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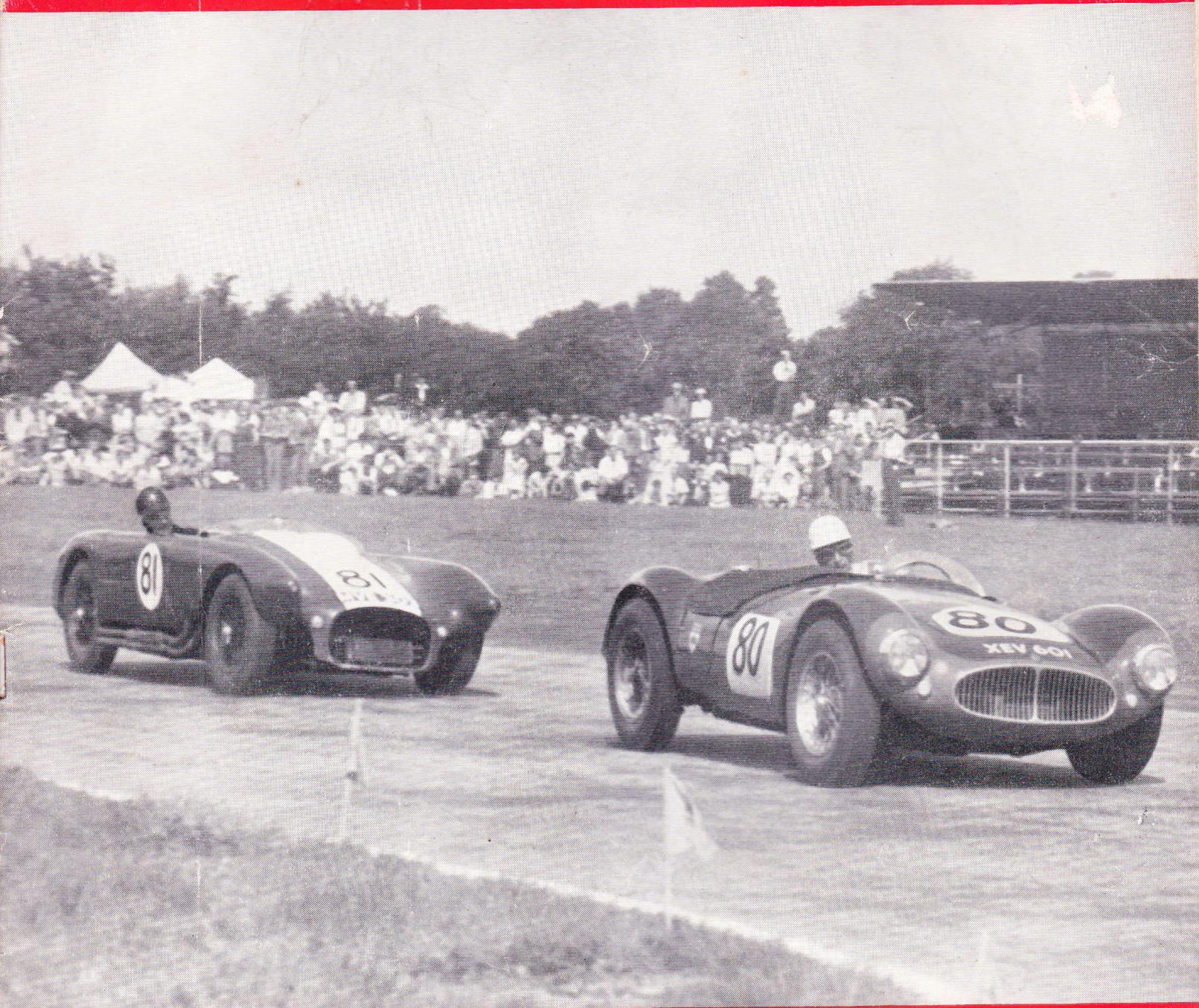
SEPTEMBER 3, 1954

AUTOSPORT

1/6

EVERY FRIDAY
Vol. 9 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

RECORD ROUND-UP AT SHELSLEY WALSH : LIÈGE-ROME-LIÈGE RALLY
SILVERSTONE "SIX-HOURS" : THE CURRAGH RACES : CASTLE COMBE

JOHN BOLSTER • WILSON ROGERS • JOHN GOTT • J. O'DONOGHUE • G. H. DEASON

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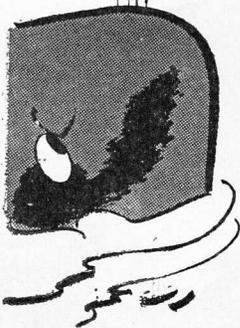


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 10

September 3, 1954

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CONTENTS

	Page
Sports-News	301
Gallagher (Gordini) Wins at Curragh	304
Silverstone "Six-hours"	306
Castle Combe "National"	308
John Bolster tests the Sunbeam Alpine Special	310
Record Round-up—the International Shelsley Walsh Meeting	312
They're Coming!	314
A Marathon amongst the Floods—John Gott reports on the Liège-Rome-Liège Rally	316
News from the Clubs	322

NOTICES

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EDITORIAL

T.T. PROSPECTS

COURAGE and tenacity have been richly rewarded. The Ulster A.C., taking on the organization of the International Tourist Trophy race under powers (but not finance) delegated to them by the R.A.C., have received works entries from Ferrari, Lancia, Maserati, Osca and D.B., from abroad, and the cream of British representatives, including works Jaguars and Aston Martins. With such contestants, even allowing the almost inevitable non-starters, a successful and highly interesting contest is assured, yet a bare month ago, before entries were known, the Club's competitions committee were having serious qualms at their temerity in undertaking promotion of the T.T.

Dull indeed would he be who felt no excitement at the prospects the 1954 race offer. For the Lancia team, Pan-American and Mille Miglia winners, to field four cars, with the masters Fangio, Ascari, Villorosi and Taruffi among the drivers, is enthralling enough. For these to be challenged by Gonzalez/Trintignant and Hawthorn/Maglioli in official Ferraris—perhaps the Le Mans-winning 4.9s, perhaps the latest 3-litre models—should be guarantee enough of a superb race, even without the comforts of Jaguar and Aston Martin to defend the home colours and bring yet more thrill to the race. Dundrod, 1954, should certainly be worth visiting on 11th September, if only to see the Lancias make their first-ever appearance in the British Isles and to have their first race against the D-type Jaguars. Moreover, the Maseratis, if accepted, will be making one of their very rare forays in a foreign sports car classic, while works Oscas have never ventured so far afield before.

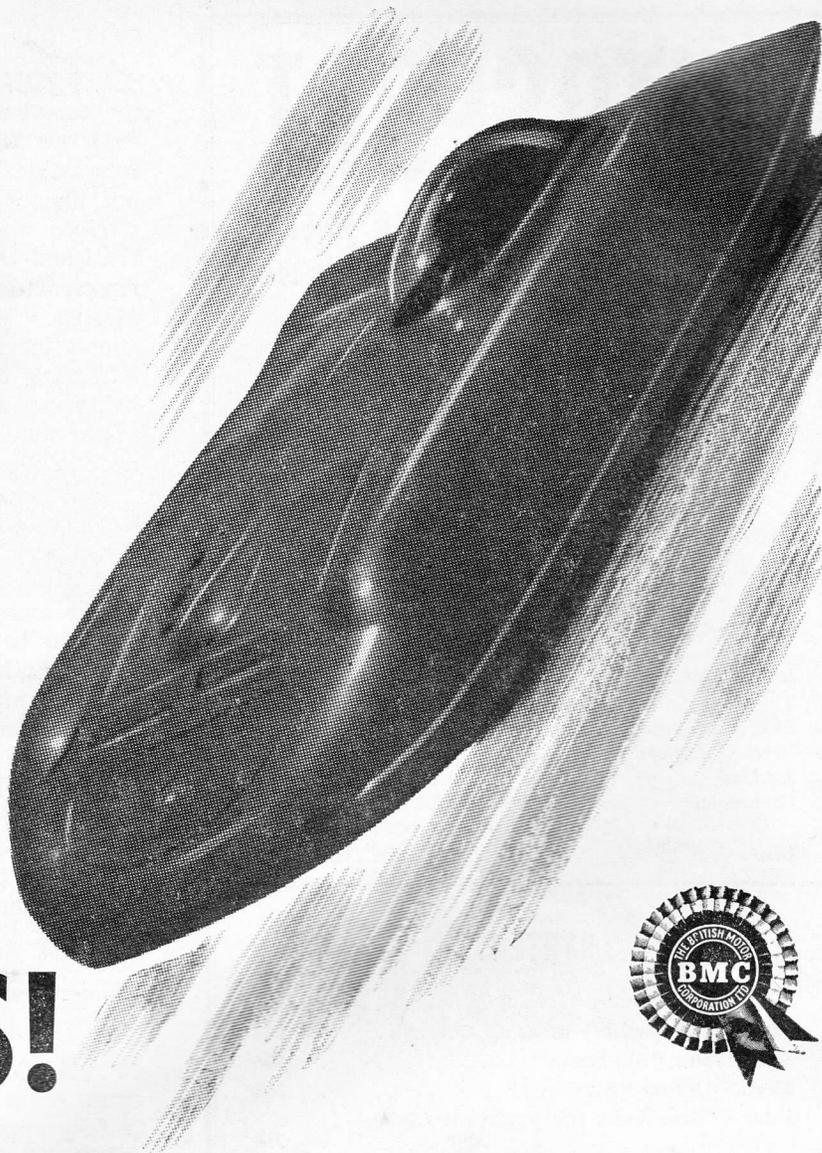
. . . . AND PEDIGREE

THE status in motor racing of the T.T. is not always fully appreciated. Although the 1954 event is only the 21st of the series, the T.T. is actually the oldest race in the world still being regularly promoted. It was in 1905 that the R.A.C. put on the first T.T., earlier than the Targa Florio, earlier than the French Grand Prix. Run in the Isle of Man with some irregularity up to 1922, then on the wonderful Ards course in Northern Ireland from 1928 to 1936, an uneasy two-year sojourn at Donington followed, to be broken by the war, after which the T.T. returned to Ireland in 1950, to be staged on the then new Dundrod road circuit.

In that span of 48 years, some wonderful T.T.s have taken place, fully earning the race its recognition as the *grande épreuve* of the British Isles. The Ulster A.C.'s courage is ensuring the continuation of a great T.T. tradition, for which full credit should go to them. May the race prove the success it deserves—and may the sun shine on Dundrod on the day.

OUR COVER PICTURE

CAMBRIDGE v. MODENA: One of the most exciting features of the unlimited sports car race at Castle Combe last Saturday was the fierce 10-lap duel between Archie Scott-Brown (Lister-Bristol) and Roy Salvadori (Maserati). The pair shared the fastest lap of the race at 81.98 m.p.h., and Salvadori won by a bare two-fifths of a second.



37 NEW RECORDS!



Driving their un-supercharged M.G. Special on Bonneville Salt Flats, Utah, U.S.A., Captain George Eyston and his co-driver, Ken Miles, averaged 120.74 m.p.h. for 12 hours, during which time they established

8 NEW INTERNATIONAL CLASS F RECORDS (Standing start)

AND 10 MILES (Flying Start) at 153.69 m.p.h.

15 NEW AMERICAN NATIONAL CLASS F RECORDS (Standing Start) ALL IN EXCESS OF 118.70 m.p.h. AND 14 NEW AMERICAN NATIONAL CLASS F RECORDS (Flying Start) ALL IN EXCESS OF 119.97 m.p.h. (Subject to official confirmation)

NOTE TO M.G. ENTHUSIASTS:

This M.G. Record Breaker is powered by a suitably tuned basic 4 cylinder T.F. M.G. engine.

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Safety fast!

SPORTS-NEWS

COOPERS WIN AGAIN AT CHIETI

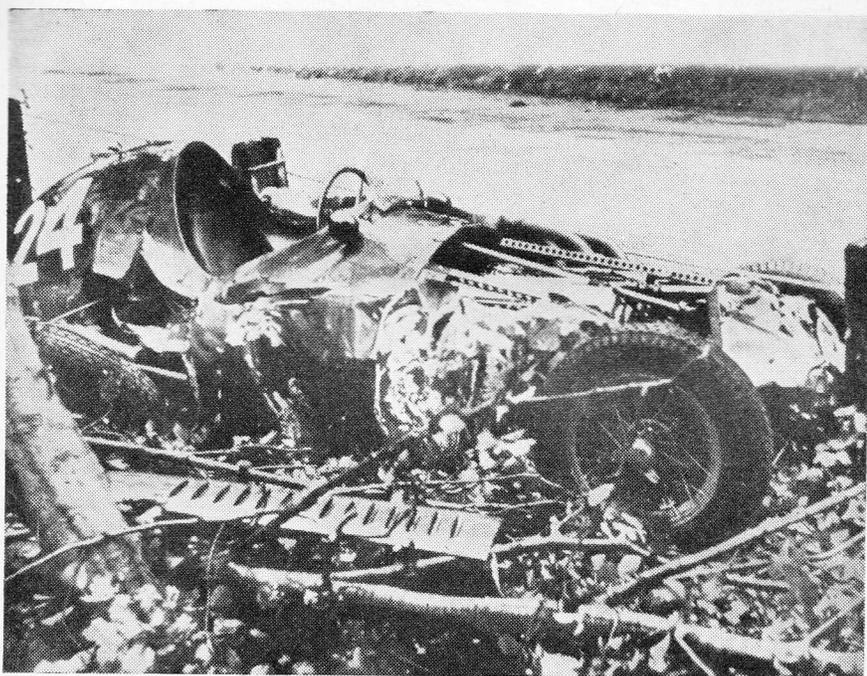
BRITISH cars scored a notable success on Italian soil last Sunday, when Eric Brandon's 600 c.c. Cooper won the Gran Criterium Vetturette at Chieti for the second successive year. His teammate in the Ecurie Richmond, Rodney Nuckey, was second in another Cooper, leading the Italian Berardo Taraschi's Giazur home by a lap.

Fourth finisher was another Briton, Stuart Lewis-Evans, in a Cooper 500. Brandon's speed for the 40-lap, 42½-mile final over the miniature street circuit was 55.01 m.p.h. Amongst the entries were Elie Bayol (D.B.), Adolf Lang (Cooper), Lex Beels and H. Hutchinson of Holland (Coopers), Bellocchio the Italian Cooper exponent, and numerous Italian drivers of Giazur, Giannini, Stanguellini and Moretti single- or two-seater 750 c.c. machines.



FANGIO IN THE FOREST: A pleasantly leafy scene on the Bremgarten circuit during the Swiss G.P., with race winner Juan Fangio sweeping through the tricky Kiesgrube turn in his Mercedes-Benz.

END of Robert Manzon's Swiss G.P. hopes (left), with the works side-tank Ferrari a battered wreck, and the Frenchman in hospital with broken ribs, after his practice crash.



B.M.C. ANNOUNCE AN AUSTIN GAS TURBINE

FOLLOWING close on the heels of last week-end's announcements of the record-breaking runs of the M.G. and Austin-Healeys on the Bonneville Flats in Utah, U.S.A., a further announcement of considerable interest comes from the British Motor Corporation.

It has been an open secret in the trade that for the last three years or more a special section of the Austin Research Department has been engaged on a gas turbine project. It is now announced by B.M.C. that a 125 h.p. gas turbine with heat exchanger has been successfully tested, fitted into a standard Austin Sheerline saloon.

With the possible exception of the Chrysler engine, upon which little has been published, this is believed to be the first successful application of a heat exchanger to a gas turbine in a motor vehicle. Results so far obtained have been so encouraging that activity in this direction is being intensified.

REFLECTOR REMINDER

OCTOBER the first is reflector day for British cars. By that date every car and motor-cycle must carry red rear reflectors in addition to normal rear lights. For cars, two reflectors must be mounted as follows:

- (a) Not more than 16 ins. from outer edges of vehicle, and not less than 21 ins. apart.
- (b) Between 15 ins. and 3 ft. 6 ins. from ground, and both reflectors at same height.
- (c) Not more than 30 ins. from extreme rear of vehicle, including luggage grid.
- (d) Vertical and facing squarely to rear.

Circular reflectors must have a reflecting surface of not less than 1½ ins. in diameter.

THE PARIS SHOW

THE Paris Salon de l'Automobile et du Cycle will be held from 7th-17th October, and will, as usual, occupy both the Grand Palais in the Champs Elysées and three halls of the Parc des Expositions at the Porte de Versailles. The Show, now occupying an area of 21 acres, will this year have over 1,300 exhibitors, of which 226 will be

"foreign", representing no less than 14 different countries.

The exhibits at the Grand Palais will represent 107 different makes, in the following proportions: 30 French, 27 English, 18 American, 18 German, 10 Italian, one Spanish, one Austrian, one Czech and one Hungarian.

The British exhibitors (cars) are the following: Armstrong Siddeley, Aston Martin, Austin, Austin-Healey, Bentley, Bristol, Daimler, Ford, Hillman, Humber, Jaguar, Lagonda, Lanchester, M.G., Morris, Riley, Rolls-Royce, Rover, Standard, Sunbeam, Triumph, Vauxhall and Wolseley.

SAID SECOND IN ITALY

THAT keen American driver Bob Said gained second place with his new 2-litre Ferrari in the Italian "Trullo d'Oro" speed event on 22nd August. The course was 176 km. long, starting and finishing in Castellana, and overall winner Franco Bordoni's time with a 3-litre Gordini was 1 hr. 12 mins. 41.8 secs. Said's time was 1 hr. 16 mins. 17.4 secs., third was Pezzoli (Ferrari) and fourth the Brazilian champion, Francesco ("Chico") Landi, also in a Ferrari.

SUCCESS ÉCOSSAIS

THE 1,000 km. race at Nürburgring having been cancelled, Ecurie Ecosse will now appear at the National Race Meeting to be held at Charterhall this Saturday. With its victory at the International Zandvoort meeting, the total of first places gained by the Ecosse Jaguars this season is now 11 out of attendances at 13 meetings. David Murray expects that Charterhall will give opportunity for trying out new drivers. The team's plans for next season may be largely influenced by the showing made on this occasion.

**132 M.P.H.
FOR 24 HOURS!**



AUSTIN HEALEY CHOSE

At Utah (23-24/8/54) a standard Austin Healey broke the International 24 hours record for 2½ litre cars averaging 132 m.p.h. During the run 11 International Class D and 42 U.S.A. National records were also broken. A streamlined super-charged model averaged 192 m.p.h. over a measured mile. (Subject to confirmation.)



THE MASTERPIECE IN OILS

VIN DU PAYS! A joyous post-Wakefield Trophy race scene at the Curragh last Saturday, with "Wilkie" Wilkinson and Peter Whitehead showing the left- and right-hand methods of quaffing a Guinness. Duncan Hamilton has already finished his, and is looking for another!

B.R.M. FOR CHARTERHALL TOMORROW

SCOTSMAN Ron Flockhart drives the Mk. II B.R.M. at Charterhall in tomorrow's Scottish National meeting of the Winfield Joint Committee. Also present to worry him will be Reg Parnell (Ferrari), Bob Gerard (Cooper-Bristol) and Roy Salvadori (Maserati).

Jim Russell, Les Leston, J. K. Hall and Ninian Sanderson feature in the F3 list of runners; and the Ecurie Ecosse will field their three ex-Le Mans Jaguars in the sports car and—doubtless—*Formule Libre* racing events. The entry list totals about 80. The meeting starts at 2 p.m.

NEW COMPETITION AUSTIN-HEALEY

THE "Hundred S", a special competition version of the Austin-Healey "Hundred", will make its first public appearance in October at the Earls Court Show. The design intended for production is based on the machine which captured many Class D international records on the Bonneville Salt Flats recently, at speeds from 131.1 m.p.h. for 3,000 miles to 5,000 km. and 24 hours at 132.2 m.p.h. Altogether, 53 international and/or American National records were broken.

The car has a 130 b.h.p. engine with oil cooler, four-speed close ratio gearbox, disc brakes, all-aluminium body, and 20-gallon fuel tank.

SHEILA VAN DAMM and Mrs. Anne Hall are off a-Rallying again, with a Sunbeam-Talbot. This time it is the Viking Rally, in Norway, starting on 10th September and finishing three days and 1,100 miles later at Oslo. They will contest the Coupe des Dames with Mrs. Greta Molander, Scandinavian lady champion with a Saab.



MT. WASHINGTON HILL-CLIMB

SHERWOOD JOHNSTON in his new stripped C-type Jaguar Special set a new record for the 6,000 ft. Mount Washington hill-climb on 15th August. His time for the eight-mile climb of 10 mins. 44.8 secs. beat his 1953 record by 1.8 secs. Class wins fell to Meyer (Meyer Spl.), Keith (Allard), Perrin (Jaguar), Deane (Austin-Healey), Rutan (Lester-M.G.), Lawrence (Porsche) and Rutan (Volkswagen Spl.). The road surface for the entire distance is loose sand and rocks, but only two of the 39 starters failed to reach the summit.

C. G. NEILL FOR R.A.C. COMPETITIONS COMMITTEE

C. GORDON NEILL, the well-known hon. secretary of the Ulster Automobile Club, has accepted an invitation to join the Competitions Committee of the Royal Automobile Club. Motor racing in Ireland owes much to the enthusiasm, hard work and efficiency of C. G. N., who will be an undoubted asset to the Competitions



Committee. On accepting the honour, he made it clear that he regards it as a tribute to the Ulster A.C. as a whole.

MERCEDES for Monza will be the streamlined cars; drivers, Fangio, Kling and Herrmann, plus Hermann Lang, a late entry with a fourth car.

AFTER the race the team will make a trip to the tomb of Tazio Nuvolari to pay tribute to the greatest driver of all time.

ROY CLARKSON recently drove his 1902 Panhard-Levassor from his home in Halstead, Essex, to Glasgow; took part in the Glasgow-Edinburgh Veteran Rally, then drove back home again. Total mileage 900, and unescorted all the way—not bad for a 52-year-old (no—the Panhard!).

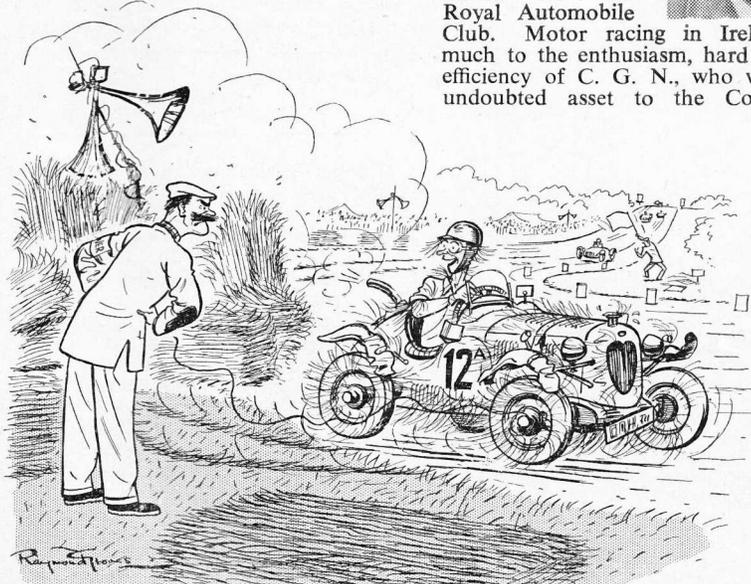
CO-DRIVING an 1,100 c.c. Kieft with Alan Rippon in the Dundrod T.T. is "Bill" Ferguson, well-known Cooper exponent in Malayan events.

"L'AFFAIRE" Houel seems not to have died down yet. His entry for the Tour de France has been refused, allegedly on grounds of his protest against Chiron in the Monte Carlo Rally.

TALBOT identity—R. W. Fitzwilliam's pre-war sports Talbot, illustrated on page 286 last week, is not the 1936-7 4-litre car our caption suggested. It is a 1939 ex-works 4½-litre, driven at Le Mans that year by "Taso" Mathieson, and by Chinetti and Cabantou in some post-war F1 events. J. Gordon Bennett drove it at Jersey in 1948, after which Peter Waring bought it and restored it to sports car specification, raced it as such, then sold it to Fitzwilliam.

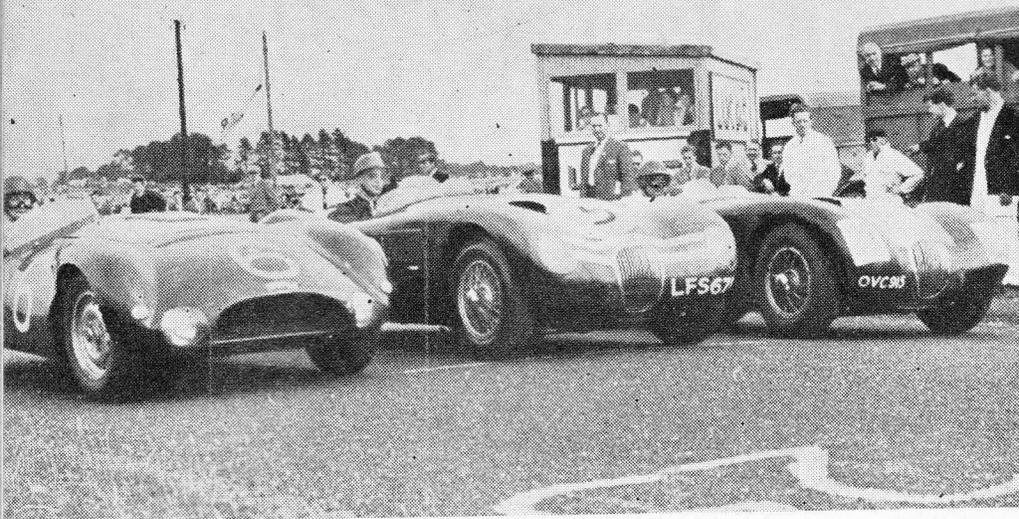
M.G.'s Eyston/Miles record bag at Utah with Ex.179 has risen to a total of 37, comprising 8 International Class F (standing start), and 15 standing and 14 flying start American National Class F records.

LATE news from Monza has it that Alberto Ascari will drive a Ferrari in the Italian Grand Prix, with full permission from Gianni Lancia.



"Oh well—we live and learn, don't we! . . ."

THREE FAST ONES: Peter Whitehead (Cooper-Jaguar), Desmond Titterington (Ecurie Ecosse Jaguar) and Duncan Hamilton (also Jaguar) await the starter's flag.



good. Great things were expected of this year's event and Thursday's practice times gave promise of things to come. Duncan Hamilton, driving his C-type Jaguar, bettered unofficially the lap record set up in 1951 by Stirling Moss, Hamilton's 86.75 m.p.h. being a whole seven seconds faster. Desmond Titterington, driving the "two-stripe" Ecurie Ecosse Jaguar, did 84.68; Peter Whitehead (Cooper-Jaguar), Joe Kelly (C-type Jaguar) and Jack Walton

GALLAGHER (GORDINI) WINS AT CURRAGH

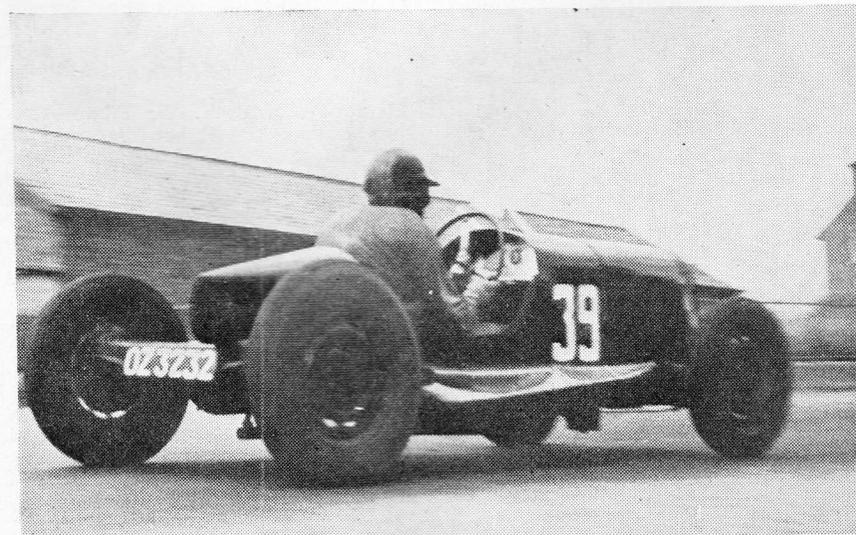
—But Only by 3 secs. from Bob Berry (Jaguar) — Wakefield Trophy for Peter Whitehead (Cooper-Jaguar)

DESPITE a pit stop early in the race, Redmond Gallagher of Dublin, driving a 1,500 c.c. Gordini, finished first on handicap in the Irish Motor Racing Club's International Trophy Race over the Curragh "Big" Circuit last Saturday. He won by just three seconds from Bob Berry of Coventry, driving his very fleet Jaguar XK 120, and Joe Kelly of Dublin (C-type Jaguar) was third. The scratch race for the Wakefield Trophy was won by Peter Whitehead (Cooper-Jaguar) at a record speed of 82.87 m.p.h., Whitehead and Kelly sharing the honours for a new lap record at 84.68 m.p.h. Unfortunately, what was otherwise the finest race in the Curragh series was marred by a fatal accident in which the very popular Derry driver, Joe Quinn, a soldier marshal and a spectator were killed.

The weather has figured largely in every motor race report this so-called summer, but let it be said that for both practice periods and on race day it was



O'BOYLE TROPHY for best handicap performance went to local man Redmond Gallagher (above) in his 1,500 c.c. Gordini.



DARK HORSE: With Freddy Smyth's Ford Special around, an Irish race result is always in doubt. Here the curious but highly effective offset single-seater car is passing through Curragh Camp.

(Cooper-Bristol) got into the 83 m.p.h. bracket, and Red Gallagher's 77.32 m.p.h. in the Gordini was 'way above his target speed of 74.4 m.p.h. Word came through that the three H.W.M.s had been scratched after a series of transport misfortunes, so this put Hamilton, Whitehead, Titterington and Donald Beaman (Connaught) as scratch men.

Friday saw Hamilton better his speed of the previous evening by turning in a lap at 87.18 m.p.h., Titterington equalled this, but Whitehead was content to circulate three seconds slower at 85.9 m.p.h. Beaman did a few laps in the 2-litre Connaught, then came slowly in to the pits, and the car was withdrawn. Billy Leeper's M.G. went on to three cylinders and it, too, failed to materialise on race day. Anthony Powys-Lybbe thundered round in his old Alfa Romeo

at 79.4 m.p.h. and Gallagher gave perhaps a hint of things to come by doing a few laps at 78.34 m.p.h. Walton's Cooper-Bristol was indecently fast, with 84.29 m.p.h. against a target speed of 80 m.p.h.

Eventually, 38 cars lined up for the start with Kelly's Jaguar holding pride of place on the grid. Cars were started in bunches according to handicap and the Hamilton/Whitehead/Titterington trio was most impressive as they surged away together, leaving an odour of burning rubber hanging over the pits. First man round was Kelly, going like the clappers and obviously out to mop up all opposition. Hamilton, Titterington and Whitehead rushed through in a tight bunch, in that order, lapping at around 83 m.p.h. Walton came in to the pits in a cloud of smoke to retire, while Flower brought his Porsche in and fiddled with the throttle linkage for a while. Gallagher pulled in with the Gordini, had a quick look at his rear suspension and rocketed away again.

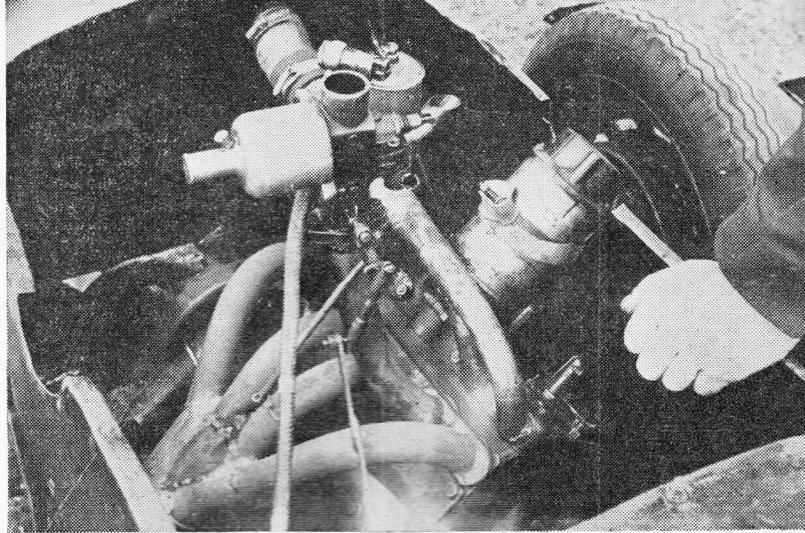
At the end of lap 8, limit man Jimmy MacKenzie (M.G. TC) was still firmly in front, followed but not being caught by Meikle in the 497 c.c. Cooper-J.A.P. Next in order were Hennessy (Austin Special), Leo Manthorpe (M.G. TF), Lacy (M.G. TD) and Lord (M.G. TC), all long markers. Fleming came in to the pits and retired his Morgan with faulty brakes, and Gleeson's TD gave up the ghost with its bearings gone. Then Titterington began a series of pit stops with the Ecurie Ecosse car, which dropped him out of the picture and robbed the scratch battle of much of its interest. Eventually the car was retired with a broken valve spring. On lap 9 Hamilton was some 9 secs. ahead of Whitehead. Lap 10, and Hamilton braked too late at Kildare Hairpin, getting himself on to the grass. Whitehead was now only 3 secs. behind.

Lap 12 saw MacKenzie still out in front on handicap, Manthorpe next, then Lacy, then Lord. Ford specialists Scott and Smyth were having a private war in their incredibly quick little cars, the Smyth "delta wing" eventually getting the better of the Scott "sloper" to take fourth place from Lord. The effort seemed too much for Scott's car, which stopped at the pits on lap 13. At this stage Len Earl's Vanguard Special came on the leader board in fifth place and Naylor was moving up with his Cooper-M.G., but both retired on the next lap.

★

**M O D E R N
T R E N D:** Robin Scott's Ford Special has its 1,172 c.c. engine sloped at an acute angle, in Mercedes-Benz style. One of Tommy Graham's "mods.", it improves cooling by providing for direct-rising water pipes from the side of the cylinder head.

★



Wilkins lost the filter on his Lotus-Consul, spun in his own lubricant and was out. Whitehead had passed Hamilton and was beginning to draw away, the Cooper-Jaguar looking much steadier than the C-type.

Then occurred the unfortunate accident which cost Joe Quinn, a soldier marshal and a spectator their lives. Quinn's Mercury-powered S.A.M. collided with Maunsell's H.R.G. at Ballymany corner, near the pits, and the S.A.M. spun into the crowd with disastrous results. Maunsell, although unhurt, immediately retired.

By lap 16 Anthony Coleman had brought his Austin-Healey up to fifth place, menaced by Gallagher, whose Gordini was obviously going very well indeed. Bob Berry's XK 120 was coming into the handicap picture too, and Kelly was coming up fast through the field. On the 19th lap, Tom Lord retired with engine trouble. MacKenzie was still in front followed now by Lacy's TD, then came Manthorpe with Smyth still lying fourth but creeping up on him. Gallagher got by Coleman and Berry came up into seventh place, closely followed by Tyrer's XK 120 coupé. Kelly did a prodigious slide at Magazine Bend, wagging the Jaguar's tail eight times before straightening out and pressing on—if anything, faster than before! On the 20th lap Whitehead pulled out all the stops and, clocking 147 m.p.h. over the timed quarter-mile, set up a new lap record of 84.29 m.p.h. Kelly had now jumped from 11th to ninth place and excitement was beginning to mount.

Joe Flynn's blown TC had become virtually brakeless but Joe, substituting gearbox for brakes, pressed on very fast indeed.

Gallagher then passed Smyth and high-tailed it after the leading trio, the Gordini sounding perfect. Berry made a quick pit stop and dropped a place, but picked it up again in another lap. By the 26th lap Gallagher was in second place and Kelly was now lying sixth. Whitehead did another lap at 84.29, and looked an almost certain winner of the scratch race as he came up into ninth place on handicap. Another lap, and Kelly equalled Whitehead's record, although his C-type was almost 10 m.p.h. slower than the Cooper-Jaguar over the flying quarter-mile.

Suddenly Gallagher was out in front, and limit man MacKenzie found himself in the midst of a pack of Jaguars. Berry was a scant 20 secs. behind the flying Gordini, but with one lap to go the gap had been cut by 11 secs., while Kelly, Whitehead and Hamilton were lying third, fourth and fifth. The last lap had everyone on tip-toe, but Gallagher pulled something extra out of the bag, somehow, and scuttled across the line with Berry breathing down the back of his neck, a mere 3 secs. behind. Kelly was in sight at Ballymany, only 20 secs. behind Berry. Peter Whitehead collected the Wakefield Trophy for fastest finisher, at 82.87 m.p.h., and Joe Kelly tied with Duncan Hamilton for second place in the scratch race, both returning a race average of 82.23 m.p.h.

JACK O'DONOGHUE.

Results

O'Boyle Trophy (Handicap): 1, R. J. Gallagher (1.490 Gordini), H'cap 3 laps 1 min. (1 hr. 47 mins. 45 secs.), 75.68 m.p.h.; 2, R. E. Berry (3.442 Jaguar) 2 laps 1½ mins. (1.47.48) 78.07 m.p.h.; 3, J. Kelly (3.442 Jaguar), 3 mins. (1.48.8), 82.23 m.p.h.; 4, P. N. Whitehead (3.442 Cooper-Jaguar), ¼ min. (1.49.48), 82.87 m.p.h.; 5, J. D. Hamilton (3.442 Jaguar), ¼ min. (1.50.38), 82.23 m.p.h.; 6, G. Tyrer (3.442 Jaguar), 3 laps ¼ min. (1.50.45), 73.93 m.p.h.

Wakefield Trophy (Scratch): 1, P. N. Whitehead (Cooper-Jaguar), 82.87 m.p.h.; 2, J. Kelly (Jaguar), 82.23, and J. D. Hamilton (Jaguar), 82.23; 4, A. Powys-Lybbe (Alfa Romeo), 79.47; 5, R. E. Berry (Jaguar), 78.07; 6, R. E. Odlum (Frazer-Nash), 76.82. — 21 finishers.

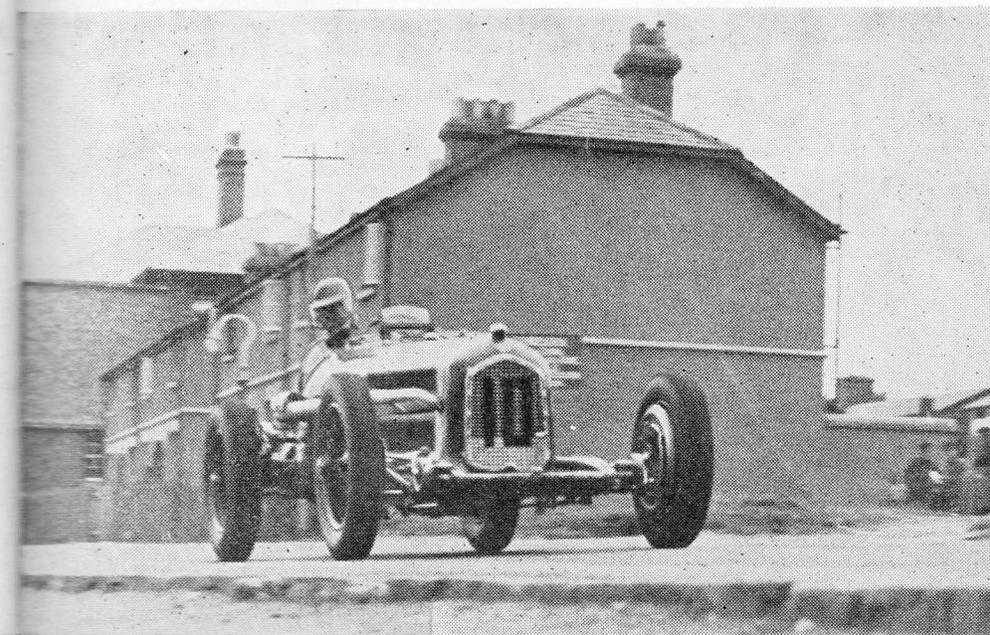
Fastest lap: (Record) Whitehead and Kelly, 84.68 m.p.h.

Fastest 2,000 c.c.: R. E. Odlum, 76.82 m.p.h.

Fastest 1,500 c.c.: R. J. Gallagher, 75.68 m.p.h.

Fastest Irish Finisher (under 1,500 c.c.): F. D. Smyth (Ford), 67.44 m.p.h.

FAITHFUL: No Wakefield Trophy race would be complete without Anthony Powys-Lybbe's famous old 2.9-litre monoposto Alfa Romeo, twice winner at the Curragh. It was placed fourth this year.



THE FLAG'S DOWN (well, nearly) and the drivers (well, some of them) dash across the Silverstone track to commence this year's Six-Hour Relay Race.

Mk. V running a big-end. Manners's Frazer-Nash lost a chain, Griffiths's Raybern-M.G. overheated, Hogg was lapping steadily in the C-type Jaguar at 73.17 m.p.h., and at the other end of the scale Marler was getting the little Chummy-bodied Austin round at 51.7 m.p.h., his cornering wonderful to watch, until a broken rear shock absorber called a halt.

At half distance the Singers came into the lead, chiefly due to the efforts of McDowell, A. R. Linton with the long-tailed 972 c.c. "Meistersinger", and A. Whittaker's Singer-engined H.R.G., the Austin-Healeys lay second, the St. Moritz team held grimly to third spot, and the leaders had covered 94 laps on handicap. D. C. Truman took his C-type Jaguar

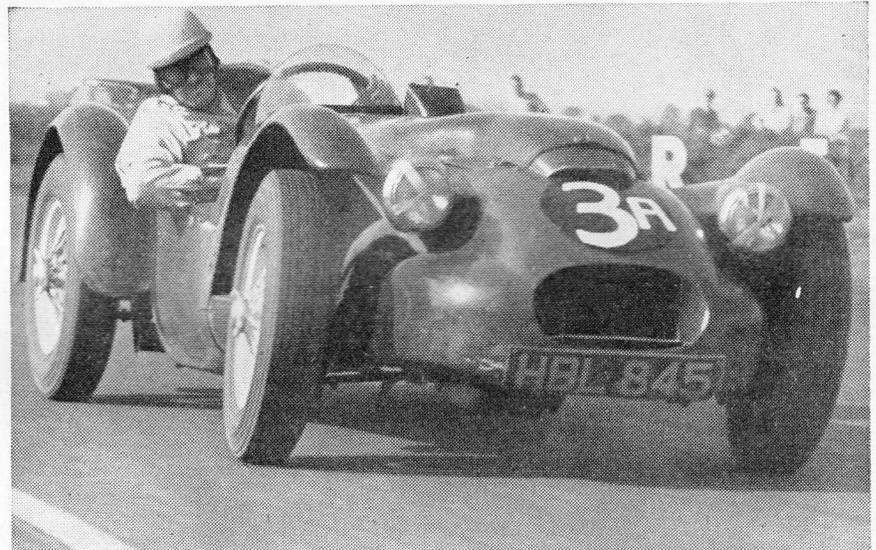
SILVERSTONE "SIX HOURS"

Fine Weather for the 750 Motor Club's Relay Race—Another Victory for the Singer Team

THE 750 Motor Club's popular annual classic, the "go-as-you-please" regulations of which in no way affect the cheerful efficiency of its organization, drew 39 teams to Silverstone on Saturday, together with a press of spectators who packed the Woodcote grandstands and thronged the course and paddock. And this year it was *fine!*

As the clock came up to zero, the final 10 secs. were counted aloud, at least half the drivers jumped the running start from sheer nervous exuberance, and the race was on. As always in a long-distance event, early interest centred on the fast back-markers; John Hogg (Jaguar C-type) from scratch, Alex McMillan's white Cooper of the Bristol Fashion team and R. G. Shattock's Jaguar-powered Atalanta set a cracking pace, with Carnegie's J2 of the Allard team and Cyril Wick's Lester-M.G. (Jetsam team) pressing hard on their heels. The extended 2½-mile circuit, with its fast leg from Maggotts down to the tricky Club hairpin, and back through Tower bend to Woodcote, is popular with drivers, and McMillan put in an early lap at 74.37 m.p.h. In the excitement of the opening laps R. E. Owen overturned his Volkswagen at Woodcote, emerging unscathed to run again later with his door roped up, and Lyndon Sims spun his Riley at the same spot. Carnegie was warned for losing fuel, a trouble which beset many drivers, and was replaced by V. Davies's coupé.

At the end of the first hour the position on handicap showed B. H. Bowering's Jaguar (St. Moritz Tobogganing Club) leading from P. J. Simpson (Healey Silverstones) with the Austin-Healey team third and Sunbac TR2 Triumphs fourth, the two latter teams looking particularly impressive. As the pattern of the race became plainer, it was apparent that the back-markers had a hard row to hoe; the long-handicap teams were pressing on relentlessly, the limit Morris Minors getting round at about 56 m.p.h. West's Austin (750 Club) came in with steering troubles,



SHATTOCK (Above) had his XK 120-powered R.G.S.-Atalanta going very well, lapping at 77.59 m.p.h. and beating some of the C-type Jaguars.

was ably replaced by D. Rees, the Porsche coupé driven by Dunham and Schellenberg for Ecurie Allemand circled steadily, and by the end of the second hour the Jupiter team, with the assistance of Thomas's spirited driving, had replaced the TR2s in second place, with the Chain Gang Nashes less than a lap behind the Austin-Healeys. Meanwhile, Keith McDowell's white 1,496 c.c. Singer was going great guns, soon to bring the Singer team well into the picture, E. J. Haddon's Jaguar led for St. Moritz, and Thomas stopped at Maggotts, Waring setting out to the rescue with the Jupiter R.4. The TR2s were having their troubles, O'Malley Taylor relining his brakes and Tew having tyre bothers, whilst the Buckler team were in sore straits, A/Comdr. Carill-Worsley's "90" blowing a gasket and Miss Hopkinson's

round at 75.63 m.p.h., the remaining Buckler's clutch gave out, Tew's Triumph ran a big-end, Peter Bailey's standard Le Mans Singer kept the leaders' flag aloft, and the i.f.s. Frazer-Nash "Patience" driven by Parker and Nunn was going tremendously well for the Chain Gang. By 5 p.m. the paddock smelt strongly of hot iron, the Buckler team retired, Tymon's TD M.G. had a rod through the crankcase, a Lotus had its engine changed, and D. E. Howard's H.W.M.-Alta showed signs of collision with an immovable object, and had a split radiator. Shattock now turned a lap at 76.92 m.p.h., and another at 77.59, the Atalanta in tremendous form, and Linton's Singer, going well after the removal of much oil from its brakes, was lapping steadily at over 62 m.p.h. The exuberant "Patience" caused some excitement by running amok with the marker drums as it entered the pit area, losing a front wheel complete with trailing link in the process, and further congestion was caused when J. A. van B. Bik, of

the Aero and Auto College team, not only stopped to hand the sash to his relief, but a communal crash-helmet into the bargain! Maurice Geoghagan put in a fast spell for the Chain Gang in his Lea-Francis-engined 'Nash, G. M. White's Healey was pulling up 10 secs. a lap on the leading Singer, and with an hour to go the Austin-Healey team was announced as being in the lead, and then, shortly afterwards, to have not only lost the lead, but dropped to fifth position, all of which was somewhat mystifying, and was not borne out by the lap-score sheets issued subsequently. In point of fact, the Singer team were at this point

announced as slowing to a crawl on the far side of the circuit! Off rushed Monty Vaughan in the veteran Anzani car to take over from his stranded teammate, meanwhile H. M. Manners brought his Meadows 'Nash to replace him in the change-over area; this was fortunate, as no sooner had he done so than the missing D car limped round Woodcote to its pit, and off went Manners with the sash. Whilst this drama was being enacted, however, Dalton in the Austin-Healey had passed through into second place behind Keith McDowell's Singer, which went on grandly to win another Singer victory. The winners completed 190

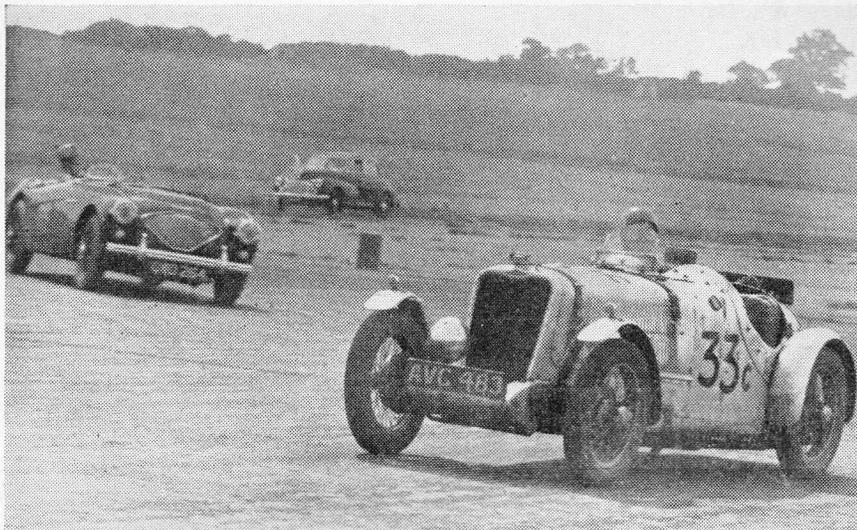
laps (39 credit laps), the Austin-Healeys, Chain Gang, St. Moritz Tobogganing Club and Silverstone Healeys 185 each (19, 39, 14 and 20 credit laps respectively), and the Sunbac TR2 team 182 (20 credit laps). Thirty-four teams finished, and as the last car crossed the line the spectators surged across the track to surround the Singer team, who lined up to receive their laurels and congratulations before driving away in team order.

GEOFFREY DEASON.

Provisional Results

1. **Singer Team** (Manager: R. L. McIntyre): K. McDowell (1,496 c.c. Spl.), A. Whittaker (H.R.G.), A. R. Linton, P. Bailey, J. J. Whitmarsh (all Le Mans "Nine"), 39 credit laps, total 190 laps; 2. **Austin-Healey Team** (Morgan 4/4 Club): G. M. White, G. K. Stratton, D. L. Scott, J. Pither, J. F. Dalton, G. L. Corlett (all Austin-Healey), 19 credit laps, 185; 3. **St. Moritz Tobogganing Club** (G. Auty): C. K. W. Schellenberg (41-litre Bentley), T. E. S. White, E. J. Haddon, A. T. Bik, Ross-Skinner, Palmer Maud, B. H. Bowring (all XK 120 Jaguar), 14 credit laps, 185; 4. **Silverstone Healey** (J. W. Goodwin): J. W. Goodwin, A. P. Brown, W. E. J. Allen, M. C. Sloop, V. Bell (all Healeys), 20 credit laps, 185; 5. **Chain Frazer-Nash** (P. D. Osborn): M. Geoghagan (2,496 Lea-Francis Nash), H. M. Manners, Mrs. B. Parker, P. J. Nunn/M. N. Parker, R. N. Robinson (all 1,496 c.c. Meadows Nash), M. Vaughan (1,497 c.c. Anzani Nash), 39 credit laps, 184; 6. **Wadsworth Healeys** (E. B. Wadsworth): E. B. Wadsworth (saloon), B. G. W. Haynes, M. R. Noble, G. P. Green, J. Venn (all Silverstone), M. J. Clay (coupé), 19 credit laps, 183; 7. **Riley 2½ saloons** (A. P. O. Rogers): A. P. O. Rogers, G. Gelberg, H. Grace, L. Syms, L. W. Range, C. Foreman (all 2,443 c.c. saloons), 28 credit laps, 182; 8. **Sunbac TR2** (D.O'M. Taylor): D. O'M. Taylor, L. Tracey, M. Tew, T. Pascoe, D. Giles (all Triumph TR2), 20 credit laps, 182; 9. **Riley Nines** (A. J. D. Sim): 47 credit laps, 182; 10. **Aero and Auto College** (R. N. Eason Gibson), 35 credit laps, 181; 11. **Ecurie Jupiter** (T. Needell), 33 credit laps, 181; 12. **King's TR2** (B. R. Arkwright), 20 credit laps, 180; 13. **Morgan Plus Four**, 25 credit laps, 180; 14. **Seven-Fifty Formula** (R. Pilgrim), 36 credit laps, 180.

Other finishing teams, in order: Nos. 35 (179); 7 (179); 24 (179); 2 (178); 11 (177); 1 (177); 3 (177); 38 (176); 23 (175); 18 (175); 34 (175); 28 (172); 9 (172); 26 (172); 21 (170); 37 (170); 4 (169); 39 (167); 5 (166); 8 (163).



MEISTERSINGER: (Above) A. R. Linton's long-tailed Singer 9 Le Mans leads an Austin-Healey. Although troubled by oil in the brakes, Linton kept going steadily and with McDowell, Whittaker, Bailey and Whitmarsh formed the winning team. The Austin-Healey team took second place.



MAKING HAY while the sun shines: (Above) Maurice Tew (TR2) takes advantage of the unnaturally fine weather for a spot of agriculture.

TOWER BEND: (Right) An aerial view of one of the corners on the 2½-mile Relay Race circuit at Silverstone.

in an almost unassailable position, leading by four full laps on handicap from the Healeys, who in turn were half a lap behind the Chain Gang, the gap between the two latter narrowing steadily. The survivors were now going as fast as their tiring machinery would permit. S. Dyke's Morris Minor shed a wheel at Club Corner, P. A. Everard clocked 75.63 m.p.h. with his Aston Martin DB3 for the scratch team, then, with 10 minutes to go, the Frazer-Nash D car was



RALLY OF THE DAMS

(28th/29th August)

Provisional Results

Best Performance: P. G. Cooper (Standard) 2nd (in winner's class), M. Wilson (A30 Austin).

Up to 1,000 c.c. class: R. Frolich (Volkswagen).

Production Sports Cars: 1, J. H. Ray (Morgan); 2, H. E. Hardman (M.G.).

Navigator's Award: B. Horrocks, J. C. Dixon and M. D. O. Mayne (tie).

Class Awards

Touring Cars, Up to 1,000 c.c.: J. Pearson (Austin A30), 1,101-1,300 c.c.: E. Mitchell (Ford Anglia), 1,301-1,600 c.c.: J. Rodley (M.G.). **Over 1,600 c.c.:** T. Smith (Rover).

Sports Cars, Up to 1,600 c.c.: L. Windsor (M.G.).

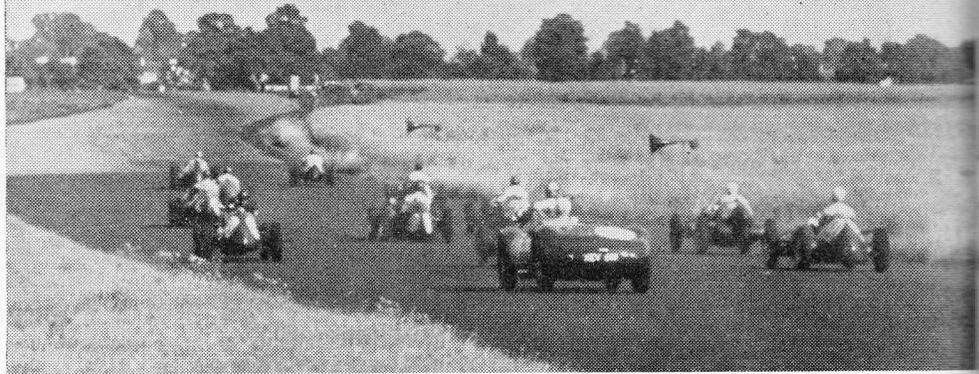
1,601-2,600 c.c.: R. Gouldburn (Triumph TR2).

Over 2,600 c.c.: R. Haley (Jaguar XK 120).

Best Performance by Club member: E. S. Sneath (Morgan).

Team Award: 1, "Essanaitch" (Cooper, Sneath, Frolich); 2, "Nightjars"; 3, B.A.R.C.

LAST Saturday, 28th August, proved one of 1954's better summer days, at least so far as Wiltshire was concerned, and that meant pleasant racing and spectating conditions at Castle Combe, where the Bristol M.C. and L.C.C. were staging their 5th National Meeting. The circuit, looking especially attractive in a green and gold setting of trees and ripening cornfields, was at its best; a mite bumpy here and there, but with many improvements in amenities evident, and with not a single marker bin necessary to delineate corners in its 1.8 miles' length, there being no confusing runway intersections to mar the effect of a real road circuit.



CASTLE COMBE "NATIONAL"

Bob Gerard Beats the B.R.M. in Hastings Trophy Race—New Class Records at Bristol M.C. and L.C.C. Meeting to Chapman (Lotus) and Russell (Cooper)

The first race of the meeting, for 500s, gave Don Parker a chance to "get one back" at Jim Russell, who won the Silverstone 100 miles race the previous weekend when the Kieft broke a chain. The little man won, but his success would have been less easy had Russell not encountered gearbox trouble; consolation for the latter was his fastest lap at 83.01 m.p.h., which bettered Stirling Moss's 1953 record handsomely. Dennis Taylor's Staride cast forth a rear wheel when lying third; the Staride came to rest safely, but the wheel celebrated its liberty by striking a parked Morris 10, considerably modifying its looks. It smashed a door, broke two windows and bent the steering column! Second to Parker ran Eric Fenning (Staride), who kept ahead of Les Leston to the end.

Race No. 2, for sports cars, any capacity, produced a tense scrap between Roy Salvadori in the Gilby 2-litre Maserati, and Archie Scott-Brown in the Lister-Bristol. It was actually Peter Scott-Russell who headed this pair at the start, but they very soon thrust ahead, to battle the entire 10 laps, Salvadori never drawing away, Scott-Brown never managing to get by the Maserati; the cars so close sometimes that they almost became a Maserlister—or would it be Listerati? Even Colin Chapman's phenomenal Lotus could not hold the duellists, while the rest of the field might have been in another race. In the end Salvadori won by $\frac{2}{3}$ sec. despite stupendous efforts by Scott-Brown—and the Lister was 37 secs. ahead of Chapman.

Two other "cock-tailed" Lotuses, those of Margulies and Coombs, retired.

The E.R.A. Anniversary Trophy race was extremely disappointing. First, Raymond Mays did not perform his announced *tour d'honneur* in an E.R.A.; and then, when the "field" turned out for the race, they comprised but two—Graham Whitehead in the well known ex-Harrison B/C., and J. Williamson in a B-type. J. D. Lewis's car was present in the paddock, but was clearly in trouble. The distance was halved, to five laps, but even then the contest was farcical, Whitehead outstripping the

SPEED THROUGH THE CORNFIELDS: Start of the Formule Libre 15-lap race for the Hastings Trophy, with Ron Flockhart (B.R.M.) and Horace Gould (Cooper-Bristol) heading the pack.

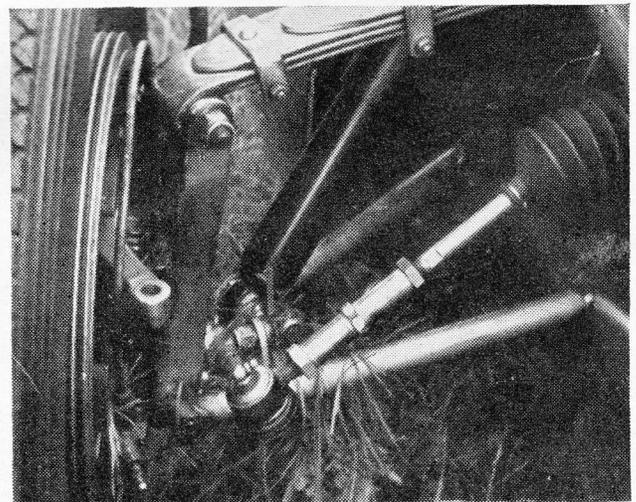
earlier car to win by 34 secs. One feels they might have made more of a "race" of it—or would that have been too like a Mercedes demonstration "duel"?

It was all over in under eight minutes, however, and a slightly more interesting Junior 500 race followed. D. Boshier-Jones led throughout the seven rounds in his Kieft, followed home by T. Bridger in another Kieft and A. Eccles's Staride.

Came the Formula 1 15-lap race for the Fry Memorial Trophy; quite a race, too, it proved to be. Reg Parnell's red Ferrari led from the Cooper-Bristols of

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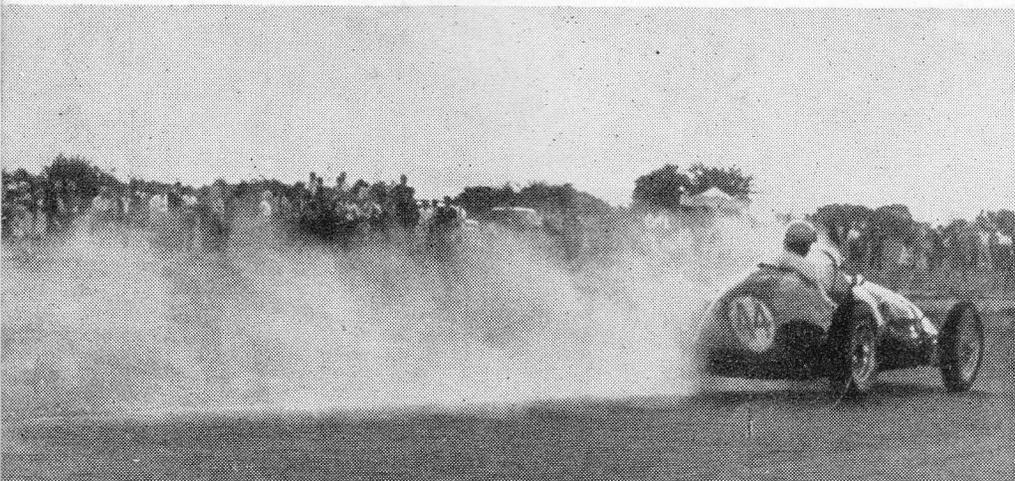
TANGIBLE reasons for retirement from the exciting Formula 1 event. On the right, the disconnected steering arm on Bob Gerard's Cooper-Bristol, which cost him a certain victory. (Below) Reg Parnell's Ferrari in a cloud of smoke when piston trouble halted him at Old Paddock Bend on lap 2, while he was leading.



★

Gerard and Gould for a lap; then laid a smoke screen of destroyer magnitude and vacated the race, with only three effective pistons, at Old Paddock Bend, Reg getting going again to crawl round to the pits and retire.

That left Gerard leading Gould and the field, until Gould reversed the order with much gusto and elbow work. Jack Fairman's Turner also left the contest in a smoke cloud, pulling in next to the Ferrari. Six laps and Gerard had passed Gould again, soon to pull away from the forceful Bristol driver. Ten laps and Ron Searles in the ex-Moss 1,100 c.c. Cooper—rather a handful on the bumps—joined the dead car park, or so it seemed, until he rejoined the race on one cylinder at the end.



EN MASSE: (Right) The entire field in the E.R.A. Anniversary Trophy race sweeping through Paddock Bend; Graham Whitehead leading J. Williamson.

Gerard, driving beautifully, soon had a long lead over Gould, with three Connaughts in train—those of Whitehouse, who spun earlier when losing his exhaust pipe, Riseley-Prichard and Young, the latter somewhat behind after an early stop. All looked set for a typical Gerard polished victory, when suddenly the neat, green Cooper was missing. Round came Gould, a surprised and elated leader, while Gerard snaked to a halt at Quarry Corner with a steering arm disconnected—the nut, presumably not pinned or wired, had unscrewed itself—not at all up to Leicester standards of preparation! So to Gould went the victory laurels, which he promptly placed upon the bonnet of his *équipe* tender.

Then out came the three green 2-litre aerodynamic Bristols, to demonstrate their famous Le Mans/Rheims class 1-2-3 formation—a pleasing sight, indeed; followed by yet another Formula 3 event. This one also went to Don Parker, but Jim Russell, his gearbox hurriedly repaired, put up a sterling fight, though not fully extending the Cooper this time, if lap times meant anything.

Ivor Bueb and Les Leston meantime fought a terrific fight for third place, eventually to cross the line in what looked like a photo-finish, but which

on lap 1, and oh!—how that exhaust note hurt the eardrums!

Gould and Gerard were at it again, but it took three rounds for a very determined Gerard to get past. Immediately he began to draw away, and soon it became apparent that the Leicester man didn't merely contemplate the clinching of second place—he was after the B.R.M.'s lead. He closed the gap remorselessly and, horrors, on lap 7 the blue flags were out for Flockhart! The Scotsman had his hands full with the powerful and unwieldy motor car, and no straights long enough to give him any advantage. Lap 10, and it happened. Gerard passed the B.R.M., Flockhart fighting to the last but unavailingly. Bob Gerard sped on to a

superb victory, the B.R.M. some lengths in arrears as they crossed the line. Such was their pace—although neither approached Wharton's lap record at 89.77 m.p.h.—that third man Horace Gould was a good half lap back, followed in by Whitehead and Riseley-Prichard, fighting things out to the end.

Last race of the day was for 1½-litre sports cars, a category which suggests Lotuses and Listers and things. Alas, Archie Scott-Brown's Lister was distinctly off-form, getting slowly off the line to spits and bangs suggestive of fuel feed troubles. Thus Colin Chapman's lead, established at the outset in the green, cocked-tail Lotus, went unchallenged for the entire seven laps, even a trailing piece of undertray after five rounds failing to disturb the even tenor of his progress round Castle Combe. Behind—and a long way behind—ran John Coombs in the Connaught-powered Lotus and James Fiander in a Tojeiro-M.G. Nor did this order change at all, nor that of Steed's and Nurse's Lotuses, so that a very interesting Castle Combe meeting ended on a quiet note.

C. P.

Provisional Results

Race 1, 500 c.c. Racing Cars (10 laps): 1, D. Parker (Kieft), 13 mins. 54.6 secs., 79.32 m.p.h.; 2, E. Fenning (Staride), 14 mins. 6.6 secs.; 3, L. Leston (Cooper), 14 mins. 7 secs.

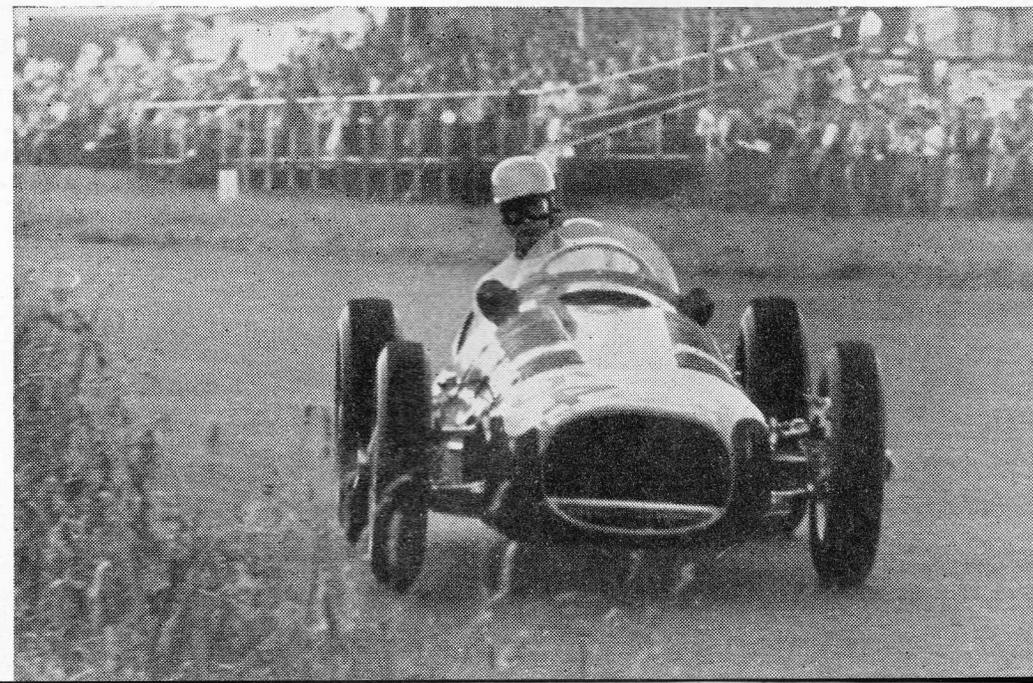
Fastest lap: J. Russell (Cooper), 1 min. 19.8 secs., 83.01 m.p.h. **New Class Record.**

Race 2, Sports Cars, unlimited capacity (10 laps): 1, R. F. Salvadori (Maserati), 13 mins. 40.6 secs., 80.72 m.p.h.; 2, W. A. Scott-Brown (Lister), 13 mins. 41.0 secs.; 3, A. C. B. Chapman (Lotus), 14 mins. 18 secs.

Fastest lap: Salvadori and Scott-Brown, 1 min. 20.8 secs., 81.98 m.p.h.

Up to 2,000 c.c.: 1, Salvadori; 2, Scott-Brown; 3, Chapman.

(Continued on page 320)



THE FLAG (Above) for Bob Gerard (Cooper-Bristol), leading Ron Flockhart's B.R.M. home by a few yards in the Hastings Trophy Formule Libre race.

TRYING: (Right) The B.R.M. lifts a wheel as Ron Flockhart takes it at over 100 m.p.h. through the fast right-hand swerve past the pits, during his duel with Gerard.

favoured Leston by a few—a very few—inches.

Whooping noises from the paddock now betrayed the presence of the B.R.M., making its second appearance at Castle Combe, this time with Ron Flockhart driving. On the line, for the 15-lap Hastings Trophy race to *Formule Libre*, its exhausts shouted down any sounds the rest of the field may have produced. Horace Gould (Cooper-Bristol) got to the first turn by a length after flag-fall, but Flockhart yowled through, leading

THE Sunbeam-Talbot which, in saloon and coupé form, is seen in considerable numbers upon our roads, has gained for itself an enviable reputation. It has shown a steady improvement, both in performance and roadholding, until it has become an established favourite with the type of driver who knows what he wants and is willing to pay for it. It is exceptionally refined, but above all it is one of the *toughest* cars being built anywhere.

Naturally, a demand soon sprang up for a 2-seater version of this little thoroughbred. It is not my intention

JOHN BOLSTER TESTS

THE SUNBEAM ALPINE SPECIAL

A Sturdy and Vivacious Sporting Machine With Good Manners and Fine Appearance

at this time to discuss the competition successes of the marque; suffice it to say that the Alpine Rally has brought great glory to these machines, and so the new model is very properly called the Sunbeam Alpine. With its smart open body and moderately increased engine performance, it is a well-constructed fast touring car of considerable merit.

There is, however, a market for something even faster, and so the Sunbeam Alpine Special has been born. The task of producing this model has been facilitated by the good design of the existing engine. It is an exceptionally sturdy four-cylinder unit of 2,267 c.c., but its most important attribute is the complete separation of all the inlet ports. As a result, the pernicious practice of fitting twin carburettors to feed adjacent pairs of cylinders can be forgotten.

In fact, the wholly excellent arrangement of pairing cylinders 1 and 4, 2 and 3, has been adopted, and a large twin-choke downdraught carburetter is employed. Overlapping suction impulses are thus avoided, and a cold air duct into the air cleaner contributes to the high volumetric efficiency. Pipe

lengths have been chosen for some ramming effect, and there are enlarged ports, bigger inlet valves, and stronger springs. A new exhaust manifold is connected to a straight-through silencer.

The result of all this, plus a compression ratio of 8 to 1, is the excellent power output of 97.5 b.h.p. at only 4,500 r.p.m. The massive box-section frame, with cruciform bracing, is retained. It has independent front suspension by wishbones and helical springs, with a torsional anti-roll bar. At the back, the chassis passes beneath the rear axle, to which it is secured by semi-elliptic springs. A Laycock de Normanville overdrive unit permits the increased power to be used with advantage.

The Sunbeam has far greater luxury, and is much more heavily constructed, than most modern sports cars. Nevertheless, I hoped for a timed 100 m.p.h. from this vehicle, because I have already attained that speed with a 90 b.h.p. machine. Actually, I recorded the excellent figure of 104 m.p.h., which proved that the claimed power output must certainly be realized. There is a control on the fascia panel for extra ignition advance, and this increases the maximum speed from 102 m.p.h. to 104

m.p.h. Consequently, I used this device throughout the performance tests.

Naturally, its weight prevents the Alpine Special from equalling the acceleration of lighter, super-sporting cars. Nevertheless, it picks up speed with agreeable ease and, as usual, the Laycock de Normanville overdrive gives effortless high speed cruising. The change is by a switch on the steering wheel boss which normally operates the headlamp dipper, this control now coming under the left foot. The steering column gear lever of the test car was the best example of its type that I have yet encountered. The changes went through with great ease, and it was only when getting into gear from rest that a little force was sometimes required.

It is astonishing that, in greatly increasing the power output of the engine, no extra mechanical noise has been produced. The power unit is, indeed, quite remarkably silent, and the gearbox merits similar praise. Nor have the general good manners and docility of the standard car been lost. In order to check this point, I lent the Alpine Special to my mother, who is a Sunbeam-Talbot owner. She reported that she was just as comfortable in the 2-seater as in her own saloon.

The machine handles pleasantly at high speeds on give and take roads. It does not roll excessively, and the suspension is fairly firm. It does nothing unexpected, and gives due warning if one approaches the limit on a corner. I would say that this was a particularly suitable car for the erstwhile 75 m.p.h. man to buy when graduating to the joys of 100 m.p.h. motoring. It is not a racing car, but with its luxurious coachwork and enormous luggage boot, it is a fast tourer with none of the fierceness and intractability that one sometimes finds in sports cars.

One of the best features of the Alpine Special is its powerful braking. Considerable attention has been paid to this aspect, and special "fade-proof" linings are used. Suffice it to say that for moderate pedal pressure, progressive



"The machine handles pleasantly at high speeds. . . . It does not roll excessively, and the suspension is fairly firm. . . ."

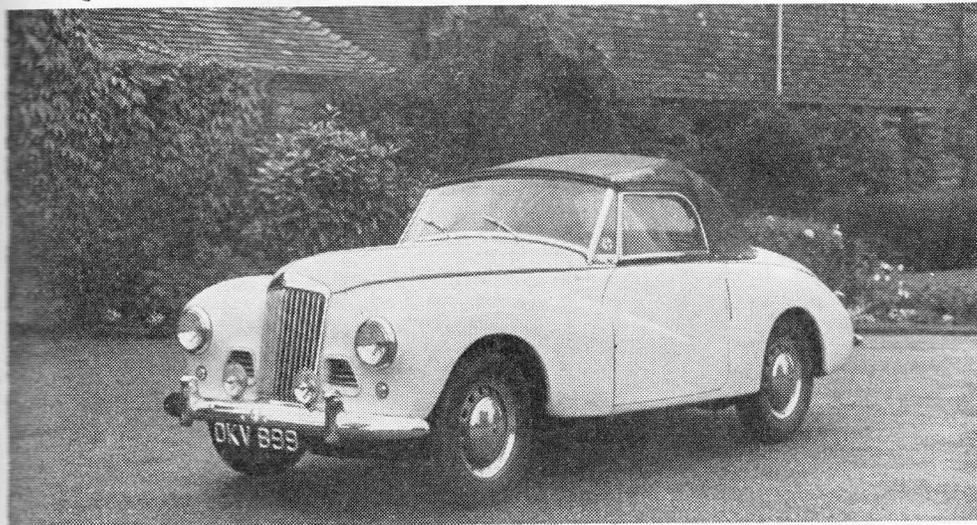
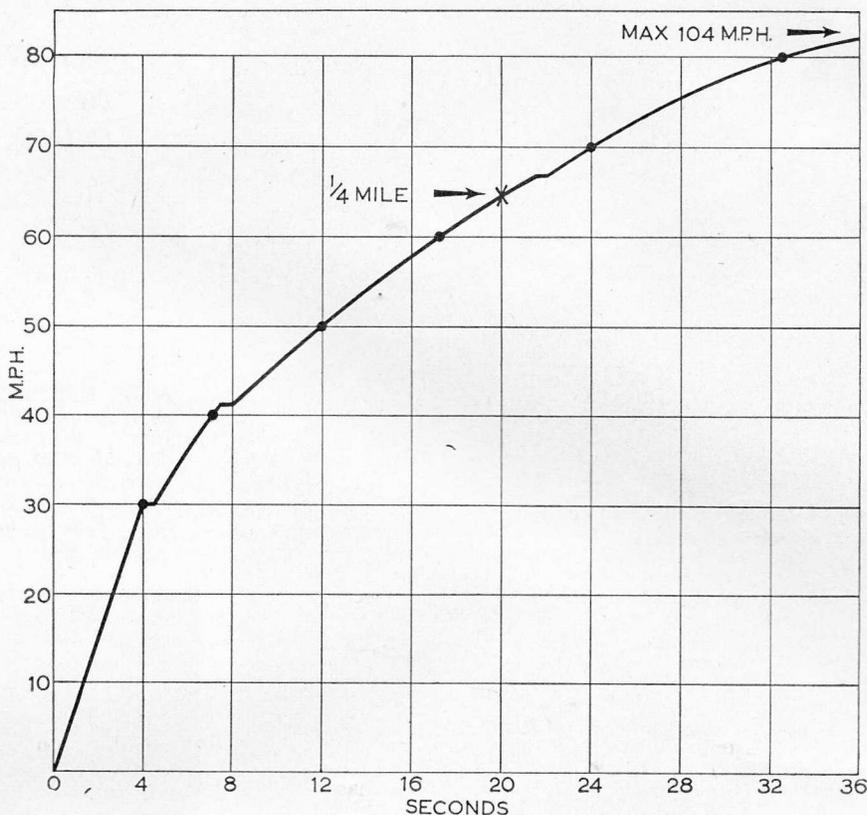
action, and absence of fading, these brakes rank very high indeed. So many modern cars are inadequately braked for fast driving that it is a pleasure to be able to praise a British machine on this score.

Appearance is one of those intangible things. Personally, I regard the Alpine as a nicely proportioned little car, but I have never driven any vehicle which excited so much feminine admiration. I had a cream one, with red upholstery and wheels, and if you want a car with sex-appeal, I can highly recommend this colour scheme! Not being so low as many modern sports cars, it is easier to enter and leave with dignity, which is something the girls appreciate too.

Nevertheless, there is no rose without a thorn, and I must criticize the weather equipment. Above 80 m.p.h. the hood creates a great deal of wind noise, which is quite out of keeping with such a refined car. Then, the sidescreens have sliding Perspex panels, which cannot be fixed shut. Consequently, they tend gradually to open themselves when one travels fast, which is a most annoying defect. I do hope that the makers will quickly deal with these two small points.

The Sunbeam Alpine Special is a genuine 100 m.p.h. car of delightful appearance and considerable refinement. Whether it is, in fact, a sports car depends on what you mean by a sports car, but it is certainly a high-speed conveyance of great charm. If it is somewhat massively constructed, one does feel that it will last a lifetime. Driven really hard, the fuel consumption is

ACCELERATION GRAPH OF THE ALPINE SPECIAL



Transmission: Borg and Beck single dry plate clutch. Four-speed gearbox with synchromesh on top, 3rd, and 2nd gears, steering column lever, plus Laycock de Normanville overdrive. Ratios: 3.28 (O.D.), 4.22 (direct), 5.55, 9.14, and 11.81 to 1. Open propeller shaft, Hypoid rear axle.

Chassis: Box section frame with I section cruciform. Independent front suspension by coil springs and wishbones plus anti-roll torsion bar. Rear suspension by semi-elliptic leaf springs and Panhard rod. Armstrong hydraulic dampers all round. Bolt-on, pierced disc wheels, fitted 5.50 in. x 16 in. tyres. Lockheed hydraulic brakes, 2L.S. in front, 10 in. finned drums, 2½ in. lining width.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, water temperature, fuel and oil pressure gauges. Twin spot lights.

Dimensions, etc.: Wheelbase, 8 ft. 1½ in. Front track, 3 ft. 11½ in. Rear track, 4 ft. 2½ in. Overall length, 14 ft. 0½ in. Overall width, 5 ft. 2½ in. Turning circle, 36 ft. Weight, 25½ cwt.

Performance: Maximum speed, 104 m.p.h. (overdrive). Speeds in gears, top (direct), 90 m.p.h., 3rd 67 m.p.h., 2nd 42 m.p.h., 1st 30 m.p.h. Standing quarter mile 20 secs., 0-30 m.p.h. 4 secs., 0-40 m.p.h. 7.2 secs., 0-50 m.p.h. 12 secs., 0-60 m.p.h. 16.8 secs., 0-70 m.p.h. 24 secs., 0-80 m.p.h. 32.4 secs.

Fuel Consumption: Driven hard, 15½ m.p.g.

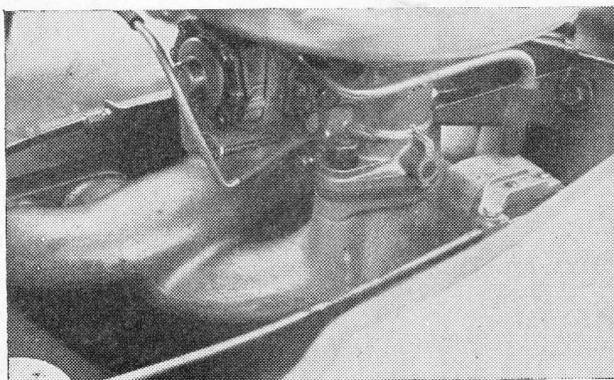
inclined to become heavy, but I think it would be safe to suggest an average figure of 20 m.p.g. for a reasonably fast driver.

Should the manufacturers ever consider building a lighter car, they will at once have a very high performance machine. They already have a most remarkable engine, and if it had a moderate load to pull, it would certainly show most of the others the way.

Specification and Performance Data

Car Tested: Sunbeam Alpine Special sports 2-seater, price £970, plus £405 5s. 10d. P.T.
Engine: Four cylinders, 81 mm. x 110 mm. (2.267 c.c.), pushrod-operated overhead valves, 8 to 1 compression ratio, 97.5 b.h.p. at 4,500 r.p.m. Twin choke downdraught carburetter, coil and distributor ignition.

The Alpine (above) is a well-proportioned sports two-seater with ample luggage accommodation. "Most important attribute..." of the engine is "the complete separation of all the inlet ports..." A large twin-choke downdraught carburetter (right) is employed, with double manifold cast in one piece. One side feeds cylinders 1 and 4, the other side cylinders 2 and 3.



RECORD RO

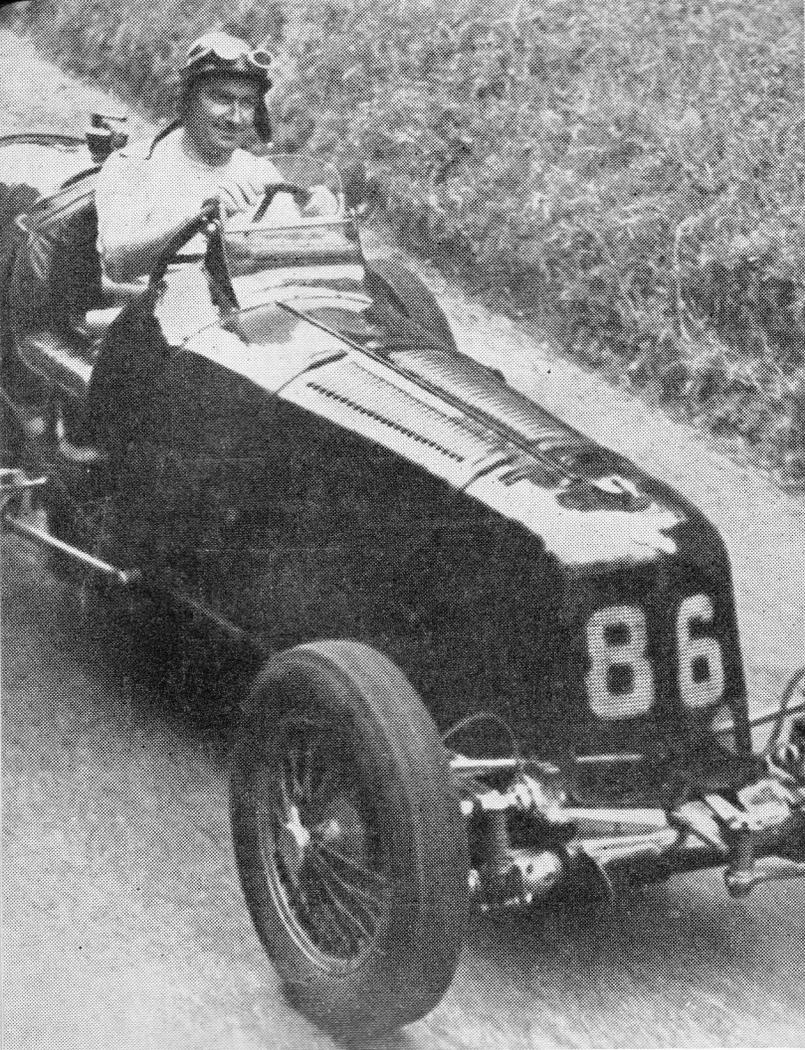
Ken Wharton (E.R.A.) Breaks Shelsley Walsh New Class Figures set up by Peter Hughes (Kieft), Tony Crook (Cooper-Bristol)

Parker then got down to real business with his Kieft, to the tune of 40.28 secs. Eric Goodwin wound up the class runs, but unfortunately had to pack up at the Esses.

★

Tony Marsh (Cooper twin) led off the 1½-litre racing class, this versatile young man from Kinver going up in 38.19 secs. Mrs. Nancy Mitchell treated her works Cooper with regard, and some fluttering in the final straight kept her time down to 45.62. The Hon. Edward Greenall's 39.05 was good, and Les Leston bettered 40 secs. by 0.4 in his Cooper-J.A.P., but C. S. Henderson bettered his time by 0.83. Marsh was slower with his blown Cooper, but a similar car entered by

NEW RECORD (left) for the hill. Ken Wharton descends Shelsley after his superb climb with the 2-litre E.R.A. in 35.80 secs.



THAT supreme artist of the hills, Ken Wharton, has done it again! At the Midland Automobile Club's International Meeting at Shelsley Walsh last Sunday, again driving the ex-May's 2-litre E.R.A., Wharton sizzled up the slopes in 35.80 secs. of glorious motoring.

Nor was this all, for it was records day with a vengeance. Don Parker and his Kieft sliced the 500 c.c. figure. Tony Crook startled everyone with a 39.06 secs. from the Cooper-Bristol, but only after Cyril Wick's Allard had become the first sports car to reach the finish banner in less than 40 secs. Peter Hughes and his twin-J.A.P. Tojeiro produced a 40.99 secs. climb and, not to be outdone, Mrs. Nancy Mitchell (Cooper) took the ladies' record with a fine 41.07 secs.

The curtain rang up to a demonstration run by the D-type Jaguar, with Ken Wharton driving, and the time of 40.70 secs. was particularly good, since

NEW RECORD (right) for up to 1,500 c.c. sports cars, in process of being set up by Peter S. Hughes in his Tojeiro-J.A.P. The new figure is 39.06 secs.

the car was using its Le Mans back axle.

The Formula 3 class was first away, with Clive Lones and the Tiger Kitten. Austen May showed polish in his Cooper run of 40.41 secs., and produced a class record. He should have been followed by Les Leston, but the London driver had to retire from the line awhile. Ultimately he came up sandwiched amongst the two-wheelers which also performed, to return 40.49 secs. Don



Peter Bell and driven by Michael Christie got down to 37.80. This time was improved on by Ken Wharton with a more-than-atmospheric Cooper, at 37.20. The car earlier driven by Nancy Mitchell was then handed over to Michael Christie. Result—36.98 secs.

Peter Hughes (Tojeiro) set everyone in the 1½-litre sports class by the ears with a steady but fast run of 40.99 secs., taking nearly 2 secs. off Gerry Ruddock's class record. This, others found hard to emulate. The Lester-M.G. of J. H. Greenwood got within 4 secs., but for the most part it was just not approached.

The up to 2½-litre racing cars then appeared. R. Gibson's Cooper-Bristol gave an unblown 40.27 secs., followed by the Peter Bell E.R.A., which Michael Christie drove beautifully for 37.07 secs. Then came Wharton—and what a run he made! The announcers ran out of superlatives in efforts to describe a climb which, because of its perfection, was indescribable. It had everything—exhilarating acceleration, masterly braking, perfect positioning and, throughout, absolute control. It was a superb effort, in which Wharton admitted to giving the car its head in third gear on the final stretch.

★

SECOND to Hughes in the 1½-litre sports car class was J. H. Greenwood (left) with his Lester-M.G.

★



DUND-UP!

Hill Record in 35.80 secs.—
Hughes (Tojeiro), Don Parker
and Nancy Mitchell (Cooper)

The sports car class which followed brought out the Morgans, Triumphs and several Bugattis. But the 2-litre Kieft of J. E. Byrnes set the pace with 42.72 secs., until Crook's blown Bristol replied with 41.30 secs.

The over 2½-litres were led off by the Steyr-Allard, now fitted with Ford Pilot gearbox, in 40.52 secs. Cyril Wick got within 0.03 sec. of this, but Bill Goodwin "broke forties" in the Alvis-engined Goodwin by 0.3 sec.

The Wick Allard came out again in the sports class and, for the first time, a sports car negotiated the Shelsley slopes in 39.94 secs. Phillip Scragg had taken his Alta-Jaguar up extremely well to record 41.00, and the Jaguar which at one time had been driven by Tommy Wisdom returned a creditable 43.62, handled by H. E. Mecrow.

Ken Wharton (he is hardly ever still at hill-climbs) should have brought out the 5.4-litre Kieft-Chrysler, but unfortunately it did not appear.

Many improvements were made during the second runs, and it was here that Don Parker produced a wonderful 39.79 secs. to break the Formula 3 record. Mrs. Nancy Mitchell had the hang of the Cooper on her second run, and her ladies' record may take some beating.



that of the determined Tony Crook. His second run of 39.06 was nothing short of terrific, as he hurled the blown Cooper-Bristol through a beautiful line to the finish.

So ended, at 7.40 p.m., a fine day of sport which wound up the Shelsley season in a most memorable manner.

WILSON ROGERS.

Provisional Results

B.T.D.: 1, K. Wharton (E.R.A.), 35.80 secs.; 2, M. A. H. Christie (Cooper), 36.98; 3, M. A. H. Christie (E.R.A.), 37.07.

B.T.D. for a Sports Car: Anthony Crook (Cooper-Bristol), 39.06.

Class Awards:

Racing, up to 500 c.c.: D. Parker (Kieft), 39.79.
Racing, up to 1,500 c.c.: K. Wharton (Cooper),

37.20. **Sports, up to 1,500 c.c.:** P. S. Hughes (Tojeiro), 40.99. **Racing, up to 2,500 c.c.:** P. J. Stubberfield (Bugatti), 40.25. **Sports, up to 2,500 c.c.:** J. E. Byrnes (Kieft), 41.81. **Racing, over 2,500 c.c.:** W. Goodwin (Goodwin), 39.70. **Sports, over 2,500 c.c.:** C. Wick (Allard-Cadillac), 39.94.

Best Time by an E.R.A.: K. Wharton.

Best Time by Shelsley Special: W. Goodwin (Goodwin).

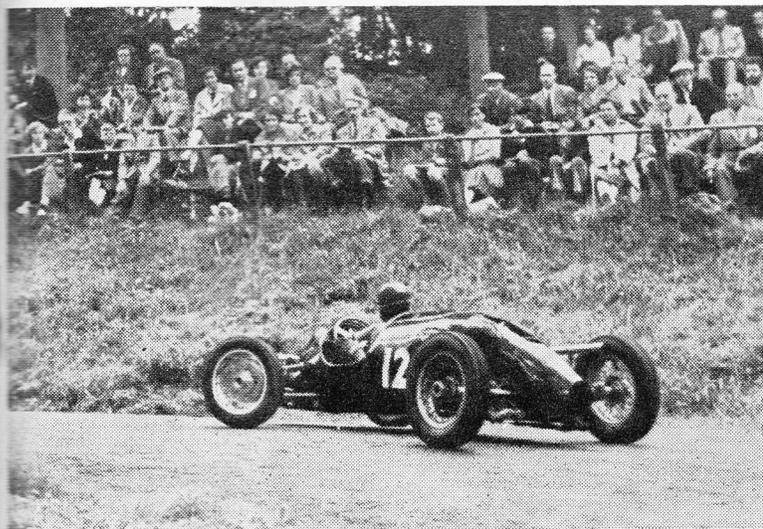
Best Time by Lady Driver: Mrs. Nancy Mitchell (Cooper), 41.07.

Best Time by non-supercharged car: M. A. H. Christie (Cooper), 36.98.

Racing Team Prize: K. Wharton's team (Wharton (Cooper), Christie (E.R.A.), A. E. Marsh (Cooper)).

Sports Team Prize: C. Wick's team (C. Wick, R. A. R. de Larrinaga, R. K. Darby (Allard-Cadillacs)).

The Team event (cars versus motor-cycles): M.A.C. car team (Wharton, Christie and C. S. Henderson).



Commiserations went to Les Leston, who met some minor troubles within sight of the finish, after a brilliant drive through the difficult parts.

Michael Christie brought the Peter Bell Cooper through in 37.30, but Wharton took 0.06 sec. longer than his fine first effort in the Cooper. Bertie Bradnack pulled out the stops for 37.97 secs., while Michael Christie was leaping into the works Cooper for a 37.31 secs. run.

Peter Hughes eased up for his second attempt (as well he might), and Christie and Wharton were slightly slower on their next runs. Probably the most amazing after-interval performance was

NEW RECORD (above): Don Parker sets a new 500 c.c. racing class figure at 39.79 secs. with the familiar crimson Kieft.

NEW RECORD (right) in the Ladies' Class fell to Mrs. Nancy Mitchell, whose second run in the works Cooper-J.A.P. twin occupied 41.07 secs.



THEY'RE COMING!

Lancia, Ferrari, Osca and Maserati Expected for Ulster T.T.—Jaguar and Aston Martin to Lead Home Defence—New 2½-litre Jaguar for Moss/Walker

FOR a race which, only a month or two ago, was almost abandoned because of financial difficulties, the 1954 R.A.C. International Tourist Trophy race, to be held over the Dundrod Circuit on 11th September, now presents an entry list which must categorize it as one of the greatest sports car races ever to be held in the British Isles.

With great courage, as we have already recorded, the Ulster A.C. members first decided that the race, despite gloomy forebodings, *must* be held, then backed that decision by guaranteeing the race against financial loss. Some support was also forthcoming from the Belfast Newspaper Society, the Northern Ireland Tourist Board and the N.I. Ministry of Commerce. Just the same, the pre-race budget allowed only a limited expenditure towards attracting top-quality entries.

In accordance with tradition but with no great hopes, the U.A.C. issued invitations to everybody who was anybody and awaited the result, convinced that, as before, the T.T. would cause the assembly of the best British talent, but little else. And so it came to pass—up until the moment of the cancellation of the 1,000 kilometre German event.

Then things happened. Scuderia Ferrari asked for two entries and accepted the terms offered. Scuderia Lancia expressed interest and suggested entering four cars in return for a payment of 8,000,000 lire (about £4,750) towards expenses. Meantime, other entries had already caused hon. sec. Gordon Neill to "overdraft" the budget allowed him in offers. Prospects of Lancia participation were too good to dismiss lightly, so the U.A.C. Council met hurriedly—and offered Lancia a smaller sum for the appearance of a minimum of two cars. Then followed the period of "crossed fingers" while a reply was awaited.

And, as if that were not enough, Maserati suddenly wired expressing an

interest in the race which, only a few days before, they had denied. The budgeted ceiling had to be removed to make an offer to them.

Lancia's reply came—they still wished to send four cars and met the U.A.C. offer in a generous manner. Negotiations were clinched. The final closing of the entry list was delayed as long as possible awaiting a Maserati reply—when it came it was too late and the three cars which Maserati offered to send have been offered a place on the reserve list—with two cars almost certain runners.

So, at Dundrod on Saturday week, we have the prospect of a titanic struggle between D-type Jaguars, a completely new 2½-litre Jaguar, DB3S Aston Martins (last year's winners), Lotus, Frazer-Nash, Kenneth McAlpine's fuel-injection Connaught, Porsche, Osca, the works Ferraris and a "Mondial", Triumph TR2s, Panhard and Renault versions of the D.B., and Lancia, to mention only some of the list.

In drivers, no sports car race held in Britain previously can compare. Lancia have nominated Fangio, Ascari, Taruffi, Villorosi, Castellotti, Manzon and Piodi. Ferrari have named Gonzalez/Trintignant, Hawthorn/Maglioli, a formidable quartet. Jaguars are sending Moss and Walker to drive the new 2½-litre model, Rolt, Hamilton, Peter Whitehead, Wharton, Dewis and Berry for the D-types. Aston Martin drivers are Collins, Griffith, Parnell, Salvadori, Graham Whitehead and Poore. Swaters and Laurent are bringing their disc-brake C-type from Belgium. Osca are sending R. Sgorbati. Kieft will have Don Parker, Boshier-Jones, Higham, Bridger, Ferguson and Rippon. Frazer-Nash have not yet declared their drivers other than Crook and Robb.

Remembering recent history of the shadows which clouded the 1954 T.T., it would seem that the final story will carry the moral of "courage rewarded". Certainly the T.T. has aroused among

Ulster people an interest not seen since the early days of the Ards series. Undoubtedly it will arouse equal interest elsewhere and despite the fact that travelling costs and frustrations are what they are today, we hope that Ulster will see a great invasion by enthusiasts.

Reserved, covered grandstand seats cost £1, as do paddock passes; admission to the start and finish area enclosures, 5s. for adults and 2s. for children; to other enclosures, 2s. 6d. and 1s. Car park charges vary from 15s. to 10s. for cars, and 4s. for motor-cycles. Tickets are obtainable from the Ulster A.C., Donegall Chambers, Donegall Place, Belfast, from the N.I. Tourist Board, 6 Royal Avenue, Belfast, or from travel agents. Ulster may be reached by sea (Belfast Steamship Co. or British Railways) or air (British European Airways).

W. A. McMASTER.

T.T. ENTRIES

Works Entries

Jaguar (3,442 c.c.): A. P. R. Rolt/J. D. Hamilton; P. N. Whitehead/K. Wharton; N. Dewis/R. E. Berry; (2,482 c.c.): S. Moss/P. D. Walker. **Aston Martin** (2,992 c.c.): P. Collins/P. Griffith; R. Parnell/R. Salvadori; A. G. Whitehead/R. D. Poore. **Ferrari** (3- or 4.9-litre): Gonzalez/Trintignant, Hawthorn/Maglioli. **Lancia** (3.3- or 3.8-litre): P. Taruffi/R. Manzon; E. Castellotti/R. Piodi; A. Ascari/L. Villorosi; J. M. Fangio/X. **Osca** (2-litre): R. Sgorbati/X. **Frazer-Nash** (1,971 c.c.): T. A. D. Crook/C. E. Robb; X/X. **D.B.** (750 c.c.): R. Bonnet/E. Bayol; J. Lucas/Amagnac; G. Trouis/Feuz. **H.W.M.** (3,442 c.c.): G. E. Abecassis/J. C. Mayers; A. F. O. Gaze/X. **Maserati** (2,000 c.c.): X/X; X/X (on reserve list). **Kieft** (1,500 c.c.): J. Higham/T. Bridger; (1,100 c.c.): A. Rippon/W. Ferguson; D. Parker/D. Boshier-Jones. **Lotus** (1,467 c.c.): A. C. Chapman/X; N. Allen/X; (1,100 c.c.): R. D. Steed/X.

Other Entries

Jaguar (3,442 c.c.): J. Flynn/T. Large; M. Connell/W. B. Black; J. Swaters/R. Laurent. **Ferrari** (3-litre): J. Kelly/J. D. Titterton; (2-litre): B. Said/M. Gregory. **D.B.-Panhard** (745 c.c.): Berinstein/X; Allegré/Barbey. **Frazer-Nash**: Entrant, H. O'Hara Moore (X/X). **Osca** (1,342 c.c.): I. Burgess/A. Palmer Morewood; (1,100 c.c.): P. B. Reece/J. G. Reece. **Porsche** (1,500 c.c.): R. Flower/E. McMillen (1,100 c.c.): Merkel/Buchberger. **Cooper-Bristol** (1,971 c.c.): A. Brown/M. J. Keen. **Cooper-M.G.** (1,467 c.c.): P. Jackson/P. Lane; J. B. Naylor/G. Pitt. **Veritas** (2,000 c.c.): P. Delebarre/X. **Connaught** (1,484 c.c.): K. McAlpine/J. G. Fairman; A. E. Marsh/D. Done. **Gordini** (1,490 c.c.): R. Gallagher/T. Lord. **Kieft** (1,971 c.c.): J. Byrnes/R. J. Adams. **Triumph** (1,991 c.c.): H. L. Brooke/G. Houel; J. B. Johnstone/X; R. Dickson/K. Richardson; E. W. Lund/T. Blackburn; R. W. Merrick/M. Tew; B. McCaldin/C. W. E. Maunsell. **Maserati**: Entrant, Gilby Eng. Co. (X/X).

BOOK REVIEW

Title: "Amateur Racing Driver".

Author: T. P. Cholmondeley Tapper.

Size: 5½ ins. x 8½ ins.; 167 pp.; 14 photographs.

Price: 15s.

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

PRE-WAR Brooklands and Donington *habitués* will readily recall the name of T. P. Cholmondeley Tapper, not for the way in which commentators became tongue-tied over pronouncing it, but for the able manner in which he handled a not very fast white 1½-litre Bugatti, and, later, a very fast and vicious 2.9-litre Grand Prix Maserati. Mr. Tapper has written a book, called *Amateur Racing Driver*, telling of his racing experiences in these islands and abroad, from late 1931 to mid-1937. It makes very good reading, being the kind of book one just cannot put down until one finds out how he got on in such-and-such a race . . . whether the oiling troubles on the "Bug" slowed him up again . . . if he got the German currency through the frontier . . . and so on.

Considering the performance of that aged Bugatti, in a world of K3 Magnettes, E.R.A.s and so forth, Mr. Tapper did well. In May, 1934, he broke the Donington lap record; a year later, at Lorraine, he led works Bugatti driver Pierre

Veyron by nearly six minutes, until his brakes failed. Fast cornering was his *forte*, and his methods did not go unnoticed by the people who mattered.

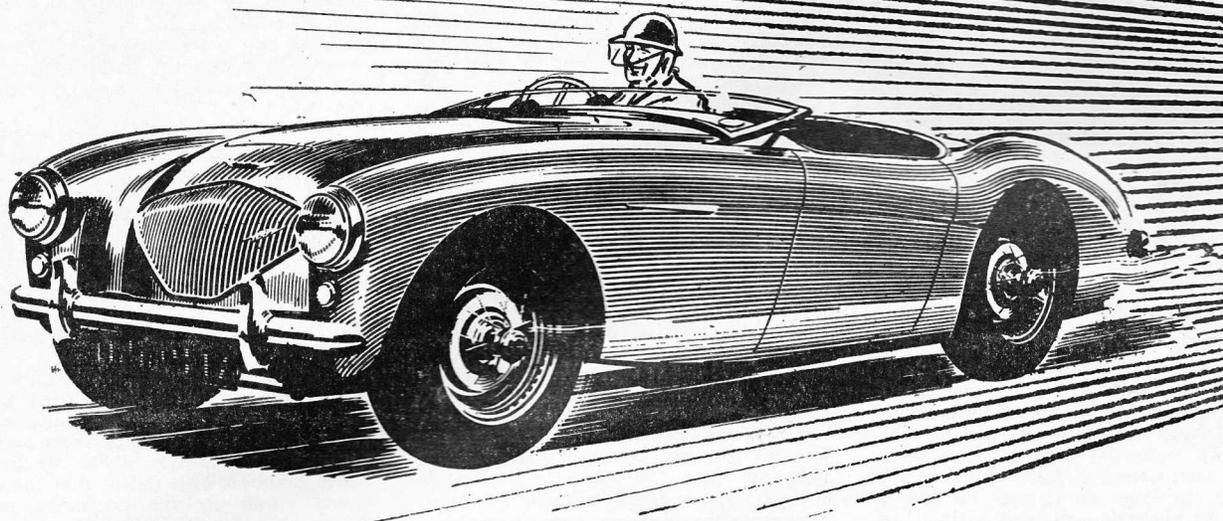
On the strength of Veyron's eulogies, Ettore Bugatti largely rebuilt the Bugatti, while after a season with the big Maserati, including the German G.P., Cholmondeley Tapper was invited by Mercedes-Benz to attend their drivers' trials at Monza late in 1936. But—and here comes the big surprise—Tapper arrived too late, having spent overmuch time at Maserati's with the late Johnny Wakefield! That so fine an opportunity should be missed seems amazing; but the author stresses that he felt the need to turn to matters other than motor-racing, which he did not desire to take up professionally. This, coupled with his also being a skier of International repute, accounts for his lamented disappearance from the racing scene.

In relating his numerous adventures at home and abroad, the author is apt to wander from the point to describe in detail the career of some driver or marque—always interestingly, but often disconcertingly, as he has usually left himself—and his readers—on the starting line with two minutes to go, or in some similar tense situation, to tell us about them. But the tale is an absorbing one, followed by some excellent observations on the technique of racing, on modern traffic conditions as seen by a racing driver and on the current racing situation.

C. P.

AUSTIN-HEALEY

smashes still more records!



FOLLOWING the remarkable speed of 192.6 m.p.h. attained by a modified production Austin-Healey Hundred last week, a new 100 S Special competition model has now captured the following main International class D records at the Bonneville Salt Flats, Utah, U.S.A.—officially timed by the American Automobile Association.

3,000 miles 132.1 m.p.h.
 5,000 kilometres 132.2 m.p.h.
 24 hours (3174.9 miles) 132.2 m.p.h.

In all 53 International and American national records (class D) were taken. This special competition model, which is an addition to the existing range, will be shown on the Austin-Healey Stand at the Motor Show in October. It has a

130 b.h.p. engine, 4 speed close ratio gear box, disc brakes and all aluminium body.

The modified production model which attained a speed of 192.6 m.p.h. had an extended nose and tail and forced induction to compensate for the loss of power due to the altitude (4,300 ft.) of the Salt Flats. The class D International and/or American national records established by this car included:—

10 miles 181 m.p.h.
 5 kilometres 182.2 m.p.h.
 5 miles... .. 183.7 m.p.h.
 10 kilometres 183.8 m.p.h.
 1 hour 156.7 m.p.h.

(All records subject to official confirmation)

AUSTIN-HEALEY 100

—leading the world in sports car value



THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

LIÈGE LINE-UP: Cars massed in orderly fashion in the parc fermé at Liège. No. 46 is the Stross/Pointing Jaguar, highest placed car with British crew.

Bureau de Change and petrol coupons valid in all the countries through which the Rally passes can be bought before the start. All controls are on the telephone and the Club will immediately supply all details as to how the competing cars stand at any point on the route covered—a service which many clubs cannot offer long after the cars have finished!

From the manufacturers' point of view, the complete absence of any requirements about the elusive "standard car" and the toughness of the route make the Liège-Rome-Liège a supreme test of the roadworthiness of their products, and of any modifications which they might wish to embody in them.

When the cars were assembled in the courtyard of the Palais des Eveques in

was a DB2-type saloon fitted with a DB3 engine, whilst the works Renaults were fully modified to the extent which allows these astonishing little cars to rev. at more than 7,000 r.p.m.

Quite apart from chassis modifications, almost all the cars had been fitted with passenger seats which could form a couch, and some crews had gone even further and replaced the seat by a mattress. A rally which demands four nights on the road makes crew rest essential.

Although no 3,200-mile route to be covered at a normal overall average speed of 60 k.p.h./37½ m.p.h. can be considered as easy, it was certain that the winners would be found in the timed sections where the average speed was impossible of attainment, which meant that in order to avoid penalization at the rate of one mark per second down on schedule, the climbs had to be treated like a sprint—with consequent strain on the cars.

The Italian authorities had refused to allow the Gavia (where 18 soldiers had

A MARATHON AMONGST THE FLOODS

Liège-Rome-Liège, Run Under Appalling Weather Conditions of Rain and Snow, a Decisive Victory for Polensky/Linge (Porsche), After a Keen Struggle with Gendebien/Fraiken (Lancia)

To British drivers and manufacturers who know little of it, it may seem surprising that Liège-Rome-Liège, indisputably the toughest event in the European motoring calendar—for what other event requires 3,200 miles to be covered in one continuous stage of almost 89 hours?—invariably attracts an entry reading like a Continental Rally drivers' *Almanach de Gotha*, receives the strongest support from the most important manufacturers, and carries terrific publicity.

This year the entry of 114 crews included such stars as Claes/Ickx, Gendebien/Fraiken, Christillin/Fiorio (Lancias); Polensky/Linge, Glockler/Nathan (Porsches); Stasse/Hermand, Houel/Blaise (Alfa Romeos); Rauch/Bousson, Matussière/Lemasson (Salmsons); Herzet/Bianchi (Ferrari); Gatsonides/Angelvin (Aston Martin) and Mesdames Terray/Gordine (Peugeot).

Unfortunately Chiron/Peron (Osca) and Engel/Ambrecht (Porsche) were amongst the 15 non-starting crews. The British contingent was this year much stronger, consisting of "Chippy" Stross/Keith Pointing (Jaguar drophead)—bravely choosing as their first Continental Rally the most difficult of the lot!—Nancy Mitchell/Joyce Leavens ("works" Zephyr), Arline Needham/Pat Norman ("works" Consul), Shaw/Divall (Porsche), and Hal O'Hara Moore/John Gott (Frazer-Nash).

There were full works teams from Lancia, Porsche and Renault, and works cars from Aston Martin, Fiat, Peugeot, Alfa Romeo, Salmson and Ford.

The prime attraction from the crews' point of view is that this is almost the only Rally where no one finishes "clean" and consequently the winner is really found on the road without resort to special tests, and the extremely efficient arrangements made by the officials of the Royal Auto-Union of Liège. For example, Club H.Q. incorporates a

Liège on the morning of 18th August, it was immediately obvious that full advantage had been taken of this.

The Porsches of Polensky/Linge and Glockler/Nathan were equipped with the twin-cam type 550 engine which made such a startling impression in the Mille

By JOHN GOTT

Miglia by finishing sixth overall. Polensky's car was actually one of the old light-alloy coupés, fitted with the new engine, but the Glockler/Nathan car was a Le Mans car fitted with a coupé body and was probably the most potent vehicle in the field. The Lancia team were on full "Competition" cars, whose engines, fitted with three double choke carburetters, were reputed to be giving around 155 b.h.p. The Super Sprint Alfa Romeo of Stasse/Hermand was of the 1,975 c.c. as opposed to the more usual 1,884 c.c. The Gatsonides/Angelvin Aston Martin

crashed to their death the previous week when their coach ran off the road) in the route, and the Austrian authorities had refused to allow the Katschberg and the Grossglockner passes to be treated as timed climbs. This meant that the only timed climb on the outward run to Rome was from Trafoi to Bormio, *i.e.*, over the Stelvio (9,042 ft.).

Many drivers consequently thought that the run to Rome, some 1,400 miles long, would be easy, despite the passage of the Eifel and Harz Mountains and of the Katschberg (5,384 ft.), Grossglockner (8,436 ft.), Giovo (6,988 ft.), and Stelvio passes, as well as a large part of the Mille Miglia route, including the Raticosa, Futa and Radicofani passes. They had, however, reckoned without the appalling weather conditions.

Scarcely had the first row of three cars started from the Spa at 11 p.m., than the rain began to teem down. This imposed an almost impossible handicap
(Continued on page 318)

★
THAT MARQUE AGAIN! Polensky/Linge with the winning Porsche on the starting line at Spa. Porsche comps. manager Huschke von Hanstein (behind car, on right) apparently has second sight, for he already looks pleased.

★



FIRST AGAIN



leads!

CASTLE COMBE

FORMULE LIBRE

1st COOPER-BRISTOL — F. R. Gerard

500 c.c. RACING CARS (10-Lap Race)

1st KIEFT — Don Parker

500 c.c. RACING CARS (7-Lap Race)

1st KIEFT — Don Parker

SHELSLEY WALSH (FASTEST TIME OF DAY)

E. R. A. — Ken Wharton

LIEGE-ROME-LIEGE RALLY (COUPE DES DAMES)

1st PEUGEOT — Mesdames Terray and Gordine

2nd FORD ZEPHYR — Mrs. N. Mitchell and Mrs. J. Leavens

ALSO USING SHELL FUEL

(Subject to official confirmation)

You can be sure of



The Shell X-100 Motor Oil used by these cars is exactly the same as sold at your garage

Liège-Rome-Liège—continued

upon the crews of open cars, especially of those cars which, in the interests of lightness and trusting to favourable weather conditions in August, had dispensed with hoods and windscreen wipers.

In the German mountains, fog and mist added to the crews' difficulties and by the time the Idar Oberstein control, only 130 miles out of Spa, was reached, four crews had given up and the hot favourites, Claes/Ickx (Lancia) had been penalized for lateness due to a route-finding error.

In the next stage of 75 miles to Landau, conditions were even worse and a further five crews gave up, including M. and Mme. Cestelli of the official Alfa team, whose windscreen wiper had packed up with devastating results upon their attempts to maintain schedule. In addition a further 11 crews were penalized, including the Stross/Pointing Jaguar.

It was thus with some relief that the harassed crews saw a weak sun come up with the dawn and dispel the rain, which made the run over the autobahn to Dasing comparatively pleasant. The next sections to Rosenheim were, however, over poorly surfaced by-roads in Bavaria, which demanded careful navigation. Here Nancy Mitchell and Joyce Leaven were wrongly directed and lost 12 minutes, whilst the Frenchmen Borelly/Mirjan (Renault), were excluded for being outside the permitted time delay. Another hot favourite was excluded when the Glockler/Nathan Porsche failed to report at the control due to the failure of an oil pipe.

The Austrian roads seemed appallingly rough after the autobahn, especially the Katschberg pass, and crews were again relieved to reach the better surfaced roads on the run to the Grossglockner. On this section the Claes/Ickx Lancia hit a bridge, but resumed motoring after a delay of 30 minutes.

The run to Innsbruck was not unduly difficult, although the rain had once again commenced to pour down, and the O'Hara Moore/Gott Frazer-Nash led the first cars into the control with almost an hour in hand.

Shortly after Innsbruck on the run to the Stelvio the Shaw/Divall Porsche was retired, and the section penalized 22 crews.

The conditions over the Stelvio were appalling. The upper reaches were wreathed in cloud and the surface on the descent was loose and slippery. Conditions in the tunnels on the run down to Bormio were particularly bad and it was here that the Blanchard/Metz Salmson crashed broadside across a tunnel, to be hit by three following cars before it could be moved. This debacle naturally delayed several crews.

On the climb the Claes/Ickx Lancia was finally retired with clutch trouble, as was the Franssen/Neuville Aston Martin, and in all eight crews were excluded on this short section of 22 miles alone.

Under these conditions, Polensky's time of 38 mins. 50 secs., a delay of 2 mins. 50 secs. costing 170 points, was fantastic and gave him a clear lead of 66 points over the Gendebien/Fraiken Lancia, his nearest rival with a time of 39 mins. 56 secs., *i.e.*, a delay of 3 mins. 56 secs. costing 236 points. These two crews immediately established a clear

superiority over the rest of the field which they were never to lose, as third place was taken by the Matussière/Lemasson Salmson with a time of 41 mins. 36 secs., *i.e.*, almost two minutes behind the leaders.

The run down to Rome was not difficult, especially as the sun shone brilliantly, but there were unfortunately several serious accidents with non-competing vehicles. Jacquot/Antonini (Citroën), Georges/Chevenoy (Porsche) and Tak/Niemoller (Alfa Romeo), were eliminated thus, and although the injuries to the crews are to be deplored, the effect upon public opinion is likely to be even more deplorable.

The Rome control was excellently organized, with free refreshments and servicing for the cars available, and the route carefully shown by arrows attached to the junctions. These revived the flagging spirits of crews who had been on the road for more than 37 hours, but

the Adriatic across the middle of Italy was pleasant and fast, and few crews were penalized, but the run over the Falzarego (6,945 ft.) and Pordoi (7,356 ft.) penalized all but the leaders.

The second run over the Stelvio was made at dawn, and the pass was not under cloud. Once more the best times were made by Polensky-Linge with 24 seconds delay and Gendebien with 36 seconds delay, whilst Christillin/Fiorio took third place on the Lancia with 2 mins. 54 secs. delay. The leaders' superiority was again decisively shown.

The Angelvin/Gatsonides Aston Martin was retired on the pass with a broken oil-pipe, at which time it was holding eighth place. This left the O'Hara Moore/Gott Frazer-Nash as the highest placed British car in 18th position, to which it had dropped as the result of a four-minute delay to attend to an electrical short on the Mendola Pass. The car had, however, regained



Oliver Gendebien, second in the Liège-Rome-Liège with a Lancia, chats with Mesdames Gordine (on left), and Terray, winners of the Coupe des Dames for the third year in succession, driving a "203" Peugeot.

who had not yet reached half distance, although all were penalized.

Only 62 crews out of 99 starters were still running at Rome, and the position in General Classification was then as follows:

1. Polensky/Linge (Porsche)	170 points
2. Gendebien/Fraiken (Lancia)	236 "
3. Matussière/Lemasson (Salmson)	336 "
4. Gatsonides/Angelvin (Aston Martin)	345 "
5. Houel/Blaise (Alfa Romeo)	403 "
6. Droniou/Lefort (Lancia)	405 "
7. Herzet/Bianchi (Ferrari)	406 "
8. Reip/Bovens (Fiat)	433 "
9. Christillin/Fiorio (Lancia)	435 "
10. O'Hara Moore/Gott (Frazer-Nash)	442 "

Although the leaders were out on their own, the points difference between the other crews was a matter of seconds only, and it was obvious that there would be a great struggle on the homeward run.

Mesdames Terray/Gordine (Peugeot) had a lead of 375 points (6 mins. 15 secs.) over Nancy Mitchell and Joyce Leavens (Ford), and of 1,961 points (32 mins. 41 secs.) over Arline Needham and Pat Norman (Consul), but all three feminine crews were running well, although over a third of their male competitors had retired.

The run from the Mediterranean to

three places and was lying 15th after its climb over the Stelvio.

Of the other British crews, the Stross/Pointing Jaguar was being driven cannily in 36th position to ensure a finishing place, but Mesdames Terray/Gordine had increased their lead over the Mitchell/Leavens Ford, which was handicapped on the climbs by its three-speed gearbox. The Needham/Norman Consul was still running well and holding a watching brief in 51st position. Fifty-six crews were still running, of which the tail-enders, Jesson/Marx (Renault), had lost 8,548 points (2 hrs. 22 mins. 28 secs. lateness).

The next difficult section was the passage of the French Alps, and when the grey curtain of rain swept down once more on the autostrada run to Turin, crews began to regard the prospect of climbing these under such conditions during their fourth night on the road with some apprehension.

The short section of 22 miles from L'Escarene to Plan du Var was not regarded as being unduly difficult, but owing to the roads being literally awash

(Continued on page 320)

SALT FLATS-UTAH



M.G.

**37 INTERNATIONAL AND
AMERICAN NATIONAL RECORDS—CLASS F**

AUSTIN-HEALEY

**53 INTERNATIONAL AND
AMERICAN NATIONAL RECORDS—CLASS D**

(Subject to Official Confirmation)

ON **DUNLOP**

**FIRST CHOICE FOR RECORDS, RACING
AND EVERYDAY MOTORING**

Liège-Rome-Liège—continued

with pools of water as much as six inches deep, the section penalized every crew, the best performance being returned by Polensky with two minutes' delay.

On arrival at the Plan du Var control, the crews were informed that owing to roads being washed away the Allos, Izoard, and Vars passes were impassable and that they should proceed direct to the Briançon control. Unfortunately, here occurred one of the rare organizational slip-ups. Many crews were either not told or did not understand that they were expected to arrive at Briançon at the time shown in their log-books, plus half an hour. The older hands took it for granted that they would have to arrive in the time stated and drove accordingly, but several crews did not unduly hurry.

Road conditions continued to be appalling and just after Sisteron the main N. road was blocked by a mudslide some 2 ft. deep, where the early crews were delayed whilst a passage was dug by men with shovels. Lightning destroyed the power lines over a wide area and several crews found that there was no electricity to work the petrol pumps on which they were relying for refuelling.

Under these exceptional conditions, a normally easy main road run became very difficult and eight crews gave up whilst many were penalized for lateness. Amongst the leaders, Matussière/Lemasson (Salmson) were eliminated by mechanical trouble and the Christillin/Fiorio Lancia, then lying third, was very late at Briançon.

The final Alpine section was the 42 miles from Briançon to St. Michel over the Lautaret (6,752 ft.), Galibier (8,386 ft.) and Telegraphe (4,342 ft.) passes. In many ways this was the worst of all. The pelting rain at the foot turned to heavy snow at the summit, and on the descent of the Galibier the road was breached by torrents which carried small boulders across the pass. Several cars were actually hit by rocks loosened by the rain, and immediately the rally had passed through the passes were closed to traffic. Four crews alone, Polensky/Linge, Gendebien/Fraiken, Houel/Blaise (Alfa Romeo) and Barre/Pellecuer (Porsche) covered the section without penalty and there were numerous retirements, of which the most significant were Stasse/Hermand (Alfa Romeo) then

LIÈGE - ROME - LIÈGE RESULTS

GENERAL CLASSIFICATION		lateness
	points	m. s.
1. Polensky/Linge (Porsche)	311	5 11
2. Gendebien/Fraiken (Lancia)	512	8 32
3. Storz/Chanal (Porsche)	1,578	26 18
4. Houel/Blaise (Alfa Romeo)	1,617	26 57
5. Cotton/Lemerle (Salmson)	1,889	31 29
6. Redèle/Pons (Renault)	1,945	32 25
7. Reip/Bovens (Fiat)	2,090	34 50
8. Barre/Pellecuer (Porsche)	2,169	36 9
9. Celerier/Revillon (Porsche)	2,363	39 23
10. Sabine/Leroux (Porsche)	2,512	40 52

Class Placings
Unlimited: 1, Gendebien/Fraiken (Lancia); 2, Cotton/Lemerle (Salmson); 3, Arnold/Oestreicher (Lancia).

1,301-2,000 c.c.: 1, Polensky/Linge (Porsche); 2, Storz/Chanal (Porsche); 3, Houel/Blaise (Alfa Romeo).

1,001-1,300 c.c.: 1, Sabine/Leroux (Porsche); 2, Strahle/Wencher (Volkswagen); 3, Mmes. Terray/Gordine (Peugeot).

751-1,000 c.c.: 1, Poirot/Fery (Panhard); 2, Boucey/Holvoet (DKW).

Up to 750 c.c.: 1, Redèle/Pons (Renault); 2, Condriillier/Hebert (Renault).

Coupe des Dames: 1, Mmes. Terray/Gordine (Peugeot); 2, Nancy Mitchell/Joyce Leavens (Ford).

Team Prize: Renault.

Inter-Nation Prize: France.

lying third, and Bona/Romesa of the official Lancia team. The retirement of the Alfa was particularly hard as the crew, after being unavoidably delayed by the hold-up in the Stelvio tunnel, had driven magnificently to work their way up on to the leader board: the cause was a fracture in the brake pipelines caused by passage through the road breaches.

But if the road conditions were now improved, there was no improvement in the weather, and mist and fog combined with rain to make conditions extremely difficult. At Annecy, the controller, not appreciating that an extra half-hour had been added on to competitors' times, left too soon and Arline Needham and Pat Norman had to retire as they could not get their Road Book signed. This was particularly hard as the car was running well. Being old and sporting campaigners they bore this stroke of hard luck with philosophical sportsmanship, and it is pleasant to report that a well deserved tribute was paid to them at the official banquet.

At Annecy Christillin and Fiorio retired their Lancia so that the Gendebien car was the sole survivor of the official team. At Pontarlier Herzet and Bianchi, after an Homeric struggle with a car which had absolutely no weather protection at all, finally gave up on their Ferrari.

On the wet and misty run to Belfort the Frazer-Nash skidded off the road. It was quickly brought back again but there was a slight leak in the radiator, and although this was repaired in time for the car to appear at Spa that afternoon, the crew were out of time and had to retire within 300 miles of the finish and after the most difficult stages were over.

In fact no other cars retired after Belfort and the 33 survivors triumphantly reached Spa after one of the most gruelling runs in history.

It will be seen from the results appended that Polensky/Linge and Gendebien/Fraiken completely spread-eagled their field, as the third car was almost 18 minutes behind them. There can equally be no doubt that Polensky is unmatched as an Alpine driver and that the Porsche marque, which obtained five of the first 10 places, is the supreme Alpine car.

The results should not, however, detract from the astonishing performance returned by the "works" 748 c.c. Renault of Redèle/Pons which finished sixth overall in an event where absolutely no allowance is made for cubic capacity. This marque also won the team prize.

As far as British cars are concerned, the Stross/Pointing Jaguar finished in 23rd place, which was a most creditable performance by a crew who had driven with their heads on their first Continental rally, whilst Nancy Mitchell and Joyce Leavens, in 27th position, were worthy runners-up to Mmes. Terray and Gordine, who won the Coupe des Dames for the third consecutive time.

Whilst the newspaper pundits at the start gave only two British cars a chance of finishing amongst the first ten—and both actually showed that they were capable of it—merely to finish in Liège-Rome-Liège adds a cachet to a car that far outdoes success in less strenuous events. The results are keenly watched in all European countries and it is to be hoped that in 1955 other British manufacturers will follow Ford's example and enter cars for the vital test of "Le Marathon de la Route."

Castle Combe Results—continued

Race 3, E.R.A. Anniversary Trophy (5 laps): 1, A. G. Whitehead (1,488 c.c. B/C Type), 6 mins. 58 secs., 79.22 m.p.h.; 2, J. Williamson (1,488 c.c. B Type), 7 mins. 32 secs.
Fastest lap: Whitehead, 1 min. 21.4 secs., 81.38 m.p.h.

Race 4, 500 c.c. Racing Cars ("Juniors") (7 laps): 1, D. Boshier-Jones (Kieft), 10 mins. 16 secs., 75.27 m.p.h.; 2, T. Bridger (Kieft), 10 mins. 29.2 secs.; 3, A. Eccles (Staride), 10 mins. 37.2 secs.
Fastest lap: Boshier-Jones, 1 min. 26.2 secs., 76.84 m.p.h.

Race 5, Fry Memorial Trophy (Formula 1 Cars) (15 laps): 1, H. H. Gould (Cooper-Bristol), 19 mins. 49 secs., 83.56 m.p.h.; 2, W. J. Whitehouse (Connaught), 20 mins. .06 sec.; 3, J. Rislevey-Pritchard (Connaught), 20 mins. 6.2 secs.
Fastest lap: F. R. Gerard (Cooper-Bristol), 1 min. 16.2 secs., 86.93 m.p.h.

Up to 2,000 c.c.: 1, Gould; 2, Whitehouse; 3, Rislevey-Pritchard.

Race 6, 500 c.c. Racing Cars (7 laps): 1, D. Parker (Kieft), 9 mins. 41.4 secs., 79.74 m.p.h.; 2, J. Russell (Cooper), 9 mins. 42.2 secs.; 3, L. Leston (Cooper), 9 mins. 50.4 secs.
Fastest lap: Parker, 1 min. 21.2 secs., 81.58 m.p.h.

Race 7, Hastings Trophy (Formule Libre) (15 laps): 1, F. R. Gerard (Cooper-Bristol), 19 mins.

10.2 secs., 86.25 m.p.h.; 2, W. R. Flockhart (B.R.M.), 19 mins. 10.6 secs.; 3, H. H. Gould (Cooper-Bristol), 19 mins. 42.2 secs.

Fastest lap: Gerard and Flockhart, 1 min. 15.0 secs., 88.32 m.p.h.

Race 8, Sports Cars up to 1,500 c.c. (7 laps): 1, A. C. B. Chapman (Lotus), 9 mins. 53.2 secs., 78.25 m.p.h.; 2, J. Coombs (Lotus), 10 mins. 26.8 secs.; 3, J. Flander (Tojeiro), 10 mins. 27 secs.

Fastest lap: Chapman, 1 min. 21.6 secs., 81.18 m.p.h. **New Class Record.**

ARTHUR BAKER

IN the whole of the motoring world I doubt if there was anybody who combined so much enthusiasm with such personal charm and good manners as did Arthur Baker. His performance in the wet Relay Race of 1953 in the famous Land Rover gained him an enviable reputation as a driver, for he was outstandingly steady, consistent, courteous and fast. Besides racing, he drove regularly in rallies, sprints, autocross and anything for which the car was eligible,

making friends everywhere he went.

When during Friday afternoon practice for this year's Relay Race he crashed and sustained fatal injuries, the shock and distress to everyone was immense, and a deep gloom was cast over the remainder of the proceedings.

I am sure that everybody connected with motoring sport will join this paper in offering their most profound sympathy towards Mrs. Baker and her four children, Arthur Baker was 42.

H. B.

ANGLO-AMERICAN RALLY

MANY inquiries regarding the Anglo-American Vintage Car Rally have been received by the Vintage S.C.C., who now announce that Goodwood will be open to the public (2s. per head) for the finish and *concours d'élégance* at 11.30 a.m. on Saturday, 11th September.



wins again...

Castle Combe Racing Meeting August 28th

SPORTS CAR RACE (UNLIMITED)

1st ROY SALVADORI Maserati 80.72 m.p.h.

SPORTS CAR RACE (1,500 c.c.)

1st COLIN CHAPMAN Lotus 78.25 m.p.h.

2nd JOHN COOMBS Lotus

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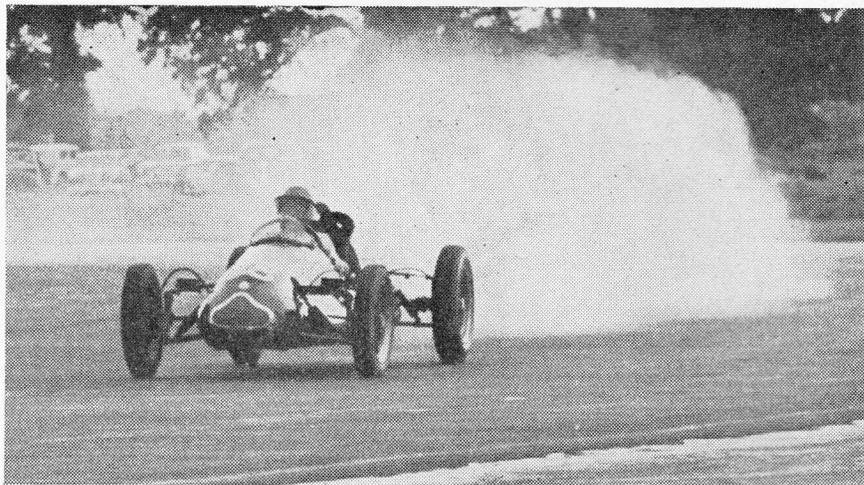
NEWS FROM THE CLUBS

By Wilson McComb

THERE is a certain warmth in the air. Occasionally a glimpse of blue sky may be seen overhead. Sometimes it is possible to lower the hood—and even the windscreen—for a short time. Everything, in fact, suggests that the never-to-be-forgotten pseudo-summer of 1954 is nearly over. In the absence of more reliable signs, the approach of the Motor Show, at least, presages the coming of winter.

This is the time when, gradually at first, and then with growing momentum, the *Club Fixtures* column (carrying details of club meetings, film shows and social events) grows larger, until eventually it occupies more space than *Coming Attractions* (which is devoted to competitive events). It is also the time when clubmen decide that, this year, they will give the "Pig and Whistle" a miss and try the "Spotted Cow" for their regular get-togethers. Not being clairvoyant, this column happily continues to announce meetings at the "Pig and Whistle", having failed to dig out news of the change from amongst the cheery badinage which makes the average club bulletin so pleasing to the clubman, and so incomprehensible to the outsider. Hence this plea to club secretaries: if any changes are being made, please let us know and we shall be happy to announce them, for that is the whole aim and purpose of *News from the Clubs*.

LAST Silverstone meeting of the 1954 season will be the **North Staffordshire M.C.** event on 9th October. Invited are the Bugatti O.C., Hants and Berks M.C., B.A.R.C., Nottingham S.C.C., Vintage S.C.C., 750 M.C. and North London Enthusiasts' C.C. There will be scratch and handicap races for sports, vintage and production cars, scratch races for racing machines to formulae 3 and *libre*, and a racing car handicap. Regs. from J. H. Greenwood, Minster Mills, Ltd., Walley Street, Biddulph, Staffs.; Wednesday 29th September, is entry closing date. . . . Brunton Farm, at Collingbourne Kingston (between Marlborough and Ludgershall) will be used for another hill-climb this Sunday by the **B.A.R.C. (S.W. Centre)**. Spectators are admitted free (car park, 2s.; motorcycles, 1s.) and the meeting starts at 2 p.m. This Centre's point-to-point on 15th August, by the way, was won jointly by Frank Downs (Sunbeam-Talbot) and Lt.-Col. B. E. M. Repton (Austin). . . . **British School of Motoring**, in co-operation with the A.A., R.A.C., Royal Society for the Prevention of Accidents and the Civil Defence M.A., are planning a Road Safety Rally to be held in Newcastle-on-Tyne on 12th September. Vehicles eligible are motorcycles, combinations, three-wheelers, cars and light commercial vehicles; details from the B.S.M. at 33 Great Market, Newcastle-on-Tyne, 1. . . . **Thames Estuary A.C.** have postponed their



SMOKE GETS IN YOUR EYES—if you happen to be following Mrs. M. Pannell's Cooper, as this Half-Litre Club Silverstone picture proves.

closed-to-club Autumn Rally from 5th September to 12th September to avoid a near-clash with this week-end's London Rally. The annual Members' Rally will take place on 17th October, starting probably in the Brentwood area. . . . Also on 12th September, the **Malden and D.M.C.** are running a gymkhana at Fair Oaks Aerodrome, Chobham, open by invitation to members of the Mid-Thames C.C.; details from H. W. Dicker, 53 Raeburn Avenue, Tolworth. . . . Next Tuesday, 7th September, an Esso film show will be held at the Byron Hotel, Ruislip Road, Greenford, by the **Brent Vale M.C.** Starting time, 7.30 p.m., and everybody welcome. Then, on 19th September, the club's all-day Autumn Trial will be run, with an invitation to the Mid-Thames C.C., Malden and D.M.C. and Northern Heights M.C. Regs. from D. Foy, 49 Devon Way, Heston, Middx.—and entries close on 11th September. . . . **Southport M.C. and L.C.C.** are assisting the Southport Corporation to run a "Motoring Week-end" on 18th/19th September. There will be a Rally to Southport on the Saturday, followed by a Dance, and a Concours d'Élégance on the Sunday, followed by the Prizegiving. Those interested should apply to the Information Bureau, Cambridge Arcade, Southport. . . . This Sunday, 5th September, the **Lagonda Club (Midland Centre)** and **A.C. Owners' Club** will forgoth at the Fleur-de-Lys, Lowsonford, near Henley-in-Arden. Plans include a map-reading exercise, lunch and tea. . . . **Rapier Register's A.G.M.** will be held near Northampton on Sunday, 19th September. Full particulars are available from G. D. Speight, 473 Manchester Road, Sheffield, 10. . . . Late entries will be accepted by P. E. Harper, London Road, Stevenage, for the **Falcon M.C.'s** annual closed-to-club rally, which will start at 10 a.m. next Sunday from the Crown and Falcon Hotel, Puckeridge. . . . **Coventry and Warwickshire M.C.** events this week-end are the Gold and Silver Goblets Little Rally, starting at 10.30 a.m. on Sunday from the Sportsman's Arms, Allesley, Coventry, and a talk by Norman Garrad the following day, 6th September. The talk will take place at the City Arms, Earlsdon, commencing at 8 p.m. . . . Regs. for **Limerick M.C.'s** Circuit of Clare, on 10th October, can be had from G. A. Newenham, 14 Upper

William Street, Limerick, Eire. . . . **Cemian M.C. and Lancia M.C.** have put their heads together to run the Knowland Trophy Meeting on 26th September. This rally-and-driving-test event is also open to members of the Chiltern C.C., Harrow C.C., Lloyds M.C., Sporting O.D.C., Thames Estuary A.C., West Essex C.C. and Metropolitan Police M.C.; regs. from G. T. Wilby, 16 Glenloch Road, Hampstead, N.W.3. . . . **South Wales A.C.** will hold their first "closed invitation" hill-climb at Castel Farm, Bridgend, on 25th September, invited clubs being the Bugatti O.C., Herefordshire M.C., M.G.C.C. (S. Wales), Pembrokeshire M.C., Riley M.C. (S. Wales) and Welsh Counties C.C. The event includes an inter-club competition, and entries close on 16th September with J. G. Coleman, 4 Murch Road, Dinas Powis, Glamorganshire. . . . **West Essex C.C.'s** 200-mile Essex Rally will be run on Sunday, 12th September, and regs. are obtainable from G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge (phone: BUCKHURST 7000). Invited are the Eastern Counties M.C., East Anglian M.C., Cambridge '50 C.C., S.C.C. of Norfolk, Falcon M.C., Marconi A.C. and South Essex C.C. Entries close next Monday, 6th September. . . . **Guildford M.C.** are obviously rarin' to go on a full programme of interesting events, as R.A.C. recognition has just been granted to them. . . . There will be two separate groups in the **Lancashire A.C.'s** Davis Trophy and Lancashire Cup Trial, one for trials cars up to and over 1½-litres, and the other for open or closed "ordinary cars"—making a total of four classes. This is an R.A.C. Championship and B.T.D.A. Star event, to be held in the Blackburn area on 2nd October. Entry closing date of 23rd September should be noted by members of the B.A.R.C., Blackpool and Fylde M.C., Lancashire and Cheshire C.C., M.C.C., M.G.C.C., Sheffield and Hallamshire M.C. and Yorkshire S.C.C. The Secretary of the Meeting is J. Taylor, County Bank Chambers, New Market Street, Blackburn. . . . **M.C.C.'s** Autumn Trial the following Saturday, 9th October, will start and finish in the Cotswolds area, the 150-mile route including driving tests and observed sections; entries to V. L. Freeman, 42 Cophall Drive, Mill Hill, N.W.7, by 18th September.

JOINT ENDEAVOUR

S.O.D.C./L.M.C. Autocross at Dunstable



★
PIPING down the valleys wild: (Left) All the joy of Autocross is captured by Richmond Pike's picture of four competitors on the downhill section, in one of the pursuit races held at Dunstable on 22nd August.

SUNDAY, 22nd August, saw yet another successful Autocross meeting held on the well-known course near the gliding club at Dunstable. This meeting was a joint promotion by the London Motor Club and the Sporting Owner-Drivers' Club and, although entries were limited to members of these two clubs, over 60 competitors took part, proving yet again how popular this event and this course have become. The morning runs took place in bright sunshine on a course so dry that tyres could be heard squealing at the faster corners.

At lunch time honours rested on John Corfield's shoulders, but nobody had broken 44 secs. Lunch over, competitors started to get down to business, but the sun disappeared in true 1954 fashion and a sharp shower produced a very slippery course. Speeds fell quickly, and the record for S.T.D. was taken by R. Sawdon, whose Ford Zephyr just wouldn't face in the right direction and waltzed around to the tune of 96 secs. Rain over, the course dried rapidly, but

still nobody could beat the 43.8 secs. that "Skelly" Ginn had established in his TR2 in the last run before the rain.

Between the fourth and fifth runs came a short tea interval, enlivened first by two one-lap pursuit races with six cars on the track at a time, then by some very unofficial dicing by the organizers.

The final runs produced some of the best times of the day, on a course that was now really dry. First came a very fine run by a newcomer to this course, Bert Westwood, in his little red Fiat

Balilla. His time of 43 secs. not only ranked as B.T.D., but constitutes a new course record. Then Peter Johnson achieved 43.2 secs. in his TR2 to take the next class from Ginn. Harold Grace (Riley) retained closed car honours as usual with a stirring 45.8 secs., while of the smaller saloons the Volkswagens were fast and impressive.

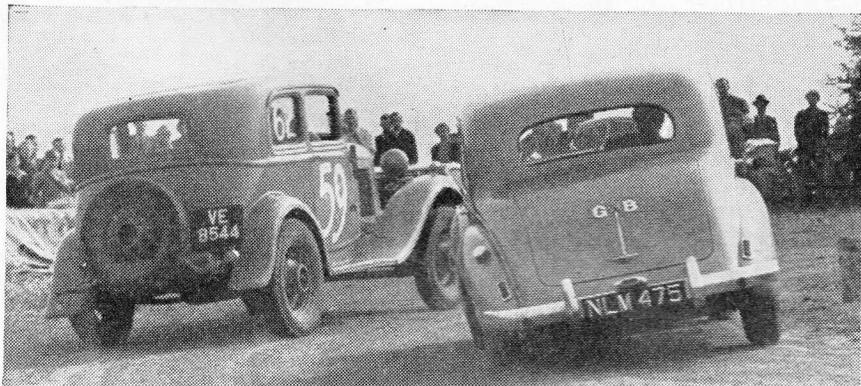
The "Specials" class produced thrills, nasty moments and confusion. The latter arose from two Lindseys and a Render driving an Overton Mk. VI, and two Harbins and an Overton driving an Overton Mk. V, while Norman Overton himself also drove the "Chevvy" based Aston Special. Nasty moments occurred when most of the trials specials, which are not really suited to this course, lifted their wheels on bends. It needed all Michael Lawson's 20 years of trials driving experience to get the two outside wheels of his Lotus back on the deck, and Norman Coates was even less lucky when his special rolled over; he had to be removed to the local hospital, although luckily not badly hurt.

J. RICHARD ALEY.

RESULTS

B.T.D.: A. C. Westwood (Fiat), 43.0 secs.
Classes 1 and 2: 1, Fl./Lt. G. F. Norris (Jowett Jupiter), and M. M. Wallace (M.G.), 46.6 (tie); 3, C. R. Price (H.R.G.), 47.4. **Class 3:** 1, P. Johnson (Triumph TR2), 43.2; 2, B. D. S. Ginn (Triumph TR2), 43.8. **Class 4:** 1, M. Sowman (Allard), 45.4. **Classes 5 and 6:** 1, R. E. Owen (Volkswagen), 47.0; 2, J. F. Crawley (Volkswagen), 49.0. **Class 7:** 1, G. H. Grace (Riley), 45.8; 2, R. Sawdon (Ford Zephyr), 49.8. **Class 8:** 1, D. Burke-Collis (Allard), 46.6. **Classes 9 and 10:** 1, J. Corfield (P.M.S.), 43.2; 2, R. Blake (G.B. Spl.), 43.4; 3, N. H. Coates (N.H.C.), 44.0.
Best Lady Driver: Mrs. S. M. Farrell (Allard), 46.0 secs.

PIPPED: (Right) B. D. S. Ginn's ancient Ford V8 saloon takes J. B. L. Jacobs's Alvis on one of the Dunstable corners. Ginn failed to gain a class award by only two-fifths of a second.



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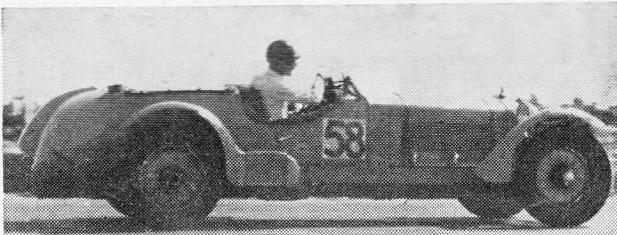
SPECIALISTS

COMING ATTRACTIONS

- September 3rd. Mid-Antrim M.C. Trial, N. Ireland.**
- September 3rd/4th. London M.C. National London Rally.**
- September 3rd/12th. Tour de France (S, T).**
- September 4th. Brighton International Speed Trials, Madeira Drive, Brighton. Start, 9.30 a.m.**
- Winfield J.C. National Meeting, Charterhall. Start, 2 p.m.*
- Newry and D.M.C. Race Meeting, Cranfield Aerodrome, nr. Kilkeel, Co. Down, N. Ireland. Start, 2.15 p.m.*
- Sporting Owner Drivers' Club Half-Day Rally.*
- September 4th/5th. Stockholm Races (F3, R, S), Sweden.**
- S.C.C.A. Race Meeting, Thompson, Connecticut, U.S.A.*
- Northampton and D.C.C. 4th Annual Welsh Rally.*
- Leicestershire C.C. Bowmaker Trophy Trial. Start, Bowmaker House, Rutland Street, Leicester, 11 p.m.*
- September 5th. Italian G.P., Monza (F1).**
- Jugoslavian Alpine Rally.**
- Circuit of Salon de Provence (F3), France.**
- Half-Litre C.C. Race Meeting, Brands Hatch, Kent. Start, 2 p.m.*
- B.A.R.C. (S.W.) 8th Brunton Hill-climb, Collingbourne Kingston, near Marlborough, Wilts. Start, 2 p.m.*
- Bentley D.C. Firle Hill-climb, Bo-Peep Hill, Firle Estate, near Eastbourne, Sussex.*
- Newcastle and D.M.C./Darlington D.M.C. Hill-climb, Catterick. Start, 2 p.m.*
- Plymouth M.C. "200" Trophy Trial. Start, Elfordleigh Hotel, Plymouth, 11 a.m.*
- Veteran C.C. of Gt. Britain Hull/Scarborough Rally.*
- Vintage S.C.C. Madresfield Rally.*
- Coventry and Warwickshire M.C. Gold and Silver Goblets Little Rally. Start, Sportsman's Arms, Allesley, 10.30 a.m.*
- Falcon M.C. Rally. Start, Crown and Falcon Hotel, Puckeridge, 10 a.m.*
- Marconi A.C. Rivenhall Rally. Start, Chelmsford, Essex, 10.30 a.m.*
- Bedford Automobile Enthusiasts' Club Autocross Meeting.*

CLUB FIXTURES

- Guildford M.C.**—Midnight matinee, 3rd September, Playhouse Cinema, Guildford, 10.30 p.m.
- North London M.C.**—Meeting, 3rd September, Cat Inn, Cat Hill, East Barnet.
- Mid-Surrey A.C.**—Meeting, 3rd September, Queen Adelaide Hotel, Ewell.
- Bentley D.C.**—Meetings: 4th September, Elcot Park Hotel, Newbury, Berks, from 7 p.m. 8th September, The Compasses, Pottiswick, nr. Coggeshall, Essex, 8 p.m.; King's Head, Old Bexley, Kent, 9th September, The George, Amesbury, Wilts, from 7 p.m.; White Lion, Edgware, Middx., 6.30 p.m.
- Bristol M.C. and L.C.C.**—Gymkhana, 4th September, Castle Combe, nr. Chippenham, Wilts. Start, 2.30 p.m.
- A.C.O.C./Lagonda Club (Midland).**—Map reading exercise and meeting, 5th September, Fleur-de-Lys, Lowsenford, nr. Henley-in-Arden.
- Alvis Register.**—Meeting, 5th September, Gate Inn, nr. Ashby-de-la-Zouch.
- Hagley and D.L.C.C.**—Social run, 5th September, Lyttelton Arms Hotel, 2 p.m. Special General Meeting, 8 p.m.
- Liverpool M.C.**—Meeting, 8th September, Child-wall Abbey Hotel, Liverpool.
- Sunbac.**—Meeting, 9th September, Mason's Arms, Solihull.
- Surrey Sporting M.C.**—Meeting, 9th September, Warwick Hotel, Redhill.
- West Hants and Dorset C.C.**—Meeting, 9th September, Westbourne Hotel, Bournemouth.
- Coventry and Warwickshire M.C.**—Talk by Norman Garrad, 6th September, City Arms, Earlsdon, 8 p.m.
- Wolsley Hornet S.C.**—Meeting, 6th September, Derby Arms, Upper Richmond Road, Sheen, S.W.15.
- 750 M.C.**—Meetings: 6th September, Abbey Hotel, Stonebridge Park, N.W.10; 9th September, Forest Hotel, Dorridge.
- Brent Vale M.C.**—Film show, 7th September, Byron Hotel, Ruislip Road, Greenford, 7.30 p.m.
- B.A.R.C. (Yorks).**—Treasure hunt, 7th September. Start, Cross Roads, Far Royds, Leeds, 12.6.45 p.m.
- Vintage S.C.C.**—Meetings: 7th September, Woolpack, Coggeshall, Essex; 9th September, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans, Herts; Wheatsheaf, Baslow, Derbyshire; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.



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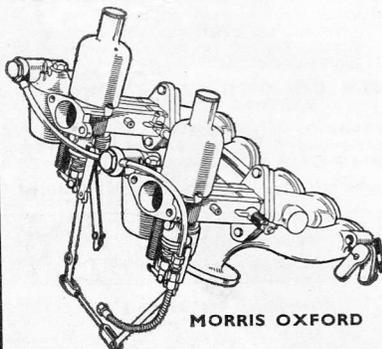
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