. **Unlimited:** E. P. Scragg (Alta-Jaguar), 23.6. **Unlimited, Closed Cars:** G. Tyrer (Jaguar), 27.8.

Racing Cars, up to 750 c.c.: A. A. Butler (Staride), 27.4. **Up to 1,500 c.c.:** K. Flint (E.R.A.), 24.2. **Up to 2,000 c.c.:** D. Wilkinson (Cooper-E.R.A.), 22.8. **Unlimited:** J. A. Williamson (Cooper-E.R.A.), 22.

JOHN BOLSTER TESTS

THE PANHARD "DYNA - JUNIOR"

Supercharged Sports

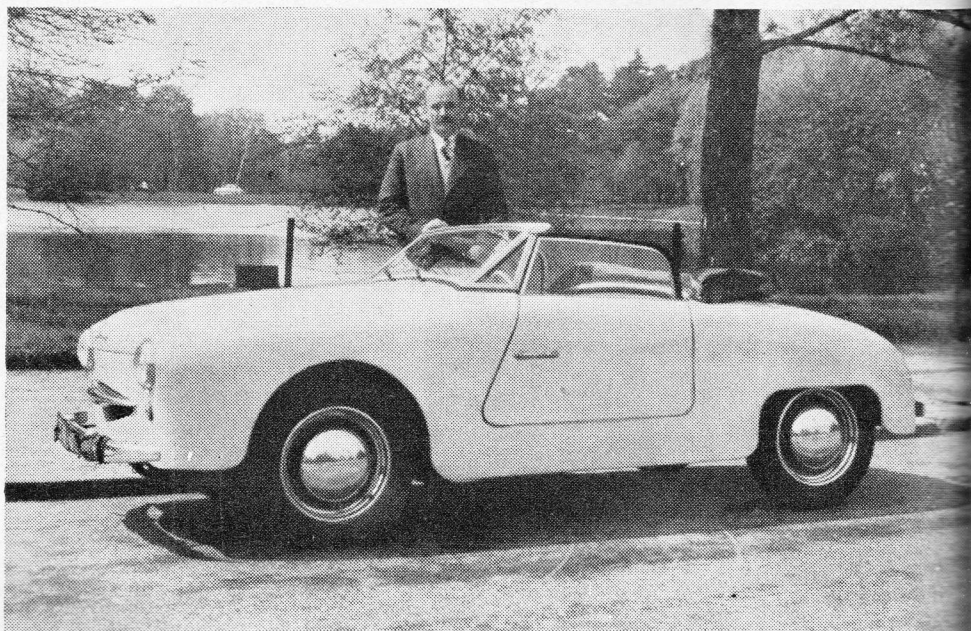
THE history of the supercharger, as applied to normal production cars, is interesting. It first became available soon after the Kaiser war on the Mercedes. In this instance, the engine, a low-compression touring unit, ran normally with atmospheric induction, but the "blower" could be set in action with a clutch when extra power was required. Other makers followed with permanently engaged superchargers, and in the late nineteen-twenties there was hardly a single make of sports car that could not be obtained in boosted form.

After that the supercharger fell on evil times. Many of the engines to which it had been fitted were not designed *ab initio* for the extra performance. Thus, unreliability and rapid wear came to be associated with the component. It then was discarded and forgotten for no real fault of its own.

A couple of years ago René Bonnet introduced a supercharged version of his famous D.B. As is well known, the D.B. is powered by the flat-twin Panhard engine, which is specifically constructed for continuous high-speed driving. Bonnet found that the unit was well able to stand the increased thermal loading that a low-pressure supercharger imposed, and by obtaining the power he required at lower revolutions was actually able to improve reliability thereby.

So successful did the installation prove, that Messrs. Panhard et Levassor decided to offer it as an extra for their Dyna Junior sports model. The small Roots-type compressor is mounted above, and to the rear of, the 850 c.c. air-cooled engine. It has a long extension shaft to a pulley, which is driven from a jockey-tensioned belt that also serves the dynamo. A Solex downdraught carburettor supplies the mixture, and an auxiliary oil pump, operated by hand through a Bowden cable, can be used occasionally to ensure adequate lubrication of the blower.

To make the unit more suitable for forced induction the compression ratio



NEARLY 90 M.P.H. is achieved by the supercharged "Dyna-Junior" despite the modest 850 c.c. of its air-cooled, flat-twin engine.

is reduced from 7.25 to 6.5 to 1 by the use of different pistons. All the gear ratios remain the same except the overdrive, which is raised from 4.7 to 4.36 to 1 by the simple substitution of two pinions. The two-stage final drive remains untouched.

The result of all this is to increase the power output from 42 b.h.p. to 62 b.h.p., which is delivered at 5,300 r.p.m. Naturally, the fuel consumption is increased. The standard Panhard 54 saloon can achieve an amazing 40 m.p.g., but the supercharged Junior averages about 28 m.p.g.; still a good figure for a car that can approach 90 m.p.h.

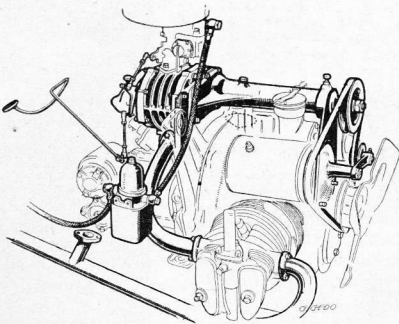
The Junior is now assembled in a factory outside Paris; the "ancestral" works in the Avenue d'Ivry are at present completely occupied in turning out saloons as fast as ever they can. The mechanical parts of both cars are similar. In front, the flat-twin engine, transmis-

sion, and superimposed transverse springs form a unit. Behind, the trailing axle and torsion bar suspension may be similarly regarded. The chassis and body construction is entirely different, however.

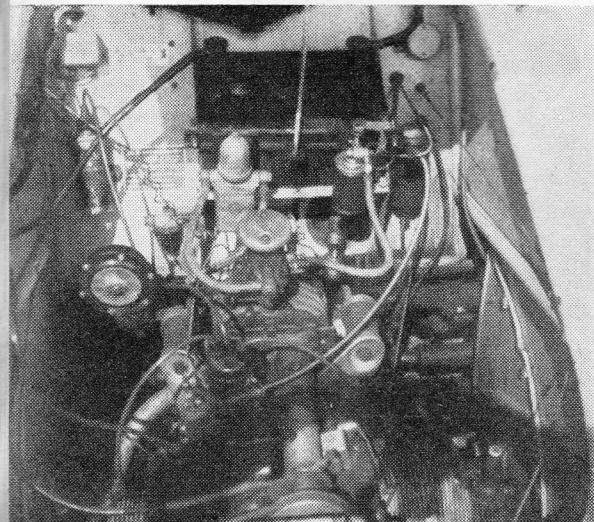
Whereas the new saloon is of advanced integral construction in light alloy, the Junior has a conventional box-section frame with tubular cross members. The body is a full-width, all-enveloping three-seater, with winding windows and a folding hood. Although the finish is very plain, the body is well constructed and serviceable, with plenty of luggage space in the tail.

One sits very low, so that even with the hood folded, the body provides considerable protection. When the top is up, the forward vision is good, but the side windows are perhaps a little shallow. One does not notice this on the open road, but in the rigours of Paris traffic I would prefer to have the roof a couple of inches higher. Unlike the saloon, which has a gear lever on the steering column, the Junior has a hanging lever under the dashboard. The movements are in an opposite sense to normal, by which I mean that one goes forward for top and back for third. The upper three ratios are synchronised, but the change must not be hurried or noises of protest result.

For town driving it is well to make good use of the gearbox, for some transmission snatch results if the engine speed is allowed to drop too low. On twisting or hilly roads one remains on the direct third speed, for this ratio gives good acceleration and a maximum speed of well over 60 m.p.h. When the road is clear in goes the overdrive, and the car will cover mile after mile at 80 m.p.h. At high cruising speeds the engine is



ANOTHER 20 B.H.P. is realized by the addition of the small "M.A.G." Roots-type supercharger, installation details of which are shown above. General under-bonnet layout (left) is somewhat untidy but fully accessible.



smooth and not at all noisy. The whine of the supercharger is a pleasant, purposeful sound, and is certainly not loud enough to be objectionable.

The maximum speed quoted in the data panel of 85.33 m.p.h. is not entirely fair to the car, for this was the average speed for a flying lap of Monthéry track. There was some wind, and naturally the banked circuit takes off a little speed. On the road the maximum certainly approaches 90 m.p.h.

The suspension gives a very comfortable ride, and the roadholding cannot be faulted. Even when literally thrown round bumpy corners, the Panhard seems glued to the ground. The steering is light, and one cannot "feel" that this machine is driven by the front wheels. The brakes are powerful and do not fade, a rare virtue these days.

In view of the very great difference in the specification of this car and a typical British vehicle, it may be instructive to compare the two types. I would say that the supercharged twin-cylinder Panhard is certainly not as flexible at low speeds, and one is then conscious of having two big "pots". At high cruising speeds, on the other hand, the twin is very smooth and does not "buzz" like a small "four". As regards roadholding and comfort of riding, these are both well in advance of what one could obtain from any conventional design. The deletion

of the usual heavy back axle pays dividends, and the car simply floats over bad roads in a manner that quite belies its light weight.

The supercharger introduces no driving problems. I used the same sparking plugs for wandering about in Paris and for blinding round Monthéry, flat out for lap after lap. I gave the hand-operated oil pump a squirt whenever I remembered it at intervals of, very roughly, about 10 kilometres.

The Panhard Junior is a tough little car, built for the man who drives hard all the time. It handles beautifully and has excellent suspension, and though it responds best to a skilled and sensitive driver, even a beginner would soon learn its ways. If it lacks the decoration and chromium plating of some of its competitors, that is all part of its character. Above all, it is entirely different from any other car, which adds greatly to the interest of driving it.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Panhard Dyna Junior Sports 2-seater, price £514 at works without tax. Extra charge for supercharger £88.

Engine: Two cylinders 85 mm. x 75 mm. (850 c.c.). Pushrod operated overhead valves. 62 b.h.p. at 5,300 r.p.m. 6.5 to 1 compression ratio. Solex carburetter. S.E.V. coil and distributor.

Transmission: Single dry plate clutch. 4-speed gearbox with pendant lever under dashboard. Ratios 4.36 (overdrive), 6.15, 9.2, and 16.3 to 1. Two-stage final drive reduction. Open articulated shafts to front wheels.

Chassis: Box section frame with tubular cross members. Independent front suspension by superimposed transverse springs. Rear trailing axle with transverse torsion bars. Hydraulic shock absorbers. Eared rims bolted to brake drum extensions, fitted 145 mm. x 400 mm. tyres. Bendix hydraulic brakes, in 1½ ins. wide drums, 10 ins. diameter front, 9 ins. rear (approx.).

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure and fuel gauges and clock. Flashing direction indicators with audible warning.

Dimensions, etc.: Wheelbase, 6 ft. 11½ ins. Track, 4 ft. Overall length, 12 ft. 1 in. Overall width, 4 ft. 11 ins. Weight, 13 cwt.

Performance: Maximum speed, 85.33 m.p.h. Speeds in gears: 3rd, 66 m.p.h.; 2nd, 49 m.p.h.; 1st, 21 m.p.h. Standing quarter-mile, 22.6 secs. Acceleration: 0-30 m.p.h., 5 secs.; 0-40 m.p.h., 8 secs.; 0-50 m.p.h., 13.4 secs.; 0-60 m.p.h., 19.1 secs.; 0-70 m.p.h., 25 secs. Fuel Consumption: 28 m.p.g.

VILLORESI WINS FOR LANCIA IN PORTUGAL

Peter Whitehead Third With Cooper-Jaguar

DRIVING a 3.3-litre Lancia, Luigi Villorresi won the Grand Prix of Portugal, by 1½ secs. from his team-mate, Castellotti. Ascari (Lancia), in the lead at about three-quarter's distance, burst a tyre and spun round; the wheel collapsed and the Lancia was abandoned.

Both Duncan Hamilton (Jaguar) and George Abecassis (Jaguar) retired with clutch trouble. Villorresi set up a new lap record for the circuit with 2 mins. 54.74 secs. (152.600 k.p.h.). The under-1,500 c.c. event went to local driver Martorel (Porsche).

Results

G.P. of Portugal

1, Luigi Villorresi (3.3 Lancia), 45 laps, 2 hrs. 14 mins. 14 secs. (149.030 k.p.h.); 2, Castellotti (3.3 Lancia), 2 hrs. 14 mins. 15.8 secs.; 3, Peter Whitehead (3.5 Cooper-Jaguar), 43 laps; 4, Maseranhas (4.5 Ferrari), 41; 5, Valentin (4.1 Ferrari); 6, Marques (2.9 Ferrari).

Fastest lap: Villorresi, 2 mins. 54.74 secs. (152.600 k.p.h.). Circuit record.

Cup of Portugal

1, Martorel (Porsche), 1 hr. 11 mins. 56.72 secs. (123.54 k.p.h.); 2, Nogueira (Porsche), 1 hr. 13 mins. 55.17 secs.; 3, Oliveira (Osca); 4, Armengaud (1,100 Osca); 5, Merkel (Porsche); 6, Peter Jackson (Cooper-M.G.), 1 lap behind.

NUCKEY (COOPER) WINS AT BRESSUIRE

RODNEY NUCKEY (Cooper) and Eric Brandon (Cooper) had a tremendous duel during last Sunday's Bressuire F3 race. Nuckey crossed the finishing line, barely a coat of paint ahead of his Ecurie Richmond team-mate. An interesting entry was the ex-D.B. driver Antonelli, who appeared with a twin-o.h.c., 4-cylinder Gilera; he finished sixth. Dutroquet (Jaguar XK 120) won the over 1,100 c.c. sports car race.

Results

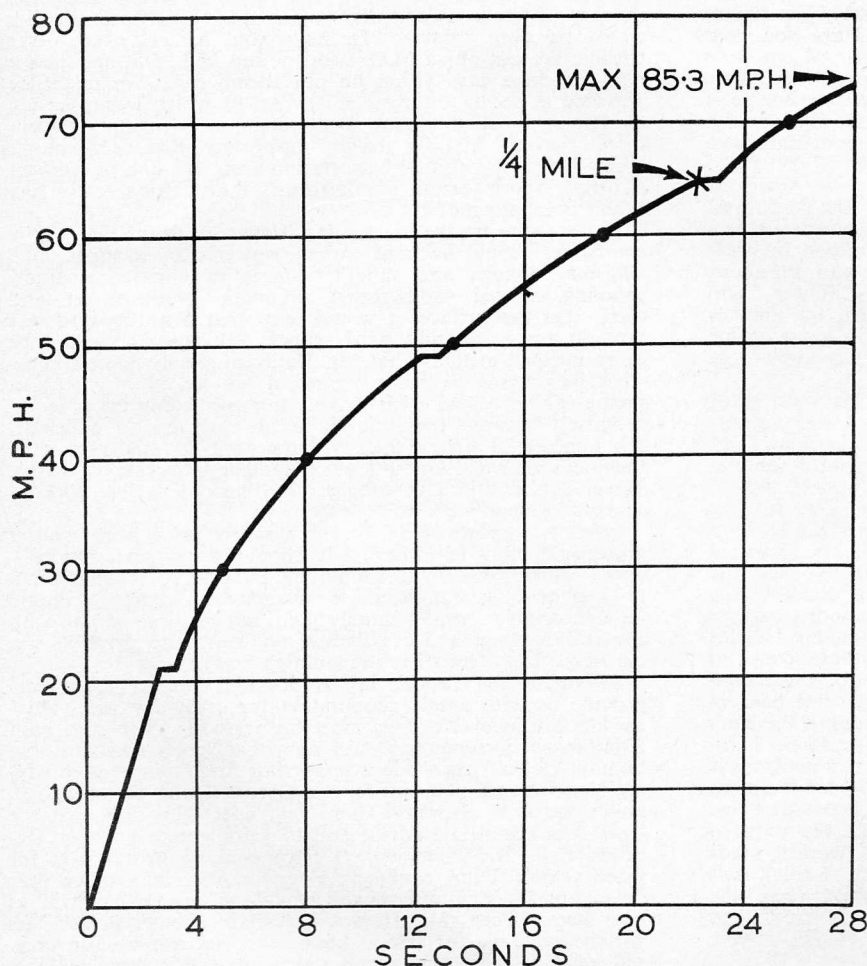
Formula 3

1, Rodney Nuckey (Cooper), 20 laps (about 34 miles), 35 mins. 8.2 secs. (92.143 k.p.h.); 2, Eric Brandon (Cooper), 35 mins. 8.8 secs.; 3, Theo Helfrich (Cooper), 35 mins. 30 secs.; 4, Brown (Staride), 35 mins. 44 secs.; 5, Ahrens (Cooper); 6, Antonelli (4-cyl. Gilera).

Sports Cars

Over 1,100 c.c.: 1, Dutroquet (Jaguar), 30 laps, 1 hr. 0 mins. 25.3 secs. (80.464 k.p.h.); 2, Tardieu (Peugeot); 1 hr. 0 min. 43.1 secs.; 3, Mme. Humbert (Porsche); 4, Charron (Simca Spl.). **Under 1,100 c.c.:** 1, Michel (B.G.-Renault), 57 mins. 8 secs. (84.984 k.p.h.); 2, Héry (D.B.-Panhard), 57 mins. 47.8 secs.; 3, Ristal (Renault).

DYNA JUNIOR ACCELERATION GRAPH



SPORTS CARS

— AN AMERICAN'S VIEW

Submitted, with indignation, by

"CHAMEAU SOIF"

IN the 19th February issue of AUTOSPORT, in the Correspondence columns, a rather arrogant British motor-sportsman found it "high time someone hinted to the Americans just what does constitute a sports car". Mr. Hayward then proceeded to follow his own advice, and describe his own version of a sports car. When he was finished, he dismissed every form of automotive device not incorporated in his dream car as undesirable, and suggested that Detroit better settle down to building the car he described immediately. Not content with these statements, he warned the British automotive industry that they, too, should heed his advice, lest untold woes befall them.

Come now, Mr. Hayward, that seems like quite a bit of ground to cover. Since you are surprised that Detroit with its "elaborate research" cannot seem to build a better car than you have, in your imagination, visualized, let's look at your suggestions a bit more closely. Maybe we can *all* learn something.

First of all, Mr. Hayward feels that four and five-litre engines are not efficient enough to be classified as "sports car engines". He illustrates with examples of the Ferrari Mondial 2-litre model, and the 2.8-litre Pegaso, both of which put out almost 200 b.h.p. . . . I wonder if Mr. Hayward has ever studied the torque curve of a Cadillac or Chrysler engine. Without getting technical, I would point out the well-known fact that performance is dependent upon low rev power. A performing sports car is one that has "go" at all speeds—not just in the high rev ranges. Now don't go challenging my Chrysler to a race with a Ferrari, Mr. Hayward. I have driven several examples of Italian racing machinery in competition, and am as well aware of their supremacy as you are. However, I believe we were building a "sports car". I would point out that there are very few places in either England or America where one can really enjoy a car whose performance comes into its own at four to six thousand revs. And how about cost, Mr. Hayward? A brand new Chrysler engine can be had for \$750 or less. Moreover, it will probably last 30,000 miles without adjustments and replacements. Have you ever paid for a valve job on a Ferrari, Mr. Hayward?

And where, sir, is the British answer to the problem? You have quoted but two examples of a high efficiency engine—both hand-made racing designs. We do have our Offenhauser—an engine which has never been defeated by one of European design. Lots of power at high revs, and only \$7,000 f.o.b. Los Angeles . . . Hardly the engine for the great American sports car. What have you got in England? The M.G. and Singer, Austin and Hillman would hardly be considered performance cars . . . and the Bristol is no bear either, in stock form. The much vaunted 3½-litre Jaguar engine puts out about two-thirds the horsepower of a slightly tuned Chrysler. Oh, but then I'm forgetting—Mr. Hayward feels that big engines aren't sporting. Undoubtedly he has stripped the gears on his XK trying to catch my mother in her stock Oldsmobile at a traffic light.

Well—so much for the engine room. Mr. Hayward turns his attention to suspension. Balloon tyres and wafting suspension are summarily dismissed with, "Oh—the corners . . ." The rest is left to our imagination as Mr. Hayward rambles on about the useless chrome and fake wire wheels, etc. I agree with Mr. Hayward in these last details. Detroit has loaded its products with useless junk. But let's get back to that point about the suspension . . . I wonder if Mr. Hayward has read the results of the world's toughest motor race, the Mexican Road Race. Oh, how those Lincolns stuck in the corners. Seems to me they beat many of the sports cars to the line—and were only two hours behind the winning Lancias at the finish. Didn't see any Bristols, Jaguars, M.G.s, etc., at the finish. Of course, our cars were modified for the race—so let's look at them on the showroom floor. But bear in mind that our roads over here are different to those in England. Our sports car roads have been replaced by four-lane highways. Cornering, etc., are forbidden games on our back roads—punishable by fines and licence suspension. What we need is outstanding performance up to 70 miles per hour—and this need Detroit has amply filled. I challenge Mr. Hayward to hold a stock Ford or Lincoln on all but the twistiest roads with any car made for public sale in England. I think he's in for an enlightening surprise. Again, what does the imaginative Mr. Hayward suggest? Perhaps a front end patterned after, let's say for instance, an H.R.G. Now there's a kidney-crusher from way back about 1932 . . .

real keen for smooth roads and sand—but a bit apt to wander on a high-speed bend. I mean really high speed—not 1,500 c.c. high speed. Let's see—for a back axle we'd better have it solid, with really stiff quarter elliptics, and two sets of friction shockers, with the adjustment screwed up nice and tight. Gad—sounds like a recipe for a nightmare—unless we can find someone's billiard table to drive on. And what on earth for? Lancia and Mercedes, both of which marques take some real catching, have reverted to suspensions fully as soft as that of the new Lincoln. Of course, one can't be quite such a hero to the girl friend, actually DRIFTING like Stirling at about 35 m.p.h.—but it certainly makes for better traction at high touring speed.

What next? Oh yes, to be sure, after a parting insult at heaven knows what, Mr. Hayward has put his sign upon "knife-through-butter" transmissions, "Pilot view windscreens", and "Hull Tight" constructions. Then he says, "You won't find any of these features on a REAL British sports car." Not, to be sure in those very same words, though I doubt if Mr. Hayward will deny the implication. And with this I most certainly agree in full. No knife through butter shifting for the sporting, by gadfry . . . Far better to double clutch and really have a go, while mother saves seconds by simply mashing down on the accelerator pedal, and letting our out-moded engineers in Detroit do the rest. But she beats you to the light, too . . . Likewise, let's for heavens sake not have any Pilot view windscreens. Anyone who has ever been "taken for a ride" in the back seat of a Mark V Jaguar would be shocked if he were actually to see the countryside through which he were passing. Or have you, Mr. Hayward, ever tried to see out of an M.G. with the top up? Oh, no—please let's not have easy vision on our dream car. We might be appalled at seeing the rest of it! All of which leads directly to that nasty old hulltight construction, which simply refuses to let the rain in . . . Ruddy unsporting, that. One hasn't really tasted the thrill of sports motoring till one has driven a British sports car in a rainstorm. I say, that's really fun. Water polo, anyone?

So let's sum up the cases. Mr. Hayward claims that a true sports car should be hard sprung, powered by a small, high efficiency engine, and should be free of chrome, weather-proofing, curved windscreens, automatic transmissions, and such. On the surface, it would seem that Mr. Hayward was brought up in a truly hard school. However, I would be more inclined to think that Mr. Hayward simply doesn't know what he's trying to prove. First of all, sir, do you want a racing car, or a sports car? And don't go telling me a "compromise", because there simply is no such car to be made. It's impossible. Now then, if you want to talk race cars, then let's do so. And I'll write another letter about Kurtis, Meyer-Drake, and Duesenberg. For now, let's just stick to sports cars, shall we?

What is a sports car? To me a sports car is a car that is above all "fun to drive". It should have performance—usable performance. It should be capable of relative road-holding qualities. It should be attractive in style. It should be comfortable. And I timidly point out to those of you who are still reading, and it's darned unpleasant to drive in wet clothing. I say "long live the 'hulltight' car!"

So where has Detroit let us down? Our passenger cars provide us with ample acceleration for every-day use. Hop-up kits are available from most factories for those who wish a bit more horsepower. And now that sports cars are here to stay, Detroit has made a pretty fair first attempt at satisfying the demand. Of course, the Corvette, and others like it, aren't the final answer. There isn't one. But now that the trend has begun, I'd advise you to warn your own manufacturers first, Mr. Hayward. I have enjoyed British cars for three years. I am confident, however, that in another year or so America's enthusiasts will be able to buy their playthings over here. Then, Mr. Hayward, perhaps enough British cars will be available for sale at home, and you can see for yourself what a lot of unqualified statements you've been making.

CORRESPONDENCE

The Austin-Healey Withdrawal

HAVING just returned from Le Mans I read, with mortification, the published statement by Mr. Donald Healey. Mr. Healey had as much right to withdraw as had Lancia, but why spoil it all with a petulant tirade against practices of which Mr. Healey was taking advantage last year?

No one would expect the Austin-Healey to compare in performance with the other Le Mans cars of its class but a steady, trouble free run throughout the 24 hours would have been worth a great deal. The lone TR2 Triumph surely demonstrated that even slow motor cars can show up well at Le Mans.

Healey says that last year he ran prototype cars and states that subsequently the modifications were made available for the standard model. In view of the later performances of "Le Mans Replica" Austin-Healeys in competitions it would seem that last year's works cars just happened to be rather exceptionally good.

I feel sure Healey has made a mistake in withdrawing from Le Mans this year. It is not very many months since the Austin-Healey was advertised as the fastest production car in the world with a top speed of over 140 m.p.h. Such performance achieved by a production car, without excessive tuning, should allow for a trouble-free 24 hours fast enough to show the world what British production cars can do against "unfair" competition.

The Austin-Healey is a very pretty, low-priced, sports car which appeals to a great many people. If Healey had stressed that his cars, as raced, were standard production models available to the public and had then shown them to be capable of lasting for 24 hours at comparatively high speed, he would have earned great praise and probably shown his cars to advantage against the fabulously costly Aston Martins and Gordinis which appear, to the race-goer, to have frightened him away.

If British manufacturers of comparatively low-priced cars consistently avoided making extravagant claims for their products but turned out a car properly finished and capable of performing precisely as advertised (as, for instance, the German Volkswagen) there would be less need to enter international competitions and indulge in stunts leading to controversy.

Donald Healey's statement to the Press would have been better left unsaid and as for your correspondents Butt and Barnard—well, really! My heartiest commiseration to poor "Pro Bono Publico"; what a terrible thing it is to be endowed with a sense of humour.

DENYS H. SESSIONS.

SARISBURY GREEN, NEAR SOUTHAMPTON.

* * *

CONGRATULATIONS to Donald Healey and the Austin Motor Company. Their decision may have been ill-timed but, in my opinion, it is about time the whole matter was thrashed out. Sports car racing today is little more than a new *Formule Libre*, and anyone who thinks the cars racing today are true "production" cars has forgotten or perhaps never heard of the Bentley victories when pre-race scrutineering was a nightmare for entrants, so severe were the regulations! I believe Tim Birkin wrote that one entry was refused because of a difference of two inches between a bulkhead and steering wheel of a race entry and the catalogued model! What price today's "prototypes"?

I refuse to label a car an "abomination" because of engine size, but I firmly believe that the rule that permits a team of cars to race which will never be built in "race form", should be dispensed with.

We don't have to look any further than our own club events to see that Cooper-Bristols and other former racing single-seaters, thinly disguised with lights and wings, make the words "sports car racing" become ridiculous! Let those who could condemn Austin-Healey think for a moment. If the present regulations have caused the withdrawal of a company who have only just become interested in racing, then what possible chance is there of ever attracting more support from those firms who produce cars that could be suitably produced as competition or sports models?

JOHN A. EVANS.

COVENTRY.

SURELY the success gained by Austin-Healey in last year's Le Mans should have proved to Donald Healey the worth of pitting near-standard and reliable vehicles against the more potent yet brittle machinery of the foreign factories. I feel this fact will be brought home to him good and hard by the publicity following on the Triumph return from Sarthe.

As to those Le Mans prototypes which he thinks will never reach the production line, how does he feel about the Jaguar Type C, winner in 1951 and, in admittedly modified form, winner in 1953, and Mercedes-Benz, winners in 1952 who, as we know through AUTOSPORT, are planning to sell at least 65 300SLs! One can mention Aston Martin DB2 and, I think, DB3, Porsche, both models, Lancia Aurelia, Maserati 2-litre and probably 2½ soon. All these cars, with the exception of Maserati, have gained either outright or class wins at Le Mans within the last five years and all are available, in basically similar form, to the moneyed public.

Protests and withdrawal's seldom do any good, but genuine success will always be appreciated by racing enthusiasts, and after all, they are the buying market.

DUNCAN FERGUSON.

WIMBLEDON, S.W.20.

* * *

THE letter from Donald Healey was most interesting but I feel not entirely a satisfactory explanation for the withdrawal of the cars.

Whilst one cannot help but commend the fine performance of the Austin-Healeys at Le Mans last year, the cars, though probably the most standard in the race, were, I think, considerably modified over the production models and whilst the mods. have now been made available, at that time the cars were "rather prototype".

Regarding the car which put up such a high speed at Salt Lake last year, this could hardly be called "production" in view of the many modifications carried out for this particular run.

One might add a word about the Nash-Healeys: these cars, I'm sure, were built specifically for Le Mans and bore not the slightest resemblance to the production model. It would seem that Mr. Healey's reasons are hardly justified.

Motor racing, as we all know, is a very expensive business and the £30,000 Mr. Healey mentions is quite feasible; however, one would imagine that a large part of the cost would be borne by the Nash Kelvinator Corporation and latterly by the Austin Motor Co., Ltd., and therefore one can hardly bring the cost in to the matter.

May I conclude by saying how sincerely we hope to see the Austin-Healeys back in racing again, be they "production" or prototype.

"SILVERSTONE".

BIRMINGHAM.

* * *

Mike Hawthorn

I AM appalled and disgusted at the treatment given to Mike Hawthorn during his bereavement. Hawthorn has done more to raise the prestige of this country with his brilliant driving than ever he could do serving in the Forces in peacetime. However, the gratitude shown to him is to deliver a summons on the day of his father's funeral and to see that he received an immediate medical examination with view to his call-up into the Forces. This is not only an insult to Mike Hawthorn but to all those connected with motoring sport in this country. If this is a general policy of behaviour to our ambassadors of motor racing it is high time something was done about it.

NORTHOWRAM,
NR. HALIFAX.

JOHN H. FARRAR,
Ex Flight-Lieutenant.

* * *

Green Cover For Moss?

I PURPOSELY held this letter over until the Aintree report publication, because I wanted to see whether you would publish AUTOSPORT with a green cover in recognition of Stirling Moss's Aintree win. I was going to write after the Eifelrennen meeting but I decided to wait until 4th June publication. Now I think my complaints are worthwhile. "Come off it" AUTOSPORT, Stirling has not had a break for the last season; at last he is showing his exhaust pipes to everybody else, as it ought to be. How about a "green cover" next week, or must he win a Grand Prix on a bicycle?

MICHAEL WYNNE.

BEDFORD PARK, W.4.

[A green cover denotes an outstanding achievement by a British driver in a British-built car. There was little foreign opposition in the Eifelrennen, and, of course, Moss drove a Maserati at Aintree.—Ed.]

PLYMOUTH "PRESIDENTIAL"

K. D. Evans (Morris Special) Wins
Plymouth Motor Club's 360-Mile Rally

SINCE the first "1946 Presidential Trophy" National Rally was run by the Plymouth Motor Club, the organizers have steadily been improving the standard of the event, and on 25th/26th June the route lay through 360 miles of roads and lanes in Devon and Cornwall, interspersed with seven tests *en route*, and three final tests on Plymouth Hoe.

Starting from Bristol, Salisbury and Plymouth, all competitors converged on Exeter Airport for Test 1, where the heavy drizzle threatened to become fog and really worry people on the navigation section to come. Best time on Test 1—a double garaging test—was put up by K. D. Evans, who clocked 26.8 secs. in his Morris Special. Other competitors with good times here were: A. L. Yarranton (Plus 4 Morgan), 27.6 secs.; B. W. Fursdon (Renault), 29.2; W. A. Harper (Vauxhall), 29.8. On completion of this test, all competitors followed a common route to South Molton for a 50-mile navigation section.

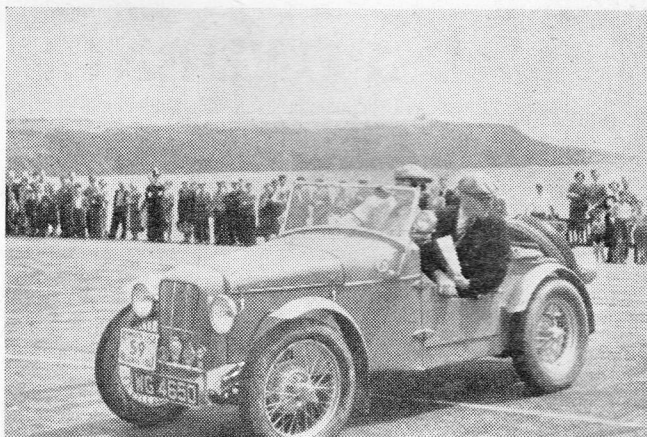
A further 82 miles brought competitors to an uphill acceleration test, where J. H. Ray (Morgan) made the extremely good time of 19.7 secs. After a 90-minute breakfast stop at Newquay and further tests at St. Mawgan, the field proceeded to the Davidstow circuit for the tricky tests 6 and 7. The latter "figure of eight", with a reverse before a flying finish of 200 yds., was really spectacular, the passengers of some cars leaning well out to maintain balance.

(Right) K. D. Evans, winner of the rally, puts his Morris Special through one of the tests.

★

By this time the weather was much improved and in keeping with the time of year, so that when competitors arrived back in Plymouth for the final tests, the Hoe was looking its best. It is doubtful if there is a finer site for the final tests of any rally than the promenade at Plymouth, overlooking the famous Sound, and it was here that competitors had to face three very stiff tests before final scrutineering and signing off.

Perhaps the most interesting and spectacular of the three was number 10, the final test. Here entrants had to weave between four pylons in both directions, followed by a straight run into garage "A", reverse out and into garage "B", then a left turn and straight ahead to stop astride the finish line. K. D. Evans put up a sparkling time, but unfortunately skidded over the finish line to earn a 5 secs. penalty. J. H. Ray came through at a great pace to record a perfect run, and his time of 40.2 secs. remained unbeaten. The larger cars made extremely creditable performances, G. H. Turnbull achieving 48.2 secs. in his Velox, while



Whatmough (Sunbeam-Talbot) took 46.2 secs.

A very successful rally ball, at which the magnificent Presidential Trophy was presented by the Lord Mayor of Plymouth, was held in the evening; the general opinion was that the rally had been, in spite of the rather small entry, an unqualified success.

D. L. J.

Results

Presidential Trophy: K. D. Evans (Morris Spl.); 2, J. Pellowe (Dellow); 3, B. W. Fursdon (Renault).

Amberley Trophy (navigator's award): L. Cutler.

Starting Control Awards: Bristol, J. Pellowe; Salisbury, G. N. Dear (M.G. TF); Plymouth, K. D. Evans.

Non-Trade Trophy: J. Pellowe. **Final Tests Award:** A. L. Yarranton (Morgan).

Vauxhall Cup: G. H. Turnbull. **Morris Cup:** 1, A. D. Carr; 2, J. F. Lambert. **Singer Cup:** R. S. Aston. **Mumford Cup (best M.G.):** 1, G. N. Dear; 2, R. S. Parkin. **Abbey Garage Cup:** P. G. Cooper. **Morgan Cup:** 1, Dr. J. T. Spare; 2, A. L. Yarranton. **Ford Cup:** G. W. Best. **Austin Cup:** 1, R. S. Prout; 2, R. Willson. **Riley Cup:** L. B. Thresher. **Hillman/Sunbeam-Talbot Cup:** 1, R. Davis; 2, A. C. Whatmough. **Other Makes:** 1, J. Pellowe; 2, B. W. Fursdon. **Specials:** 1, K. D. Evans; 2, R. Neate.

Team Award: Dr. J. T. Spare, G. H. Turnbull and R. C. F. Way (Triumph TR2).

ELEGANCE AT EASTBOURNE

The B.A.R.C.'s Eighth Annual Rally and
Midnight Concours d'Elegance at Eastbourne



CONCOURS WINNER: (Above) Mrs. J. Enstone and her husband's Bentley, the ensemble which won the Grand Prix d'Honneur in the B.A.R.C.'s Midnight Concours d'Elégance, held at Eastbourne on 26th June. She holds the engraved tray which was presented to her.

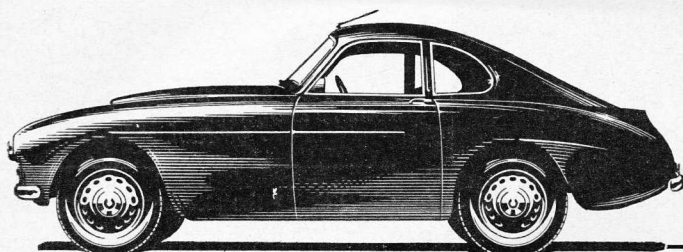
Results

Rally and Driving Tests: Best Performance: A. B. Fraser (Sunbeam-Talbot). **Ladies' Award:** Miss P. Norman (Porsche). **Novices' Award:** W. G. F. Swayne (M.G.).

Open Cars up to 1,200 c.c.: J. Batten (Morris). **First Class Awards:** Nil. **Standard Awards:** J. Batten, C. G. Fitt (Fiat). **Closed Cars up to 1,200 c.c.:** R. Shaw (Morris). **First Class Awards:** Nil. **Standard Awards:** Nil. **Open Cars over 1,200 c.c. and up to 2,000 c.c.:** P. Tunley (Triumph). **First Class Award:** J. Tunley. **Standard Awards:** W. G. F. Swayne (M.G.); P. J. Sargent (M.G.); F. L. Rourke (M.G.); B. Leavens (Triumph). **Closed Cars over 1,200 c.c. and up to 2,000 c.c.:** J. Thomas (Lancia). **First Class Awards:** Nil. **Standard Awards:** Nil. **Open Cars over 2,000 c.c.:** D. R. L. Wallace (Jaguar). **First Class Awards:** D. R. L. Wallace. **Standard Awards:** F. M. Baker (Healey), A. E. Westbrook (Healey). **Closed Cars over 2,000 c.c.:** A. B. Fraser (Sunbeam-Talbot). **First Class Award:** A. B. Fraser. **Standard Awards:** L. J. Hollingsworth (Ford).

Midnight Concours d'Elégance—Grand Prix d'Honneur (awarded by the Eastbourne Corporation for the most outstanding ensemble of lady and car, irrespective of class): J. Enstone/Mrs. J. Enstone (Bentley saloon).

Cars first regd. before 1st Jan., 1941: **Open:** 1, J. Bond/Miss Lynette Neville (Mercedes-Benz); 2, Major H. L. Pownall/Miss Wendy Pownall (Bentley Open Sports). **Closed:** 1, Gordon J. Offord/Mrs. Gordon Offord (Bentley 3½-litre); 2, Leo Parkin (M.G. 2-litre). **Cars first regd. on or after Jan. 1, 1941:** **Open:** 1, Charles Maidment/Mrs. D. Maidment (Jaguar XK 120); 2, M. J. Clarke/Miss P. Jones (Austin-Healey); 3, J. W. E. Howlett/Mrs. E. A. Howlett (Austin-Healey). **Closed Cars up to £700 basic list prices:** 1, R. L. J. Ticehurst (Hillman Californian coupé); 2, M. J. Hughes/Miss J. Hawkins (Ford Zodiac); 3, J. E. Duke/Mrs. M. Goddard (Ford Zodiac). **£700-£1,300:** 1, Mrs. Lorna Snow (Jaguar d/h coupé XK 120); 2, J. Law/Mrs. James Law (Jaguar saloon). **Exceeding £1,300:** 1, J. Enstone/Mrs. J. Enstone (Bentley); 2, A. J. Hullett/Mrs. A. J. Hullett (Rolls-Royce Silver Dawn). **Combined Awards:** Charles Maidment (Jaguar XK 120). **East Sussex Award:** Mrs. Gatty Saunt (Rolls-Royce Silver Wraith).



"Bristol" 404 Sports Coupé

BRISTOL CARS

ARE BUILT TO

THE HIGHEST

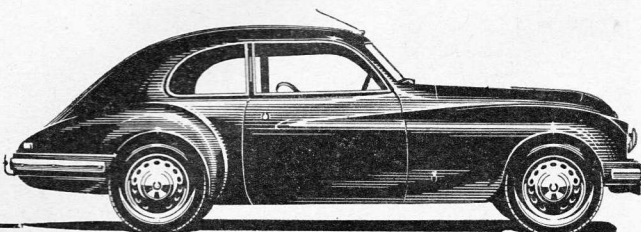
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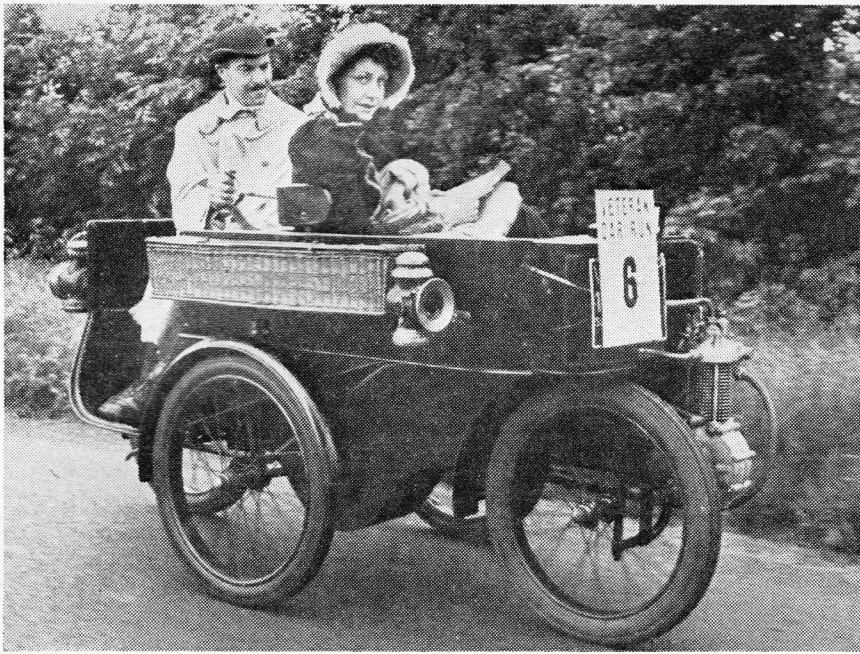
AERONAUTICAL

ENGINEERING



"Bristol" 403 Saloon





IRISH VETERANS' DAY OUT

Jack Matthews (Sunbeam-Mabley) Wins Leinster M.C. Run

THE Leinster Motor Club have every reason to be satisfied with their 1954 Veteran Car Run, held on Saturday, 19th June. There was a good turn out of 35 veteran motor cars and thousands of people braved the none too clement weather to watch or follow the cavalcade with a mixture of pleasure, interest and amusement.

This year, the organizers decided to extend the scope of the 50-mile run by including a class for cars from the vintage era. This drew an entry of 15 which, if their comparative newness did not hold the interest of the crowd, still reminded us of the "Roaring Twenties". The route, from Donnybrook Bus Depot through Naas and back to Dublin again via Kilcock to Chapelizod Stadium, was "gentle" except for one hill out of Lexlip, which the route planners could not very well avoid. This taxed the strength of some of the oldest cars, but all negotiated it eventually.

Fifty miles at a 15 m.p.h. average was, perhaps, rather too much to ask of Class I cars (up to 1905), whose preservation means more to the true veteran lover than proof of such an accomplishment. Admittedly, Dermot O'Cleary's wonderful 1900 Arrol-Johnston treats such speeds and distances with contempt, but John H. Moore's 1895 Panhard et Levassor found

the 20-odd miles to Naas enough, and dropped out there with a broken valve. Fifteen m.p.h. was also too high an average for Jack Matthews's little 2½ h.p. Sunbeam-Mabley, with the intriguing chassis layout of tiller steering aft, passenger forward, one wheel each side amidships and one wheel fore and aft (the back

(Right) Compelled to change a plug at Rathcoole, Dave Dixon finds the accessibility of his 1901 de Dion all that could be desired.

(Below) Driver of the 1908 Siddeley-Wolseley is ex-Norton team rider Ernie Lyons, hidden behind a bushy beard which seems to fascinate the small boy on the right. Behind the Siddeley-Wolseley are Torrie Large's 1926 Fiat and H. Adair's 1911 Calthorpe.



WINNING CAR: (Left) Mr. and Mrs. J. T. Matthews won the Naas Trophy for the best-preserved veteran car with their 1902 Sunbeam-Mabley. "Period" costume is a feature of the Irish Veteran Run.

wheel doing the steering like the rudder of a boat).

Some of the cars were almost unbelievably well preserved: H. J. Roe's magnificent 1911 Rolls-Royce purred along almost as quietly as when new; motorcyclist Ernie Lyons's fine old 1908 Siddeley-Wolseley was running perfectly, too; the transverse leaf i.f.s. of the 1906 Sizaire-Naudins surprised many, and the gleaming brasswork and circular radiator of H. Adairs 1911 Calthorpe was a joy to behold. On the other hand, the perfect chromium plating on a 1924 Mors looked quite out of place on this immaculate vintage machine. Period costumes were worn by many of the crews and appeared quite in keeping with the cars, but it is a pity that a few see fit, each year, to treat the run as a fancy dress farce and their wonderful old vehicles as something to be abused.

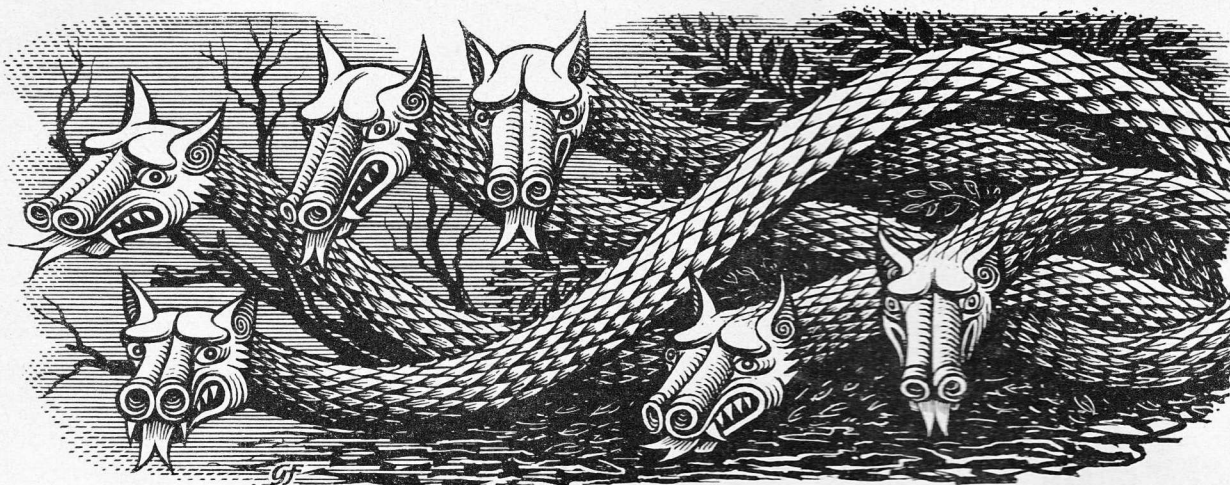
A gentle judgment test was held at Naas and few found it difficult, although the delay at the control caused some cars to boil as drivers strove manfully to cope with the swarms of family saloons which persisted in getting in the way. Back at the Chapelizod Stadium, two further tests were laid on. Competitors were asked to drive up to a line and stop their engines; crews then dismantled

and withdrew to another line from which, at a given signal, they did a Le Mans style start to cross a line a few yards on. The ease with which most of the older cars started was amazing, Dudley Ryder's 1900 Argyll defeating "moderns" such as J. Darlington's 1914 Overland, even though the last-named was equipped with an electric starter.

JACK O'DONOGHUE.

Class 1 (up to 1905) (Goff Cup): G. Briggs (1904 Rover). **Class 2 (1906-1910) (Findlater Cup):** P. V. Magee (1910 Flanders). **Class 3 (1911-1912) (Semper Idem Cup):** M. O'Brien (1912 Ford). **Class 4 (1913-1916) (Briggs and McCrae Cup):** J. Darlington (1914 Overland). **Class 5 (1917-1930):** T. N. Large (1926 Fiat).

Best-Preserved Veteran (Naas Trophy): J. T. Matthews (1902 Sunbeam-Mabley). **Hard Luck Trophy:** J. H. Moore (1895 Panhard-Levassor). **Special Award for longest distance covered within two days to attend event:** T. G. Wells (1912 Belsize).



Sparking plugs between Scylla and Charybdis

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

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



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

If you write to Dept K/AA19A Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? He can advise you on such questions and, whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine exactly.

a SMITHS explanation to wiser motorists



NEWS FROM THE CLUBS

By Wilson McComb

LAST week I remarked on the astonishing fact that no race meetings would be held in the British Isles on 26th June, and my comment has brought a letter from J. H. Smith, the Mid-Cheshire M.C.'s press liaison officer. He tells me that, as soon as his club realised that their National meeting at Oulton Park clashed with Le Mans, and that the M.C.C.'s move from last Saturday to this for their Silverstone meeting left 26th June free, application was made to use the latter date. Unfortunately, an objection was made by the Scottish Sporting Car Club, presumably because Bo'ness occupied the same date.

The Scottish S.C.C.'s protest was upheld by the R.A.C., and the Oulton Park National meeting had to be run on 12th June, when the clash with Le Mans deprived the organizers of many first-class drivers and cars, and naturally reduced spectator attendance. A glance at the Bo'ness programme reveals that only three prominent drivers (Leston, Sander-son and Walton) who figured in the Oulton meeting also took part in the hill-climb. In other words, the Bo'ness event would probably have lost less than half a dozen entrants if the Oulton Park race meeting had been held on the same day, for hill-climbs seldom attract circuit-racing enthusiasts. One is tempted to agree with J. H. Smith, when he complains that in his opinion the objection was scarcely justified.

* * *

B.A.R.C. will hold a speed trial on the Aintree finishing straight tomorrow week, 10th July. Entries (members only) should be sent to 55 Park Lane, W.1, by next Monday, 5th July. . . . **Sheffield and Hallamshire M.C.'s** Rally of the Dams on 28th/29th August will have three starting points—Manchester, Leicester and Sheffield—and finish at Sheffield, where the prize distribution will be held. Organizers emphasize that the



DRIFTING IN THE DUST: Gwynn Dyer, winner of the Kilkenny M.C.'s Navigation Trial on 13th June, puts in some determined motoring with his Austin at the Goresbridge wiggle-wobble test.

cost of competing will not be high, and all types of car will have an equal chance. Any motorist may enter, provided he holds a comp. licence, and entries close on 27th July; Secretary of the Rally is T. McC. Sweetman, 21 Kingsley Park Grove, Sheffield, 11. . . . **London M.C.'s** postponed Lawrence Cup Trial will now be held on Sunday, 11th July, starting at 10.30 a.m. from the Rootes Car Park, near Maidstone. Volunteer marshals are required, and will be welcomed by S. H. Leach, Collingwood Hall, Camberley, Surrey. . . . This Sunday, Independence Day, the **Aston Martin O.C.** will be holding speed trials at Wethersfield, the U.S.A.F. base near Braintree in Essex. Admission to the course is free; telephone CITY 4506 for tickets. . . . Also this Sunday, 4th July, the **Chiltern C.C.** will hold an autocross meeting which starts at 1 p.m. The course is at Wakefield Lawn, Potterspurty, Northants. instead of as previously announced. . . . **Sunbac's** Midsummer Evening Trial on 14th July will be open to both car and motor-cycle members of the club. Entries (closing 10th July) should be sent to Jack Woodhouse, 106 Jockey Road, Sutton Coldfield. . . . **Southsea M.C.'s** annual "Autosport" (nothing to do with this journal) driving tests and *concours d'élégance* will be held this year on 17th/18th July. Regulations are now available from A. E. Symonds, 4 Old London Road, Hilsea, Portsmouth. . . . This Sunday's Clerk Hill-climb, organ-

ized by the **Lancashire Automobile Club**, will start at 2.30 p.m. Course is 250 yards in length, and the entry includes all types of cars, other than racing. . . . **Bristol M.C. and L.C.C.'s** 5th National race meeting at Castle Combe, on 28th August, will be for sports cars and racing cars to formulæ 1, 3 and *libre*, plus another round for the E.R.A. Anniversary Trophy. Entries close on 16th August, and should be sent to Mrs. K. R. Maurice, Castle Combe, Chippenham, Wilts. . . . **Nottingham S.C.C.'s** race meeting at Silverstone will be held on 14th August, not 7th August as previously announced; further details from M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham. . . . **Surrey Sporting M.C.'s** next event will be the 80-mile "Rainbow Rally", starting from Redhill at 2 p.m. on 18th July. Entries should be sent to C. W. Dart, 39 South Mead, Redhill. . . . **A.C. Owners' Club** meeting on 30th June was not the "Twenty Questions" session, which has been postponed until 28th July. The club's East Anglian Rally will start from the Sun Hotel, Dedham, near Colchester, on 11th July. . . . Also on 11th July there is the **B.A.R.C.'s** Yorkshire Centre Autocross, promoted jointly with the Bridlington and D.M.C. and the Yorkshire S.C.C. It will be run on a half-mile course at Langtoft Dale, near Great Driffild, and entries close next Wednesday, 7th July, with Mike Wilson at Silver Royd House, Leeds, 12.

NORTH CORNWALL TRIAL

THREE separate sections made up the North Cornwall M.C.'s recent Versatility Trial. In the first, cars were judged on appearance, accommodation, etc.; then there were six driving tests at Davidstow, followed by three trials hills. Steep and grassy, none was climbed, although a Dellow reached the last subsection on one of them.

Motorists now holidaying in Cornwall are invited to take part in the club's next event, a driving test rally at Davidstow on 8th July. The hon. secretary is Mrs. N. Parsons, 10 Exeter Street, Launceston.

Trial Results

Gillbard Cup (Open Cars): J. Skinner (M.G.-Dellow). **Uglo Cup (Saloons):** R. Prout (Austin A30). **First Class Awards:** C. R. Parsons (Dellow); E. H. Dennis (H.R.G.). **Second Class Awards:** D. Spry (Ford); L. J. Sandercock (M.G. TC).

More News from the Clubs on page 26



★
SETTING SAIL for the other side of a watersplash is Dr. W. Deane (Sunbeam-Talbot), who shared best time in this test with John Lanz in another Sunbeam-Talbot. Dr. Deane took fourth place in the saloon class of the W. Hants and Dorset C.C.'s recent Members' Day event.

THE HALF-LITRE CAR CLUB

announce

The Daily Telegraph **INTERNATIONAL TROPHY** **MEETING**

at

Brands Hatch

2ND AUGUST 1954

PROGRAMME

- (1) **The Daily Telegraph International Challenge Trophy Race**
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- (2) **The Half-Litre Car Club National Sports Car Championship**
for 1500 c.c. Sports Cars
- (3) **The Rochester Cup Race**
for Formule Libre Racing Cars
- (4) **The Edwardian Trophy Race**
for Edwardian and Vintage Cars

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BEXHILL SPEED TRIALS

WE are advised by the Veteran C.C. of Great Britain that the results of their Bexhill Jubilee Speed Trials, on 19th June, have been amended in respect of Class 4. The placings in this category are: 1, H. F. Welham (1911 Brennabor, driver H. E. Bowden); 2, S. J. Humphries (1914 Perry); 3, C. R. M. Hardy (1910 Métallurgique).

Results of the Worcester Malvern Rally on 5th June are:

Rally—Class A: 1, H. T. Clarke (1904 de Dion Bouton); 2, T. W. Lightfoot (1902 Panhard-Levassor); 3, H. B. Leech (1899 Decauville). **Class B:** 1, C. B. North (1907 Singer); 2, J. S. W. Simonds/Mrs. Simonds (1910 Léon Bollée); 3, Major T. W. Pitt (1912 Rolls-Royce).

Run—Class 1: 1, A. Tyler (1899 Decauville). **Class 2:** 1, C. C. Smith (1904 Riley); 2, H. T. Clarke (1904 de Dion Bouton); 3, T. H. Boothman (1904 Norfolk). **Class 3:** 1, J. R. G. Downs (1905 Renault); 2, J. D. Parsonage (1909 Renault) and H. R. Timmis (1910 Mercedes). **Class 4:** 1, H. W. Beauman (1914 Perry); 2, S. J. Humphries (1914 Perry) and A. W. Coffin (1914 Ford).

NOTTINGHAM SPRINT MEETING

THE aerodrome at Ossington, near Newark, has become known to members of the Nottingham Sports Car Club as a place where they could witness an enjoyable event in consistently good weather. However, the Whit-Monday Sprint Meeting was to prove an exception. Officials, competitors and other early arrivals reached the course in a dull grey light, with rain alternating between a steady downpour and torrential showers.

The first event was due to start at 2 p.m., and by that time conditions had become a little better, although the course was still very wet indeed. A *Formule Libre* event for racing cars was first on the programme, the best time in this class being made by Gil. Tyrer in a Formula 2 Alta-Bristol, with 21.9 secs. over the slightly uphill course of approximately 800 yards. Wake, driving the same car, was second with a time of 23 secs.

In the events for sports cars, J. P. Hacking (Cooper-M.G.) did extremely well, making best time in both the 1,101 to 1,500 c.c. and 1,501 to 2,500 c.c. classes, with 24.1 secs. and 24.2 secs. respectively. Another notable achievement was that of Mrs. Pauline Strawson, a "first timer" in a speed event. Driving a Triumph TR2, her time of 26.3 secs. gave her third best time in her class, beating two similar cars driven by Batte and Lowe.

The class for sports cars of 2,501 c.c. and over was won by Ken Scales, driving the Chapman Mercury Special, with a time of 22.6 secs. Blackham (Jaguar) and Savile (Ford-Mercury Saloon) were second and third with times of 23.8 and 24.5 secs.

Entries for the production saloon car events were not as numerous as had been expected. However, the performance of E. D. Woolley's 1½-litre Porsche is worthy of mention. His time of 26.9 secs. was the best in his class and also the best of any car entered in the saloon car classes, beating John Dalton's Aston-Martin DB2 and Gil. Tyrer's special-bodied Jowett.

Results

Racing Cars, Formule Libre: 1, G. Tyrer (Alta-Bristol), 21.9 secs.; 2, A. Wake (Alta-Bristol), 23; 3, J. D. Blackham (Jaguar XK 120). **Sports Cars, 751-1,100 c.c.:** 1, D. Fumridge (Riley), 28.4; 2, R. Preston (Riley-M.G.), 28.5; 1,101-1,500 c.c.: 1, J. P. Hacking (Cooper-M.G.), 24.1; 2, E. D.

COMING ATTRACTIONS

July 3rd. R.S.A.C. International Hill-climb, Rest-and-be-Thankful, Argyll. Start, 2 p.m.

M.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 10.30 a.m.

Veteran C.C. Yeovil Rally.

Tunbridge Wells M.C. 8th Annual Rally.

Essex Cavalcade of Motoring, Central Park, Chelmsford.

July 3rd/4th. Rheims 12-hour Race (S), France.

S.C.C.A. Race Meeting, Offutt A.F.B., Omaha, Nebraska, U.S.A.

Cemian M.C. 2nd Coronation Rally. Start, Ely Hotel, nr. Blackwater, Hants, 10.30 p.m.

Liverpool M.C. Summer Sporting Rally. Start, Gateacre Hall Club, 11.30 a.m.

Peterborough M.C. Summer Night Rally.

July 4th. French Grand Prix (F1), Rheims, France.

Circuit of Montauban (F3, T), France.

Cidonio Grand Prix (S), Italy.

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

A.M.O.C. Independence Day Speed Trials, Wethersfield A.F.B., nr. Braintree, Essex. Start, 11 a.m.

Chiltern C.C. Autocross, Wakefield Lawn, Pottersbury, Northants. Start, 1 p.m.

Hagley and D.L.C.C./Sunbac Sporting Day, Gravel Pit, Upper Marlbrook. Start, 10.30 a.m.

Lancashire A.C. Clerk Hill-climb, nr. Whalley, Lancs. Start, 2.30 p.m.

South Wales A.C. Rally of the Seven Vales. Start, Cardiff and Swansea, 10 a.m.

Alvis O.C. Concours d'Elégance and Rally, Ettington Park Hotel, nr. Stratford-on-Avon.

North Midland M.C. Midsummer Road and Test Trial. Start, Crown Hotel, Bawtry, 2 p.m.

Caernarvonshire and Anglesey M.C. Cartledge Trophy Navigation Run. Start, Look-out, Upper Bangor, 2 p.m.

Mid-Thames C.C. Rally. Start, Twickenham Green, 9 a.m.

Wolseley Hornet Special Club "Tour de Hants". Start, nr. Basingstoke, 11 a.m.

Circle C.C. Sussex Rally.

July 8th. North Cornwall M.C. Driving Test Rally, Davidstow. Start, 6.15 p.m.

Woolley (Porsche), 26.8; 3, D. Fumridge (Riley), 28.2; 1,501-2,500 c.c.: 1, J. P. Hacking (Cooper-M.G.), 24.2; 2, P. W. Strawson (Triumph TR2), 26; Mrs. P. Y. Strawson (Triumph TR2), 26.3; 2,501 c.c. and over: 1, K. Scales (Chapman Mercury Spl.), 22.6; 2, J. D. Blackham (Jaguar XK 120), 23.8; 3, A. Savile (Ford-Mercury), 24.5 **Production Saloon Cars, 1,101-1,500 c.c.:** 1, E. D. Woolley (Porsche), 26.9; 2, A. Wake (Jowett), 29.8; 1,501-2,500 c.c.: 1, J. M. Carter (Riley), 32.5; 2,501 c.c. and over: 1, J. F. Dalton (Aston Martin DB2), 28; 2, Walker (Aston Martin DB2), 28.4; 3, G. D. Pick (Alvis), 29.7.

RELAY RACE ANNOUNCEMENT

THE 750 M.C.'s Six-Hour Relay Race has received increasing support since its inception, so that this year there is the strong probability that more people will wish to run on 28th August than can be accommodated, despite the attempt to divert a proportion of the entry to the three-hour relay race on 12th June. Rather than adopt the policy of accepting the first entries received, the club is attempting to take advantage of the situation to improve the quality of the entry. Because the race is under National permit, and attracts a large number of spectators, they will strongly encourage definitive teams, such as one-make, Vintage, Continental, etc., which carry a visual significance to the lay observer. Until 9th August only these will be accepted. After this date the mixed teams entered by clubs and other groups will be considered. Selection of these will be on a basis of equality of performance of the cars comprising the team. This is to provide a solid basis for handicapping, without which the whole event loses its point.

Since the organizers alone have a knowledge of what cars have been entered, they will once again create definitive teams from individual entries, and entrants in teams must state whether they are prepared to be transferred should their team be unacceptable.

Regulations and entry forms are now available from K. Welfare, 56 Harrow Road, Bedford, Middlesex, and entries close on 16th August or when the full number of 35 teams has been accepted. Correspondence relating to the interpretation of the above restrictions should be made to Holland Birkett, 3 Pondtail Road, Fleet, Hants.

H.B.

WEST CORNWALL M.C. NAVIGATIONAL RUN
25th June

Premier Award: 1, F. A. H. Jones (Ford 8); 2, J. H. Radbourne (M.G.); 3, C. N. Hollow (Hillman Minx) and H. Luke-Dunne (M.G.).

Consolation Prize: G. Dobbs (Morris Minor).

More News from the Clubs on page 28

CLUB FIXTURES

North London M.C.—Meeting, 2nd July, Cat Inn, Cat Hill, East Barnet.

Mid-Surrey A.C.—Meeting, 2nd July, Queen Adelaide Hotel, Kingston Road, Ewell.

Bentley D.C.—Meeting, 3rd July, Elcot Park Hotel, nr. Newbury, Berks, 7 p.m.

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

Mid-Cheshire M.C.—Social run, 4th July, Smoker Inn, Plumley, 1.30 p.m.

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

B.A.R.C. (York).—Meeting, 6th July, White Hart, Pool-in-Wharfedale.

Vintage S.C.C.—Meetings: 6th July, Woolpack, Coggeshall, Essex; 8th July, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans, Herts; Wheatsheaf, Baslow, Derbys; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

West Sussex C.C.—Talk by John Holmes, 7th July, Three Jolly Wheelers, Woodford Bridge, Essex.

Alvis O.C. (Southern).—Meeting, 7th July, Osterley Hotel, Great West Road.

Liverpool M.C.—Meeting, 7th July, Childwall Abbey Hotel, Liverpool.

Sunbac.—Meeting, 8th July, Mason's Arms, Solihull.

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

Surrey S.M.C.—Meeting, 8th July, Warwick Hotel, Redhill.

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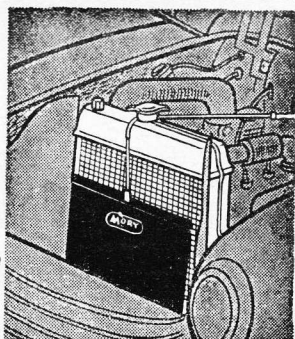
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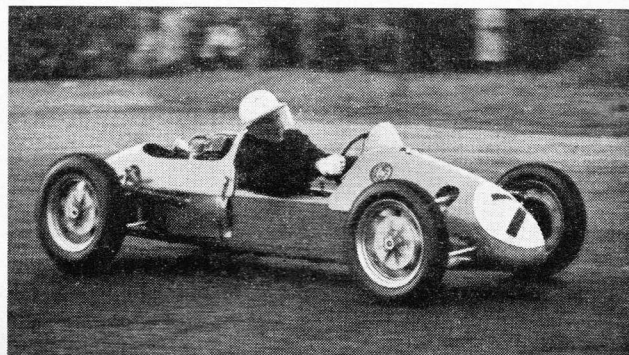
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SHEFFIELD AND HALLAMSHIRE RALLY

FIFTY-FOUR entries, comprising 18 three-car teams, were received for the Sheffield and Hallamshire M.C.'s Team Test Rally, and only one failed to materialize. As in previous years, the event on 27th June included only a nominal road section, competitors being directed by a very short route to a private road in the Hope Valley, where six tests were laid out.

A feature of the event is that each invited club may enter three teams, but not more than two in each class. The winning club is the one with the lowest aggregate time for two teams, placing a premium on teamwork rather than a brilliant individual performance.

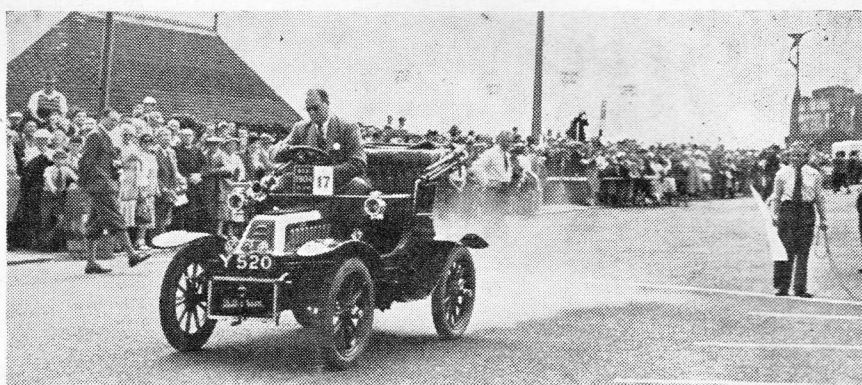
Results

Premier Award: Sheffield and Hallamshire M.C. [R. W. Phillips (Le Tout), J. S. Jenkins (Austin Spl.), R. Walshaw (Lotus), J. Thompson (M.G.), A. Hopkinson (M.G.), J. Dalton (Austin-Healey)], 1,104.6 secs, aggregate; 2, Lancashire and Cheshire C.C., 1,135.8; 3, North Midland M.C., 1,177.0.

Specials Class: 1, Lancashire and Cheshire "A" [R. Preston (Preston Spl.), Dr. C. R. Hardman (Dellow S), J. Clegg (Clegg Spl.)], 528.8; 2, Sheffield and Hallamshire, 533.8; 3, Lancashire and Cheshire "B", 543.8.

Sports Car Class: 1, Sheffield and Hallamshire [J. Thompson (M.G.), A. Hopkinson (M.G.), J. Dalton (Austin-Healey)], 570.8; 2, Bolton-le-Moors, 572.8; 3, North Midland, 605.4.

Saloon Class: 1, Sheffield and Hallamshire [F. Harrison (Ford 10 Anglia), Dr. Pilkington (Austin A30), A. Alldred (Ford 10 Anglia)], 596.8; 2, North Midland, 625; 3, Shenstone and District, 705.6.



SEASIDE VETERAN: Watched by expert Stanley Sears (left), H. T. Clarke (1904 de Dion Bouton) performs one of the tests in the Veteran C.C.'s Bexhill Jubilee Speed Trials on 19th June.

HOFFMANN M.C. TRIAL

THE Hoffmann Motor Club's "Six Bridges Trial", on 27th June, attracted 21 entries. Starting from the Social Hall at the works, competitors were put through a driving test. The route totalled 65 miles, and was mainly through somewhat narrow and tortuous terrain. Controls were situated at Langford, Totham, Braintree, Aythorpe Roding, Birds Green and Oxney Green, the final control being at Sandon. The retirements numbered three, and first place was taken by I. O. Amery (M.G. TD). Second and third were A. W. Dale (Wolseley) and P. C. Lacy (Ford).

MARCONI A.C. TRIAL

THIRTY-ONE competitors left Writtle village green on 13th June, to commence the Marconi Auto Club's Navigation Trial in what can only be described as appalling weather conditions. The marshals, however, fully equipped with walkie-talkie apparatus, were able to maintain control and no "hands" were lost. The route, of some 95 miles, embraced The Rodings, Hatfield Broad Oak, Hadham Cross, Standon and Levens Green. Unfortunately, the driving test did not completely define the winner, Dale (Wolseley Hornet) and Woodward (Triumph) tying for first place.

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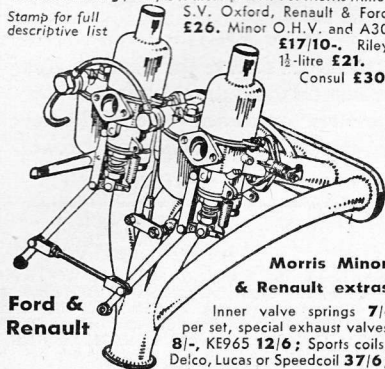
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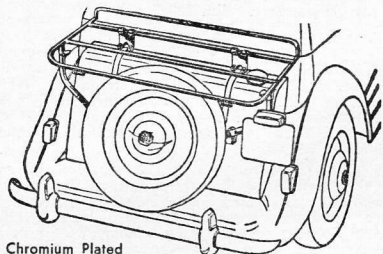


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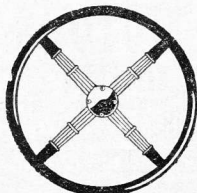
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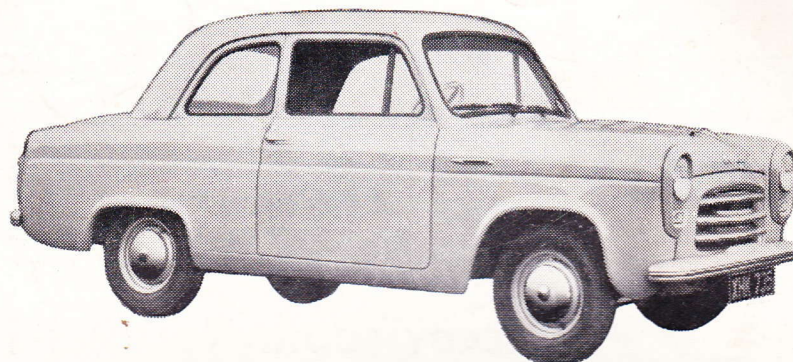
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