

ROAD TEST OF THE TR2-ENGINEED MORGAN

AUGUST 6, 1954

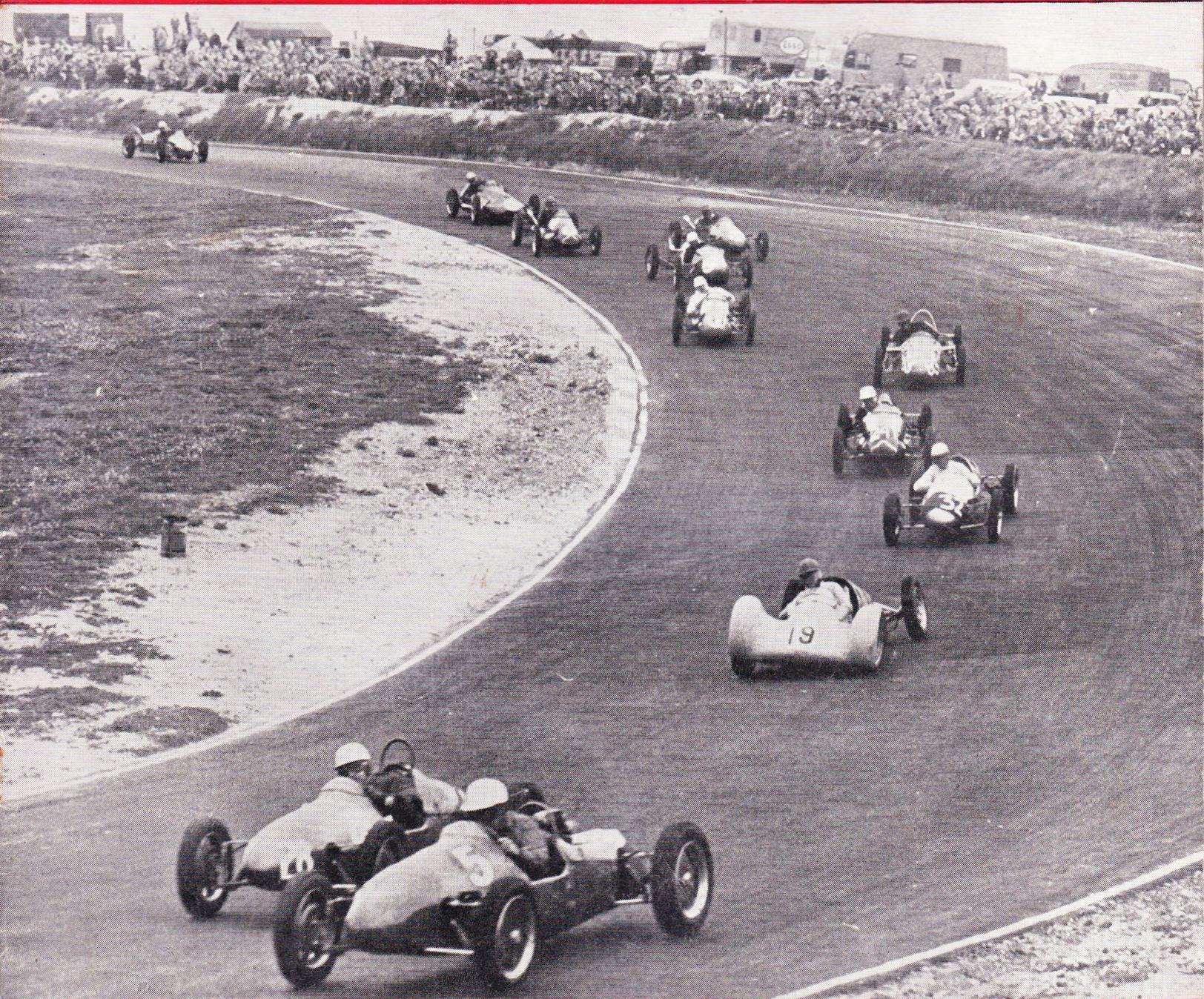
AUTOSPORT

1/6

EVERY FRIDAY

Vol. 9 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE GRAND PRIX OF EUROPE : RACING AT BRANDS HATCH, CRYSTAL PALACE, SILVERSTONE
AND DAVIDSTOW : BANK HOLIDAY EVENTS : A FAMOUS DRIVER ON SPORTS CAR RACING

“Dr.” LAYSTALL *says:*

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AT SILVERSTONE

17th July 1954

1500 c.c. Sports Car Race

1st Colin Chapman, LOTUS-M.G. at 81.72 m.p.h. with LAYSTALL-LUCAS alloy CYLINDER HEAD and CROMARD CYLINDER LINERS.

2nd Peter Gammon, LOTUS-M.G. at 81.13 m.p.h. with LAYSTALL-LUCAS alloy CYLINDER HEAD.

Team Prize also to “Team Lotus”.

Lap Record. Peter Gammon at 84.30 m.p.h.



Photo by courtesy of “Autosport”

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

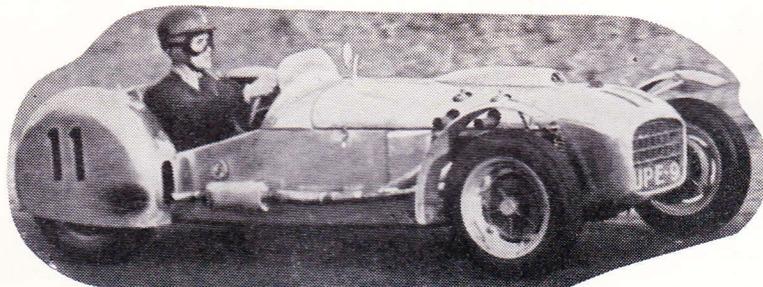


Photo by courtesy of “Autocar”

Peter Gammon and his Lotus-M.G. fitted with Laystall-Lucas cylinder head.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 6

August 6, 1954

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EDITORIAL

MERCEDES 2, FERRARI 1

SO Round 3 of the Germany versus Italy battle went to Mercedes-Benz after all! Once again Juan Manuel Fangio rose to the occasion, and Daimler-Benz must be thankful that they were able to obtain the services of the great Argentinian driver who put the silver cars on top at Nürburgring, and avenged the Silverstone defeat by Ferrari. As in the British Grand Prix, Mike Hawthorn was runner-up, but full credit must be given to that other great Argentinian, José Froilan Gonzalez, who harried Mercedes-Benz for 16 laps, before handing over to the British driver. Both South American drivers showed courage of the highest order. In practice, their friend and compatriot Onofre Marimon lost his life in one of those accidents which are part of the unavoidable perils of motor racing. Few could have blamed either of them if they had refrained from taking part in the Grand Prix, but they did so, and gave of their best. AUTOSPORT is proud to acknowledge the sacrifice of their private feelings and the inherent sportsmanship which would neither allow them to let down their employers, nor the vast crowd which had come to see them race. Fangio's victory has restored the confidence of Mercedes-Benz, but the Germans will be the first to admit that it was only his uncanny skill that prevented another Ferrari win, as both Lang and Herrmann retired, and Kling had trouble after attempting to demonstrate that he could match the master on the difficult Nürburgring circuit. Berne on 22nd August should prove illuminating as it is a circuit which is a severe test of both drivers and cars.

* * *

SPORTS CAR RACING

IT is apparent that modern-style sports car racing is not all that it should be. In this issue, Tony Rolt discusses the subject and offers several constructive suggestions. Coming as they do from a world-famous driver, these suggestions are important. Not only do they reflect the views of the majority of drivers who take part in International sports car races, but they are the result of a careful study of the subject. AUTOSPORT feels that there is sound common sense behind Rolt's reasoning and that to curb the tendency to stage what are, more or less, Grands Prix to *Formule Libre*, several alterations to sports car racing regulations are urgently required. It is to be hoped that the various delegates to the next meeting of the Commission Sportive of the F.I.A., will offer suggestions based to a large extent on the views contained in Major A. P. R. Rolt's article.

OUR COVER PICTURE

BRANDS HATCH: A view of Paddock Bend on the famous Kent circuit, with Daily Telegraph Trophy winner Jim Russell (Cooper) leading Ivor Bueb's Cooper, Reg Bicknell's Revis and Mike Keen's Cooper.

PIT & PADDOCK

To Archie and Vera Bryde, a daughter, Angela Susan—all three doing well!

STIRLING MOSS was godfather to Jacqueline Avril, newly arrived daughter of Jack and Joan Cowap.

UNLIKELY that F.I.A. will ratify suggestions to limit International Sports Car Races to cars not exceeding 3,000 c.c. for 1955 events.

LANCIA are probable starters for the Swiss Grand Prix at Berne on 22nd August: drivers will be selected from Ascari, Villorosi, Taruffi and Valenzano.

As forecast several weeks ago in AUTOSPORT, Stirling Moss has become an official member of the Maserati Grand Prix team. He will, however, be free to drive other makes in sports car and F3 events.

EXPECTED that a new, larger-engined Mercedes SLR will make its appearance in the Nürburgring "1,000 Kilometres" on 29th August.

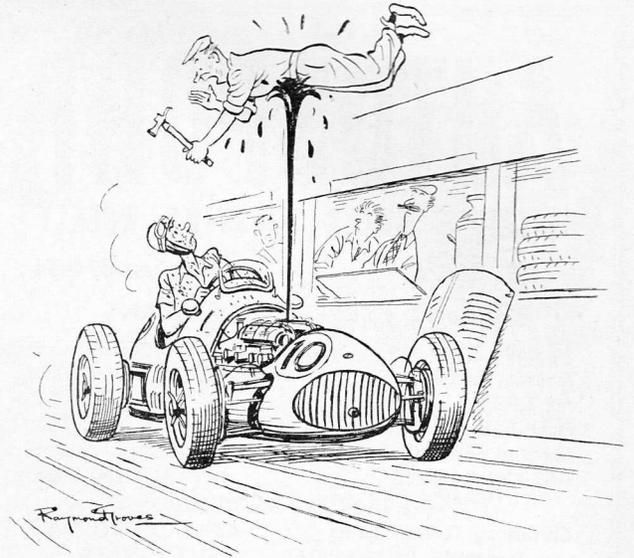
ZANDVOORT International Sports Car races on 15th August will consist of 25-lap heats and a 25-lap final for the various classes. Several British drivers have been invited.

ROGER BARLOW, Californian M.G. and Simca exponent, is now closely associated with Stereo Techniques Ltd., 21 Soho Square, London. His 3D shots of Le Mans and Silverstone are brilliant, and may be made available for club showing.

FOR EUROPEAN TOURING

SHELL have just issued a larger edition of their book containing lists, under countries, of selected Shell Service stations in Europe. Included are Austria, Belgium, Denmark, France, Germany, Italy, Luxembourg, Netherlands, Norway, Sweden, and Switzerland. Copies are free; send a card to Touring Service, Shell-Mex and B.P. Ltd., Shell-Mex House, Strand, London, W.C.2.

★
"Oil pressure's O.K."
★



REFRESHMENT FOR REG: Parnell obviously enjoys a draught of "bubbly" from the B.A.R.C.'s August Trophy, after winning the main event at the Crystal Palace last Monday, breaking his own record for the course.

KESSELBERG hill-climb, due on 8th August, has been cancelled.

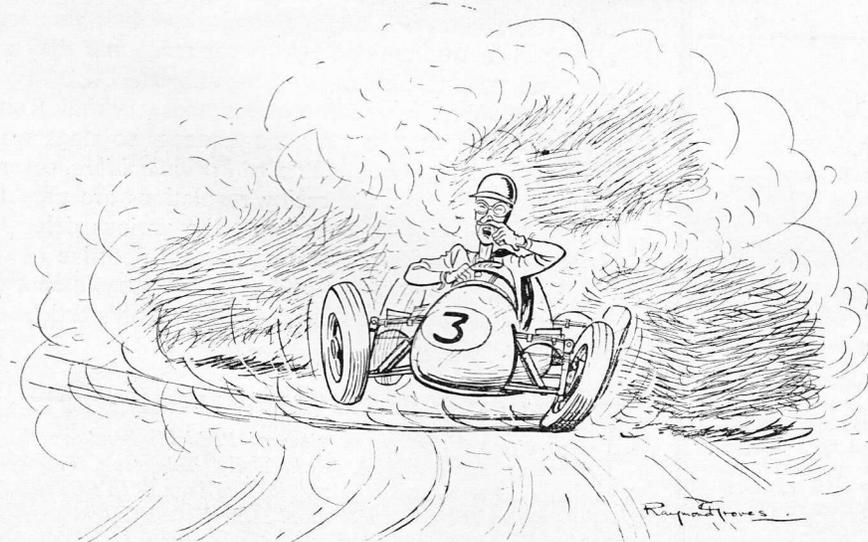
PETER HAMPTON, Bugatti enthusiast of long standing, has relinquished his editorship of the B.O.C.'s journal *Bugantics*, but continues on the Club Council.

BELGIAN cycle champion Jeff Scherens now prefers one engine and four wheels to two wheels and his own muscles. He recently won Heat 1 of the 500 c.c. national race at La Louvière promoted by the new Association Belge des Racers. Final winner was George Dardenne (Cooper).

ENTERPRISE of an unwanted kind has come to light in Germany. The A.V.D., organizers of last Sunday's G.P. of Europe at Nürburgring, sold out their pit's stand tickets a month ago, only to find that false tickets had been printed and offered for sale. Warnings in the Press put the public on their guard.

LIÈGE-ROME-LIÈGE

THERE are 105 entries for the fabulously difficult Liège-Rome-Liège Rally, which takes place from the 18th to the 22nd August. Five of these are British, namely, O'Hara Moore/Gott (Frazer-Nash), Stross/Pointing (Jaguar), Shaw/Divall (Porsche), Mrs. Nancy Mitchell/Mrs. Leavens (Zephyr) and Mrs. Needham / Miss Norman (Consul). Amongst the famous names are to be found Johnnie Claes (Lancia)—last year's winner—Glockler (Porsche), Latune (Peugeot), Storez (Porsche), Chiron/Peron (Osca), Gatsonides/Angelvin (Aston Martin), Matussiere (Salmson), Sabine (Porsche), Engel (Porsche), Cotton (Salmson), Polensky (Porsche), Mmes. Terray/Gordine (Peugeot), Rauch (Salmson), Houel (Alfa Romeo), Herzet (Ferrari) and Gendebien (Lancia). Oddly enough there are no "works" entries from Auto Union DKW, although this is a Touring Championship event. Three Continental-entered TR2 Triumphs will take part, also a Swiss entry of a 3-litre Ferrari.



SPORTS-NEWS

A VERY TOUGH "EVIAN"

No Clean Sheets in Evian-Mont Blanc Rally—Only 21 Finishers Out of 52 Starters—Victory for Berra/Millet (Simca)

THE International Evian-Mont Blanc Mègeve International Rally turned out to be one of the stiffest events ever to be staged in France. Marcel Becquart and his aides had chosen a devilish route of 1,800 kilometres, embracing dozens of cols and little-known Alpine roads. Assisted by the weather, the route defeated every crew, all losing penalty marks. Out of 52 starters, only 21 made the finish.

On the first stage to Sestrières, a mere five crews arrived without loss of penalty marks. These were Berra/Millet (Aronde), Rachel/Baudoin (Triumph TR2), Galtier (Renault) and Mlle. Thirion/Oliver Gendebien (Porsche). With a loss of 20 marks, the Renault and the Porsche tied for the lead at the end of the second stage. At that point, only 29 crews remained in the rally.

Unfortunately, during the night stage, one of the competing cars fell down a ravine near Chatillon-en-Diois, the occupants, two doctors, Blouin and Guichard, being killed instantaneously.

The final 700 kilometres stage included the Cols of Fordaz (Switzerland), La Colombière, Glondon, Croix-de-Fer, Lautaret, Galibier and the 8,500 feet Iseran. This necessitated a sort of "Mille Miglia" between controls, and all competitors lost more marks. Both Galtier (Renault) and Mlle. Thirion (Porsche) were heavily penalized for lateness, losing their chance of winning the general classification which went to the well-driven Simca Aronde of Berra and Millet.

Results

General Classification

1, Berra/Millet (Simca Aronde), 30 penalty marks; 2, Galtier (Renault 4CV), 130; 3, Fontaine (Alfa Romeo), 220; 4, Mlle. Thirion/O. Gendebien (Porsche 1,500), 270; 5, Clement/Gilant (Peugeot), 290; 6, Parvex (Fiat 1,100) and Sprunck/Béthoux (Simca), 340; 8, M. and Mme. Marx (Fiat 1,100), 460; 9, Rachel/Baudoin (Triumph TR2), 550; 10, Meignen/Consten (Panhard), 560.

SPLENDID ENTRY FOR OULTON PARK

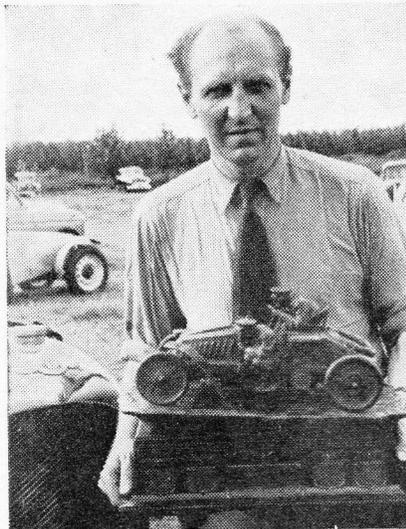
TOMORROW, at Oulton Park, enthusiasts of motor racing in the North-West will see what should prove to be the finest race meeting yet held on the circuit. The most interesting entry for the *Daily Dispatch* Gold Cup Race is that of Mike Hawthorn, making his first appearance in the North of England, possibly at the wheel of a Ferrari, while a works Gordini will be driven by André Pilette, and worthwhile opposition is assured by the presence of Stirling Moss (Maserati), Reg Parnell (Ferrari), Roberto Manzon (Ferrari), Roy Salvadori (Maserati) and Harry Schell (Maserati). Don Beauman is down to drive a Ferrari—presumably the car acquired by Sir Jeremy Boles from Louis Rosier—and further Continental opposition is provided by "Phi-Phi" Etancelin (Talbot) and de Riu (Maserati). Other entrants in the 100-mile Formula

1 event and/or the 60-mile *Formule Libre* event are:

Connaught: A. P. R. Roit, L. Marr, M. F. Young, Sir J. Boles, L. Thorne, C. D. Boulton. **Alfa-Bristol:** A. Wake. **Cooper-Bristol:** F. R. Gerard, A. Crook, N. Sanderson, J. K. Hall. **Thin Wall Special:** P. Collins. **Talbot:** R. Fitzwilliam. **H.V.M.-Jaguar:** D. Hamilton. **H.W.M.:** A. Brooke. **H.A.R.:** H. Richards. **Emeryson-Alta:** P. Emery. **Turner:** J. Fairman. **E.R.A.:** G. N. Richardson, J. Somervail, K. Flint, E. Goodwin.

An equally good entry has been received for the two Formula 3 races, the more important of which will be 75 miles in length. From Belgium come Swaelens and Texidor, and from Holland, Beels and Hutchinson, all four foreign entrants driving Coopers. The rest of the 27 drivers include Stirling Moss, Les Leston, Bob Gerard, Ivor Bueb, H. K. Tyrell, the Hon. E. G. Greenall and W. Howard in Coopers; Don Parker and D. Boshier-Jones will drive Kiefts, Charles Headland his Martin-Headland, and Reg Bicknell his well-known Revis.

The first race will commence at 1.30 p.m.



J. A. Williamson with the Vintage Class Trophy which he won with his Bentley at the recent M.A.C. Shelsley Walsh combined gymkhana and speed hill-climb event.

ONOFRE MARIMON

WITH the death of 30-year-old Onofre Marimon in a practice crash at Nürburg-ring, Argentina has lost one of her most promising Grand Prix drivers, and the motor-racing world a likeable and popular personality. A protégé of Juan Manuel Fangio, he showed every sign of becoming as skilful as the master, and assisted Maseratis last season to prevent Ferrari from obtaining absolute supremacy. His first appearance in Europe was in 1951, when he shared a Talbot with his great friend Gonzalez at Le Mans. He was also invited to join the Alfa Romeo sports car racing team and drove for them at Le Mans in 1953. This year he became a fully fledged member of the Maserati works team, and was regarded as their number one driver.



G.

THE "T.T."

"MORT" Morris Goodall has informed the Ulster Automobile Club that the Donald Healey Motor Co. will not be officially represented in the R.A.C. T.T. race at Dundrod on 11th September, for the same reasons which led to the Austin-Healeys being withdrawn from Le Mans. In his letter to the U.A.C. "Mort" refers to the joint statement issued by Donald Healey and the Austin Motor Company at the time of the withdrawal from Le Mans and states that the same views are still held.

Nor will there be any official Mercedes represented at Dundrod. Not that they were really expected, but, nevertheless, an official invitation was issued. In reply, Herr Alfred Neubauer points out that Mercedes are not taking part in current sports car racing, although it is expected that they will appear in the 1,000 kilometre race in Germany on 29th August. After that, preparations for the Italian Grand Prix will occupy the full attention of the racing staff.

It is too early yet for actual entry forms for the T.T. to be expected in Belfast (entries close on 21st August), but from the large volume of correspondence arriving at U.A.C. headquarters it is obvious that there is considerable interest in the race. One promised "foreign" entry is a Maserati from the Gilby Engineering Company, drivers not yet specified.

The revised handicap for this year's T.T. looks to be much "kinder" to small-capacity cars than those of previous years and much of the correspondence is from potential entrants in the smaller classes. A few dull rumblings, however, have been heard from some interested in the larger classes.

W. A. McM.

PORSCHE TRIO FOR THE T.T.

THE German Porsche concern, never before represented in the Ulster "T.T." sports car race, intend to enter three cars for this year's race on 11th September. Two will be the very fast 1,500 c.c. cars, the other an 1,100, with Helmut Polensky, Hans Herrmann, Huschke von Hanstein and von Frankenberg amongst the drivers.

ADOLF LANG of Germany won the Swiss Circuit of Porrentruy F3 race in his Cooper, averaging 64.36 m.p.h. Second was another Cooper, driven by Gilomen. Les Leston's works-entered Mk. 8 retired.

BAIRD MEMORIAL TROPHY

TOMORROW, 7th August, the 500 M.R.C. of Ireland will promote the Baird Memorial Trophy Race Meeting at Kirkistown circuit, in memory of their late and much lamented President, Bobbie Baird, who was killed at Snetterton last year. The programme comprises a saloon car handicap, a scratch race for Ford 10-engined open cars, an open handicap, and a Formula 3 scratch race.

The meeting is closed-to-Club. The Baird Memorial Perpetual Challenge Trophy and a silver replica go to the winner of the open handicap.

* * *

SCOTTISH VETERAN RALLY

OWNERS of cars manufactured prior to 1914 are invited to enter for the Royal Scottish A.C.'s Edinburgh Festival Veteran Car Rally on 28th August. This event will start from Blythswood Square, Glasgow, and finish at Regent Terrace, Edinburgh, and entry forms are obtainable from A. K. Stevenson, O.B.E., Royal Scottish Automobile Club, Blythswood Square, Glasgow.

As before, Mr. J. C. Sword has generously offered to lend cars from his collection to members of the motor trade who would like to take part. Application should be made to J. W. McNaughton, Cairnhill Factory, Airdrie (Airdrie 2047).



Stirling Moss celebrated his last Grand Prix drive as an independent with second place in the recent Caen G.P., and a record lap. He is seen here with the winner, Maurice Trintignant, who drove a "works" Ferrari.

BRIGHTON SPEED TRIALS

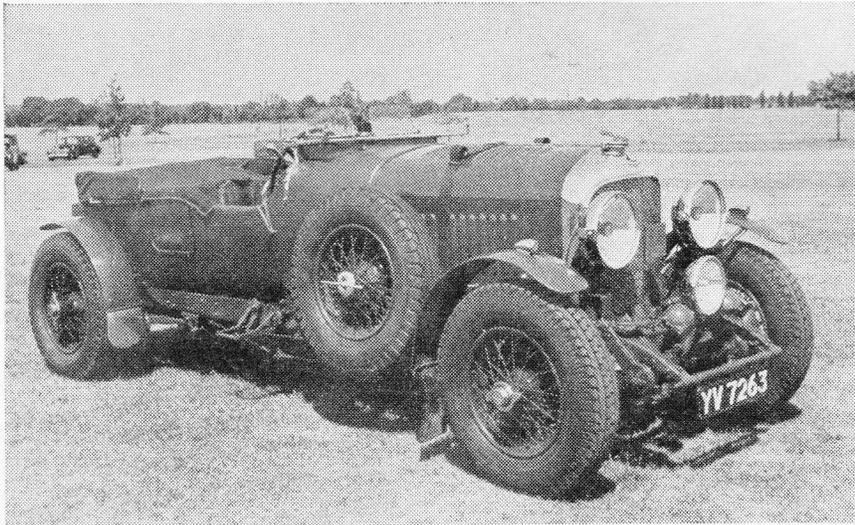
REGULATIONS are now available for the Brighton and Hove Motor Club's main event of the year, the ever-popular International Speed Trials on the sea front. Awards and trophies total £850 in value, with £75 for B.T.D. and £35 for the second best time. Details from the organizers at 296/298 Madeira Drive Arches, Brighton, 7, from the R.A.C., or from Brighton Corporation.

U.S. CLASSIC CAR CONTEST

CLASSIC British cars carried off major honours at the annual meeting of the Classic Car Club of America at New Brunswick, New Jersey, on 11th July. A 1927 Rolls-Royce Phantom I tourer, albeit constructed in Springfield, U.S.A., garnered 58 points out of a possible 60 to win the title of "Grand Classic" in this nation-wide competition. In the "foreign-built" class the winner was the superbly maintained ex-Tim Birkin 4½-litre Bentley of 1928 vintage. The car proudly bore a brass plate listing its achievements at Le Mans, Nürburg, the T.T., and Montlhéry.

A Western Division of this meeting was held simultaneously on an estate near Chicago, and the judges at both locations worked with an elaborate point scoring system to ensure uniformity. A total of about 100 cars competed, all previously determined to be in top condition and completely authentic in restoration. High ranking American cars of the vintage period from 1925/42 were a 1940 Packard open fourseater and a 1937 Cord front-wheel drive roadster.

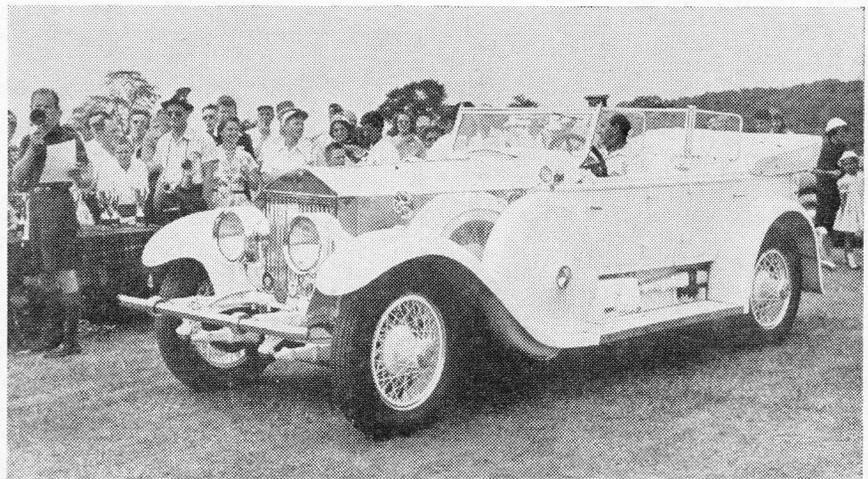
OZZIE LYONS.



BEAUTIFUL MACHINERY: (Left) The ex-Birkin "4½" Bentley, adjudged best foreign-built car, and (below) chosen "Grand Classic" was Stanley Tarnapol's 1927 Rolls-Royce P1 tourer. Both cars were entered in the Classic C.C. of America's annual meeting.

"MONTE" CHANGES

NEXT year's Monte Carlo Rally, which starts on 17th January, 1955, has several important changes. It will be open to series-built and modified touring cars and "vehicles in the 'Grand Tourisme' category". There will be a very special section *en route* and the controls on the Gap-Monaco section will be secret. An acceleration-braking test will take place at Monte Carlo, followed by a special mountain "épreuve" exceeding 300 kilometres, and taking in at least four cols. This will be disputed by the first 100 crews. A separate speed event will be held over 10 laps of the Monte Carlo G.P. circuit, but will not affect the general classification. It will be open to the best 80 in the acceleration-braking test. Prize money has been considerably increased, to a total of 5,750,000 francs, with separate awards for the G.P. circuit event.





Grosser Preis von Europa

Fangio Brings Victory to Mercedes-Benz—Gonzalez/Hawthorn Runners-up for Ferrari—Over 300,000 Spectators at the Nurburgring

HERR ALFRED NEUBAUER, Mercedes-Benz *chef d'équipé*, whose face at Silverstone on British G.P. day was as sombre as the weather, smiled again last Sunday at Nürburgring, when the new road racing Mercedes-Benz, driven by Juan Fangio, won the Grand Prix of Europe from two Ferraris driven by Gonzalez/Hawthorn, and Trintignant. Another Mercedes, that of Karl Kling, finished fourth after leading the race at one stage, rear suspension trouble retarding its pace during the closing stage of one of the most gruelling races of 1954. Two other Mercedes-Benz, driven by Herrmann and Lang, retired, while Hawthorn's Ferrari and Moss's Maserati both dropped early out of the race.

* * *

This Grand Prix of Europe, 14th of the series, and the first ever to be staged on German soil, was preceded by tragedy. During Saturday morning practice the popular young Argentinian driver Onofre Marimon (who won at Rome last June) was killed instantly when his Maserati failed to take a bend and careered straight on down a steep slope. The accident brought much grief

By CYRIL POSTHUMUS

Photography by Louis Klementaski
and Maxwell Boyd

to the Argentinian contingent at Nürburg., Gonzalez, Fangio and other compatriots being much upset. Count Orsi of the Maserati concern, who was over in Buenos Aires, cabled his deep regrets, and withdrew the other works entry of Villolosi from the race.

Prospects looked excitingly open after practice, when Gonzalez turned at 133.4 k.p.h., in the first session, and Moss, in a Maserati entry enjoying official works sponsorship for the first time, went round at 135.8 k.p.h. on the second day, heading Fangio and Hawthorn.

Memories of Mercedes' indifferent handling in the wet at Silverstone, prompted deep thoughts on likely happenings if the rain fell at Nürburgring on "the day", as it so often does. But after a brief mountain shower in the morning, the weather decided to put on its best face, and sunshine and warmth were received with much pleasure by the incredible thousands massed around the 14½-mile course. Where they all came from was a question partly

SECOND MAN was Britain's Mike Hawthorn (Ferrari). His own car packed up on the third lap, and he took over from Gonzalez, when the Argentinian had completed 16 laps.

answered by the variety in car plates—G.B., F, D, A, CH, NL, B, I, DK, etc. etc. They streamed into the Ring from every direction, from an indecently early hour—those, that is, who hadn't already arrived and were night-camping on the somewhat dank and chilly slopes around the course. The attendance must have been well over 300,000.

The day's programme began with a trio of sports and touring car events, run concurrently; they provided joy *en masse* for Porsche products which preponderated in the programme, and melancholy failure for three neat, green British Lotuses driven by Colin Chapman, D. Margulies and Erwin Bauer, and Georges Trouis's Kieft-M.G., none of which lasted the distance. Hans Herrmann won the 1½-litre sports event at a roaring pace from three more works-entered Porsches; the Swiss Heuberger won the 1,600 c.c. touring/series sports class, heading a solid phalanx of other Porsches; and R. Goetze (Porsche, of course) was first of the up to 1,300s.

However, the *Grosser Preis* was the thing, and until starting time, 1.15 p.m., approached, everyone milled around impatiently. At last, the gleaming Grand Prix cars were pushed out to the grid, and the rivals of Rheims and Silverstone assembled once more to do battle. Ferraris were there in force—four of them, with Piero Taruffi coming back to the fold in support of Gonzalez, Hawthorn and Trintignant; Maseratis had

TEMPORARILY Kling leads Fangio on lap 14, but has suspension troubles two laps later. Both cars are the revised Mercedes-Benz "Einsitzer".

slowly round to the paddock to retire. Then came the news that Mike Hawthorn, up to fourth place by the third lap, had come to a final halt on the course with engine trouble, seriously weakening the Ferrari strength.

All the time Fangio was out in front, driving like the master he is, while the new 1954 Gonzalez, far calmer and canner, sat awaiting developments in second place; they came, rapidly, and from behind, when Herman Lang shot past the Ferrari—and what shouts of jubilation went up from the crowds when Mercedes became first and second! Kling was not far back either and after two further laps he, too, passed the valiant "Pepé"—when great was the joy in the land! Herr Neubauer permitted himself the luxury of a sit down at this satisfactory development, while trouble visited opponents. Behra called again at his pits, and Paul Frère's race ended suddenly when his Gordini shed a back wheel at Kesselchen.

But the turn of the Mercedes was coming. On lap 7 Herrmann pulled in, and mechanics made a swift examination; then Neubauer made grim "take it away" gestures and away the car was pushed. Yet the three "open wheeled" Mercs. were travelling magnificently, Lang and Kling drawing nearer to Fangio, perhaps in rehearsal for a repeat of the famous 1-2-3 Mercedes victory formation of pre-war days. Herman Lang was driving in great style, rather sabotaging theories of his being "passé", and Kling, too, showed he knows his Nürburgring, if not Silverstone, by passing Lang at the Karussell and turning the day's fastest lap at 138 k.p.h.

Soon after that Lang disappeared; a spin near the Flugplatz resulted in a stalled engine, so that made two Mercedes out. It didn't alter Fangio's cracking pace, nor the ever-widening gap between the Mercs. and Gonzalez's Ferrari. At 13 laps it was 2 mins. 15 secs., and the Ferrari pit, mindful of Froilan's distress at Marimon's death, and general fatigue, prepared Mike Hawthorn to

Moss—and in the front row, too—Mantovani and Mières, Bira and Schell, while Gordini had Behra, Frère, Bucci and, independently, Pilette, while there was a lone silver vehicle, the Klenk-Meteor, of seeming Veritas-extract.

And there were four silver Mercedes-Benz, capturing 90 per cent of the public's attention. Three were the new, road racing types, squat, heavy-looking, almost like Indianapolis Kurtis-Krafts, but with a thunderous B.R.M.-like exhaust note and an organization behind them that made their presence extremely formidable; the fourth car was a Rheims *stromlinien wagen*, entrusted to young Hans Herrmann. Fangio the master, Kling the No. 2, and Pan-American winner, and Lang, Nürburg. lap record-holder since 1939, made a strong trio in the "real" racing cars. This was going to be some race!

was Gonzalez, Fangio, Lang, Herrmann, Moss, with the rest in a bewildering stream—all save Bira, whose getaway was slow. But Fangio didn't leave the lead to Gonzalez for long, and Moss was up to third by the time the first pair went through the Schwedankreuz, while Mike Hawthorn worked up to sixth behind Herrmann.

First lap, and Hawthorn was at the tail of the streamlined Merc., and on the pits back stretch the British driver swept past. Marque order now was Mercedes, Ferrari, Maserati, Mercedes, Mercedes, Ferrari; but there were 21 laps to go; 21 laps round one of Europe's most grueling, testing circuits, so much could happen.

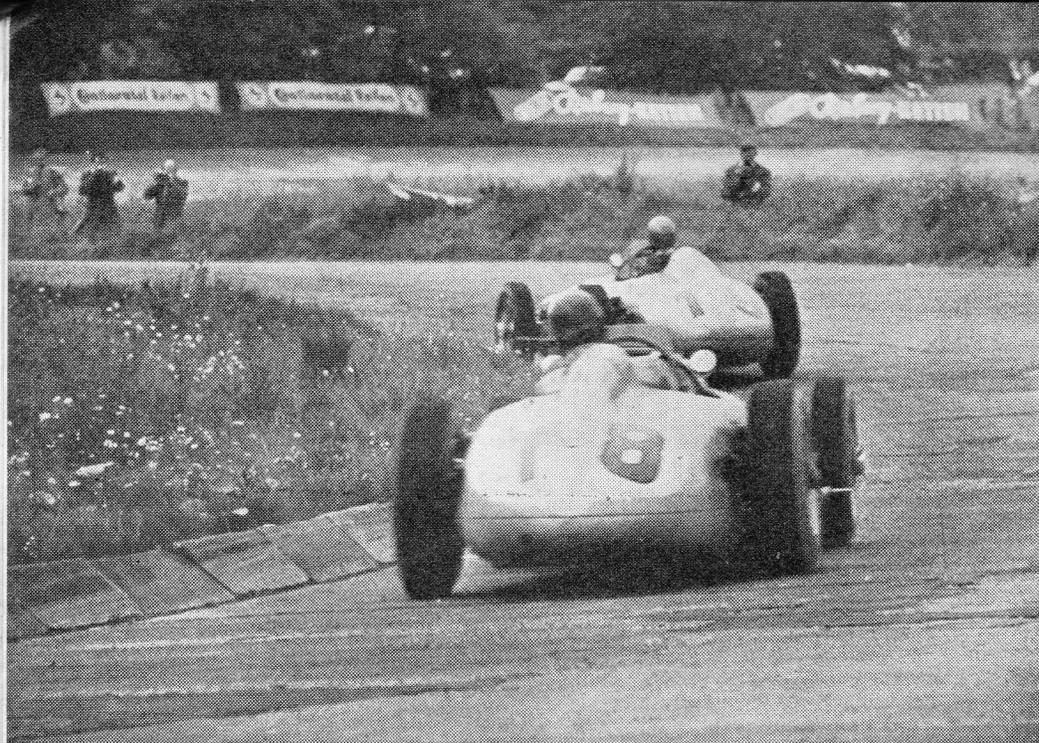
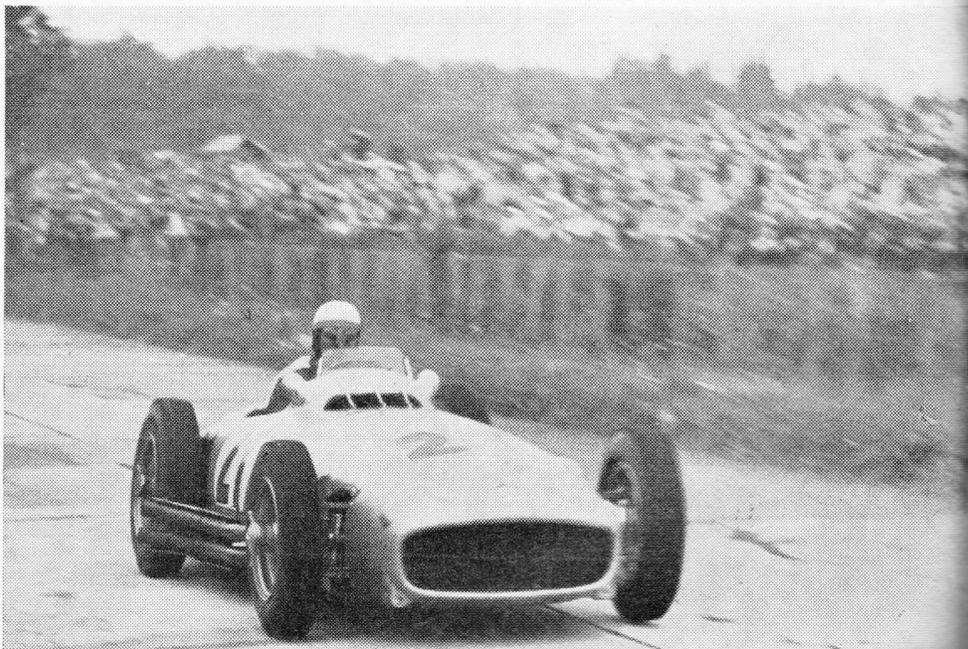
Much did. First to poor, unlucky Stirling Moss, whose fine start ended after a single round with dire engine maladies involving a run bearing, a broken valve, and a finally ruined engine. Then Jean Behra began a series of infuriating halts with his Gordini for plugs, which cost him so much time that eventually he was even behind "old man" Rosier's Ferrari. Then Mières brought his Maserati in, stayed briefly and dispiritedly at his pit, then drove

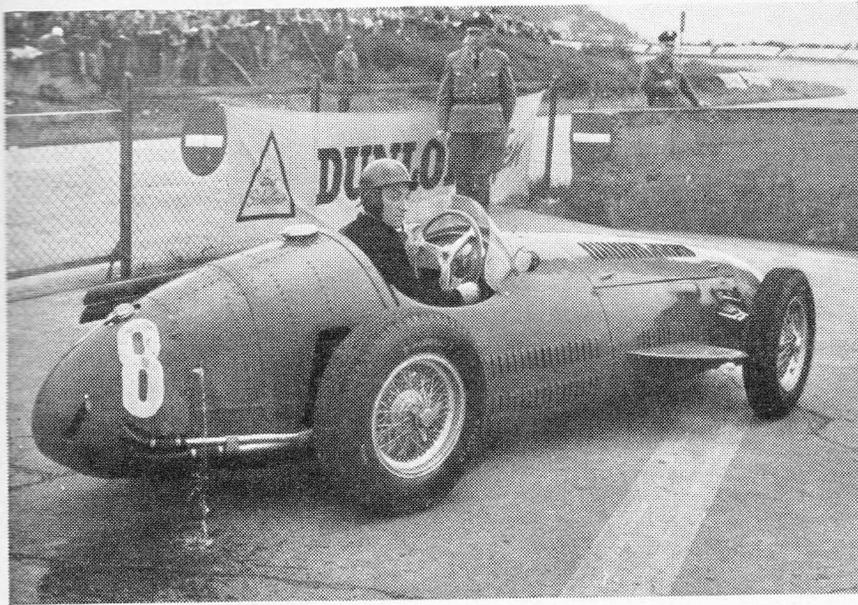
Starting Grid

Moss (Maserati)	Hawthorn (Ferrari)	Fangio (Mercedes-B.)
Gonzalez (Ferrari)	Herrmann (Mercedes-B.)	Frère (Gordini)
_____	Trintignant (Ferrari)	Behra (Gordini)
Taruffi (Ferrari)	Manzon (Ferrari)	Lang (Mercedes-B.)
Mantovani (Maserati)	Schell (Maserati)	Bucci (Gordini)
Rosier (Ferrari)	Mières (Maserati)	Bira (Maserati)
Pilette (Gordini)	_____	Hellfrich (Klenk-Meteor)
Kling (Mercedes-B.)		

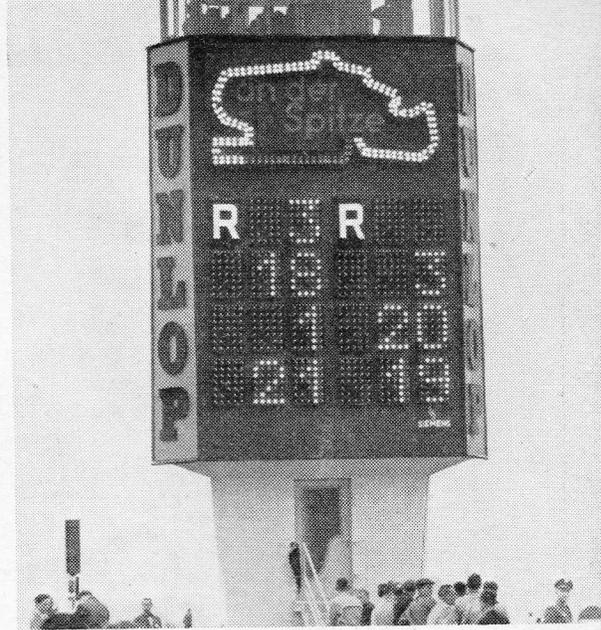
Excitement reached an unbearable pitch during the last minute; everybody standing up to shout "sit down" at everybody else; until at last the flag dropped, and with a howl Fangio's Mercedes sprang away from Gonzalez and Moss, while Herman Lang came up sensationally to fourth place from the fifth row. Gonzalez, however, took the lead by the South Curve beyond the pits, and as they rushed past behind the starting area it

OLD HAND—in a new car. Pre-war team driver Herman Lang drove well until a spin at the Flugplatz caused him to stall his engine—and fail to restart it!





Cause of Roberto Mières's retirement was a holed fuel tank. A stone shot through it with the velocity of a bullet.



Electrically controlled scoreboard, erected by Dunlop of Germany, is an outstanding feature of Nürburgring. The cars' numbers are illuminated, and can be seen for a great distance.



(Above) Lang and Herrmann join hands to signal Fangio, whilst Neubauer adopts his familiar "watches-in-hand" attitude. (Right) The lone aerodynamic Mercedes-Benz comes in on lap 7 to be retired with engine maladies, whilst Ferrari's Aurelio Lampredi looks on.

take over. Then Fangio introduced variety by allowing Karl Kling to pass him, and the pair shared a lap at 136.2 k.p.h.

On the 16th round, Gonzalez brought the Ferrari in, leapt for counter and a cooling bottle, and Hawthorn persuaded his 6 ft.-plus into the cockpit, to be pushed away with dispatch, albeit the hot engine showed some reluctance to resume motion. Next, Kling became overdue, eventually appearing and pointing excitedly to his nearside rear wheel; some derangement of the suspension had set him back, it seemed, but he continued at a slower pace. At that the Ferrari pit brightened up, effecting a magnificent 39 secs. refuel stop for Trintignant, and giving Hawthorn encouraging signals.

The 19th lap, and Kling came in with the crippled car. Mechanics rushed to inspect, but so did numerous photographers and onlookers, despite the presence of many police. In the end Neubauer, in a frenzy, brandished his flag at all and sundry, and successfully won some *lebensraum* for the Mercedes men. But there was little they could do, so Kling was sent off to finish where he could.

Two laps to go, and Hawthorn caught the Mercedes; one lap to go and Trintignant did likewise. Last lap, and a Fangio-Mercedes victory was imminent. The police marshalled their forces around a selected "victory lane", the public swarmed; a crash of sound from No. 18's exhaust, and the squat silver car sped into sight and swept over the line, to an intense wave of cheering and clapping from the delighted German spectators. Neubauer threw his hat under the





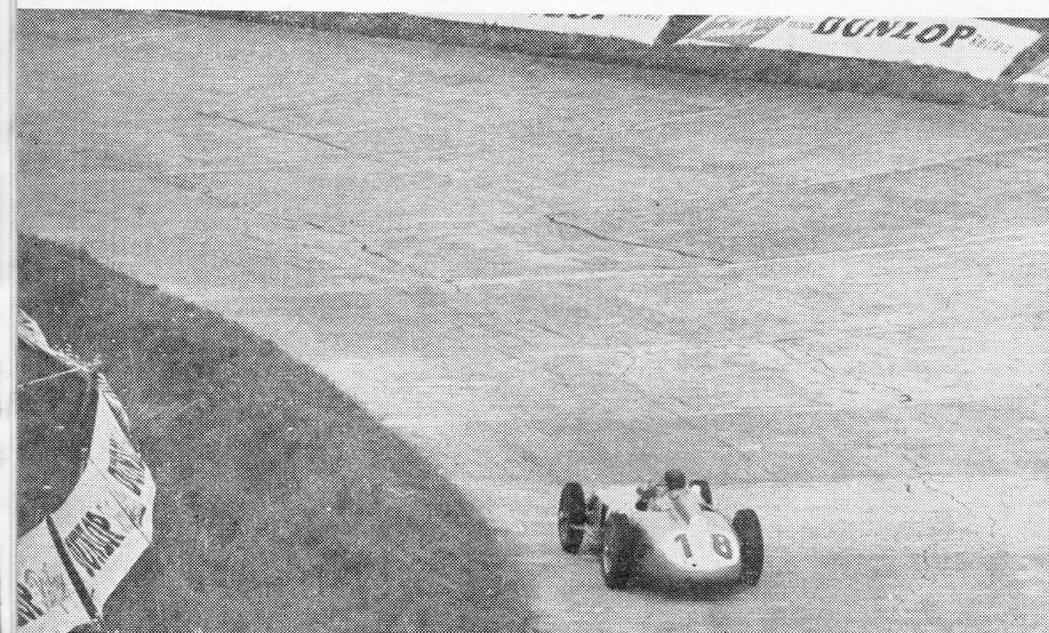
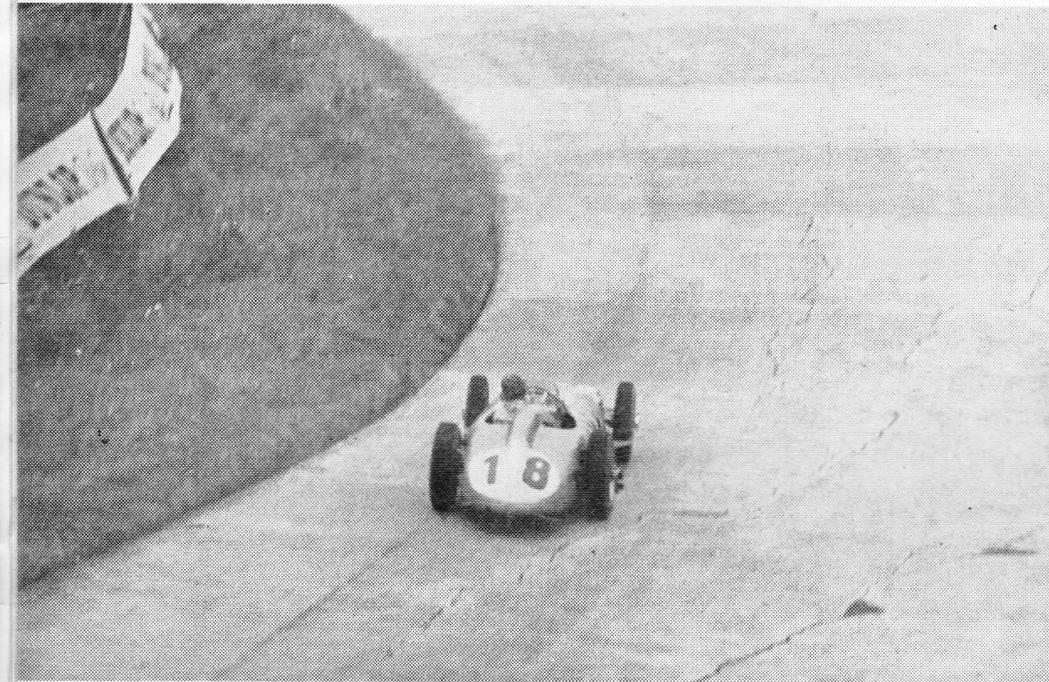
winning car's wheels in time-honoured fashion. Mike Hawthorn also gained warm cheers as he brought Gonzalez's car home second; "Trint" was next, then came Kling a plucky, somewhat dejected fourth, and young Sergio Mantovani an excellent fifth with a Maserati. Taruffi came sixth, and Harry Schell, waiting just short of the line, pushed over with his Maserati to finish seventh. Behra gained a hard-won 10th, while Bira's 11th, and last place, was less energetically earned, for the blue and yellow car had remained stationary at its pits during the last three laps.

Results

1. J. M. Fangio (Mercedes-Benz), 3 hrs. 45 mins. 45.8 secs., 82.77 m.p.h.
 2. J. F. Gonzalez/J. M. Hawthorn (Ferrari), 3 hrs. 47 mins. 22.3 secs.
 3. M. Trintignant (Ferrari) 3 hrs. 50 mins. 54.4 secs.
 4. K. Kling (Mercedes-Benz), 3 hrs. 51 mins. 52.3 secs.
 5. S. Mantovani (Maserati), 3 hrs. 54 mins. 36.3 secs.
 6. P. Taruffi (Ferrari), 3 hrs. 45 mins. 47.4 secs. (1 lap behind).
 7. H. Schell (Maserati), 3 hrs. 51 mins. 27.2 secs (1 lap behind).
 8. L. Rosier (Ferrari), 3 hrs. 57 mins. 26.1 secs. (1 lap behind).
 9. R. Manzon (Ferrari), 3 hrs. 45 mins. 52.2 secs. (2 laps behind).
 10. J. Behra (Gordini), 3 hrs. 53 mins. 13.1 secs. (2 laps behind).
 11. B. Bira (Maserati) 3 hrs. 17 mins. 46.6 secs. (4 laps behind).
- Fastest lap:* K. Kling (Mercedes), 9 mins. 55.1 secs., 138 k.p.h.

NÜRBURG NOTES: Karl Kling received a "wiggling" from Alfred Neubauer for needlessly dicing with Fangio. In any case, carrying less fuel than Juan Manuel, he had to stop and could not have caught him. . . . The "Amateur" races on Saturday were great fun. American driver Fowler won the over 1,300 c.c. class with a TR2 Triumph. . . . Previous German G.P. winners were: 1926, Caracciola (Mercedes); 1927, Merz (Mercedes); 1928, Caracciola/Werner (Mercedes); 1929, Chiron (Bugatti); 1931 and 1932, Caracciola (Mercedes); 1934, Stuck (Auto Union); 1935, Nuvolari (Alfa Romeo); 1936, Rosemeyer (Auto Union); 1937, Caracciola (Mercedes); 1938, Seaman (Mercedes); 1939, Caracciola (Mercedes); 1950, 1951 and 1952, Ascari (Ferrari); 1953, Farina (Ferrari)—that makes eight victories up to date for Mercedes-Benz, but this is their first G.P. d'Europe win. . . . Fangio now has 36 points in the World Championship, followed by Gonzalez (17½), Trintignant (15), Hawthorn (10½), Kling (10) and Vukovitch (8). . . . Mercedes will probably run both types of G.P. car at Berne, and all aerodynamic machines at Monza and Barcelona. . . . Many people take the rumoured Ferrari "twin" very seriously—one wonders if it is a complete leg-pull.

STUDIES OF A MASTER: (Top) Juan Manuel Fangio going into a corner with the new Mercedes-Benz. (Centre) In the bend and the car is coming close to the grass verge. (Below) Out of the corner, the Mercedes is perfectly placed and is accelerating all the way.





Tony Rolt

TONY ROLT ON:—

SPORTS CAR RACING

A Famous Driver Offers Some Suggestions for Regulating the Present Trend to "Formule Libre"

IT now seems to be generally agreed that some change in the regulations governing International Sports Car races is desirable, and the following observations and tentative proposals are put forward by the writer for what they are worth.

The aims are as follows:—

(i) To reduce—or at least prevent further increase in—the difference in speeds between the slowest and the fastest cars in the interests of safety; and to take any other practical steps which will reduce the hazards for the faster cars in this respect. This must be achieved without detracting from the races from the spectator-appeal point of view.

(ii) To limit the races to sports-type cars, without stultifying the design and development of desirable technical advances.

(iii) To eliminate the entry of fabulously expensive so-called "prototype" models, which are really "one-off" freaks, which would never be put into production.

(iv) To encourage as wide and varied an entry as possible, not forgetting the Americans.

(v) To achieve all the above without losing the value of these races as "shop-windows" for advertisement purposes from the point of view of the manufacturers.

The methods proposed are as follows:—

(i) Limit maximum engine capacity to 4 litres.

(ii) Limit minimum engine capacity to 800 c.c., and possibly make this 1,450 c.c. for events which include a period of darkness.

(iii) Cut out the prototype certificate, and allow a completely free hand so far as chassis and bodies are concerned; but the latter would, of course, still have to comply with the current F.I.A. Sports Car regulations.

(iv) Specify that the engines used must be in current production at the rate of at least (say) 100 per year. Allow the normal type of modifications which private owners often carry out themselves, e.g., number and make of carburettors; high lift cam-shafts; special valves, springs, plugs, etc. But clamp down firmly on such basic things as overhead cam-shafts, twin-plug heads and light alloy blocks and heads where these are not standard in production.

(v) Allow the use, by the chassis constructors, of other manufacturers' engines—e.g., such cars as Nash-Healey, Allard, H.W.M., Lotus, Kieft and Doretto would be eligible; but for the few really big events which count for the World Sports Car Championship,

limit entry to serious manufacturers whose cars are actually being produced and sold in reasonable quantity.

(vi) Ban central seaters by specifying that, over and above the bare dimensions specified by the F.I.A. regulations, passenger space must be at least as great as that provided for the driver (this would prevent, for example, the current Mercedes G.P. cars running at Le Mans, which otherwise they could do with only minor modifications; similarly it would prevent the entry of other thinly disguised G.P. cars with space frames of the type which could never be used in a sensible two-seater road car).

(vii) Adopt any practicable proposals for the arrangement of and/or colouring of lights, to make it easier for the drivers to recognize at a distance at night the slow, medium and fast cars.

* * *

There are many objections to these proposals, but I shall now try to anticipate some of the most likely ones and give my answers:—

Criticism: "You are stultifying engine development."

Answer: "Current engines of up to 4 litres produce more than enough power for sports car road use; and in any case the present G.P. Formula 1 caters admirably for long-term engine developments, and this is the place for those who want to go in for a 'power race' with no holds barred."

C.: "You are still favouring brute force by allowing a capacity of as much as 4 litres."

A.: "By specifying an engine production of (say) 100 per year, it is ensured that only practicable engines for road use can be employed. But I agree that if it were not for our American friends I would advocate a lower limit of (say) 3 litres. Such cars, however, as the Corvette should not be excluded, nor should any future similar vehicles, based on such engines as, for example, the new o.h.v. Ford V8. But I draw the line at 4 litres because the engines now being produced of over this size would (or certainly *should!*) never be found in a sensible sports car for road use."

C.: "You are inconsistent—why allow a free hand with chassis and bodies, but not with engines?"

A.: "Virtually all chassis and body improvements developed by or for sports car racing are desirable as they foster

safety and/or economy, whereas a free hand with engines has the opposite effect. In addition, my proposed engine limitations provide the easiest way of limiting speeds within reason."

C.: "If you allow a free hand at all, those with most money and resources will always win and the small manufacturer, or even the big one who is only prepared to devote a limited amount of resources to it, will become discouraged and drop out."

A.: "This certainly applies with engines, but only to a very small extent with chassis and bodies. For proof, look at the Lotus v. Porsche at Silverstone."

C.: "The scrutineer will have an impossible task."

A.: "No more so than was the case in the pre-war T.T. and Le Mans races, and still is the case in many events today, e.g., the Alpine Trial and the Monte Carlo Rally. In fact, they would actually have an easier job, because they would only be concerned with ensuring that the basic engine parts were standard."

* * *

Finally, I have not overlooked the idea of putting a premium on petrol consumption by increasing the minimum distance between stops and this is attractive as an additional curb on speeds; but I feel this would be unnecessary if my proposed engine limitations were adopted. In any case, fuel consumption really carries its own handicap in the shape of additional weight to be carried or number of stops. As far as the type of fuel is concerned, however, I am all in favour of sticking to the equivalent of the best that is currently available to the public from the pumps.

THE "1,000 KILOMETRES"

THE Nürburgring 1,000 Kilometres race takes place on 29th August, and is open to sports-racing cars, "Grande Tourisme", modified touring machines and production sports cars. In addition to general classification prizes, there are awards down to fifth place in each of the seven classes.

* * *

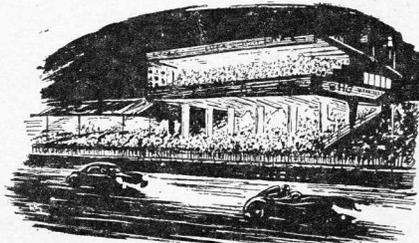
COPPA INTER-EUROPA

PRECEDING the Italian Grand Prix at Monza on 5th September will be the 5th Coppa Inter-Europa, open to touring and "Gran Turismo" machines. There are three classes, up to 1,300 c.c., 1,301-2,000 c.c., and over 2,000 c.c. The race will be a two hours affair.

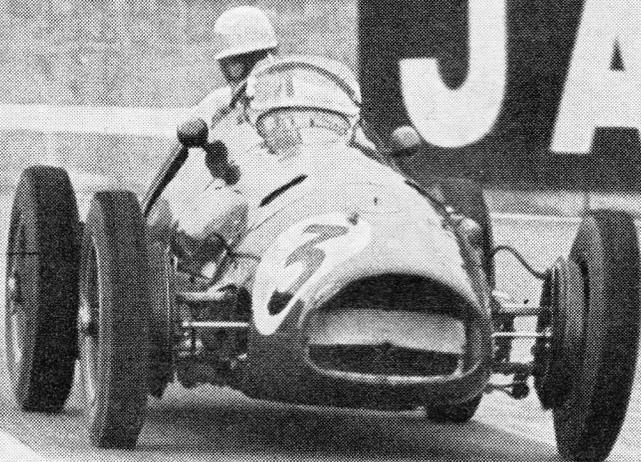
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TOUR DE FRANCE

THE 4th Tour de France takes place from 3rd to 12th September, starting and finishing at Nice. It is open to production sports cars, International-class sports cars and special-series touring machines. There will be nine special tests. Total mileage will exceed 6,000 miles for the three stages.



FIRST in the August Trophy Race was Reg Parnell (Ferrari), who twice broke his own record for the Crystal Palace circuit with the 2½-litre car.



in a record 1 min. 6.4 secs. and building up a lead of 10 secs. over the next man, who was Horace Gould (Cooper-Bristol) until Salvadori (Maserati) caught the latter on the fourth lap. The Maserati driver tried hard, but was unable to take more than a couple of seconds off Parnell's advantage in the remaining six laps. Gould retained his third place, while Hall (Cooper-Bristol) won a duel with Emery (Emeryson) for fourth spot.

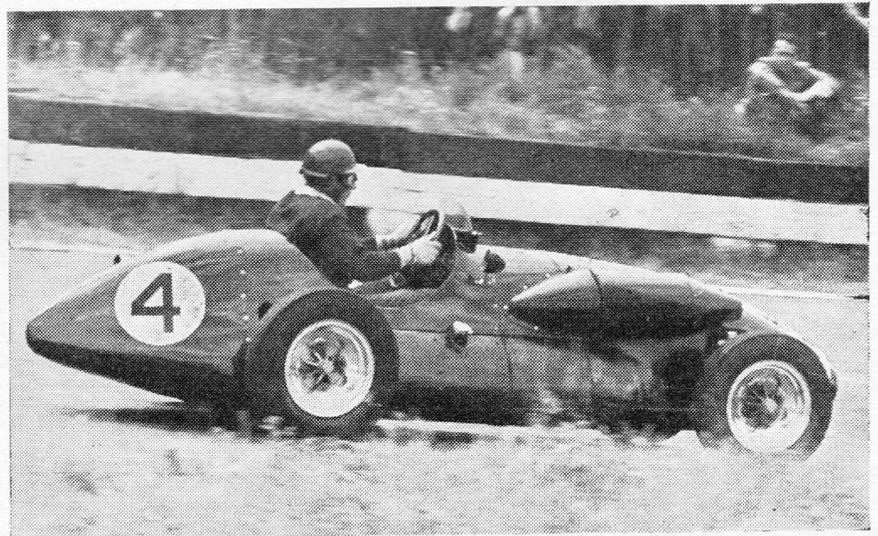
In the second heat, Jack Fairman (Turner) got away to a fine start, and led Rolt (Connaught) for two laps before being caught. After that, Rolt added two more seconds to his lead on each lap, while Crook (Cooper-Bristol) also passed Fairman on the fourth round, and Whiteaway (H.W.M.) very nearly did so later on. Tony Crook, obviously in excellent form, made the fastest lap of 1 min. 9.4 secs. (72.10 m.p.h.).

RECORDS FALL AT THE PALACE

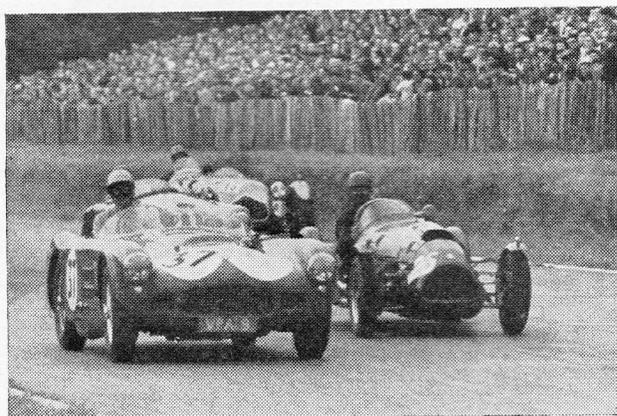
Parnell and Rolt Win Racing Car Events—Sports Car Victories for Crook and Gaze

THE clash between Crystal Palace and Brands Hatch last Monday meant an entry for the B.A.R.C. National meeting which was not exactly star-spangled, but the few "names" present at the London circuit saw to it that the crowd—a remarkably good one, considering that an International race meeting was being held only some 15 miles away—had their money's worth. In winning his heat and the final of the August Trophy Race, Reg Parnell chopped first three-fifths of a second and then the full second off his own course record, getting down to 1 min. 6.0 secs. (75.82 m.p.h.) with his 2½-litre Ferrari. Tony Crook drove his "quick-change" Cooper-Bristol in both racing and sports car events, his efforts gaining him a first place, two seconds and a third, together with a new record for sports cars in 1 min. 10.4 secs. (71.08 m.p.h.). In the Glade Trophy race, Tony Rolt (Connaught) had a surprise win when a last-lap spin involved the Cooper-Bristols of both J. K. Hall and Horace Gould, letting him up from third place.

Parnell won the first heat of the August Trophy race as he liked, lapping

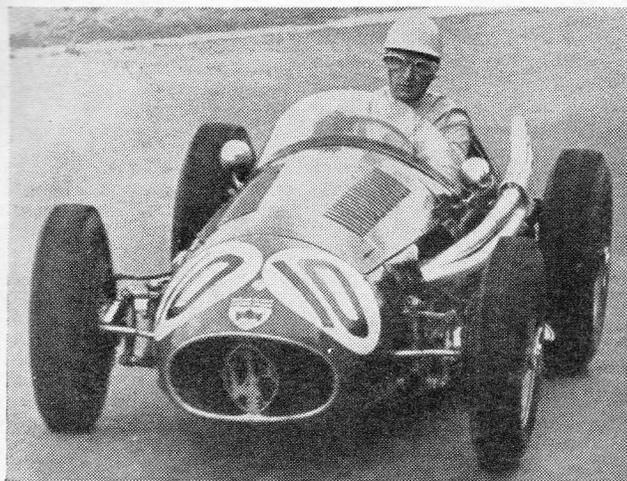


THIRD in the August Trophy event came Tony Rolt (Connaught), who unexpectedly won the Glade Trophy Race when Hall and Gould spun on the last lap.



★
START (Left) of the duel between Tony Gaze (H.W.M.) and Tony Crook (Cooper-Bristol) in the unlimited capacity sports car race. Gaze won the race, and Crook set up a new lap record for sports cars with the Cooper - Bristol, which he used for both racing and sports events.

★
With the exception of Salvadori's Maserati, every 2-litre machine in the first sports car race had a Bristol engine—and one was under the bonnet of Mr. Crook's vehicle, which had been quickly fitted with wings, lights and a spare wheel, the finishing touch being the change from number 6 to number 26 on the starting-grid! There were also two 1½-litre cars: Raymond Flower's Porsche saloon and Colin Chapman's hard-worked Lotus; this machine had broken a de Dion tube at Nürburgring the previous day—been repaired during the German Grand Prix—broken a suspension link on the return journey—been repaired and qualified at Brands Hatch in the morning—blown a cylinder head gasket—and been repaired once more for



★
SECOND to Parnell was Roy Salvadori, with Sid Greene's Formula 1 Maserati. Driving the sports Maserati, he looked like catching Crook to win the first sports car race, but "put a leg out of bed" with only one lap to go.
 ★

its efforts at the Palace, before returning to Brands Hatch for the remainder of the International meeting!

Alas, after such stout work the Lotus soon went sick again, and retired on the second lap. It was that man Crook who led throughout, chased first by Cliff Davis (Tojeiro) and then by Roy Salvadori, who took Davis on the third lap. To begin with, the Cooper-Bristol pulled out an extra second over the Maserati each time round, then Salvadori reversed the process—and on the penultimate lap, put a rod through the side of his block. Three laps earlier, P. R. Crabb (Kieft) overdid things at North Tower, blocking the course and doing his car a bit of no good at all, and Bert Rogers's Cooper-Bristol blew up on the last lap. Second place went to C. A. S. Brooks (Frazer-Nash) after a fierce duel with Cliff Davis, while Basil de Mattos (A.C. Ace) and Flower (Porsche) finished a lap behind. As if to prove that his machine was a sports car, Crook brought Salvadori back with him on his lap of honour; in making fastest lap the Cooper-Bristol driver had equalled Chapman's sports car record of 1 min. 10.6 secs. (70.88 m.p.h.).

So to the final of the August Trophy Race, which resolved itself into a straight duel between Ferrari and Maserati, conducted by Parnell and Salvadori. For the first four laps less than a second separated the two, then the gap closed,

opened again, and finally widened further as Parnell sought and found another half-second on each lap (taking the course record up to 75.82 m.p.h.) to finish 3.2 secs. ahead. Rolt held station behind, followed by the warring Cooper-Bristols of Gould, Hall and Crook, but Crook allowed himself to be pipped on the line by Whiteaway.

Like its predecessor, the next race, for unlimited capacity sports cars, was actually a duel—this time between two Tonies, Gaze (H.W.M.-Jaguar) and Crook (Cooper-Bristol). Indeed, it was at times very difficult to tell which twin had the Toni, so to speak, but it was the Australian who finished first, while to the Englishman went the new sports car record at 71.08 m.p.h. Their scrap took them more than half a minute ahead of the rest of the field, who were led by Bert Rogers (Cooper-Bristol). R. M. Hampton (Austin-Healey) spun off at Ramp on the second lap, and Keeling (Jaguar XK 120C) and Shale (Austin-Healey) were almost lapped by the winner. After the finish Mike Hawthorn, who had acted as starter for the August Trophy final, hopped into Parnell's car for three demonstration laps of the circuit. It must have seemed dull after Nürburgring!

The last race of the day was by far the most exciting, and ended in a most dramatic way. J. K. Hall (Cooper-Bristol) made a meteoric start—and starts

are everything on the narrow Crystal Palace circuit. It looked as if he had the Glade Trophy in the cockpit beside him, but there was less certainty about second place; Gould (Cooper-Bristol) had got in front of Rolt (Connaught) early on the first lap, and obviously meant to stay there. On and on went the scrap; it seemed that Rolt's only way of getting by was to pass on the inside, and this he would not do. Instead, he eased back very slightly on the final lap, and by doing so saved himself from what followed. Hall, still maintaining his fantastic pace, spun on the last lap at North Tower and, to avoid him, Gould had no choice but to spin also. The Border Reivers man was flung from his car, breaking his collar-bone. Gould was uninjured, but had the mortification of seeing Rolt sail past to win from him by almost 14 secs. Not surprisingly, Gould and Rolt both shared the fastest lap of 1 min. 8.4 secs. (73.16 m.p.h.).

F. W. McC.

Results

August Trophy Race (Racing Cars up to 2,500 c.c. U/s)—Heat 1: 1, R. Parnell (2,490 Ferrari), 11 mins. 18.8 secs. (73.81 m.p.h.); 2, R. F. Salvadori (2,498 Maserati), 11 mins. 26.8 secs.; 3, H. Gould (1,971 Cooper-Bristol), 11 mins. 46.8 secs. **Fastest lap:** Parnell, 1 min. 6.4 secs. (75.36 m.p.h.).

Heat 2: 1, A. P. R. Rolt (1,960 Connaught), 11 mins. 47.4 secs. (70.78 m.p.h.); 2, T. A. D. Crook (1,971 Cooper-Bristol), 12 mins. 5 secs.; 3, J. E. G. Fairman (1,960 Turner), 12 mins. 13.8 secs. **Fastest lap:** Crook, 1 min. 9.4 secs. (72.10 m.p.h.).

Final: 1, R. Parnell, 11 mins. 10.8 secs. (74.59 m.p.h.); 2, R. F. Salvadori, 11 mins. 14 secs.; 3, A. P. R. Rolt, 11 mins. 39.8 secs.; 4, H. Gould (1,971 Cooper-Bristol); 5, J. K. Hall (1,971 Cooper-Bristol); 6, E. N. Whiteaway (2,463 H.W.M.). **Fastest lap:** Parnell, 1 min. 6 secs. (75.82 m.p.h.). **Course record.**

Sports Cars, up to 2,000 c.c. U/s: 1, T. A. D. Crook (1,971 Cooper-Bristol), 12 mins. 11.4 secs. (68.42 m.p.h.); 2, C. A. S. Brooks (1,971 Frazer-Nash), 12 mins. 29 secs.; 3, F. C. Davis (1,971 Tojeiro), 12 mins. 31.8 secs. **Fastest lap:** Crook, 1 min. 10.6 secs. (70.88 m.p.h.).

Sports Cars, unlimited capacity: 1, F. A. O. Gaze (3,442 H.W.M.), 11 mins. 58 secs. (69.69 m.p.h.); 2, T. A. D. Crook (1,971 Cooper-Bristol), 11 mins. 58.6 secs.; 3, A. P. O. Rogers (1,971 Cooper-Bristol), 12 mins. 37.2 secs. **Fastest lap:** Crook, 1 min. 10.4 secs. (71.08 m.p.h.). **Sports car record.**

Glade Trophy Race (Racing Cars up to 2,000 c.c. U/s and 1,500 c.c. S): 1, A. P. R. Rolt (1,960 Connaught), 11 mins. 43.6 secs. (71.11 m.p.h.); 2, H. Gould (1,971 Cooper-Bristol), 11 mins. 57.4 secs.; 3, T. A. D. Crook (1,971 Cooper-Bristol), 11 mins. 58.6 secs. **Fastest lap:** Rolt and Gould, 1 min. 8.4 secs. (73.16 m.p.h.).

All races were of 10 laps' duration.

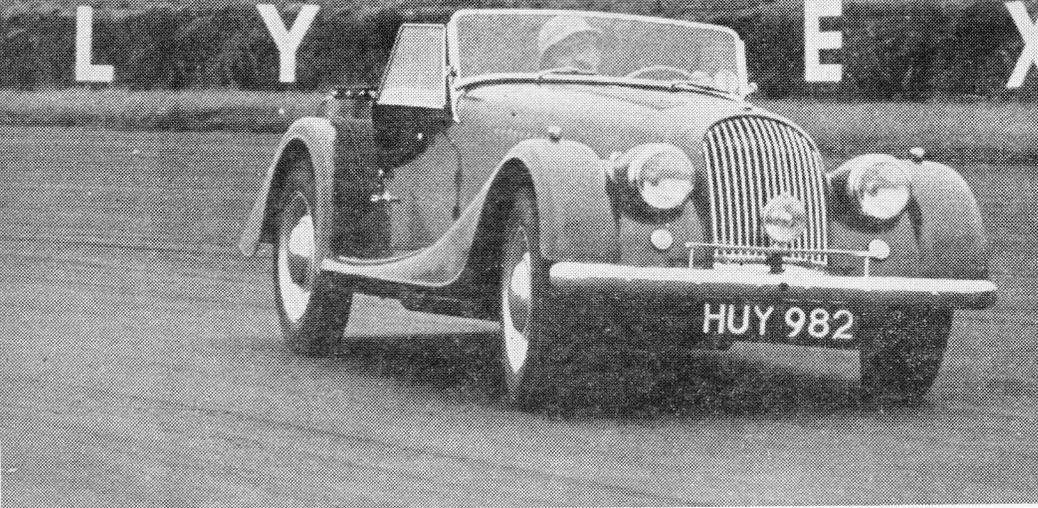
THE T.V.R.

AN interesting prototype road car which recently made its appearance in the North of England is the T.V.R., developed by T.V.R. Engineering, 18 Beverley Grove, Blackpool. The basis of the car is a multi-tubular chassis in 16 s.w.g. material, of 1½ in. diameter, non-parallel tubes forming the chassis side-members. There is a cruciform brace just forward of the rear axle, and stout super-structures carry the suspension members.

The engine is a modified Austin A40 power unit, complete with the standard type of gearbox and 5.14:1 rear axle. A wide, low radiator block is used, and the bonnet and front wings are in one piece, hinged at the forward end to give easy access to the engine and front suspension. The smart coupé body is made of fibreglass, the complete car weighing 14 cwt. T.V.R. Engineering contemplate limited production.



SILVERSTONE: The author takes the Morgan round Copse Corner of the British Grand Prix circuit. Very little body-roll is evident during fast cornering.



JOHN BOLSTER TESTS

THE MORGAN PLUS-FOUR

With TR2 Engine Sports Two-Seater can Reach
100 m.p.h. and has Exceptional Acceleration

AN interesting and quite recent development among sports cars is the provision of extremely high performance in vehicles of moderate price. Several cars now exist which bring a genuine 100 m.p.h. maximum within reach of the man who, formerly, had to be content with the non-performing type of sports model. The Morgan has always been a formidable contestant in rallies by virtue of its exceptional acceleration and controllability. Now, the adoption of the Triumph TR2 engine has added 100 m.p.h. motoring to those assets, and at £585 this is the cheapest car which can encompass "the full ton".

I have covered many enjoyable miles in previous Morgans, but the fastest of them would not exceed 92 m.p.h. It was thus with a feeling of anticipation that I journeyed recently to Malvern with the object of trying out the latest model. To put all doubts at rest, let me say, straight away, that against the stop-watch, timed in both directions, the car *does* achieve 100 m.p.h. It needs a long run to get the last 2 or 3 m.p.h., but the Morgan is now definitely in the exclusive 100 m.p.h. class. Incidentally, the speedometer read 5 m.p.h. *slow* at maximum speed.

However, I anticipate. At the works I was able to examine the cars in course of construction. As before, the frame is straight with Z section members, which pass beneath the rear axle. The cross members are tubular, and the floor-cum-undershield is attached to the bottom flange of the chassis. The underslung rear springs are located by

Silentbloc bushes in front, and slide in trunnion blocks behind.

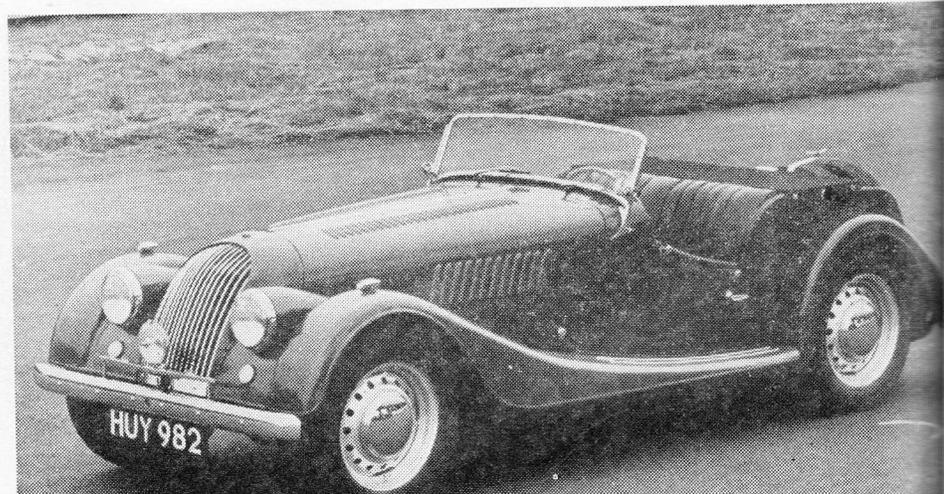
The independent front suspension is of time-honoured Morgan design. The stub axles slide up and down on extended king pins against helical springs and are controlled by Girling telescopic dampers. There is still a single-piece track rod ahead of the wheel centres, but it is now of larger diameter, and the steering gearbox is entirely new. It is of cam and sector type and operates a transverse drag link.

Another typical Morgan feature is the mating of the engine and gearbox. The Elektron bell housing is connected by a tube to the front anchorage of the box, so that it is brought right back amidships. A short, vertical lever on the lid of the gearbox is thus perfectly placed for the driver's hand. An extension shaft connects the clutch with the gearbox primary shaft, and an open Hardy Spicer propeller shaft takes the power to the hypoid axle.

fast bends. The particular car which I was using was one for the American market, and consequently it had left-hand drive. This brought the central gear lever under the right hand, which suited a personal preference of mine. The car also differed from the domestic version in having a special grade of upholstery, flashing indicators, and a spot-lamp.

All the controls work very nicely. The clutch is dead smooth, but cannot be made to slip; nor do the rear springs "wind up", as happens with many modern cars. The gearbox has synchromesh on the three upper speeds, and the ratios suit the characteristics of the engine perfectly. That short, rigid lever allows exact control of the gears, and is a delight to use. The hand brake lever is of the proper "fly-off" type, and is powerful in action.

The steering is very "quick", requiring only two turns from lock to lock, and one can "feel" the front wheels, as in



NO FRILLS: A grille-type radiator and faired headlamps are Morgan's concession to modernity, but the car still retains the classic outline of its ancestors.

ACCELERATION GRAPH OF THE MORGAN PLUS-FOUR

a good vintage car. I thought it was rather on the heavy side, though I am informed that it would probably become lighter with use. A foot-operated lubricator keeps the front suspension and steering parts well oiled.

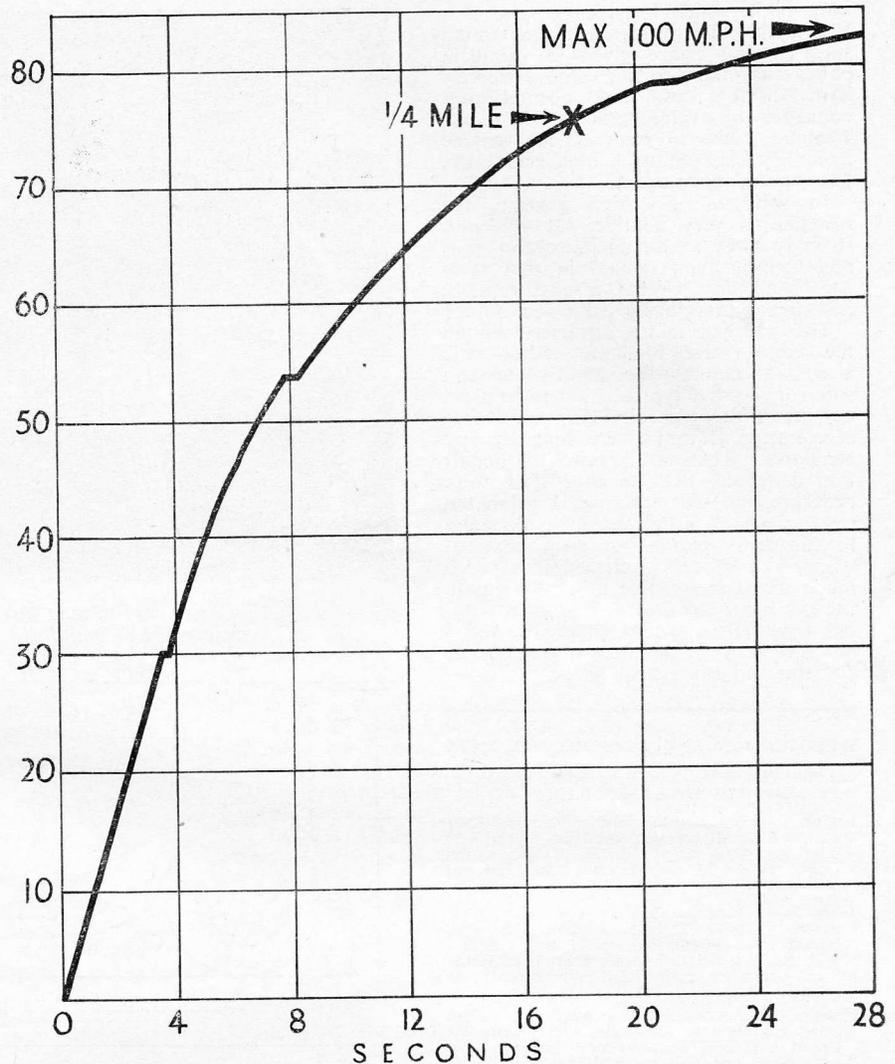
On the road, the car covers the miles with delightful ease, and I found myself putting up some exceptional averages under give-and-take conditions. The acceleration is very good indeed, the 0-60 m.p.h. figure of 10.8 secs. being somewhat remarkable for a fully equipped 2-litre. Above 75 m.p.h. the acceleration curve begins to flatten out, no doubt due to wind resistance, but 90 m.p.h. comes up fairly quickly, at which speed the engine does not seem at all highly stressed.

Understeering Characteristics

The handling characteristic is an understeering one, and the car can be drifted by the judicious application of power. The behaviour on wet roads is excellent, and one can slide deliberately under perfect control. Fast cornering not only appears safe to the onlooker but feels safe to the occupants, and there is virtually no roll. The ride is considerably harder than is fashionable nowadays. The car is firm and steady and travels smoothly on reasonable surfaces, but the more severe bumps are definitely felt. Nevertheless, it rides more comfortably than any previous Morgan, principally due to the improved bracing of the front end.

The brakes are powerful in normal use, and are smooth and responsive in action. Really hard driving, however, including frequent heavy braking from near the century mark, may cause some lack of progressiveness to be noticeable. Serious fading does not occur, but a slight tendency to pull or grab gives a gentle hint that things are warming up. The brakes quickly return to normal, and no noticeable wear took place during my test.

I have previously commented on the comfort of the seats, and this is aided



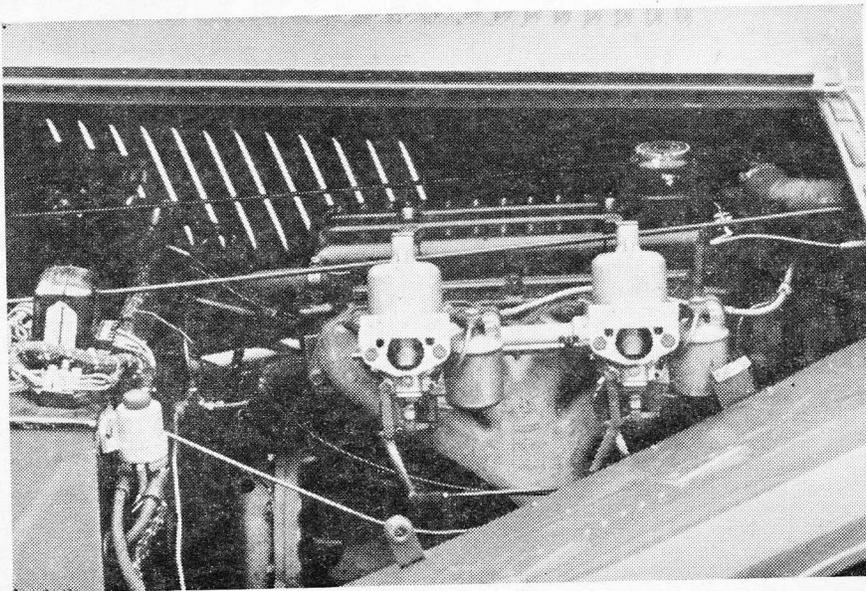
by the very low floor, which allows one to sit in a natural position. With the sidescreens in place, the driver and passenger are well protected, and the slight burble of the exhaust is carried away on the wind, so one covers the ground in effortless ease. The hood is

effective, cosy, and easy to erect, but, like most of its kind, it does magnify engine noises somewhat. I do not say that the car is then unusually noisy, but the delightful silence of the open vehicle is lost. I have no doubt that a little extra padding, or the use of carburetter intake silencers, would overcome this slight criticism. An owner who wished to make long journeys with the hood up could easily have this work carried out.

Large Luggage Space

Behind the seats there is a large luggage space. This could well form a comfortable seat for one medium-sized child or two small ones, which renders the Morgan an attractive proposition for the young family man. Accessibility for adjustments and maintenance is far above the average, which will appeal to the enthusiast who likes to do his own work. A useful tool kit is carried under the bonnet, ready for use.

A rather remarkable feature of my test was the fuel economy of the Morgan. This was actually some 9 m.p.g. better than the previous model of the

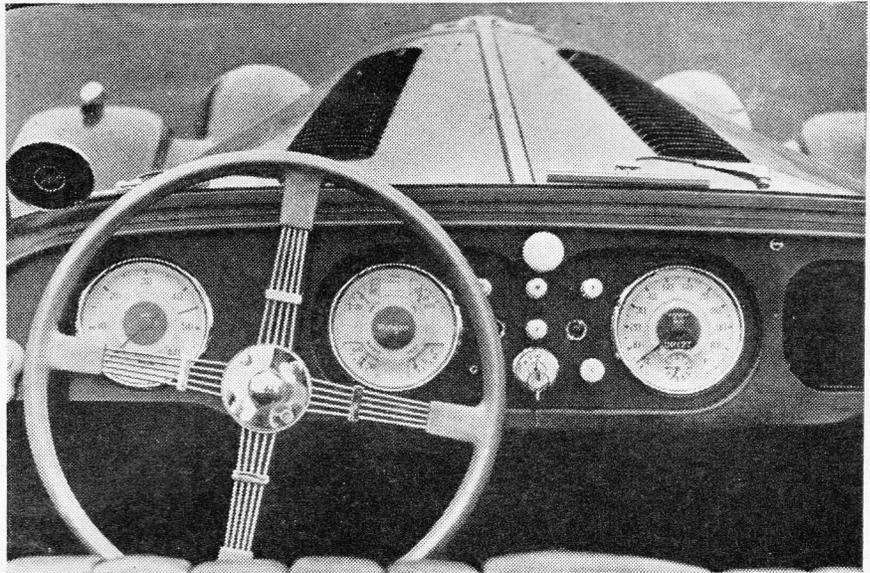


NINETY B.H.P. is delivered by the 2-litre TR2 engine fitted in the car tested. The large-bore twin SU carburettors are standard.

same make which I tested, in spite of a 10 m.p.h. improvement in maximum speed! The figure given in the data panel was taken during some extremely hard driving, and any normal user could rely on averaging at least 35 m.p.g. The combination of an efficient engine in a light car, pulling a high gear ratio, has worked once again.

In spite of this high gearing, the machine is very flexible. It will pull strongly away at 15 m.p.h. on top gear, and can, in fact, remain in that ratio nearly all day. What a pity, though, not to use that lovely little gear lever!

The Morgan is an attractive car in the vintage tradition. It makes little attempt to emulate the smooth lines and soft ride of the typical modern vehicle, but for sheer controllability and fierce acceleration it ranks very high by any standards. There are a few little details that I would like to alter if I were ordering one—for instance, I think the steering wheel is half an inch too close to the fascia panel—but such personal whims can be easily satisfied in a hand-made sports model like this. Above all, the car has been greatly improved without losing its essential character, and I am sure it will make many new friends for this old-established name.



OFFICE: Large, easy-to-read instruments are provided on the well-planned fascia panel of both left-hand and right-hand drive models.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Morgan Plus Four Sports two-seater. Price £585 (£829 17s. 6d. with P.T.).

Engine: Four cylinders 83 mm, x 92 mm, (1,991 c.c.). Pushrod operated overhead valves. 90 b.h.p. at 4,800 r.p.m. 8.5 to 1 compression ratio. Twin S.U. carburetters. Lucas coil and distributor.

Transmission: Borg and Beck 9 ins. single dry plate clutch. Four-speed Moss gearbox with short central lever directly on top of box. Ratios: 3.72, 5.1, 7.3 and 12.5 to 1. Short open Hardy Spicer propeller shaft. Salisbury hypoid rear axle.

Chassis: Z section, underslung at rear. Independent front suspension by stub axles sliding upon extended king pins against helical springs. Cam and sector steering. Semi-elliptic rear springs with Silentbloc bushes and sliding trunnion blocks. Girling hydraulic dampers all round, front telescopic type, rear piston and lever. Pierced disc wheels fitted 5.25 x 16 in. tyres. Girling 2 L.S. hydraulic brakes in 9 in. drums.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, clock, water temperature, oil pressure, and fuel gauges.

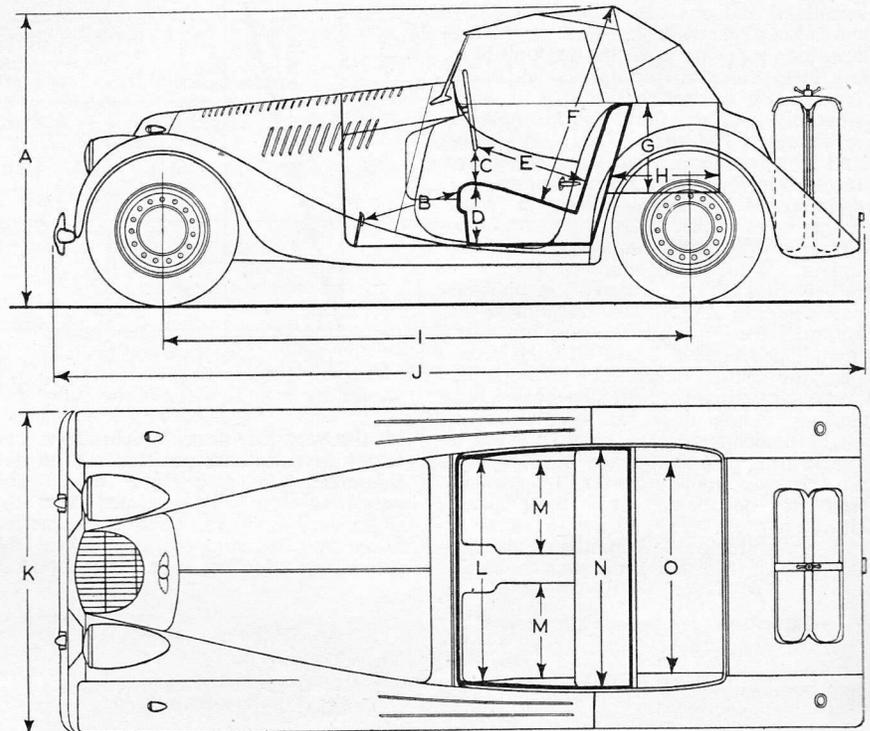
Dimensions, etc.: Wheelbase, 8 ft. Track, 3 ft. 11 ins. Overall length, 11 ft. 8 ins. Turning circle, 30 ft. Weight, 16 cwt.

Performance: Maximum speed, 100 m.p.h. Speeds in gears: 3rd, 78 m.p.h.; 2nd, 52 m.p.h.; 1st, 30 m.p.h. Standing quarter mile, 17.9 secs. Acceleration: 0-30 m.p.h., 3.6 secs.; 0-40 m.p.h., 5.2 secs.; 0-50 m.p.h., 7.4 secs.; 0-60 m.p.h., 10.8 secs.; 0-70 m.p.h., 14.6 secs.; 0-80 m.p.h., 23.8 secs.

Fuel Consumption: Driven hard, 31.6 m.p.g.

DIMENSIONS

- A Overall height, 4 ft. 4½ ins.
- B Clutch pedal to seat, 1 ft. 8 ins.
- C Steering wheel to seat cushion, 6 ins.
- D Height of seat, 9½ ins.
- E Squab to steering wheel, 1 ft. 4 ins.
- F Seat to roof, 3 ft. 0½ ins.
- G Height of boot, 1 ft. 2 ins.
- H Length of boot, 1 ft. 8 ins.
- I Wheelbase, 8 ft.
- J Overall length, 11 ft. 8 ins.
- K Overall width, 4 ft. 8 ins.
- L Width at elbows, front seat, 3 ft. 4 ins.
- M Width of seat cushions, 1 ft. 3 ins.
- N Width of seat back, 3 ft. 6 ins.
- O Width of boot, 3 ft. 1 in.



A NEW 2½-LITRE SPORTS-RACER?

IT is not unlikely that a famous British sports-racing car will make its appearance later in the season with a 2.5-litre engine. First race will probably be the Nürburgring "1,000 kilometres", to be followed by the Tourist Trophy.

INTERNATIONAL DATE FOR AINTREE

THE Winfield Joint Committee have transferred their International date to Mrs. Topham and, on 2nd October, the B.A.R.C. will organize the event on the new Aintree circuit. This has been done with the full cognizance of the R.A.C., and although the W.J.C. regret having to make the transfer, a variety of difficulties

have forced them to do so. There will, however, be consolation for Scottish enthusiasts in the fact that the W.J.C. will stage a National meeting at the Charterhall circuit on 4th September, and the transfer of the International date has been made without prejudice to the Winfield Joint Committee's organizing of an International meeting next season.

NEW LONDON MAP

"MOTORING About London" is a handy up-to-date map published for the Dunlop Co. by Geographia Ltd, at a price of 4s. 6d. It gives the through-town routes officially recommended by the M.O.T., with main, connecting and ring routes picked out in distinctive colours.

CORRESPONDENCE

U.S. Servicemen and British Racing

THANKS for your excellent magazine, I have only been away from my native Scotland for 10 months, and it is a real bit of home to receive each week.

I would like to say how nice I think it is to see United States servicemen participating in events in Britain in both racing and rallying. This leads to closer friendship and good international competition in a wonderful sport which Britain and Europe have enjoyed for a long time. After these men return to their homes in the States, they get going on their own clubs. They have some wonderful ones I believe and some day I hope to visit a few. The best of luck to them all and may their next U.S.A.F. Snetterton meeting be enjoyed by one and all.

W. D. KINNEAR.

ALTA, CANADA.

* * *

That 1½-litre Engine

IN your issue of 9th July the one and only J.V.B. was lamenting our lack of a British double knocker 1½-litre engine.

I seem to remember that in June 1953 a twin o.h.c. head for the Singer 1½-litre was introduced by H.R.G., giving, I believe some 30 per cent. more large hairy horses than the head it replaced. Perhaps someone more enlightened than myself could say what the up-to-date gen on this mechanism really is. In the language of the prophets it seemed to be "just the job".

Personally, I would like to see someone with the facilities produce a twin o.h.c. head and liners to fit a Consul and Wyvern engine—cheap spares and all that sort of thing.

C. J. CORNER.

DUDLEY.

* * *

Le Mans—American View

I AM one of the few who come to Le Mans to see production cars like the Renault and Triumph race. There are many automobile races, but few production car ones. I recommend that future Le Mans entrants be restricted to production cars exactly similar to cars already sold, or pictured in catalogues or brochures as for sale.

The required number of cars already sold by each company should decrease with the increase in cost. Thus, less Pegasos would require to have been sold than DBs.

HAYDON R. SHEPLEY.

ESSEX, MASS., U.S.A.

[Mr. Shepley may be interested to read in this issue the views of one of Britain's most prominent drivers, A. P. R. Rolt, on the subject.—Ed.]

* * *

Foxing the Handicapper

WITH reference to your report on the Inter-Club Prescott meeting, you rightly comment on the blatant handicap-fiddling indulged in by certain competitors. The organizers had obviously not foreseen such an eventuality and indeed their faith in the inherent honesty of competitors is largely justified, for out of 24 picked at random from the results after deleting the two leading teams, the average difference in time per competitor between morning and afternoon runs was less than half a second. This contrasts curiously with the "improvement" shown by members of the Hants and Berks and the Herefordshire Motor Club teams, the majority of whom reduced their times by as much as six seconds each.

In conclusion, I would like to congratulate the Bugatti Owners' Club on organizing such an enjoyable meeting, and I trust that this event will continue to enjoy the support which it deserves.

GEOFFREY W. NOBLES.

WORCESTER.

* * *

Ecosse Query

I HAVE just become interested in motor racing, especially sports car racing, but I have been puzzled by the name Ecurie Ecosse in reference to Jaguars. I would be grateful if you would explain this term to me.

A. SUDD.

SHEFFIELD, 2.

[Ecurie Ecosse means, literally, "Scottish Stable", it being formed by Scottish enthusiasts headed by David Murray of Edinburgh.—Ed.]

One-Make Team in the Six-Hour Relay Race

I AM rather surprised that the edict by Holly Birkett, on the Six-Hour Relay Race, has been received in stony silence by your readers.

Might I suggest that this ruling (one-make teams only) rather makes a farce of the "National" permit and that the 750 Club should run the event under a C.I. permit, with only "one make" clubs invited?

I feel that it is a great pity that this has happened, as one of the joys of this particular meeting was the complete freedom allowed to team managers to play with a varied selection of cars in their team, but if Holly thinks the lay public will be attracted to a Club Silverstone, unsponsored by any paper, I'm afraid he has a shock coming.

By the way, what is going to happen to all the one-make teams, who, two days before the race, announce that, "A has sold his car, B has had a prang and C has got measles, but we can make up our team with three 'odds and —'?"

LES NEEDHAM.

STANMORE, MIDDX.

* * *

"Egad" Outmoded

WILSON MCCOMB'S notes on the American "English Trials" and the reproduction of the amusing cartoon are most interesting. But just as the drawing of a trials car is out of date, the expression "Egad!" when failing with wheelspin (as the M.G. character is so obviously doing) is long since outmoded by "? \$! £".

Paying spectators at trials . . . now there's a thing! Could the swollen American Club funds stand the subsidizing of a few of Ye Olde English Trials boys to go over and show 'em what Ye English Trial is really like? . . . and would that start something! It horrifies me to think of such brutal trials treatment being handed out to M.G.s, Jags, etc. The answer, America, is to build a special which will withstand the rigours of your wife's daily shopping, borrow it for Ye Sporting Trial (as I do) and you'll have fun and a chance of reasonable success.

Acknowledgments to Wilson McComb for suggesting a line of thought.

NORMAN H. COATES.

LEEDS, 1.

* * *

Green Covers

REFERRING to the letters on this subject (16th July), it has not, perhaps, occurred to some of your correspondents that if you display a green cover for a British driver with a foreign car, or a foreign driver with a British car, there remains nothing more to be done for a British driver with a British car. The only answer I can think of is a green cover with pink spots on it, or some such, which sounds slightly feverish.

JOHN AHERN.

LONDON, N.W.8.

* * *

Green Covers Again!

I ALWAYS thought that it was your custom to have a green cover on AUTOSPORT whenever there has been any major British win in an international motoring event. I was, therefore, somewhat astonished to find no green cover on the 23rd July issue as it contained the results and account of the 17th International Alpine Rally, in which British drivers and crews had surely swept the board, e.g., the second Alpine Cup in gold ever awarded, four Alpine Cups out of 11 gained, all team prizes not confined to French cars and three class wins out of the four classes in which British cars were entered, and the Ladies' Cup for the second year in succession. What more could you possibly expect?

SUSAN E. GOTT.

ST. ALBANS.

[Meier/Luba (DKW) won what is considered the premier award, the Coupe du Président de la République Française.—Ed.]

More Correspondence on page 190

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

RUSSELL WINS

Norfolk Man Holds Off Stirling Moss (Connaught) and Don Parker (Kieft)

Photography by George Phillips

Driving Ken McAlpine's rare-sounding Connaught, he outstripped the fancied Lotus team, to win by nearly a minute from Michael Anthony. Colin Chapman's streamlined machine went on to three cylinders and fell from second to fourth place. Chapman had a busy week-end, competing at Nürburgring with the same car on Sunday, and both Brands Hatch and Crystal Palace on Monday—not a very clever thing to do,

FINAL of the "Trophy" race, showing Stuart Lewis-Evans (Cooper, 43) leading at the start from the eventual winner, Jim Russell (Cooper, 5), Ivor Bueb (Cooper, 28), Stirling Moss (Cooper, 27) and Don Parker (Kieft, 12).

BEFORE a Bank Holiday crowd of 40,000, Jim Russell (Cooper) won the *Daily Telegraph* International Trophy from Stirling Moss (Cooper) on the fine Brands Hatch circuit. In a 15-races programme, all lap records went by the board, new figures being established by Don Beauman (Connaught), *Formule Libre*, Don Parker (Kieft), Formula 3, and Alan Brown (Connaught).

Brown drove brilliantly to defeat the Lotus boys decisively in the National 1,500 Sports Car Championship event, with Archie Scott-Brown (Lister) in second place. Bill Whitehouse (Connaught) was a popular winner of the Rochester Cup Race for *Formule Libre* cars, which was started by Dr. Chavasse, the Bishop of Rochester. An amusing race for Edwardian machines was won by W. A. Hill (1912 Hispano-Suiza).

Mike Keen (Cooper) and A. V. Cowley (Cooper) had a fierce duel in Heat 1 of the Open Challenge race, the former winning by two-fifths of a second. Jim

Russell's red Cooper collected Heat 2, but he was chased by Charlie Headland (Martin-Headland) driving at the top of his form. Stuart Lewis-Evans (Cooper) and Don Parker (Kieft) battled grimly in Heat 3, the Cooper scraping home by just two-fifths of a second.

Russell, Parker and S. Lewis-Evans had a rousing scrap in the 10-lap final. Lewis-Evans led for five laps, and was overtaken on Paddock Bend by Parker, the wheels of both cars almost touching as they went into the corner dead level. Bicknell, in fourth place, had his rear suspension break and shot off the road at the bottom of Druid's Hill. Lewis-Evans tried desperately to pass Parker, and Russell attempted to take both. It was almost a photo finish, Parker crossing the line a fifth of a second in front of Lewis-Evans, with Russell two-fifths of a second behind the latter. Bueb held off Keen for fourth place.

Alan Brown never looked like being caught in the 1,500 c.c. sports car races.



REWARD: Jim Russell being presented with the imposing *Daily Telegraph* trophy by Mr. G. P. Simon of the sponsoring newspaper.

"DAILY TELEGRAPH" TROPHY

Brands Hatch—Victories for Bill Whitehouse (Connaught), Alan Brown
Lap Records Fall, Beauman (Connaught) Best Yet with 73.42 m.p.h.

but nevertheless most enterprising.

In the second race, Peter Gammon had fuel feed trouble at the start, and set off nearly a lap in arrears. Driving brilliantly he gobbled up the field to such an extent that he worked his way up to second place behind Archie Scott-Brown's well-driver Lister. Then came catastrophe. Baulked by Cook's Kieft, he struck a marker barrel at Kidney Bend; the car turned over and the popular little driver was fortunate to escape with bruises and cut hands.

Alan Brown lapped the entire entry

in the final, with the exception of second-man Scott-Brown. Chapman rushed back from the "Palace" and appeared in Nigel Allen's streamlined car, on which his own numbers had been painted. The car was retired with a sick-sounding motor, leaving Anthony to uphold Lotus honour with a third place from Risely-Prichard's Cooper-Connaught, Fiander's Tojeiro and Wick's Lister.

Bill Whitehouse (Connaught) set a furious pace in the Rochester Cup race which was run in two 20-lap races, but was overtaken by Don Beauman (Connaught) on the last but one lap. Alan Brown got Bob Chase's Cooper-Alta into third spot. A spirited duel between Spero's supercharged 3-litre Maserati, and Birrell's E.R.A. went to the last-named. Whitehouse had his revenge in the second race, and his margin of victory over Beauman was sufficient to give him the Cup on aggregate. Boulton and Marr, also on Connaughts, were third and fourth, and Archie Scott-Brown's sports Lister-Bristol

VAIN CHASE (left) of Charlie Headland (Martin-Headland) by Stirling Moss (Cooper), in Heat 4 of the "Trophy" race.

CONTINENTAL-like atmosphere, and reminiscent of both Spa and Nürburging is Kent's Brands Hatch (below). Coming up Pilgrim's Rise are A. V. Cowley (Cooper, 20), followed by Les Leston (Cooper, 11), R. C. Smith (J.B.S., 55) and J. Caddey (Emeryson, 16).

was not far behind, finishing in front of Keen's Cooper-Bristol two-seater and Graham Whitehead's monoposto Cooper-E.R.A. Fitzwilliam's Lago-Talbot went out with gearbox trouble.

The Edwardians

Sir Francis Samuelson's little single-cylinder 1908 Sizaire-Naudin was the limit car in the Edwardian event, but was soon overwhelmed by the rest of the field. Victory went to Hill's Hispano-Suiza, but Jack Sears thundered past car after car from the scratch mark to snatch second place from Lord Charnwood's "Coupe de l'Auto" Delage. "Doc" Taylor and John Bolster dived merrily in their Rolls-Royces, the former's car proving to be faster on the straights. This was an excellent event, thoroughly enjoyed by the large crowd.

Naturally the most important race was the 5th *Daily Telegraph* International Trophy, run in four 10-lap heats and a 40-lap final. Jim Russell steamed away to win the first heat from Ivor Bueb by 3.4 secs., with Bicknell's Revis in third place. Cowley's yellow Cooper won Heat 2, with Caddey's Emeryson second after Leston's Cooper went sick on him. Once again Parker and Lewis-Evans engaged in no-quarter combat, victory going to the Kieft by three-fifths of a second in yet another near photo-finish. "Pop" Lewis-Evans was a popular third.

The fourth heat produced Stirling Moss (Cooper) who, from the back row, polished off the field in quick succession—that is, all except Charlie Headland, who drove an inspired race. Cleverly holding the inside position, he was passed on three successive laps by Moss going into Paddock Bend, but refused to be rattled and kept his lead. Moss, sporting driver that he is, did not attempt to force the corner, but, even so, Headland was difficult to catch anywhere on the circuit, and ran out winner by just one-fifth of a second, being almost overtaken on the line. H. Phillipson (Staride) was third, and Creamer's Creamer fourth.

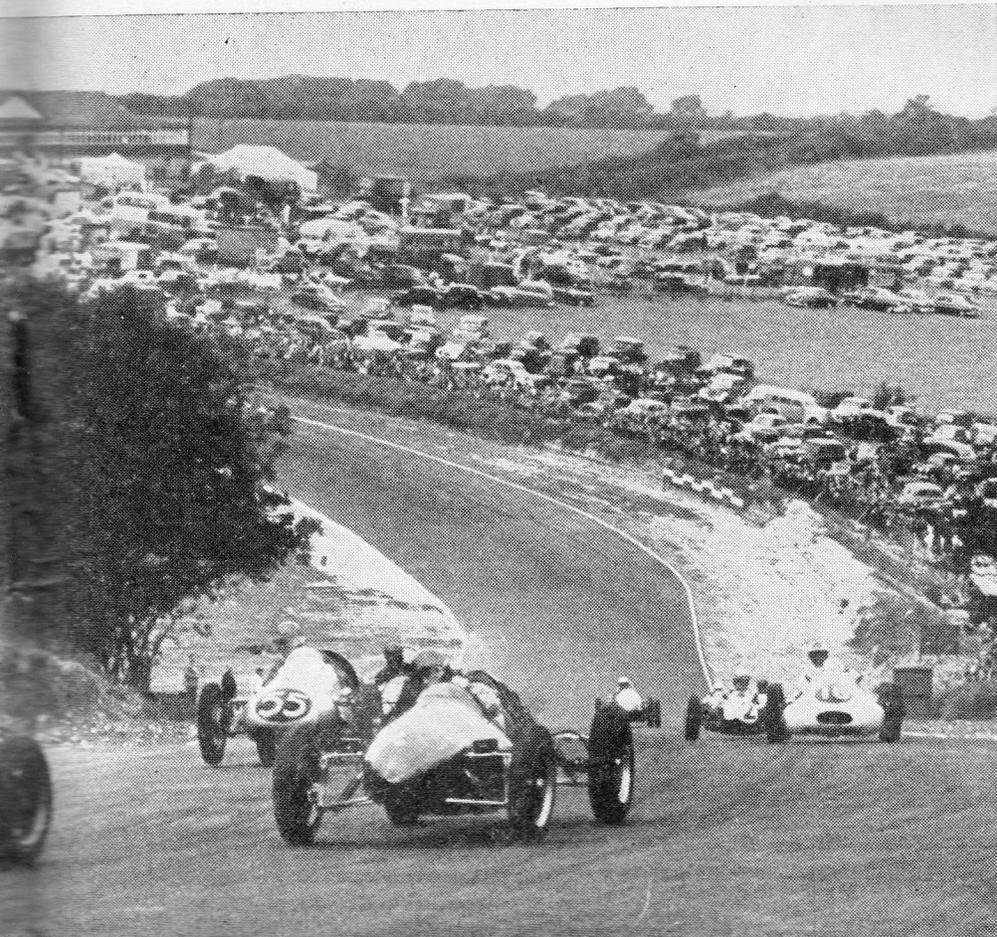
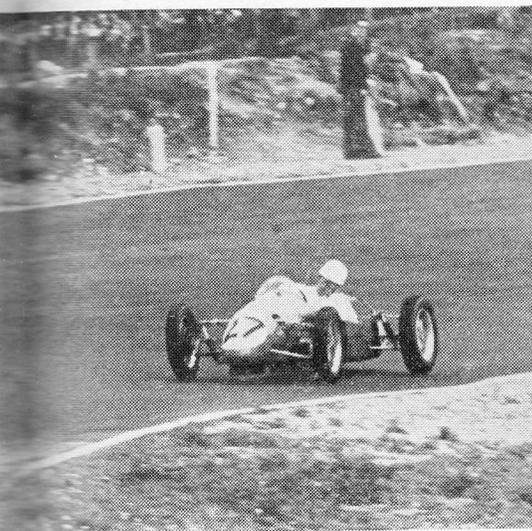
An Exciting Final

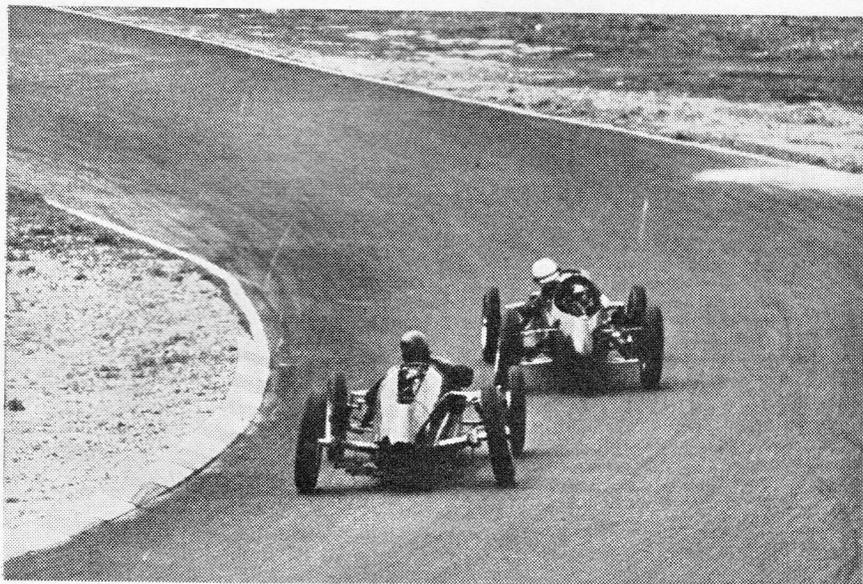
The start of the final was tremendously exciting, with Stuart Lewis-Evans thrusting into the lead, and coming through on lap one ahead of Russell, Bueb, Bicknell, Moss and Parker. On the second lap the leader stopped at Pilgrim's Rise, and Jim Russell shot in front, followed by Bueb. Moss was content to play a waiting game behind Bicknell and Parker, who were engaged in one of their many duels. However, Parker retired on his sixth lap, and Headland closed up on Moss.

Bueb lost a couple of laps with a pit stop, and Moss set off to catch Russell. Gradually he cut down a 23 secs. lead to one of 8 secs., but the driver of the red car realized the threat, and kept his rival at bay. Near the end, Headland retired to join the majority of the starters in the dead car park. This let Taylor's Staride into third place ahead of Keen's Cooper, "Pop" Lewis-Evan's Cooper and Phillipson's Staride.

Russell never made a single mistake. Moss went all out to catch him, but failed by 6½ secs. So thrilling was this duel, that few of the large crowd left till the chequered flag dropped. Jim Russell was given a tremendous reception on his lap-of-honour, being greeted by a chorus of horn-blowing from the hundreds of parked cars!

(Results overleaf)





BRANDS HATCH RESULTS

Open Challenge Race (7-lap Heats, 10-lap Final)

Heat 1: 1, Mike Keen (Cooper), 7 mins, 36.4 secs., 68.47 m.p.h.; 2, A. V. Cowley (Cooper); 3, R. J. Barrett (Cooper); 4, George Wicken (Cooper).

Heat 2: 1, Jim Russell (Cooper), 7 mins, 29.8 secs., 69.46 m.p.h.; 2, Charles Headland (Martin-Headland); 3, Don Taylor (Staride); 4, Les Leston (Cooper).

Heat 3: 1, Stuart Lewis-Evans (Cooper), 7 mins, 21.6 secs., 70.75 m.p.h.; 2, Don Parker (Kieft); 3, Reg Bicknell (Revis); 4, Ivor Bueb (Cooper).

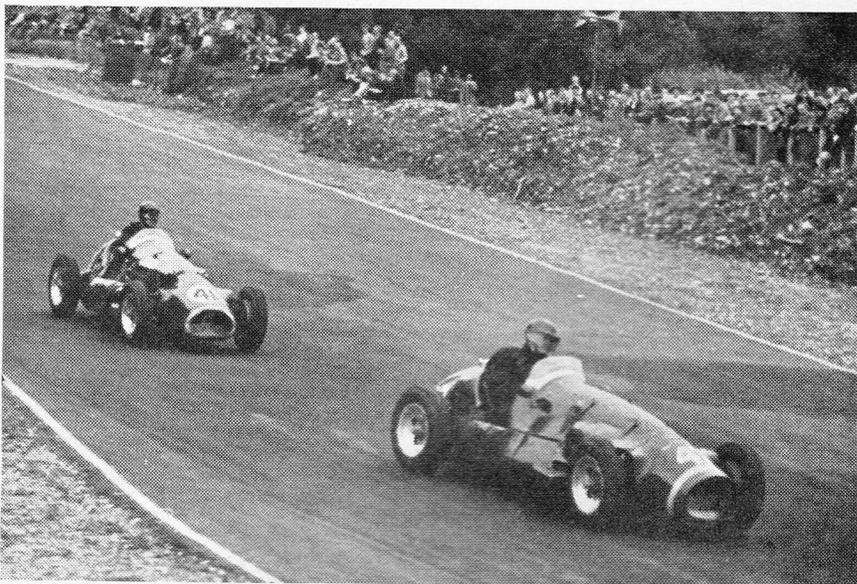
Final: 1, Don Parker (Kieft), 10 mins, 29.8 secs., 70.88 m.p.h.; 2, S. Lewis-Evans (Cooper), 10 mins, 30.2 secs.; 3, Jim Russell (Cooper), 10 mins, 30.2 secs.; 4, Ivor Bueb (Cooper); 5, Mike Keen (Cooper); 6, Don Taylor (Staride).

"Daily Telegraph" International Trophy (10-lap Heats, 40-lap Final)

Heat 1: 1, Jim Russell (Cooper), 10 mins, 27.8 secs., 71.10 m.p.h.; 2, Ivor Bueb (Cooper); 3, Reg Bicknell (Revis); 4, Mike Keen (Cooper).

Heat 2: 1, A. V. Cowley (Cooper), 10 mins, 44 secs., 69.32 m.p.h.; 2, J. Caddey (Emeryson); 3, Les Leston (Cooper); 4, I. E. R. Raby (I.E.R. Midget).

Heat 3: 1, Don Parker (Kieft), 10 mins, 32.2 secs., 70.61 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, L. Lewis-Evans (Cooper); 4, Don Taylor (Staride).



Heat 4: 1, Charles Headland (Martin-Headland), 10 mins, 38.8 secs., 69.88 m.p.h.; 2, Stirling Moss (Cooper); 3, H. Phillipson (Staride); 4, S. W. Creamer (Creamer).

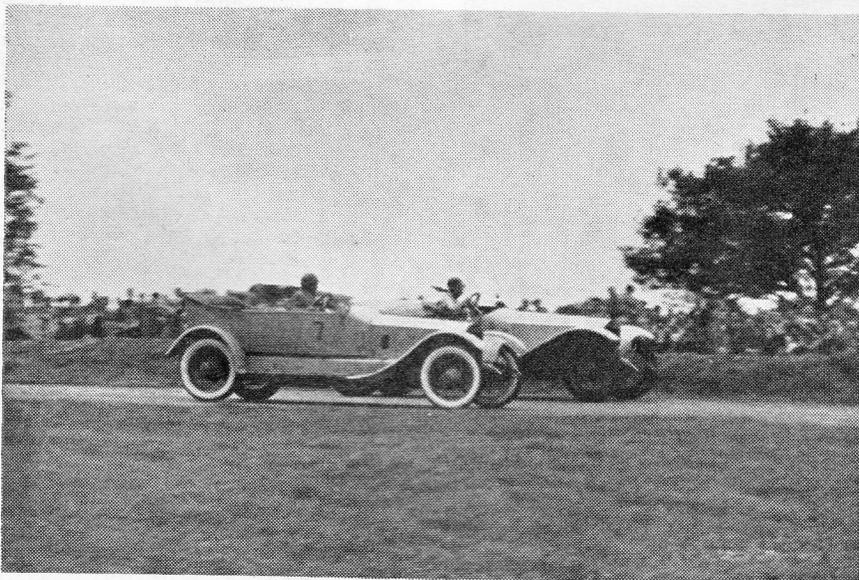
Final: 1, Jim Russell (Cooper), 42 mins, 12.6 secs., 70.50 m.p.h.; 2, Stirling Moss (Cooper), 42 mins, 19.4 secs.; 3, Don Taylor (Staride); 4, Mike Keen (Cooper); 5, L. Lewis-Evans (Cooper); 6, H. Phillipson (Staride).

National 1,500 c.c. Sports Car Championship (Two 15-lap Heats, 20-lap Final)

Heat 1: 1, Alan Brown (Connaught), 16 mins, 3 secs., 69.53 m.p.h.; 2, Michael Anthony (Lotus); 3, J. Risely-Prichard (Cooper-Connaught); 4, Colin Chapman (Lotus); 5, P. Bailey (Bailey Spl.); 6, F. G. Nichols (C.S.M.).

Heat 2: 1, Archie Scott-Brown (Lister), 17 mins, 3.6 secs., 65.41 m.p.h.; 2, J. B. Naylor (Cooper-M.G.); 3, J. Fiander (Tojeiro); 4, Cyril Wick (Lester); 5, R. W. Appelbee (Leonard); 6, R. L. Manwaring (Lotus).

DUELS were a feature of Brands Hatch. Here are (left) Don Parker (Kieft) battling with Stuart Lewis-Evans (Cooper), and (below), Bill Whitehouse (Connaught) holding off Don Beaman (Connaught) in the Rochester Cup event.



EDWARDIAN BATTLE: Dr. W. A. Taylor and John Bolster fighting it out with their Rolls-Royces in the five-lap handicap for Edwardian machines.

Final: 1, Alan Brown (Connaught), 21 mins, 20.4 secs., 69.73 m.p.h.; 2, Archie Scott-Brown (Lister); 3, Michael Anthony (Lotus); 4, J. Risely-Prichard (Cooper-Connaught); 5, J. Fiander (Tojeiro); 6, Cyril Wick (Lester).

The Rochester Cup

(Two 20-lap Events, Formule Libre)

Race 1: 1, Don Beaman (Connaught), 20 mins, 35.2 secs., 72.28 m.p.h.; 2, Bill Whitehouse (Connaught); 3, Alan Brown (Cooper-Altta); 4, C. D. Boulton (Connaught).

Race 2: 1, Bill Whitehouse (Connaught), 20 mins, 45.8 secs., 71.66 m.p.h.; 2, Don Beaman (Connaught); 3, C. D. Boulton (Connaught); 4, Leslie Marr (Connaught).

Aggregate: 1, Bill Whitehouse; 2, Don Beaman; 3, C. D. Boulton.

Edwardian Trophy

(5-lap Handicap)

1, W. A. Hill (1912 2,996 Delage), rec'd 1 min, 45 secs., 47.79 m.p.h.; 2, Jack Sears (1914 3,215 T.T. Sunbeam), scr.; 3, Lord Charnwood (1911 2,996 Delage), 1 min, 45 secs.; 4, Dr. W. A. Taylor (1912 Rolls-Royce), 55 secs.; 5, Kenneth Neve (1914 Humber), 35 secs.; 6, John Bolster (1911 Rolls-Royce), 55 secs.

New Lap Records—Formule Libre: D. Beaman (Connaught), 60.6 secs., 73.42 m.p.h. **Formula 3:** D. Parker (Kieft), 61.6 secs., 72.47 m.p.h. **Sports Cars:** A. Brown (Connaught), 62 secs., 72 m.p.h.

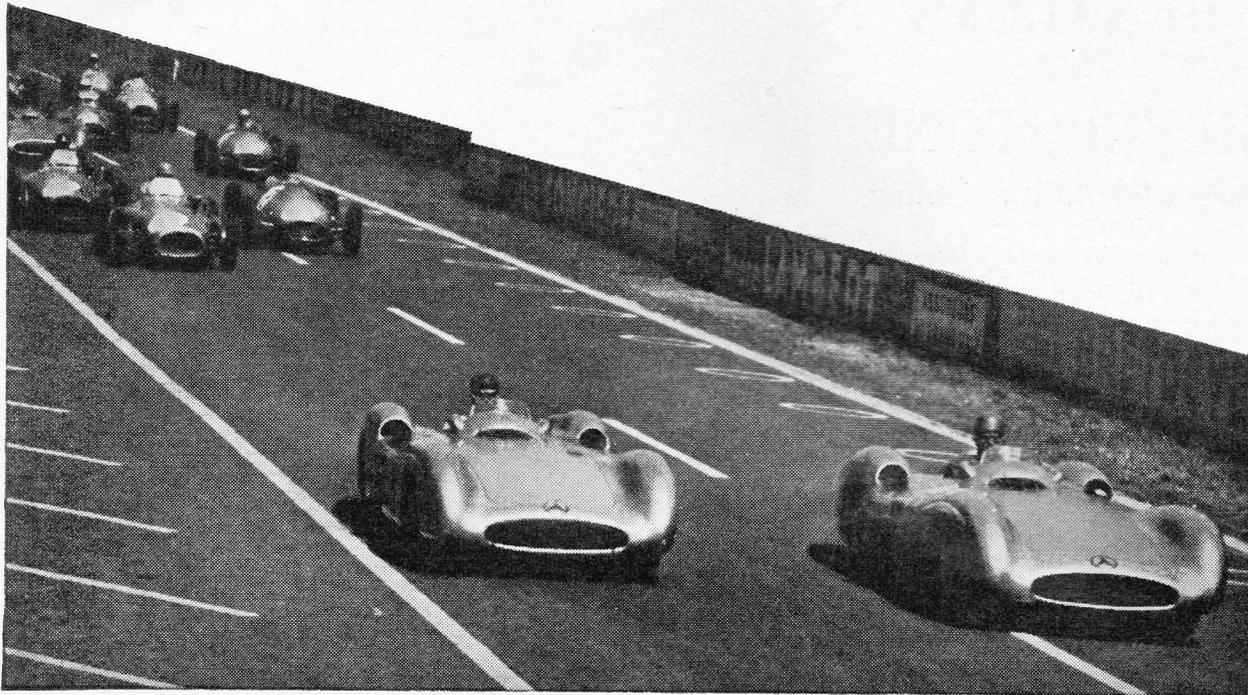


PHOTO BY COURTESY OF "AUTOSPORT"

MERCEDES-BENZ

chose CASTROL

to win GRAND PRIX D'EUROPE

Nürburgring last Sunday **1ST** **J. M. Fangio**

Also Nürburgring Sports Car Races

SPORTS RACING CARS (up to 1,500 c.c.)

1st HERRMANN (PORSCHÉ). Also **2nd 3rd 4th**

PRODUCTION SPORTS CAR RACE

1st GOETZE (PORSCHÉ). Also **2nd 3rd 4th**

AMATEUR SPORTS CAR RACES

(Up to 1,300 c.c.) **1st** GUNTHER (PORSCHÉ)

(Over 1,300 c.c.) **1st** FOWLER (TRIUMPH TR2)

(Subject to official confirmation)



THE MASTERPIECE IN OILS

BENTLEYS AT SILVERSTONE

Successful B.D.C. Meeting

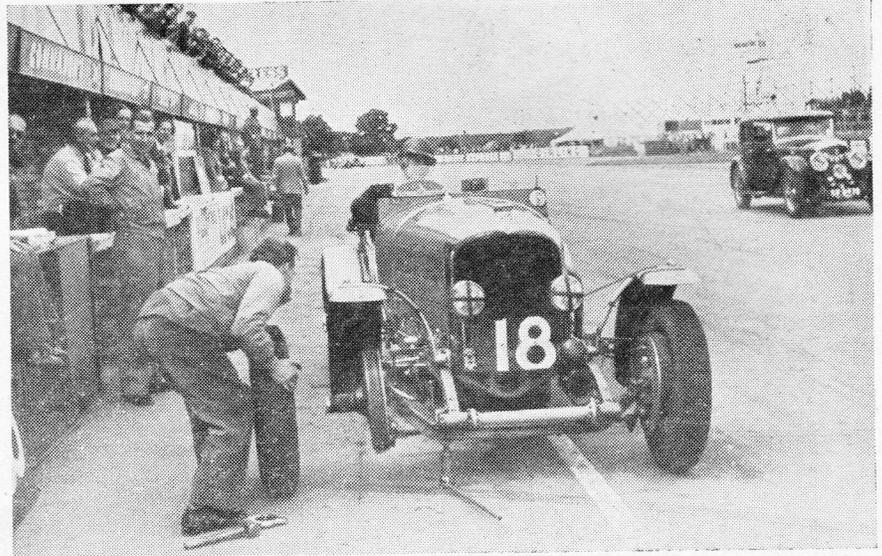
THE Bentley Drivers' Club Silverstone meeting on 31st July was a success from every point of view. The crowd was numerous and of the enthusiastic type that one would expect, and the weather was kind, just right for good racing. Many notable cars were present, too numerous to mention all, but among them was the ex-Dorothy Paget/Tim Birkin single-seater, now rebuilt into a beautiful two-seater (just!).

When the starter had sent away the field in event one, it was noticed that A. Jeddere-Fisher had decided to do his compulsory wheel-change before doing any lappery. Next in was Gordon McDonald, whose passenger, D. M. D. Clark, did the job in 59 secs., which undoubtedly aided them to win this event in 46 mins. 37 secs. as against their declared time of 49 mins.

Next came the "Fastest Bentley" Scratch Sweepstake. Some fierce scrapping ensued and round one of a battle between McDonald and J. A. Williamson was claimed by the former, when he won the final. The event was also notable for what must rank as one of the biggest smoke-screens ever put out on a motor circuit. This was done by Schellenberg's Barnato-Hassan in the opening lap of the first match and poor McClure, who was close behind, was completely lost. In the second match J. Broad suffered a stone in the radiator, causing him to retire.

This was followed by two races in one, both five-lappers. One, for Aston Martins, was a handicap and had only three starters, and was won by A. G. Oldsworth in a 2-litre, the other two 1½-litre models following some 18½ secs. behind, close together. The other was a scratch race for 3-litre Bentleys and in this case it was McKenzie all the way.

The second round in the McDonald/



"I DON'T CARE ABOUT THE JACK—I'M ALL RIGHT": Gordon McDonald sits in state while passenger D. M. D. Clark changes one wheel on his 4½-litre Bentley. He managed this compulsory pit stop in 59 secs., and they made the best performance in the High Speed Reliability Trial.

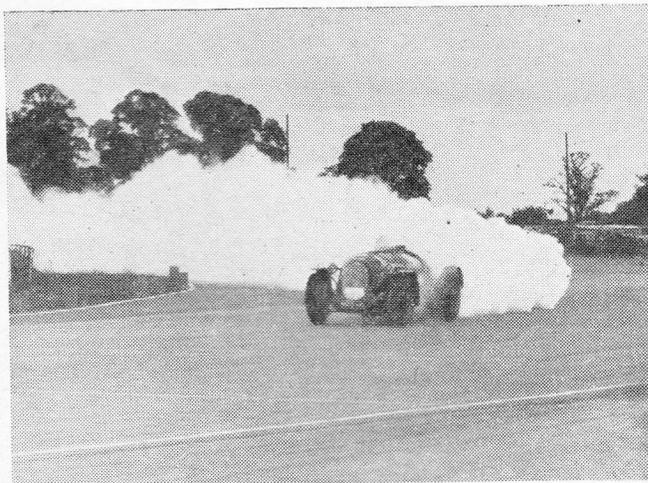
Williamson battle was joined in the next race, and they were rivalled by G. H. G. Burton, never a sluggard. They finished in the order mentioned after thundering round, never more than 2 secs. between the three of them, for the whole five laps. Williamson put in fastest lap at 72.36 m.p.h., but McDonald made the handling of his huge car look ridiculously easy.

After we had got our breath back it was taken away again, watching S. C. Becker take his 6½-litre saloon into Copse in front of three other competitors on the opening lap of the next Bentley handicap, for cars of any size. He stayed there. This time McDonald was foiled by the handicap into second place and his chief rival, Williamson, broke a spring which he promptly went home to replace. Another handicap for any Bentley followed, and this time there was no smoke for McClure, who won well, in spite of the efforts of Gardener in his 3-litre.

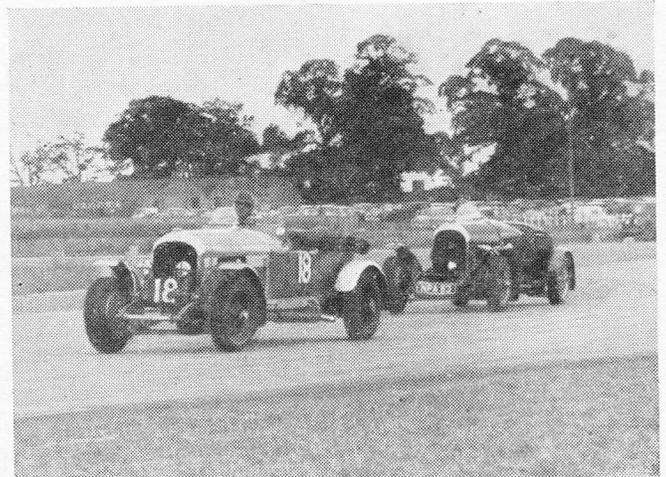
After this we were treated to a selection of Post-Vintage Thoroughbreds for

five laps. Limit man Page (2-litre Lagonda S.) went well but was overwhelmed, first by L. S. Michael, who won, and then by I. T. Easdale (1,750 Alfa) and P. M. Sims (1½ Aston Martin), who finished in that order.

A field of 15 turned out for the Vintage handicap. P. J. E. Binns, first away, soon retired with a sick engine. M. J. Harris (Austin 7) motored really well to finish fourth but had to give way to the Bentleys of Mason, Broad and Hollington. Mason won by 7 secs., Broad did fastest lap, and S. J. Lawrence's accelerator pedal came adrift. Two handicaps for Lagonda cars followed. In the first the handicap was too much for the back markers and the race went to R. A. Newman, 1 min. 40 secs. mark, from G. H. Bussey and A. H. Gostling. The second Lagonda race was notable for the presence of D. D. Overy's 1935 Le Mans team car, known variously as the "Fire Engine", or the "Scarlet Woman". It seemed disappointingly slow and could make little impression on the



SMOKE BEHIND: Schellenberg's Barnato-Hassan Bentley is followed by an "all-time high" in smoke screens.

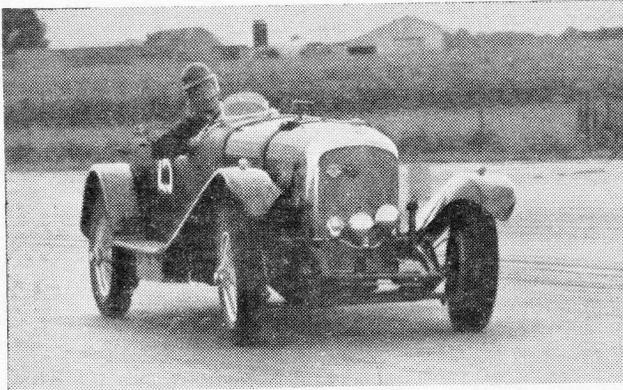


WILLIAMSON BEHIND: McDonald is tailed by J. A. Williamson in the 4½-litre scratch event. He won by 0.4 sec.

handicap. The race was further graced by Mrs. Mary Walters in a beautiful 16/80. It was rather easily won by F. Smith in a 3½-litre.

The meeting ended with a real hum-dinger for any Bentley, over 10 laps. The handicappers re-handicapped seven out of the 14 starters according to their running of the day; this looked interesting, and thoughts of 14 Bentleys all trying to cross the line together came into one's head. Luckily, not even handicappers of this calibre are infallible. It was ding-dong all the way, and at the end of those 10 laps anyone could win, but almost quietly Mason shot across the line 4.6 secs. ahead of the mass of cars.

PATRICK BENJAFIELD.



R. H. B. + W. O. (left) Mason's 4½-litre Bentley motors along in fine style during the 5-lap Vintage Handicap, which he won. He also won the final race of the day, a 10-lap handicap.

High Speed Reliability Trial, Up to 1,500 c.c.: No award. **Up to 2,000 c.c.:** No award. **Up to 5,000 c.c.:** 1, G. G. McDonald (Bentley); 2, D. Halliday (Bentley); 3, R. Morris (Lagonda); 4, A. Jeddere-Fisher (Vauxhall). **Over 5,000 c.c.:** S. C. Becker (Bentley).

"Fastest Bentley" Scratch Sweepstake—Fastest lap: J. A. Williamson (4½-litre), 1 min. 20.6 secs. (72.5 m.p.h.).

Aston Martin Handicap (5 laps): 1, A. G. Oldworth (2-litre), scr., 8 mins, 31.6 secs.; 2, P. M. Sims (1½-litre), rec'd 16 secs., 8 mins, 50 secs.; 3, D. A. Green (1½-litre), rec'd 53 secs., 8 mins, 53.2 secs. **Fastest lap:** Oldworth, 1 min, 29.2 secs. (64.91 m.p.h.).

3-litre Bentley Scratch Race (5 laps): 1, D. McKenzie, 8 mins, 36.6 secs. (56.03 m.p.h.); 2, M. D. Hollis, 8 mins, 47.6 secs.; 3, J. L. Gardener, 9 mins, 49 secs. **Fastest lap:** McKenzie, 1 min, 41.6 secs. (56.97 m.p.h.).

4½-litre Bentley Scratch Race (5 laps): 1, G. G. McDonald, 6 mins, 54.4 secs. (69.85 m.p.h.); 2, J. A. Williamson, 6 mins, 54.8 secs.; 3, G. H. G. Burton, 6 mins, 56.2 secs. **Fastest lap:** Williamson,

1 min. 20 secs. (72.36 m.p.h.).

"Any Bentley" Handicap 1 (5 laps): 1, S. C. Becker (6½-litre), rec'd 1 min, 35 secs., 8 mins, 19.4 secs. (57.96 m.p.h.); 2, G. G. McDonald (4½-litre), rec'd 7 secs., 8 mins, 22.6 secs.; 3, G. H. G. Burton (4½-litre), rec'd 7 secs., 8 mins, 24 secs. **Fastest lap:** McDonald, 1 min, 20.8 secs. (71.64 m.p.h.).

"Any Bentley" Handicap 2 (5 laps): 1, D. G. McClure (4½-litre), rec'd 49 secs., 8 mins, 49.4 secs. (63.13 m.p.h.); 2, J. L. Gardener (3-litre), rec'd 2 mins., 8 mins, 52.2 secs.; 3, G. T. Walker (4½-litre), rec'd 49 secs., 9 mins, 1.6 secs. **Fastest lap:** J. Broad (4½-litre), 1 min, 25.4 secs. (67.77 m.p.h.).

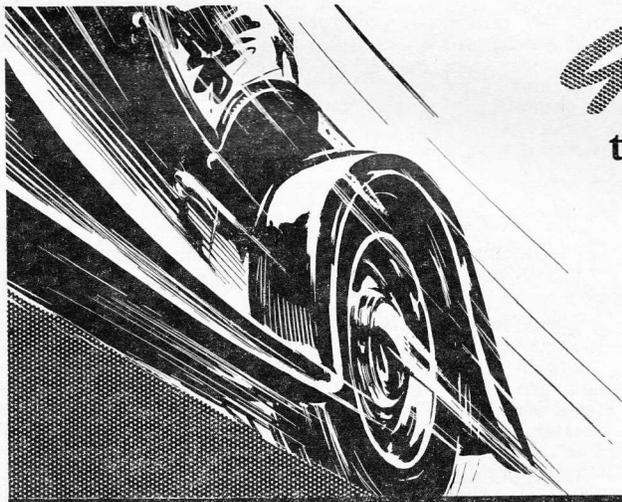
Post-Vintage Thoroughbred Handicap (5 laps): 1, L. S. Michael (4½-litre Lagonda), rec'd 1 min., 8 mins, 16.2 secs. (60.77 m.p.h.); 2, I. T. Easdale (Alfa Romeo), rec'd 47 secs., 8 mins, 18 secs.; 3, P. M. Sims (1½-litre Aston Martin), rec'd 1 min., 8 mins, 20 secs. **Fastest lap:** L. S. Richards (Riley Spl.), 1 min, 28 secs. (65.76 m.p.h.).

Vintage Handicap (5 laps): 1, R. H. B. Mason (4½-litre Bentley), rec'd 53 secs., 8 mins, 16.4 secs. (62.99 m.p.h.); 2, J. Broad (4½-litre Bentley), rec'd 26 secs., 8 mins, 23.4 secs.; 3, A. J. Hollington (4½-litre Bentley), rec'd 46 secs., 8 mins, 39 secs. **Fastest lap:** Broad, 1 min, 25.6 secs. (67.63 m.p.h.).

Lagonda Handicap 1 (5 laps): 1, R. A. Newman (3-litre), rec'd 1 min, 40 secs., 11 mins, 20.2 secs. (52.60 m.p.h.); 2, G. H. Bussey (3-litre), rec'd 1 min, 50 secs., 11 mins, 21.6 secs.; 3, A. H. Gostling (2-litre), rec'd 1 min, 50 secs., 11 mins, 31 secs. **Fastest lap:** Michael (4½-litre), 1 min, 32 secs. (62.92 m.p.h.).

Lagonda Handicap 2 (5 laps): 1, F. Smith (3-litre), rec'd 1 min, 30 secs., 9 mins, 12.2 secs. (55.42 m.p.h.); 2, R. S. Page (2-litre S.), rec'd 1 min, 10 secs., 9 mins, 21.6 secs.; 3, R. H. Paines (2-litre), rec'd 1 min, 55 secs., 9 mins, 24.4 secs. **Fastest lap:** D. D. Overy (4½-litre), 1 min, 35 secs. (60.92 m.p.h.).

"Any Bentley" Handicap 3 (10 laps): 1, R. H. B. Mason (4½-litre), rec'd 1 min, 30 secs., 17 mins, 26.6 secs. (63.89 m.p.h.); 2, D. McKenzie (3-litre), rec'd 2 mins, 40 secs., 17 mins, 31.2 secs.; 3, G. G. McDonald (4½-litre), scratch, 17 mins, 34 secs. **Fastest lap:** McDonald, 1 min, 20 secs. (72.36 m.p.h.).



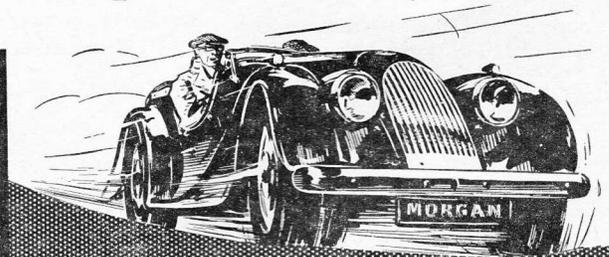
A new sloping radiator shell, faired headlamps, restyled wings and streamlined tail/petrol tank unit, give a new look to the 1954 Morgan 2-seater. The Vanguard engine, 4-speed close-ratio gearbox, special Morgan patent suspension and Girling brakes, giving lively performance and delightful handling qualities, maintain the Morgan's unsurpassed reputation with the true enthusiast.

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RAIN AND MIST AT DAVIDSTOW

THE Cornwall Motor Racing Company must surely be the unluckiest people in motor sport today, for once again adverse weather conditions were instrumental in keeping away a record crowd last Monday. Those who did brave the elements were treated to some first-class racing, without any major incidents, but at times visibility was reduced to some 400 yds. What might have been a really nasty accident occurred in Heat 1 of the unlimited sports car race, when Captain R. B. Weaver, driving an Austin-Healey, turned off the course at the South Bend, crashing through the straw bales, colliding with a marshal's car which was parked off the course and finishing right on the barrier in front of the spectators. Although the car was considerably damaged, the American driver escaped with a slight cut on the forehead.

Considerable interest was evinced in the first Cornwall appearance of George Abecassis, in the sports H.W.M. In Heat 1 of the unlimited sports car race he ran away from the field, the only other competitor to put up anything like resistance being Jerry Scali in the ex-Oscar Moore H.W.M.-Jaguar. In this heat Mike Connell, driving Boshier's XK 120C Jaguar, ran into the straw bales at Altarnun corner; although losing precious seconds, he managed to get re-started, and actually put up the fastest lap at 74.23 m.p.h.

In the 20-lap scratch race for sports cars up to 2,500 c.c., Jack Walton (Cooper-Bristol) was away first and never seriously challenged. Behind him an excellent scrap for second place went on between Tom Kyffin (Cooper-Bristol) and John Coombs, driving his Connaught-powered Lotus. For 15 laps these two could hardly be separated, but on lap 16 Coombs passed him on the straight and finished second.

Jack Walton was again first off in Heat 2 of the unlimited sports car race, closely followed by Tom Sopwith (Sphinx), who in turn was being chased by Coombs. On lap 3, Walton disappeared off the course with a broken coupling on the prop. shaft, and, unfortunately, this proved to be his last race as the differential had been damaged beyond immediate repair. Sopwith continued to motor very smoothly, holding off Coombs, with Halford (Riley Sprite) running into third position.

The race for Formula 3 cars was easily the best of the day, for a dogged battle ensued, right from the start, between Ken Tyrell and Eric Brandon, both in Coopers. This continued for 10 laps with Tyrell about three lengths ahead, but on lap 11 Brandon got his nose in front, only to be re-passed on the next lap. Farther back, Rodney Nuckey (Cooper) was steadily weaving his way through the field, and by lap 15 the three cars were within a length of one another. With four laps to go Nuckey went into the lead and maintained it to the end, putting in a lap at 73.41 m.p.h.

The classes for Formula 1 and 2 cars were merged, owing to the small entry. Rodney Nuckey, driving Brandon's Cooper-Bristol, got away to a good start and led the field for 16 laps, when the disappearance of his oil pressure put him out. Coombs (Lotus) then took over and had a rare scrap with Kyffin over the remaining few laps. In third place was R. Gibson (Cooper-Bristol), who had been driving very consistently.

The final of the sports car race was another triumph for Abecassis, while Sopwith had not the necessary power to get in front. Hard on Sopwith's tail was Scali, who was motoring his H.W.M.-Jaguar to the limit. Abecassis put in the fastest lap of the day in this

race at 77.69 m.p.h. only 3 m.p.h. outside the course record.

In the special race for sports cars up to 1,300 c.c. Ashley Cleave's well-known Morris Special led for three laps, with Austin Nurse (Lotus) sitting on the tail. Next time round, Nurse was in front, and remained there until his supercharger packed up on the 18th lap. Third place was held by S. J. Broad (Lotus), who had put up B.T.D. at Trengwainton on the previous Saturday. After Nurse's retirement Broad moved up behind Cleave and Sir Thomas Beevor (M.G. TC) followed in third place.

The final race of the meeting was a 20-lap handicap to *formule libre*, and 21 cars faced the starter. As is usual in races of this kind, it is always difficult for the onlooker to guess who is leading at any given moment, but when the chequered flag fell, J. Rolls, driving Kyffin's sports Cooper-Bristol, emerged as the winner with Halford second, and H. S. F. Hay (Bentley), third.

J. MARTIN-LEWIS.

Sports Cars, unlimited, Heat 1: 1, G. Abecassis (H.W.M.), 71.84 m.p.h.; 2, G. S. Scali (H.W.M.-Jaguar); 3, J. G. Hogg (Jaguar XK 120). **Fastest lap:** M. Connell (Jaguar XK 120), 74.23 m.p.h.

Heat 2: 1, T. Sopwith (Sphinx), 73.90 m.p.h.; 2, J. Coombs (Lotus); 3, B. H. Halford (Riley). **Fastest lap:** Walton (Cooper-Bristol), 76.27 m.p.h.

Final: 1, G. Abecassis, 76.21 m.p.h.; 2, T. Sopwith; 3, G. S. Scali. **Fastest lap:** Abecassis, 77.69 m.p.h.

Formula 3 Race: 1, R. Nuckey (Cooper), 70.39 m.p.h.; 2, R. K. Tyrell (Cooper); 3, E. Brandon (Cooper). **Fastest lap:** Nuckey, 73.41 m.p.h.

Formulas 1 and 2: 1, J. Coombs (Lotus), 72.65 m.p.h.; 2, T. T. Kyffin (Cooper-Bristol); 3, R. Gibson (Cooper-Bristol). **Fastest lap:** Nuckey (Cooper-Bristol) and Coombs, 74.73 m.p.h.

Sports Cars up to 1,300 c.c.: 1, W. A. Cleave (Morris Special), 63.20 m.p.h.; 2, S. J. Broad (Lotus); 3, Sir T. Beevor (M.G. TC).

Sports Cars up to 2,500 c.c.: 1, J. H. Walton (Cooper-Bristol), 71.58 m.p.h.; 2, J. Coombs (Lotus); 3, T. Kyffin (Cooper-Bristol). **Fastest lap:** Walton, 74.23 m.p.h.

Correspondence—continued

Who is She?

I AM a Merchant Navy Officer and wish to thank you for a very fine magazine which covers all aspects of motoring sport and is absolutely chockfull of interesting literature.

There is only one grouse at the moment amongst the officers of my ship. In your very fine photos of cars of note, you always name the driver, the race, the car and all technical data. BUT—who, please, is the very chic-looking damsel in the background to Bill Spear's Ferrari on page 628 of the 14th May issue?

Yours, on behalf of six frustrated engineers.

R. H. BABINGTON.

LIVERPOOL, 2.

[Pretty girl in question is Mary Murphy, an up-and-coming starlet of Hollywood, California.—Ed.]

The C.S.M.

MAY I say how delighted I was to see the article by John Bolster concerning the pretty little C.S.M. sports car built by F. G. Nichols. This beautiful scarlet machine has repeatedly delighted me at Brands Hatch, both by its good looks and its handling. It is by far the smartest of the small cars in the sports car race, and if not one of the fastest it certainly puts up a speedy, plucky, and reliable performance. If Mr. Nichols decides to put the little car on the market in component form I personally think that they will be received with open arms by enthusiasts all over Britain.

On another topic, may I congratulate George Phillips on the excellent photographs that he procured at Rheims, both in the French Grand Prix and in the 12 Hour sports car race.

FRANCIS A. C. BARNARD.

TONBRIDGE, KENT.

Stabilizing Fins

IT is interesting to note the return of the fitting of stabilizing fins to several of the cars entered for this year's Le Mans race, notably Bristols and Jaguars.

Years ago it was the recognized thing to have them fitted to cars built for World's Land Speed Record attempts—"Blue Bird", "Golden Arrow" and the "Silver Bullet", which had two such fins. Eyston's "Thunderbolt" in its original form was "finned", but subsequently the fin was removed and greater speed obtained. The late John Cobb's Napier Railton was also finless.

Does the adding of a fin really help in any way, either in speed, road holding or general stability, or is it another example of the pendulum swinging back again?

W. E. AVORY.

SOUTH OXHEY, HERTS.

BOOK REVIEW

THE *Motor Critic* magazine, now combined with *International Motor Digest*, is an interesting monthly; the August Atlantic edition of which contains a provocative questionnaire with many American motor personalities, including Bill Callahan and Frank Kurtis, whose Kurtis Kraft chassis is "considered by Ascari, Fangio and other famed drivers as the best ever constructed".

Amongst other absorbing reading matter comes fun in "A survey on French driving"; by Art Buchwald. The book contains no automobile advertising at all. British price is 3s. 6d., and European head office is in Holland at Herderstraat 5, The Hague.

C. P.



HAVE YOU DRIVEN THE SHELL MILE?



The Shell Mile is the smoothest and liveliest distance between any two milestones. It is the most enjoyable, the least tiring, the shortest-seeming mile in the world. So it's hardly surprising that a million more Shell miles are driven every day than any other kind.

The thing that makes a Shell mile such an improvement on any ordinary mile is the new Ignition Control Additive (I·C·A) in Shell. I·C·A releases your engine's full smooth power from engine deposits that hold the power in. It prevents both pre-ignition and plug failure caused by deposits. The difference it makes is a revelation.

If you haven't yet driven the Shell mile, you're lucky in one thing at least — you have a great pleasure waiting for you.

HAVE YOU TRIED THE TWO-TANKFUL TEST?

ANGLIA-ING BY THE SEA: (Right) Paddy Newel, one of the winning team of Ford Anglia drivers, tries the pylon test at Portrush.



THE North of Ireland Motor Club's annual Car Rally, held on Saturday, 24th July, was won by Mervyn Glover (Dellow), who, being Circuit of Ireland winner, thus competes a very handsome "double" for the year. Glover's performance was comfortably in excess of the next best, that of "Doc" Keatley (Sunbeam-Talbot) and also, thanks to a major error in direction by Sammy Moore, far ahead of the next Dellow.

TWO "CIRCUITS" FOR GLOVER

Circuit of Ireland Winner Gains Premier Award in Circuit of Ulster—New Anglias Win Team Prize

Starting from Londonderry, Belfast, Kilrea, Omagh and Armagh simultaneously, the 73 starters converged on Ballygawley, Co. Tyrone, and thereafter joined common course via Fintona, Omagh, Moneymore, Toomebridge, Upperlands, Aghadowey, Limavady, Downhill and Coleraine to Portrush, where the final control and two eliminating tests were located. The total journey was one of about 175 miles.

Of the 11 eliminating tests held, none created so much havoc as No. 3 held near Downhill. This consisted of a free-wheel run down a slight incline and then, without use of brakes, stopping at a marked spot. Only two drivers succeeded in escaping penalty here, R. E. M. Humphreys (Jaguar) and J. H. McFarlane (Austin A70). Most of the remainder collected the maximum penalty of 30 marks, but some exceptions were: C. P. Austin (Austin A40), 9; S. A. Steele (Jowett Javelin), 15; "Doc" Keatley (Sunbeam-Talbot), 24; and Victor Stanfield (Austin A30), 15.

So contentious was this test that there was much talk of protests, on the grounds that there was more good luck than good driving required and that, in any case, there was nothing the driver could do about determining just where his car would stop. The only man who appeared to be really pleased about things was hard working secretary Jimmy Eaton. Then a rumour spread that the officials had decided to "wipe out" the test—but, like most rumours, that proved to be unfounded.

Portrush being a popular holiday centre, there was a crowded gallery for the two final tests. Among those who failed to reach here, however, was Gordon McNally (Dellow), who had stopped near Limavady with ignition trouble; Ted McGuire (Austin-Healey), who had wrecked his sump on an atrocious piece of road near Downhill and George Alton (Ford Anglia), who retired at Coleraine with clutch trouble.

The penultimate test consisted of a drive through five pylons, set roughly in a circle but with alternative forward and reverse movements required. To further complicate matters, after negotiating the first two pylons a complete turn—in an

anti-clockwise direction—had to be made around a barrier. It was the amount of navigational data that had to be memorized that caused most trouble—and several otherwise good performances were spoiled by errors in this respect.

Among those who did manage to sort things out correctly and speedily were Glover, Eileen Atkinson (Ford Anglia), Sammy Moore (Dellow), Hugo Wilson (M.G. Magnette), Jim Dowling (Ford Anglia), Robin McKinney (Citroën), Wilbert Todd (Ford Anglia) and Noel Wylie (Morris Minor). For most of the time the pylons remained unscathed, albeit navigated wrongly at times, then Harry Catchpole (M.G. TD) decided to alter things a little and really scattered the cans.

The final test consisted of garaging in two boxes some 50 yards apart, with reverse movements each time. Before starting, the cars were driven forward into the first "garage". This, as it transpired, led to the downfall of some aspirants, who had inadvertently left their cars in first gear. As a result, when starter Walter Clokey dropped his hand these unfortunates, instead of sliding smartly backwards out of the box, bounded forwards and, in some cases, came in contact with the "rear" of the garage, to collect a penalty of 10 marks.

One particularly enlivening moment which resulted from an error of this kind was when Mrs. Barry Stuart (Ford Special) leaped forward, checked, then stopped and looked hopefully towards Starter Clokey, hoping for a re-start. Clokey shrugged his shoulders, then glanced pointedly at the stop-watch ticking away—whereupon Mrs. Stuart set about a belated test that must have created an all-time record but for the early mistake.

Unlucky here, too, was Jim Dowling, who, undoubtedly in the running for an award, was unfortunate enough to touch one of the "strings" which marked the limits of the "garage" and so collected a penalty. Other drivers suffered by not entering the garages squarely.

In general the rally was greatly enjoyed by all who took part and the

excellent entry obtained points to its growing popularity. The major argument heard arises from the use of the free-wheel test which, even before the trial, was considered to be the vital test. Opponents of its inclusion object mainly to the inclusion of a test which is outside the control of a driver and which carries a penalty of 30 marks, pointing out that while the other tests may bring a gain or loss of a second, or even a fraction thereof, to be saddled with a deficit of 30 marks spells disaster. Yet, in fairness, winner Mervyn Glover was among those who "gained" the obnoxious penalty.

W. A. McMASTER.

(Results published in last week's issue)

B.A.R.C. RALLY

THE First Annual Summer Rally organized by the East Sussex Branch of the B.A.R.C. was held on Sunday, 25th July, starting and finishing at the Birch Hotel, Haywards Heath, and covering about 190 miles of main and secondary roads. The event attracted an entry of 37, of whom 36 started and 29 finished, and these included a contingent of five from the S.W. Centre. The road section was in three parts; for the first, competitors were routed via three controls (at each of which there was a driving test) to the Potters Heron Hotel, nr. Amptfield, Hants, where there was a lunch stop. After lunch, there followed another test and then competitors were handed an Ordnance sheet with a number of route checks marked, which competitors had to visit in order and supply evidence of so doing. This section led to another control and test at Fittleworth, from which competitors had to find their way back to the finish by means of the "straight line" navigation method. After checking in at the finish there was a final test.

Despite the event's title, weather conditions were appalling, with heavy rain falling almost continuously.

Results

Best Performance: P. C. Wadham (Triumph TR2), 7 mks. lost.

Standard Open Cars: J. D. Rumble (M.G. TF), 28.

Standard Closed Cars: R. C. Matthews (Daimler), 17.

First Class Awards: A. L. Bliault (Austin A40), 25; J. F. Thomas (Lancia), 30; J. Howeson (Austin Sheerline), 32; R. H. Mayo (S.S. 100), 33. **Second Class Awards:** W. H. Wadham (Triumph TR2), 40; Dr. M. H. Symes (Ford Zephyr), 41; W. G. F. Swayne (M.G. TD), 45. **Team Award:** Team "B"—P. C. Wadham, W. H. Wadham and Dr. K. F. Morrice (Morris Minor S).

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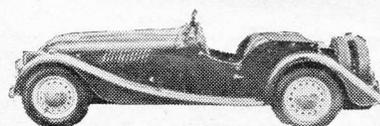
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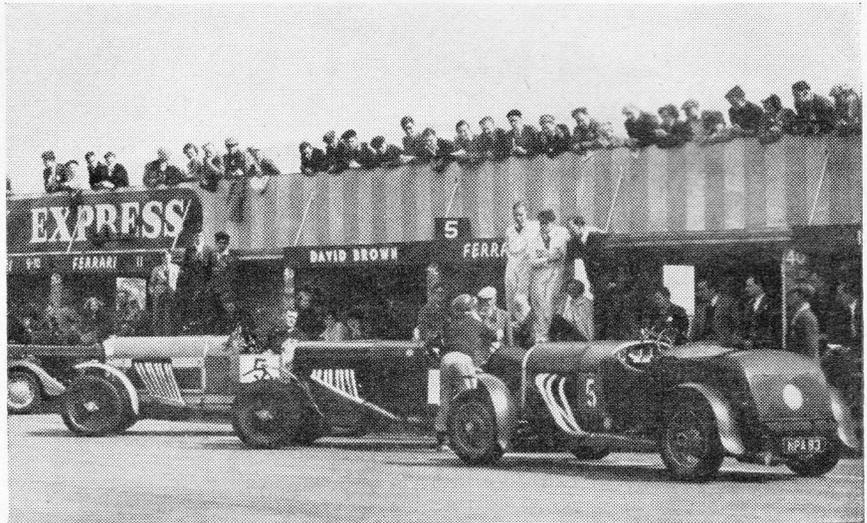
NEWS FROM THE CLUBS

By Wilson McComb

THE last time I saw R. Watling-Greenwood's R.W.G., the beautiful little 1,100 c.c. special which adds tone to every club race meeting by its concours d'élégance appearance, it was looking very much off colour after making contact with the other Greenwood's Lester-M.G. at Copse, in the first sports car race of the British G.P. meeting at Silverstone. This, of course, was on Saturday, 17th July, and the bearded Watling-Greenwood was gazing sadly at the remains on his trailer—front cowl smashed in, and the nearside front wheel rather nearer to the back wheel than is dreamt of in your philosophy, Horatio.

The next reference to the R.W.G. which I saw was contained in the results of the Maidstone and Mid-Kent club's sprint at Brands Hatch, and the reference was: *Open cars up to 1,300 c.c.*, 1, R. Watling-Greenwood (R.W.G.), 163.3 secs. That sprint was held on Sunday, 25th July, and my guess is that Mr. R. W.-G. buys his midnight oil by the five-gallon drum.

M.C.C. National Rally on 10th/13th November will be sponsored by the proprietors of Redex. There will be seven starting points for the event, competitors converging on Harrogate for an 800-mile route finishing at Hastings, where the first car is expected to arrive at about 8 a.m. on Friday, 12th November. A concours d'élégance will be held the following morning, open to other competitors besides those taking part in the rally. Regs. may be obtained soon from the M.C.C. Ltd., 76 Kinnerton Street, Knightsbridge, S.W.1. . . . **Nottingham S.C.C.** will be at Silverstone on Saturday, 14th August, for a full programme of scratch races for saloons, sports cars, F3 and *Formule Libre*. There will also be a 7-lap handicap for vintage cars, and the meeting starts at 12.30 p.m. . . . **Coventry and Warwickshire M.C.'s** "Gold and Silver Goblets" Rally will be a 150-mile event, starting on the morning of Sunday, 5th Septem-



MERRY, MERRY PIPES: Goodness only knows what "W.O." would say, left alone Pan, if he saw this strange variation of taste in exhaust pipes, evinced by the Bentley D.C. team at the A.M.O.C.'s recent Silverstone meeting.

ber; regs. from C. P. Nichols, 5 Earlsdon Avenue, Coventry. . . . **Veteran C.C.'s** Hull-to-Scarborough Rally, followed by the usual Run and a concours d'élégance, will take place on the same day, 5th September. John Campbell, 49a Whitefriargate, Hull, will close the entry list on 12th August. . . . **Alvis O.C.** events in the near future include a Southern Section concours d'élégance at Caffyn Field, Beach Road, Littlehampton, this Sunday, 8th August (details from G. Chace, 19 Pembroke Avenue, Surbiton, Surrey); the South-West Area will be meeting on 21st August at the "Horse and Groom", St. George's Road, Bristol, 1, and all Alvis owners will be welcome; on 29th August, the Midland Section will hold their prizegiving at the Gate Inn, on the Ashley/Loughborough road, from 7 p.m. onwards, and the Alvis Register will attend this function. The Southern Section's Surrey Night Rally on 17th July was won by R. E. Spain (1934 Firebird). . . . No competitive events will be run by the **Malden and D.M.C.** during August, but on 15th August there will be a social run to the coast, starting at 10.30 a.m. from Tolworth Station. . . . **Vintage S.C.C.** hill-climb at Prescott will take place on Sunday, 22nd August. Entry list has already closed, we see, but you can still enter for their Edwardian and Light Car

Rally, to be held at Cheltenham the previous day; entries to T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berks, by 11th August. Then, on 11th September, there will be the club's Goodwood Concours d'Élégance, open by invitation to members of the Aston Martin O.C., Bentley D.C., Bugatti O.C., 20 Ghost Club and Veteran C.C. Tim Carson closes the entry list on 23rd August. . . . **Plymouth M.C.'s** next fixture is the closed-to-club Allen Trophy event at the R.N.E.C. Manadon, Plymouth, on 22nd August. Then there will be the "200" Trophy Trial at Plympton on 5th September, an R.A.C. Championship and B.T.D.A. Gold Star event. Invited clubs are the Bristol M.C. and L.C.C., Taunton M.C., North Devon M.C., North Cornwall M.C., Sunbac, London M.C. and West Hants and Dorset C.C.; regs. now available from L. Fredman, 91 Eford Road, Plymouth. . . . **London M.C.** events in the near future include driving tests at Bovingdon on 15th August and an Autocross meeting, with the Sporting O.D.C., at Dunstable on 22nd August. Details of the first from D. S. Hoare, Braemar Works, Neasden Lane, N.W.10, and of the second from N. Thomas, 99 Goldhawk Road, Shepherd's Bush; W.12. . . . **East Anglian M.C.** regs. for the Clacton Rally, the B.T.D.A. Silver Star event on 24th/25th September, will be available soon from E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, Suffolk. . . . **Bentley D.C.** Firlie Hill-climb is scheduled for 5th September; regs. for this popular event can now be had from Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Berks. . . . Closed-invitation driving tests will be held at Measham on 22nd August, starting at 11 a.m., and run by the **Walsall and D.C.C.**

NORTH CORNWALL M.C. RALLY

AN excellent entry was received for the North Cornwall M.C.'s recent rally at Davidstow. First class awards were won by W. G. A. Penhale (Ford Spl.) and G. S. Edwards (Dellow). G. H. Turnbull (Jaguar XK 120), J. T. Skinner (Dellow-M.G.) and C. R. Parsons (Dellow) gained second class awards.

More News from the Clubs on page 196



(Left) Maurice Wilde kicks up the dust with his Ford Zephyr, as he proceeds to make second best time in his class at the joint B.A.R.C./Bridlington and D.M.C. Autocross meeting on 11th July.

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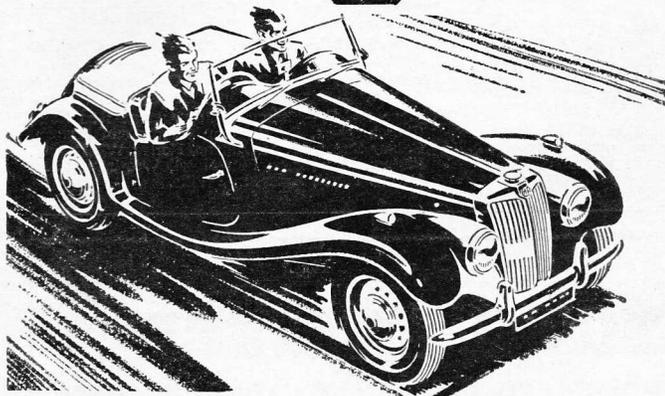


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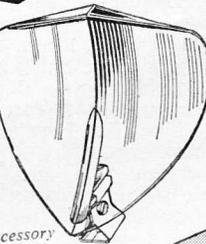
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KILMARNOCK RALLY

THE Kilmarnock Car Club held their second Afternoon Rally on Sunday, 25th July. The premier award was again won by a lady, Miss Ramsey, driving a Volkswagen.

Of the 28 entries received, a gratifying total of 26 cars lined up at the starting point on the Western Road. The route took competitors across northern Ayrshire by Moscow to Strathaven, secret checks catching only a few off their route, but all arrived safely at the Kirkland Park Hotel, Strathaven, where a timed forward and reverse driving test was held before members adjourned for afternoon tea.

For the second half of the event, the cars were sent away on some very difficult terrain, passing through part of Lanarkshire and back into Ayrshire. No incidents were recorded in this section, but later it was found than an M.G. Mulette had retired. This left 24 to take part in the timed parking tests which were held at the Hotel Redburn, Irvine. Nine entrants completed the road sections without loss of marks.

Results

Best Performance: Miss Ramsey (Volkswagen).
Runner-up: R. Morganthaler (Standard 8).
Ladies' Prize: Miss N. Rae (Ford Consul). **Best Time in Driving Tests:** G. Vaughan (Morris Minor).

SOUTHERN JOWETT EVENT

THE Southern Jowett Car Club held a field event at Tewin, Hertfordshire, on Sunday, 25th July. A comprehensive programme had been arranged, but due to the weather, however, it was only possible to hold one of the driving tests and the road regularity run. The test consisted of a timed run—in forward and then in reverse gear—along an irregularly marked course. Placings were: 1, D. E. White (Javelin), 1 min. 42½ secs.; 2, N. Brockett (Jowett 8), 1 min. 43½ secs.; 3, P. Kehl (Jowett 7), 1 min. 46½ secs. The first lady to complete the course was Mrs. T. Fletcher (Ford Anglia), 2 mins, 3 secs.

The only entrant who completed the proper course in the regularity run was H. Clarke (Javelin), and his average speed was some eight m.p.h. lower than that set for him.

It is hoped to hold the next event on Sunday, 29th August, in Hertfordshire. Full details may be obtained from the hon. secretary, C. E. Piper, 10 Orchard Avenue, Thames Ditton, Surrey.

COMING ATTRACTIONS

August 7th. International Race Meeting, Oulton Park, nr. Tarporley, Cheshire. Start, 1.30 p.m.

S.C.C.A. Race Meeting, Leckbourne A.F.B., Columbus, Ohio.

S.C.C.A. Race Meeting, Paine A.F.B., Seattle, Washington.

500 M.R.C.I. Baird Memorial Trophy Race Meeting, Kirkistown Airfield, Co. Down, N. Ireland. Start, 2.15 p.m.

Hants and Berks M.C. Hill-climb, Great Auclum, nr. Reading, Berks. Start, 2.30 p.m.

August 8th. Circuit of Senigallia, Italy.

Col Bayard Hill-climb, France.

Cimes Rally, France.

August 10th. Grand Prix of Bolivia.

G.B.C.C. LONDON-LANUEDOC-SETE RALLY

9th-18th July

Road Section—Class A (up to 1½-litres): 1, G. K. Hale (M.G. saloon), 5.7 mks. lost; 2, L. G. Oram (M.G. TD), 6.4; 3, A. J. M. Chitty (Morris Minor), 18.5; 4, G. J. Mills (Austin A40 Coupé), 20.6; 5, Mrs. L. Glasse (Ford Prefect), 25.1.
Class B (1½ to 2½-litres): 1, J. A. Ashall (Triumph TR2), 10.5; 2, R. McKibbin (Rover 60), 11.9; 3, C. L. Kinns (H.R.G. 1,500), 13; 4, A. T. Rogers (Lea-Francis Sports), 37.9; 5, W. E. Homer (Triumph Roadster), 73.7.
Class C (over 2½-litres): 1, P. W. Gough (Ford Zephyr Coupé), 7.6; 2, C. Whitley (Ford Zodiac), 12.1; 3, A. D. Bourne (Healey Sportsmobile), 12.3; 4, J. C. W. Goldthorp (Austin-Healey), 19; 5, M. G. Sowman (Allard), 34.

"The Sketch" Cup (for best overall performance): G. Keith Hale (M.G. saloon).

Coupe des Vermoutiers de France (best performance in Class C): P. W. Gough (Ford Zephyr Coupé).

Coupe d'Albi (best performance in special test, Carmaux to Albi): Miss Ann Jacobs (M.G. TD).

Team Prize: J. A. Ashall, C. L. Kinns and L. Oram.

Concours d'Élégance—Class for Cars only—Class A: Miss Ann Jacobs (M.G. TD). **Class B:** 1, J. A. Ashall (Triumph TR2); 2, R. H. McKibbin (Rover 60); 3, C. L. Kinns (H.R.G. 1,500). **Class C:** 1, P. Rawlins (Sunbeam-Talbot 90); 2, R. O. C. Mellor (Ford Zephyr); 3, P. W. Gough (Ford Zephyr Coupé).

Class for "Ensemble": 1, Mrs. W. Lynas and Ford Zodiac Convertible; 2, Mrs. A. D. Bourne and Healey Sportsmobile; 3, Miss Jo Whitley and Ford Zodiac. **Marchal Award (for best "ensemble"):** Mrs. W. Lynas and Ford Zodiac Convertible.

Coupe de l'A.C. de l'Hérault et de l'Aveyron (best-presented car in the open sports category, taking age into account): C. L. Kinns (H.R.G. 1,500).

DE LACY M.C. GYMKHANA

DESPITE a cold wind, there was a crowd of spectators at the Gymkhana held by the De Lacy Motor Club in Pontefract Park on Sunday, 25th July. There were 20 competitors, and each driver took part in six tests, the winner being the competitor with the lowest aggregate time over all tests

Results

Captain's Trophy: 1, T. R. Clapham (M.G. TC); 2, J. C. Hanson (Morris Minor); 3, H. F. McDermid (Standard 8 tourer). **Class Awards—Sports Cars:** T. R. Clapham. **Saloon Cars up to 1,500 c.c.:** J. C. Hanson. **Saloon Cars over 1,500 c.c.:** J. C. W. Wilkinson (Ford Consul).

FLEXIBILITY TRIAL

ON the evening of Thursday, 15th July, the Westmorland Motor Club held a Flexibility Trial for all types of cars and motor-cycles on a short course on the approach to Shap Fell. There was a good entry, including two specials built by local enthusiasts, and as the evening was fine and sunny a large crowd of club members attended. Winner was J. Airey (Standard) from C. Hall (Morgan) and E. Nelson (Riley). J. H. Lafone was best in the special tests with his Allard.

More News from the Clubs on page 200

CLUB FIXTURES

West Cornwall M.C.—Treasure Hunt, 6th August. Start, Penzance Promenade, 7.30 p.m.

North London M.C.—Meeting, 6th August, Cat Inn, Cat Hill, East Barnet.

Mid-Surrey A.C.—Meeting, 6th August, Queen Adelaide Hotel, Ewell.

Mid-Cheshire M.C.—Buffet supper and dance, 7th August, Fourways Club, Delamere, after Oulton Park race meeting.

Bentley D.C.—Meeting, 7th August, Elcot Park Hotel, Newbury, Berks, 7 p.m. Gymkhana, 8th August. R.A.F., Detling, Maidstone, Kent. Meetings: 10th August, Bear Hotel, Cowbridge, Glam., 7 p.m.; 11th August, King's Head, Old Bexley, Kent; 12th August, The George, Amesbury, Wilts., 7 p.m., and White Lion, Edgware, Middlesex, 6.30 p.m.

Alvis O.C. (Southern)—Concours d'Élégance, 8th August, Caffyn Field, Beach Road, Littlehampton, 2 p.m.

Surrey S.M.C.—Gymkhana, 8th August, Horley Football Ground, 2.30 p.m.

750 M.C.—Meeting, 9th August, Abbey Hotel, Stonebridge Park, N.W.10.

Lagonda Club (Northern)—Meeting, 10th August, Roe Cross Hotel, Mottram.

Northampton and D.C.C.—Extraordinary general meeting, 10th August, Sywell Aero Club, 8 p.m.

Liverpool M.C.—Meeting, 11th August, Childwall Abbey Hotel, Liverpool.

West Hants and Dorset C.C.—Meeting, 12th August, Westbourne Hotel, Bournemouth.

Vintage S.C.C.—Meetings, 12th August: Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans, Herts.; Wheatsheaf, Baslow, Derbyshire; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

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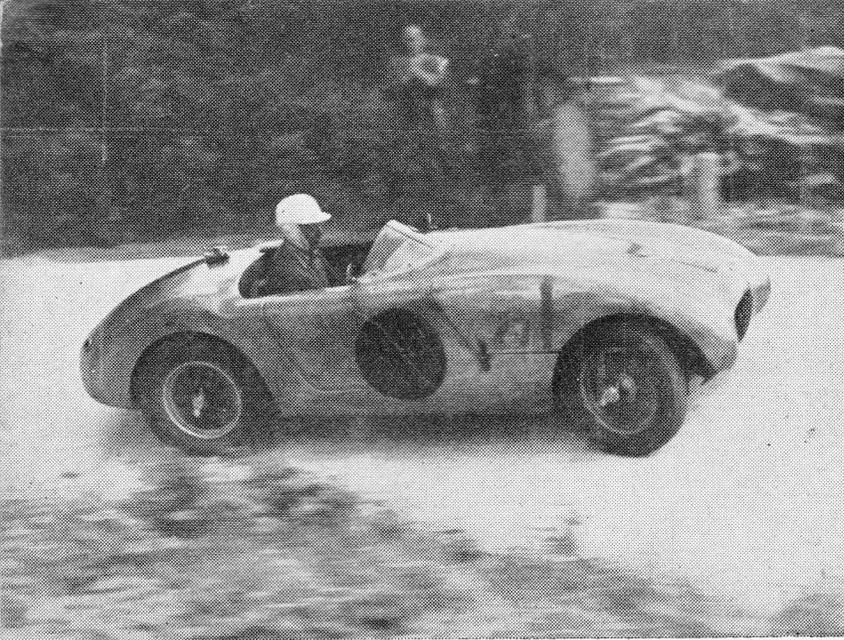
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(Left) An attractive picture of Squadron-Leader P. James climbing the Trengwainton hill in his nicely-bodied H.R.G.

BROAD BEST AT TRENGWAINTON

THE West Cornwall Motor Club are again to be congratulated for the excellent organization of their hill-climb on 31st July, and it is pleasant to record that the Clerk of the Weather for once co-operated to the full. Not one drop of rain fell during the meeting, a most unusual occurrence in South-West Cornwall.

David Watts, the present record-holder, was not an entrant for this meeting, and the chief topic of conversation in the paddock was whether Ashley Cleave, with his fleet Morris Special, could at last achieve his ambition of capturing the record and B.T.D. During practice it was announced that he had climbed in the phenomenal time of 23.91 secs., some 1.66 secs. better than

Watts. Naturally, everyone present was amazed, as it was thought that the limit for the hill had just about been reached, and whilst not disputing the accuracy of the timekeepers, one must point out that during competitive runs, Cleave was nearly 3 secs. slower.

Nostalgic memories were awakened for many local enthusiasts, and especially for your scribe, by the reappearance at the hill of the famous ex-Newton H.R.G. now owned by John West, and in its new garb of dark green in place of the flaming red of yesteryear. Ranged alongside it in the paddock was another old favourite in the shape of Dennis Scobey's old H.R.G., now resplendent in a new coat of cream. These two cars have done battle on many occasions.

S. T. Broad, a young driver from Launceston, put up a magnificent performance in his Lotus-M.G., for after being dogged by plug trouble in the early stages, he made a first-class climb on his last run in the Open Championship to snatch victory from Cleave by only 0.03 sec. Broad told me that he and a few friends had built the car themselves with facilities offered to them by his employer, a local garage-owner.

How to handle a car not entirely suitable for this type of hill was ably demonstrated by John Moore in his Morgan coupé, with four excellent runs all under 28 secs. He won the class for sports cars up to 2,000 c.c. and came third in the Open Championship, beating "Doc" Hardman (Dellow S) by 0.01 sec. John Buncombe (Jaguar XK 120) drove consistently all through, but suffered from terrific wheelspin on the hairpins, blue smoke emanating from the tyres.

In the ladies' class there were only three entrants: Mrs. Mayne (Fanifold Special), Mrs. N. Parsons (Dellow) and Mrs. D. M. Osborne, driving her husband's Triumph TR2. Victory went to the last-named, who put up her best time in the final run, beating Mrs. Mayne by 0.40 sec.

J. MARTIN-LEWIS.

Results

Sports Cars up to 750 c.c.: C. T. Lawrence (M.G.), 33.07 secs. **Up to 1,300 c.c.:** 1, W. A. Cleave (Morris Spl.), 26.77; 2, P. S. Banbury (B.R.M.), 27.90; 3, J. T. Skinner (Dellow-M.G.), 27.92. **Up to 2,000 c.c.:** 1, J. Moore (Morgan), 27.46; 2, C. R. Hardman (Dellow S), 27.47; 3, W. H. Osborne (Triumph TR2), 27.60. **Over 2,000 c.c.:** 1, B. T. Jenkins (Healey Silverstone), 27.84; 2, J. Buncombe (Jaguar XK 120), 27.97; 3, B. S. Gordon (Allard), 28.96.

Open Championship: 1, S. T. Broad (Lotus-M.G.), 26.64, **B.T.D.:** 2, W. A. Cleave (Morris Spl.), 26.67; 3, J. Moore (Morgan), 27.30.

Pascoe Cup for B.T.D.: S. T. Broad. **Laird-Lewis Memorial Trophy (Best Aggregate):** W. A. Cleave. **Ladies' Prize:** Mrs. D. M. Osborne (Triumph TR2).

Classified Advertisements—continued

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