

# AUTOSPORT

AUGUST 20, 1954

1/6

EVERY FRIDAY

Vol. 9 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY



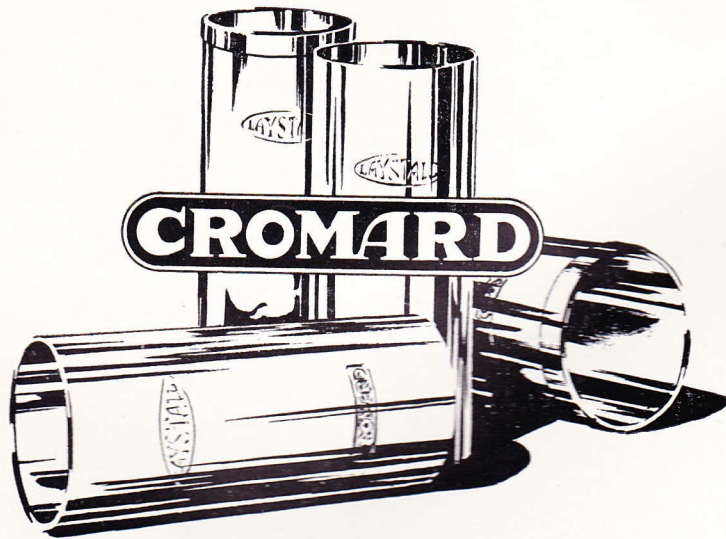
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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 8

August 20, 1954

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**NOTICES**

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## EDITORIAL

FOUR TO-DAY! . . . .

THIS issue marks the fourth anniversary of AUTOSPORT. On its inception, there were many people who stated openly that interest in motoring sport was hardly sufficient to sustain a weekly journal devoted entirely to its activities. Since then, the magazine has grown in popularity to such an extent that it is recognized not only as "Britain's Motor Sporting Weekly", but also as an International authority on all branches of the Sport. Its views are extensively quoted in the columns of the world's press, and it appears to be very widely read in the U.S.A., where the circulation increases with every issue. We, on this magazine, are extremely proud of our reputation for fair comment, and the avoidance of anything in the nature of "hanging out dirty linen". Admittedly we do not hesitate to offer criticism—mainly of a constructive nature—where such criticism may be said to be of general interest, and not merely ill-humoured carping to satisfy a few hot-heads.

AUTOSPORT wishes to thank sincerely the many genuine enthusiasts who have taken it regularly since the first number, and to welcome the new readers who, we trust, will find in its pages a complete and up-to-date picture of the fascinating sport of motoring. Our great hope is that this country will soon be able to compete as successfully in full-scale Grand Prix racing as it does in Formula 3 and sports car events.

\* \* \*

THE "1,000 KILOMETRES" . . . .

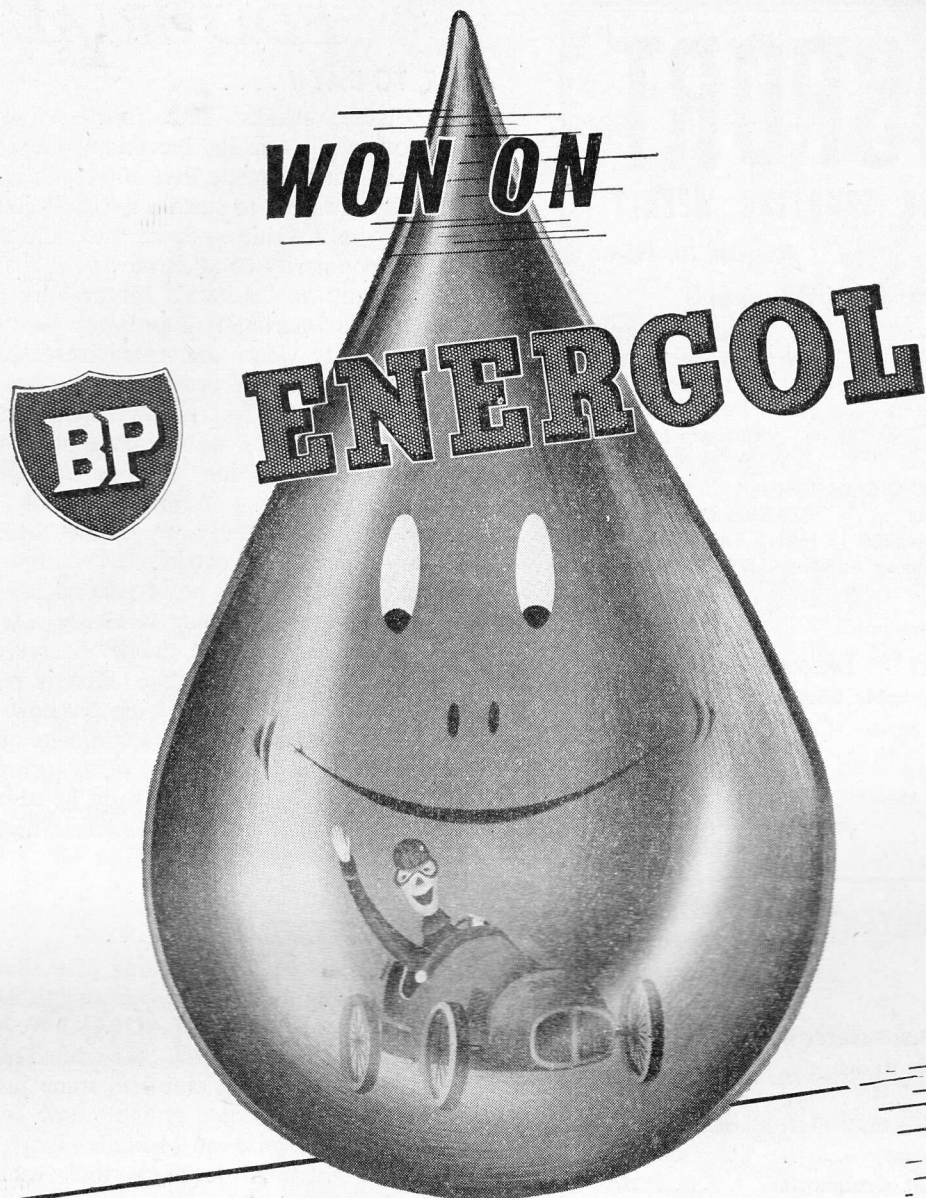
THERE appears to be something of a shindy owing to the cancellation of the Nürburgring 1,000 Kilometres Sports Car race, and the ADAC have been openly attacked in the Italian press. Nevertheless, AUTOSPORT feels that the organizing club had some justification for this step. They are not a philanthropic concern, and it was only the promise of Mercedes-Benz participation that caused them to organize the event. However, Daimler-Benz A.G. then withdrew, owing to commitments in Grands Prix, and the organizers reluctantly came to the conclusion that it would be courting financial disaster to run the race without the silver cars. It was hard luck on Lancia and others, but as last year's event was scarcely a financial success, the ADAC can hardly be blamed for refusing to take the risk of staging a long-distance race without adequate representation from Mercedes-Benz. As every organizer of a major race realizes, the prospects of a successful meeting can mainly be judged by advance booking. So soon as it became known that Mercedes-Benz would not appear, applications for tickets fell off to such a degree that the ADAC had no option but to cancel the event—even if it did count towards the World's Sports Car Championship!

**OUR COVER PICTURE**

AMERICAN SHELSLEY: Erwin Goldschmidt (4.5 Ferrari) setting up a new record of 1 min. 1.26 secs., during the recent Giants' Despair Hill-Climb.

(Photograph by Ruth Sands Bentley)





**SNETTERTON**  
 W.E.C.C. INTERNATIONAL MEETING  
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**1st FERRARI THIN WALL SPECIAL**  
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# PIT & PADDOCK

WITH no hope yet of a drive in the G.P. Lancia, there is a possibility that Alberto Ascari will return to the wheel of a Ferrari for the Swiss G.P.

PRIOR to cancellation of the Nürburgring 1,000 kms. race, Alberto Ascari turned a training lap of the circuit in the new 3.8-litre sports Lancia in 9 mins. 52 secs., an average of 138.71 k.p.h. (86.19 m.p.h.). This is faster than Karl Kling's fastest lap in the G.P. of Europe with a Grand Prix Mercedes-Benz, and faster than Lang's 1939 lap record with a blown 3-litre. Not so fast, however, as Fangio's 1954 practice lap in 9 mins. 50.1 secs. (86.44 m.p.h.), but a shattering speed for a sports car, nonetheless.

KEN WHARTON will drive Erwin Goldschmidt's 5.4-litre Kieft-Chrysler in the International Shelsley Walsh hill-climb on 29th August, before the car is shipped to the U.S.A.

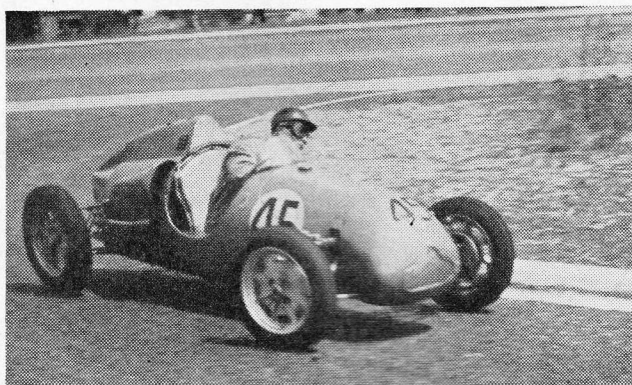
THIS year's Australian G.P., which goes from circuit to circuit rather like the G.P. of Europe does, will be run at Southport, Queensland, on 7th November.

TALKING of Australia, Jack Brabham has been doing very well with his Cooper-Bristol in recent events out there. At Parramatta Park in mid-June he won both his races and broke Stan Jones's old record with the Maybach Spl., and at Mount Druitt he took three "firsts" and clipped 2 secs. off his own lap record.

INTERESTING new American magazine, *Sports Illustrated*, published by Time Inc., includes motoring sport in its make-up. Production is superb, and full use is made of colour photography.

TWO famous U.S. marques, Packard and Studebaker, are merging to form the Studebaker-Packard Corporation. With Hudson and Nash combined last April, and Kaiser-Frazer and Willys the April before, there are now no large "independents" in the U.S. automobile industry. Packards plan an all-new V8 model.

**STILL GOING STRONG:** An early Cooper 500, ex-John Cooper, ex-Brise Cooper, now raced by Y. Dardenne of the Association Belge des Racers, here winning the Mons G.P. on 11th July from Borreman's Effyh.

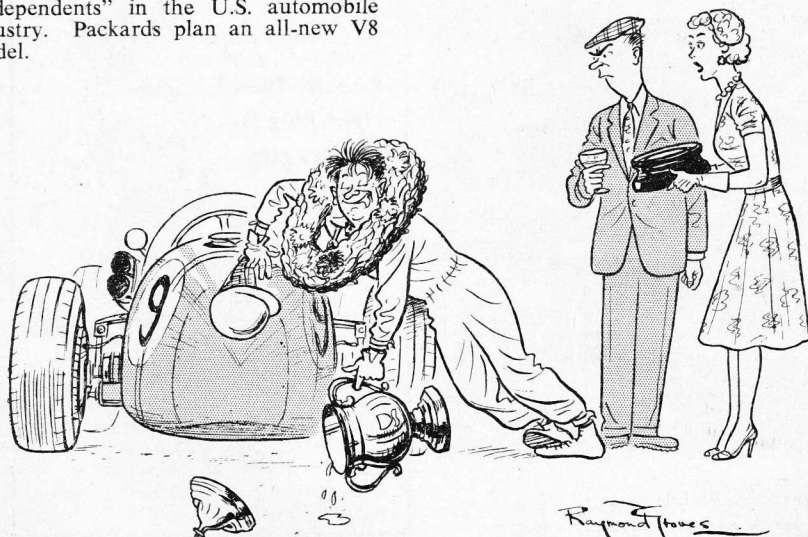


JEAN BEHRA recently passed his driving test in France—for heavy commercial vehicles!

THE Triumph Sports Owners' Association has been formed by Triumphs to keep owners informed of technical developments of the TR2. Yearly subscription is 5s., which includes car badge and handbook.



**"COCKLES AND CHAMPAGNE"**, Cecil Landeau's revue now at Piccadilly Theatre, features a witty Edwardian motoring number by John Hewer and Diana Monks.



MECCA for all model engineering fans will be the New Horticultural Hall, Westminster, from 18th to 28th August, when the annual "Model Engineer" Exhibition takes place. Opening ceremony will be performed by H.R.H. Prince Bernhard of the Netherlands, who is a keen model and motoring enthusiast.

AUSTRALIAN driver Doug Whiteford has disposed of his 4½-litre G.P. Talbot. New owner is Rex Taylor of Queensland.

MAURICE WILDE's famous white trials car was destroyed during a fire at his Halifax mills.

ASTON MARTIN O.C. have reluctantly decided to cancel the National Race Meeting which was to have been held on the same day as the Tourist Trophy (11th September).

WILLESDEN Concours d'Élégance will be held this year on 12th September, at Roundwood Park, Harlesden, one of the most beautiful settings in Greater London.

IN next week's issue will appear a road-test report by John Bolster of a 130 m.p.h. 2-litre sports racing car, made in Great Britain.

SCALEX model of the M.G. TF (30 to 1 scale), produced by Minimodels Ltd., New Lane, Havant, Hants, costs 4s. 9d. It is powered by a keyless, can't be overwound, clockwork motor.

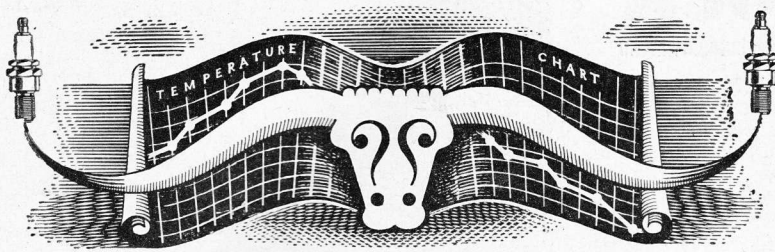
FIRST "Tour of Italy" will take place from 27th September to 6th October. Organized by the A.C. d'Italia, it will be run in seven stages, including several speed tests. Entries are open till 18th September and are 50,000 lire per car.

GREEN cover was considered for the British successes in the Zandvoort Sports Car Races last Sunday, but holiday arrangements prevented a change at short notice from the familiar "red".

ONE of Britain's biggest manufacturers is reported to be carrying out stringent tests on a new engine. A little bird whispers that it is of 1,500 c.c.—and has two overhead camshafts!!

AT least one ultra-lightweight, 2.5-litre Pegaso, is expected to run in October's Spanish Grand Prix on the Penya Rhin circuit, Barcelona.





*Your sparking plugs on the  
horns of a dilemma*

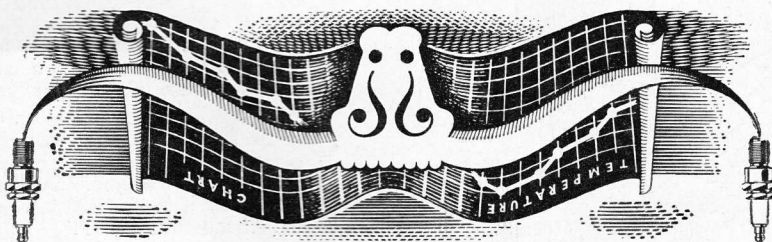
The dilemma that faces you when you choose a new set of sparking plugs is to choose plugs that will be safe from overheating on the one hand and from fouling on the other. K.L.G. will answer your problem with a plug to suit your engine *exactly*. Of all the sparking plugs commonly stocked by British garages, K.L.G. offer you the most complete range of heat values, with the smallest steps in heat value between one plug and the next.

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- 2nd** Roy Salvadori  
... MASERATI
- 3rd** C. A. S. Brooks  
FRAZER-NASH

**SPORTS CAR RACE**

**1500 c.c.**

- 1st** K. McAlpine  
CONNAUGHT
- 2nd** J. Coombs  
... LOTUS
- 3rd** J. Sears  
... LISTER-M.G.

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*MECCA FOR MERCS.: A distinguished assembly of Mercedes and Mercedes-Benz cars of all ages, outside the Solitude Castle near Stuttgart, Germany, when 38 members of the Mercedes-Benz Club rallied from Britain to the home of the famous marque.*

#### OSCA WINS MESSINA "10 HOURS"

STARTING at 10 p.m. on Saturday, 24th July, and finishing at 8 a.m. on Sunday, the 25th, the 10 Hours sports car race at Messina, Sicily, proved a notable victory for a 2-litre Osca driven by the Sgorbati brothers after the official Ferrari and Maserati entries had fallen out. Gerini made the pace with a 3-litre Ferrari shared by Cornacchia, while Maglioli and Piotti in a similar car lasted only two laps before retiring.

Gerini's lead seemed unassailable, while the Sgorbatis held off Luigi Musso's works Maserati. At the eighth hour the Ferrari led by 25 miles from the Osca and the Colocci/Meloni Ferrari, but an hour later the leaders met wretched luck, trouble forcing the Ferrari out. The Osca thereupon moved up to the lead, covering 144 laps of the 7.63 km. circuit, a total distance of 1,096.8 km., to win comfortably from the Colocci Ferrari, an 8V Fiat and Carini's Alfa Romeo.

#### RACING AT LOCKBOURNE, OHIO

How his sideboard must groan! Jim Kimberly won yet another American race with his 4½-litre Ferrari on 8th August. This time it was the 150-mile Buckeye Cup, run off at Lockbourne A.F.B., Columbus, Ohio, where he averaged a respectable 96.38 m.p.h., heading Phil Walters and E. P. Lunken, both also using Ferraris, and Sherwood Johnston (C4R Cunningham).

The Ohio Valley Cup race, over 75 miles, for production sports cars, brought 1-2-3 successes in their respective classes for Jaguar, Austin-Healey "100" and Triumph TR2.

## SPORTS-NEWS

#### THE SWISS GRAND PRIX

SUNDAY'S Berne race should prove as thrilling as any ever fought on the Bremgarten circuit, it being stage 4 of the Germany-versus-Italy battle for Grand Prix honours. Mercedes-Benz will be represented by Juan Manuel Fangio, Karl Kling and Hans Herrmann, with Herman Lang as reserve if a fourth car is not forthcoming. Both streamlined and "einsitzer" machines will be tried in practice.

Ferrari may try out the new "six", and the team will be José Froilan Gonzalez, Mike Hawthorn, Maurice Trintignant and possibly Robert Manzon. Rumours are that Alberto Ascari will have the fourth car, as he will probably be released by Lancia to take part—and has not been too happy with Maserati. Swaters and Rosier have their "private" Ferraris.

Stirling Moss is indicated as No. 1 driver for Maserati, and the coincidence of the "Ms" is carried a stage further by the inclusion of Mieres and Mantovani. Ken Wharton, Roy Salvadori, Harry Schell, Baron de Graffenried and Bira will also be Maserati-mounted.

Gordini will field a full team, but so far only Jean Behra has been nominated, although André Pilette is regarded as a certainty.

#### KIEFT PLANS

CYRIL KIEFT is entering a team of three cars for the T.T., drivers including Alan Rippon, Don Parker, D. Boshier-Jones, John Higham and D. L. R. Bridger. Apart from Rippon, all are regular Kieft F3 drivers. The cars will be the 1953 1½-litre machines, the "Fibreglass"-bodied Le Mans "1,100", and possibly the 1½-litre flat-four in the "1,100" chassis.

Bill Thomas, late of Bristols and the Arnolt Corporation, has joined the concern as designer for engine and transmission projects. Project No. 1 is a twin-o.h.c. conversion for Ford Consul, and another is a four-speed gearbox-cum-rear axle unit in an "Elektron" casing.

Ron Mead has now completed tests on the twin-o.h.c. flat-four engine, and this

now develops well over 100 b.h.p. Mead will undertake tuning and repairs on Norton engines at Cyril Kieft & Co. (Sales), Ltd., 13a Alexandra Road, Farnborough, Hants.

#### MERCEDES FOR AVUS

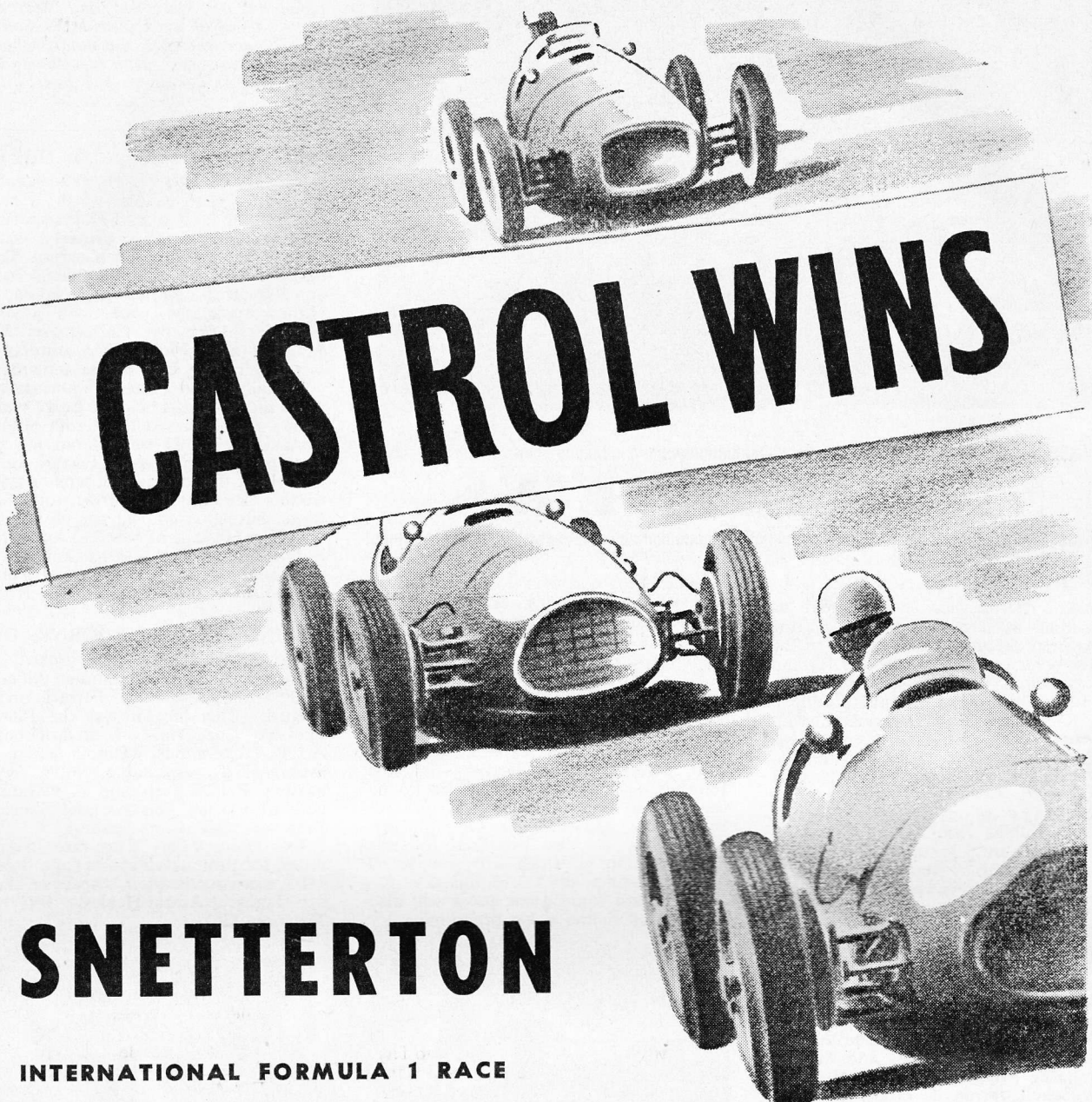
MERCEDES-BENZ will enter a team of their 2½-litre G.P. cars—all probably with streamlined bodywork—for the Formula I Grand Prix of Berlin, to be run on the 8.4 km. Avus track on 19th September. Maserati, Ferrari and Gordini entries are also promised for this race, duration of which will now be 60 laps, a distance of 313.18 miles.

Sports and touring car races will also be included in the day's programme.



*TRIUMPHANT TRIUMPH: American driver and serviceman resident in Germany, Daniel Fowler, is elated after beating the Porsches with his TR2 in the over 1,300 c.c. sports car race for amateurs, held the day preceding the G.P. of Europe at Nürburgring.*





# CASTROL WINS

## SNETTERTON

INTERNATIONAL FORMULA 1 RACE

**1**<sup>ST</sup> REG PARNELL (FERRARI)

**3**<sup>RD</sup> DON BEAUMAN (CONNAUGHT)



THE MASTERPIECE IN OILS



# MUSSO (MASERATI) WINS PESCARA G.P.

Only Three Cars Survive Distance in Italian Road Race  
—Moss Unlucky Again—Bira Loses on Last Lap

**T**HIRTEEN entries—five Ferraris, five Maseratis and three Gordinis—set off at 9 a.m. last Sunday morning to contest the Formula 1 Pescara G.P., run over 16 laps of the difficult triangular Pescara circuit, which is 15.84 miles long, starts on the Adriatic seaboard and runs inland to the heights of the Abruzzi. Of those 13 cars, only three were still running at the finish, so gruelling was the race—and all three were Maseratis.

At the start Stirling Moss, now Maserati No. 1 team driver, and with fastest practice lap to his credit, took the lead from Manzon (Ferrari), Bira (Maserati), Maglioli in a new, experimental Ferrari said to be the "answer to Mercedes", Bucci (Gordini) and Musso (Maserati). Moss led by an ever-increasing distance, while Manzon's car dropped out with severe engine maladies and Umberto Maglioli, going steadily in a none-too-effective car, was surprised to be flagged in by his pit. It transpired that his mother was seriously ill and urgently required his presence by her bedside. No reserve driver took over the Ferrari, which was withdrawn.



Stirling Moss's Continental had luck continued last Sunday, when he retired at Pescara after leading for three laps.

André Guelfi from Morocco, having his first drive in a G.P. Gordini, found it an all too exciting one, the car suddenly catching fire; braking hard, he pulled off-course and jumped, to escape with a few bruises. On lap 4, Stirling Moss's fine race came to an end, as did Taraschi's and Swaters's, both in Ferraris, all three with mechanical troubles. Bira thereupon assumed the lead in his new blue and yellow Maserati, which had shed its exhaust pipe.

Cleomar Bucci, the Argentinian, ran out of road on the 10th round, retiring his Gordini; Rosier's Ferrari had broken vital parts of its suspension, and on lap 14 Jean Behra's Gordini had clutch failure. Finally, with only a lap to go, the Maserati of Daponte also retired, leaving the three Maseratis, well spaced out, of Bira, Musso and Schell, to entertain the 100,000 spectators around the course. And on that last lap, failing brakes forced Bira into his pit for hurried adjustments, while Luigi Musso sped past to win the race. The unlucky Bira rushed back to the fray, but finished some three minutes in arrears, although the fastest lap of the race went to him at 88.48 m.p.h.

Harry Schell's older Maserati came in third, a further four minutes back, but fourth, fifth and sixth places were awarded to non-finishers Daponte, Behra and Bucci.

#### Results

1, Luigi Musso (Maserati), 255.3 miles in 2 hrs. 55 mins. 54.51 secs., 86.73 m.p.h.; 2, B. Bira (Maserati), 2 hrs. 58 mins. 51.56 secs.; 3, Harry Schell (Maserati), 3 hrs. 2 mins. 42.8 secs.; 4, Jorge Daponte (Maserati), 15 laps completed; 5, Jean Behra (Gordini), 14 laps; 6, Cleomar Bucci (Gordini), 10 laps.

**Fastest lap:** Bira, 10 mins. 46.39 secs., 88.48 m.p.h.

#### SUNDAY AT LA BAULE

**B**BRITISH entrants for the La Baule sports car G.P., to be run on a handicap basis on the 2.6 mile Escoublac circuit, are Duncan Hamilton (Jaguar), George Abecassis (H.W.M.) and Nigel Mann (Aston Martin). Continental drivers include Levegh (Talbot), Monneret, Simone and Sparken (Maseratis), Picard (Ferrari) and Pollet (Gordini). Lubin de Celis drives a 2.8-litre Pegaso.

#### INEXPERT COMMENT

**A**N article on Le Mans, from the September issue of *Road and Track*, by Corrado Millanta, not only cribbs AUTOSPORT's title "Duel in the Rain", but contains some remarkable statements. We quote:—

"... even if the Ferrari is a larger car, at least it is a production car that anyone can buy at Maranello. The Jaguars, expressly built for the 24-hour race of Le Mans, are very special cars which have, I think, nothing in common with the series car except the architecture of the engine. They are not for sale! On the other hand, it is noteworthy that the calibre of the Jaguar team drivers was lower than that of Ferrari. Even though the cars are completely different, a comparison of this year's lap times and

distance covered shows that the Jaguar could be equal of the Ferrari at Le Mans if the driver factor were equal."

"... Moss's engine was the first to feel the strain of the pace. Perhaps the hard driving of Walker, who substituted for Moss, contributed to the car's failure. . . ."

We might add that Millanta is better known in Italy as a photographer.

#### CURRAGH ROAD RACE

**T**HE entry list for the Wakefield Trophy race, which takes place on 28th August over the Curragh Circuit, Eire, was heavily over-subscribed. The following are the acceptances:—

**Alfa Romeo:** A. Powys-Lybbe. **H.W.M.-Jaguar:** G. Abecassis, A. F. O. Gaze, and one driver unnamed. **Lotus:** D. Margulies, D. A. Wilkins, C. F. C. Lindsay. **Connaught:** D. Beauman. **Jaguar:** G. Tyrer, J. A. Garvey, R. E. Berry, J. Kelly, F. E. A. Bigger, J. D. Hamilton, J. A. Keeling, W. E. T. Bradshaw, J. D. Titterton. **Cooper-Jaguar:** P. N. Whitehead. **Cooper-M.G.:** P. Jackson. **Cooper-J.A.P.:** J. L. M. Meikle. **Cooper-Bristol:** J. H. Walton. **Morgan:** A. W. Fleming. **Griffin:** S. Durbidge. **Triumph:** B. McCaldin. **H.R.G.:** C. W. E. Maunsell. **M.G.:** W. Leeper, W. D. Lacy, T. D. Lord, J. Flynn, N. Gleeson, W. D. Telford, D. F. MacKenzie. **Buckler-M.G.:** W. Park. **Vanguard Spl.:** L. Earl. **Austin-Healey:** C. B. Carter, A. Coleman. **Frazer-Nash:** R. E. Odlum. **Austin Spl.:** V. Hennessy. **Ford Spl.:** F. D. Smyth, A. R. Scott. **Alta:** T. Large. **T.R.S.:** A. Thompson. **S.A.M.:** J. H. W. Thompson. **Aston Martin:** L. Carvill. **Gordini:** R. Gallagher.

#### THREE SILVERSTONE 100-MILE RACES TOMORROW

**R**EG BICKNELL, Don Parker, Les Leston, John Cooper, Don Taylor, Charles Headland, Ivor Bueb, Ken Smith and Jim Russell are amongst a record 72 entries received by the Half-Litre Club for their sixth annual 100-Mile Race meeting, taking place tomorrow over the 1.6 mile Club circuit at Silverstone. Others amongst the many names listed are John Higham (Kieft), R. A. Anderson (Staride), Austen May (Cooper), Colin (son of "Sammy") Davis (Cooper), R. J. Barrett (Cooper), Alan Moore (J.B.S.), Tom Leigh (Cooper), Jack Moor (Wasp) and Jack Westcott (Kieft). Entries are too numerous to hold the event as one single 100-mile race, so two will be run, as last year, the fastest placemen taking the ultimate honours.

A third 100 miles race, for up to 1,500 c.c., and up to 2-litre sports cars, running concurrently, is a 1954 innovation, and two 10-lap F3 events, one for J.A.P.-engine machines, the other for amateur-built, complete the day's motor racing. First event starts at 2 p.m.

#### SPORTS CARS AT GOODWOOD

**N**INE races and 103 entries is a fair recipe for a successful B.A.R.C. Members' meeting at Goodwood tomorrow, especially if the weather comes up to Goodwood standards once again. Noteworthy in the lists are Tony Gaze (H.W.M.), Tom Sopwith (Sphinx), John Coombs (Lotus), Michael Head (Jaguar), Peter Everard (Aston Martin DB3), R. Watling-Greenwood (R.W.G.), etc. The meeting, which begins at 2 p.m., constitutes the final round in the Brooklands Memorial Trophy contest.

#### ROBERTO MIERES FOR INTERNATIONAL PRESCOTT?

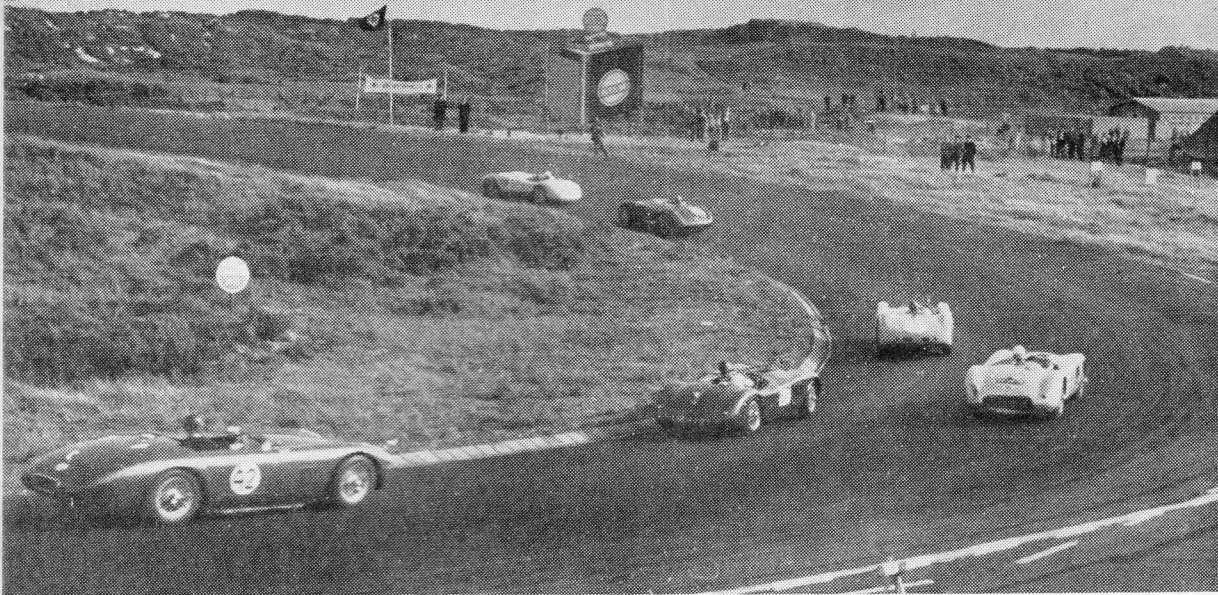
**S**UPPLEMENTARY regulations for the Bugatti O.C.'s 10th International Hill-climb at Prescott, taking place on 19th September, are available from the Secretary of the Meeting, L. J. Roy Taylor, Cherry Tree, Aston, Market Drayton, Salop. There are classes for sports and racing cars in various categories, and special awards include the Staniland Trophy (and £50) for the fastest F1 car, and the E.R.A. Jubilee Trophy, presented by A. F. Rivers-Fletcher for the fastest E.R.A. of the day. Jaguars, and perhaps also Bristol, will effect "ascents d'honneur" with their Le Mans cars, while Roberto Mieres, Argentine G.P. driver and a keen B.O.C. member, hopes to compete if he is still in Europe at the time.

The meeting constitutes the final round in the 1954 R.A.C. Hill-climb Championship of Britain, and the final round of the Bugatti Club's 500 c.c. Championship. Starting time will be 12 noon. Closing date for entries is 1st September, and entries will be strictly limited.

#### MOBIL ROAD MAPS

**A** NEW series of nine conveniently sized Mobil road maps, covering the entire British Isles, are available at 6d. per map from any Mobilgas/Mobiloil service station in the country. Maps are based on M.o.T. road numbering and zoning, with full explanation of the system on each map. Comprehensive town indexes and illustrated lists of places of interest are also featured.





**C - TYPE SET - TO :**  
 (Left) An inter-Jaguar struggle, with Laurent leading Sanderson, Carnegie, Thielens and Scott - Douglas, followed by Beauman's Aston Martin, on the turn at the foot of the Hunzerug, behind the pits.

**FLOWER - BEDECKED (Right)** Winner of the big car class Ninian Sanderson stands while the National Anthem is played to mark his victory. To the right, in shirt sleeves, is Ecurie Ecosse's David Murray.

## ECURIE ECOSSE, DON BEAUMAN AND ALAN BROWN SUCCEED AT

# ZANDVOORT

Fine Racing and Good Attendance at International Sports Car Meeting Substituting for Dutch G.P.

**A**FTER a none too successful season so far this year, David Murray's Ecurie Ecosse drove back into the motor racing picture last Sunday when two of their Jaguar XK 120Cs, in the hands of Ninian Sanderson and Sir James Scott-Douglas, were placed first and second in the International Sports Car Race at Zandvoort, run by the K.N.A.C. as a substitute for the Dutch Grand Prix, which was cancelled earlier in the year owing to the non-participation of Mercedes-Benz.

Two other notable British wins were the class victories of Donald Beauman, driving Sir Jeremy Boles's Aston Martin DB3, and Alan Brown in the 2-litre sports Cooper-Bristol with which he won the British Empire Trophy Race. So quick, indeed, was Brown, that his fastest lap was only .3 sec. slower than the fastest lap of the day recorded by Sanderson in 1 min. 53 secs., 133.58 k.p.h.

**T**HE entry was divided into four classes, up to 1,500 c.c., 1,500-2,000 c.c., 2,000-3,000 c.c., and over 3,000 c.c. The first two races were elimination heats for each class, classes A and B running together in the first, and C and D in the second, the smaller cars starting one minute after the larger in each case, the idea being to run off four heats in two races. In the two finals, both classes left the line together after a Le Mans type start.

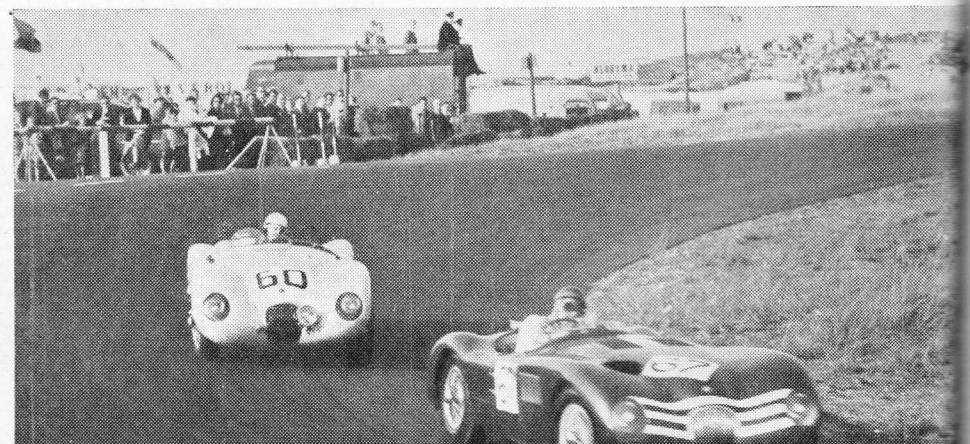
The bright, sunny weather, together with the interesting entry brought at least 25,000 people to the seaside circuit among the sand dunes, and the stands

were filling steadily with men in shirt sleeves and women in gay cotton frocks (for probably the first time this chilly summer in Northern Europe) when the flag fell at 1 p.m. for the 20 starters in the first race. In the front row of the 1,500-2,000 c.c. class were Alan Brown's Cooper-Bristol, B. Musy's Maserati, and Bob Said's new and very potent-looking Ferrari Mondial; in the second row, Barendrecht's Veritas and the Cooper-Bristol of A. P. O. Rogers, which had lapped at 2 mins. in practice. Towards the back of the grid for Class A were the three British entries of Blakely, Leonard and Margulies, the first two in Leonard-M.G.s, the latter in a Lotus-M.G. Mixed in with them were the two Osca's of Seidel and Collange, Frankenberg's works Porsche, and a strange device driven by a Dutchman named Mikkers and called a Koopmicroon. This proved to be a special of odd design, chiefly because it was powered by a Porsche engine mounted in front of the driver!

Of the progress of the race so far as it concerned the winner, it need only be said that Alan Brown led into the first corner, and slowly increasing the distance between himself and the second and third men, Musy and Rogers, led into

every other corner until the 25 laps were completed and he received the chequered flag, with the Maserati and maroon Cooper-Bristol holding their places behind him. In the under 1,500 c.c. class Seidel's Osca (entered for the previous day's Snetterton meeting) led from start to finish: von Frankenberg's Porsche held second place for more than half the race, but eventually lost its back axle, and on retiring at the pits, its position in the race was taken by Van der Lof's M.G. Special, which had already passed the other Osca, driven by M. Collange, into third place. Meanwhile, further down the field, David Blakely retired the Leonard-M.G. by the roadside on the uphill curve behind the pits, when a con-rod shot through the crankcase, scattering oil and metal over a wide area, then, three or four laps later, Leonard himself drew his car in behind Blakely's, having run out of bearings. Fifty yards down the road, while all this was going on, Mikkers was putting in some very hard work with a shovel. On the eighth lap the Koopmicroon slid off the road and embedded its front end in some particularly soft sand. Like the Rubirosa Ferrari at Le Mans, the more Mikkers dug the further the car sank, and soon the engine was so

**BELGIAN-SCOTTISH BATTLE:** The duel for second place which lasted almost the whole of the final of Classes C and D, between Sir James Scott-Douglas, here leading, and Roger Laurent, both in XK 120C Jaguars.







**DON BEAUMAN** (Above) won his class at Zandvoort, driving Sir Jeremy Boles's Aston Martin DB3.

**ALAN BROWN** (Right) won the final of classes A and B with his Cooper-Bristol, lapping faster than every over-2-litre car except Ninian Sanderson's Jaguar.

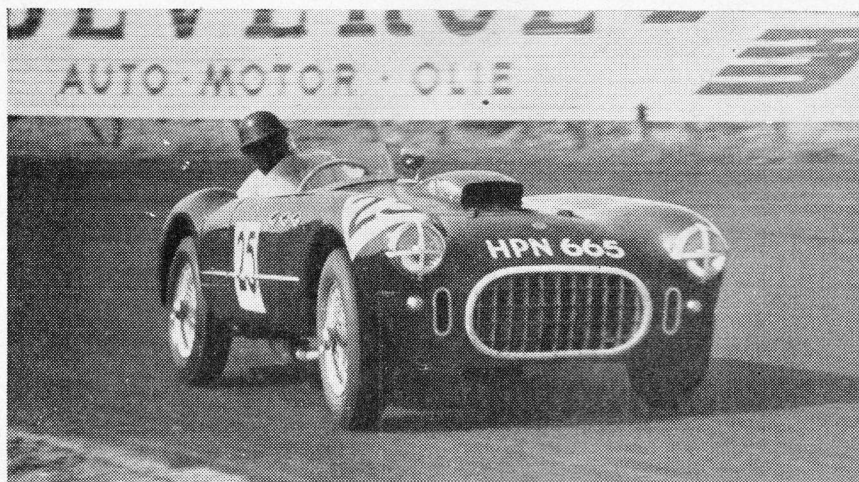


full of sand, too, it refused to start anyway. The driver kept shovelling and working on the car for at least three-quarters of an hour, but to no avail.

The second race, the elimination heat for Classes C and D (2,000-3,000 c.c. and over 3,000 c.c.), lived well up to its description, starting at a furious pace which kept going to the end, 25 laps later. Class D consisted almost entirely of C-type Jaguars. Of the 12 cars on the grid, the only odd "men" out were the H.W.M.s of Tony Gaze and George Abecassis, and Pierre Levegh's big Talbot, which in point of fact meant that the latter car was the only one not powered by the Coventry firm. The British Jaguars were in the hands of Duncan Hamilton, who had made best time in practice (1 min. 56.2 secs.), Robert Carnegie, and, of course, Ecurie Ecosse, who were represented on this occasion by Ninian Sanderson, Sir James Scott-Douglas, driving his first race for nearly three months, and Dutchman Hans

had not practised officially and was thus at the back of the grid.

At flagfall for Class D, the dozen big cars hurtled through the first bend, round the back of the pits, and up over the hill to the back of the circuit, leaving behind them the Abecassis H.W.M. which had sheared its drive-shaft no more than a hundred yards from the start. At the end of lap 1 the order was Hamilton, Laurent, Davids, Gaze. While going into the second lap Carnegie slid wildly on braking for the bend at the end of the pits straight, was neatly avoided by the pursuing covey of Jaguars, motored over the grass and drove on, having dropped about four places. Hamilton's lead was short-lived as he soon dropped out with run bearings; he was somewhat concerned about the state of his car's oil pressure before the race even started. The pace of the race held all round the circuit, and soon it was a tale of shunts, near shunts and half shunts. At the end of the sixth lap the Jaguars of van Dieten and Carnegie passed the pits with their tail-end bodywork radically altered, while the front of Davids's car showed signs of contact with something solid. The Aston Martin DB3 saloon of J. Martens stopped on the track near the pits, while the driver dived beneath the bonnet, and a couple of laps later Davids braked the ex-Ecurie Ecosse car too hard at the end of the straight. He shot off the track, motored sideways along the grass verge, demolished a string of no less than four public address loudspeakers on stout iron tripods, bounced like a ping-pong ball over a couple of sand dunes, but somehow regained the road and drove on. By lap 12, Sanderson had taken the lead, closely pursued by Laurent, with Carnegie in third place. That order soon changed, however, when Laurent, piloting the big car very neatly, caught and passed the Scotsman, and Carnegie ran out of road on the left-hander in the wood at the back of the circuit. He motored sharply sideways into a couple of trees, was catapulted out of his seat, and



Davids. Roger Laurent was at the wheel of the yellow Ecurie Francorchamps C-type which did so well at Le Mans and Rheims. The main contenders in Class C were Bos Eyssen (Ferrari 212), the attractive young Dutch woman driver, Joke Maasland, and her equally attractive Ferrari Monza 250, and Donald Beauman (Aston Martin DB3), who having arrived overnight from Snetterton,

luckily landed uninjured, though the Jaguar was too badly bent by this time to continue. Thielens twice spun his C-type through 180° on the downhill-uphill bend behind the pits, but both times accidents were averted by the alertness of those behind, and on lap 21 Davids called in at his pit, had a word with Wilkie about a very tired gearbox, and motored off very slowly in order to finish. And so it



ended, with Laurent leading Sanderson, and Levegh's Talbot in third place, just about the only undented car in the race, after a steady drive in which he slowly climbed from eighth position at the end of the first lap.

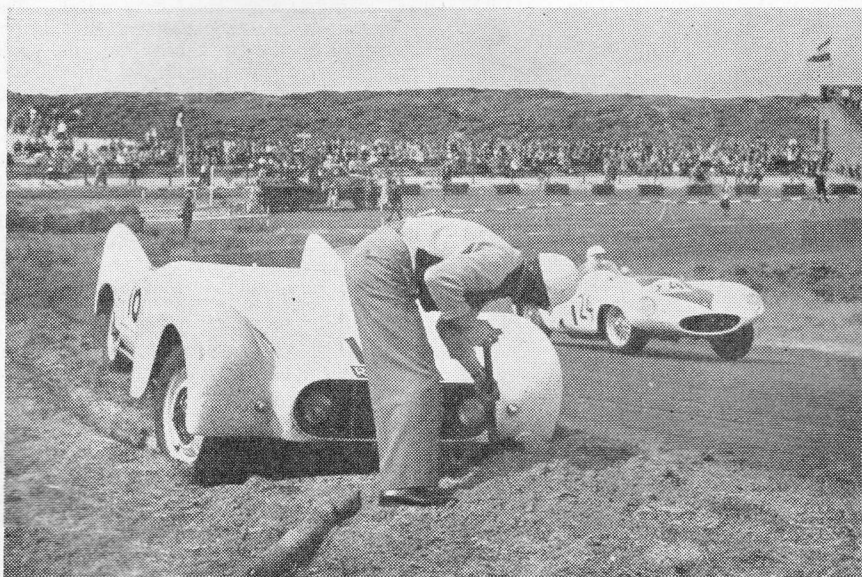
In the 2,000-3,000 c.c. class, Joke Maasland and Donald Beauman had been fighting it out, having left the opposition far behind. The lady had been driving her Ferrari very neatly indeed, and for the first half of the race, try as he would, Beauman just could not push the DB3 past, although he was never many yards behind. Then Miss Maasland spun on the bend at the end of the straight, and thereafter the final result was never in doubt for the talented and steady young British driver. The finishing order being Beauman, Maasland, Bos Eyssen.

By contrast, both the finals were comparatively uneventful, though they did have their "moments". The Le Mans start of the Class A and B final was "won" convincingly by Maurice Gatsonides, who was in his Triumph TR2 and away before some others were even



**WOW!** (Above) David Blakely hastily straps down the Leonard-M.G.'s bonnet after viewing the horrible mess caused by throwing a con. rod.

**WHEW!** (Left) Hard labour for Dutchman P. J. Mikkens, trying to dig out his Koopmicroon, which simply sank deeper. Passing is Bob Said's newly acquired Ferrari 500 Mondial.



seated, but at the end of the first lap Alan Brown had brought the Cooper-Bristol through into a lead which he increased steadily throughout the race, in a beautifully controlled drive in which he went just as fast as he could without ever overdoing it once. The only retirement was Bob Said's during the first lap, when the Ferrari Mondial lost its clutch. Of the five starters in the under 1,500 c.c. class all finished, with the two Oscas of W. Seidel and M. Collange in first and second places.

From the start of the larger cars' final race, Sanderson was determined not to lose to Laurent again, and at the end of the first lap he led the Belgian by two seconds, with Ecurie Ecosse also close behind in the shape of Sir James Scott-Douglas. This first lap saw the only serious accident of the day, which involved cars of both classes, and, unfortunately, Miss Maasland. Levegh's Talbot caught fire on the back leg of the circuit, but he managed to bring it to a stop and climb out unharmed. Following close behind, though, J. Deeley braked hard in his Austin-Healey, as did Joke Maasland. The girl's Ferrari left the road, mounted a bank and turned over, damaging itself

considerably and throwing the driver out. She was taken to hospital suffering from a broken collar-bone and extensive bruising.

This accident left Don Beauman with an even greater lead in his class than he already had, and he drove on to win handsomely from Deeley, who was a lap behind, and the only other finisher after W. Dua, who had been driving his Veritas quite terrifyingly quickly, had left the road behind the pits and rocketed bonnet-first straight into a flag marshal's straw-bale barricade, causing an explosion of straw, his immediate retreat, and the lady marshal to run at a quite improbable speed for a considerable distance.

With Sanderson comfortably in the lead of Class D, Sir James Scott-Douglas passed Laurent into second place on lap 10, and thereafter developed a heated duel for the rest of the race. Laurent was never more than five or six yards behind the Scottish baronet, but never once did Douglas put a wheel wrong, and in probably his best drive since Rheims last year, he staved off the very threatening opposition for every inch of the remaining 15 laps, making it an impressive 1-2 victory and a very wel-

come and successful return to international Continental racing for the Scottish stable.

MAXWELL BOYD.

#### Results

**Class A:** 1, W. Seidel (Osca), 51 mins, 43.3 secs., 121.63 k.p.h.; 2, M. Collange (Osca), 52 mins, 48.2 secs.; 3, D. Gast (M.G. Special), 53 mins, 18.7 secs.

**Class B:** 1, Alan Brown (Cooper-Bristol), 49 mins, 4.1 secs., 128.183 k.p.h.; 2, B. Musy (Maserati), 50 mins, 9.1 secs.; 3, K. Barendregt (Veritas), one lap behind; 4, A. P. O. Rogers (Cooper-Bristol), one lap behind; 5, H. Roosdorp (Ferrari Mondial), one lap behind.

**Class C:** 1, D. B. Beauman (Aston Martin DB3), 50 mins, 29.3 secs., 124.57 k.p.h.; 2, J. Deeley (Austin-Healey), one lap behind.

**Class D:** 1, N. Sanderson (Jaguar XK 120C), 48 mins, 25.2 secs., 129.9 k.p.h.; 2, Sir J. Scott-Douglas (Jaguar XK 120C), 48 mins, 54.8 secs., 128.63 k.p.h.; 3, R. Laurent (Jaguar XK 120C), 48 mins, 55 secs., 128.57 k.p.h.; 4, J. L. van Dieten (Jaguar XK 120C), 49 mins, 32.3 secs., 126.9 k.p.h.; 5, R. E. L. M. Thielens (Jaguar XK 120C), one lap behind.

**Fastest lap:** Ninian Sanderson (Jaguar), 1 min, 53 secs., 133.58 k.p.h.

#### \* \* \* FOURTH VIKING RALLY

NORWAY'S qualifying event for the 1954 Touring Championship of Europe, the Viking Rally, will be run for its fourth year from 10th to 13th September. Five starting points—Karlstad (Sweden), Trondheim, Bergen, Kristiansand, and Oslo, have been selected. 1,700 km. of motoring bring all routes to an undisclosed converging point, after which comes a further stage of about 1,000 km., including one or more special tests.

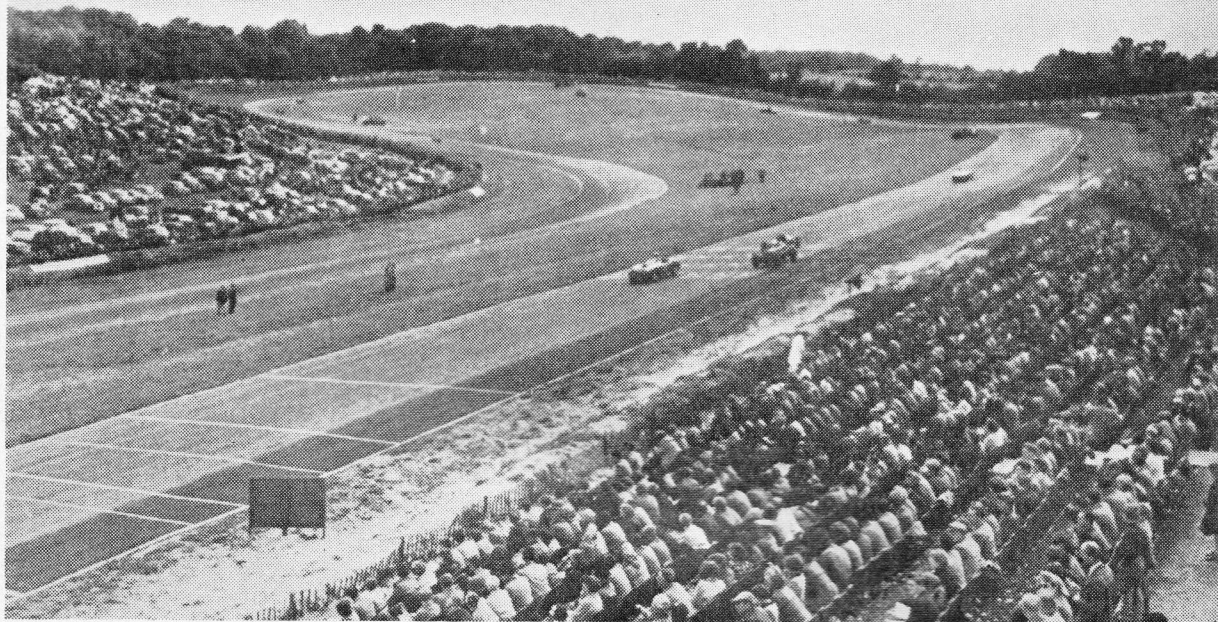
After arrival at Oslo, acceleration, braking and manoeuvrability tests will be held. Seven classes of standard cars are eligible to compete, as follows: Up to 500 c.c., 501-750 c.c., 751-1,000 c.c., 1,001-1,300 c.c., 1,301-1,600 c.c., 1,601-2,000 c.c. and over 2,000 c.c. All three previous Viking Rallies have been won by Norwegian crews, although Polensky and Schluter were runners-up to Johansson's Zephyr last year, driving a 1,100 Fiat.



★

*KIDNEY BEND and Clearways as seen from the PA commentators' box at Brands Hatch. This loop formed part of the original one-mile circuit, but the road surface has been considerably improved.*

★



## BRANDSHATCHRING

Kent's Popular Road Circuit is the Home of Formula 3 Racing in Great Britain—A Miniature Nürburgring

JUST 17 miles from the heart of London lies a real road-racing circuit. Situated near Swanley, Kent, Brands Hatch is the main H.Q. of Great Britain's 500 c.c. racing, and events are regularly organized by the Half-Litre Club. Since the original 1 mile circuit was increased by the addition of Druid's Bend and Pilgrim's Rise, races for sports cars and the bigger formulae machinery have been staged.

It is a recognized nursery for aspiring drivers who learn to "mix it" in the highly competitive form of racing to Formula 3. Also, from a spectator's point of view, no other circuit in existence can offer such facilities for watching cars on practically every part of the course—and vehicles can be conveniently parked on the slopes of what is in reality a most attractive, wooded natural arena.

Bank Holiday events see as many as 40,000 people crowding round the circuit. Close finishes are the rule rather than the exception, and it must be admitted that few events staged at Brands Hatch can be described as dull.

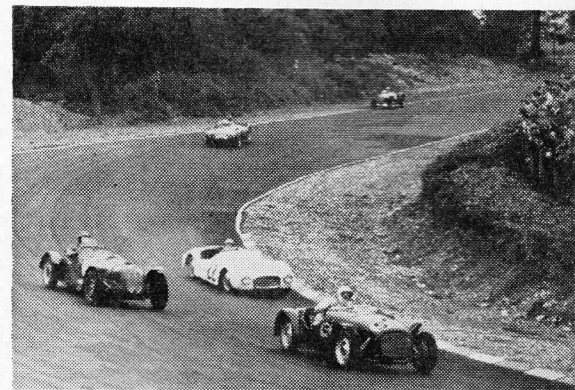
The existence of this popular little course has been of incalculable value to

500 c.c. racing men, and there is little doubt that this country's overwhelming supremacy in Formula 3 is in no small measure due to the enthusiasm and foresight of all those who were concerned in constructing the circuit.

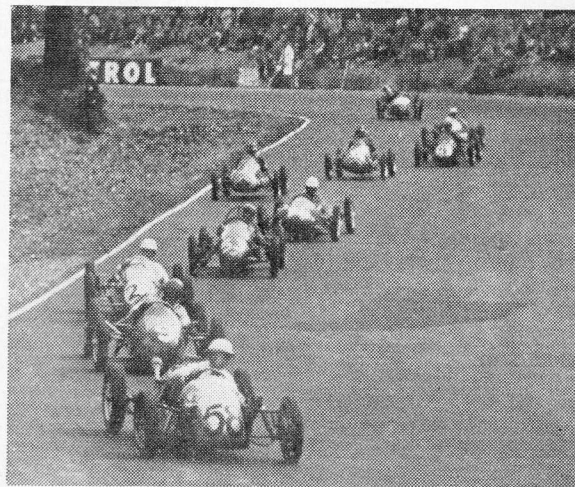
Present lap record is held by Don Beaman (2-litre Connaught), who turned the circuit in 1 min. 6 secs. (73.42 m.p.h.) at the August Bank Holiday meeting. On the same day, Alan Brown (1½-litre Connaught) secured the sports car record with 1 min. 2 secs. (72 m.p.h.), and Don Parker (Kieft) established new Formula 3 figures with 1 min. 1.6 secs. (72.47 m.p.h.).

One of Brands Hatch's most popular features is its PA commentary and this is put over by AUTOSPORT's John Bolster, assisted generally by lap-scorer Guy Templar. Timing arrangements are in the hands of General Loughborough and track manager is John Hall. The promoters intend to develop the circuit further and plan to extend it to a lap distance of 2½ miles, without losing its essential character. A covered stand seating 3,000 persons is also visualized.

G.



*SPORTS CARS during a race for 1½-litre machines coming down from Druid's Hill on part of the extension to the circuit, with Nichols's C.S.M. in the lead.*



*FORMULA 3: (Above) A bunch of 500 c.c. machines sweeping down Druid's Hill during the August Bank Holiday races.*

*EDWARDIANS: (Left) Variety is a feature of Brands Hatch. Here is the field for an Edwardian handicap, with Sir Francis Samuelson (Sizaire-Naudin), Lord Charnwood (Delage) and W. A. Hill (Hispano-Suiza) in the front row.*





JOHN BOLSTER TESTS

# TWO NEW MERCEDES-BENZ

ON the occasion of the recent British Grand Prix at Silverstone, the Mercedes-Benz team brought with them three of their latest production cars. These were a 300SL, a 220 and a 180D, of which the first named was obviously of the greatest interest to AUTOSPORT readers. I arranged to try this car, but, unfortunately it was ordered back to Germany earlier than expected, and I had to delay this exciting experience till a later date. I therefore took the opportunity to sample the other two machines, which Herr Keser very kindly placed at my disposal.

The Type 220 Mercedes-Benz is a very unusual car. It has been designed with an absolutely clear picture of its purpose in view, and as a result it exhibits some most pronounced characteristics. Briefly, it is built to transport six large people, in exceptional silence and comfort, over every sort of road surface. Because petrol is so expensive in Europe, it must have stringent fuel economy, and since Autobahn motoring may occupy much of its life, cruising speed and maximum speed must be identical.

Radical methods have been employed to achieve these results. In the first place, rigidity and light weight are secured by the basic body-chassis structure, which gains much of its strength from the carefully stressed floor pressings. The car is a large one, with a wheelbase of 9 ft. 3 ins., a front track of 4 ft 10½ ins., a rear track of 4 ft. 5 ins., and an overall length of 15 ft. 6 ins. The weight of 24½ cwt. is thus very moderate.

The front suspension is by wishbones and coil springs, with an anti-roll torsion bar. There is a re-circulating ball type of steering box, and a three-piece track rod. Telescopic dampers and auxiliary rubber springs are used. The whole of the front suspension assembly is mounted on a sub-frame, which also carries the engine. This sub-frame is elaborately insulated from the car body by rubber cushions, and virtually eliminates the transmission of road noises or engine vibration to the main structure.



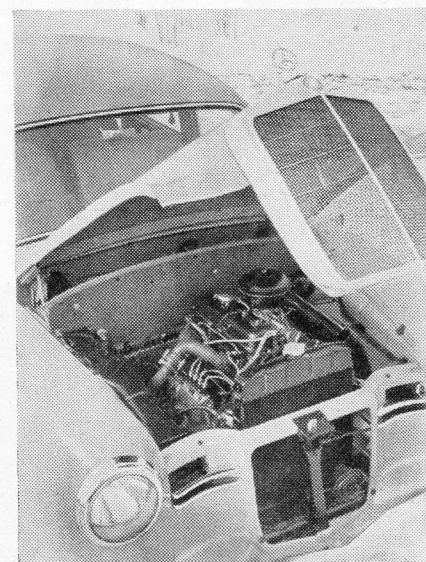
*"VERY UNUSUAL" says John Bolster of the Type 220 Mercedes-Benz, an economical six-seater saloon capable of over 90 m.p.h. in safe, smooth and silent style.*

At the rear, the suspension is also by coil springs, but a modified form of swing axle is used. The wheels are located fore and aft by long trailing arms, and laterally by what is, very roughly, a normal back axle cut in halves. The pivot point is beneath the "break", just below the differential, and there is only one universal-cum-slip joint. Once again, complete rubber insulation of the whole assembly is carried out.

The engine is a six-cylinder with a bore and stroke of 80 mm. x 72.8 mm. (2,195 c.c.). The light alloy cylinder head carries a single overhead camshaft, and the compression ratio is 7.5 to 1. The power output is 92 b.h.p. at 4,800 r.p.m., but the engine has been specifically designed for continuous use at 6,000 r.p.m. The four-speed gearbox is in unit with the engine, and is controlled by a lever on the right side of the steering column.

On the road, the "220" at once impresses by its exceptional silence and smoothness. The very elaborate rubber insulation certainly pays dividends, and this must be one of the quietest cars at present available. One sits fairly high, and the abnormally low bonnet and wide curved screen give a very broad view. In spite of the roomy body and quite small engine, the acceleration is better than would be expected, provided that the unit is allowed to turn over briskly on the indirect gears.

If the fairly frequent use of the gear lever is called for, this is no hardship. There is effective synchromesh on all



*DIESEL: (Left) The Mercedes-Benz, Type 180D with 1.7-litre four-cylinder compression ignition engine achieves 45 m.p.g. and 68 m.p.h. in effective manner. (Above) A 180D with bonnet raised, revealing the readily accessible power unit.*





four speeds, and the changes go through with ease and certainty. In keeping with the character of the car, there is virtually no gear whine. It is possible to exceed 40 m.p.h. on second gear, and one normally employs third up to 60 m.p.h., with 70 m.p.h. as an absolute maximum.

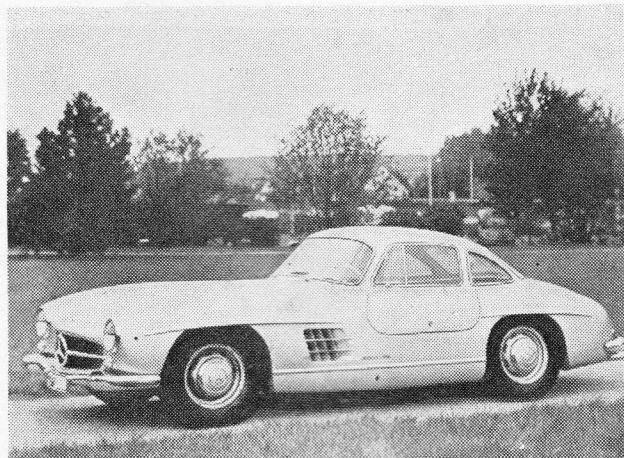
I would place the genuine speed of this car at 95 m.p.h. The engine is entirely smooth at that rate, and there is a surprising absence of wind noise. The way in which the acceleration is maintained right up the scale is something one has learned to associate with exceptionally low-drag cars. It would thus appear that, in spite of the bluff shape of the traditional radiator, the overall streamlining is efficient.

The ride is very soft, but effective damping avoids excessive float. The degree of roll is quite moderate when the car is cornered fairly fast, and the passengers have a great feeling of comfort and security under all normal conditions. If the machine is cornered at its limit, rear-end breakaway takes place. The action is then typical of what one has learned, by experience, to expect from a swing-axle layout. For those who are not familiar with the effect, I would say that the car then corners in a series of short, controlled skids; the sensation is as if the wheels were "walking". Provided that the cornering speed is kept below the actual breakaway point, the roadholding is very good, particularly on fast, bumpy curves. The steering is light, has appreciable caster, and no vices.

Braking is a problem on all-enveloping bodied cars. The Mercedes-Benz has hydraulic brakes, with two leading shoes in front, in turbo-finned drums. The pedal has a rather long travel, and the foot pressure is heavier than usual. At high speeds, one can feel some vibration when the brakes are applied hard, but they are free of fading troubles, even when used with considerable frequency and violence.

Although the Type 220 Mercedes-Benz costs just over £2,000 when imported

**THE ONE THAT GOT AWAY!** The Mercedes-Benz 300SL with 2.9-litre, fuel-injection six-cylinder engine, one of the most coveted of modern sports machines. The one Bolster was to sample was ordered back to Germany earlier than expected. Better luck next time, John!



into this country, it is not an expensive car in Germany. Nevertheless, the standard of engineering throughout, the general finish, and the upholstery, are all of the highest quality. At reasonable touring speeds, it records the excellent figure of 29 m.p.g., which is of very great interest both for home and export markets.

The other Mercedes-Benz which I tried was the Type 180D. Several readers have written asking for Diesel experiences, and so I was interested to test this car, particularly as I had just been driving a British Diesel. I do not think that the Diesel will ever become really popular in this country, but in some parts of the world there is a real demand for a 45 m.p.g. six-seater.

Except for the engine, and the slightly shorter overall length of 14 ft. 7½ ins., the general design of the 180D is broadly similar to that of the 220. There is a double bulkhead, to insulate the noisier type of power unit from the body, but nothing in the appearance distinguishes the oil-engined job from a petrol car of the same make.

The four-cylinder engine has a bore and stroke of 75 mm. x 100 mm. (1,767

c.c.). It has pushrod-operated overhead valves, and develops 43 b.h.p. at 3,200 r.p.m. on a compression ratio of 19 to 1. The kerb weight is about 23½ cwt.

There are electrical heater plugs to facilitate starting the engine, but once one has moved off, there is no special driving technique. The typical compression-ignition knock is very pronounced at idling speeds, but becomes insignificant at the higher rates, 68 m.p.h. is the maximum velocity, with just over 45 m.p.h. on third speed. The acceleration is naturally somewhat gradual, but this car, like the larger one, seems happy to cruise indefinitely at its maximum.

Compared with a well-known British Diesel, the Mercedes-Benz has a rather livelier performance but is definitely noisier when ticking over. It could not, by any stretch of the imagination, be called a high-performance machine, but it possesses adequate refinement for general utility transport or as a family hack. The Diesel is fundamentally a heavy type of engine, but the extra weight, which adversely affects the steering of some other oil-engined cars, does not interfere with the good handling qualities of the 180D.

## BOOK REVIEWS

**Title:** *The Le Mans Story.*

**Author:** Georges Fraichard.

**Translation:** Louis Klementaski.

**Size:** 6½ x 8¾ ins. 175 pp. Profusely illustrated.

**Publishers:** The Bodley Head, 28 Little Russell Street, London, W.C.1.

**Price:** 21s.

PROMINENT French journalist M. Georges Fraichard, has produced an excellent book in *The Le Mans Story*, a complete history of the world-famous 24 Hours Race. It has been well translated by Louis Klementaski, who also contributes many of the 58 photographs and wrote up the 1954 event.

The idea for the race came from M. Georges Durand of the A.C.O., who was ably assisted by M. Charles Faroux. It was first held in 1923, and was open only to normal catalogue machines. The regulations were extremely severe, and 35 cars were entered by 18 manufacturers, Voisin scratching his three machines at the last moment. There were no final placings, but, except for three retirements, all competitors qualified for Round 2 of the first triennial Rudge-Whitworth Cup. Fastest lap was put up by John Duff (Bentley) with 66.69 m.p.h. on the 10.7-mile circuit. The greatest distance (1,372.9 miles) was covered by André Lagache and René Leonard (Chenard et Walcker).

Winners of the first triennial cup were Robert Senechal/Loqueheux (Chenard et Walcker). From 1925 a biennial cup

was substituted, another Chenard et Walcker (Glaszman/de Zuniga) collecting it. In 1929 the cup went to Woolf Barnato/Henry Birkin (Bentley).

The book is full of famous names: Nuvolari, Sommer, Wimille, Davis, Kidston, Caracciola, Varzi, Seaman, Campari, Czaiakowsky, Dreyfus, Borzacchini—of pre-war days—Fangio, Ascari, Gonzalez, Hawthorn, Farina, Rolt, Hamilton, Moss and so on, of our post-war era. In fact, every great Grand Prix driver of note has driven at Le Mans from the period of its introduction.

Quite definitely a "must" for all sports car racing enthusiasts, and a mine of information.

G.

**Title:** *One Off.*

**Author:** N. T. Havart.

**Size:** 6½ x 8¾ ins. 168 pp. 23 illustrations.

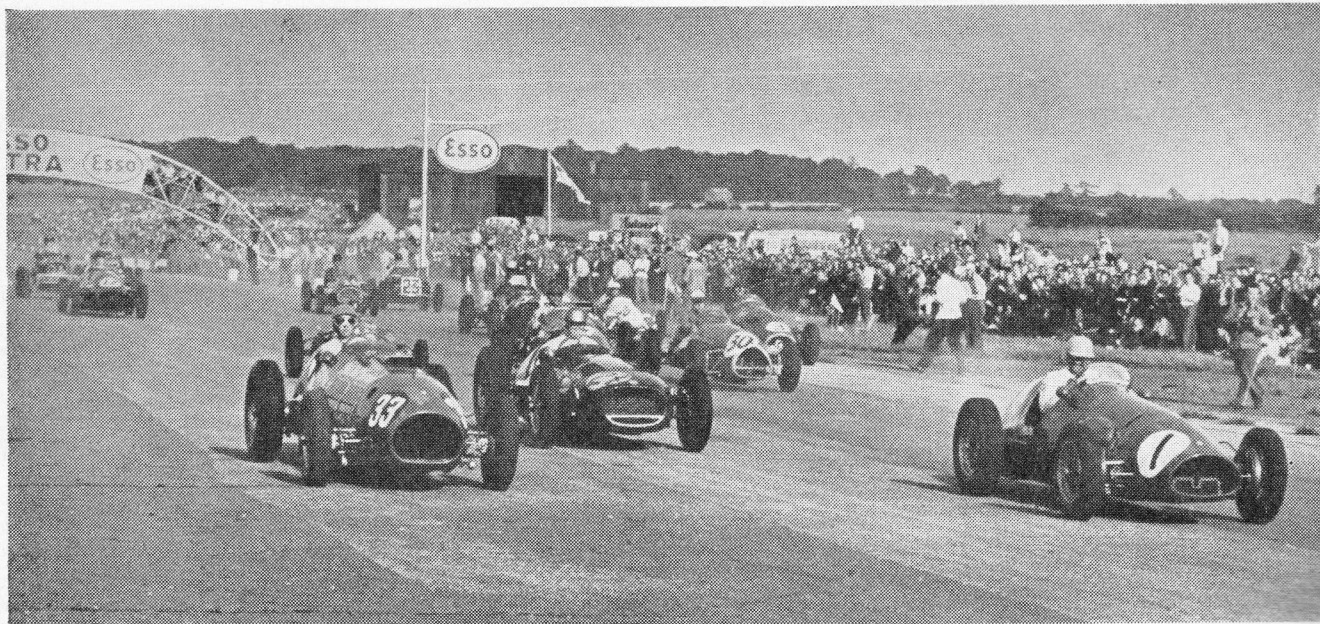
**Publishers:** G. T. Foulis & Co., Ltd., 7 Milford Lane, London, W.C.2.

**Price:** 15s.

DEALING with the building of a Ford Ten special, *One Off* is in diary form. From the account, one gathers that in addition to being a sports car addict, the author is a confirmed film fan. All the films he saw during the period of constructing his machine are listed by their titles. In between his visits to picture palaces, the author produces some helpful notes on the trials and tribulations of specials builders. The car took 320 days to complete, entailing 630 hours' work in the garage, and is a typical example of the type of machine which is seen regularly in club events.

E. B.





## SNETTERTON

**Peter Collins (Thin Wall Special) Sets New Lap Record at West Essex C.C. International Meeting: Victories for Ken McAlpine (Connaught), Archie Scott-Brown (Lister), Reg Parnell (Ferrari), Peter Whitehead (Cooper-Jaguar) and Peter Everard (Aston Martin)**

THE most remarkable feature of last Saturday's International race meeting at Snetterton, organized by the West Essex C.C., was the sunshine. This rarity brought out the biggest crowd that has ever attended the Norfolk circuit. The local folk were also mighty pleased to see "native" drivers pull off victories, Anglo-Scot Archie Scott-Brown (Lister) and Jim Russell (Cooper) being the folk in question.

Peter Collins, driving brilliantly in the Thin Wall Special Ferrari, won the *Formule Libre* race with ease, setting up a new circuit record in the process. Ron Flockhart (B.R.M.) had an adventurous run, including going off-course twice and having a couple of pit stops; however, he managed to take third place, behind Rodney (Shirt-tail) Nuckey (Cooper-Bristol). Peter Whitehead's Cooper-Jaguar found its real form, and ran away with the big sports car race. Unhappily the event was marred by a tragedy; Bury (Lancs) driver, J. W. Whewell, crashed with his XK 120 at Sear Corner, and was killed instantaneously.

Reg Parnell (Ferrari) collected the Formula 1 race, followed home by Bob Gerard (Cooper-Bristol) and Don Beaman (Connaught). The 1½-litre Connaught gained its second successive win in a 1,500 c.c. sports car race, this time in the hands of Ken McAlpine. Scott-Brown just managed to defeat Roy Salvadori's Maserati in the 2-litre category.

THE sun came out even for practice on Friday. Fastest of the smaller sports cars was the Lotus of H. B. Digby, with 2 mins. 3.8 secs.; next best was Jack Sears (Lister-M.G.) with 2 mins. 7.2 secs. Archie Scott-Brown (Lister-Bristol) headed the 2-litre section (1 min. 58 secs.).

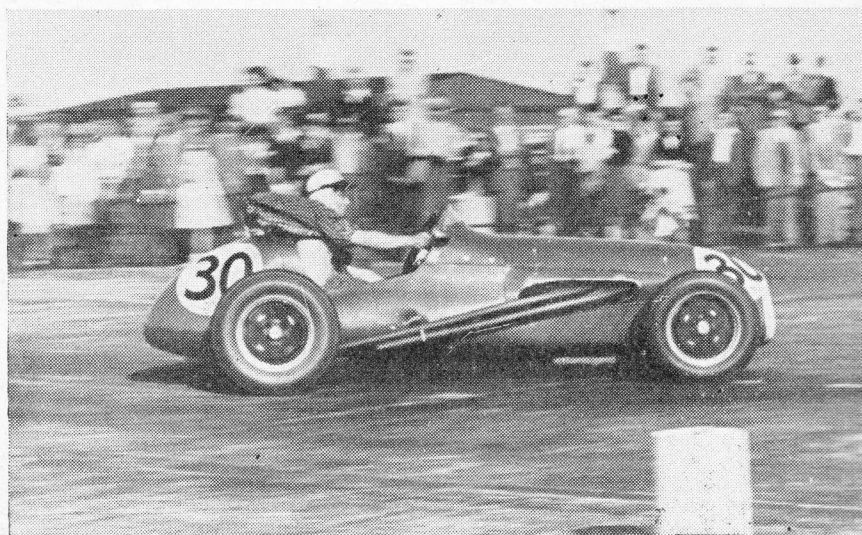
Peter Whitehead's 1 min. 55.6 secs., with the Cooper-Jaguar easily led the big sports cars, the next being Tommy Sopwith (Sphinx) with 2 mins. 1.8. secs.

Don Parker (Kieft) topped the F3 brigade with 1 min. 59.2 secs., with Jim Russell and Ivor Bueb (Coopers) not far behind. Flockhart and Collins had the track dry after some showers, and set up 1 min. 45 secs., and 1 min. 45.8 secs. respectively. Best of the Formula 1 men was Parnell, with 1 min. 50.2, but the incredible Gerard was only  $\frac{1}{4}$  secs. outside this with his 2-litre Cooper-Bristol.

Twenty-one cars faced the starter in

*FORMULE LIBRE: Reg Parnell (Ferrari) gets away well, followed by Ron Flockhart (B.R.M.) and with Peter Collins (Thin Wall Special) about to streak into the lead for Riches Corner.*

the 20-lap sports car race, for machines of up to 1,500 c.c., and 1,501-2,000 c.c. The eight non-appearances included Colin Chapman (Lotus). The smaller category evolved into a scrap featuring John Coombs (Lotus), Ken McAlpine (Connaught) and Jack Sears (Lister-M.G.). Coombs's Connaught-powered streamlined machine went like the wind, but something was seriously wrong with the carburation. After 17 laps, the car spluttered and ran out of fuel. Having made no pit arrangements for re-fuelling (who would in a 60-mile race?) the enterprising Coombs shot into the paddock, drew up alongside the Esso tanker, and re-joined the race. He had no hope of catching McAlpine, but managed to do Sears by 2½ secs. for second place. The unfortunate Michael Anthony (Lotus)



*TAIL OF A SHIRT: Rodney Nuckey (Cooper-Bristol), runner-up in the Formule Libre race, fought a losing battle with his checked shirt, and eventually exhibited his torso to an admiring multitude.*



had the most colossal of blow-ups. A valve dropped in in his M.G. engine, and everything fell apart—apparently “seven-three” is a bit much for push-rod motors! Rippon’s little Kieft “1,100” did well to finish at over 70 m.p.h.—well ahead of the Flower’s Porsche “Super”.

Salvadori’s Maserati led the 2-litre class, stalked remorselessly by the inevitable Scott-Brown, who forged ahead on the seventh lap and stayed there, despite every possible effort by his rival. The Lister-Bristol was a revelation on the corners, going round as if on rails; Salvadori pulled out all the stops, but that tantalizing green and yellow machine would not be caught. Tony Crook (Cooper-Bristol) gave up on the 13th lap with engine bothers, and C. A. S. Brooks’s T.T. Replica ‘Nash gradually outstripped Dickie Stoop’s Mille Miglia, which, in turn, built up a convincing lead over Bert Rogers’s Cooper-Bristol.

Near the end, Salvadori all but caught the Lister, but Scott-Brown displayed extraordinary acceleration out of the new “Karussel”, and streaked through

Coram’s Curve gaining all the way. During his triumphant progress, Archie lapped in 1 min. 53 secs. (85.41 m.p.h.), a cracking pace for a 2-litre. Coombs, in his Lotus, returned a startling 1 min. 56.4 secs. (83.51 m.p.h.)—faster than has been achieved with a Formula 3 machine on this circuit! Brian Lister’s face was one huge grin when he welcomed his winning driver, and he also patted Jack Sears on the back for a fine third place with the 1½-litre car.

The 20-lap F3 race produced 28 starters, with Parker, Bueb and Russell on the front row of the grid. Parker’s race was short-lived; as soon as the flag fell, the Kieft gave a jerk, and bang went something in the gearbox. The race soon settled down to a chase of Jim Russell in his red Cooper, the *Daily Telegraph* Trophy winner setting a cracking pace. Behind, Reg Bicknell (Revis) and Ivor Bueb (Cooper) duelled, the latter slip-streaming the other. Les Leston and Eric Brandon (Coopers) were also mixing it, and it was obvious that there was going to be a tremendous battle

for places.

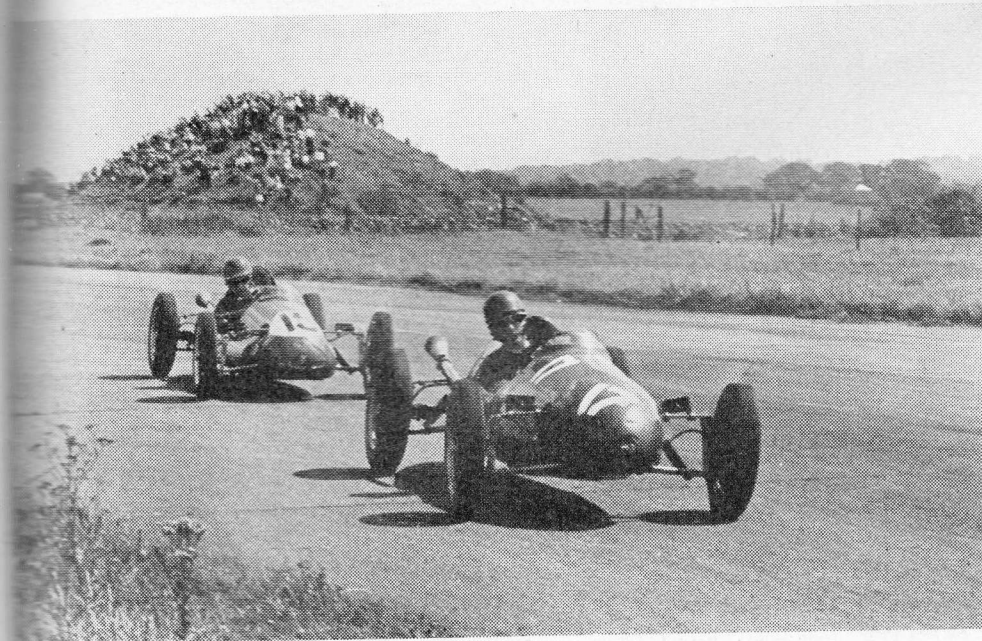
It was exciting to watch the 500s tackling the “Karussel”; the swing-axle types invariably had a tussle with their machines coming out of this tricky section. Russell was tremendously fast—and safe, and young Rob Anderson (Staride) was as quick as any, but did not seem to have the speed down the straight. For a few laps, Russell appeared to be slowing, and Bicknell and Bueb began to come closer. However, the red car soon began to whistle round as rapidly as ever, holding a lead of about 15 secs. Bueb’s fine run came to an end with a broken chain, and Leston began to close up on Bicknell, gradually drawing away from Brandon, after a neck-and-neck dice which had lasted for nearly 15 laps.

Bob Gerard retired with only three laps to go, with a sick motor; Jopp pushed his Emeryson into the pits, and took off his crash-hat. Taylor’s Staride also packed up. Russell sailed home a comfortable winner, cheered to the echo by the locals. Leston made a grand effort to catch Bicknell, and failed by a shade over 3½ secs., with Brandon fourth and Allison (Cooper) fifth.

A field of 15 faced the starter for the F1 race, noted absentees being Peter Collins (Vanwall Spl.), Roy Salvadori (Maserati) and Don Beauman (Ferrari), the last-named taking over Sir Jeremy Boles’s Connaught. This left only three 2½-litre cars, namely Parnell’s Ferrari, Whiteway’s H.W.M. and Whitehead’s Cooper-Alta.

There was a slight “kerfuffle” at Riches Corner, when Boulton’s Connaught spun and Leslie Marr’s Connaught was shunted by Brook’s H.W.M., when he took avoiding action. Marr restarted, but retired at the pits, as did Brook. Parnell soon established a considerable lead, followed by Gerard, Beauman, Whitehouse, Gould and Nuckey in that order. By the fifth lap, Parnell had already lapped Richard’s H.A.R., and from then on the red Ferrari continued to carve its way through the field.

Gerard and Beauman duelled during the opening laps, but the Cooper-Bristol gradually outstripped the Connaught. These 2-litre machines were much faster than the others, and were conducted with considerable verve. Whitehouse and Gould indulged in a spate of passing



*DUEL: (Above) Les Leston (Cooper) and Eric Brandon (Cooper) fought a race-long battle in the F3 race. Here they are entering Riches Corner.*

★

*BIG STUFF: (Right) Tommy Sopwith (Sphinx) gets away first in the large-capacity sports car race, followed by Bob Berry (XK 120), whilst the eventual winner, Peter Whitehead (Cooper-Jaguar) is just pulling out.*





with his impressive Cooper-Jaguar. He was never at any time challenged, and won as he pleased.

Behind, Tommy Sopwith (Sphinx), Bob Berry (Jaguar XK 120), Michael Head (C-type) and Mike Connell (C-type) had an almighty dice. Sopwith stopped to fix a cracked fuel filter bowl and dropped back. Head and Berry went at it hammer-and-tongs, the C-type eventually sweeping past the alloy-bodied XK 120. Peter Everard (DB3 Aston Martin) outdistanced the three Austin-Healeys, the U.S.A.F. man Weaver indulging in a spectacular spin early on. Hogg's C-type had a commanding lead over the XK 120s of Alan Rippon and J. W. Whewell. The last-named's car left the road at Sear Corner on his 13th lap, somersaulted and mortally injured the driver. This happened in full view of the horrified Connell, who was just about to lap the XK 120.

Head kept his lead over Berry to finish second, Whitehead all but lapping the two place men on his final tour. The Cooper-Jaguar turned in a lap in 1 min. 53 secs., equal to the remarkable speed of 86.02 m.p.h.

**Formule Libre**

Crashes, break-downs and blow-ups tended to decimate the field for the 40-lap *Formule Libre* race, and Collins (Thin Wall), Flockhart (B.R.M.) and Parnell (Ferrari) occupied the front row of the grid which comprised 15 cars instead of the 29 indicated in the programme.

Peter Collins made a fantastic start, and rapidly put a considerable distance between his car, Flockhart's B.R.M. and Parnell's Ferrari. Les Leston's little Cooper-J.A.P. held fourth place for one lap, then conceded it to Beauman's Connaught.

The Thin Wall circulated at an incredible pace, Flockhart being unable to get to grips with the 4½-litre car. There was something peculiarly wrong with the Owen car's brakes, and Flockhart shot off the course on lap seven, calling in at the pits for a rapid look-see at possible damage, and to fasten a loose bonnet. Parnell's Ferrari blew up with a loud explosion—possibly a broken crankshaft, whilst Leston broke a crankpin in his engine for the fourth successive race!

Beauman moved up to second place, followed by Nuckey, bets being placed as to when his shirt-tail would flap free.



"BIG BILL" WHITEHOUSE, seen at the "Karussel" with his Connaught, during his scrap with Gould in the F1 event.



VERGER!: Horace Gould cut things fine at the new "Karussel" with his Cooper-Bristol, during the Formula 1 race.

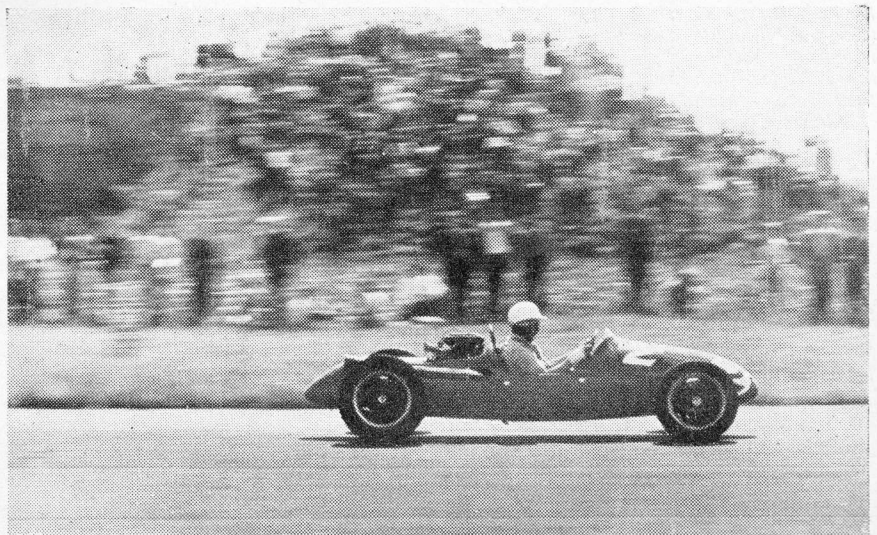
and repassing, the "Gonzalez of the West Country" being at his most hectic into the Esses and their attendant "Karussel".

Peter Whitehead was having a most uncomfortable time with his Cooper-Alta; the behaviour of the front-end was most alarming and he eventually retired. Whitehouse began to pull away from Gould, and Nuckey dropped back. With 15 laps to go, "Big Bill" heard a clonk from his transmission, and coasted in to retire. Whiteaway shot off-course and hit a marshal. Jack Fairman (Turner) and Jock Somervail (Cooper-Bristol) retired.

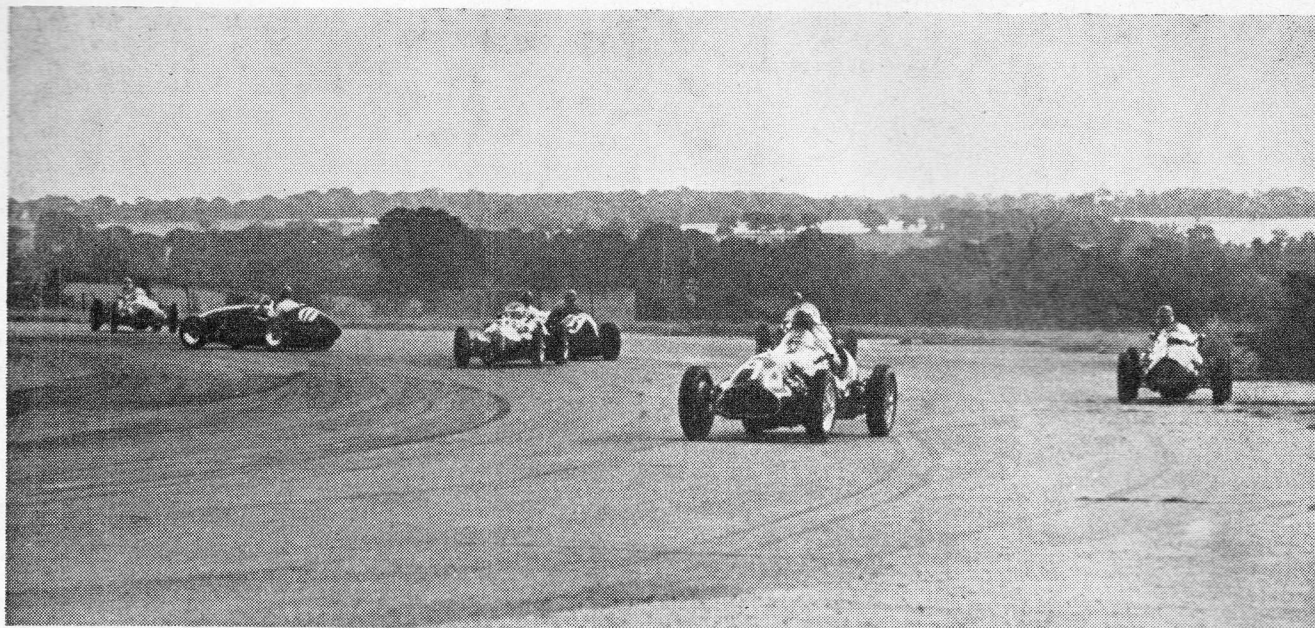
It was so easy for Parnell! Nevertheless the gallant Gerard was not being all that outpaced, and both finished up by lapping the entire field.

Peter Whitehead made up for the disappointing show with his F1 car, by running away in the big sports cars event

**NORFOLK WINNER:** Jim Russell on his way to victory in the F3 race, passing the "Anthill" with his Cooper.

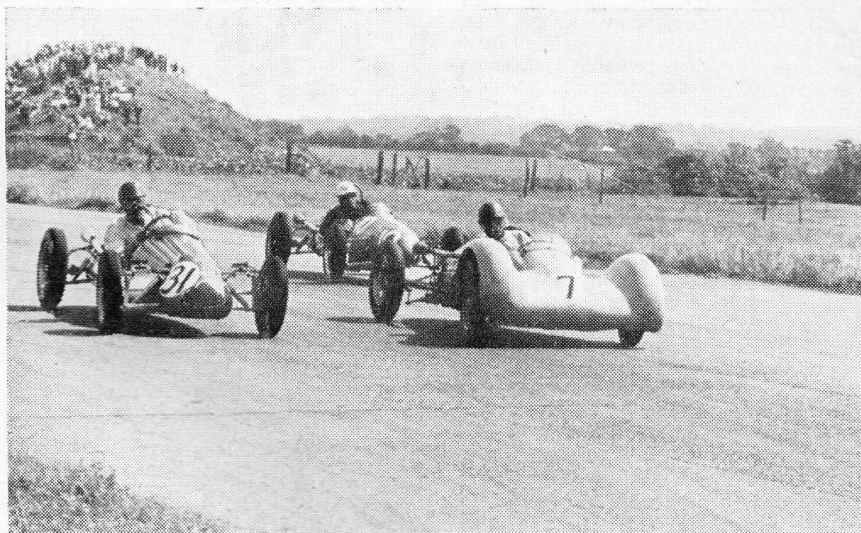






**ALL THATAWAYS:** (Above) Whilst Boulton (Connaught, 17) spins at Riches Corner, Leslie Marr (Connaught, 5) is shunted by Brook (H.W.M.). Coming through are Peter Whitehead (Cooper-Alta) and R. Gibson (Cooper-Bristol).

**THREESOME:** (Right) Reg Bicknell (Revis), with his "shadow" Ivor Bueb (Cooper), lapping Somervail's Cooper in the F3 race.



On lap 11, Beauman retired with a broken throttle link, just as Flockhart hurtled past Nuckey's flying shirt to recapture second place. Farther back Geoff Richardson's R.R.A. led Alastair Birrell's E.R.A., J. D. Lewis's E.R.A., C. D. Boulton's Connaught and J. A. Williamson's E.R.A.—the three veteran E.R.A.s cracking round in fine style.

Collins was virtually dictator of the race. On lap 18 he lapped Flockhart, and the B.R.M. immediately went straight on at Riches Corner, ending up on the grass. It was manhandled back on to the circuit, and motored round to the pits to have a cracked distributor head replaced. Nuckey's shirt was now completely free, leaving him nude from the waist upwards—still, what's a small thing like that when in second spot?

Bob Gerard, who had lost three laps early on for a pit-stop, began to come into the picture once more. Flockhart, refusing to be dismayed by his adventures, started to lap faster and faster without, of course, any hope of catching Collins who must have been becoming a trifle bored with lapping cars so many times.

The big Thin Wall roared over the line, three laps ahead of second man Nuckey, whose crash-hat was almost back-to-front to complete his *deshabille*. Flockhart's perseverance was rewarded by third place, whilst the ever-present Bob Gerard took fourth spot. Williamson won the battle of the E.R.A.s, and Edward Greenall was delighted that his Cooper-J.A.P. lasted the distance.

During his meteoric progress, Collins set a new circuit lap record of 94.37 m.p.h.

G.

**SNETTERTON RESULTS**

**Sports Cars**  
(20 laps)

**Up to 1,500 c.c.:** 1, Ken McAlpine (Connaught), 40 mins. 18 secs., 80.40 m.p.h.; 2, John Coombs (Lotus), 19 laps; 3, Jack Sears (Lister-M.G.), 19 laps; 4, Nigel Allen (Lotus), 18 laps; 5, H. C. Digby (Lotus), 17 laps.

**Fastest lap:** Coombs, 1 min. 56.4 secs., 83.51 m.p.h.

**Up to 2,000 c.c.:** 1, Archie Scott-Brown (Lister-Bristol), 39 mins. 2.6 secs., 83.01 m.p.h.; 2, Roy Salvadori (Maserati), 39 mins. 8.6 secs.; 3, C. A. S. Brooks (Frazer-Nash), 40 mins. 1.6 secs.; 4, J. R. Stoop (Frazer-Nash); 5, A. P. O. Rogers (Cooper-Bristol).

**Fastest lap:** Scott-Brown, 1 min. 53.8 secs., 85.41 m.p.h.

**2,001-3,000 c.c.:** 1, Peter Everard (Aston Martin), 19 laps, 40 mins. 44 secs., 75.56 m.p.h.; 2, D. S. Shale (Austin-Healey), 18 laps; 3, R. B. Weaver (Austin-Healey), 17 laps; 4, R. Tucker (Austin-Healey), 17 laps.

**Fastest lap:** Everard, 2 mins. 5.2 secs., 77.64 m.p.h.

**Over 3,000 c.c.:** 1, Peter Whitehead (Cooper-Jaguar), 38 mins. 50 secs., 83.44 m.p.h.; 2, Michael Head (Jaguar), 40 mins. 32.6 secs.; 3, Bob Berry (Jaguar), 40 mins. 38.6 secs.; 4, Mike Connell (Jaguar), 19 laps; 5, J. G. Hogg (Jaguar), 19 laps.

**Fastest lap:** Whitehead, 1 min. 53 secs., 86.02 m.p.h.

**Racing Cars**

**Formula 3**  
(20 laps)

1, Jim Russell (Cooper), 40 mins. 29.6 secs., 80.01 m.p.h.; 2, Reg Bicknell (Revis), 40 mins. 46 secs.; 3, Les Leston (Cooper), 40 mins. 49.4 secs.; 4, Eric Brandon (Cooper), 40 mins. 54.6 secs.; 5, C. Allison (Cooper), 41 mins. 25.6 secs.

**Fastest lap:** Russell, 1 min. 58.6 secs., 81.96 m.p.h.

**Formula 1**  
(40 laps)

1, Reg Parnell (Ferrari), 1 hr. 13 mins. 16.8 secs., 88.42 m.p.h.; 2, Bob Gerard (Cooper-Bristol), 1 hr. 14 mins. 4.8 secs.; 3, Don Beauman (Connaught), 39 laps; 4, Horace Gould (Cooper-Bristol), 39 laps; 5, Rodney Nuckey (Cooper-Bristol), 38 laps.

**Fastest lap:** Parnell, 1 min. 48.4 secs., 89.67 m.p.h.

**Formule Libre**  
(40 laps)

1, Peter Collins (4.5 Thin Wall Special Ferrari), 1 hr. 10 mins. 57.8 secs.; 2, Rodney Nuckey (2.0 Cooper-Bristol), 37 laps; 3, Ron Flockhart (B.R.M.), 36 laps; 4, Bob Gerard (Cooper-Bristol), 35 laps; 5, J. A. Williamson (E.R.A.), 33 laps; 6, Alastair Birrell (E.R.A.), 32 laps; 7, E. G. Greenall (Cooper-J.A.P.), 31 laps.

**Fastest lap:** Collins, 1 min. 43 secs., 94.37 m.p.h. *New Snetterton circuit record.*



*ONE MORE RECORD* fell to Ken Wharton last Saturday. Here he takes R4D, the famous blown 2-litre E.R.A., up Craigantlet on his record-breaking ascent.



TR2, driven by Brian McCaldin, clipped this time to 1 min. 27.5 secs. Stanley Porter brought the ex-Raymond Mays 4½-litre Invicta to the line and made a fussless ascent in 1 min. 27.4 secs. The only other climb to approach this was that by Ian Titterington (Triumph TR2) in 1 min. 29.5 secs.

On his second run McCaldin got down to 1 min. 27.3 secs., at once nullified by Porter's dash in 1 min. 26.7 secs. Ian Titterington tried hard on his second run but could not better 1 min. 28.6 secs., so the class went to the oldest car in the meeting, voted by all as a jolly fine show.

The class for non-racing up to 1,300 c.c. opened with a good climb by B. M. Martin (1,172 Denbri) in 1 min. 32.7

## WHARTON *v.* CHRISTIE AT CRAIGANTLET

And a New Record, in 1 min. 10.1 secs., for Wharton and the ex-Mays E.R.A.

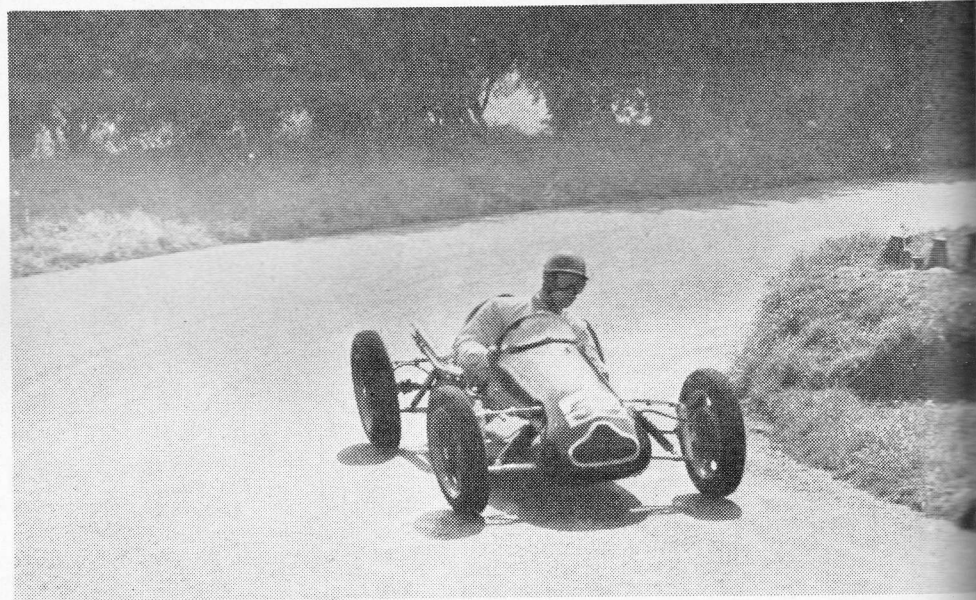
CONSIDERABLE interest was added to this year's Craigantlet hill-climb, staged by the Ulster A.C. on Saturday, 14th August, by the appearance of Ken Wharton and Michael Christie, each bent upon improving their respective positions in the Hill-Climb Championship. Additionally, too, the meeting had attracted 55 other entrants from local sources to make the field one of the best ever received for a Craigantlet climb.

Wharton brought over the ex-Mays 2-litre E.R.A. as well as his 996 blown Cooper, Christie, too, imported two Coopers, one being Peter Bell's blown 1,098 car and the other his own 1,107 unblown model. Practices on Friday evening were attended by traditional Craigantlet rain and, motoring hard on the wet roads, Christie's third run, in the blown car, ended when he contacted the bank half-way up the hill. The result was a front suspension damaged beyond hope of repair in time for the Saturday climbs. Wharton did not practise on Friday, at which time the fastest climb was recorded by Christopher Lindsay in his Consul-engined blown Lotus in 1 min. 22.4 secs., well outside Wharton's 1953 record time of 1 min. 10.6 secs.

Fortunately the weather relented before Saturday's climbs, which were held under almost ideal conditions. In a preliminary practice canter Wharton got to one-fifth of a second off his record, using the E.R.A. but was three seconds slower in the Cooper. Christie's best practice run in the unblown Cooper was in 1 min. 12.5 secs.

Climbing proper started with the small saloons, the chief interest in which was the appearance of Ernie McMillen with a new Standard Ten. McMillen's first run was the only one of the class to beat 1 min. 50 secs., which effort gave him the class from Andy Hutchinson's Wolseley. In the up to 1,600 c.c. category the issue lay between four Ford New Anglias and H. E. McNally's Volkswagen. For a time Ernie Robb's climb (Anglia) in 1 min. 41.4 secs. remained the best but, late in the meeting Wilbert Todd, driving his own Anglia as a secondary entry, clipped the class time to 1 min. 39.9 secs. During the second runs Robb got down to 1 min. 41.4 secs. but Todd also improved to 1 min. 39.5 secs. to ensure the class award.

Only two cars contested the large



*BEST UNBLOWN, and second fastest of the day after valiant efforts, Michael Christie in the 1,107 c.c. Cooper.*

saloon class and of these Reiner Dorn-dorf's 3,557 c.c. Delahaye was appreciably faster than A. Kane's Ford Zephyr, but with no award in prospect for his prowess. A similar situation arose in the class for standard open cars up to 1,300 c.c. when Sammy Moore (Dellow) had an advantage of over three seconds on the only other entrant, Harry Reilly (M.G. TC).

In the over 1,300 c.c. class Harvey McWhir decided to run his 1,496 H.R.G. in stripped condition and transferred to the non-standard class. The proceedings opened with a good effort by young John Titterington (1,991 Triumph) in 1 min. 29.6 secs., but almost at once another

secs., which remained best until J. McDonagh's (1,172 Ford Special) climbed in 1 min. 31.1 secs. W. Park got his Buckler-M.G. up in the creditable time of 1 min 28.8 secs., taking only a half-second longer than Wilbert Todd, now driving Charles Maunsell's Riley-engined H.R.G. Thus Todd and Park shared the honours of the first runs.

In the second attempts Robin Scott (1,172 Ford Special) clocked 1 min. 31.1 secs., while McDonagh got down to 1 min. 28.5 secs. Park beat Todd's first attempt by recording 1 min. 28.1 secs. but the irrepressible Wilbert restored the situation by reaching the top this time in 1 min. 26.2 secs. This established the class winner, with Park holding runner-up position until later, when Pentland, using Park's Buckler, climbed in 1 min. 27.4 secs. to take second place.

*(Continued on page 252)*



# Another great victory

on

# AVON



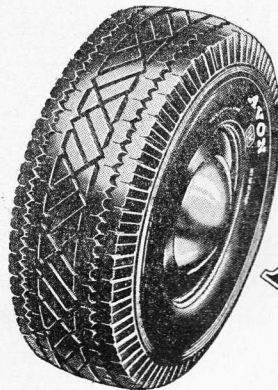
## INTERNATIONAL TROPHY MEETING SNETTERTON

### FORMULA 1 RACE

# 1st

## FERRARI (Reg Parnell)

(Subject to official confirmation)

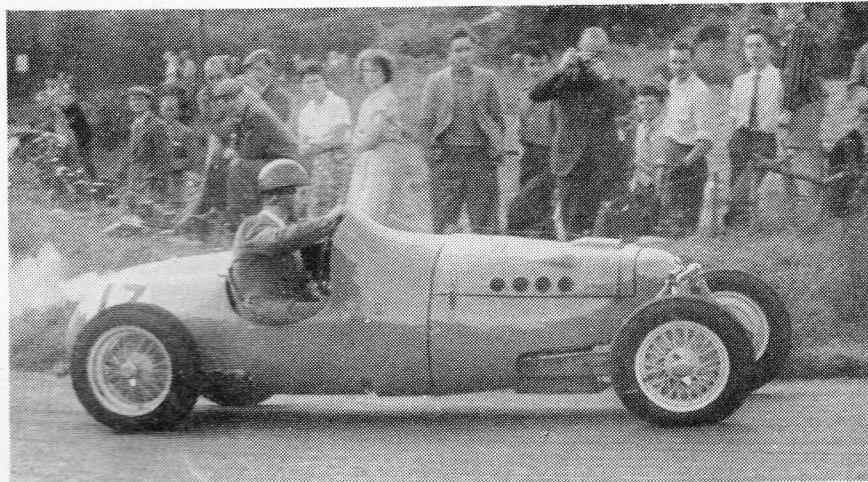


on your car fit

# AVON H·M

for **HIGHER** mileage





Todd, incidentally, collected the open handicap by his H.R.G. climb and finished as runner-up to himself in the handicap class by virtue of his earlier Ford Anglia climb.

In the over 1,300 c.c. category nothing could approach the second run in 1 min. 24.8 secs. recorded by Billy Leeper (1,470 M.G.). Harvey McWhir (H.R.G.) made one good attempt in 1 min. 27 secs., only to see this beaten later by his secondary entry, R. M. Kennedy, who took the H.R.G. twice to the top in under that time, the best being 1 min. 26 secs.

All of which cleared the decks for action by the racing cars. Early on Syd Durbidge (Griffen s/c) climbed in 1 min. 22.1 secs. He was followed up by Chris Lindsay (Ford Lotus) who, unfortunately,

stalled on leaving the line and took 1 min. 26.2 secs. Laurie McGladery (499 McCandless) clocked 1 min. 23.3 secs, and Hector Graham (996 Cooper) 1 min. 22 secs. Then Dickie Lovell-Butt (1,087 M.G. s/c) got up in 1 min. 21.7 secs.

That left only Christie and Wharton. Christie took the Cooper off the line neatly and over the finishing line in 1 min. 12 secs., best of the day to date. Wharton followed in the E.R.A., making a masterly climb which took only 1 min. 10.1 secs., the new hill record.

The second runs failed to improve on this time. Lindsay was again in trouble, failing completely with ignition bother. Graham got down to 1 min. 20 secs. and Durbidge to 1 min. 21.7 secs.

**TRIO FOR TODD:** Wilbert Todd had a highly successful day, winning three classes. Here he is in Charles Maunsell's H.R.G., best up to 1,300 c.c. non-racing car and first in the open handicap.

Christie was fractionally slower than in his first run. Wharton used the blown Cooper for his second climb and notched 1 min. 11.1 secs., second fastest time of the day.

The meeting was completely free from incident, the awards being determined by virtue of one's ability to maintain traction between the wheels and the road surface and, as ever, by one's courage in remaining on "full noise" for those last two right-handers before the summit.

W. A. McMASTER.

#### Results

**Closed Production Cars up to 1,300 c.c.:** 1, Ernie McMillen (948 Standard), 1 min. 49.6 secs.; 2, Andy Hutchinson (918 Wolseley), 1 min. 50.9 secs. **1,001-1,600 c.c.:** 1, Wilbert Todd (Ford New Anglia), 1 min. 39.8 secs.; 2, Ernie Robb (Ford New Anglia), 1 min. 41.1 secs. **Over 1,600 c.c.:** (no award) Best climb, Reiner Dorndorf (3,557 Delahaye), 1 min. 38.3 secs.

**Open Production Cars up to 1,300 c.c.:** (no award) Best climb, Sammy Moore (1,172 Dellow), 1 min. 33 secs. **Over 1,300 c.c.:** 1, Stanley Porter (4,467 Invicta), 1 min. 26.7 secs.; 2, Brian Mc-Caldin (1,991 Triumph), 1 min. 27.3 secs.

**Non-racing Cars up to 1,300 c.c.:** 1, Wilbert Todd (1,087 H.R.G.), 1 min. 26.2 secs.; 2, Sydney Pentland (1,250 Buckler-M.G.), 1 min. 27.4 secs. **Over 1,300 c.c.:** 1, Billy Leeper (1,470 M.G.), 1 min. 24.8 secs.; 2, Ian Titterington (1,496 Lotus), 1 min. 26 secs.

**Open to all, unlimited:** 1, Ken Wharton (1,990 E.R.A. S), 1 min. 10.1 secs.; 2, Ken Wharton (996 Cooper S), 1 min. 11.1 secs.; 3, Michael Christie (1,107 Cooper), 1 min. 12 secs.

**Open handicap:** 1, Wilbert Todd (H.R.G.), net time 1 min. 4.5 secs.; 2, Wilbert Todd (Ford Anglia), 1 min. 5 secs.; 3, R. Kennedy (1,496 H.R.G.), 1 min. 5.2 secs.

**B.T.D.:** Ken Wharton (1,990 E.R.A.), 1 min. 10.1 secs. **New hill record.**

## VETERANS IN HOLLAND

Great Welcome for 33 V.C.C. of G.B. Competitors in Alkmaar Rally

THE Dutch enjoyed a novel sight several days ago, when 33 cars of the V.C.C. of G.B. crossed the North Sea, then journeyed by road from the Hook of Holland to the famous "cheese-town" of Alkmaar, which they reached on 5th August. Halting at Amsterdam *en route*, the cavalcade of veteran cars received a great welcome when they paraded outside the Rijksmuseum. Escorted throughout by enthusiastic police, they were greeted at Alkmaar by thousands of cheering townfolk, already well imbued with the gala spirit by the town's 700th anniversary celebrations, which had been in progress during the past fortnight.

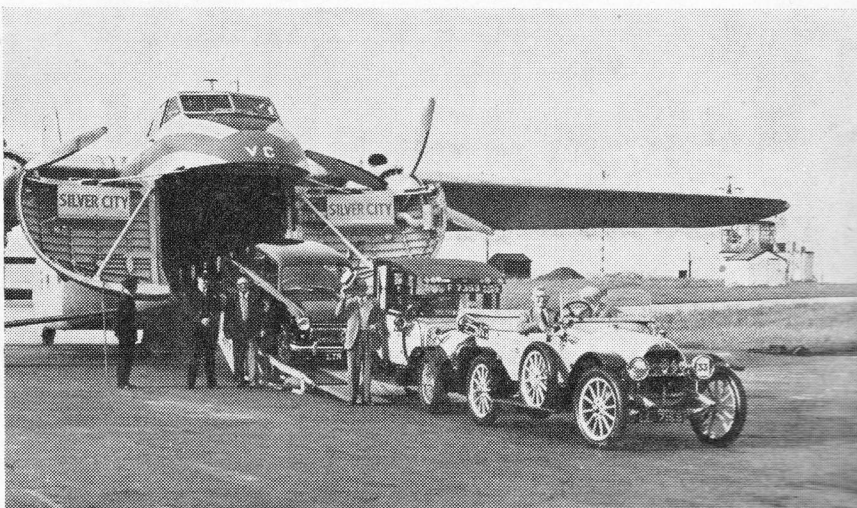
The veterans included Frank Reece's 1905 Spyker, particularly appropriate as it was the only Dutch car of its type in existence and enjoys fame as being "Genevieve's" rival in the immortal film, and "Genevieve" herself (a 1904 Darracq) driven by N. V. Reeves. Three hectic but highly enjoyable days were spent in the celebrations, the drivers partaking in the R.A.C.-West's "Cheese Rally", and in a gymkhana in the Alkmaar sports arena. Ten thousand spectators watched the cars running in relay races around a 650-yd. cinder track,

enjoyed the passengers' "musical chairs" contest, and eyed the resplendent cars with awe and reverence in the Concours d'Élégance.

The organization throughout was superb, the visitors being welcomed heartily wherever they went, and this proved in every way a tremendously successful rally, enjoyed by everybody. Competitors included Roy Clarkson (1902 Panhard), Phillip Fotheringham-

Parker, D. G. Blackford (1906 de Dion, which finished its run on top gear only), Major Pitt (1912 Rolls-Royce), E. P. Shaw (1902 Beaufort), A. J. Bailey (1904 Phoenix Tricar), R. W. Shakespear (1911 Swift), Major Fairhurst (Baby Peugeot), R. North (1903 de Dion), Cecil Bendall (1912 Sunbeam), W. T. Grose (1902 Wolseley), etc. Results were:—

**Gymkhana. Class 1, Cars up to 1904:** 1, N. V. Reeves (1904 Darracq); 2, R. K. N. Clarkson (1902 Panhard-Levassor); 3, R. North (1903 de Dion). **Class 2, Cars from 1905 to 1916:** 1, J. W. Franklin (1914 Fiat); 2, A. E. Stradling (1913 Unic); 3, C. J. Bendall (1912 Sunbeam). **Concours d'Élégance:** 1, A. Tyler (1899 Decauville); 2, H. R. Smith (1911 Renault); 3, W. T. Grose (1902 Wolseley).



**TWO WHO FLEW:** C. H. Smith's 1915 Darracq and A. E. Stradling's 1915 Unic, competing in the Alkmaar Rally, made use of the Channel air ferry at Lympne.





**wins again...**

<b>International Trophy Meeting, Snetterton, August 14</b>		
INTERNATIONAL FORMULA 1 RACE	<b>1st</b> REG PARNELL	Ferrari
SPORTS CAR RACE (CLASS A)	<b>1st</b> KEN McALPINE	Connaught
	<b>2nd</b> JOHN COOMBS	Lotus
SPORTS CAR RACE (CLASS C)	<b>1st</b> P. A. EVERARD	Aston-Martin
500 cc. RACE	<b>1st</b> JIM RUSSELL	Cooper

} Using Esso Extra and Essolube Motor Oil

<b>International Sports Car Race, Zandvoort, Holland, August 15</b>		
UNLIMITED CLASS	<b>1st</b> NINIAN SANDERSON	Jaguar 83.00 m.p.h. <small>CAR ENTERED BY ECURIE ECOSSE</small>
UP TO 3,000 cc. CLASS	<b>1st</b> DON BEAUMAN	Aston-Martin
UP TO 2,000 cc. CLASS	<b>1st</b> ALAN BROWN	Cooper-Bristol

All using Esso Extra and Essolube Motor Oil (Subject to official confirmation)

**Esso Extra—the choice of winning drivers everywhere—is obtainable from your local Esso Dealer**





## NOTTINGHAM SPORTS CAR CLUB'S SILVERSTONE

WHILE some of the more well-known names may have been absent from the Nottingham S.C.C.'s annual Silverstone Race meeting held on 14th August, excitement was there in plenty and close racing was the order of the day. Hero of the meeting was Jack Walton, who was making one of his periodic sorties to the Midlands and was able to return home to the North with three first prizes. Especial mention must go to W. A. Liddell, who fairly threw his new Buckler "90" round the corners in his efforts to beat a litter of the all-conquering Lotuses.

Practice took place in almost ideal conditions, but even so, H. Murray managed to run into trouble at Woodcote and spoil the appearance of the front of his fibreglass-bodied special. The meeting proper started with the races for 750 and 1,172 formula cars, both of which were well supported. At flagfall, S. Marler's very chummy looking car leapt into the lead, which it held for the first lap, until displaced by J. W. Whitehouse's pretty blue aerodynamically bodied version. Even then the Early English Austin was not to be outdone, and pressed the leader hard for a further three laps till it had to drop back with slight engine troubles. Meanwhile, D. Rees, in a rather rotund car, had been climbing steadily up the field, mainly due to some very excellent cornering in the real Grand Prix manner, and took over second place.

The 1,172 c.c. affair was another close

thing, with first place being contested throughout by the Lotuses of F. V. Lambert and J. J. Richards and, of course, Liddell's Buckler. These three came through Woodcote and past the finish almost alongside each other for lap after lap, and never was the order the same twice running. Behind them an equally stern battle was waged between David Small's D.H.S. and Edward Lewis, who, in his Lotus, put up the fastest lap of the race.

Spectators could pause for breath during the next two races for production saloons up to, and over, 1,500 c.c. The first provided an easy victory for E. D. Woolley's Porsche, which was so much faster along the straights and on acceleration that the driver could take it very carefully and so deny us the sight of the "dreaded oversteer" on the corners. Second place was taken by Wake's special-bodied Jupiter saloon—surely not a production car—and in the rear a Magnette and Javelin ploughed along. None of the big saloons stood any chance against the polished driving of Gil Tyrer in his XK 120 coupé which sounded more like a racing car than a production saloon, and so the real race developed between the similar—but "unmodded" car—of Berwyn Baxter and three assorted Healeys.

Event 5, the race for up to 1,200 c.c. cars, produced such a crop of entries that it was divided into two separate races and the first of these produced a second round in the battle of Liddell v.

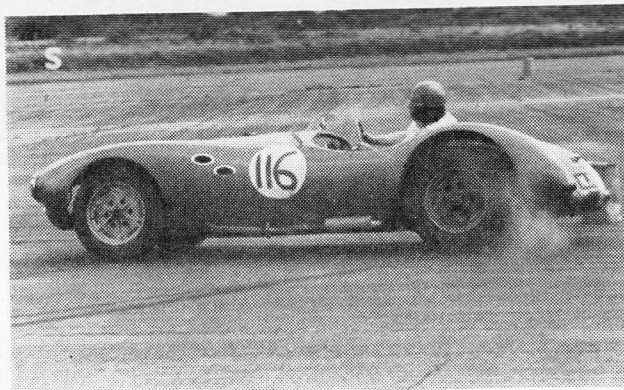
the Lotus blossoms. From the start the Buckler jumped into the lead, which it held for five laps, but was closely pressed by the Lotuses of Richards and McDowell and the D.H.S. Then on lap 5 the Empire Lotus with Austin Nurse at the helm appeared right on its heels and by the end of lap 6 Nurse was in the lead—by about two yards. Right to the end of the last lap it was still anybody's race, with the four leading cars entering Woodcote together—but the Buckler came out first and led the bunch over the important line.

The second race provided a runaway win for Don Moore, whose alloy-bodied PA M.G. seemed to be going faster than ever. Behind him R. Preston held second place in his Riley-M.G. until his over-exuberant cornering produced the usual result on the last lap and dropped him right back; thus the irrepressible Marler, who had been leading the no-quarter struggle between the 750 boys, came up into a well deserved second place.

In the next race, the 10-lap *Formule Libre*, the entry ranged from 500s to sports cars, with only one genuine racing car, the 1½-litre E.R.A. "Remus", driven by Ken Flint, and an interesting race was promised. As the starting flag fell it was the smart Cooper-Bristol of Jack Walton that jumped into the lead, and almost before the last of the recalcitrant 500s had left the grid the blue car was in sight again, simply flying down the runway straight and already with a commanding lead over the Alfa-Jaguar and Charles Headland's 500. Behind Walton positions changed little after the first few laps, when Headland dropped back to a position more in accordance with his capacity and Ken Flint brought the E.R.A. into second place.

Race 7, for sports cars up to 1,500 c.c., developed into a close battle between Cyril Wick (Lester-M.G.) and J. P. Hacking's red all-enveloping-bodied Cooper-M.G. ahead of the Buckler-based Porteous Spl. and Alan Moore driving Issard Davies's Tojeiro-M.G. The only handicap of the meeting—a seven-lap race for vintage cars—followed and brought a motley collection of pre-1931 cars to the line, ranging from Peter Binns's Riley Monaco, through assorted Austin 7s and Horton's neat Alfa Romeo to Pat Melville's 30/98 and Gordon McDonald's 4½-litre Bentley. Unfortunately, a light shower fell at the beginning of this event, so wetting the road

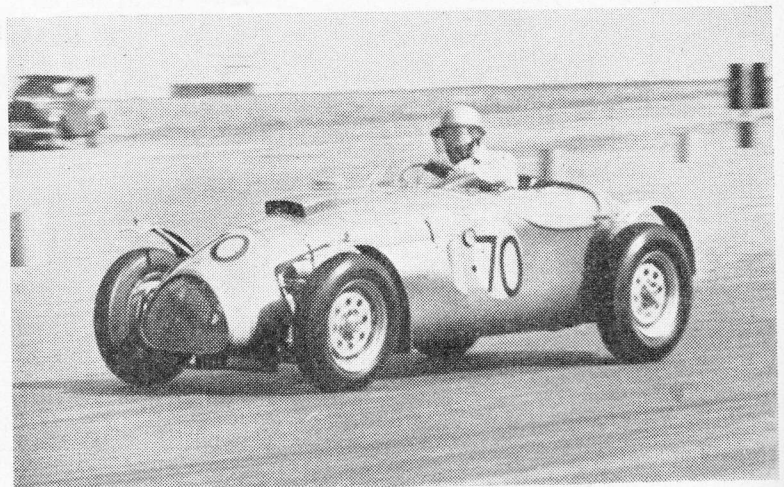
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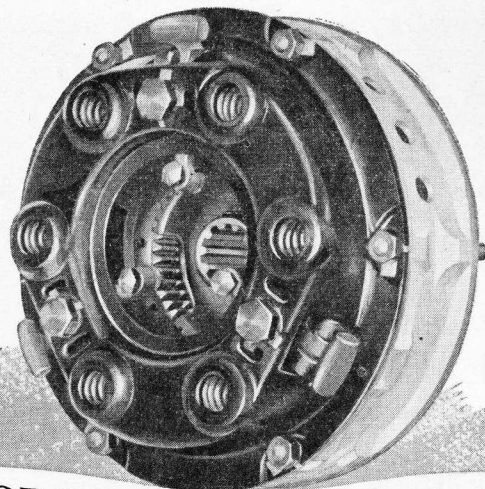
★  
SLIDE by M. Higgins (Kieft) at Becketts Corner on the first lap of the fifth race ended with the car being firmly wedged on a marker drum.  
★



TWO WINNERS: (Above) J. W. Whitehouse (Austin Spl.) who won the 750 Formula event. (Right) Jack Walton, who scored easy victories in the 6th, 9th and 11th races with his 2-litre Cooper-Bristol.







Fully patented

## THE BORG & BECK RACING CLUTCH

For some time there has been an obvious need for a clutch suitable for incorporation in fast competition or racing cars. The design considerations are quite different from those of the ordinary touring car, since it is necessary to withstand far higher rates of revolution than in the past, and it is also desirable to make the greatest possible reduction in diameter so that the unit may be light and the housing rigid.

The Borg & Beck 7½ in. triple-plate clutch meets all the four essential requirements:

- (1) a smooth, though positive, action
- (2) freedom from slip on high-speed gear changes, and at elevated temperatures
- (3) small in diameter
- (4) of the absolute minimum weight.

The clutch is a fine engineering job. The two intermediate pressure plates are driven by means of internal gear teeth in the outer

casing. The cover assembly follows the well-known Borg & Beck design, but is modified to provide centrifugal assistance to the clutch by the means of forged steel levers incorporating centrifugal bob weights, the levers being mounted on anti-friction bearings. The pressure springs are contained in cups to resist bowing under high centrifugal forces.

The three driven plates are of the rigid disc type, with special high-duty facings riveted and cemented to the discs. The drive is transmitted to the main hub, in respect of two of the driven plates, by bold splines having gear-type teeth. The third driven plate is riveted to the main hub to facilitate installation and assembly.

The clutch has been thoroughly proved, and it is expected to transmit the torque of any engines at present visualized.

# BORG & BECK

REGD. TRADE MARK

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**Nottingham S.C.C. Silverstone—contd.**

and spoiling the chances of the faster cars. Nevertheless, the 30/98 was able to climb through the field to a popular victory.

Sandwiched between the two remaining sports car races, both of which provided "take-it-as-you-please" victories for Jack Walton, came the half-litre race. This was most exciting, with Headland and R. K. Tyrrell (Cooper) fighting it out wheel-to-wheel for the entire nine laps, and the latter just snatching the lead on the last lap to win by, officially,  $\frac{1}{8}$  sec., although it appeared much less. The day's nastiest moment occurred on lap 1 of the 2,700 c.c. sports car race when Jack Dalton took Woodcote just a shade too fast in his rapid Austin-Healey "100" and finally spun right in front of the pits, to the consternation of Michael Burn and the following pack. It says much for the skill of these amateur dicers that no damage resulted.

J. RICHARD ALEY.

**Results**

**750 Formula Cars (7 laps):** 1, J. W. Whitehouse, 11 mins. 22.2 secs., 59.40 m.p.h.; 2, D. Rees; 3, W. E. Wilks; 4, M. J. Harris.  
**Fastest lap:** Whitehouse, 61.71 m.p.h.

**1,172 Formula Cars (7 laps):** 1, J. J. Richards (Lotus), 10 mins. 21.6 secs., 65.08 m.p.h.; 2, W. A. Liddell (Buckler), 10 mins. 22 secs.; 3, E. Lewis (Lotus), 10 mins. 22.8 secs.; 4, D. H. Small (D.H.S.).  
**Fastest lap:** Lewis, 67.94 m.p.h.

**Production Saloons, 1,000 c.c., 1,001-1,600 c.c., 1,601-2,300 c.c. (5 laps):** 1, E. D. Woolley (Porsche), 8 mins. 24 secs., 59.80 m.p.h.; 2, A. Wake (Jowett), 8 mins. 28.2 secs.; 3, A. T. Shaw (Porsche), 8 mins. 33 secs.; 4, P. Lee (M.G. Magnette).  
**Fastest lap:** Woolley, 61.06 m.p.h.

**Production Saloons, 2,301-3,000 c.c., over 3,000 c.c. (5 laps):** 1, G. Tyrer (Jaguar), 6 mins. 54.4 secs., 69.84 m.p.h.; 2, B. Baxter (Jaguar), 7 mins. 18.4 secs.; 3, E. B. Wadsworth (Healey), 7 mins. 38.4 secs.  
**Fastest lap:** Tyrer, 71.11 m.p.h.

**Sports Cars up to 1,200 c.c. (7 laps):** Final result: 1, D. R. Moore (M.G.), 10 mins. 21.6 secs., 65.19 m.p.h.; 2, S. Marler (Austin), 11 mins. 21.2 secs.; 3, D. Rees (Austin), 11 mins. 26.2 secs.; 4, M. J. Harris (Austin).  
**Fastest lap:** Moore, 66.54 m.p.h.

**Formule Libre (10 laps):** 1, J. H. Walton (Cooper-Bristol), 12 mins. 36.6 secs., 76.51 m.p.h.; 2, K. Flint (E.R.A.), 12 mins. 39.4 secs.; 3, E. P.

Scragg (Alta-Jaguar), 12 mins. 53.4 secs.; 4, A. McMillan (Cooper-Bristol); 5, B. Baxter (Jaguar).  
**Fastest lap:** Flint, 78.86 m.p.h.

**Sports Cars, 1,201-1,500 c.c. (7 laps):** 1, J. P. Hacking (Cooper-M.G.), 9 mins. 41.2 secs., 69.72 m.p.h.; 2, C. Wick (Lester-M.G.), 9 mins. 41.4 secs.; 3, H. Porteous (Porteous), 9 mins. 56.4 secs.; 4, A. Moore (Fojeiro).  
**Fastest lap:** Hacking, 71.29 m.p.h.

**Vintage Handicap (7 laps):** 1, W. P. S. Melville (30/98 Vauxhall), 13 mins. 3.2 secs., 61.56 m.p.h.; 2, P. J. E. Binns (Riley), 13 mins. 33.2 secs.; 3, M. J. Harris (Austin), 13 mins. 38 secs.; 4, J. P. Taylor (Austin).  
**Fastest lap:** G. G. McDonald (Bentley), 64.32 m.p.h.

**Sports Cars, 1,501-2,700 c.c. (7 laps):** 1, J. H. Walton (Cooper-Bristol), 9 mins. 33.8 secs., 70.62 m.p.h.; 2, A. McMillan (Cooper-Bristol), 9 mins. 51.6 secs.; 3, R. D. Biss (Warrior), 10 mins. 10.6 secs.; 4, M. Burn (Frazier-Nash).  
**Fastest lap:** Walton, 72.00 m.p.h.

**Formula 3 Cars (7 laps):** 1, R. K. Tyrrell (Cooper), 9 mins. 23.6 secs., 71.89 m.p.h.; 2, C. D. Headland (Martin-Headland), 9 mins. 23.8 secs.; 3, J. Higham (Kieft), 10 mins. 2 secs.; 4, C. G. Summers (Kieft); 5, H. C. Taylor (Cooper).  
**Fastest lap:** Tyrrell, 73.84 m.p.h.

**Sports Cars over 2,700 c.c. (7 laps):** 1, J. H. Walton (Cooper-Bristol), 8 mins. 58.2 secs., 75.29 m.p.h.; 2, A. McMillan (Cooper-Bristol), 9 mins. 15.2 secs.; 3, B. Baxter (Jaguar), 9 mins. 25.6 secs.  
**Fastest lap:** Walton, 76.91 m.p.h.

**CORRESPONDENCE**

**Sports Car Racing Regulations**

WITH one exception the article on sports car racing by Tony Rolt hits the nail on the head.

Why limit engine capacity if those only in current production are to be used? This might prevent, for example, Bentleys returning to racing if they should want to.

All manufacturers must be in the position to race any of their models, irrespective of engine capacity.

P. W. K. PAGE.

BURSLEDON, NEAR SOUTHAMPTON.

**A 1½-litre Engine**

FOLLOWING suggestions already made by Mr. John Bolster on the requirements of a new 1½-litre sports engine, I would be interested to learn of his observations on the suitability of the Wolseley 4/50 engine, which seems to possess the technical properties referred to, namely, 1,475 c.c., o.h.c. and a bore/stroke ratio giving a fair lower end performance but lacking, of course, a high compression ratio. I wonder whether a technical genius has "breathed on" such an engine with any encouraging results?

T. P. PRIDDY.

ST. HELIER, JERSEY.

**Inter-Club Prescott**

WITH reference to Mr. Noble's comments on the Inter-Club Prescott meeting, the Bugatti Owners' Club Competitions Committee have discussed the results of this meeting at some length and feel that it will be necessary to formulate additions to the rules which would prevent any foxing of the handicapping.

When the Inter-Club meeting was first designed it was felt that the competitive nature of the morning runs would be interesting enough to ensure that every competitor would do his best and in fact the handicappers have done excellent work at arriving at the very close handicapping times which have resulted.

It is felt, however, that the competitors have very little idea of the terrific amount of work placed upon the handicapping staff throughout the whole of the meeting and how depressing it is on this staff to find that their results are spoilt by one or two clubs who act without the true club spirit around which the whole event is designed.

We do hope, however, that all the clubs which have competed will arrive again next year and enjoy another "Garden Party" Meeting.

P. J. STUBBERFIELD,  
The Chairman, Competitions Committee,  
Bugatti Owners' Club.

MAIDENHEAD.

WITH reference to Holland Birkett's attempt (AUTOSPORT, 13th August) to justify his tactics at the Inter-Club Prescott meeting, may I say that I couldn't agree more when he says that the competition is meaningless. It is—provided that one adopts the ridiculous tactics advocated by Mr. Birkett.

He would have us believe that the organizers actually expect competitors to proceed as slowly as possible during their morning runs in order to obtain a good handicap for the afternoon event. Surely it is Mr. Birkett who is guilty of insulting the intelligence of the organizers. Bearing in mind that the majority of competitors at this meeting are not regular competitors at Prescott, the competition can only make sense if all competitors try hard in the morning so that, on the basis of the experience thus gained, they can slightly better their times in the afternoon. Hence the team able to profit most from its morning experience will be the winner—and deservedly so. If teams adopt the subversive tactics of Mr. Birkett then the results become farcical.

It is significant that a contemporary weekly periodical also commented on the disparity between certain morning and afternoon performances and observed that the morning runs should have been representative of the best that each driver could do, since this determined their handicaps.

I note that the Herefordshire Motor Club have abstained from comment. Perhaps their silence is well-advised.

WORCESTER.

GEOFFREY W. NOBLES.

AS my report of the Inter-Club Prescott meeting has brought forth comment and even criticism from the mighty I feel that I must make the following comments in self defence.

I do not think that team managers, of whom I was one, failed to appreciate the significance of the Regs, but felt, as I did, that if we all pulled our punches in the morning the whole event would become a farce, with times varying from two to five minutes apiece and the event ending in the dark. If, however, everybody played the game, the drivers could have a more enjoyable day and the winning team much more satisfaction.

Anyway, if, as Holly says, there is no merit in winning, why then bother to go slowly to do so?

Speaking from memory, I think that most of the trouble last year was caused by the morning's runs being on wet roads so that in the afternoon, as the course dried, the faster vehicles could improve more than the others.

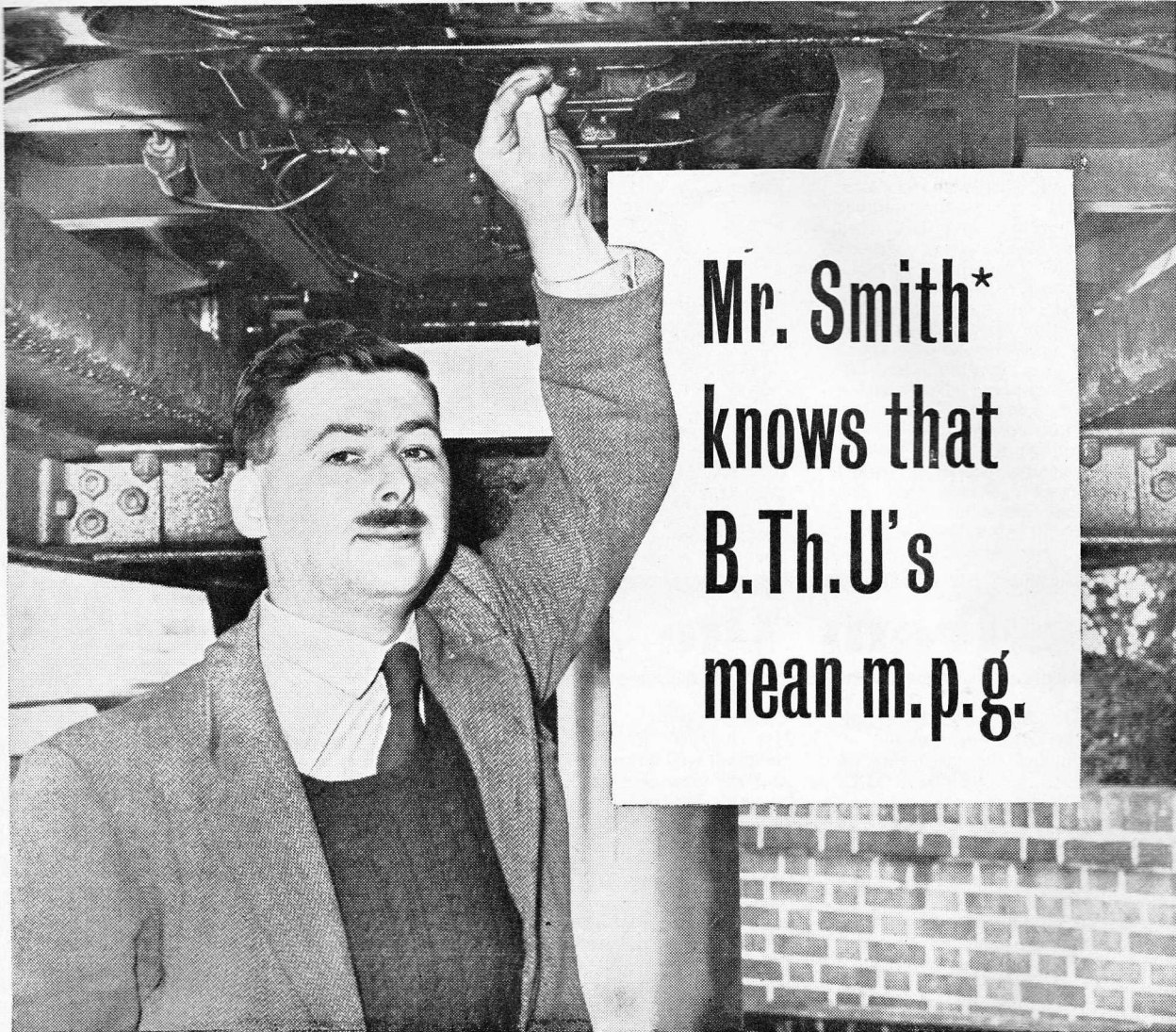
I must apologize for being abusive about the two cars that had to be dragged from the breaker's yard to compete, as possibly I am wrong in considering that to take part in a competition in a scruffy car is an insult to the organizers, although 90 per cent. of competitors in club meetings would appear to agree with me.

Now having been more catty than my pet Siamese, I think it time that this argument, which seems more of ethics than motor racing, ceased, and that, instead, we wait till next year, when I hope the Bugatti O.C. will again hold this most enjoyable event and settle our differences on the hill—without pulling our punches.

CAMBRIDGE.

RICHARD ALEY.





**Mr. Smith\*  
knows that  
B.Th.U's  
mean m.p.g.**

Mr. Smith knows that when a customer buys petrol he buys energy. And energy is simply another form of heat. And heat is measured in B.Th.U's.

When a customer buys National Benzole Mixture, he buys high grade petrol (which is, itself, high in B.Th.U's) plus benzole which is higher than any petrol in B.Th.U's

per gallon. The total number of B.Th.U's in National Benzole Mixture is therefore way ahead of what you get in petrol alone. And experiment has shown that one gallon of National Benzole Mixture gives out even *more energy*—i.e. *more miles per gallon*—than is indicated by the extra B.Th.U's it contains per gallon.

★*Mr. Edward Smith, Director, Sydney Smith Garage Ltd., Purley Way, Purley, Surrey, has been associated with National Benzole Mixture since his engineering apprentice days.*

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(The distributing organisation owned and entirely controlled by the producers of British Benzole)





**WILSON McCOMB** is enjoying an all-too-brief holiday, far from Auto-sport-ing affairs. As *locum tenens* to his column, I say "all too brief" with full confidence, and anticipate some forceful confirmation when he returns.

Tomorrow sees the Half-Litre Club's 100 Miles Race meeting take place at Silverstone. This is the sixth of the annual series, which started in 1949 with a single race—and a prodigious number of retirements by the then still frail 500s. Nowadays the entries are so numerous that the Club have to split them into two races, the faster winner being *the* winner and collecting the Yorke Trophy. But the great point is that the Trophy is *all* he gets, the next five home also gain trophies, and all finishers receive plaques. No starting money, no prize money. Just the pleasure of racing around the Silverstone Club circuit for 63 laps.

And the organizers receive a record entry of 72 cars! How's that for sportsmanship and enthusiasm!

C. P.



*HEDGING—and almost ditching, of the A40 Austin driven with great verve by E. M. Rogers during the West Hants and Dorset Club's first Autocross, held at Sway, near Southampton.*

## News from the Clubs

**FILM SHOWS** are beginning, heralding autumn, earlier darkness, the end of the racing season and the beginning of the social whirl. . . . **Guildford M.C.** kick off their winter season of films on 3rd September with a grand Midnight Matinée at the Playhouse Cinema, Guildford. This is in conjunction with Guildford's Festival of Sports Week, and the latest motoring films will be screened, beginning at 10.30 p.m. Members can bring one guest each, and public may also attend, so early application is advisable, to W. D. J. Roscoe, Downsway Cottage, Merrow, Guildford. . . . **Herefordshire M.C.** held a series of driving tests on 8th August, in a large field loaned by member J. J. Bott. Heavy rain obliged by ceasing a few minutes before the start and conditions proved better than anticipated. Garage-ing, wiggle-woggling, and other contortions awheel were followed by a picnic tea and the gymkhana which included a riotous obstacle race. The day's class winners were B. Butcher (Austin 7) in the open car class, also first on general classification, and J. P. Taylor (Ford) in the closed class. . . . **Forces Motoring Club** are running a series of driving tests in conjunction with the **Per Ardua M.C.** at Tidworth on 16th October, followed by supper and films at the Tidworth Club. Details from the Competition Secretary, Major H. G. M. Williams, 15 Lambdown Terrace, Perham Down, Tidworth, Hants. . . . **Newry and District M.C.** have a series of airfield races taking place on a two and a half mile course at Cranfield, near Kilkeel, Co. Down, on 4th September, beginning at 2.15 p.m. This is a closed competition, necessitating at least 21 days' membership of the Newry Club. Programme, starting at 2.15 p.m., comprises a saloon car handicap, an open production car handicap, a scratch race for 1,172 specials and a 20 lap scratch event for racing cars. Entries by 27th August to Mrs. E. Atkinson, 17 Sandys Street, Newry, N. Ireland. . . . Same Club

have a driving test meeting tomorrow, 21st August, also at Cranfield, commencing at 2.45 p.m. B.P.D. earns the Marley Cup and replica. . . . **Peterborough M.C.'s** Silverstone race meeting comes up on 11th September. Regs. and entry forms are available from P. C. Brand, Esq., Woodcroft Lodge, Etton, Glington, near Peterborough; entry closing date 26th August. . . . **BMW C.C.** are holding another of their informal meetings at The Cricketers, Downside, near Cobham, from 7 p.m. onwards, on Wednesday, 25th August.

### NEARING THE 300

**ENTRIES** for the London M.C.'s London Rally (3rd/4th September) already total over 270. The list closes tomorrow, midnight, 21st August. The "London" is a National event, open to all, with starting points in London, Leeds and Birmingham. The road section is over about 650 miles, and the final control is in the heart of the City of London. Hon. Sec. of the Rally, to whom entries and inquiries should be directed, is Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

## SURPRISE HEWISON TROPHY DECISION IN IRELAND

**NEW** regulations have been drawn up by the R.I.A.C. for the annual Hewison Trophy Competition, and these are expected to have a profound effect on the trials picture in Eire this season, as in one fell swoop all observed sections are barred from Hewison events. The reactions of those who own trials specials can well be imagined and some of the regular competitors are talking about boycotting all Hewison competitions. On the other hand, the production car drivers should be well satisfied. The elimination of observed sections does not mean the banning of specials from competition. The driver gaining the most marks (irrespective of what car he chooses to drive) will win the Trophy. At the same time there are to be three classes with an award for each class. (A) Trials Specials "will be understood to be machines constructed for the purpose of taking part with advantage in any type of trial, whether open or closed. Dellow, Buckler, Lotus or any other make produced for the main purpose as a general trials car will be regarded as a trials special". Class B will be for open production sports cars, and Class C for production saloons. The precise definition of what will constitute a "materially unaltered" production car

in Class B or C remains to be seen because supercharging and engine tuning is to be allowed. Another significant change is that clubs cannot enter teams; competitors will be asked to nominate a club of their choosing and entry (free) is open to every holder of an R.I.A.C. competition licence. A new and compulsory system of marking is being introduced somewhat on the lines of that used in the Circuit of Munster, times taken (*i.e.* seconds lost) to count as penalty marks. One welcome and overdue change is the inclusion of an event from every recognized club's fixture list to count in the competition. There are 15 scheduled events, with preference given to navigation and night trials; seven of these are in the Dublin area, the rest are "country" and as a competitor's "best nine" performances are to count we may expect an increased amount of Dublin support for country trials. Regulations stipulate that at least five driving tests must be included, so we can expect a spate of cross-roads manœuvres this winter. Such is the background and, assuming that the clubs accept the regulations as they stand, it remains to be seen what the reaction of the competitors will be.

JACK O'DONOGHUE.



**QUICKEST:** John J. Macklin flirts with the straw bales in his Austin-Ford Spl. during his fastest timed run of the day at the W.H. and D.C.C. Autocross meeting.

**W.H. AND D.C.C. AUTOCROSS**

ON Saturday, 14th August, the West Hants and Dorset Car Club held their first Autocross meeting, at Sway, near Southampton. This took the form of two laps round a level field, against the stop watch, one car running at a time. The course measured approximately quarter mile per lap, and contained some interesting corners, some of which had an adverse camber.

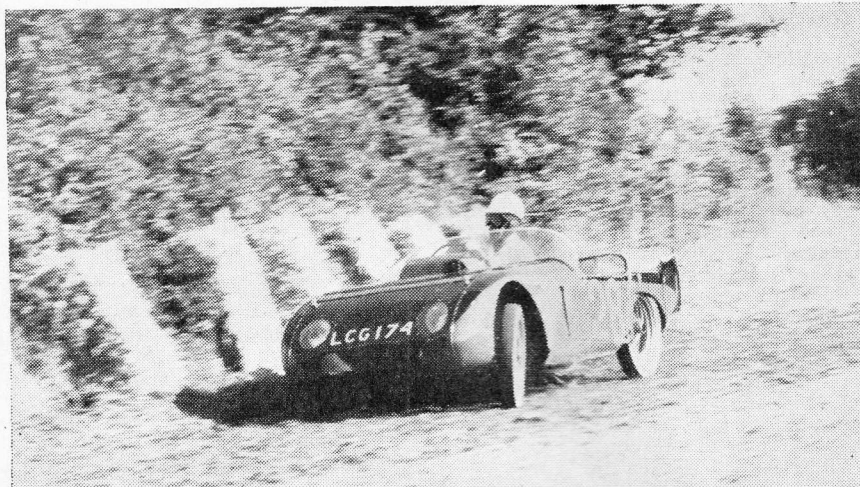
The open class was a victory for John Macklin's new Austin-Ford Special, driven in real Grand Prix fashion, with several runs in the 66 secs. mark. Geoff Dear lived up to his local nickname of the "Bournemouth Gonzalez" (old style!) and delighted the crowd with some fiery driving, with an occasional audible gear change on the less-frequented parts of the course! E. M. Rogers's A40 saloon was handled with increasing verve, which terminated rather abruptly when the car almost rolled over, and bounced off a fortunately placed hedge back on to its wheels. Ron Faulkner hurled the big Ford Zephyr around in spectacular fashion, the car heeling well over on the corners.

Owen's Volkswagen was driven with considerable verve, to win the closed class, though a practice start in reverse caused great joy to all onlookers. The car's progress through the corners was well-worth watching, the rear engine making controlled power slides appear easy on grass.

One or two folk had some uncontrolled power slides, in direct contrast to Owen, and their times suffered thereby. Burry's tiny Austin Special sounded like an infuriated wasp, but looked, and went, extremely well. A. Stevens's Riley suffered from a little gearbox trouble on one run, the driver's facial expression being an interesting study, while Rickman had a sudden and inexplicable fuel failure with the Austin-Healey, which cured itself as soon as the car returned to the paddock.

Voted a great success, it was generally hoped that another meeting on the same lines would be forthcoming before long.

A. HOLLISTER.



**Results**

**Open Cars:** 1, J. J. Macklin (Austin/Ford Special), 66 secs.; 2, Derek Rickman (Austin-Healey), 68.6 secs.; 3, Don Rickman (Triumph TR2), 69.2 secs.

**Closed Cars:** 1, R. E. Owen (Volkswagen), 72.2 secs.; 2, J. D. Parkin (M.G.), 74.2 secs.; 3, F. Downs (Sunbeam-Talbot), 74.8.

**Closed Cars (with special tyres):** 1, R. W. Faulkner (Ford Zephyr), 73 secs.; 2, E. R. Shillabeer (Vauxhall Velox), 75 secs.; 3, L. I. Atyeo (Ford Zephyr), 75.8 secs.

**Best Time of Day:** J. J. Macklin, 66 secs.

\* \* \*

**GOSPORT ANNUAL RALLY**

RUN on Sunday, 8th August, the Gosport A.C.'s Annual Rally was, as in previous years, a navigational event comprising six sections. Three of these were on a set time schedule, and three unobserved. Starting from Winchester, competitors set off on a cross-country route, generally in a south-westerly direction. Little trouble was encountered initially, but when section two, unobserved, followed, the entry received the "sorting out" the organizers calculated they would.

Only Lt.-Col. B. Repton in an A40 Austin achieved the set time in what constituted a very stiff test of navigation. Test 1, a figure of eight affair, followed, Rex Neate (Renault) proving easily best and fastest overall. A fairly straightforward run to various parts of the New Forest came next, heralding Tests 2 and 3 at Gosport.

Test 2 comprised a straight run over the brow of a hill, to stop within one

foot of a dummy wall, bearing a sign requesting the date "when your brakes were last tested!" Test No. 3 was a shortened form of the Monte Carlo braking/acceleration affair. High tea at Lee-on-Solent followed, with the announcement of the results, subsequently slightly modified and appended herewith:—

1, W. G. Calvert (Morris Minor), 1,190 marks (navigator J. A. Foley-Fisher); 2, G. C. Langdon (Sunbeam-Talbot), 1,180; 3, R. Edwards (Hillman), 1,160; 4, P. B. Pyle (Austin A90), 1,130; 5, G. W. Cottle (Ford Zephyr), 1,120; 6, A. L. Blialut (Austin A40), (33 entries, 31 starters, 27 finishers.)  
**Special Test Placings:** 1, R. Neate (Renault), 298 marks (300 possible); 2, G. C. Langdon (Sunbeam-Talbot), 254; 3, A. Baker (Land Rover), 238; 4, R. O. Saunders (Riley), 215.

\* \* \*

**SHENSTONE AND D.C.C. SPORTING DAY**

(versus Hagley and D.L.C.C.)  
 25th July

**Results**

**Closed Cars:** 1, A. J. Brown (M.G., Hagley), 202.8 marks lost; 2, D. H. Holland (Austin, Shenstone), 214.0. **Sports Cars:** 1, D. J. Sidebotham (M.G., Hagley), 202.0; 2, G. A. Lewis (M.G., Shenstone), 204.0. **Super Sports and Specials:** 1, J. Deeley (Cranford, Shenstone), 193.6; 2, A. E. Marsh (Dellow, Hagley), 196.0.

\* \* \*

**LONDON M.C. v. TELEVISERS**

THE London M.C. are holding a Quiz on 24th August at the Paviour's Arms, Westminster, with Goff Imhof as Quizmaster and Mary Malcolm, McDonald Hobley, R. Waldman and Kenneth Horne as opponents. Club defence will be by Tony Ruffitt, Sidney Allard, Nancy Mitchell and Dave Price.

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### THE SIXTH LAKELAND RALLY

A QUALIFYING event for the B.T.D.A.'s Silver Star Trophy, the Lancs and Cheshire C.C.'s Lakeland 300 Rally will be run for the sixth time on 25th/26th September. In general, the event follows the lines of last year's very successful Rally, with starting points at Birmingham, Llandudno and Manchester, and a road section of approximately 300 miles, with Llandudno the overnight stop and the finishing point on the Sunday.

Competitors converge on Llandegla, Denbighshire, then follow a common route to Llandudno. Said route, which will contain some timed tests, is also highly scenic, and as the regulations point out, "the scenery may be ignored if you wish, but it will be advisable to give the tests your full attention."

Clubs invited to join the Lancs and Cheshire boys in this event are London, M.G., Rhyl and District, B.A.R.C., Sunbac and Yorkshire S.C.C. Entries to H. L. Trafford, Secretary of the Meeting, Woodlawn, Bentinck Road, Altrincham, Cheshire, before noon, on Thursday, 16th September.

### DUNSTABLE AUTOCROSS

ORIGINALLY billed for Sunday, 15th August, the joint Sporting O.D.C./London M.C. Autocross meeting at the London Gliding Club grounds at Dunstable was postponed a week, to 22nd August. Starting time is 11 a.m., with practice at 10.30 a.m.

### MID-SURREY "200" RALLY

REGULATIONS (in a nice little blue and silver cover) have been issued by the Mid-Surrey A.C. for their "200" Rally, which takes place on 18th/19th September. The route will pass through Surrey, Sussex and Hampshire, totalling approximately 200 miles, and including six special tests. The finishing point is the Madeira Drive, Brighton, scene each September of the International speed trials.

Starting points will be Epsom and Brighton. Clubs invited to take part are Hants and Berks, Brighton and Hove, V.S.C.C., Riley, B.A.R.C., Haslemere and M.G.C.C. Entries must reach the Secretary of the Meeting, Mrs. O. Richmond, 154 Wickham Avenue, N. Cheam, by 26th August, or by 7th September at an increased fee.

### COMING ATTRACTIONS

**August 21st. Half-Litre Club 100 Miles Races, Silverstone. Start, 2 p.m.**

**B.A.R.C. Members' Race Meeting, Goodwood. Start, 2 p.m.**

**Linden 12 Hours Race (S), Linden Airport, New Jersey, U.S.A.**

**Newry and District M.C. Driving Tests, Cranfield Aerodrome, 2.45 p.m.**

**V.S.C.C. Edwardian and Light Car Rally and Regularity Tests, Cheltenham.**

**Rhyl and District M.C. Driving Tests, Kimmel Park Camp, nr. Rhyl, 6.30 p.m.**

**August 22nd. Swiss G.P. (F1, S), Bremgarten Circuit, Berne.**

**G.P. de la Baule (S) France.**

**V.S.C.C. Prescott Hill-climb. Start, 12.45 p.m.**

**A.C.O.C. Point-to-point. Start, The Peacock, Lane End, nr. Marlow, Bucks, 10 a.m.**

**Harrow C.C. Driving Championship, Panshanger Aerodrome, nr. Hertford, 2 p.m.**

**Burnley A.C. First Annual Invitation Rally.**

**Plymouth M.C. Allen Trophy Contest, R.N.E.C., Manadon, Plymouth.**

**Fiat 500 Club Concours d'Elegance, Kensington Gardens, S.W.7, 2.30 p.m.**

**Walsall and District C.C. Driving Tests, Measham, 11 a.m.**

**S.O.D.C./London M.C. Autocross, London Gliding Club, Dunstable, Beds. Start, 11 a.m.**

**Northampton and District C.C. Autocross, Castletorpe, 2 p.m.**

**B.A.R.C. (Yorks Centre) Test Trial, Yeadon Aerodrome.**

### FINAL GOSPORT SPRINT

THE date for the Gosport A.C.'s Speed Trial has been changed to 26th September, to avoid clashing with other events. It will be the last sprint event to be run on the popular standing quarter-mile course at Gosport. A closed invitation meeting, it is open to the B.A.R.C., Bugatti O.C., Chiltern C.C., West Hants and Dorset C.C., V.S.C.C., Half-Litre, and Hants and Berks Clubs.

Prizes include 5 guineas for B.T.D., plus a further 10 guineas to anyone

lowering Archie Butterworth's A.J.B. record of 12.69 secs., 3 guineas for fastest sports car, 2 guineas for fastest saloon, and 5 guineas to the entrant of any car lowering any class record by the greatest margin. Hon. Secretary S. F. Warne can supply regulations and accept entries (up to 18th September). His address is 11 Vectis Road, Gosport.

### MIDDLESBROUGH AND D.M.C.

#### SAND RACES

#### COATHAM SANDS, REDCAR,

10th JULY

#### Results

**Attempt at Flying Kilometre Record for Cars:** 1. T. Sunter (Jaguar XK 120), 114.13 m.p.h.; 2. J. Blumer (Jaguar XK 120), 109.65; 3. C. K. N. Schellenberg (Bentley), 108.59.

**One-mile race for cars up to 1,500 c.c.:** 1. M. Lamballe (Lamballe Special), 53.57; 2. A. Ensoll (M.G.), 47.63. **One-mile race for cars up to 2,000 c.c.:** 1. F. Harrison (F.H.N. Special), 66.67; 2. W. L. T. Winder (Austin Special), 54.71; 3. M. Lamballe (Lamballe Special), 53.10. **One-mile race for cars of unlimited capacity:** 1. C. K. N. Schellenberg (Bentley), 76.92; 2. T. Sunter (Jaguar), 75.63; 3. J. Blumer (Jaguar), 70.31.

**10-mile Handicap:** 1. C. Stelfox (Ford), 51.07; 2. C. K. N. Schellenberg (Bentley), 69.61; 3. W. L. T. Winder (Austin Special), 48.14. **20-mile Handicap:** 1. T. Sunter (Jaguar), 66.54; 2. J. Blumer (Jaguar), 65.48; 3. W. L. T. Winder (Vauxhall 30/98), 52.71.

#### CLUB FIXTURES

**Mid-Surrey A.C.**—Meeting, 20th August, Queen Adelaide Hotel, Kingston Road, Ewell, Surrey.

**Bentley D.C.**—Meeting, 21st August, King's Arms, Salisbury, Wilts, from 7 p.m.

**Alvis O.C.**—Noggin and Natter, 21st August, Horse and Groom, St. George's Road, Bristol, 8 p.m.

**Guildford M.C.**—Rendezvous (after Goodwood), 21st August, Dog and Pheasant, Brook, Haslemere-Milford Road, from 7.30 p.m.

**Northampton and District C.C.**—Gymkhana, 22nd August.

**V.S.C.C. (Frazer-Nash section).**—Meeting, 22nd August, Swan Hotel, Tewkesbury (after Prescott).

**750 M.C. (Brooklands area).**—Meeting, 23rd August, Sheer House Hotel, Byfleet, Surrey.

**London M.C.**—Quiz (L.M.C.-v.-TV), 24th August, Paviour's Arms, Page Street, Westminster, S.W.1.

**B.A.R.C. (S.W.).**—Club evening, 25th August, Little Testwood Club, Totton, Southampton.

**BMW C.C.**—Meeting, 25th August, The Cricketers, Downside, near Cobham, Surrey, from 7 p.m.

**Chiltern C.C.**—Social evening, 25th August, George Hotel, Beaconsfield, 7.30 p.m.

**V.S.C.C.**—Meetings: 25th August, Ferry Boat, Holywell, St. Ives, Hunts; 26th August, Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, near Northwich; Crescent Hotel, Ilkley.

**Sunbac.**—Meeting, 26th August, Mason's Arms, Solihull.

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ALVIS FIREFLY, 1934, drophead coupé. New hood. E.N.V. gearbox. £95.—Phone: Northwood 795.

###### AUTOMOBILIA, LTD., offer:

1950 (August) Alvis super sports 2-seater, scarlet, upholstery cream leather, radio, excellent condition. £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

1933 ALVIS Firefly 11.9 h.p. d/h. coupé. Good condition throughout. £110 o.n.o.—Phone: K. Mountain, Chalfont St. Giles 295.

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LE MANS 1½-litre short chassis, recent engine rebuild. History, photos.—Apply Earle, 154 Downend Road, Bristol, 7.

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ALEXANDER ENGINEERING CO.—Twin carb. conversion now available for A30s.—See our advertisement under Morris Minor.

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BLUE LABEL 3-litre 15.9 h.p. 1923, 2-seater tourer, racing green, brown leather, new hood, good tyres and battery. Very sound mechanically, excellent performance and completely reliable, taxed. This thoroughbred is prepared to go to work for a suitable client on payment of £125.—Apply Birch, 1128 Stratford Road, Hall Green, Birmingham. Phone: Springfield 5444.

SERIOUS OFFER INVITED for 1930 4½ drop-head in remarkable condition bodily and mechanically. Photos on application. Part exchange considered.—Suggestions to Ball, Burlington Hotel, Harrogate 5887.

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##### JAGUAR

FOR SALE.—SS Jaguar 100, 2½-litre, 1937. Recently sprayed B.R.G. Seats reupholstered, and engine just rebearing. Complete with hood and tonneau; Lucas Fog and Flame Thrower. Sounds and goes like a bomb. Recent property of well-known motor trade engineers. £325. For outright sale or exchange for an even faster car.—On view North London. Phone CLIssold 0071. (BARnet 0287 evenings.)

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(Continued overleaf)

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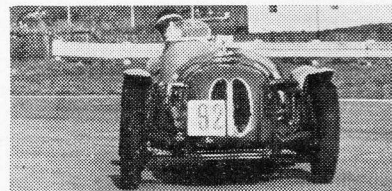
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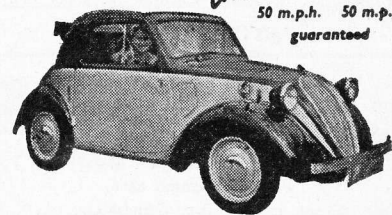
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(Continued overleaf)

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**M.G.** PA Midget 2-seater 1935/6, cherry red with beige leather interior, red hood and tonneau cover to match, bodywork completely rust-free, engine decocked, serviced and tuned, usual extras, aero screens, two spotlamps, Lucas twin horns, Fram oil-coil; a delightful little car to drive . . . . . **£225**

**MORGAN 4/4 sports 1937/8,** good history, two previous owners (last owner 10 years), whole car almost entirely original with exception of hood and screens (new this year), British Racing Green, excellent chrome, six almost new Fort Dunlop tyres, very high standard of performance, a smart, serviceable and very economical little sports car . . . . . **£225**

**SUPERCHARGED MORRIS Minor coupé, 1953** model, equipped with a host of other extras, including built-in heater, windscreen-washers, special gauges, inspection-lamp point, radiator muff, tonneau cover, full kit of tools in plastic container, the whole car virtually unmarked inside and out and capable of a truly amazing performance, yet most economical on petrol, probably the fastest and most comprehensively equipped Morris Minor on the road, unrepeatable offer . . . . . **£545**

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**ASTON MARTIN 1½-litre 12 h.p. sportsman's** four-light saloon in silver-grey, has just had comprehensive mechanical check-over in our workshops, enthusiast opportunity . . . . . **£195**

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**Correspondence—continued****The August Brands Hatch**

I AM not in agreement with the description of Peter Gammon's accident at the Brands Hatch August Bank Holiday meeting which AUTOSPORT gives.

The report states that Gammon's Lotus was baulked by Cook's Kieft. This is not fair to A. M. Cook, who was first into Kidney Bend and, therefore, had the right to choose his own line. Peter Gammon, although coming up fast, was in no position to challenge Cook before the bend was reached and should have held off until the Kieft had cleared the apex of the bend instead of trying to cut in on the inside.

I agree that Peter Gammon drove a whale of a race and his unfortunate prang robbed the Final of most of its sting.

P. DENDY.

CHELMSFORD.

\* \* \*

**Racing in the Present Tense!**

THIS is in the nature of a plea. As an avid reader of AUTOSPORT for nigh on three years, one of the most attractive features has been your reports of the big events written in the *present* tense.

To me, this makes a report become the event itself, and most of last year's renderings were thus.

But alas, this year you have reverted to the commonplace and some of the sparkle has dimmed. Could you please do something to put this right and so put AUTOSPORT out in front again?

Nevertheless, I shall continue to cheat, by trying at the newsstand last thing Thursday nights.

J. F. GRANT.

LONDON.

[Many readers objected to present tense descriptions. It would be interesting to have other views.—Ed.]

\* \* \*

**Sports Car Racing—Enforce Two Seats and Luggage**

I WOULD like to make a suggestion which might benefit sports car racing. Some comments I read in automobile magazines criticize the fact that today's sports racers are more or less monopostos. Why not insist on two comfortable seats and luggage in cars which compete in international events? This would serve normal touring and sports cars.

As I do not own a car and only occasionally ride in one, I do not know how much luggage should be carried (enough

for two persons on vacation for about a week?), nor the measurements of the seats and the distance to the fascia panel, legroom, etc., but these could be figured out.

May I congratulate you on your fine magazine, which I look always forward to and read with much pleasure.

W. J. FORD.

AEGSTGEEST, HOLLAND.

\* \* \*

**The B.B.C. and the British G.P.**

I SHOULD like to know why the B.B.C. broadcast the Oulton Park meeting five times, and yet only twice for the vastly more important British Grand Prix at Silverstone? Possibly the last named interfered with the cricket matches which were on the air no less than six times.

Also, I think that some arrangement could have been made to broadcast the Snetterton International meeting which is every bit as important as Oulton Park.

May I congratulate you on the fine magazine you produce each week.

D. R. ANTHONY.

DISS, NORFOLK.

\* \* \*

**"Autosport" Camera Contests**

IN editions of AUTOSPORT during the earlier part of the year, you staged an International Camera Contest. At the time, I did not think that my photographs would stand much chance of winning. However, upon seeing the results, I was looking forward to the next contest, with the intention of submitting my own photos.

In your 5th March issue it was stated that other camera contests would be organized for certain events during the 1954 season. Unless I am mistaken, and I have AUTOSPORT regularly, no such contests have been held. In March I was under the impression that there would be another contest either in May or July, after the Silverstone meetings. I have held this letter over until after the British G.P., but nothing has been mentioned about another competition. I should be very pleased if you could throw any light on this matter.

A. J. K. ROUSE (aged 17).

COLWALL,  
NR. MALVERN.

[Pressure on space has been the main trouble, but readers may rest assured that further camera contests will be staged.—Ed.]

**Classified Advertisements—continued****MISCELLANEOUS—continued**

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**TWO NORTON** gearboxes, complete with clutch. £12 and £10 each. BMW 326 engine, 1938, less starter and dynamo. £25.—Lones, The Leys, Chipping Norton.

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**BRISTOL ENGINE**, second-hand.—Box 1560 (Sussex).

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**LEA-FRANCIS** 1,767 c.c., or 1½-litre engine. Must be in good condition.—Wadsworth, Moseley House, Rosehill Road, Burnley.

**MAYFAIR GARAGES, LTD.**, urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

**M.G.** TC engine and gearbox wanted, condition unimportant providing there are no cracks.—Details and price to Traugott, 57 Brondesbury Park, London, N.W.6.

**MORGAN** 4/4 two-seater, 1938/9. Must be good. Cash up to £200.—Wooff, 45 Station Road, Leigh-on-Sea, Essex.

**TWIN** 1½ in. SU carburettors, preferably horizontal.—8 Ena Avenue, Sneinton, Nottingham.

**WANTED.**—Dellow in sound condition.—Full details and price to 1 Imperial Drive, Harrow.



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**TUBULAR LUGGAGE CARRIERS**, chromium plated, for Fiat 500 2-seater, **£5**. Austin Eight, Standard Eight, Morris Minor **£5/15/-**, M.G. 2-seater, **£7/5/-**. TC, TD & TF **£8**. Jaguar XK 120, for top panel (illustrated), or Boot **£8**. Morgan P.us Four, **£8/10/-**. Consui, Zephyr & Jowett Jupiter, **£8/18/6**. Other makes to order. Folding steel for Morris 8 and Ford 8 & 10, **42/-**. Hillman Minx, **45/-**, carriage **2/6**.  
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Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, **5/0/-** each. With double clamp for racing **5/5/-** each. Post 2/-.

**WIND DEFLECTORS**, in Perspex, polished Duralumin frames, prevents draughts for M.G. TC and TD **£2** the pair, Jaguar XK 120 **£4/4/-** the pair. Wind deflectors in Perspex, polished Duralumin frames, prevents draughts, for all T series M.G. **£2/2/-** pair, Jaguar XK 120 **£3/3/-**, ditto super, **£5/5/-**.



For M.G. TD **DUMMY KNOCK OFF HUB NUTS** in highly polished aluminium, fitting wheel covers **15/-** each with M.G. badge, **10/-** each less badge. Twin Spare Wheel Carriers for M.G.'s with centre lock wheels **£4** each. Single do **£2/7/6**.

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Stainless steel spokes in moulded plastic rim, mottled brown, ivory or black, fully flexible. For M.G., Morris, Austin, Standard, Vauxhall, e.c., **£4/10/-**. M.G. TC telescopic boss, **£5**, XK 120 **£6/15/-**.

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**2nd** F. R. Gerard (Cooper-Bristol)

**3rd** D. Beaman (Connaught)

### AND ABROAD

ZANDVOORT AUGUST 15th

International Sports Car Race

**1st** Class B. A. Brown (Cooper-Bristol)

**1st** Class C. D. Beaman (Aston Martin)

**1st** Class D. N. Sanderson (Jaguar)

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