

**TOURIST TROPHY RACE REPORT**

# AUTOSPORT

SEPTEMBER 17, 1954

1/6

EVERY FRIDAY

Vol. 9 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY



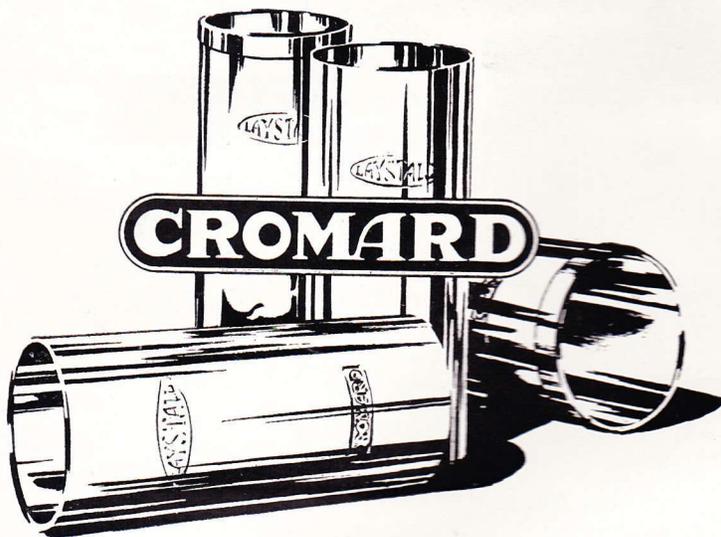
## **IN THIS ISSUE**

W. A. McMASTER, MAXWELL BOYD AND JOHN BOLSTER ON THE DUNDROD "T.T."

THE ANGLO-AMERICAN VINTAGE RALLY : PETERBOROUGH M.C. AT SILVERSTONE

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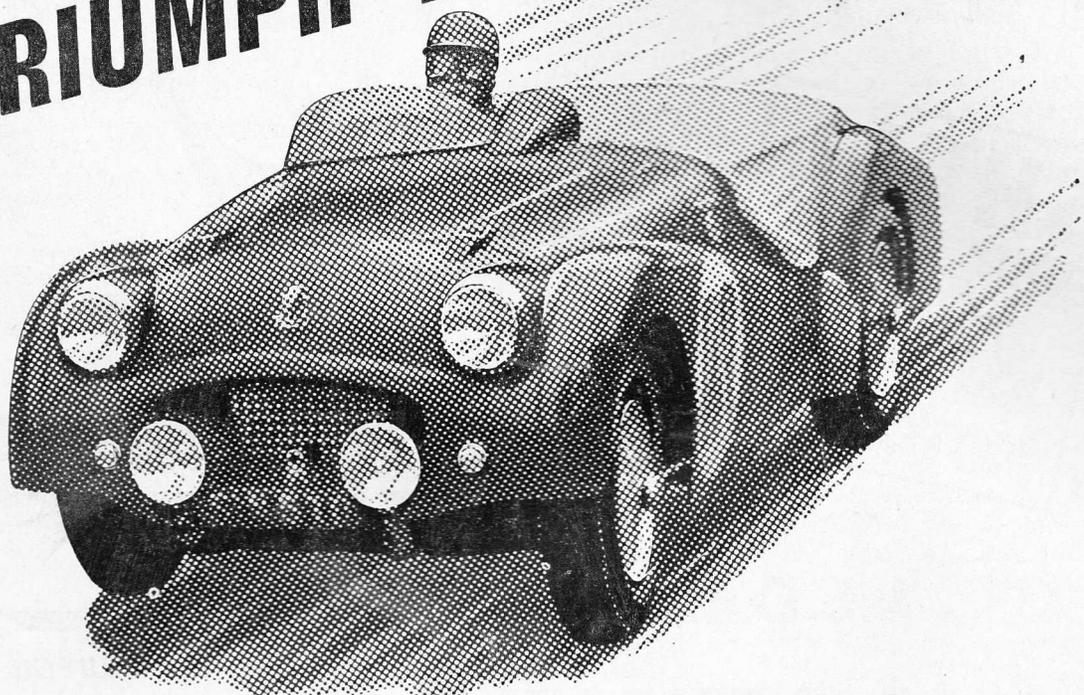
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# TRIUMPH AT ULSTER!



**21st R.A.C. INTERNATIONAL TOURIST TROPHY  
TEAM AWARD**

TEAM No. 8 **1<sup>st</sup>** TEAM No. 7 **2<sup>nd</sup>**

**PRODUCTION SPORTS CAR COMPETITION**

**3rd, 4th, 5th, 6th, 7th**

Subject to official confirmation

**6 Triumph TR2 Sports started — 6 finished**

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## R.A.C. INTERNATIONAL T.T. RACE

**1st D.B.-PANHARD** — *Paul Armagnac*  
*G. Laureau*

**2nd FERRARI** — *Mike Hawthorn*  
*M. Trintignant*

### SERIES PRODUCTION SPORTS CAR COMPETITION

**1st FRAZER-NASH** — *R. E. Odlum & C. Vard*

**2nd PORSCHE** — *R. Flower & E. T. McMillen*

### CLASS H

**1st D.B.-PANHARD** — *P. Armagnac & G. Laureau*

**2nd D.B.-PANHARD** — *G. Allegre & A. Barbey*

### CLASS D

**1st FERRARI** *Mike Hawthorn & M. Trintignant*

**2nd JAGUAR** *P. N. Whitehead & Ken Wharton*

*(Subject to official confirmation)*

*You can be sure of*



These cars used SHELL with I.C.A. and SHELL X-100 MOTOR OIL exactly the same as sold at your garage

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 12

September 17, 1954

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## EDITORIAL

THE T.T. . . .

THERE can be no question but that the classic R.A.C. Tourist Trophy has reverted to its pre-war status as one of the world's most important motor races. AUTOSPORT congratulates the Ulster Automobile Club for its enterprise in staging an event which attracted many works entries and the most noted drivers of today. Whilst the victory of the little 750 c.c. D.B.-Panhard was thoroughly merited, it is felt that the handicappers did not sufficiently appreciate the remarkable increases in speed of these cars in the past year or two. A careful study of Le Mans and other events in which an Index of Performance category was included, would have shown that the latest D.B.-Panhards were quite capable of improving on their 64.49 m.p.h. target lap by a quite considerable margin. In actual fact, Paul Armagnac and Gérard Laureau averaged 68.75 m.p.h.—and had plenty in hand!

Mike Hawthorn and Maurice Trintignant proved conclusively that the 750S Ferrari is a very formidable sports-racing machine, and its performance completely eclipsed that of the 3.8 and 3.3-litre Lancias, of which so much was expected. Jaguar's new 2½-litre car is highly promising, and will assuredly react swiftly to further development work. Although not in the running for outright victory, the marque Triumph covered itself with glory, all six TR2s finishing, three of them gaining the manufacturers' team award—a most notable achievement for such low-priced, series-production machines.

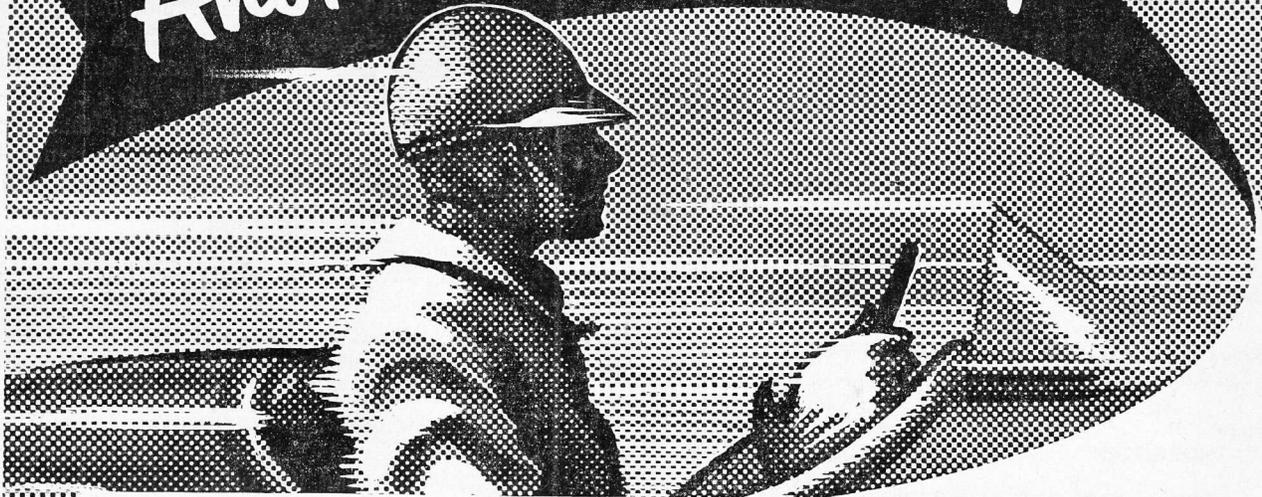
Reverting to the system of handicapping, it is generally felt that modifications will be required for next year's event, not, however, by raising the target speeds of the smaller-engined machines, but rather by a more careful examination of the performance of cars in preceding races. The essential thing is to give every entrant a chance of winning the Tourist Trophy, and not to set some cars an almost impossible task. It is agreed that the T.T. cannot be run on a scratch basis, as it is intended to encourage the development of all types of car, irrespective of engine capacity, but more emphasis could be put on the greatest distance covered, as is done at Le Mans. Anyway, realizing the good sense of the worthy folk behind the U.A.C., it is certain that the 1955 race will be considerably altered.

And once again Dundrod has demonstrated the vast difference which there is between airfield circuits, or even artificial road courses, and one which consists of real public highways with their attendant banks, hedges and cambers. What a pity it is that, in England, our capable young drivers must, perforce, train on unnatural circuits which differ enormously from those on the Continent, adding yet another handicap to the already considerable ones of poorly financed marques and inadequate testing facilities.

## OUR COVER PICTURE

D.B.'s DAY: Paul Armagnac speeds down the Quarry road at Dundrod in the 745 c.c. D.B.-Panhard with which he won last Saturday's Tourist Trophy handicap race from a field including works Jaguars, Lancias, Ferraris, Aston Martins and Maseratis.

**Another Ferodo Winner!**



**R.A.C. INTERNATIONAL T.T. RACE**

**1<sup>st</sup> D.B.-PANHARD** also 750 c.c.  
Laureau & Armagnac Class winners

**2<sup>nd</sup> FERRARI** also 3-litre  
Hawthorn & Trintignant Class winners

**3<sup>rd</sup> MASERATI** also 2-litre  
Musso & Mantovani Class winners

MANUFACTURERS' TEAM PRIZE **1½-litre Class**  
**TRIUMPH TR2** **1<sup>st</sup> GORDINI**  
Cahill & Beauman

(Results subject to official confirmation)

**FERODO**

**ANTI-FADE BRAKE LININGS**

**PROBLEM** of the clash between the Avus-rennen and the postponed Modena G.P. on 19th September is solved by the cancellation of the latter race.

**JEAN BEHRA** is leaving the Gordini stable to drive a Maserati.

**AVUS** race will be minus official Ferrari entries, but Moss, Mantovani and possibly Behra are down to drive Maseratis, Rosier and Schell have independent entries, and two Gordinis are entered. So, of course, are three streamlined Mercedes....

**S.C.C.A.'s** National race programme at Thompson, Conn., on 5th September contained no fewer than 11 events. Winners included Spear (Ferrari), Briggs Cunningham (Osca), Hansgen (Jaguar), Procter (Maserati) and Ensley (Kurtis). Report of the meeting will be published shortly.



**MIDLAND WEDDING:** Hugh Leigh and Margaret Rosemary Pond, after their wedding at Sutton Coldfield, on 11th September. Amongst the many prominent motoring folk present, can be seen Murray Austin, and Leigh's fellow "Midland Giant", Bill Wykes.

## PIT AND PADDOCK

**THE** record-breaking M.G., driven by George Eyston and Ken Miles, averaged the remarkable figures of 31.7 m.p.g. at over 124 m.p.h. during the last 20 laps of its 12-hour run at Utah. It was fitted with an ingenious throttle-stop.

**DISTURBING** rumour is that José Froilan Gonzalez has announced his retirement from Grand Prix racing. After his T.T. accident, he flew home to Argentina.

**DUE** at the International Goodwood, 25th September—Moss (works Maserati), Salvadori, Wharton, Rosier (also Maseratis), Flockhart and, maybe, Fangio, with B.R.M.s and, it is hoped, the Vanwall and Thin Wall Specials.

**DUE** at the International Aintree, 2nd October—two works Masers (Moss and Mantovani), Schell, Wharton, Salvadori, also with Maseratis, Parnell (Ferrari) and two Gordinis, drivers Pilette and Behra—if the latter hasn't already signed with Maserati.

**NEW** hill-climb venue has been discovered only 10 miles from Central London—viz., at Stapleford Tawney, near Abridge, Essex. Discoverers are the West Essex C.C.

**INTENDED** for the visitor from overseas, a small leaflet issued by the G.B. Car Club gives useful information on touring documents, procedure for buying or hiring cars, the road numbering system, beauty spots, etc. Owners of fast cars may lose their power of speech on hearing the title, which is *Great Britain is a Good Country to Motor in*. Be that as it may, the leaflet is obtainable free from J. H. T. Fletcher, 60 Ebury Street, S.W.1.

**A.F.N., LTD.**, of Falcon Works, Isleworth, sole concessionaires for Porsche in Britain, announce new retail prices for these cars, as follows:

The 1½-litre standard hard-top: basic £1,260, plus £526 2s. 6d. P.T.; convertible standard: basic £1,380, plus £576 2s. 6d. P.T.; 1½-litre super hard-top: basic £1,380, plus £576 2s. 6d. P.T.; convertible super: basic £1,500, plus £626 2s. 6d. P.T.

The Porsche type 550 "Spyder" competition model is being put into limited production, and a certain number have been reserved to the order of A.F.N., Ltd.

**NEW** leaflets explaining requirements of the latest Regulations for rear lighting of motor vehicles can be obtained free of charge from the R.A.C., 85, Pall Mall, London, S.W.1.

### THE SPORTS CAR CHAMPIONSHIP

**FERRARI'S** hold on the 2nd Sports Car Championship of the world is strengthened by Mike Hawthorn's performance in the T.T. The Modena marque now leads from Lancia with, according to our scoring, 30 points to 20. Jaguar lie third with 10, and Osca fourth with 8 pts.

### A "FIRST" FOR BEHRA

**LAST** Sunday's Formula 1 race over 30 laps (74.5 miles) of the Cadours circuit was won by Jean Behra (Gordini) at 76.35 m.p.h. Another Gordini, driven by the Belgian André Pilette, was second, Louis Rosier was third with the Maserati he drove at Monza, and yet another Gordini, that of the American Fred Wacker, finished fourth.

British drivers Whiteaway (H.W.M.) and Young (Connaught) retired, the first with gearbox trouble, the latter with broken rear axle.

### TOUR DE FRANCE

**THE** very arduous Tour de France was won by Jacques Pollet and Gauthier in a works-prepared 2.5-litre Gordini, from Storez/Linge (Porsche 550) and Peron/Bertrammier (Osca). A TR2 Triumph was 11th. Provisional results are:

#### General Classification

1. Pollet/Gauthier (Gordini), 4,675.980 pts.
2. Storez/Linge (Porsche), 4,842.876.
3. Peron/Bertrammier (Osca), 4,864.278.
4. Armengaud/Chaix (Osca), 5,405.083.
5. Mmes. Thirion/Polensky (Porsche), 5,441.090.
6. Estager/Proto (Maserati), 5,485.725.
7. Stasse/Gendebien (Alfa Romeo), 5,062.042.
8. Mmes. Bousquet/Beaulieu (Porsche).
9. Martignoni/Rabazzana (Alfa Romeo).
10. Jauson/Bourgat (Alfa Romeo).
11. Consten/Guezec (Triumph TR2).
12. Gaçon/Arcan (Porsche).

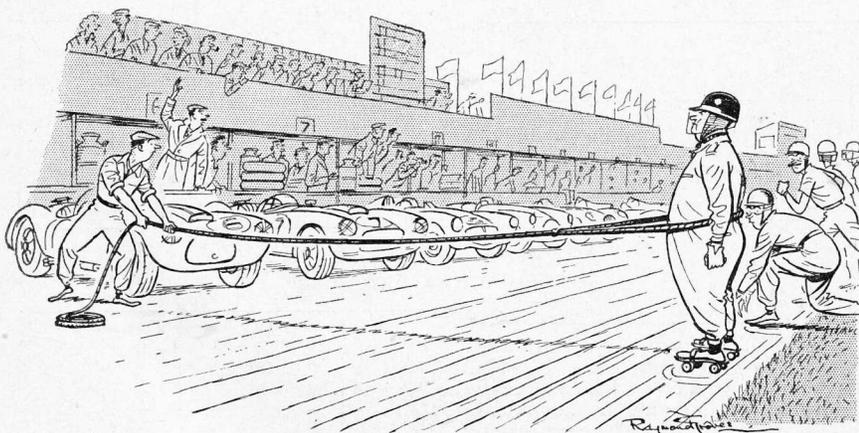
#### Classes

**Modified Touring Cars:** 1. Martignoni/Rabazzana (Alfa Romeo). 2. Redele/Pons (Renault). 3. Jauson/Bourgat (Alfa Romeo).

**Production Sports Cars:** 1. Estager/Proto (Maserati). 2. Stasse/Gendebien (Alfa Romeo). 3. Gaçon/Arcan (Porsche).

**International Sports Car Class:** 1. Storez/Linge (Porsche). 2. Peron/Bertrammier (Osca). 3. Pollet/Gauthier (Gordini).

**Coupe des Dames:** Mmes. Thirion/Polensky (Porsche).



# SPORTS-NEWS

**BRIEF ENCOUNTER:** Representatives of the motoring press were invited to London Airport on Wednesday, 8th September, to a reception marking the arrival in Britain of the Lancia team when changing planes for Belfast and the T.T. On the left, just after leaving their Convair, are (l. to r.) Valenzano, Bora, Piodi, Fangio, Castellotti, Manzoni, Taruffi, and (extreme right) Jano.

(Below) The Maserati team arrived on the same aircraft (L. to r.): Musso, Mantovani, Scarlatti, Perdisa, Bertocchi (manager), Bellucci and Musy.



**"THE PALACE" AGAIN**  
TOMORROW'S race meeting of the Half-Litre Club at the Crystal Palace offers a programme of five events. Two of these are for Formula 3 cars, one attracting Bicknell, Russell, Parker, Leston, Bueb, Wicken, Gerard, Lewis-Evans, Headland, and the Dutchmen, Davis and Hutchinson; the other an 8-lap, all-J.A.P. race.

The *Formule Libre* event has Salvadori (Maserati), Leston (Cooper), A. G. Whitehead (E.R.A.), Gerard, Nuckey, Gould and Alan Brown with Coopers, and Beauman (Connaught) amongst runners. Archie Scott-Brown drives Lister cars in both 1½-litre and 2-litre sports events; Rogers, Crook and Brown have Cooper-Bristols, Salvadori the Gilby Eng. Maserati and Coombs and possibly Chapman in Lotuses.

### COUPE DU SALON

THE Coupe du Salon has been postponed till 10th October. Apart from Monomill events, there will be races for touring and modified touring cars (saloons), and for sports cars conforming to Le Mans regulations. Classes are 750 c.c., 1,500 c.c., 2,000 c.c. and over 2,000 c.c. About 20 cars will be accepted for the sports car event. Ecurie Bull Frog will be strongly represented and nominations include Alan Brown (Cooper-Bristol), Alan Rippon (Kieft) and A. P. Hitchings (Kieft or D.B.-Panhard). Saloon entries accepted are Raymond Flower (Porsche) and Roy Clarkson (Morgan). There is no starting money, but class wins will net from 75,000 to 100,000 francs. All drivers interested in competing should get in touch urgently with Gerard Crombac, 11 Avenue Franco-Russe, Paris 7e. (Tel.: Invalides 58-32.)

### AUSTRALIA'S GRAND PRIX

THE Southport circuit has been selected as the scene for this year's Australian G.P. Not the famous sand racing venue in Lancashire, of course, but Southport, Queensland, about 50 miles from Brisbane, where a fine natural road circuit, 5.7 miles in length, is to be found. The Grand Prix, for *Formule Libre* cars, will take place on Sunday 7th November, over 27 laps, a distance of 153.9 miles. First prize is £600 and the Handasyde Trophy, second is £300, third £200 and fourth £100, with cash prizes continuing down to 12th position, plus £50 for fastest lap.

This is the event which, in 1938, was won by Peter Whitehead with his 1½-litre B-type E.R.A. Last year's winner was Doug Whiteford in a 4½-litre G.P. Talbot. Inquiries about this race should be addressed to G. J. Lord, Everston Court, 12 Water Street, South Brisbane, Queensland.

## GRADING OF RACE MEETINGS

### R.A.C. Evolve New System, Based on Prize Money Allocations, for National Calendar

THE allocation of dates in the National Calendar of race, hill-climb and sprint meetings is a problem to which the R.A.C. Competitions Committee has recently given special attention. Prize money being the major factor in establishing the relative importance of a meeting, a simple grading system has been evolved on the basis of prize and starting monies offered at the various types of event, as shown in the accompanying table. Value of trophies will not be taken into account when assessing the amount of money available.

Grade of Meeting	Type of Event		
	Races F1 and F. libre	F3	Hill-climbs and Sprints
Prize and Starting Monies			
1	over £4,000	over £2,250	over £750
2	£2,500 to £4,000	£1,250 to £2,250	£450 to £750
3	£1,250 to £2,500	£625 to £1,250	£150 to £450
4	£400 to £1,250	£200 to £625	less than £150
5	less than £400	less than £200	—

Clubs will be given the opportunity of selecting one priority event in each grade for each venue in which the Club is interested, after which additional events in each grade will be allocated on the basis of mutual agreement between

promoting Clubs or, failing agreement, at the discretion of the R.A.C. No Club will be allowed to promote more than three events in Grade 1 and three events in Grade 2.

In allocating dates, Grade 1 race meetings will first be considered, then Grade 1 Formula 3 race meetings, then Hill-climbs and Sprints and so on through succeeding grades. A separate grading of Formula 3 meetings will apply only to meetings that are exclusively for Formula 3 cars. The R.A.C. reserves the right to down-grade a meeting if it is not satisfied in regard to spectator amenities and viewing facilities.

To prevent clashing of events, a limitation will be placed upon the geographical proximity of meetings in accordance with their gradings as shown in the table below. These limitations can be waived, however, upon agreement of the promoting Club having prior claim to the date.

Grade of Event	Minimum Mileage from Event of Higher Grade on Same Date	Minimum Mileage from Event of Same Grade on Same Date
1	No other event of Grade 1 in Great Britain or Northern Ireland	of Grade 1 in Northern Ireland
2	100	100
3	50	50
4	25	25
5	No restriction	No restriction

# BUEB AND HEAD WIN AT STOCKHOLM

SWEDEN'S International race meeting at Skarpnack airfield, Stockholm, on 4th/5th September suffered, as many British events do, from heavy downpours of rain before the start, which kept the public away, even though the weather subsequently cleared up and the track dried.

D. Margulies's Lotus was entered for the up to 1,600 c.c. series sports event, but was not allowed to start as the organizers did not consider sufficient of the marque had been produced for the class. A pity, as otherwise it would surely have shown its tail fins to the batch of Porsches which disputed the event. The German Max Nathan eventually won, his time over 15 laps of the 1-mile course being 17 mins. 20.8 secs.

The Lotus had instead to run amongst the special sports cars, in which Casimiro d'Oliveira and Luigi Piotti with Ferraris were expected to have things all their own way, but Lundgren was hot on their tails with his Ford Spl., and when both Italian cars dropped out, he had a certain win from G. Karlsson with another Ford Spl., who chased vainly and rather wildly with fading brakes. The German Osca driver Seidel was third, Margulies fourth and Tom Meyer (Aston Martin) fifth. The subsidiary 2-litre class went to the Osca, with Margulies's Lotus second.

Olle Persson (Ferrari) and S. Gillberg (Frazer-Nash) duelled for the up to 2,600 c.c. series race, the 'Nash leading for four rounds, after which the 166 Mille Miglia Ferrari went ahead, to win by 6 secs. In the over 2,600 c.c sports class, Michael Head and his white C-type Jaguar collected one more Swedish win, driving the most polished race of the day and never giving A. Fredlund, driving another C-type, opportunity to overtake, however optimistically he tried. O. Persson, now in a 250 M.M. Ferrari, could not keep pace with this pair and had to rest content with third place, ahead of no fewer than eight Austin-Healeys.

Three qualifying heats in the F3 class decided the starters in the 10-lap final. England was represented by Ivor Bueb and John Denley of the Ecurie Demi-Litre, both with Coopers, Germany by

A. Lang and P. Meub (Coopers), and K. Jehle (Scampolo) and Finland by Curt Lincoln (Cooper) and Rikkila and Loivaranta in Elhoos. Sweden's runners were mainly in Effyhs and old-type Coopers. Bueb took an early lead in the final, and drove his own race to win with the grey Cooper, while Lang and Lincoln had their own battle for second and third places. Lincoln led until lap 7, then Lang passed to finish 2 secs. ahead of the Finn. John Denley worked his way through the field after a rather poor start and was close to fourth man home, Loivaranta, when the race ended.

HANS FRIES.

## THE VIKING RALLY

CONSOLIDATING her position as favourite to win the Ladies' Section of the European Touring Championship of 1954, Sheila Van Damm won the Coupe des Dames in Norway's Viking Rally (10th-14th September), driving a Sunbeam-Talbot saloon with Mrs. Anne Hall.

Outright rally winner for the second successive year was Carsten Johansson of Norway, driving a Ford. Two other Norwegians, Hans Ingier and Leiv Samsing, driving Ford Anglia and Fiat respectively, were the runners-up. Of the 89 starters, 27 failed to complete the 1,056 mile course, much of which was deep in mud.

## ROBERT BOUCHARD

WE regret to report that Robert Bouchard was fatally injured when his Austin-Healey left the road near Nice during the final stages of the Tour de France, and plunged down a ravine. His co-driver was also killed.

M. Bouchard was well known in racing circles, and was closely associated with Bugatti in pre-war days. After the war he drove at Le Mans and Spa with a Delahaye and a Ferrari, and was a member of the Aston Martin 24 Hours record-attempt team, which was defeated by fog. Until 1951, he was manager of the "L'Action Automobile" bar, equivalent to London's Steering Wheel Club.

## CONTINENTALS AT PRESCOTT ON SUNDAY

THE Bugatti O.C.'s Silver Jubilee International Hill-Climb at Prescott on Sunday will be contested by a field of 125 cars, running in 10 different classes. Over 200 applications to enter were received by the club, an indication of the marked popularity of this meeting.

Hopes that the Maserati driver from the Argentine, Roberto Mières, would be able to take part, have proved unfounded, but the Frenchman Georges Grignard, hill record holder with a 4½-litre Talbot at Doullens, Ars, Cran d'Escalles and Chatellerault, will be competing with a 1½-litre Maserati. Other visitors to add International flavour to the meeting are Masten Gregory of U.S.A. with a Ferrari, Georges Trouis and Gérard Crombac of France with D.B.-Panhard, and H. Gilomen, the Swiss Formula 3 expert, in a Cooper entered by the Ecurie Bernoise.

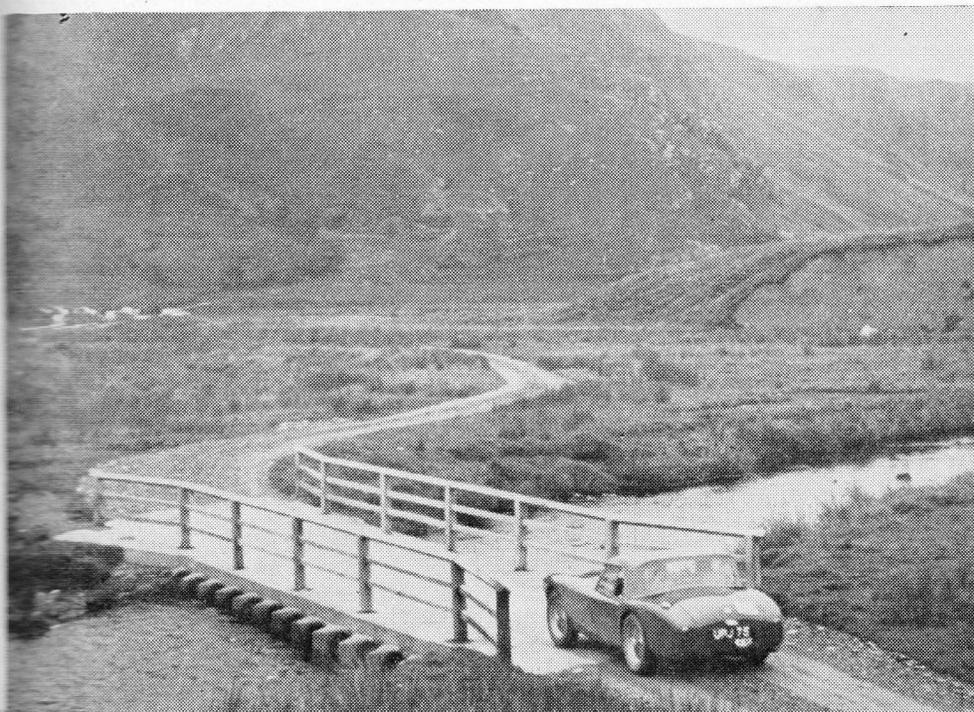
Amongst the lengthy list of British competitors are Ken Wharton, who will drive Cooper, E.R.A. and, perhaps, the new flat-four, 1½-litre sports Kieft, Michael Christie and Don Parker, who are "optionals" with the same machine, and also drive E.R.A. and Cooper, and Kieft 500 respectively, Les Leston (Cooper), Peter Walker (D-type Jaguar and also, possibly, Cooper-E.R.A.), R. D. Poore (DB3S Aston Martin), B. Bradnack (Cooper), and Sydney Allard (Allard). Six E.R.A.s, Wharton's, Lewis's, Christie's and Wilkinson's among them, are down to contest the Rivers Fletcher E.R.A. Trophy. The climbs begin at 12 noon.

## MERCEDES-BENZ AND TV

THE use of television equipment by Mercedes-Benz technicians at Nürburgring during the German G.P., demonstrates the complete thoroughness of the Germans in organizing their racing team. As the lengthy lap distance prevented cars being under continual observation, Herr Uhlenhaut arranged for TV transmitters to be placed at strategic positions, and for a wide-screen set to be installed in the pits. Thus, he was able to watch for the tell-tale puffs of smoke as the drivers changed down for the Karussel, to give an example, and also to look out for any peculiarities in braking, steering and so on, as well as studying tyre wear. Information obtained was speedily passed to team manager Alfred Neubauer, who could then make the necessary signalling arrangements well in advance. When Herrmann's car began to give trouble, the Mercedes-Benz pit personnel were quite aware of the fact long before the car was due to arrive!

Another interesting Mercedes-Benz story concerns the preliminary tests at Rheims. Apparently the wheels were not suitable, and Bugatti came to the rescue and lent wheels prepared specially for their new Grand Prix car. To reciprocate, Mercedes-Benz supplied Bugatti with the drawings of their Bosch fuel injection equipment.

NOT ONE but several more rivers to cross, before W. Hurlock in his A.C. "Ace" reaches the final destination in the London Rally. This rural scene is at the foot of the Devil's Staircase, in the Welsh hills.



*MR. FIELDING (Left) proceeds to win his class with the ex-Abecassis super-charged Alta at Bo'ness.*

time it was Pat's day to win, for in his anxiety to improve on the Vauxhall's second run, Lockhart came out of the Courtyard just a little too fast, skidding one way and then the other before the Crossing. He was lucky to get away with but a dented offside rear wing, and could not beat Melville's excellent performance in the Vauxhall.

In the racing classes we were pleased to see Alex McGlashan out again on the hill in Joe Verrecchia's 998 c.c. Cooper, with which he won the class. Ninian Sanderson (Staride) drove very neatly considering the wet track but A. Chalmers, driving a J.P. 500, found it just a bit tricky and thumped the near-side front wheel against the Courtyard banking. This was unfortunate, as it meant that J. McCaig could not have another go and perhaps improve on what had been a good first run. A very fine drive by Doreen Fielding in her husband's Alta, beautifully turned out and with twin rear wheels, was well worth the ladies' award, and Fielding topped the class for racing cars of 1,101 to 1,500 c.c. in grand style.

A. N. FORD.

#### Results

**Sports cars, 501-750 c.c. S.** 1, H. Wilson (746 M.G.), 47.20 secs. **751-1,100 c.c. U/s.:** 1, I. H. Napier (1,089 Riley), 51.39; 2, T. A. Knight (750 Austin), 51.83. **751-1,100 c.c. S.:** 1, N. Kennedy (1,086 Burdmonk), 42.91; 2, A. H. B. Craig (939 Bongazoo), 43.58; 3, J. C. E. Allan (1,089 Riley), 45.50. **1,100-1,500 c.c. U/s.:** 1, P. S. Hughes (1,184 Tojeiro), 38.51; 2, J. L. Fraser (1,496 Lotus), 42.87; 3, N. T. Lithgow (1,496 H.R.G.), 44.13. **Production cars, 1,101-1,500 c.c.:** 1, N. T. Lithgow (1,496 H.R.G.), 43.41; 2, H. C. Ballantine (1,496 Riley), 43.61; 3, W. Shepherd (1,496 H.R.G.), 46.69. **Sports cars, 2,001-3,000 c.c.:** 1, J. F. Gibbon (2,995 Rover Spl.), 43.19; 2, R. E. Evans (2,660 Austin-Healey), 45.41; 3, R. Baxter (2,660 Austin-Healey), 46.89. **Production cars, 2,001-3,000 c.c.:** 1, H. C. Stewart (2,660 Austin-Healey), 46.63. **Sports cars, over 3,000 c.c., U/s.:** 1, M. Salmon (3,442 Jaguar), 42.29; 2, F. S. Mort (3,442 Jaguar), 42.99; 3, R. L. Fraser (3,442 Jaguar) 45.53. **Vintage cars:** 1, W. P. S. Melville (4,250 Vauxhall), 42.86; 2, G. Lockhart (4,398 Bentley), 43.25; 3, D. Pearson (1,498 Lea-Francis), 46.07. **Production cars, over 3,000 c.c.:** 1, R. L. Fraser (3,442 Jaguar), 44.69; 2, H. W. Whyte (3,442 Jaguar), 47.84.

**Racing cars up to 500 c.c.:** 1, N. Sanderson (Staride), 39.67; 2, J. C. Bain (Cooper), 42.89; 3, A. R. G. Fingland (Cooper), 43.14. **751-1,100 c.c.:** 1, A. McGlashan (Cooper), 38.94; 2, J. Verrecchia (Cooper), 42.25. **1,101-1,500 c.c.:** 1, R. Fielding (Alta S), 40.81; 2, N. Bean (Lea-Francis S), 45.46; 3, Mrs. R. Fielding (Alta S), 45.49.

**B.T.D.:** P. S. Hughes (Tojeiro), 38.51 secs.

**Ladies' Award:** Mrs. R. Fielding (Alta S), 45.49 secs.

## SPORTS CAR BEST AT BO'NESS

**B.T.D. by Peter Hughes (Tojeiro)**

OF late the Scottish Sporting Car Club have been remarkably fortunate in the weather for their speed hill-climbs at Bo'ness. Last Saturday their luck was like the curate's egg—good in parts—for spells of bright sunshine were interrupted by fairly heavy showers.

Proceedings opened with a series of quiet climbs from Hamish Wilson (M.G.), Tom Knight (Austin Special) and I. H. Napier in his smart little self-built Riley Special. Then came yet another episode in the Burdmonk v. Bongazoo duel. Archie Craig's blown M.G. special had the best of it in the first run but, as ever, Nigel Kennedy's yellow Burdmonk sat down very nicely in the wet during its second run and made the best time in the class.

Despite being a bit erratic in his traverse of the Snake, J. L. Fraser (Lotus) made the nearest approach to Peter Hughes (Tojeiro) in the class for non-blown sports cars of 1,101 to 1,500 c.c., but the "Toj" was far and away the best car in its class. As well as being 4.36 secs. better than that of the Lotus, Hughes's time was actually the day's best, beating even Ninian Sanderson's in the Staride.

After almost a year's absence it was good to see Ian Jeffrey back in the sport with his H.R.G. He was matched against his old antagonist, Norman Lithgow, also in an H.R.G., in the production car class from 1,101 to 1,500 c.c. The class went to Lithgow, driving with his usual steadiness, while Harry Ballantine (Riley Sprite) made a good runner-up.

Doreen Fielding ran out of road at Paddock Bend in her husband's H.W.M., and had to reverse back to the Paddock

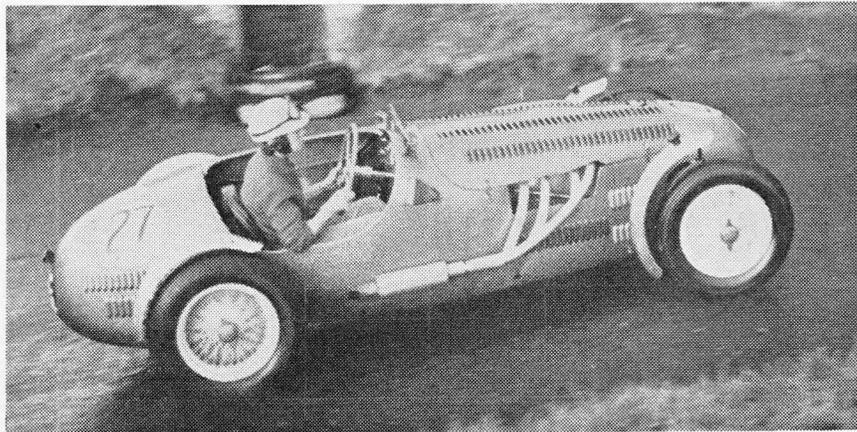
on her first run, but drove well on her second. She was no match for Ray Fielding himself, who headed the class for non-blown sports cars of 1,501 to 2,000 c.c.

Among the non-blown sports cars of 2,001 to 3,000 c.c., Jimmy Gibbon's Rover Special was without peer, but R. E. Evans, although he knocked over the stacked-up tyres at Courtyard Crossing on his first run, made no mistakes on his second and his Austin-Healey was runner-up to the Gibbon car.

In the unlimited capacity sports car class M. Salmon took lumps out of Snake banking with his first run, but settled down on his second. His Jaguar pipped that of old-stager Freddie Mort, who made two very determined onslaughts on the hill.

The vintage class produced a very lovely 1½-litre Bugatti, which was driven gently by M. S. Macdonald; as usual, Pat Melville (Vauxhall) and Gordon Lockhart (Bentley) were there to give the customers value for money. This

*MRS. FIELDING (Right) in the H.W.M. With her husband's Alta she made the best climb by a lady competitor.*



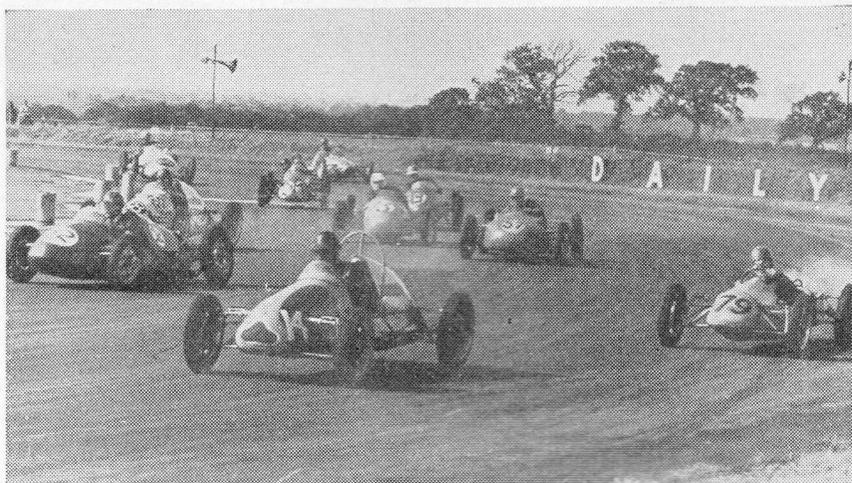
# PETERBOROUGH PICNIC

THE Peterborough Motor Club ran another successful Silverstone race meeting on Saturday last, handling 90 entries in 12 events between 1.30 and 6 p.m. with a smoothness and dispatch which larger organizations might well envy. Torrential rain about midday happily gave way to sunshine for the first race, a five-lap Vintage handicap, handsomely won by J. H. Pratt, whose immaculate Type 37 ex-Campbell Bugatti crossed the line in an exhilarating slide ahead of the two scratch Bentleys of MacDonald and Burton.

J. W. Whitehouse pulled out of an all-Austin front row to take the 1,500 c.c. sports car handicap, J. R. Carnt losing a place when he gyrated in sight of the line, and Lord Ebury put one across handicapper Jack Williamson by galloping away with the unlimited class in his big Invicta. The course was now definitely "taking spin", and the fast back-markers, including Crook, Scott-Brown, Baxter and Truman, could do little about it. A race for Bentleys, Vauxhalls, Mercedes and Sunbeams produced five Bentleys, about which Williamson knows so much that he brought them over the line in an exciting pack, Mason's "4½" leading Burton's by a short head.

Twenty-one Formula 3 cars crackled away in a 12-lap scratch race, Ivor Bueb leading Headland and Don Truman until Headland disappeared on lap four. Ken Smith (Smith) and D. Taylor (Staride) battled their way through to the places, Smith spun and gave way to Scott-Bloor (Cooper), and Jack Moor lost fifth place after a tremendous slide had all but put the Wasp among the timekeepers. Bueb, meanwhile, was lapping steadily at 72 m.p.h., finishing far ahead of the field, and the real excitement was provided by the placemen. Truman shot his Cooper into second place on the last lap, 1.6 secs. ahead of Smith, who finished practically neck and neck with Scott-Bloor, the Smith and the Cooper lapping the Trevellick on either side as they crossed the line.

The rapid little Empire Special gave Austin Nurse an easy win in the up to 1,250 c.c. scratch race, and on a rapidly drying track Scott-Brown (Lister-M.G.) forced his way past Hacking's Cooper to take the 1,500 c.c. honours at 71.78 m.p.h. In the under 2,000 c.c. race



BEHIND the F3 race leaders, R. F. Mayne (Cooper, 14) fights to hold his place from B. A. Manning (Mackson, 32), R. E. D. Harrison (Cooper, 79), E. H. L. Thornton (Cooper, 88), J. Higham (Kieft, 73) and F. J. Mays (G.M., 57).

Scott-Brown, now driving the fast Lister-Bristol, again made a magnificent start, leading Tony Crook's Cooper-Bristol by a narrow margin, until on lap two he struck a wet patch at Copse, slid out of control and overturned, being thrown out but escaping injury. Crook meanwhile pressed on to win by a huge margin from Miss P. White's Triumph TR2. In the unlimited race Crook had sterner opposition, but even so had little difficulty in building up a big lead from the C-type Jaguars of Truman and Baxter, from whom he won at 73.73 m.p.h.

Now came an un-billed *Formule Libre* race, run in conjunction with a 10-lap handicap event for XK Jaguars, and this proved to be the best of the day. The Jaguar section ran on handicap, Gillie Tyrer leading off in great style in his XK coupé, followed by a ravaging assortment of sports and Formula 3 machines well mixed together. From his 20-sec. start Tyrer held the lead for five spirited laps, before giving place to Crook in the Cooper-Bristol. Next time round the Cooper sounded woolly, and Baxter took the lead, Truman was pressing Crook, and Bueb's Cooper, Tyrer's Jaguar and Moor's Wasp were hard on their heels in that order. Baxter finally won both events at 72.09 m.p.h., and Crook staved off Truman for second place in the *Formule Libre* section with a best lap at 73.73 m.p.h.

The scratch races for 750 and 1,172 Formula cars were combined, and once more Whitehouse led the 750s all the

way. The 1,172 affair, however, was a tremendous dice between Marriott's Buckler and the Mk. VI Lotuses of Lambert and Lewis. These three tore round wheel to wheel, Lewis first leading Lambert and Marriott, then Marriott snatching the advantage by a bonnet's length, and the Buckler finally scraped home by 1 sec. from Lambert, with Lewis  $\frac{3}{4}$  sec. behind.

A belated shower rather upset the form in the winners' and placemen's handicap, in which M. J. Harris and A. Taylor in Austin specials made the very most of their long start, the fast men battled with slides and wheelspin, and J. Venn drove his Healey Silverstone with nice restraint to a last-lap win from the Austins at the very respectable speed of 64.24 m.p.h.

GEOFFREY DEASON.

## Results

**Event 1. 5-Lap H'cap for Vintage Cars:** 1, J. H. Pratt (1,496 Bugatti), 59.27 m.p.h.; 2, G. MacDonald (4,576 Bentley); 3, G. H. G. Burton (4,398 Bentley).

**Event 2. 5-Lap H'cap for sports cars. Up to 1,500 c.c.:** 1, J. W. Whitehouse (747 Austin), 57.31 m.p.h.; 2, W. Marriott (1,172 Buckler); 3, J. P. Hacking (1,467 Cooper-M.G.). **Over 1,500 c.c.:** 1, Lord Ebury (4,467 Invicta), 60.15 m.p.h.; 2, A. Nurse (750 Empire Spl. S.); 3, W. Bleakley (1,991 Triumph).

**Event 3. 5-Lap H'cap for Bentleys, Vauxhalls, Mercedes and Sunbeams:** 1, R. H. B. Mason (4,398 Bentley), 62.42 m.p.h.; 2, G. H. G. Burton (4,398 Bentley); 3, G. MacDonald (4,576 Bentley).

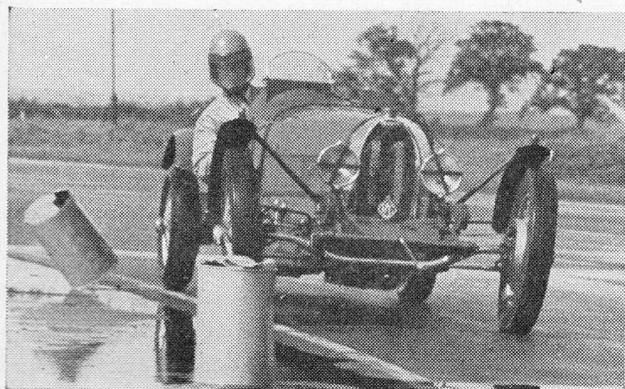
**Event 4. 12-Lap Scr. Race, Formula 3:** 1, I. Bueb (Cooper Mk. VIII), 71.31 m.p.h.; 2, D. Truman (Cooper Mk. VIII); 3, K. W. Smith (Smith 500).

**Event 5. 5-Lap Scr. Race, up to 1,250 c.c.:** 1, A. Nurse (750 Empire Spl. S.), 63.5 m.p.h.; 2, D. Moore (950 M.G.); 3, L. Gibbs (1,089 Riley). **Up to 1,500 c.c.:** 1, W. Scott-Brown (1,497 Lister-M.G.), 71.78 m.p.h.; 2, J. P. Hacking (1,467 Cooper-M.G.); 3, J. T. Hodges (1,467 J.A.-M.G.). **Up to 2,000 c.c.:** 1, T. A. D. Crook (1,971 Cooper-Bristol), 70.13 m.p.h.; 2, Miss P. White (1,991 Triumph); 3, J. Bekaert (1,970 Aston Martin). **Over 2,000 c.c.:** 1, T. A. D. Crook (1,971 Cooper-Bristol), 73.73 m.p.h.; 2, D. C. Truman (3,442 Jaguar C); 3, B. Baxter (3,442 Jaguar C).

**Event 6. 10-Lap H'cap for XK Jaguars and Scratch Formule Libre:** 1, B. Baxter (3,442 Jaguar C), 72.09 m.p.h.; 2, T. A. D. Crook (1,971 Cooper-Bristol); 3, D. C. Truman (3,442 Jaguar C). **Jaguar Handicap:** B. Baxter.

**Event 7. 5-Lap Scratch Race for 750 and 1,172 formula cars:** 750s: 1, J. W. Whitehouse (747 Austin); 2, D. A. T. Rees (747 Austin); 3, P. T. M. Nott (747 Austin). 1,172s: 1, W. Marriott (1,172 Buckler), 64.11 m.p.h.; 2, F. V. Lambert (1,172 Lotus Mk. VI); 3, E. Lewis (1,098 Lotus Mk. VI).

**"Motor Sport" Trophy 1, J. Venn (2,443 Healey Silverstone), 64.24 m.p.h.; 2, A. Taylor (747 Austin); 3, M. J. Harris (747 Austin Spl.).**



★  
POUNGING THE DRUM—but pressing on in fine style is J. H. Pratt, as he rounds Becketts in the first race. He won this, the Vintage Handicap, at 59.27 m.p.h. in his Type 37 Bugatti.

★

spectators when it was announced over the loudspeakers that the Stanley, after a great deal of ill-luck, had finally burst a cylinder head joint on the last day, just 14 miles from the finish! However, Mr. Kowteski's Stutz Bearcat was allowed to take its place.

The Americans' taste for large automobiles was obviously well formed when the team's cars were made. Both the 1913 Lozier and the 1914 Simplex have engines of more than nine litres capacity and the 1916 Pierce-Arrow has six vast pots totalling 12,885 c.c. The owner of the latter, Henry Austin Clark, Jr., was captain of the American team and has in the States a collection of over 200 historic cars. Amongst the American entries, the 1906 Ford Six-Forty Speedster is the only one whose manufacturer is still manufacturing, and it was in fact involved in the only collision on the route. A modern saloon braked sharply in front and the Ford, rear-wheels-only brakes locked, slid gracefully into the back. The saloon, however, took by far the worst of it.

The only American chain-driven car was the 1914 Simplex "Semi-racing Runabout", which was rebuilt by Briggs Cunningham, its previous owner. On the British side we had the 1928 "chain-gang" Frazer-Nash which naturally gave a good account of itself round the pylons. Rather less suited to this kind of test was the 1913 Lanchester with its very soft cantilever springing. Rolling at incredible angles quite unbecoming to its dignity, it was nevertheless driven round in creditable time by Francis Hutton-Stott. This particular car, incidentally, won a gold medal in the Swedish Winter Trial of 1913.

It was in fact the "Prince Henry" Vauxhall that recorded the best time at Prescott, 61.56 secs., followed by the Nash, the 1926 3-litre Sunbeam, the 30/98 Vauxhall and T. P. Breen's 4½-litre Bentley, before the best American time of 67.54 put up by the 13-litre Pierce-Arrow. The venerable 1908 Wolseley-Siddeley, smarting at the indignity, toiled up in 97.6 secs.

In between times, to obviate any chance of the crowd losing interest—although enthusiasm was rampant—there were parades and demonstrations by veteran cars and vintage motor-cycles, culminating in a grand procession of all the 254 entrants in the general Concours d'Élégance. What a sight! It was a film director's dream of the Brighton Road on August Bank Holiday 1920 (or thereabouts). There were Rolls-Royces, silent as ever, but looking like perambulating Victorian drawing rooms; single-cylinder Humbers, palpitating from

## RARE VINTAGE

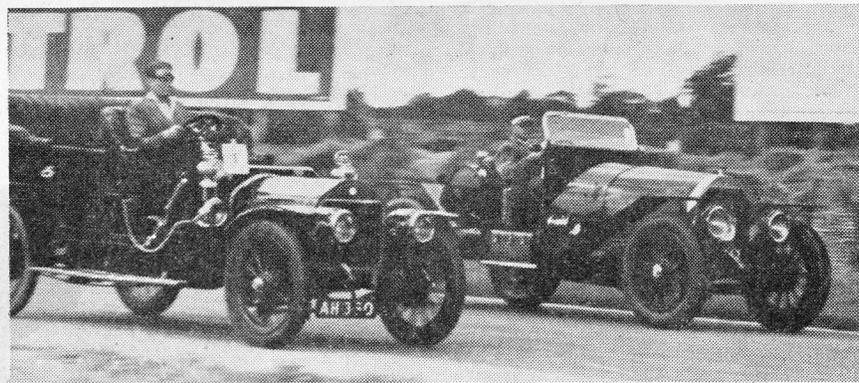
### Successful Anglo-American Vintage Car Rally Brings Some Strangers to Goodwood

GOODWOOD road racing circuit has never witnessed such a spectacle. The paddock that has housed Ferraris and Maseratis, Connaughts and Coopers, all as new as tomorrow, was last Saturday invaded by hundreds of strange vehicles steeped in history and wax polish.

This was the finale of the Anglo-American Vintage Car Rally, organized by the British Holiday and Travel Association and the Vintage Sports Car Club. Two teams of 10 cars each, entered by the V.S.C.C. and the Veteran Motor Club of America, started from Edinburgh on the previous Saturday, and during that week covered a 748-mile route through some of the favourite tourist centres, finishing at Goodwood. Special tests on the way included easy starting, a slow-

fast test, a stop and restart on a 1 in 7 hill (no failures in that one) and more hill-climbing at Prescott. On the final day at Goodwood there was the familiar rally "garaging" test, a wiggle-wobble around pylons under the name of a "bending race" and what was in effect a 40-minute dice round the Goodwood circuit. Marks in a Concours d'Élégance were included in an involved scoring system which resulted in a win for the British team with 8,376 marks to the American's 7,001.

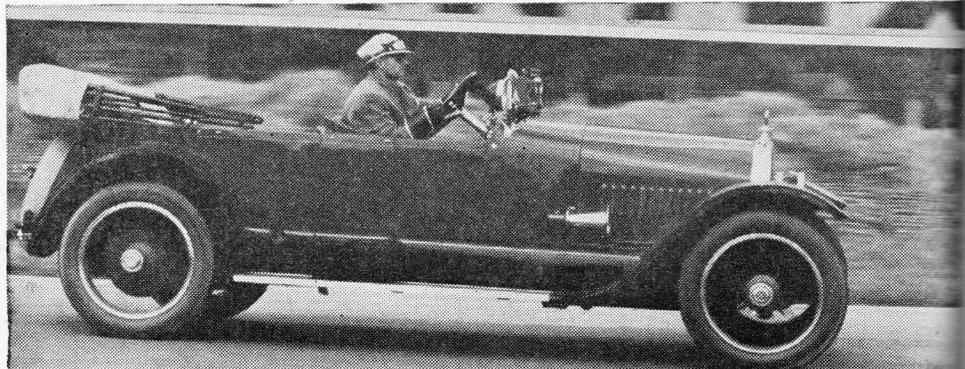
Considerable publicity had been given to this event, and, as the only steam car competing, the fortunes of the Stanley "Gentleman's Speedy Roadster" were followed particularly keenly; it was therefore a great disappointment to the

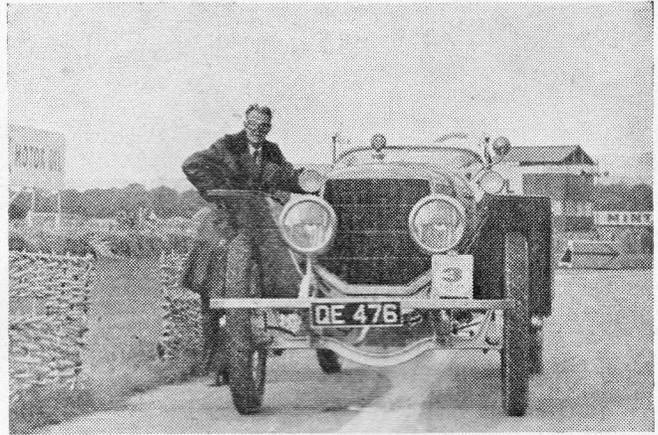
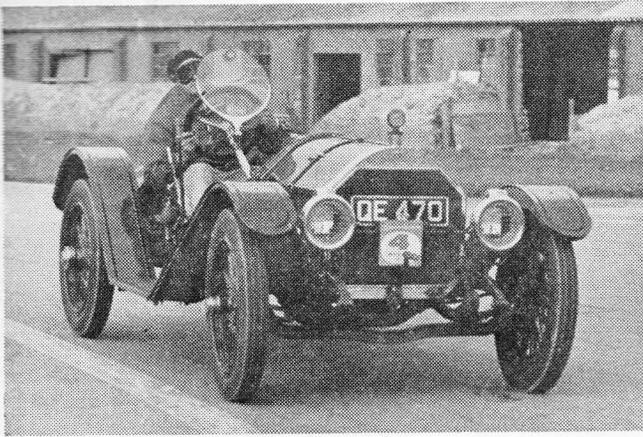


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*PAST HISTORIC: The scene (top) at the start of the 40-minute test on the Goodwood circuit. (Above) The enormous 13-litre 1916 Pierce-Arrow overtakes the veteran 1908 Wolseley-Siddeley driven by D. G. Fitzpatrick. (Right) The 6-litre Stutz Bulldog at speed makes an impressive picture.*

★





end to end, wings a-flutter; there were the Bentleys and 30/98 Vauxhalls, fighting it out as usual, and the original "Genevieve" (N. V. Reeves's 1904 Darracq); all fully crewed with as many friends and relations as could thumb a lift for three glorious laps of the circuit. And a special cheer went up that afternoon as the Stanley Steamer made a lap of honour after an all-night and most-of-the-day effort to get her going again.

Although this was not intended to be a race, the temptation was too great for the drivers of the "sportier" old-timers and by the end of the first lap a lively battle was in progress.

Meanwhile the rally competitors had time for a thorough spit-and-polish session on their cars before they were lined up in echelon in front of the pits for the Concours judging. The condition of these vehicles really lived up to the familiar dealer's description, "in showroom condition"; they might well have come direct from the factory.

Finally came the prize-giving, and, as a fitting end to a remarkable day, the Duke of Richmond and Gordon arrived to do the honours in the very first Rolls-Royce "Silver Ghost", made available specially for the occasion.

S. P. S.

**THE TEAMS**

**American**

- 1906 Ford Six-Forty Speedster. Elmer W. Bemis, Vermont.
- 1906 Stanley Steamer. Paul J. Tusck, Ohio.
- 1913 Lozier Toy Tonneau. Rod Blood, Massachusetts.

- 1914 Mercer Raceabout. Ralph T. Buckley, N.J.
  - 1914 Simplex Runabout. Samuel E. Bailey, Pennsylvania.
  - 1916 Pierce-Arrow. Henry A. Clark, Junr., L.I.
  - 1918 Biddle Speedway Special. Edward S. Hansen, Wisconsin.
  - 1919 Stutz Bulldog. Clarence Kay, California.
  - 1921 Mercer. Roswell Moore, New Mexico.
  - 1923 Kissel Speedster. A. C. Baker, Michigan.
- Substitute for Stanley Steamer in final tests: 1919 Stutz Bearcat. A. Kowleski.

**British**

- 1908 Wolseley-Siddeley. D. G. Fitzpatrick, North Walsham, Norfolk.
- 1914 Prince Henry Vauxhall. Anthony Brooke, London. Driver: R. Barker.
- 1910 Rolls-Royce Silver Ghost. S. J. Skinner, Basingstoke, Hants.
- 1913 Sunbeam. D. Denne, High Wycombe, Bucks.
- 1913 Lanchester. F. Hutton-Stott, Newbury, Berks.
- 1920 30/98 Vauxhall. T. W. Carson, Newbury, Berks.
- 1925 12/50 Alvis. A. J. Clarke, Rochdale, Lincs.
- 1926 3-litre Sunbeam. A. S. Heal, Beaconsfield, Bucks.
- 1928 14-litre Frazer-Nash. A. T. Pugh, Bridgnorth, Salop.
- 1928 4½-litre Bentley. T. P. Breen, Whetstone, London.

**Results**

**(Team aggregates)**

**Road Section:** American, 2,394; British, 2,495.  
**Easy starting:** A, 748; B, 798. **Slow/Fast A,** 295; B, 199. **Prescott:** A, -1,880; B, -950. **Stop/restart A,** 400; B, 400. **Garaging:** A, 159; B, 168. **Bending A,** 1,976; B, 2,000. **40-min. stamina test:** A, 2,480; B, 2,820. **Concours:** A, 427; B, 446.  
**V.S.C.C. Concours d'Élégance (Veteran):** 1, P. G. Waring (1904 Renault); 2, P. Bradshaw (1901 Benz); 3, G. F. Hodgkinson (1904 de Dion).  
**V. E. Bridger (1911 Renault), and R. C. J. Hardy (1914 Rolls-Royce). Vintage:** R. C. Wheatley (1929 4½-litre Bentley).



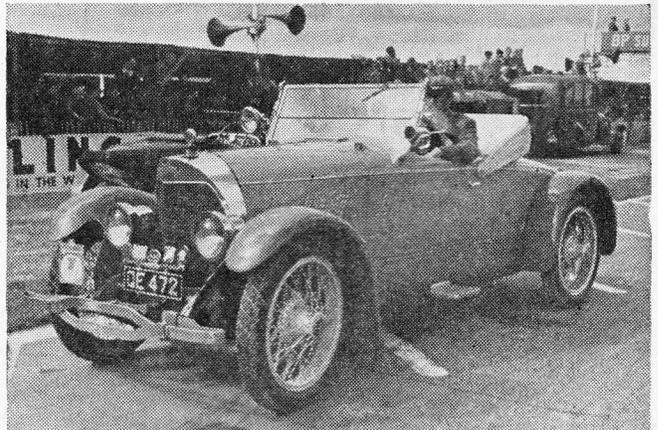
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**THE PAUSE THAT REFRESHES:** During the 40-minute stamina test, Rod Blood (top right) waits while the overheated Lozier cools down. (Top left) Ralph Buckley cornering in the test with the 1914 Mercer Raceabout. Note the "monocle" windshield. (Above) Seen on the road at Ripley, Yorks, the Stanley Steamer was dogged with ill-luck ending in retirement 14 miles from the finish.

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**OVATION:** Elmer Bemis's co-driver acknowledges the cheers of the crowds lining the route in Yorkshire. Mr. Bemis is busily occupied in handling the big 1906 Ford.



**LEAVING ITS MARK:** The tread pattern on the tyres of the very modern-looking 1918 Biddle forms the words NON-SKID. Here Edward Hansen awaits the start of the stamina test.

# A "750" W

Easy Handicap Win for Laureau/Arma

BY W. A.

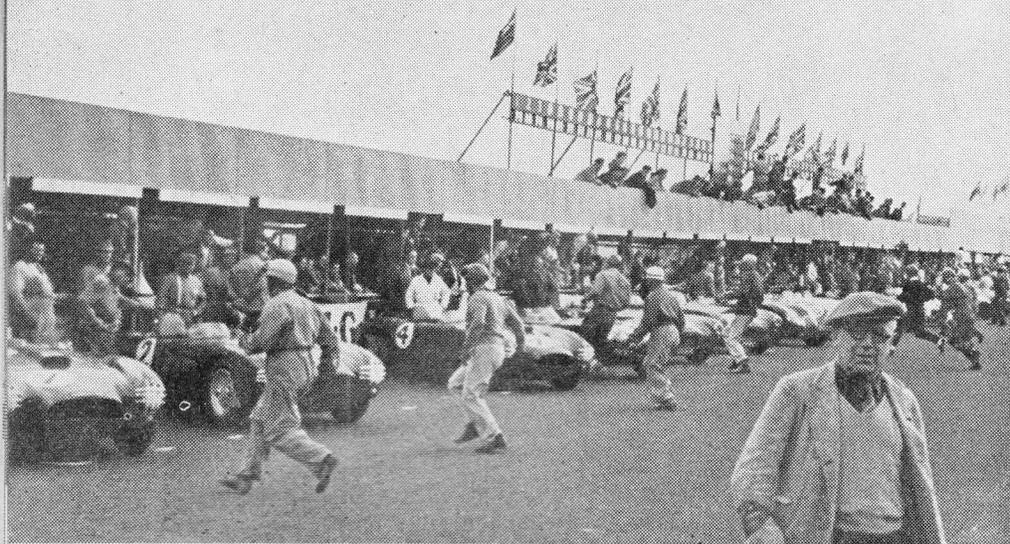
THE 21st R.A.C. International Tourist Trophy race, over the Dundrod Circuit last Saturday brought what was almost a runaway victory for one of the smallest cars in the race—the 745 c.c. D.B.-Panhard entered by Automobiles Deutsch & Bonnet and driven by Paul Armagnac and Gerard Laureau.

It was a runaway win in that while for the 1953 T.T. the official handicapper had set these little cars the task of lapping at 68.15 m.p.h., he must have noticed that the sole D.B.-Panhard to finish could average only 56.74. So, Ulster always having a soft spot for the "wee ones", the D.B.s were set only 64.49 for the 1954 race—and averaged 68.75!

Two D.B.-Panhards led throughout the race, the eventual winner lying in second place for five hours behind a team car driven by Bonnet and Bayol. This "baby" was cracking along at an average in excess of 70 m.p.h. and on several occasions covered the timed kilometre at over "the ton". Then, possibly due to brake failure, it failed to negotiate Quarterlands and wrecked itself against a stout Irish hedge.

It was, on the whole, a poor day for Britain, who had only two finishers in the first 10. One of these, in fifth place, was the new 2,482 c.c. Jaguar which Peter Whitehead and Ken Wharton drove. The other "2½", handled by Stirling Moss and Peter Walker, had quite a good innings and mixed things with the Hawthorn/Trintignant 3-litre Ferrari until, quite late in the race, it went completely off-colour and Stirling, in command at the time, gave one more performance of his famed "waiting on the finishing-line" theme, to qualify for 18th place.

Tenth finisher was Ken McAlpine's 1,484 c.c. Connaught, which went extremely well, as, for that matter, did the Cooper-Bristol driven by Alan Brown and Mike Keen, which finished in 12th place. Brightest British performance, however, was undoubtedly that of the six Triumph TR2s which started. All six finished and between them won the S.M.M. and T. team trophy and finished runners-up in the team competition.



10.35 A.M., 11/9/54—and the 21st T.T. race has just started. Top picture shows Ascari, Fangio and Manzon running for their Lancias, while Earl Howe of the R.A.C. looks at Frankie Penn's camera. (Centre) Ascari begins to pull away, but a D-type Jaguar is quicker off the mark. (Bottom) The field departs en masse, with Hawthorn's Ferrari in the foreground. No. 4 Lancia is stubborn in starting.

# INS THE DUNDROD "T.T."

(D.B.-Panhard)—Class Victories to Ferrari, Lancia, Maserati, Gordini and Kieft—Triumphs Take Team Prize

## McMASTER

IT was a great race, which brought back to Ulster much of the glory of the Ards circuit. To get to the course on race day was an awful business, infuriating to those making the attempt but a gladdening sight to Ulster A.C. officials unused to the sight of crowded car-parks and enclosures. Everyone who is anyone in Ulster was there, including the Prime Minister, Lord Brookeborough, who chatted with the drivers before the race and garlanded the winners afterwards.

### The Gonzalez Accident

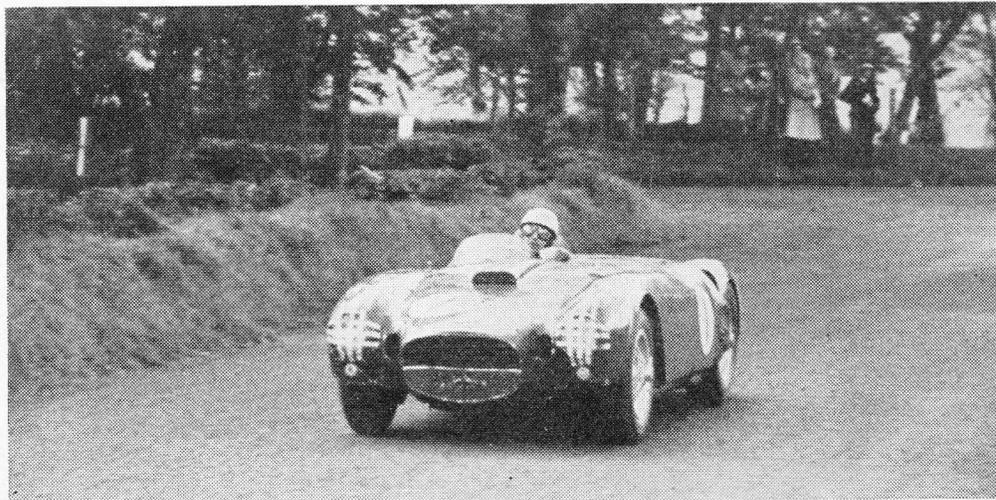
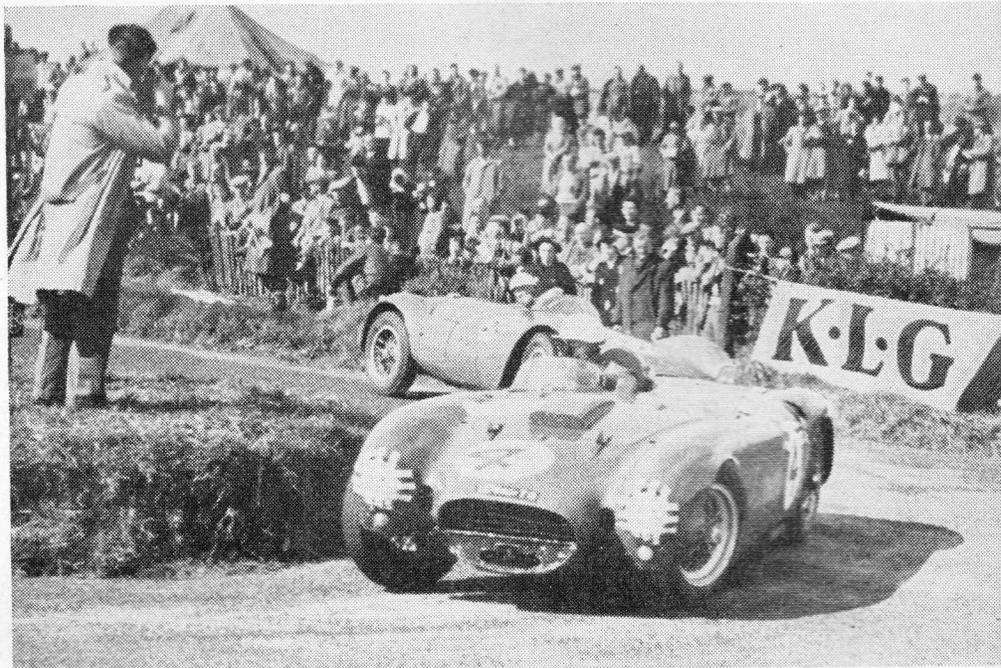
More sombre was the accident which removed Froilan Gonzalez temporarily from the Ferrari team. This happened during first practice on Thursday evening when Gonzalez arrived at Torna-grough at a cracking pace, then braked for the incredibly difficult right-hander. The Ferrari yawed from side to side, then spun, the rear end clouting the bank. Rebounding, the nose of the car then charged the bank, flinging Gonzalez out on to the road.

For a while he lay there motionless, then slowly sat up and removed his crash helmet, shaking his head in a dazed manner. It was fortunate that his crash coincided with a quiet period in the practice, and ambulance men were able to remove him to a safer spot before the next car arrived on the scene. He has shoulder injuries and leg abrasions which will keep him bound up for at least a few weeks.

Fangio also had a slight to-do in practice, his 3.8-litre Lancia striking a bank when he tried to avoid another car which skidded in front of him. The 1954 World Champion was not injured but the Lancia required a fair amount of attention.

Another blow to Ferrari hopes was that Umberto Maglioli had scarcely reached Belfast when he learned the sad news that his mother had died. His departure home left only Mike Hawthorn and Maurice Trintignant to attend to honours so far as the officially entered Ferraris were concerned. But, due to the Gonzalez crash, there was only one car left anyway.

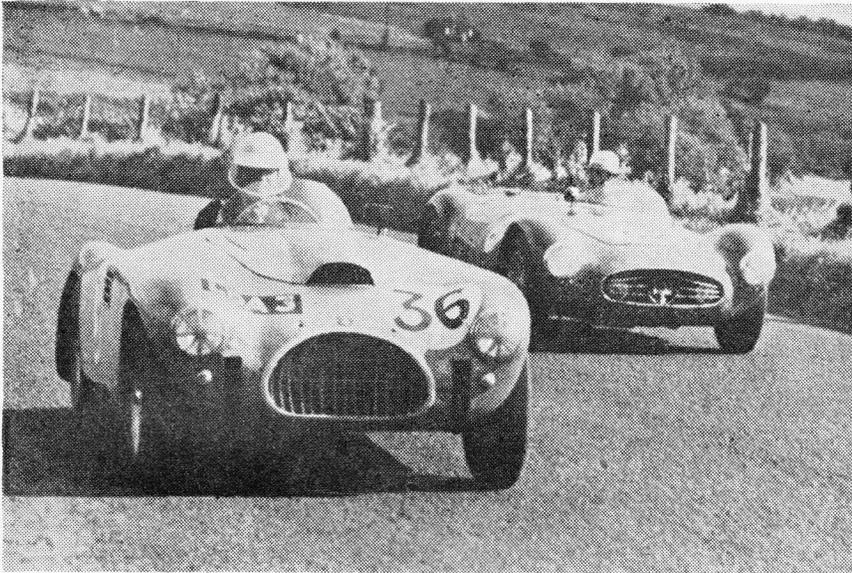
The first practice ended with Alberto Ascari setting an unofficial sports record in 4 mins. 54 secs. (90.81 m.p.h.) and great was everyone's wonderment (and Ulstermen's delight) when Desmond



**CORNER WORK:** (Top) Gino Valenzano (Lancia) leads one of the 2-litre Maseratis through the Hairpin.

(Centre) "Gigi" Villoresi in No. 1 Lancia, shared by Ascari, opens up on leaving Ireland's Corner.

(Bottom) The winning D.B.-Panhard of Laureau/Armagnac is chased out of the same turn by Ken Wharton in one of the 2½-litre Jaguars.



Titterington, co-driver in Joe Kelly's 3-litre Ferrari, was second fastest of the evening and only one second slower (90.50).

To discuss a race at Dundrod without mention of the weather would be inexcusable. For Thursday practice the conditions were fairly good, hence the records. For Friday practice it poured in torrents and for much of the period the drivers sat huddled in closed cars in the paddock, marvelling at the temerity of those who were actually motoring on the course. Best of the second trainings was Mike Hawthorn at 89.59 m.p.h.

On the eve of race day Lancias nominated all their drivers as reserve drivers for all their cars. They also elected to run two 3.8-litre cars (Ascari / Villoresi, Fangio / Castellotti) and two 3,287 c.c. cars (Taruffi/Piodi, Manzoni/Valenzano). These 3.3 cars had, therefore, an additional credit lap over the others. The drivers of the three 2,000 c.c. Maseratis were also declared as Musso/Mantovani, Bellucci/Scarlatti, and Perdisa/Musy. Nigel Allen's Lotus was changed from 1,467 c.c. to 1,308 c.c. with the accompanying

benefit of two additional credit laps. Lance Macklin was nominated to co-drive with Sgorbati in the "works" 2-litre Osca.

Despite practice mishaps, there were 51 cars on the line on Saturday morning, as follows:—

#### Class C (90 laps)

Lancia, two 3,750 (Ascari/Villoresi, Fangio/Castellotti); Jaguar D-type (Rolt/Hamilton); H.W.M. (Gaze/Prichard, Abecassis/Mayers); Jaguar C-type (Flynn/Large, Swaters/Laurent); Lancia, two 3,287 c.c. (Taruffi/Piodi, Manzoni/Valenzano), 89 laps.

#### Class D (88 laps)

3,000 c.c. Ferrari (Hawthorn/Trintignant, Kelly/Titterington); 2,992 Aston Martin DB3S (Parnell/Salvadori, Collins/Griffith, A. G. Whitehead/Poore); 2,482 Jaguar (Moss/Walker, Whitehead/Wharton), 86 laps.

#### Class E (84 laps)

1,987 Osca (Sgorbati/Macklin); 2,000 Kieft (Byrnes/Adams); Maserati (Gould/Davis); Triumph TR2 (Brooke/Scott-Douglas, Merrick/Tew, Johnstone/I. Titterington, Lund/Blackburn, Dickson/Richardson, McCaldin/Maunsell); 1,985 Ferrari (Said/Gregory); 1,971 Frazer-Nash (Odlum/Vard, Wilson/Brooks); 1,971 Cooper-Bristol (Brown/Keem); 2,000 Maserati (Bellucci/Scarlatti, Musso/Mantovani, Perdisa/Musy).

#### Class F (80 laps)

1,500 Kieft (Westcott/Bridger); 1,490 Gordini (Cahill/Beauman); 1,488 Porsche (Flower/

*WOLVERHAMPTON at Wheeler's Corner: Jack Westcott in the 1½-litre Kieft keeps over to let a Maserati through.*

McMillen); 1,484 Connaught (McAlpine/Fairman); 1,467 Cooper-M.G. (Naylor/Pitt, Jackson/Lane); 1,342 Osca (Burgess/Morewood); 1,467 Lotus (Chapman/Costin); 1,308 Lotus (Allen/—), 78 laps.

#### Class G (75 laps)

1,100 Lotus (Steed/Scott Russell); 1,098 Kieft (Ferguson/Rippon, Parker/Boshier-Jones); 1,092 Osca (P. B. Reece/J. G. Reece); 1,084 Porsche (Merkel/Buchberger).

#### Class E (67 laps)

745 D.B.-Panhard (Bonnet/Bayol), Armagnac/Laureau); 745 D.B.-Renault (Lucas/Feuz); 745 Panhard (Allegré/Barbey); 745 D.B. (Berinstein/Trouis).

Following an address by Lord Howe, the drivers took action stations in warm sunshine for the Le Mans style start. On the fall of the flag Moss led the scamper across the road, but it was Ascari's Lancia which moved first and he led the rush away, with Hawthorn sawing his way through the field and the D-type Jaguar closing rapidly.

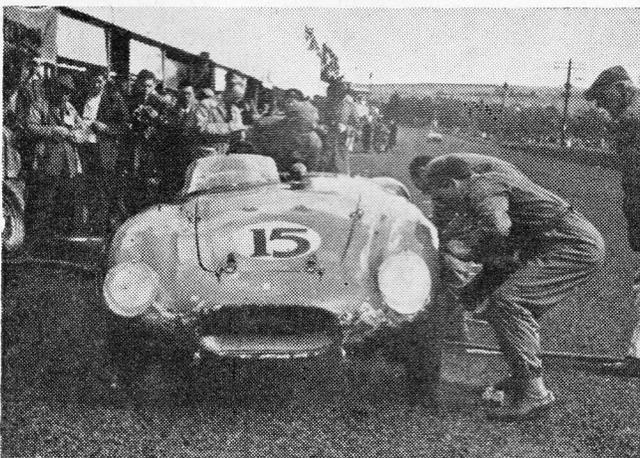
Hawthorn got his Ferrari ahead on the opening lap, to come round with Ascari and Rolt in close attendance. This lead was increased on the next lap. Already Wilson had brought the Frazer-Nash in for attention after stopping out on the course, while Bob Said had taken his Ferrari up a slip road at Leathemstown.

Now Taruffi, on the smaller Lancia, was taking advantage of his previous knowledge of Dundrod. Over the timed kilometre he had clocked 140.5 m.p.h. and was bearing down on Rolt, to pass him on the fourth lap.

McAlpine's Connaught was stationary at the Hairpin for a time, but soon got going again. Naylor's Cooper-M.G. got the blame officially for a lot of oil being spilled on the road. Hawthorn's pace soon brought the reward of a new sports record in 4 mins. 53 secs. (91.12) and the Trouis/Berinstein D.B. had the doubtful privilege of being the first recorded retirement.

It was obvious that the D-type Jaguar was having an off-day and soon it was passed by Peter Collins, last year's winner. The official timekeepers got down to estimating what would happen

## THE FERRARI MAKES A PIT STOP . . .



No. 15, leading the race on distance, is in the pits. Driver Trintignant is already out of the cockpit, and the mechanics work on the nearside wheels.



Nearside wheels renewed, the offside now receive attention, while oil is poured in via the most accessible filler cap set in the wing.

if current speeds were maintained and propounded the theory that a D.B.-Panhard would win from Hawthorn, with another D.B.-Panhard third and Ascari fourth.

Someone must have told this to Ascari, who decided to improve his prospects, for he at once equalled Hawthorn's earlier lap records, then set about creating a few of his own.

Naylor's Cooper-M.G. retired, officially because it had lost a cylinder core plug, and we had just time to digest this information when we learned that Ascari now held the lap record in 4 mins. 52 secs. (91.14). Two laps later, Ascari clipped off another second (91.74) to equal the motor-cycle record for Dundrod held by Duke and Kavanagh. Then Hawthorn equalled Ascari's new figure. Over the timed distance, Ascari had cracked 142.9 m.p.h. and soon he put this up to 143.5.

So far as the class contests were concerned, Ascari led the over 3,000 c.c. category, averaging 87.16, with Taruffi in second place and Fangio third. In Class D Stirling Moss was ahead of the Whitehead/Wharton 2½-litre Jaguar and, since each had two laps in hand from the others in the class, that was the order. In the 1,500 and 2,000 c.c. class the Musso/Mantovani Maserati, averaging 83.06, was just ahead of Alan Brown's Cooper-Bristol, which was averaging 81.78, with the Perdisa Maserati third and Said's Ferrari "Mondial" fourth.

In Class F (1,100 to 1,500) the Osca driven by Burgess led Allen's Lotus, with Chapman's Lotus trying hard to recover the two laps conceded the leaders. Another Osca, with Peter Reece driving, led the up to 1,100 c.c. class and in the "kindergarten" category the Bonnet D.B.-Panhard was just ahead of the Armagnac team car.

The pace was beginning to tell. Fangio dropped out with a reported split tank on his Lancia and at once prepared to take over the Taruffi car for a spell. The Kelly-entered Ferrari retired with gearbox trouble and the "works" Osca with ignition trouble. Then came a groan of disappointment from the stands when 1953 winner, Peter Collins, came walking in from Quarry, a universal joint having broken.

Then Wharton brought in his 2½-litre

## THE T.T. RESULTS

1, Laureau/Armagnac (745 D.B.-Panhard), 27 credit laps + 67 laps at 68.75 m.p.h. (target speed, 64.49 m.p.h.). 2, Hawthorn/Trintignant (3000 Ferrari), six credit laps + 84 laps at 86.08 m.p.h. (target speed, 84.70 m.p.h.). 3, Musso/Mantovani (2000 c.c. Maserati), 10 credit laps + 79 laps at 80.88 m.p.h. (target speed, 80.85 m.p.h.). 4, Taruffi/Fangio (3300 Lancia), five credit laps + 84 laps at 85.64 m.p.h. (target speed, 85.66 m.p.h.). 5, P. Whitehead/Wharton (2482 Jaguar), eight credit laps + 79 laps at 80.85 m.p.h. (target speed, 82.77 m.p.h.). 6, Manzon/Valenzano (3300 Lancia), five credit laps + 82 laps at 83.60 m.p.h. (target speed, 85.64 m.p.h.). 7, Cahill/Beauman (1490 Gordini), 14 credit laps + 73 laps at 74.15 m.p.h. (target speed, 77.00 m.p.h.). 8, Burgess/Palmer-Morewood (1342 Osca), 16 credit laps + 70 laps at 71.64 m.p.h. (target speed, 75.07 m.p.h.). 9, Said/Gregory (1985 Ferrari), 10 credit laps + 75 laps at 76.67 m.p.h. (target speed, 80.85 m.p.h.). 10, McAlpine/Fairman (1484 Connaught), 14 credit laps + 71 laps at 72.33 m.p.h. (target speed, 77.00 m.p.h.).

11, Allègre/Barbey (745 Panhard), 58.67 m.p.h. 12, Brown/Keen (1971 Cooper-Bristol), 75.8 m.p.h. 13, G. Whitehead/Poore (2992 Aston Martin), 79.00 m.p.h. 14, Abecassis/Mayers (3442 H.W.M.), 80.91 m.p.h. 15, Odlum/Vard (1971 Frazer-Nash), 73.85 m.p.h. 16, Swaters/Laurent (3442 Jaguar), 79.92 m.p.h. 17, Flower/McMillen (1488 Porsche), 66.76 m.p.h. 18, Moss/Walker (2482 Jaguar), 72.83 m.p.h. 19, McCaldin/Maunsell (1991 Triumph), 70.51 m.p.h. 20, Ferguson/Rippon (1098 Kieft), 61.14 m.p.h. 21, Johnstone/I. Titterington (1991 Triumph), 69.82 m.p.h. 22, Lund/Blackburn (1991 Triumph), 69.65 m.p.h. 23, Dickson/Richardson (1991 Triumph), 69.63 m.p.h. 24, Brooke/Scott-Douglas (1991 Triumph), 67.95 m.p.h. 25, Flynn/Large (3442 Jaguar), 72.97 m.p.h. 26, Merrick/Tew (1991 Triumph), 66.33 m.p.h.

**Fastest lap: J. M. Hawthorn** (Ferrari), 4 mins. 49 secs. (92.38 m.p.h.). **Sports car lap record.**

Jaguar, having covered most of the lap with a flat rear tyre. The wheel was changed, the car refuelled and Peter Whitehead took it away smartly. About this time Chapman's Lotus ended up in a field, fortunately without injury to the driver.

About 1 p.m. Hawthorn, after a tremendous spell of driving at an average of over 90 m.p.h., brought his Ferrari

**S.M.M. and T. Team Award:** 1, Triumph Team 8 (McCaldin/ Maunsell, Lund/Blackburn, Dickson/Richardson). 2, Triumph Team 7 (Johnstone/I. Titterington, Brooke/Scott-Douglas, Merrick/Tew).

### CLASS AWARDS

**International Class C:** 1, Taruffi/Fangio (3300 Lancia), 85.64 m.p.h. 2, Manzon/Valenzano (3300 Lancia), 83.60. 3, Abecassis/Mayers (3442 H.W.M.), 80.91. 4, Swaters/Laurent (3442 Jaguar), 79.92. 5, Flynn/Large (3442 Jaguar), 72.97.

**International Class D:** 1, Hawthorn/Trintignant (3000 Ferrari), 86.08. 2, P. Whitehead/Wharton (2482 Jaguar), 80.85 m.p.h. 3, G. Whitehead/Poore (2992 Aston Martin), 79.00 m.p.h. 4, Moss/Walker (2482 Jaguar), 72.83 m.p.h.

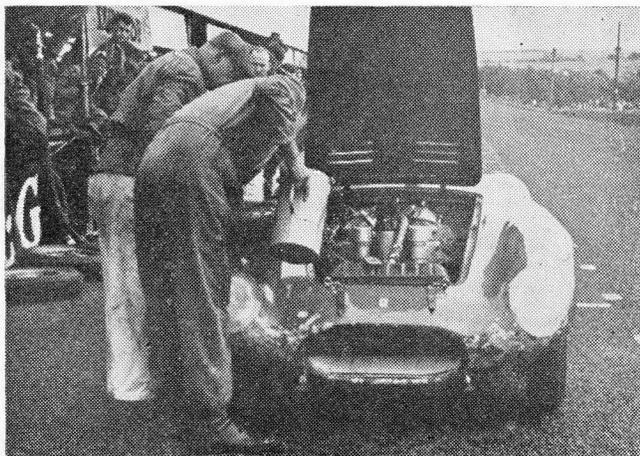
**International Class E:** 1, Musso/Mantovani (2000 Maserati), 80.88 m.p.h. 2, Said/Gregory (1985 Ferrari), 76.67 m.p.h. 3, Brown/Keen (1971 Cooper-Bristol), 75.87 m.p.h. 4, Odlum/Vard (1971 Frazer-Nash), 73.85 m.p.h. 5, McCaldin/Maunsell (1991 Triumph), 70.51 m.p.h. 6, Johnstone/I. Titterington (1991 Triumph), 69.82 m.p.h. 7, Lund/Blackburn (1991 Triumph), 69.65 m.p.h.

**International Class F:** 1, Cahill/Beauman (1490 Gordini), 74.15 m.p.h. 2, McAlpine/Fairman (1484 Connaught), 72.33 m.p.h. 3, Burgess/Palmer-Morewood (1342 Osca), 71.64 m.p.h. 4, Flower/McMillen (1488 Porsche), 66.76 m.p.h.

**International Class G:** 1, Ferguson/Rippon (1098 Kieft), 61.11 m.p.h.

**International Class H:** 1, Laureau/Armagnac (745 D.B.-Panhard), 68.75 m.p.h. 2, Allègre/Barbey (745 Panhard), 58.67 m.p.h.

in for refuelling and, when this was done, Trintignant took over and went off. At this stage the T.T. order was—1, D.B.-Panhard (Bonnet/Bayol); 2, D.B.-Panhard (Laureau/Armagnac); 3, Ferrari (Hawthorn/Trintignant); 4, 2,482 Jaguar (Moss/Walker); 5, 3,800 Lancia (Ascari/Villoresi); 6, Maserati (Musso/Mantovani). Ten retirements had been announced at this stage.

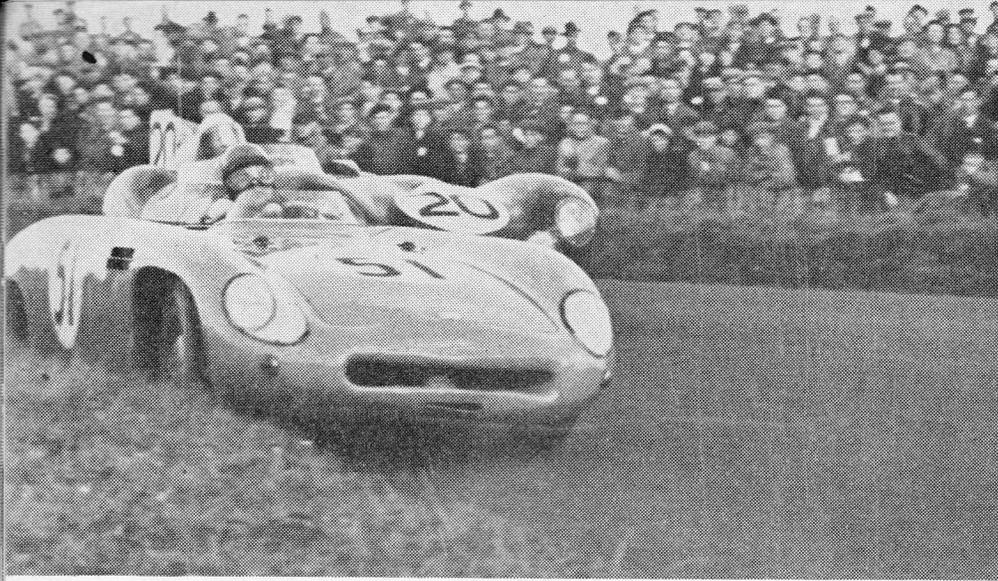


New tyres are on all round; now the bonnet goes up and water for a thirsty 3-litre is added to the radiator header tank.



All set; Mike Hawthorn climbs into the cockpit as the last oil goes in, and the Ferrari is ready for another spell.

"2½" TAKES "750": Stirling Moss in the D-type Jaguar overtakes Elie Bayol's little D.B.-Panhard at Wheeler's Corner. The little French car led the race on handicap until brake failure caused a crash after five hours of racing.



(92.38). In aggregate, however, the Ferrari average had dropped to 86.63, and there was nothing which could now be done about the "run away" Panhard in the lead.

The closing proceedings were enlivened by Ascari retiring at Quarry with reported ignition bother and, at



*BANK-BOUND: Hard earth banks await the unwary at Dundrod, but Masten Gregory (Ferrari) and Leslie Brooke (Triumph) take the quickest route through a fast kink at Jordan's Cross.*

Just after 2 p.m. Jackie Reece, driving the Osca, struck the bank at Quarterlands and, although not seriously injured, was taken to hospital for examination. Ascari's car also contacted the bank at Leathemstown but carried on.

At this stage the leading D.B.-Panhard had improved on handicap by 11 mins. 20 secs., the second D.B. by 9 mins. 2 secs. and Hawthorn's Ferrari by 7 mins. 56 secs. The best Lancia was that of Taruffi, then in eighth place with an improvement of 62 secs.

It was obvious that nothing was going to catch the flying Panhards and that the only hope if they were to be beaten was mechanical bother. This, incidentally, struck at the Westcott/Bridger Kieft, which retired with gearbox trouble. The Byrnes/Adams Kieft, too, having clouted its rear end badly in a collision with the bank, had incurred the displeasure of the scrutineers, who called it in to see things closer. It was allowed to continue but eventually, due to tail-end "flutter", was called in again—for good.

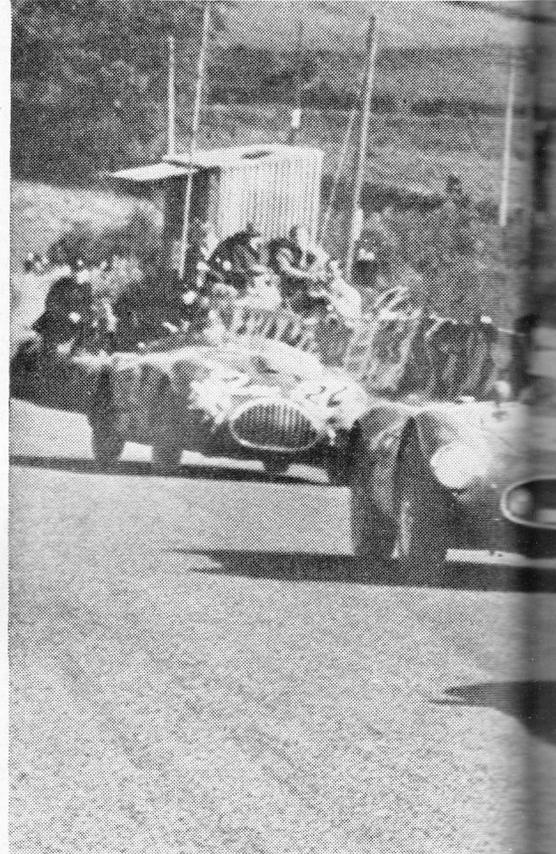
Then the Parnell/Salvadori Aston Martin encountered trouble when it clouted the bridge at Leathemstown, the

resulting damage necessitating a slow crawl to the pits and eventual retirement. At 3.30 p.m., after five hours of leadership, the Bonnet/Bayol D.B.-Panhard ran out of brakes at Quarterlands and went through the hedge, causing considerable material damage but no physical injury. Its career in the T.T. was over—but it had been a memorable career.

#### A Walk-Away Win

That left the Laureau/Armagnac Panhard with 78 laps completed and the nearest rivals, the Allegré/Barbey Panhard and the Hawthorn/Trintignant Ferrari, all seven laps behind, but two laps ahead of the nearest Lancia, that of Taruffi/Fangio. At 4.45 p.m. the Perdisa/Musy Maserati pulled into the pits when lying second in its class. The methods adopted by the pit staff in getting it away again incurred the displeasure of the stewards and it was disqualified for alleged receipt of outside help in restarting.

The only rain of the day had fallen and dried up by 5 p.m. and, with Hawthorn back in the Ferrari for the closing laps, things warmed up when he cracked in a new lap record in 4 mins. 49 secs.



*A CHAMPION LEADS: Juan Manuel Fangio's Maserati leads the race, followed by Mantovani Maserati and Byrnes's Triumph.*

the same moment, an announcement that Moss was touring in with the Jaguar. Then he came, to stop just short of the line and wait for a matter of 45 minutes until Bonnet had brought the little Panhard safely home, to a well merited victory and one that may well cause some serious study of the editorial comment in last week's issue on the subject of handicaps in the T.T.

#### HOW THEY FARED

Nationality	No. of Starters	No. of Finishers	Percentage
French	6	3	50%
Italian	14	6	43%
German	2	1	50%
British	29	16	55%

51 cars started; 26 finished.

# AROUND THE COURSE

with MAXWELL BOYD . . .

WATCHING the first lap at Tornagrough, the left-hander at the bottom of the downhill straight from Wheeler's Corner, which plenty of drivers find, to their cost, isn't quite as fast as it looks, we saw the cars after they had sorted themselves out from the mêlée of the start, and were trying to find a place for themselves. The smaller cars had already fallen behind the fast ones, and were still being careful in their bunches of half a dozen each or so, but up among the "big boys" the fight was well and truly on. Hawthorn, Ascari, Fangio and the others took

eagled across the road. Immediately behind, Ken McAlpine in the 1½-litre Connaught threw out all the anchors, slid wildly and dug into the bank about a yard behind the Italian. It was all over in two or three seconds. Somehow neither car turned over or hit the other, and a nasty accident was averted, but the pace at the beginning of the race at that corner, which has probably seen more incidents than any other in the history of Dundrod, was summed up by an official, "Those first laps took years off my life!"



Fangio (Lancia) heads the Musso/Kieft on an uphill stretch at

Tornagrough on that first lap as they continued to do so for the next seven hours—with the foot flat on the floor. With no holds barred, this was real man's motoring. The Maseratis were tucked in behind the Ferraris, Lancias, and Rolt's D-type, and in front of the rest of the field, and they were trying all they knew to catch those in the lead. With the pace as hot as that, an incident was inevitable, and indeed was not long in coming, for soon afterwards one of the works Maseratis took the bend just a shade too fast. The tail went adrift, and hit the outside bank with the car spread-

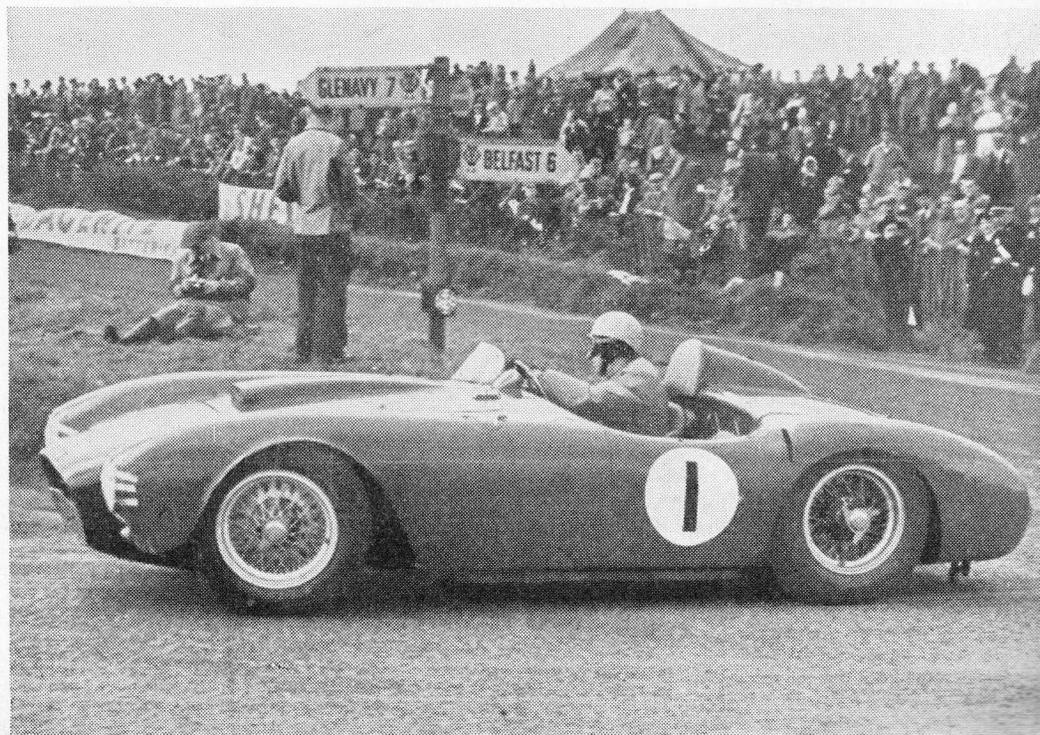
**A CHAMPION CORNERS:** (Right) Alberto Ascari close in with the Lancia at the Hairpin. He retired with a broken prop. shaft, which flailed up through the cockpit to within inches of his thigh.

Stirling Moss sped through the bend as fast as anybody in his 2½-litre Jaguar, while Reg Parnell (Aston Martin DB3S) and George Abecassis (H.W.M.) were fighting out their own private duel. Peter Collins flung his Aston Martin round, losing not an inch or mile per hour in a quite heart-stopping manner, the tail breaking away exactly the same amount, in exactly the same place each lap, but being pulled back again immediately by sheer power. This young driver's youthful verve and zest, coupled with sheer good driving, is a joy to see. Also very worthy of note was the way Alan Brown held his Cooper-Bristol right on the tail of the yellow Ecurie Francorchamps C-type Jaguar for lap after lap. The latter car had 1½ litres and disc-brakes over the Cooper-Bristol, but that seemed to worry the Guildford driver not at all. Each time round, for those first laps, there he was, not a bonnet's length behind.

In any Dundrod race, the Hairpin always collects its own dead car-park. This time the first "corpse" was Joe Kelly's beautifully turned-out, brand new 3-litre Ferrari, which lost all its cogs at this point, although it eventually managed to regain the pits. Nigel Allen's Lotus was pushed off the road there, as was Ascari's Lancia, while Fangio's similar car lost all its oil in a long, thick trail all round the corner itself. Although the marshals did their best with sand and brushes, the road was still very slippery and each driver seemed to have his own ideas on how to take the bend. Some, like Large (C-type Jaguar), went very wide to avoid it on the outside; others crept round close, almost rubbing the bank with nearside of their cars, while the third group, notably the Italians in a hurry, stuck to their original line, oil or no oil, and pressed on regardless.

The McAlpine Connaught seemed to be having trouble in getting away from the Hairpin, while on one lap it emitted a loud metallic clang, as though something like a track-rod had fallen off on to the road. It hadn't, however, as the car drove on, although it seemed to be a bit of an effort for the driver to get it going.

Ascari must have had the fright of his life when his transmission came adrift. The propeller-shaft tunnel on the Lancia runs parallel to the driver's left thigh, and a matter of inches below his left





*LONG faces at the Lancia pit (left) when Ascari tells Fangio and Valenzano about his prop. shaft breaking and coming up through the floor.*

mony to the sturdy construction of the car.

After the teeming rain of the practice days and the heavy showers of the race-day, it can be safely assumed that the Belfast Water Board knew its job when it made Dundrod a catchment area. The official statistics show that the average

elbow. All of a sudden, a considerable length of shaft, complete with coupling and bolts, tore clean through the sheet metal of the tunnel and made its presence known to the driver about three inches from his upper trouser leg! Having had trouble in their development runs with their starter-motors, the Lancias were each carrying a spare one on the car, and a replacement was, in fact, fitted to Ascari's car during a pit stop. The Lancia pit-work was, on the whole, very slow and, compared to other Continental works teams, very unorganized.

Don Beauman, who had originally come to Dundrod to co-drive Hawthorn's works Ferrari after Maglioli's hurried return to Italy on the death of his mother, eventually found a wheel when Tom Lord was slightly injured by a flying stone in practice with Gallagher's Gordini. After a minimum of practice on the last day he took to the little car like the proverbial duck to water, and very ably helped Cahill to drive it into first place in its class.

Despite pre-race paddock jokes about power-to-weight ratios, Sir James Scott-Douglas in his Triumph TR2 was not noticeably slower than his team-mates on any part of the circuit.

The Lancia team chartered a van to

*HAPPY faces (right) of Paul Armagnac and Gérard Laureau after their victory with the 750 c.c. D.B.-Panhard.*



bring their refreshments—including eight crates of soft drinks, a dozen loaves, two baskets of bananas, one melon, and three dozen eggs.

Out on the circuit, the Italians indulged in their customary amount of fist-shaking, but exactly what for was often rather difficult to make out. However, it did add "local colour" and certainly kept the crowd happy.

It was particularly noticeable that the rain showers did not seem to trouble the "maestros" one little bit. Fangio, Ascari, and Hawthorn were just as fast on wet corners as they were when they were dry.

Sir James Scott-Douglas reported that his Triumph TR2 became completely airborne each time over Deer's Leap, but that the four-wheel landing seemed to do it no damage at all. An eloquent testi-

rainfall for the Dundrod area is approximately 250 days per year—which hardly gives poor motor-racing folk a sporting chance from the outset!

Midnight oil department: A visit to the Jaguar's workshops at 1.30 a.m. on the night before the race showed a group of mechanics, under Bill Heynes and "Lofty" England, hard at it cannibalizing a couple of engines to rebuild Moss's 2½-litre one. One piston had a gaping hole through the crown, while the combustion chamber above was simply a rough and ragged cavity. Whatever happened (and they weren't sure what did), happened in the grand manner, and it speaks very highly indeed of the mechanics' long toil until dawn that Moss's car ran so quickly and for such a long time until it finally succumbed.



*FAMILIAR SCENE: Once again Stirling Moss waits near a finishing line while the winning car, Armagnac and Laureau's D.B., takes the chequered flag. The Jaguar had lubrication trouble, but finished 18th, taking fourth place in Class D.*



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*The R.A.G. International T.T. Dundrod - September 11th*

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## JOHN BOLSTER DISCUSSES T.T. TECHNICALITIES

THERE was such a wealth of technical interest in the T.T. this year that it is difficult to condense it into a short article. However, perhaps I may be permitted to comment on a few of the highlights.

Some people, particularly the disgruntled supporters of the bigger cars, said that the race had been won by the handicapper this year. Nevertheless, the tiny D.B.-Panhards were astonishingly fast—in fact, they were faster through the corners than most of the bigger machines. The drivers appeared hardly to use their brakes at all; they just steered into the bends with their little air-cooled engines crackling merrily.

It was very interesting that the winning car had two twin-choke downdraught Solex carburetters. They were mounted on the chassis and fed through curved, Y-shaped pipes through rubber hoses into the ports. From first principles, one might imagine that the pair of horizontal single-choke carburetters on Georges Trouis's similar car would be more efficient, but in fact the twin-choke arrangement gives considerably more power, I am told. I hope to find out more about this when next I visit René Bonnet in Paris.

It is certain that front-wheel drive and a flat-twin engine are an ideal arrangement when one is building a light, compact sports car; of course, F.W.D. is less suitable for more powerful machines owing to its greater tendency to wheel-spin. The third D.B. team car was a rear-engined Renault, also of 750 c.c. This had the five-speed gearbox conversion, and peaked around 7,500 r.p.m., but it is not yet as fast as the Panhards, not so reliable.

Mike Hawthorn's 3-litre Ferrari was perhaps the moral victor, though it finished second on handicap. The fact that it can easily outpace the Aston Martins argues that it must have 250 b.h.p. at least, and certainly it has phenomenal torque in that useful middle

*HERO OF THE PIECE* was the 3-litre Ferrari which, although placed only second on handicap, maintained a higher average speed than the 3.8-litre Lancias. Picture shows the car being off-loaded from a K.L.M. aircraft, en route to Dundrod.



range of revs., the acceleration being consequently breath-taking. That Mike was able to pass Ascari's 3.8-litre Lancia, and draw steadily away, although the bigger car was faster down the straight, proves that the Ferrari must have phenomenal cornering power, too.

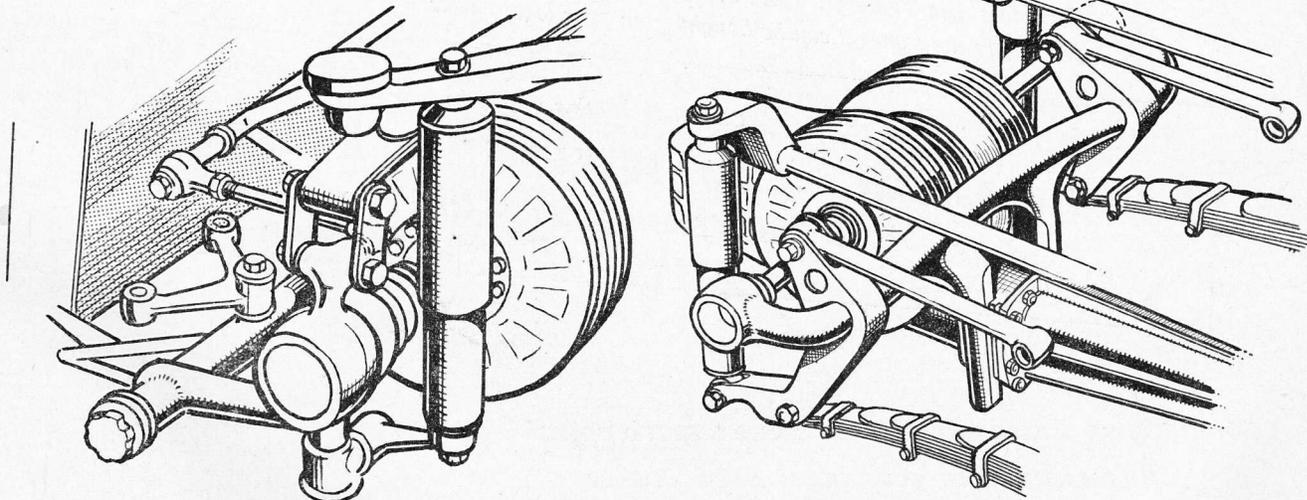
It is not generally known that the 3.8-litre and 3.3-litre Lancias, of which two of each were running, differ widely in chassis details. Curiously enough, the larger and newer model is more conventional than the earlier type. The 3.3-litre Lancia has trailing arm independent front suspension with inboard brakes, driven by universally jointed shafts. The "three-eight", on the other hand, has a normal parallel wishbone layout, with very large and well-ventilated brakes on the wheel hubs. The same goes for the rear end, the earlier car having differential-mounted brakes, while the big one has them in the conventional unsprung position. It is significant that the Aston Martin brakes, after about a couple of seasons on the differential casing, have also returned to their old location.

As pioneers of stressed-skin cars, it is natural that Lancias use the body as a structural member. Both types have the inevitable de Dion axle, and the suspension all round is by leaf springs, the

rear ones being quarter-elliptic and the front transverse. Both engines are of the well-known V6 type, with four overhead camshafts and two inclined sparking plugs per cylinder. The block is of light alloy, as are the detachable heads. There are three twin-choke downdraught Weber carburetters.

Among the motoring fraternity, strong rumours have been circulating for over a year that Jaguars are going to introduce a new 2½-litre model in their normal production range. Be that as it may, they sent only one of their well-known 3½-litre cars to Dundrod, and two 2½-litres. The 2½-litre has the same light alloy body-cum-chassis as the D-type, in fact, neither the car nor its engine differ visibly from the larger capacity version. The power unit appears to be a short-stroke "XK", with the three twin-choke Weber carburetters that one has learned to expect. Both machines developed a misfire in the later stages of the race, but before that they were fast enough to be well placed. One cannot help wondering for how much longer

(Continued on page 382)



"THREE-THREE" DETAILS: The front suspension (left) of the earlier 3.3-litre Lancia is by trailing arms and a transverse leaf spring. Inboard brakes are employed both at the front and at the rear (right), where quarter-elliptic springs are used with a de Dion axle. On the 3.8-litre car, Lancias have reverted to the more conventional hub brakes front and rear, with parallel wishbone i.f.s.



**GENERAL CLASSIFICATION**

**1<sup>ST</sup> D.B. PANHARD** P. ARMAGNAC  
G. LAUREAU

**MANUFACTURER'S TEAM PRIZE**

**TRIUMPH**

**SERIES PRODUCTION SPORTS CAR AWARD**

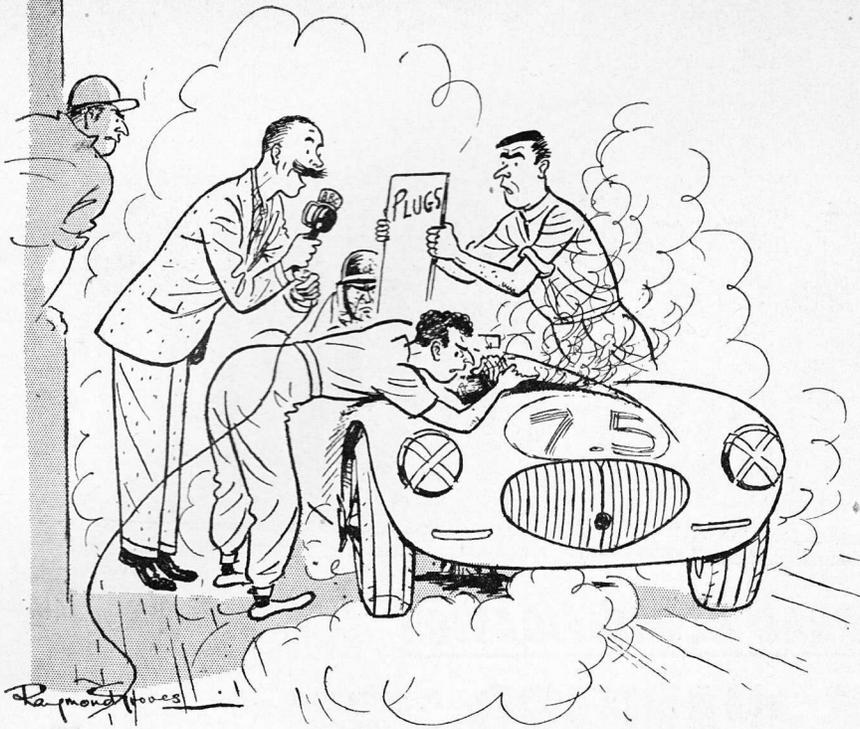
**FRAZER-NASH** R. ODLUM  
C. VARD

**Also THREE 1<sup>ST</sup>s FIVE 2<sup>ND</sup>s & THREE 3<sup>RD</sup>s IN CLASSES**

(Subject to Official Confirmation)



**THE TYRE FOR ENDURANCE AND PROVED PERFORMANCE**



**T.T. Technicalities—continued**  
 this make is to be handicapped by having a conventional rear axle.

Although the Lotus team had bad luck, these fully aerodynamic cars were well worthy of inspection. Colin Chapman had carried out an ingenious conversion to the cylinder head of his own

machine, whereby the siamesed ports of the M.G. engine had been divided, and two twin-choke Solex carburetters were used. If the port shape has not suffered unduly, this must be a worth-while improvement.

The 1,100 c.c. Lotus, with Coventry Climax engine, was very impressive

indeed. This unit was running up to 7,500 r.p.m., and in spite of being handicapped by a touring gearbox with grotesquely wide ratios, the car was almost as fast as the M.G.-engined 1½-litre version. The Coventry Climax engine also went well in the Kieft, and although this heavier car did not show the speed of the Lotus, it was certainly reliable.

Speaking of reliability, the performance of the TR2 Triumphs was excellent. That six of these moderately priced cars started, and every one of them finished at a respectable average speed, is beyond all praise; never has a team prize been so well deserved. It underlines the Triumph performance at Le Mans, and must have made many people reach for their cheque books.

What was the main technical lesson of the T.T.? I think, really, that it emphasized the superiority of the under-three-litre car on a difficult circuit. Except under the artificial conditions of extremely fast courses, such as Le Mans, the greater consumption of fuel and tyres of the bigger cars completely offsets their higher maximum speed. I am all for the banning of "monsters" in sports car racing. After all, the object is to develop cars that the public will buy, and an efficient modern 3-litre engine can produce enough power to frighten almost anybody.

## BOOK REVIEWS

**Title:** "Carburetters and the Fuel System".

**Author:** E. P. Willoughby, B.Sc., M.I.Mech.E.

**Size:** 5 ins. x 7 ins. 56 pages. Line and half-tone illustrations.

**Price:** 2s.

**Publishers:** Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

**M**OST motorists are familiar with the *Modern Car Easy Guide Series*, consisting of five useful booklets which first made their appearance in 1946. As the name suggests, they are far from abstruse, but even the most experienced home mechanic will find useful information in *Carburetters and the Fuel System*. The fourth edition, recently published, is a much "spring-cleaned" version of its predecessors with the valuable addition of an index and several new illustrations. Also new, and of particular interest to sporting enthusiasts, are the chapters on the Weber twin-choke carburetter and the S.U. fuel injection system.

F. W. McC.

**Title:** True's Automobile Yearbook, No. 3.

**Edited by** Charles N. Barnard.

**Size:** 8½ ins. x 11½ ins., 128 pp.; innumerable illustrations; paper cover.

**Price:** In U.S.A., 75 cents.

**Publishers:** Fawcett Publications Inc., Fawcett Place, Greenwich, Conn., U.S.A.

**I**F you like old cars as well as new ones, historical articles as well as up-to-the-minute ones, this book will be irresistible. At 75 cents in America, it is remarkably cheap, considering the matter it contains. Broadly, it comprises a series of beautifully illustrated articles on subjects so diverse as "Chivalry on the Road" by Sammy Davis, "Duesenberg—Amen", which is sheer nostalgia, by Griffith Borgeson, on a great American marque now defunct; "The Long, Expensive Quest of Briggs Swift Cunningham", "Targa Florio" by Dennis May, "A Report on Fuel Injection" by Roger Huntington, "Detroit, 1954" a pungent survey of current U.S. products by Tom McCahill, and so on, totalling in the 1954 Yearbook no less than 23 absorbing articles, every one the best of its kind.

This is Annual No. 3, and Nos. 1 and 2 are just as good. A really fine publication, superbly produced.

C. P.

**Title:** "World-Wide Automotive Year Book".

**Authors:** H. Wieand Bowman and the Editors of "Motor Trend".

**Size:** 6½ ins. x 9¼ ins.; 144 pp.; innumerable photographs; paper covers.

**Price:** 6s. net, 6s. 6d. post free, from British booksellers.

**Publishers:** Trend Books Inc, 5959 Hollywood Blvd., Los Angeles 28, California.

**H**ERE is yet another Year Book, surveying the world's automobile productions—but this one is no neutral collection of data for the statistician, but is lively, pointed and pithy. Information on rarer vehicles such as those of Russia, Japan, Poland, etc., is very interesting; in fact, there is something you didn't know in practically every page—and it has 144 of them, all for 6s.

C. P.

**Title:** "Sports Car Bodywork".

**Author:** B. W. Locke, M.I.B.C.M., A.I.A.A.

**Size:** 5½ ins. x 7¼ ins. 71 pages. Line and half-tone illustrations, and six sheets of working drawings.

**Price:** 21s. post free.

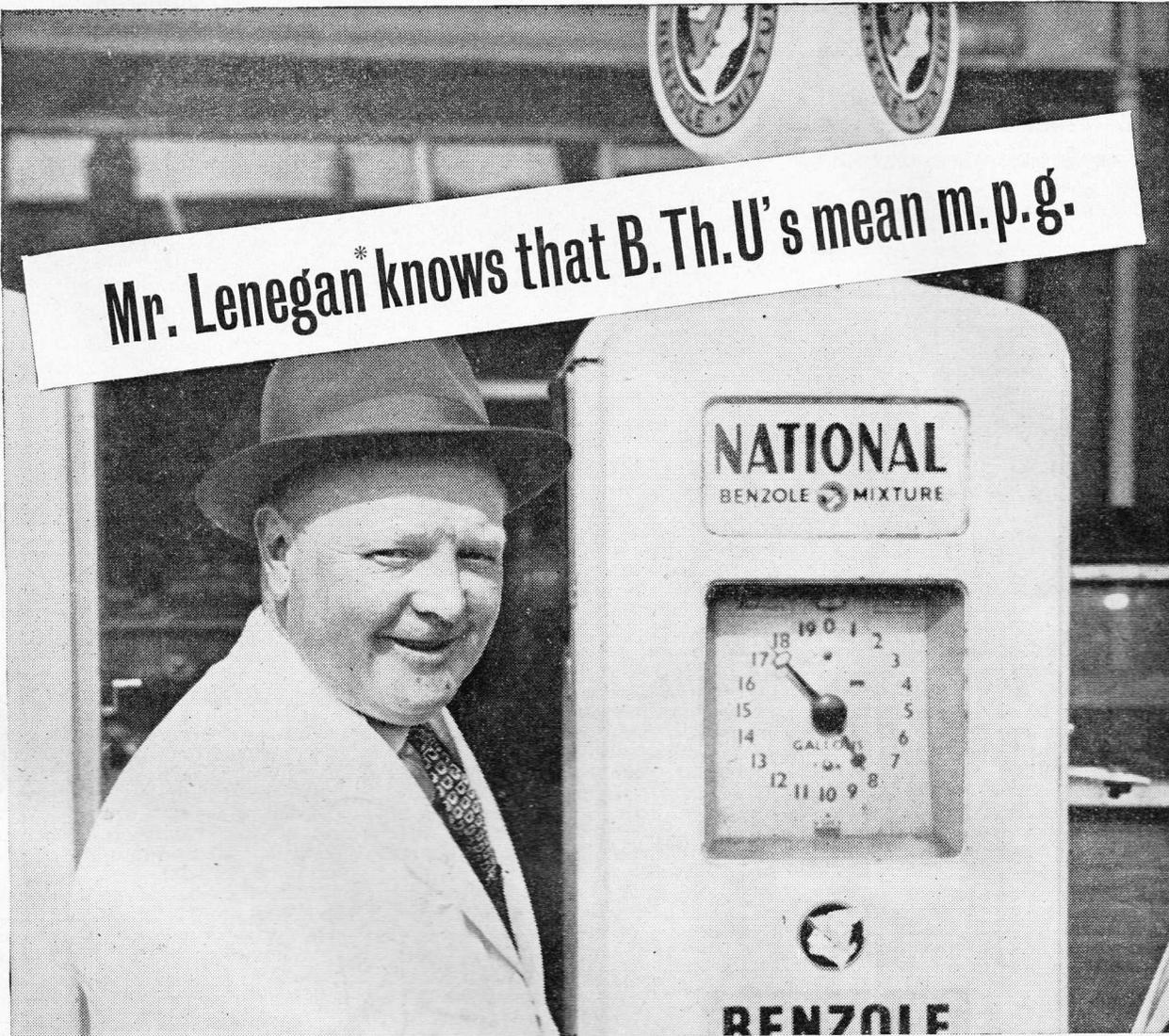
**Publishers:** Craftsman Publications, 9 New Street Square, London, E.C.4.

**T**HE author of *Sports Car Bodywork* is a man who has fitted a standard body to an H.R.G. (thoroughly tested in an Alpine Rally), replacement bodies to 3- and 4½-litre Bentleys, and modern-style bodywork to a Healey. In consequence, his book is not the vapourings of a theorist, but a down-to-earth piece of work taking one step by step through the processes of planning, framing in timber or metal, panelling and painting, with a chapter on fibreglass body shells and appendices on the R.A.C. and F.I.A. requirements for sports cars. Nor has he forgotten those little snags which have left so many amateurs in black misery, contemplating four sheets of ruined "ali" and what looks like a hurricane-blasted henhouse.

This is an authoritative and comprehensive study of body-building, written in a pleasing style, whose only irritating feature is the repeated reference to "wood lathes" instead of "wood laths". But that is a small criticism indeed; an enthusiast who is contemplating the building of a sports car body could make no better investment, to save time, labour and material, than to purchase this invaluable book.

F. W. McC.

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



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\* Mr. S. W. Lenegan, proprietor of Barrfield Garage, Bolton Road, Pendleton, Salford, Lancs., has been a 'National' enthusiast since his Motor Cycle Sand Racing days in the early '30s. Barrfield Garage is classed as one of the most progressive filling stations in the North West.

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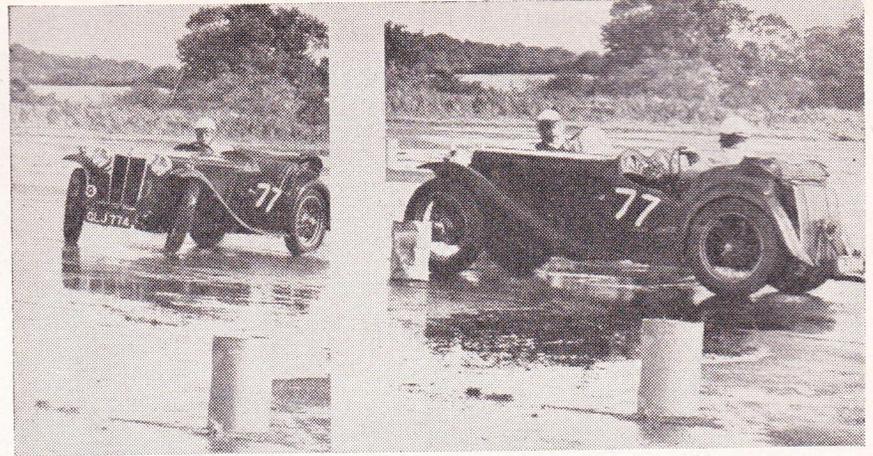
## NEWS FROM THE CLUBS

By Wilson McComb

LAST year, the R.A.C. fixture list broke out in a rash of so-called "International" race meetings, some of whose organizers considered themselves lucky if they received entries from half a dozen decent *British* drivers. This year we have had a repetition of the same trouble, but the events, many of them little more than club meetings, have been termed "National". Still, it was a step in the right direction, and the Competitions Committee has now made another move towards tidying up the mess by evolving a system for grading events. As a result, the drivers—and those poor, neglected beings, the paying spectators—should in future have a rough idea of an event's true status.

\* \* \*

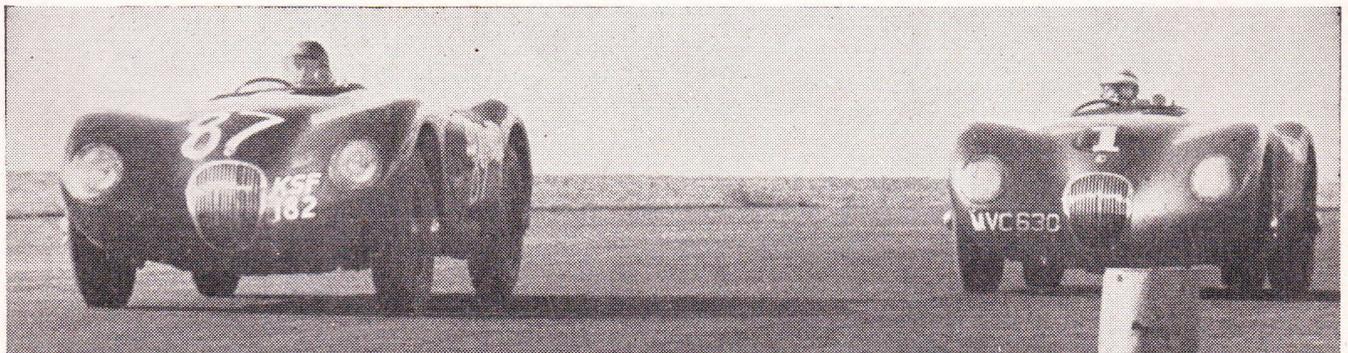
**SHENSTONE AND D.C.C.** are holding their Buxton Rally on 9th October. Invited clubs are the B.A.R.C., Hagley and D.L.C.C., Midland A.C., Midlands M.E.C., Pathfinders and Derby M.C., Sheffield and Hallamshire M.C. and Vintage S.C.C. Entries must be made on official forms obtainable from M. F. Finmore, 122 Colmore Row, Birmingham 3, and must be in by 27th September. . . . We have been informed by the **Pembrokeshire M.C.** that the Lydstep hill-climb, postponed from 4th September, is now to be held on 16th October. . . . A hill-climb at Knockagh, Co. Antrim, is to be held by the **Ulster Automobile Club** on 25th September; the address is Donegall Chambers, Donegall Place, Belfast, and closing date for entries is tomorrow (18th). . . . **The Riley M.C.** are running a closed-to-club night navigation rally in the murkiest hours of 18th/19th September. . . . The weekly meetings of the **Cambridge '50 C.C.** will be held at the "Ancient Shepherd" at Fenditton as from 24th September. . . . All Singer owners in the Birmingham area will be made welcome at a special meeting of the **Singer O.C.**, arranged by Alan Lamb for Tuesday, 28th September at 8 p.m. Venue is the "Robin Hood", Stratford Road, Hall Green, Birmingham. A new Centre in the district may be the outcome, but Hon. Gen.



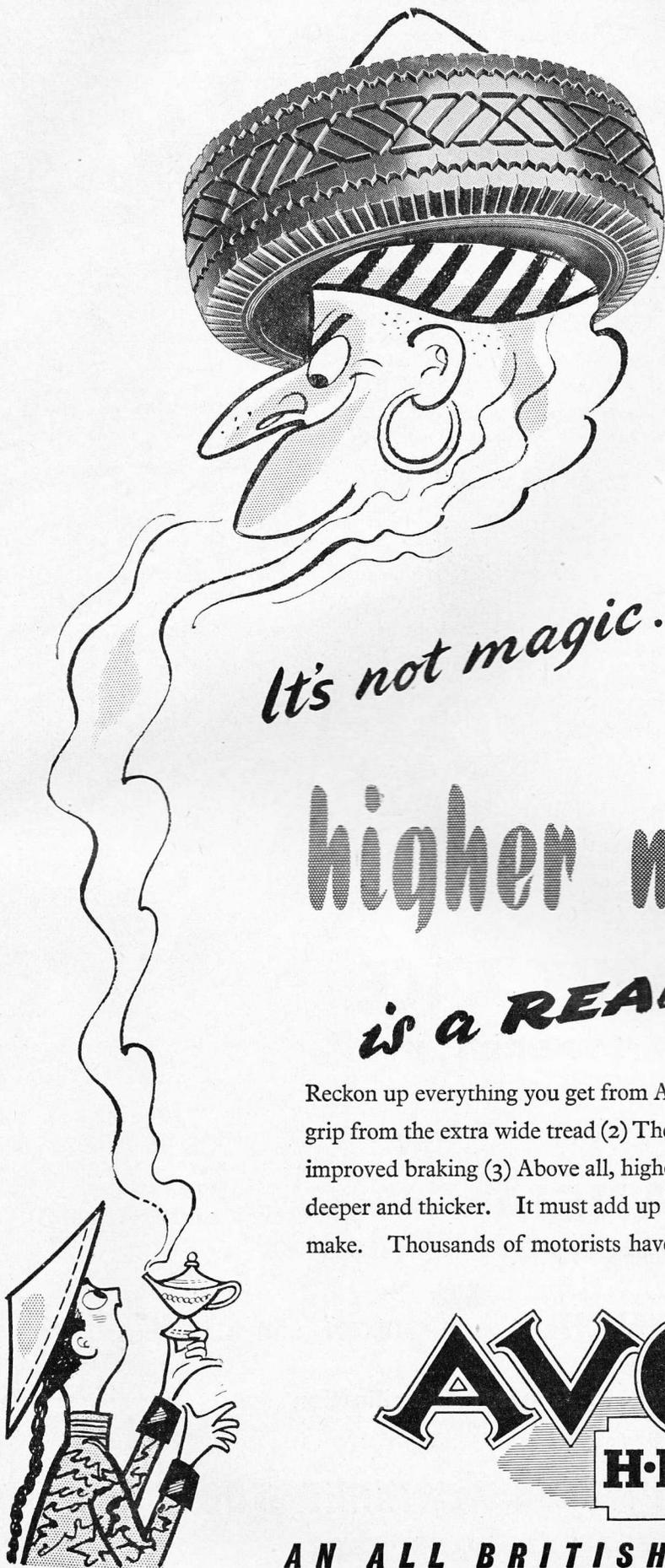
*DOUBLE-TAKE: No, there is no white post at Becketts. This is a print from adjacent frames on a Leica film, showing M. J. Pratt (M.G.) demonstrating a waltz sequence during last Saturday's Silverstone meeting of the Peterborough M.C.*

Sec., Jean McDowall, 1 Halesworth Road, London, S.E.13, will be glad to supply membership details and other Centre addresses. . . . **The Sporting Owner D.C.** are running an autocross at the London Gliding Club at Dunstable, Beds, on 26th September, and invited clubs are the Bedford A.E.C., Chiltern C.C., Berkhamsted M.C. & C.C., North London E.C.C., London M.C., M.G.C.C. and Northampton & D.C.C. There are classes to cover all types of sports, touring and trials cars, and entries close on Wednesday, 22nd September. The secretary is H. J. Bayliss, 30 Olma Road, Dunstable, Beds. . . . Among the 24 500 c.c. entries included in the next **Blackburn Welfare M.C.** Brough meeting on 3rd October are Don Parker, Ninian Sanderson, A. A. Butler and C. Allison. . . . The speed trial which was to have been held by the **Gosport A.C.** on 12th September is now to be held on 26th. Clubs invited are the B.A.R.C., Bugatti O.C., Chiltern C.C., West Hants and Dorset C.C., Vintage S.C.C., Half-litre C.C. and Hants and Berks M.C. Regs. and entry form are available from S. F. Warne, 11 Vectis Road, Alverstoke, Gosport, Hants, but closing date is tomorrow, 18th. . . . A speed hill-climb only 10 miles from the centre of London is offered by the **West Essex C.C.** on 17th October. This replaces the Snetterton meeting on the 16th which has had to be cancelled. To be held at Stapleford Airfield, near Abridge, Essex, this one is open to members of the Half-Litre C.C., Bentley D.C., Eastern Counties M.C., Brighton & Hove M.C. and the B.A.R.C. Entries on the official

form should reach the secretary, G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex, not later than 11th October. . . . **The Guildford M.C.** last week represented the sport in the Guildford Festival of Sports Week, with a three-hour film show and a driving exhibition. Among those present were Alan Brown, Peter Gammon and John Coombs. Their first R.A.C. permit event will be a closed invitation rally at the end of November. . . . **The Mid-Cheshire M.C.'s** annual Buffet Supper, Dance and Prizegiving is to be held at the Angel Hotel, Knutsford, on 19th November. Tickets are available from H. Williamson, 26 King Street, Hartford, Northwich, Cheshire. Meanwhile, there is to be a film show at the White Barn, Cuddington, on 24th September, which should include some of the latest work of the club's film unit. . . . The autocross which was to have been run by the **North London Enthusiasts C.C.** this Sunday, 19th September, has unavoidably had to be cancelled. The organizers regret that it proved impossible to put on another autocross elsewhere on the same date, but it is hoped to replace it at some later time. . . . Another alteration is the **S.O.D.C.** Speed Trial, which was to have been held at Gravesend on 16th October. This event has been transferred to the Brands Hatch Circuit and will now be held on 31st October. Invited clubs are the Bugatti O.C., London M.C., B.A.R.C., Maidstone & Mid-Kent C.C., N. London E.C.C., Berkhamsted M.C. & L.C.C. Further details and entry forms can be obtained from the secretary (see above). *More News from the Clubs on page 387*



*C-TYPE SCRAP: John Keeling and Berwyn Baxter have a Jaguar battle in the combined Formule Libre event and Jaguar Handicap at Silverstone. Baxter won both races at an average speed of 72.09 m.p.h.*



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**COMING ATTRACTIONS**

**September 17th-18th.** S.C.C.A. Race Meeting, Watkins Glen, New York, U.S.A.

Midland A.C. "Birmingham Post" Rally. Start, Civic Centre, Birmingham, 10 p.m.

**September 17th-19th.** Balkan Rally, Greece.

**September 18th.** Half-Litre Club International Race Meeting, Crystal Palace, London. Start, 2 p.m.

Sunbac Race Meeting, Silverstone, nr. Towcester. Start, 12 noon.

Leinster M.C. Race Meeting, Curragh Camp, Co. Kildare, Eire.

Bristol M.C. and L.C.C. Hill-climb, Naish House, Clapton-in-Gordano, nr. Fortishead, Somerset. Start, 2 p.m.

Sunbeam-Talbot O.C. Rally, Northern Ireland.

750 M.C./Windsor C.C. Night Trial. Armagh and D.M.C. Trial, N. Ireland.

N.I.M.C. Trial, N. Ireland.

**September 18th-19th.** Mid-Surrey A.C. "200" Rally. Start, Epsom and Brighton, 9 p.m.

Riley M.C. Night Navigation Rally. Start, Abingdon and West London, 11 p.m.

Southport M.C. and L.C.C. Rally and Concours d'Elégance.

**September 19th.** G.P. of Berlin (F1, S), Avus, Germany.

Karlskoga Race Meeting (F3, R, S), Sweden.

Catania-Etna Hill-climb (S, T), Italy.

Bugatti O.C. International Hill-climb, Prescott, nr. Cheltenham. Start, 12 noon.

Surrey S.M.C. Sprint Meeting, Brands Hatch, Kent. Start, 9 a.m.

Bentley D.C. Inter-Regional Driving Tests, Esso House, Abingdon. Start, 11 a.m.

Eastern Counties M.C. Autocross Meeting.

Alvis O.C./Lagonda Club Driving Tests, Tweedsmuir Camp, nr. Thursley, Surrey. Start, 2.15 p.m.

Brent Vale M.C. Autumn Trial.

Berkhamsted M.C. and C.C. Driving tests, Hatfield Technical College, Start, 2.30 p.m.

**September 23rd.** Jersey M.C. and L.C.C. Hill-climb, Bouley Bay.

**MID-SURREY "200" RALLY**

THOSE who would like to see the start of the Mid-Surrey A.C.'s "200" Rally may like to know that there are two starting points: Brighton and Hove M.C. H.Q. at Madeira Drive, Brighton, and the Drift Bridge Hotel, Reigate Road, Epsom, Surrey. First away will leave at 9 p.m. and should pass through Fernhurst at 10.15; Hawley Hill, Liss, 10.45; Romsey, 1 a.m.; South Harting Hill, Petersfield, 5.20; Goodwood racecourse (horse) 6.9 and finish at Madeira Drive at about 8 a.m. There are 80 entrants.

**CLUB FIXTURES**

North London M.C.—Meeting, 17th September, Cat Inn, Cat Hill, East Barnet.

Bristol M.C. and L.C.C.—Visit to Austin Motor Co., 17th September.

Alvis O.C.—Meetings, 17th September, Black Boy, near Colchester, from 6 p.m.

B.A.R.C. (Yorks).—Ladies' Event, 19th September. Start, White Hart, Pool-in-Wharfedale, 11 a.m.

Rapier Register.—A.G.M., 19th September.

Northampton and D.C.C.—Gymkhana, 19th September, Overstone Solarium. Start, 2 p.m.

750 M.C.—Meetings 20th September, Abbey Hotel, Stonebridge Park, Neasden, N.W.10; 21st September, Dog and Gun, Banbury.

Cemian M.C.—Boat trip to Dagenham, 21st September. Leave Charing Cross Pier, 11 a.m.

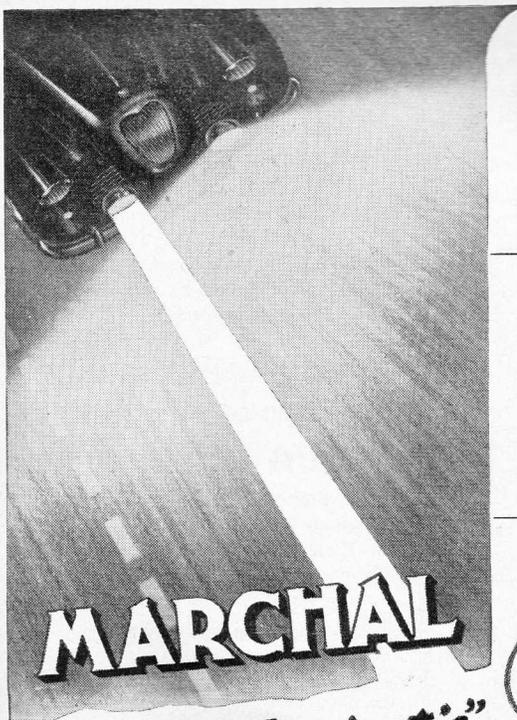
Liverpool M.C.—Meeting, 22nd September, Childwall Abbey Hotel, Liverpool.

Vintage S.C.C.—Meeting, 22nd September, Ferry Boat, Holywell, St. Ives, Hunts.

Surrey S.M.C.—Meeting, 23rd September, Warwick Hotel, Redhill.

Sunbac.—Meeting, 23rd September, Mason's Arms, Solihull.

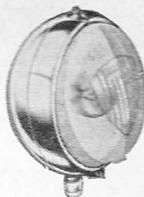
Berkhamsted M.C. and C.C.—Film show, 23rd September, King's Arms, Berkhamsted, 7.30 p.m.



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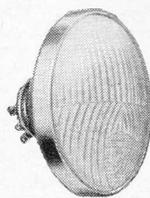
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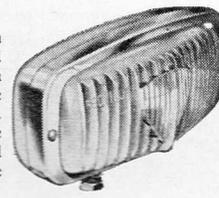
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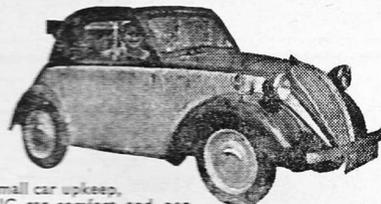
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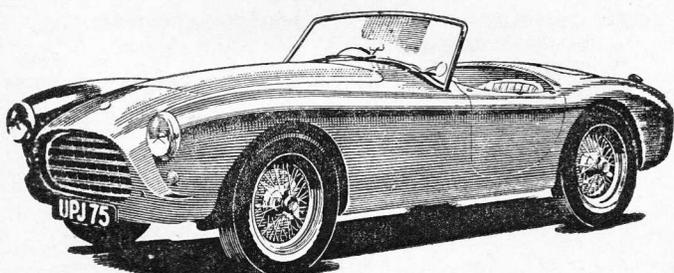
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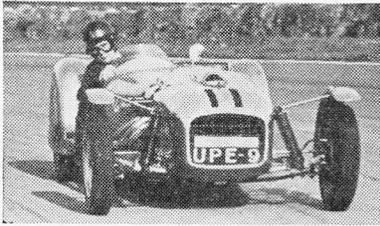
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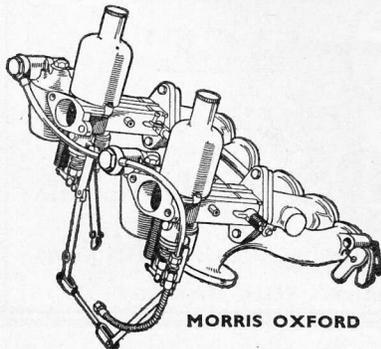


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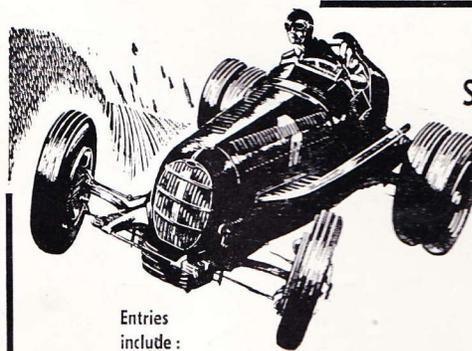
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