

# AUTOSPORT

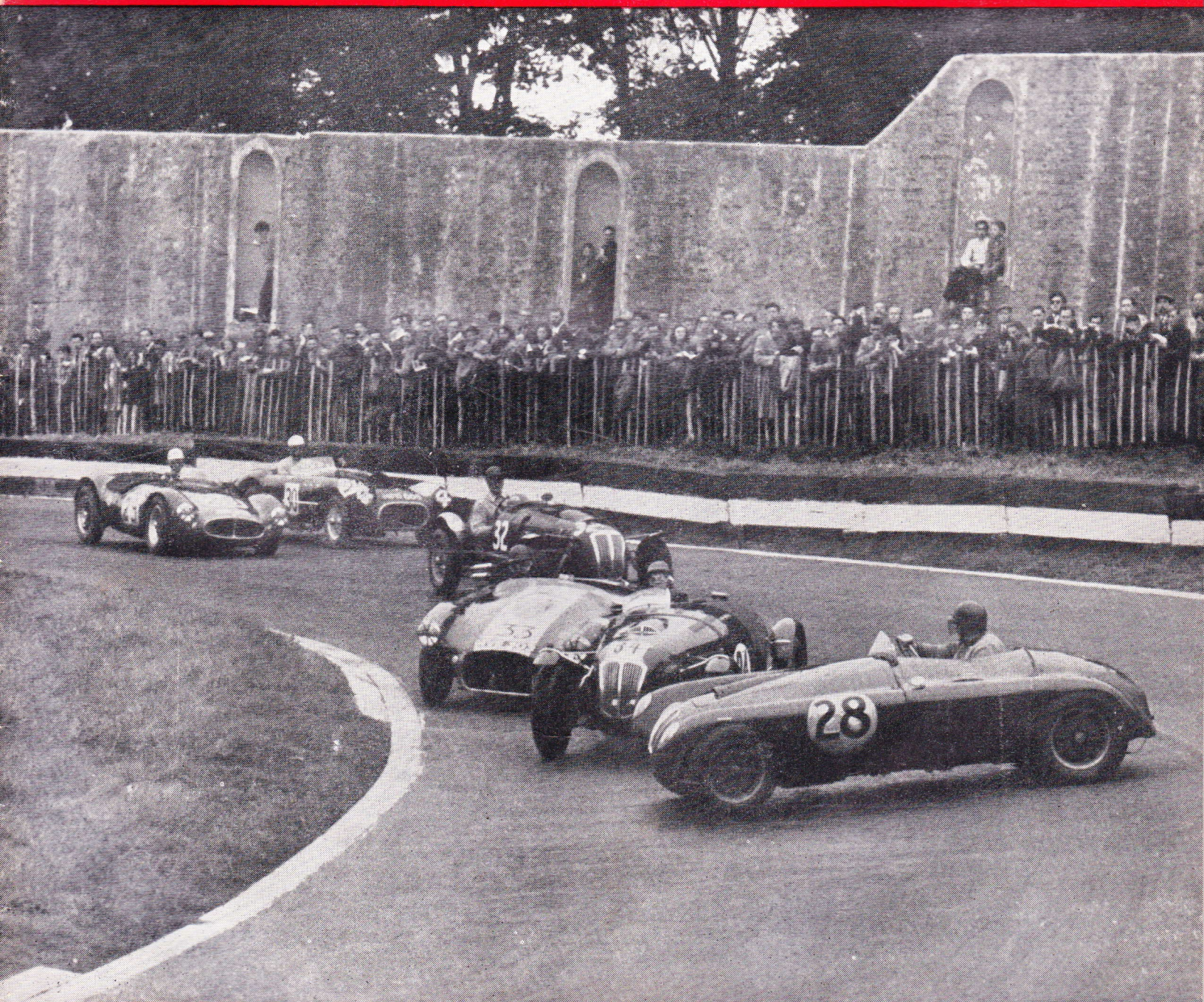
SEPTEMBER 24, 1954

1/6

EVERY FRIDAY

Vol. 9 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

THE AVUS MEETING

FORMULA 1 PROGRESS REPORT

T.T. SPEEDS

RACING AT THOMPSON, CONN., CRYSTAL PALACE AND SILVERSTONE

PRESCOTT HILL-CLIMB



*more and more racing drivers...*

*on more and more racing cars...*

*are relying more and more on...*

**GIRLING**

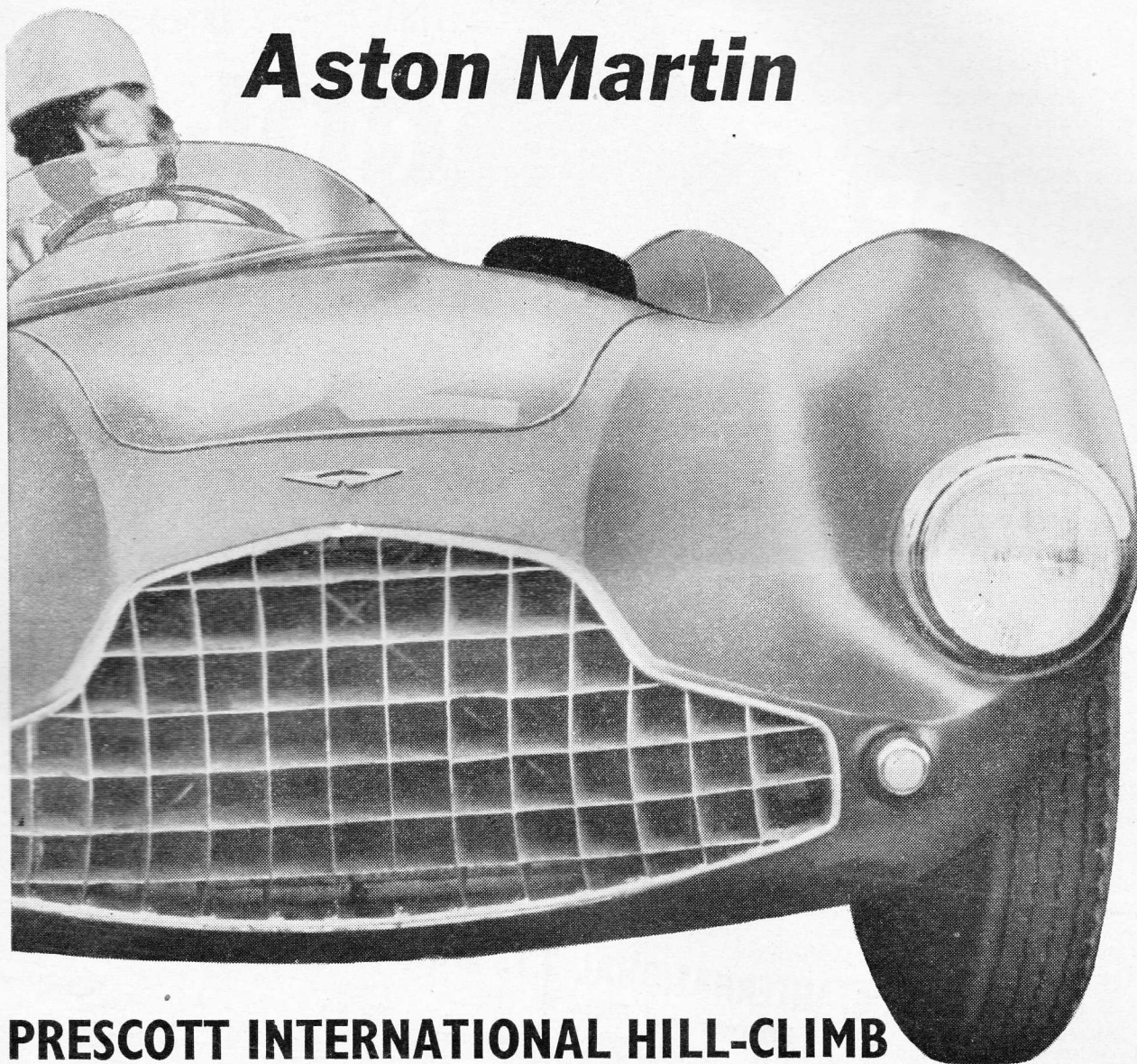
THE BEST BRAKES IN THE WORLD



*Way Out Ahead* →



# **Great Victory for David Brown Aston Martin**



## **PRESCOTT INTERNATIONAL HILL-CLIMB**

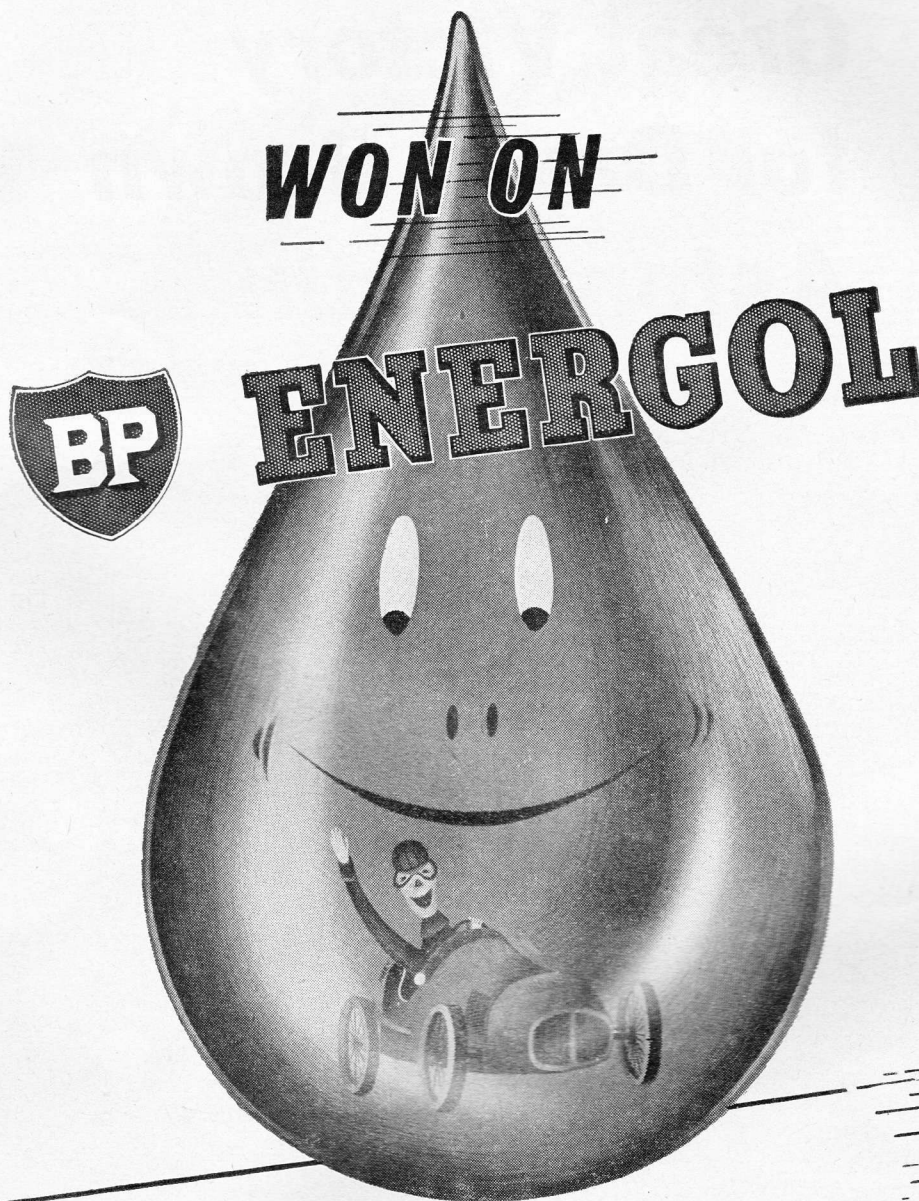
**47.63 seconds**—*fastest sports car time of the day, constituting a new 3-litre class sports car record and equalling the unlimited sports car record for the hill, was achieved by R. D. Poore in the David Brown Aston Martin DB3S Competition Car.*

(Subject to official confirmation.)



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 International Class G  
**1st KIEFT** - W. FERGUSON • A. C. RIPPON

**CRYSTAL PALACE**  
 Challenge Trophy Formula III  
**1st COOPER** - I. L. BUEB

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



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 13

September 24, 1954

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## NOTICES

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## EDITORIAL

### RALLYE AUTOMOBILE MONTE CARLO . . .

PUBLICATION of the preliminary regulations for the Monte Carlo Rally show that the organizers have finally abandoned the idea of permitting the entry of only touring and modified touring machines. With the latter category have been grouped vehicles of *grande tourisme* specification, with their attendant lower production qualifying numbers. This amounts to an admission that the high-performance closed car is firmly established and has its place in events originally designed for touring machines. However, in order to arrive at a comparatively fair method of working out the general classification, modified and G.T. cars have been given a performance factor in the timed tests. Also, F.I.A. recognized classes have been largely ignored, and the three categories within each of the two groups comprise cars of up to 1,000 c.c., 1,001-2,000 c.c., and over 2,000 c.c. It is calculated that, by introducing a performance factor, entrants of normal series production machines will stand an equal chance with the crews of "hotted-up" and G.T. cars, in respect of the general classification. This would appear to indicate that ideal cars for the event will be those which are built to high-performance standards, in sufficient quantities to qualify as series-production vehicles. However, performance factor or no performance factor, the results of the Monte Carlo Rally will be affected mainly by the choice of routes, and by the weather.

It is to be hoped that the "Monte" will cease for ever to be the "rally of the stop-watches" and that competitors will experience a properly organized event in keeping with the distinction of the world's premier winter motor-sporting *épreuve*. A repeat of the ill-starred 1954 event will almost certainly cause loss of interest—even to the extent of a drastic drop in entries.

\* \* \*

### PRESCOTT SURPRISE . . .

THE vagaries of the weather produced an unexpected result in last Sunday's Bugatti O.C. International Hill-climb at Prescott. Best time of the day was recorded by C. A. N. May, driving a 500 c.c. Cooper, and two more F3 cars tied for second place. The smaller cars had the advantage of their runs on dry roads, but such are the fortunes of motoring sport that this is liable to happen in any event. Nevertheless, it is fitting that victory should go to a "500" at the venue which saw the birth of this class of car, Prescott, in May, 1946, the pioneers being Colin Strang and Clive Lones, the last-named also taking part in last Sunday's event!

### OUR COVER PICTURE

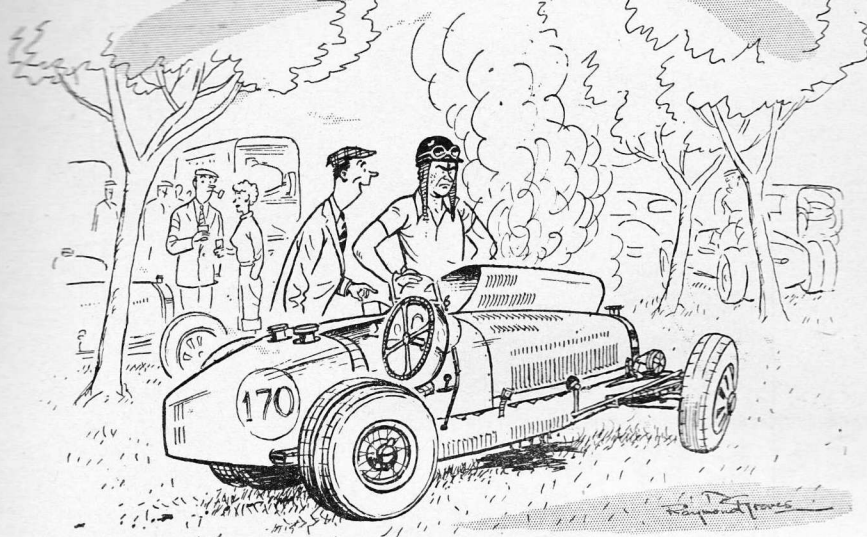
AND THEN THERE WAS ONE: Out of a field of seven starters for last Saturday's Norbury Trophy Race at Crystal Palace, only the winner—Tony Crook (Cooper-Bristol)—escaped the consequences of this first-lap incident at South Tower. A. P. O. Rogers (Cooper-Bristol, 28) retired, while Tony Brooks (Frazer-Nash, 34) and Archie Scott-Brown (Lister-Bristol, 33) went off the track. Thus delayed, no one could catch the flying Tony Crook, who won by nearly 15 seconds.





**JAGUAR** *Grace . . . Space . . . Pace*





"If it's any comfort to you, the dictionary defines it as 'a blood-sucking, evil-smelling insect!'"

WALTER SCHLUTER (DKW) leads the European Grand Touring Championship, closely followed by Gustav Menz and Heinz Meier (also DKWs).

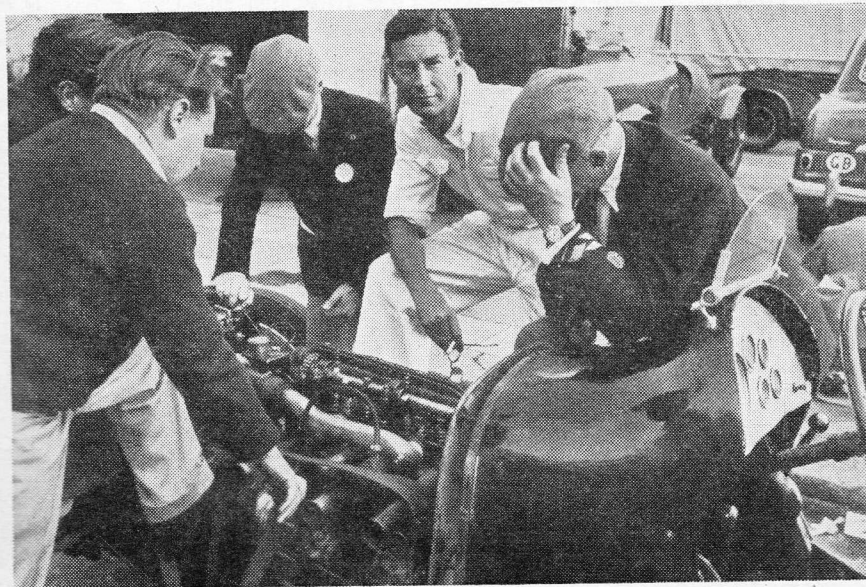
LISBON Rally may not be held. If so, Schluter will be confirmed as Touring Champion, 1954.

RECENTLY published—the Michelin Road Atlas of Great Britain and Northern Ireland, a remarkably compact and informative six-shillings' worth, featuring numerous enlargements of dense areas and a table of distances between the larger towns.

SOUVENIR programme of the Bugatti O.C.'s International Prescott had a very beautiful blue and silver cover.

CASABLANCA 12 hours sports car race has been abandoned in favour of a pukka Formula 1 event.

SATURDAY last at Crystal Palace, Salvadori (Maserati) retired with a broken drive-shaft. Sunday last at Avus, Rosier (Maserati) retired with a broken drive-shaft. Monday last at Goodwood, Wharton (Maserati) abandoned test runs because of—a broken drive-shaft. Moral somewhere, Modena?



## PIT AND PADDOCK



TEAM CAPTAINS in the Anglo-American Vintage Car Rally; Samuel E. Baily of the visiting U.S. drivers, and Tim Carson, V.S.C.C. The latter club won the fine trophy shown, which was presented at Goodwood by the Duke of Richmond and Gordon.



KLEM-COAT: Photographer Louis Klementaski designed this waterproof dufflecoat for sports car drivers. Delby Coats Ltd., of Wardour Street, are marketing it at approx. 7-7½ guineas.

FRANCE'S new Vedette "Trianon" and "Versailles" models follow basic Ford Zephyr lines, and embody Ford-style independent front suspension. Engine remains a V8, however.

NEW hazard for drivers at the Goodwood circuit seems to be the presence of rabbits stricken with myxomatosis and wandering blindly about the track.

THE German A.D.A.C. are organizing a "Big Game Hunting and Fishing" international automobile rally from 16th/31st October at Dusseldorf.

CHANCES are that Juan Fangio may drive a B.R.M. at Aintree in the international meeting on 2nd October.

KEN WHARTON, who collects motor racing films in between driving cars of all kinds, was recently presented with a copy of "Le Mans 1952" by the Midland Division of Shell-Mex Ltd.

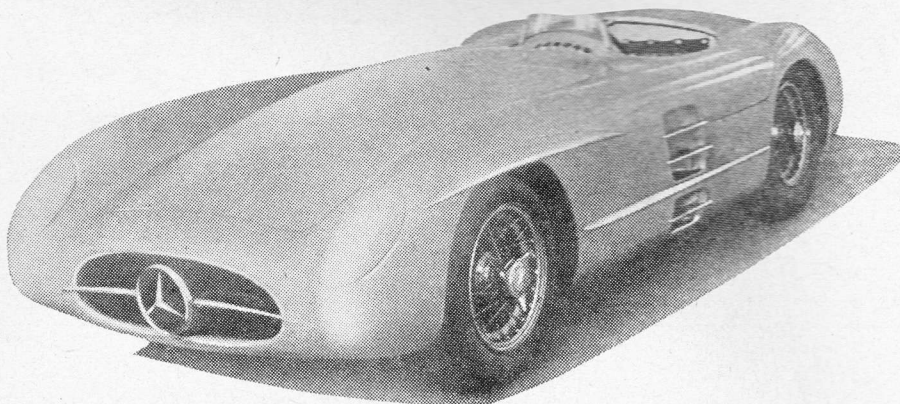
GREMLIN CHASE (left) at Brighton during the international speed trial on 5th September. Lt.-Col. Peter Vaughan (centre) helps to sort out some faults in the ex-Fane, single-seater, sprint Frazer-Nash.



## GRAN PREMIO DE ESPAÑA

**F**INAL round in the 1954 World Drivers' Championship, and the last *grande épreuve* of the year, takes place at Barcelona on 24th October, on the very fast 3.9 miles Pedralbes circuit. The Spanish Grand Prix will be run over the full distance, i.e., 80 laps (314 miles). On the 23rd October a sports car race (40 laps) will be staged for the Premio Peña Rhin. Classes are: 1,300-1,600 c.c., 1,601-2,000 c.c., 2,001-2,600 c.c. and over 2,600 c.c.

Practice times are: sports cars, 21st



# SPORTS-NEWS

and 22nd October (2.30 p.m.). Formula cars, 22nd and 23rd (3.45 p.m. to 5.45 p.m.).

Provisional entries have been received from Mercedes-Benz (Fangio, Kling, Lang or Herrmann), Maserati and Gordini. Ferrari are also expected to run, with Ascari in place of Gonzalez. Peter Collins will drive the Vanwall Special, and Ken Wharton has been nominated for the Owen Maserati. Stirling Moss will lead the Maserati team. At least one new type of F1 machine, destined for 1955 racing, is expected to make its appearance. Lancia may not compete, but Pegaso are said to have a prototype Grand Prix machine. The new Bugatti will not be on the starting line.

\* \* \*

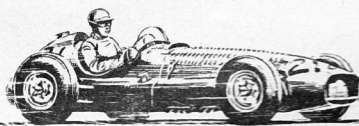
## GRADING OF RACE MEETINGS

**R**ACE organizers, to whom the tables we published last week under the above heading (page 366) will be of particular interest, are asked to note that owing to illegible typescript on the R.A.C.'s news bulletin, an error crept into the second table. In the central column (Minimum mileage from event of higher grade), pertaining to grade 2 events, "100" should read "150".

## BIG DAY AT GOODWOOD

**T**HE B.A.R.C.'s Autumn International meeting at Goodwood tomorrow, 25th September, has drawn a full and interesting entry which should ensure keen racing in all of the seven events making up the programme. Being a fixture of International status, attention naturally focuses on foreign drivers taking part; these comprise Louis Rosier with his new G.P. Maserati, J. Estager in a 2-litre sports Maserati, the American Masten Gregory in a sports Ferrari and his compatriot, J. E. Pennybacker, with a Triumph TR2. *Officine Alfieri Maserati* have entered Stirling Moss with a works Maserati, so spectators will see the combination which has performed so magnificently, yet so unluckily, in so many of this year's Grands Prix. May its luck change tomorrow.

Besides Moss's, the 21-lap Formula 1 race for the Goodwood Trophy has three other Maseratis, those of Wharton, Salvadori and Rosier, that old Good-



**THIS IS IT**—The much talked of Mercedes-Benz 300SLR, originally intended for the canceled Nürburgring 1,000 kms. and the Pan-American races, is a 3-litre competition sports machine which, it is believed, closely follows the 2½-litre, 8-cylinder G.P. car in many mechanical features.

wood favourite Reg Parnell with a Ferrari, Peter Collins in the Vanwall Special, Duncan Hamilton in the latest H.W.M., and many Connaughts and Coopers.

So many entries came in for the Formula 3 race that it has had to be split into two events, in one or other of which practically every British 500 exponent will be running. The *Formule Libre* race for the Woodcote Cup sees a Mark II B.R.M. driven by Ron Flockhart, Moss, Rosier, Salvadori and Wharton in Maseratis, the latter entered by Alfred Owen, Peter Collins in the formidable Thin Wall Special, Parnell (Ferrari), Gerard, Gould and Nuckey (Cooper-Bristols), Peter Hughes in a Connaught entered by Ecurie Ecosse and many others.

Stirling Moss is due for a busy day, for he is also down to drive Beart's F3 Cooper and, in the up to 2-litre sports car race, the Lister-Bristol, when he will come up against Tony Crook and Alan Brown (Cooper-Bristols), Colin Chapman (Lotus), and Salvadori and the Frenchman, Estager, in Maseratis. In the unlimited sports car event are several Jaguars, amongst them two of the Ecurie Ecosse, Joe Kelly's Ferrari 3-litre, to be driven either by himself or by Desmond Titterton, Abecassis and Gaze (H.W.M.s) and Cliff Davis in a new 2½-litre Tojeiro. Racing begins at 2 p.m.

## RALLYE MONTE CARLO

**T**HERE will be two classes of vehicle admitted to the 1955 Rallye Automobile Monte Carlo, firstly, normal production touring cars and, secondly, modified production machines and Gran Turismo cars. Each category will comprise only three classes, i.e., under 1,000 c.c., 1,001-2,000 c.c., and over 2,000 c.c.

To equalize the chances of both groups, a factor 1.08 will be introduced to permit of a general classification, for which there will be 2,600,000 francs in prize money. All six class winners will receive 300,000 francs prize money. The same sum will be awarded to the winners of the Coupe des Dames.

Entry lists will close on 26th October, 1954. Address of the organizers is: XXVme Rallye Automobile Monte Carlo, Secretariat, 6 Avenue de Monte Carlo.

# INTERNATIONAL CALENDAR, 1955

## Status of Events to be Decided by New Driver Grading System

**T**HE C.S.I. have accepted in principle the proposal submitted by the R.A.C. concerning the International Calendar. Details of the new arrangement of this Calendar will be ratified at a meeting in Paris of the C.S.I. to be held on 6th October. A drastic reduction in the number of events inscribed upon the International Calendar will follow, and in order to get the scheme into operation it has already been agreed that there will not be more than seven British race meetings ranking as International in 1955, France and Italy will be allowed 15 each and no other country will have more than five. After 1955 there will be no numerical limit on the number of International events to be run, but an event can only be inscribed in the Calendar provided it has previously been a truly International meeting.

In order to provide a standard by which to judge the status of a meeting the grading of drivers is to be introduced. Gradings will be A, B and C, Class A being confined to those who have gained

a leading place in a *grande épreuve*, probably up to sixth place, and Class B, drivers who have finished in a lower position in a *grande épreuve* than Class A, or who have been placed in some other suitably important race such as Le Mans. Details of actual qualification the C.S.I. will decide in October. Class C will be anybody else.

Class A drivers will be allowed to take part only in events in their own country and foreign events in the International Calendar. Class B and C drivers may run in any event, whether in their own country or abroad. In order to qualify for inclusion in the International Calendar a race must have attracted at least three foreign Class A drivers. The reason for having Class B is to cater for the fluctuation in the Calendar. If a race fails to attract three foreign Class A drivers it will be dropped from the following year's Calendar and its place can be taken by another race which has attracted a certain number of foreign Class B drivers.



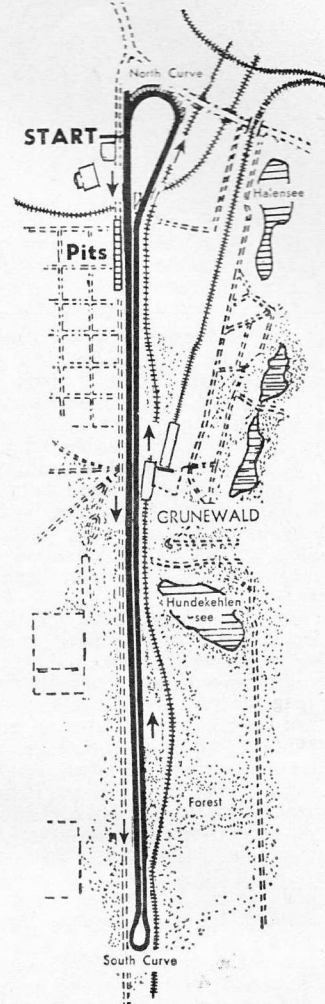
# GROSSER PREIS VON BERLIN

Karl Kling Leads Mercedes-Benz 1-2-3 Victory  
on Fast Avus Circuit—Fangio Makes Fastest Lap

By ALAN BRUCE

**NORDKURVE:** (Left) Berlin G.P. winner Karl Kling and third man Hans Herrmann bring their streamlined Mercedes-Benz machines off the high banking of the North Curve.

**CARTE BLANCHE** for full throttle work (right) the 5.22 mile Avus track, which has been lapped at over 170 m.p.h. in pre-war days.



KARL KLING (Mercedes-Benz) won the Berlin G.P. last Sunday at Avus at 213.5 k.p.h. (132.66 m.p.h.) All three Mercedes entries recorded identical finishing speeds, with Fangio obviously easing off for the sake of an all-German victory. Fangio set fastest lap at 224 k.p.h. (139.19 m.p.h.), a record for the post-war circuit. Nearest finisher to the three German cars was André Pilette (Gordini)—three laps behind.

I understand that many people believe that Avus is part of the Berlin autobahn system. Actually the reverse is (or was) the case. In 1909, an organization was set up to construct a track which would provide a suitable place for testing and developing motor vehicles. Clubs and other interested parties financed the idea; the scheme was inaugurated in 1913, interrupted by World War I, and finally completed. It was said to have been the work of an Italian engineer named Puricelli.

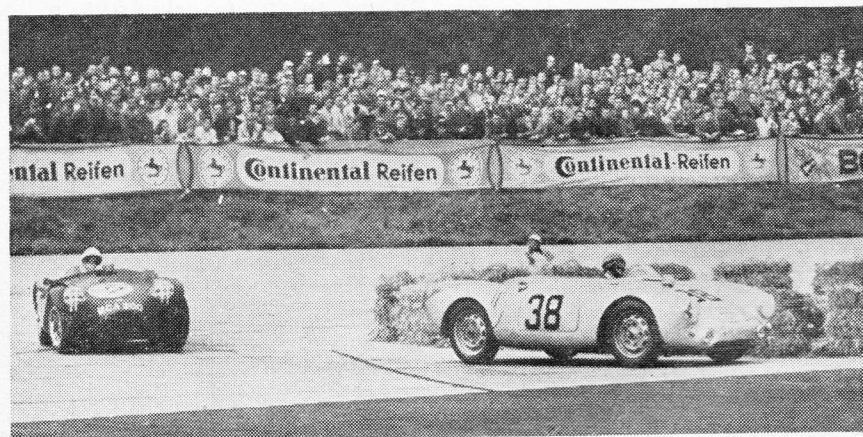
Originally, Avus consisted of two carriageways joined at each end, and without cross-roads. Much later, the north banked curve was constructed, and the autobahn, when it was built, went eastwards from where the Avus circuit ended. Before the last war, one lap was equal to 19.7 kilometres, but owing to zones, sectors and so on, it has been cut to 8.3 kilometres.

A crowd of 100,000 turned up to watch Formula 1 cars compete for the first Berlin Grand Prix. Unfortunately, the 10 entries were not fully representative, owing to the abstention of official Ferrari and Maserati team cars. Consequently the starting grid looked very thin on the wide road and there was little promise of an inspiring race, although Mercedes-Benz practice times were very high. There should have been 11 starters, but Robert Manzon had engine trouble in practice and could not have it rectified. Maserati's withdrawal was due to non-availability of cars, those of Moss and Mantovani having received considerable mechanical damage at Monza.

When the engines were started, Herrmann (in centre position, row 1) appeared to be having trouble engaging gear. He hoped for a delay, and signalled to Neubauer, but the starter took no notice and down went the flag. Herrmann set off in second gear, and was much slower off the mark than Fangio and Kling, who were chased by Behra's tiny blue Gordini. Rosier (Maserati) covered about 300 yards and stopped with a broken drive-shaft.

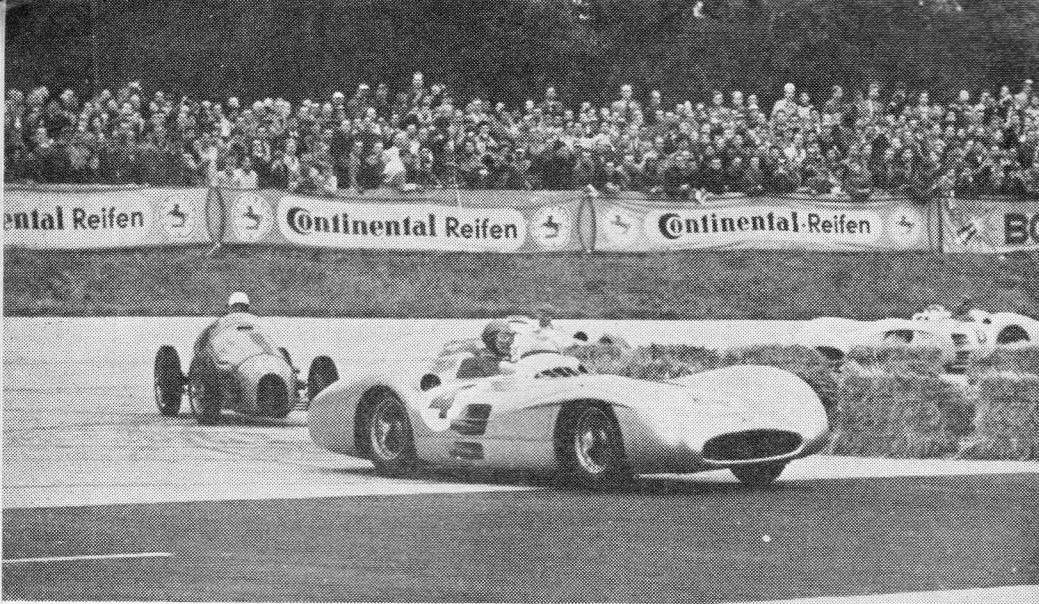
Behra caused most of the excitement. On laps 1 and 2 he was fourth to the aerodynamic cars, but on lap 3 he moved into third place ahead of Fangio. Two more laps, and the Frenchman slipstreamed the World Champion. Fangio rocketed through to take the lead from Kling—and the Gordini went with him, charging past the two "silver arrows" for second place, which he held for half a lap.

Lap 7, and Behra dropped to third place, then fourth. Finally he retired after 14 laps, having kept up with the



**SÜDKURVE:** Richard von Frankenberg, 1,500 c.c. sports car race winner with a works Porsche, leads British competitor Kenneth McAlpine (Connaught) through the South Curve.





*INTRUDER* into the Mercedes-Benz formation on the leader board was Jean Behra with his six-cylinder Gordini, here hanging determinedly on to eventual winner Karl Kling as they round the South Curve. Behind are Fangio and Herrmann.

German cars, and never dropping behind more than 3 or 4 seconds. As the Mercedes were lapping in 2 mins. 19 secs. (215 k.p.h.), as compared with Behra's best training effort of 2 mins. 25 secs., this was a remarkable achievement. The Berlin folk loved it, and groaned with genuine disappointment when the little blue car gave up. Behra is said to have declared later that he managed to get up to 272 k.p.h.—about 170 m.p.h.—when he was being "towed" by Fangio!

After Behra's disappearance, the three Mercedes chopped and changed places, with the race speed rising, and record laps being turned every now and then. Fangio was fastest with 2 mins. 13.4 secs. (224 k.p.h.), with Herrmann next at 221 k.p.h. At quarter-distance, the young German driver led at an average of 211.4 k.p.h., but after 25 laps, Fangio had increased this to 212 k.p.h.

Lap 40 saw Herrmann recapture the lead, averaging 211.8 k.p.h. Five laps later it was Kling's turn, and another five *runden* later, Herrmann nosed in front, pushing the race average up to 212.5 k.p.h.

The last eight laps provided conjecture as to which driver was due to win. Fangio led on lap 52, Kling from lap 53 to lap 57, Fangio on lap 58, then Kling again, until finally they screamed over the line with less than half-a-second separating the three silver cars. Whilst all this was going on at the front, Harry Schell (Maserati) was engaged in a ding-dong with Jacques Swaters (Ferrari), which pleased the U.S.A. services contingent, who also had Fred Wacker (Gordini) to cheer. Schell eventually crawled to the finish, accompanied by loud clangs and showers of sparks from the rear end. André Pilette (Gordini), almost unnoticed, steadily drove his Gordini into fourth place.

Niedermayer's Klenk - Meteor had peculiar things happen to its front wheels, and as a result required more than its share of the track. The driver,

despite encouragement from the P.A. commentator, lost his opportunity of being classed as a finisher, by crossing the line too soon. Had he waited until the Mercedes had finished, he would have figured in the results.

All three Mercedes drivers had their share of leading, *i.e.*, Kling (29), Herrmann (18) and Fangio (13). Fangio's record lap was made after he deliberately dropped back 6 secs. for third place. Thus it would appear that team orders were for Kling to win, but from where I sat, Fangio, master showman that he is, did make the finish look as if he were really trying!

The Press were unable to obtain the final race bulletins. Just as the results were ready to go into the mechanical duplicator, the West Berlin electric power system failed. The machine could not be manually operated, so that was that! As it happened, the failure affected a large area for two and a half hours. Towards the end of the race, the light became so poor that enterprising news cameramen turned on enormous floodlights to take their shots of the three victors receiving the "Siegerkranz" bunches of flowers, and the traditional glasses of champagne.

The Grosser Preis was preceded by a couple of sports car (or Porsche) races run concurrently, and a 20-lapper for 1½-litre sports-racing machines. The first two were very tame events, the sole interest being the destination of the German National Championships, which went to Fr. Victor Rolf (1,300 c.c.), and Cologne journalist "Axel Linther" (1,600 c.c.) respectively. The finish was pure Marx Brothers; not only did the official miss both class winners, but flagged the wrong people. This caused the 10,000 folk around the finishing area to let themselves go in true Berlin fashion.

For the 1,500 c.c. sports racing event, B.R.G. was represented by Ken McAlpine (Connaught) and Alan Brown (Lotus-Connaught)—but not too successfully. Brown disappeared before half-distance for an unspecified reason, whilst McAlpine's car seemed anything but stable on the steep North Curve. In fact, the Connaught was often much higher up the banking than were the Mercedes in the G.P.!

Richard von Frankenberg (Porsche 550 "Spyder") established a new sports car record with 2 mins. 31.4 secs. (197.5 k.p.h.), bettering Klenk's 1953 record of 2 mins. 37.7 secs. (189.5 k.p.h.), set up with the Borgward Rennsportwagen. Frankenberg's race average (193.5 k.p.h.) was actually 4 k.p.h. higher than the previous lap record.

Hans Herrmann, in a similar car, was runner-up. A motor-scooter awaited him at the finish, to transport him to the Mercedes pit for the big race. Bechem's Borgward, which finished third, was reported to be fitted with fuel injection equipment.

I must criticise press arrangements as it is impossible to obtain news from the pits, and the information hand-outs contained little of value relating to the progress of the races, and the reasons for retirement and so on. Perhaps this will be rectified for next year's Avusrennen!

Traffic arrangements were extremely efficient, and the huge crowd dispersed very rapidly at the end—despite the early darkness, which could have been obviated by an earlier start!

#### Results Berlin G.P. (60 laps)

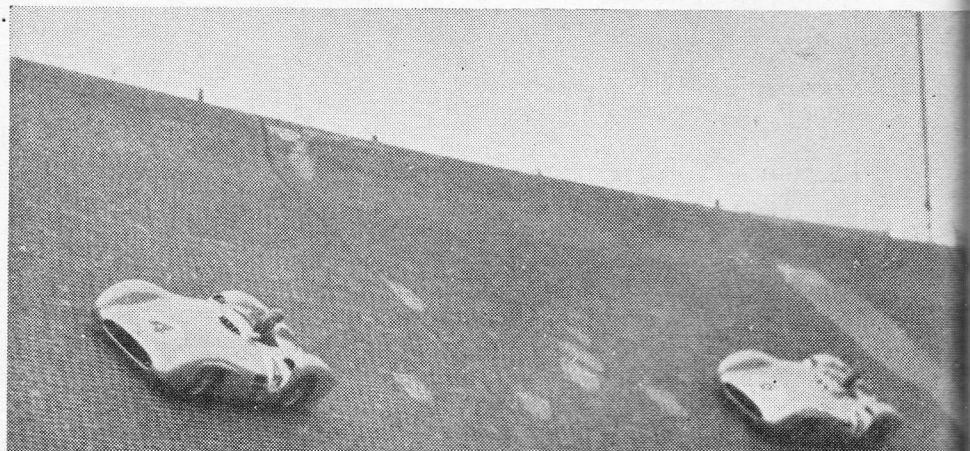
1. Karl Kling (Mercedes-Benz), 2 hrs. 19 mins. 59.8 secs., 213.5 k.p.h. (132.66 m.p.h.).
  2. Juan Manuel Fangio (Mercedes-Benz), 2 hrs. 20 mins. 0.3 sec., 213.5 k.p.h.
  3. Hans Herrmann (Mercedes-Benz), 2 hrs. 20 mins. 0.7 sec., 213.5 k.p.h.
  4. André Pilette (Gordini), 3 laps behind.
  5. Jacques Swaters (Ferrari), 4 laps behind.
  6. Fred Wacker (Gordini), 5 laps behind.
- Still running:** H. Niedermayer (Klenk-Meteor), 8 laps behind; Harry Schell (Maserati), 10 laps behind.

**Fastest lap:** Fangio, 2 mins. 13.4 secs., 224 k.p.h. (139.19 m.p.h.). New circuit record.

#### Sports Car Race (1,500 c.c.)

1. R. von Frankenberg (Porsche), 51 mins. 29.2 secs., 193.5 k.p.h.
  2. Hans Herrmann (Porsche), 51 mins. 52.6 secs.
  3. Günther Bechem (Borgward), 52 mins. 7.9 secs.
  4. Edgar Barth (EMW), 1 lap behind.
  5. Richard Trenkel (Porsche), 1 lap behind.
  6. Adolf Brudes (Borgward), 1 lap behind.
  7. Paul Thiel (EMW).
- K. McAlpine (Connaught), 13th, 4 laps behind.
- Fastest lap:** von Frankenberg, 2 mins. 31.4 secs. (197.5 k.p.h.). New sports car record.

*CORNERING* at well over the "ton" on the North Curve (right), two of the Mercedes which dominated the G.P. of Berlin.



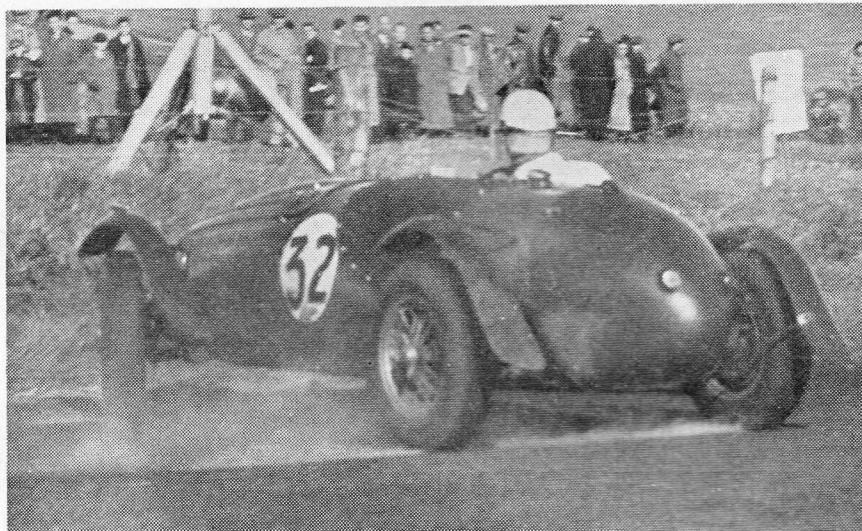


## SPEEDS IN THE T.T.

THAT extra .8 of a litre of the bigger Lancias in the recent T.T. race was more than offset by the greater flexibility of the smaller 3-litre Ferrari over the full Dundrod lap. Although Ascari (3.8 Lancia) returned the highest speed, 144.6 m.p.h., through the flying kilometre, his best lap speed of 92.06 m.p.h. was slower than that of Hawthorn (3-litre Ferrari), who achieved 92.38 m.p.h. despite his highest through the measured kilo. of 140.1 m.p.h.

Best lap times, and highest speeds through the flying kilometre, of each competitor in the race, are appended:—

Car	Drivers	Highest speed on	
		Fastest lap m.p.h.	Flying kilo m.p.h.
3.8 Lancia	Ascari/Villoresi	92.06	144.6
3.8 Lancia	Fangio/Castellotti	90.19	140.8
3.3 Lancia	Taruffi/Piodi	90.50	141.8
3.3 Lancia	Manzon/Valenzano	89.29	142.9
3.4 Jaguar	Rolt/Hamilton	88.70	137.9
2.5 Jaguar	Whitehead/Wharton	87.25	133.7
3.4 H.W.M.	Gaze/Prichard	83.70	133.7
3.4 H.W.M.	Abecassis/Mayers	86.96	133.7
3.4 Jaguar	Flynn/Large	80.17	130.2
3.4 Jaguar	Swaters/Laurent	84.75	133.0
3.0 Ferrari	Hawthorn/Trintignant	92.38	140.1
3.0 Ferrari	Kelly/Titterton	84.48	137.6
2.9 Aston-Martin	Parnell/Salvadori	87.53	136.7
2.9 Aston-Martin	Collins/Griffith	88.70	134.3
2.9 Aston-Martin	Whitehead/Poore	86.40	134.3
2.5 Jaguar	Moss/Walker	88.40	133.4
1.9 Osca	Sgorbati/Macklin	82.40	109.1
2.0 Kieft	Byrnes/Adams	78.29	113.0
2.0 Maserati	Davis/Gould	79.46	120.2
1.9 Triumph	Brooke/Scott-Douglas	73.34	104.9
1.9 Triumph	Merrick/Tew	70.63	103.5
1.9 Triumph	Johnstone/Titterton	74.57	103.8
1.9 Triumph	Lund/Blackburn	76.06	106.4
1.9 Triumph	Dickson/Richardson	75.84	104.7
1.9 Triumph	McCaldin/Maunsell	74.37	103.6
1.9 Ferrari	Said/Gregory	81.64	126.3
1.9 Frazer-Nash	Odium/Vard	78.99	105.6
1.9 Frazer-Nash	Wilson/Brooks	80.66	—
1.9 Cooper-Bristol	Brown/Keen	84.22	121.2
2.0 Maserati	Bellucci/Scarlotti	78.52	122.6
2.0 Maserati	Musso/Mantovani	86.12	126.6
2.0 Maserati	Perdisa/Musy	85.29	124.7
1.5 Kieft	Westcott/Bridger	73.34	94.6
1.5 Gordini	Cahill/Beauman	79.93	116.1
1.5 Porsche	Flower/McMillen	71.19	102.6
1.5 Connaught	McAlpine/Fairman	80.17	—
1.5 Lotus	Chapman/Costin	80.41	—
1.3 Lotus	Allen	74.16	108.5
1.5 Cooper-M.G.	Naylor/Pitt	69.70	—
1.5 Cooper-M.G.	Jackson/Lane	68.63	—
1.3 Osca	Burgess/Morewood	77.39	107.7
1.1 Lotus	Steed/Scott Russell	78.75	107.9
1.1 Kieft	Ferguson/Rippon	67.76	97.09
1.1 Kieft	Parker/Jones	71.76	—
1.1 Osca	Reece/Reece	77.39	109.3
1.1 Porsche	Merkel/Buchberger	69.34	93.91
0.75 D.B.	Bonnet/Bayol	74.57	100.9
0.75 D.B.	Panhard	—	—
0.75 D.B.	Armagnac/Laureau	73.54	98.57
0.75 D.B.	Lucas/Feuz	67.42	—
0.75 Renault	Renault	—	—
0.75 Panhard	Allegré/Barbey	64.49	84.39
0.75 D.B.	Berinstein/Trouis	56.68	—



INCIDENT at the Hairpin during the Dundrod T.T., when the Frazer-Nash driven by R. E. Odium and Cecil Vard was taken too fast through that very slow turn.

## CORRESPONDENCE

### The Size of Sports Car Engines

MAY I comment on the very interesting remarks in your issue of 6th August, from Mr. Tony Rolt.

I have the greatest respect for Mr. Rolt as a driver, and as a person intelligently concerned with the future of sports car racing. However, I believe he errs, at least from the American view, when he states: "But I draw the line at 4-litres because the engines now being produced of over this size would (or certainly should!) never be found in a sensible sports car for road use."

In the States our better grade passenger cars are all of more than 4-litres—Mercury, Pontiac, Buick, Oldsmobile, Chrysler, De Soto, Packard, Cadillac. These run from just over 4- to about 5½-litres. All are pushrod engines, developing in standard form from 116 to 235 h.p.

The backbone of our sports car racing in the States, in the larger classes, is composed of cars, Allard, Kurtis, or "specials", employing these power units. There is good reason for this: we can buy these engines, unmodified, for about £250 to £500, modify them at home, and end with a relatively inexpensive car which can compete with the very expensive imported machines. The large engine can be lightly stressed, and so fairly reliable, even though it suffers from the design factors inherent in very large production.

We like to race under F.I.A. rules, but in the interest of the mass of drivers, let us keep our big but inexpensive engines. Rather, let us add one stipulation to Mr. Rolt's suggestions—that the limit be 4- (or 3½ if he prefers) litres, except that large production pushrod engines be permitted to 5½-litres.

SANTA CRUZ, CALIFORNIA, U.S.A. JAMES ROWLAND LOWE.

### Query, Criticism, Bouquet

A QUERY: I keep a colour chart of Grand Prix racing which shows World Championship positions (venue, car, driver, nationality, fastest lapper, etc.) at a glance. Where drivers take over the team cars of others as in the recent German Grand Prix (Hawthorn/Gonzalez) then points are shared for the Championship—in this case three each for second position. What happens, however, with the point awarded for the fastest lap when seven drivers qualify, as in the British Grand Prix? Do they each receive one point?

A Criticism: Home events and *grandes épreuves* are adequately illustrated and described. How about a few illustrations of lesser Grand Prix races—Rome, Pau, Bordeaux—to mention a few?

A Bouquet: Congratulations to all who produce AUTOSPORT—to readers a very inexpensive way of following the sport. COCKFOSTERS, HERTS.

R. I. LONG.

[Where two drivers share fastest lap, past practice has been to award ½ each. We cannot see the F.I.A. granting the seven fastest lappers at Silverstone one-seventh of a point each, but await their verdict with interest. So far none has been issued.—Ed.]

### Leonard—and Leonard

ALAS, I fear Mr. Posthumus has been misinformed, for if one is to compare the photographs on pages 242 and 277 of your issue dated 27th August, the "Leonard" which David Blakely drove at Zandvoort and in which he dropped a rod was numbered LOY 501 and that which he drove at Silverstone was numbered MOY 500—doubtless another car, yet quoted as being the former repaired.

Please forgive me if the logic of my observance is correct and carry on the good work in giving us the best motoring journal on the market.

ST. HELIER, JERSEY, C.I.

T. P. PRIDDY.

[Two Leonards went to Zandvoort, LOY 501 and MOY 500, and both had engine troubles. "C. P." did not specifically state that Blakely drove the same car at Silverstone as he had at Zandvoort.—Ed.]

More Correspondence on page 417





**FLAG FOR FERRARI:** A view down the home straight of the 1½-mile Thompson, Conn., circuit, with Adrian Melville's 2.7-litre Ferrari way down the road, taking the winner's flag in race 7, and Proctor's 2-litre Maserati in the foreground.

★

## THOMPSON TABLOID

Eleven Well-Fought Races in Connecticut National Meeting of S.C.C.A.

BY RUTH SANDS BENTLEY

A LARGE crowd converged on Thompson, Connecticut, for the running of the S.C.C. of America's National event on Sunday, 5th September, and the numerous entries caused Britt Ragsdale, General Race Chairman, to schedule 11 races of 10 laps each, which included a separate race for almost every category. The 1½-mile course cannot accommodate many cars at a time; and last autumn even the great Fangio was unable to achieve startling speeds at Thompson when demonstrating a 2-litre sports Maserati. Always a pleasant event with house-party atmosphere, Thompson was blessed with invigorating weather for Labour Day week-end.

The first race, Class F—Stock, attracted six M.G. TDs, two TCs, two TFs and one Volkswagen. The Volkswagen jumped into the lead, but at the end of its first circuit had seen seven M.G.s pass, with Rodney's TD out in front, Henry Willard, who only the day before qualified for his competition licence, was now up to second position after starting in last place. On lap 2 he went by Rodney, to lead the race, while Bastrup moved past Davidson for fourth place. Willard was increasing speed and widening the gap between himself and Rodney. He was seven seconds ahead when he started his ninth lap, but a strong wind and an excess of speed brought together the green TC and the retaining fence on the banked curve, after which the three TDs went on to win.

1, Michael Rodney (M.G. TD), 58.05 m.p.h.; 2, Len Bastrup (M.G. TD); 3, Robert Holbert (M.G. TD).

Because of the large entry for the first race, one TC, three TDs, and three TFs were carried over to the second race, running with, but not competing against, two Porsche Supers and one H.R.G. None of the second race M.G.s equalled the overall times of the winners of the first race.

Lawrence's Porsche took an immediate lead with Bye's similar car in second place, Flickinger's H.R.G. third, and Ehrman's TD fourth. Baptista, in fifth

position, was driving his blue TC exuberantly, almost losing it once on the right-angle Club House turn. Ehrman had a similar experience! The leading Porsches lapped McCarthy's TF on lap 8, and at the same time a wheel of Licht's TD came off, rolling down the road. The winner finished 6.5 seconds ahead of Bye, who had a substantial lead over Flickinger.

1, Chandler Lawrence (Porsche), 61.86 m.p.h.; 2, John Bye (Porsche); 3, Paul Flickinger (H.R.G.).

The third race, for production Jaguars, brought out nine XK 120s, amongst them Evelyn Mull, the only woman driver of the day, in a grey coupé. Pole-positioner MacKenzie led at the end of the first lap, with Sinclair, who started in seventh place, already contesting Kerr for second. Sinclair passed Kerr next time round and MacKenzie circled at 1:29—slower than the Porsches in the previous race. Last-place-starter McComb was on the move, passing into third place by lap 4. By lap 5 MacKenzie had decreased his time to 1:26, but Sinclair and McComb were a mere 1.5 seconds behind, scrapping in a spectacular way to the delight of the grandstand spectators, McComb squeezing past Sinclair in the right-angle turn, directly in front of where they were sitting!

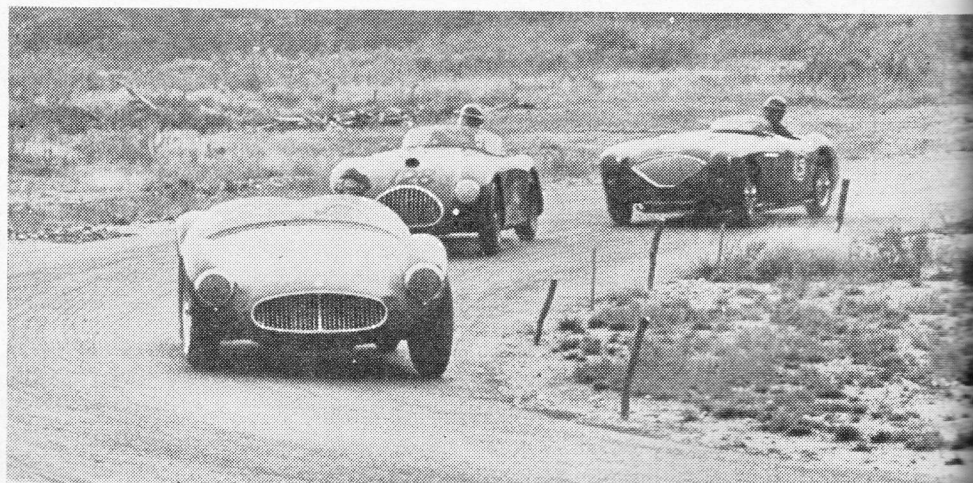
1, Gordon MacKenzie (Jaguar XK 120), 61.23 m.p.h.; 2, Donald McComb (Jaguar XK 120); 3, John Sinclair (Jaguar XK 120).

Spectators went wild when Lipe's Cooper flew into the lead at the start of the fourth race, for classes B—Modified, Unlimited, and Formula 3, and put a big gap between it and the field, numbering 10 machines in all. They seem always to favour the tiny cars at Thompson; but this particular one, unknown to the spectators, is fitted with a supercharged Porsche engine! First time round, Lipe had a nice lead over Cade (Maserati) and Meyer (Meyer-Cadillac). Ensley (Kurtis-Kraft), who started in the front row, had dropped back but now began working through the field again. Lipe was obviously slowing, taking 1:22 for lap 3, and being overtaken by Cade before retiring with overheating bothers. Seems that Lipe relied too optimistically on the Porsche engine keeping cool without a fan. Nevertheless, the potentialities of his Cooper are tremendous.

Cade's veteran Maserati was now in the lead, pursued by Meyer—the two running well ahead of the field, until Meyer had trouble with his rear suspension and was forced to call it a day. So by lap 4 the order was Cade, Weaver (Olds-Healey), Ensley, Gray (Allard), then Whitney and du Pont in Coopers—and the pungent smell of methanol was pleasing only to the most enthusiastic enthusiasts. Ensley passed Weaver next lap and began harrying Cade, and next the two small Coopers overtook Gray's Allard amid cheers from the stands. Then Ensley passed the Maserati and moved into first place, there to remain to the end.

1, Jack Ensley (Kurtis-Kraft), 67.73 m.p.h.; 2, Phillip Cade (Maserati V8); 3, George Weaver (Olds-Healey).

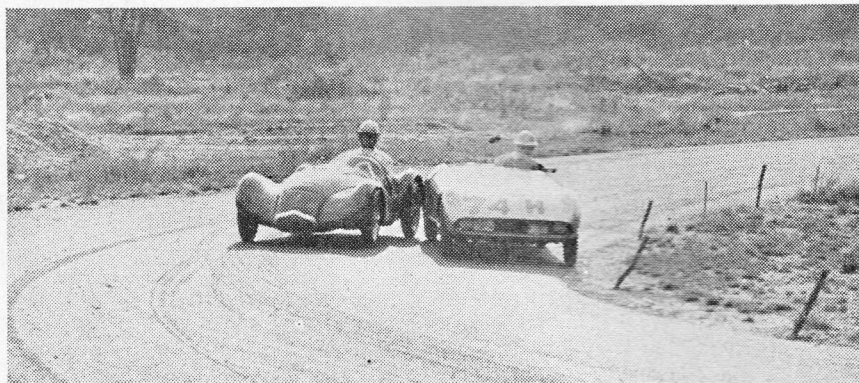
It was fitting that many Austin-Healeys



**FIGHT** for second place in the same race, with Proctor's Maserati leading Paul Ceresole's Kieft-Bristol and Jackie Cooper's Austin-Healey through Club House Corner.



should have entered the fifth race, since Donald Healey and his 192.6 m.p.h. Austin-Healey were both on hand to see the races. Acting as honorary starter, he dropped the flag on eight stock Austin-Healeys, two Triumph TR2s, one Sunbeam-Talbot, and one Morgan Plus-4. Simonds (Austin-Healey) took an immediate lead; but ninth-place-starter Fergus (Austin-Healey) was picking off cars rapidly, and by lap 2 had reached fifth place behind Simmons (Austin-Healey). Deane and Fergus passed Simmons on lap 3, and Fergus now began pressing the leaders. Lap 6 and he took both Deane and Simonds to win the race. Finishing order was:—



**750 OSCULATION:** (Above) John Gordon Benett's Stanguellini pulls over to let Candy Poole's PBX through on the inside, but the PBX swings over and kisses the Italian car. (Left) And here's a close-up of the Stanguellini, new to America, and the property of Briggs Cunningham.



1, Robert Fergus (Austin-Healey), 61.74 m.p.h.; 2, Harlan Simonds (Austin-Healey); 3, Charles Dean (Austin-Healey).

The sixth race, for modified Jaguars, brought 12 cars to the grid. Knight led initially from Wallace, who started way back, and Bucher. Boss, running fifth, passed Perrin as Wallace was moving into the lead. Lap 3 and Wallace had a two-second lead over Bucher, and Boss was ahead of Knight. Glancing back over his shoulder from time to time—in his characteristic manner—Boss moved closer and closer to Bucher to pass him on lap 8, the final order being:—

1, Charles Wallace (Jaguar), 66.42 m.p.h.; 2, Russ Boss (Jaguar); 3, Robert Bucher (Jaguar).

Race 7 was contested by 10 cars, with Melville (2.7 Ferrari) leading from start to finish and lapping around 1:20. Proctor (Maserati) moving up, became second, but timed his challenge too late to catch the Ferrari; third-place Ceresole gave a fine exhibition of driving, moving up from ninth in easy style.

**Overall Order:** Adrian Melville (2.7 Ferrari); Frederic Proctor (Maserati); Paul Ceresole (Kieft-Bristol).

**Class D Modified:** Melville (2.7 Ferrari), 66.11 m.p.h.; Jackie Cooper (Austin-Healey); Jack Penn (Austin-Healey).

**Class E Modified:** Frederic Proctor (Maserati), 65.97 m.p.h.; Paul Ceresole (Kieft-Bristol); David Michaels (Offy-M.G.).

The first Stanguellini to reach the U.S.A. was brought out for the eighth race. Briggs Cunningham, owner of this new 750 from Italy, found his legs too cramped in the cockpit, and asked John Gordon Benett to pilot it. No one could

figure out how Benett got into the car, but somehow he managed. The field also included an 1,100 c.c. Osca, three Siatas, the PBX, a Nardi, two VW Specials, and two Crosley Specials. Makins (Osca) led on lap 1, followed by the Stanguellini, Poole (PBX), Bentley (Siata), Rutan (VW), and Vitale (Nardi). Lap 3 saw Pompeo (Siata) mount an embankment and then continue on his way, while Vitale (Nardi) was passing Rutan (VW) and Bentley (Siata). Benett, coming through Club House Corner, glanced over his shoulder and saw Poole trying to get by in the sharp turn. Benett pulled over, but as the PBX passed its tail swerved, touching the Stanguellini's rear wheel. (A fleeting expression of fury crossed the face of usually placid Benett, the skillful gentleman driver.) Bentley's Siata sheared a rocker gear retaining stud and was retired. On lap 6 Rutan's VW Special, an ugly car resembling an inverted bathtub but having a lot of go, hit the embankment on the last turn without apparent damage. He continued. And on the same right-angle turn, on the next lap, Pompeo's Siata ran out of brakes, went right over the sand embankment, bounced around without overturning, and was retired—somewhat jarred but undamaged. Makins and the Osca were out in front all the way, but the two 750 c.c. runners-up—the PBX and Stanguellini—now staged a duel of diminutives with the PBX just nosing over the line in almost a photo-finish.

**Overall Winners:** Rees Makins (Osca); Candy Poole (PBX); John Gordon Benett (Stanguellini).

**Class H Modified:** 1, Candy Poole (PBX), 63.79 m.p.h.; 2, John Gordon Benett (Stanguellini); 3, Don Vitale (Nardi).

**Class G Modified:** 1, Rees Makins (Osca), 63.81 m.p.h.; 2, Charles Rutan (Volkswagen Spl.); 3, E. Pupitidy (Volkswagen Spl.).

The ninth race saw Cunningham (Osca) plunge forward at the drop of the flag with Rutan (Lester-M.G.) close behind, while Pauley (Bandini-Offy) and Johnston (Porsche 550) battled for third spot. Cunningham was driving a beautiful race, holding a five-second lead, but second man Rutan lost a front wheel of the Lester-M.G. on lap 9. Pauley, lying third, went out because of a broken fuel line. Cunningham finished 25 seconds in front of Johnston.

1, Briggs Cunningham (Osca), 67.02 m.p.h.; 2, Sherwood Johnston (Porsche 550); 3, Charles Limbacher (M.G. Spl.).

Race 10, for class C modified brought 12 cars to the line with Bill Spear's 4.5 Ferrari in the centre of the first row. It roared away with Keith's Olds-Allard J2X in hot pursuit, but finished its initial lap 8 seconds in the lead. Spear then completed lap 2 in the staggering time of 1:11.25! Keith, still in second place, saw Timmins (Jaguar Special) and Hansgen (Jaguar "C") in his rear-view mirror, and both were moving rapidly—passing him on lap 3. Spear's driving was sensational, and he had built up his lead to 24.50 seconds by the end of lap 3. After many laps of harassing and slipstreaming of Timmins's Jaguar (which, incidentally, used to belong to Hansgen and in which he won the Watkins Glen Grand Prix last year). Hansgen finally overtook it in lap 9, but got no closer than 55 seconds behind the red Ferrari before it took the checkered flag.

1, William Spear (4.5 Ferrari), 73.03 m.p.h.; 2, Walter Hansgen (Jaguar XK 120C); 3, Paul Timmins (Jaguar Spl.).

And now the *pièce de résistance*, a race for the 10 fastest cars of the day. Bill Spear, who held first place, elected not to run in the 11th race. This moved the 11th-place man into the race. Hansgen, Timmins, Ensley, Cade, Cunningham, Keith, Wallace, Bucher, Melville and Proctor, brought their cars to the starting area. First lap order—in very close proximity—was Timmins (Jaguar Spl.), Hansgen (Jaguar "C"),

(Continued on page 407)



*OUT IN FRONT: Bob Gerard's Cooper-Bristol was well ahead of the field from the first bend in the London Trophy race.*

## PALACE OF VARIETY

Crystal Palace Honours go to Ivor Bueb (Cooper), Bob Gerard (Cooper-Bristol), Lund (Cooper), Crook (Cooper-Bristol) and Chapman (Lotus)

**F**AST and frequently furious was the racing at Crystal Palace last Saturday, on the occasion of the Half-Litre C.C.'s International meeting at the London circuit. The 500 c.c. races were particularly good, Ivor Bueb (Cooper) eventually emerging triumphant from three blistering heats and a breathtaking final to win the Redex Challenge Trophy. Bob Gerard (Cooper-Bristol) proved quite unbeatable in the *Formule Libre* London Trophy Races, while the sports car events were won convincingly by Tony Crook (Cooper-Bristol) and Colin Chapman (Lotus).

A high standard was set from the start, when D. Taylor (Staride) hoisted the 500 c.c. lap record from 1 min. 9.2 secs. to 1 min. 8.6 secs. (72.94 m.p.h.), although he never actually held the lead. This honour fell first to Bueb, then to Reg Bicknell (Revis), and then to Bueb again, with Taylor annoying the life and soul out of both until, two laps from the end, he fell back with a sick engine behind the Coopers of Keen, Allison and Cowley.

Despite the presence of Russell, Lewis-Evans and Parker (who in practice had lapped in 1 min. 8.4 secs.),

the second heat was slightly slower. But it certainly didn't look slow, with Jim Russell (Cooper) setting the pace away from the line, followed by Stuart Lewis-Evans (Cooper) and Don Parker (Kieft). Next time round, it was Parker leading from Russell, with Lewis-Evans lying third, but on the fifth lap the little man spun at North Tower, an error which put him back to third place. There he remained, with Gerard (Cooper) a steady fifth, while "Pop" Lewis-Evans (Cooper) put on a last-minute spurt to steal fifth place from an astonished Fenning (Staride).

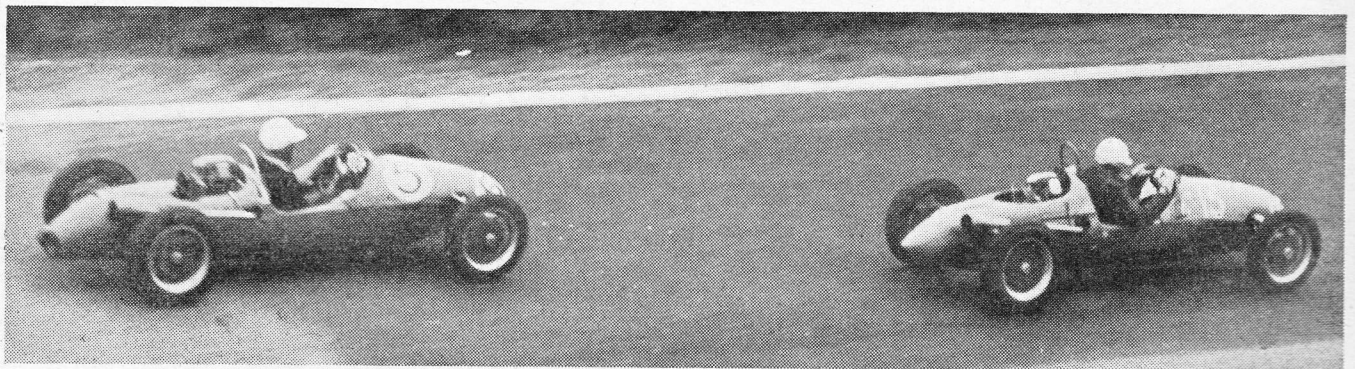
An easy victory was Les Leston's reward for safe, steady driving in the third heat, which he led for all but half a lap. It was Charles Headland (Martin) who edged past his Cooper at North Tower on the fifth lap, holding first position insecurely until he hit the bales and overturned at Ramp on the start of the next lap. Regrettably, this incident involved a rather inexperienced photographer, who was removed to hospital with severe injuries.

Second place was taken by Tyrrell (Cooper), with Bridger (Kieft) third. Determined efforts by P. A. Taylor (Arnott) and C. M. Lund (Cooper) ended in retirement on the penultimate lap.

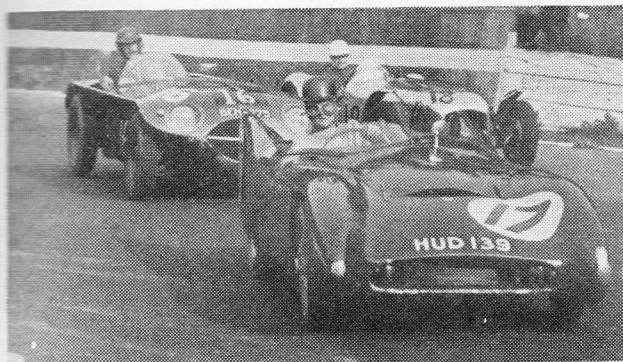
There was never any doubt about the victor in the first part of the London Trophy Race, for Gerard drove in masterly fashion from the fall of the flag, well ahead of all opposition. But second place was keenly contested; Salvadori (Maserati) held it for four laps, then broke a half-shaft coupling; Bill Whitehouse (Connaught) stayed there for three, then was taken by Beauman (Connaught) and thereafter motored more slowly, making thumbs-down signals in the direction of his rear suspension. This let Horace Gould (Cooper-Bristol) through to third spot, while fifth place went to Fairman (Turner) after Les Leston's Cooper twin had become breathless in the closing stages. Holt (E.R.A.) and Whiteaway (H.W.M.) were lapped, Boulton (Connaught) spun in the Glade on the



*PHOTO-FINISH: (left) Bicknell (Revis) just beats Lewis-Evans into second place in the Redex Trophy final, with Allison fourth. (Below) F'at out on the straight in the final is winner Bueb, hotly pursued by Jim Russell (Cooper).*







★  
**FIFTEEN - HUNDREDS:** (Left) Steed (Lotus) leads Horridge (Jehu Riley) and Lewis (Lotus) on the first lap of the Anerley Trophy Race. Lewis finished a lap in arrears, and the other two retired.

★

## THE RESULTS

### Redex Challenge Trophy Race (F.3)

**Heat 1 (8 laps):** 1, I. L. Bueb (Cooper), 9 mins. 25.6 secs. (70.78 m.p.h.); 2, R. G. Bicknell (Revis), 9 mins. 26 secs.; 3, M. Keen (Cooper), 9 mins. 26.4 secs. **Fastest lap:** D. Taylor (Staride), 1 min. 8.6 secs. (72.94 m.p.h.). **F.3 Record.**

**Heat 2 (8 laps):** 1, J. Russell (Cooper), 9 mins. 27 secs. (70.60 m.p.h.); 2, S. Lewis-Evans (Cooper), 9 mins. 27.4 secs.; 3, D. Parker (Kieft), 9 mins. 32 secs.

**Heat 3 (8 laps):** 1, L. Leston (Cooper), 9 mins. 46.8 secs (68.22 m.p.h.); 2, R. K. Tyrrell (Cooper), 9 mins. 51 secs.; 3, T. Bridger (Kieft), 10 mins. 58.4 secs.

**Final (10 laps):** 1, I. L. Bueb (Cooper), 11 mins. 58.4 secs. (69.65 m.p.h.); 2, R. G. Bicknell (Revis), 12 mins. 2.4 secs.; 3, S. Lewis-Evans (Cooper), 12 mins. 2.4 secs.; 4, C. Allison (Cooper), 12 mins. 2.6 secs.; 5, D. Parker (Kieft), 12 mins. 6.4 secs.

### London Trophy Race (Formule Libre)

**Part 1 (10 laps):** 1, F. R. Gerard (Cooper-Bristol), 11 mins. 28.4 secs. (72.69 m.p.h.); 2, D. Beauman (Connaught), 11 mins. 41.4 secs.; 3, H. Gould (Cooper-Bristol), 12 mins. 0.6 sec.

**Part 2 (10 laps):** 1, F. R. Gerard (Cooper-Bristol), 11 mins. 38.6 secs. (71.63 m.p.h.); 2, D. Beauman

(Connaught), 11 mins. 47 secs.; 3, M. Keen (Cooper-Alta), 11 mins. 58.8 secs.

**Aggregate:** 1, Gerard, 23 mins. 7 secs.; 2, Beauman, 23 mins. 8.4 secs.; 3, Gould, 24 mins. 4.6 secs.; 4, Riseley-Prichard (Connaught), 24 mins. 16.8 secs.; 5, J. G. Fairman (Turner), 24 mins. 19.2 secs.

### Anerley Trophy Race (1½-litre sports cars)

**(10 laps):** 1, A. C. B. Chapman (Lotus-M.G.), 12 mins. 45.8 secs. (65.35 m.p.h.); 2, W. A. Scott-Brown (Lister-M.G.), 12 mins. 46.2 secs.; 3, A. E. Marsh (Connaught), 12 mins. 47.8 secs.; 4, J. Fiander (Tojeiro-M.G.), 13 mins. 0.6 sec.; 5, A. Moore (Tojeiro-M.G.), 13 mins. 52.6 secs.

### Norbury Trophy Race (2-litre sports cars)

**(10 laps):** 1, T. A. D. Crook (Cooper-Bristol), 12 mins. 21.6 secs. (67.48 m.p.h.); 2, C. A. S. Brooks (Frazer-Nash), 12 mins. 36.2 secs.; 3, M. Keen (Cooper-Bristol), 12 mins. 36.4 secs.; 4, R. F. Salvadori (Maserati), 13 mins. 1.2 secs.; 5, W. A. Scott-Brown (Lister-Bristol), 13 mins. 5.6 secs.

### J.A.P. Race (F.3)

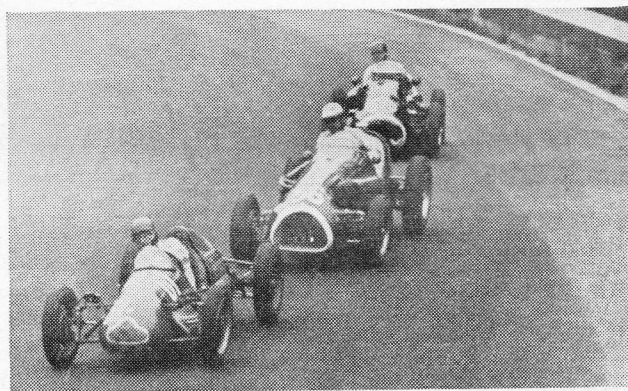
**(8 laps):** 1, C. M. Lund (Cooper), 10 mins. 18.2 secs. (64.75 m.p.h.); 2, B. A. Manning (Mackson), 10 mins. 26.6 secs.; 3, A. E. Marsh (Cooper), 10 mins. 30.6 secs.; 4, R. T. Spreckley (Cooper), 10 mins. 32.6 secs.

seventh lap, and Keen (Cooper-Alta) retired after three slow rounds.

The least interesting race of the day was the 1½-litre sports car event which followed, with only six finishes out of 10 starters. Colin Chapman (Lotus) won as he liked, easily warding off a challenge which came from Archie Scott-Brown after the Lister-M.G. driver had disposed of Tony Marsh (Connaught). Steed's Lotus dropped out on the fifth lap and, on the sixth, Nichols (C.S.M.) spun and Horridge (Jehu Riley) and Manwaring (Lotus) retired, leaving a sparse and widely spaced field.

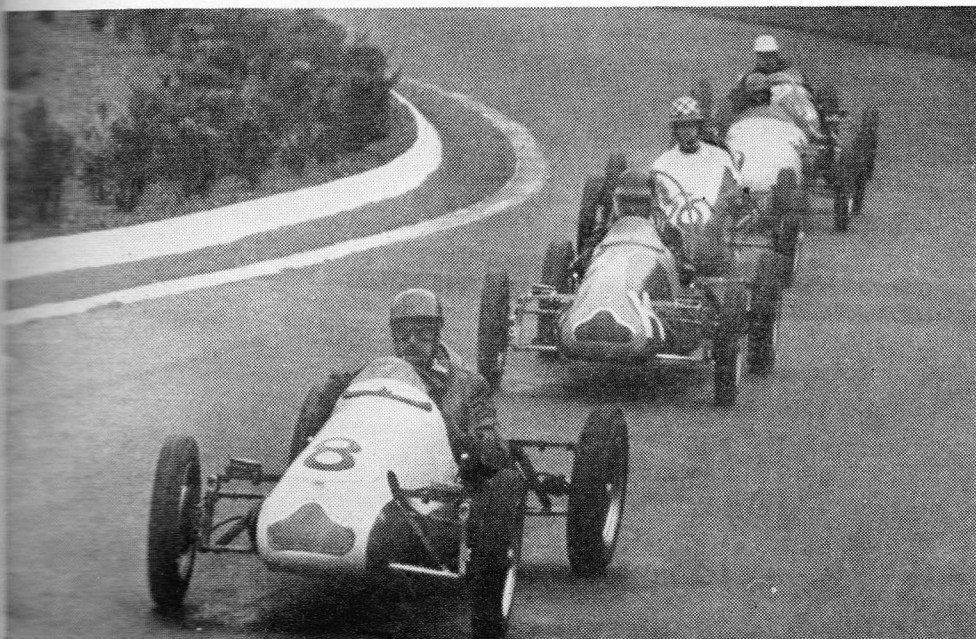
Then came the usual race for J.A.P.-powered 500s, commencing with a lively

**PALACE PERSPECTIVE:** Indian fie is adopted by (right) Leston (Cooper), Keen (Cooper-Alta) and Riseley-Prichard (Connaught) in the second part of the London Trophy Race; also in the J.A.P. Race (below) by Meharey (Cooper), Mayne (Cooper), Heyward (Comet), a Mackson and another Cooper.



After Mr. Crook's demonstration of the correct way to drive a sports Cooper-Bristol, the crowd were given another demonstration of the correct way to drive a racing Cooper-Bristol—by Mr. Gerard, of course. But first or not, he was almost forgotten by everyone, all eyes being fixed on the fantastic tear-up behind him. There was Riseley-Prichard (Connaught) climbing the tail of Leston's Cooper on the starting grid; Crook actually holding second place in his sports car for over a lap, until slain by Horace Gould (Cooper-Bristol); Gould himself doing totally impossible things after being passed next time round by Beauman (Connaught), in order to form the front end of a 16-wheeled, welded lump comprising his Cooper-Bristol, Keen's Cooper-Alta, Leston's Cooper-

(Continued on page 410)





**NOVELTY:** Mercedes-Benz surprised the world when their new Formula 1 racing cars were first introduced with aerodynamic bodywork and ultra-low build aided by inclined power units. The lowness of the cars is stressed in this picture, showing Hans Herrmann with the Mercedes van at Dover, on the way to Silverstone for the British G.P.

It's jolly bad manners to say "I told you so!" Yet already this unsupercharged formula is producing better and more exciting racing than any of those that went before it. Those writers who bemoaned the passing of the blown jobs and asserted that the 2½-litre cars would kill Grand Prix racing stone dead must now be hoping that nobody ever reads the back numbers of the motor papers. Be that as it may, the current formula is providing bigger fields of higher and more uniform quality, and that is what is needed to keep the turnstiles clicking.

Perhaps the most interesting feature of the new cars is the high lap speeds they attain on relatively moderate power outputs. Actually, I ought rather to say race averages, for lap records are of no real importance. The point is this, however: with engines developing between 220 b.h.p. (Cordini) and 280 b.h.p. (Mercedes-Benz), these cars are winning races at speeds as high as, or higher than, those achieved by the 600 b.h.p. German cars before the war. How come?

As usual, it is impossible to find any one cause for the state of affairs. It might be instructive, though, to list a few of them.

## TECHNICAL & OTHERWISE

# FORMULA 1 PROGRESS REPORT

Development of the Current Unsupercharged Grand Prix Cars—280 b.h.p. from 2½ Litres a Beginning

By JOHN BOLSTER

I think that the current chassis, by refinement of design and a better understanding of the basic principles involved, have greater cornering power than any of their predecessors. The designers' task has certainly been simplified by the lighter engines now being used; a heavy engine in a light car always poses controllability problems. Furthermore, the tyre manufacturers have carried out some most valuable research, and they now know all about slip angles and the other kindred factors that affect steering and roadholding.

A similar benefit has been vouchsafed by the lower fuel consumption of the "atmospheric" power units. To carry a large and varying load, and to make frequent pit stops for replenishment, is too obvious a handicap to need emphasis. An advantage which is less apparent is the throttle response of the new motors. It is perfectly true that the supercharged engines were more flexible than the present ones; the unblown units work over a rather narrower band of revolutions, and become "lumpy" below a critical speed. Nevertheless, within their effective band they respond more precisely to a touch on the pedal. It is one of those things, small but important, that helps a man to become part of his machine. Curiously enough,

some trials drivers have abandoned the supercharger for the very same reason, as instant and precise throttle response is immensely valuable for mud-plugging.

Another interesting subject for speculation is how much power a racing car needs to have. I am perfectly certain that, for many circuits, the big German cars were too powerful. A reduced output, by cutting the consumption of fuel and tyres and making the driver's task less awe-inspiring, might easily have improved the race averages in many cases.

Current Grand Prix racing cars are capable of cornering extremely quickly. They respond best to the man who places them always on the correct line, but they are not amenable to the ministrations of the "rough" driver. In other words, they give less warning that the limit is being approached, and they provide a smaller margin for error than the machines of the past. In consequence, a new breed of driver has grown up. These men corner faster, but less spectacularly, than any of their predecessors. I am certain that none, I repeat none, of the pre-war drivers could equal Fangio and Moss in today's cars.

Naturally there is much discussion nowadays about the ultimate develop-

ment of the 2½-litre cars. Fundamentally the Mercedes-Benz engine is capable of vastly increased performance. With direct fuel injection it could use a heavy concentration of nitromethane, and the power output would be greatly augmented thereby. It is understood that an oxygen-bearing fuel is already in use, and perhaps the heavier consumption will deter the makers from going the bundle on chemical warfare. One devoutly hopes so.

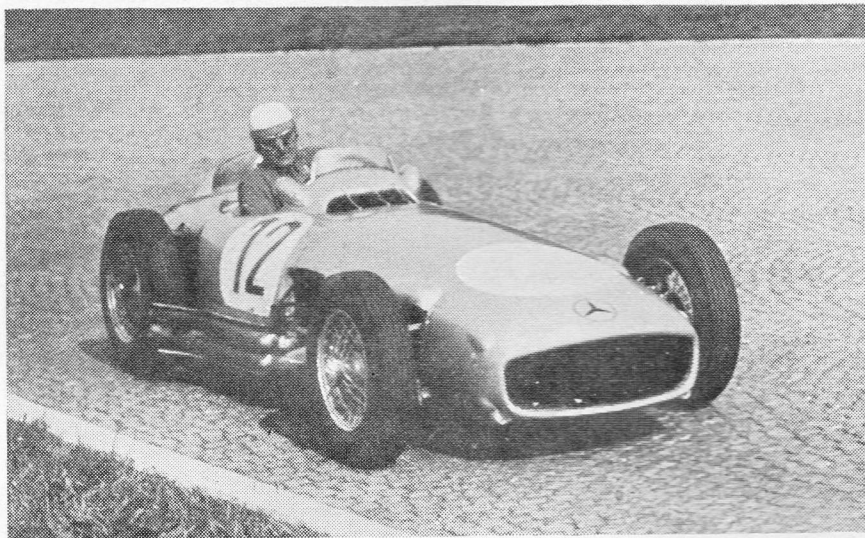
This power unit, with its eight small cylinders, is more suitable for such artificial boosting than the "fours"; at least, it is less likely to blow up. I have not yet seen a drawing of the Mercedes-Benz valve gear, but there is good reason to believe that it is desmodromic. By that one means that the valves are positively closed as well as opened, and that the normal valve springs are consequently not employed. Of course, there is nothing new in "committing desmodromy" — Delage did it on their 1914 G.P. engine, for instance, and the Bignan Desmodromique was actually sold to the public. I wrote an article on the subject about a couple of years ago, but as the "G.P. Merc." has revived interest I shall try to find space for a further contribution. I feel, though, that whereas fuel injection must





be used very soon for all racing cars, positively closed valves offer a smaller benefit. However, lighter timing gears, transmitting less power, will be one advantage, and if a few b.h.p. can be saved here, they can be used to propel the car, or to drive the injection pump.

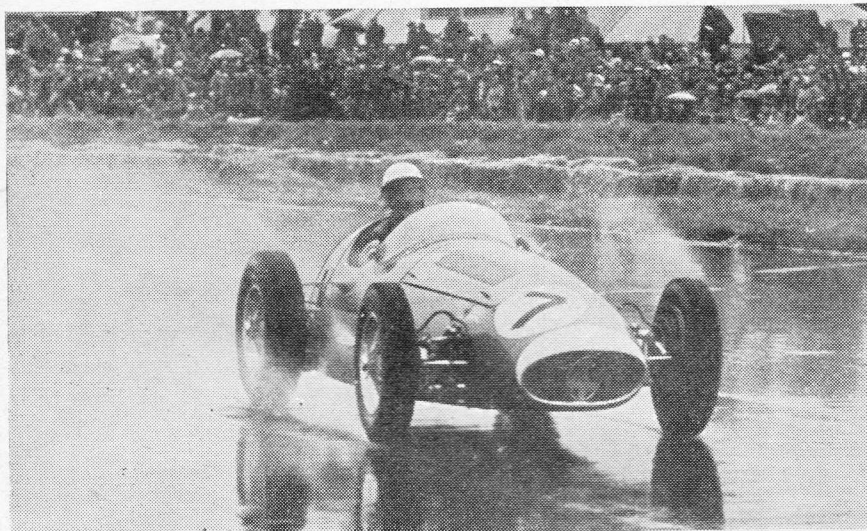
If Mercedes-Benz have the most advanced engine, they equally have an inferior chassis. They may be as obstinate over abandoning their swing axles as they were about the supercharger which blew into the carburetter instead of sucking out of it. Abandon them they must, however. Then there is their front brake layout. Not only do these inboard brakes apparently cause instability, but with all their universal joints and shafting, it is hard to see where they save much unsprung weight compared with, for instance, the Jaguar disc brakes. While I am being rude, may I ask this august firm whether their cars need be quite so ugly? To those who accuse me of criticising the make



*UGLY—but effective—(above) The 1954 road racing Mercedes-Benz lacks the grace of previous Grand Prix cars from Stuttgart, but has proved the year's most successful design.*

★

*HANDSOME—and fast, but all too brittle, the 2½-litre Maserati (left) should prove a formidable challenger in future races to Mercedes and Ferrari.*



that is winning all the races, I would reply that Fangio would still be world champion on a push bike, if you see what I mean.

It is indeed delightful that the

Maserati now has the speed to challenge the Ferrari and Mercedes-Benz. From what I hear this firm are really on the way up, and with Stirling Moss as a driver, they will be in a position to

challenge the Fangio-Mercedes combination. I am particularly glad, because the Maserati is one of the most beautiful-looking racing cars that has ever been built, and I always prefer a car that looks the part.

That, then, is the Formula 1 picture at the moment. Now we await with impatience the arrival of the new Lancia. I hear from Italy that this concern are going in for racing on an even more lavish scale than Mercedes-Benz. The 2½-litre formula has really arrived, and if only one of our big manufacturers had the patriotism to support racing we could really enjoy the tremendous contests that are in store.

### EASY 1-2-3s FOR TALBOT AND COOPER

LAST Sunday's Coupe d'Automne meeting at Montlhéry Autodrome, outside Paris, brought successes to the marques Talbot, Panhard, Cooper and Maserati. The Coupe de Tourisme (up to 750 c.c.) was won by Jacques Blanchet (Panhard); the Circuit de Paris for Formula 3 cars went to the German, Adolf Lang, in his silver Cooper at 103.09 k.p.h.; his fellow-countryman Kurt Kuhnke in another Cooper was second, and third was the Belgian, Dardenne, in his earlier Cooper. Hechard (D.B.) and Hoffmann (Cooper) were next home. Lang set the fastest lap at 107.47 k.p.h.

Pierre Levegh gained victory in the Coupe d'Automne for sports and racing cars, followed by Fayen and Blanc, all driving 4½-litre Talbots. Mike Sparken (Aston Martin) was fourth, and a 1,500 c.c. Gordini driven by Thépenier came in fifth.

The Coupe de Tourisme et de Sport (up to 2-litres) brought overall success

to Georges Monneret in his 2-litre Maserati, ahead of Roboly in a similar machine, and Georges Houel's "Supersprint" Alfa Romeo.

\* \* \*

### AMERICA'S 2nd MOUNTAIN RALLYE

THE Motor Sports Club of America Inc. have issued regulations for their second Great American Mountain Rallye, which is due to take place on 24th/28th November. This F.I.A./A.A.A.-sanctioned road event will be over a course of approximately 1,100 miles, in New England, and will be divided into four one-day stages.

The overall winner of the Rallye gains a trophy and an all-expenses-paid trip to, and entry for, the 1955 Alpine Rally. All communications regarding the 1954 Mountain Rallye to M.S.C. of A. Inc., G.A.M.R. Committee, 184 E. 93rd Street, New York 28.

### Thompson Tabloid—continued

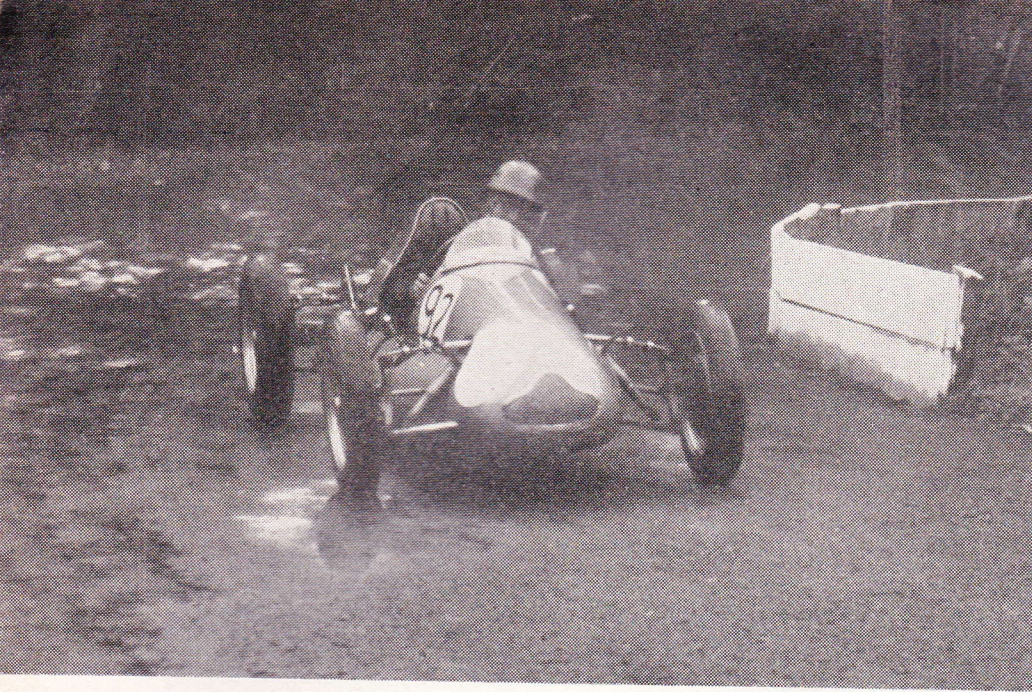
Ensley (Kurtis-Kraft), followed by Cunningham (Osca), Keith (Olds-Allard), Wallace (Jaguar M), and Cade (Maserati). Still nose to tail, Timmins and Hansgen were pulling away from Ensley as they passed on their second lap, and Cade had passed Wallace. Then Timmins, trying desperately to ward off the Hansgen attack, went too deeply into the turn after the long straight, felt the car about to roll, turned into the skid and made an unscheduled water-splash test in the swamp! Getting the "O.K." signal from his slightly damp friend, Hansgen completed the lap in 1:20, while Cade (Maserati) turned 1:18. Ensley tried now to close the gap between the Kurtis-Kraft and the leading Jaguar, but Hansgen—who was having his "C" engine repaired and now running with an XK 120 engine under the bonnet—was 3.75 seconds ahead of him at the end. Results were:—

1, Walter Hanssen (Jaguar "C"), 69.41 m.p.h.; 2, Jack Ensley (Kurtis-Kraft); 3, Briggs Cunningham (Osca).



## MAY I

Best Time of Day and New  
(Cooper)—Class Records Also



**L**AST Sunday's Bugatti O.C. International hill-climb will go down in history as the event which Ken Wharton did not win. Showers of rain preceded the start of the larger capacity racing cars, and the Formula 3 boys were lucky to have dry roads for their first runs. Nevertheless, Austen May, in one of the most perfect ascents ever seen at Prescott, not only broke Les Leston's class record, but his 45.22 secs. stood as best time of the day. One could see the Birmingham driver watching the gathering rain clouds with great glee, and his lips moving in a silent prayer. . . . "Oh please, please keep the road wet!"

The rain was tough on Masten Gregory, who achieved a shattering 46 secs. in practice with his sports 4½-litre Ferrari, after diving through Allard's Gap. In the circumstances, the American's 53.11 secs. was a fine piece of conducting on the slippery slopes. Dennis Poore collected Ron Willis's class record with a fine 47.63 secs. in David Brown's DB3S Aston Martin. This actually equalled Allard's sports car record, and would have beaten it if the motor had not started off with a bad misfire.

**SEE IT DRY:** Austen May leaving the Esses at Prescott in his Formula 3 Cooper during his fine 45.22 secs. climb, which proved to be fastest of the day.

To make up for lost time, Poore rocketed through the Esses at a fantastic pace—shortly afterwards down came the rain, and that was that!

Behind Alex Francis's class win with the H.R.G.-Mercury lay a curious tale. He was picked up by the local police for allegedly inefficient silencing, and the constabulary decreed that unless the car ran quieter in the actual hill-climb, they'd throw the book at him. Alex and his boys worked like mad to evolve a different muffler layout. The trials-cum-sports-racing car not only passed the rozzers' standards, but managed to tip Gregory's formidable Ferrari by 0.34 secs. Peter Walker found that the D-type Jaguar was not an ideal sprint car on wet roads!

E. Robins had all the luck in the world when his 2.3 Bugatti shot off the road at the Esses, and vanished amongst the trees. Apart from a bruised rib or



**SEE IT WET:** Michael Christie grappling with the slippery slopes at Orchard with the 2-litre E.R.A. His best time under these conditions was 50.43 secs., which gained him the E.R.A. Jubilee Challenge Trophy.

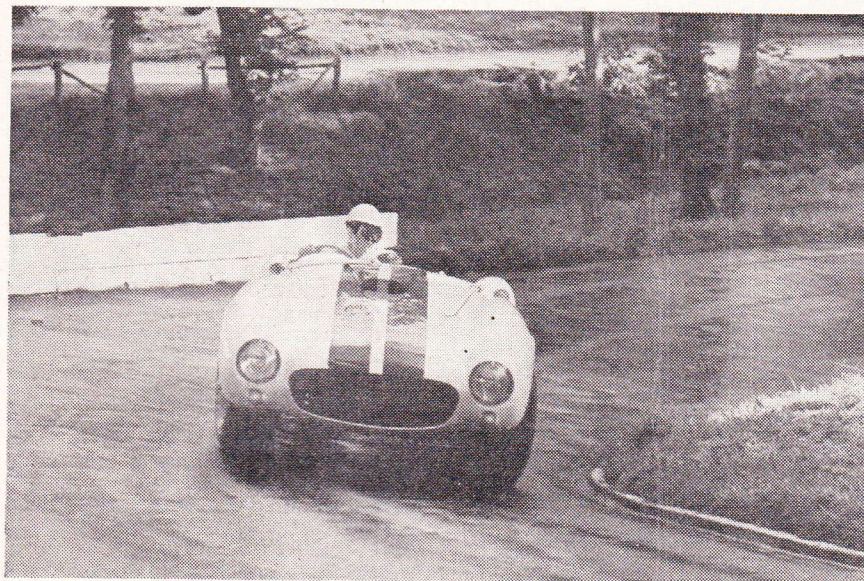
two, the intrepid pilot escaped unhurt and the Bugatti was hardly damaged.

West Country folk cheered when Ash Cleave "did" all the Lotuses, D.B.-Panhards and things in the 1,100 c.c. sports car class, with his evergreen Morris. Both Jabby Crombac and Georges Trouis found their D.B.s a bit overgeared for the twists and turns of Prescott; young Dickie Steed's Coventry-Climax-powered Lotus was remarkably quick, and was runner-up to the Morris.

Peter Hughes travelled down from Glasgow with the ex-Lister 1,184 c.c. Tojeiro-J.A.P. It was a worthwhile trip, for Ecurie Ecosse's latest recruit pulverized Michael Anthony's 1½-litre class record by nearly 2½ secs., coming within 0.23 secs. of the out-and-out sports car figures. Runner-up was John Fiander in his well-known and well-raced Tojeiro-M.G., with 49.54 secs., whilst Tony Marsh did a remarkable 49.89 secs. with his blown, side-valve Dellow—the first time a Dellow has ever broken 50 secs.

First to get under 50 secs. in the 1,501-3,001 c.c. category was the inevitable Archie Scott-Brown (Lister-Bristol) with 49.54 secs., but Tony Crook's Cooper-Bristol was whisked up in 48.42 secs. to take Ron Willis's three-year-old class record. R. C. Green (Kieft-Bristol) and R. Fielding (H.W.M.) also cracked 50 secs., but, as already mentioned, Dennis Poore did the needful with the DB3S.

That beautifully turned-out ex-Rob Walker Connaught, existing F2 record-

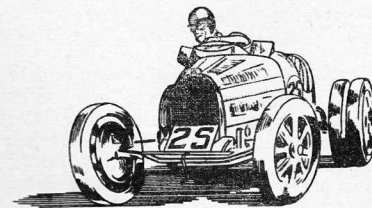


**DELICACY** of control was necessary in negotiating the winding Prescott Hill. Here is the American driver Masten Gregory coping with the situation in his powerful 4½-litre Ferrari at Pardon Hairpin.



# N SEPTEMBER

Record at Prescott International Hill-Climb to Austen May  
and to Peter Hughes (Tojeiro) and Dennis Poore (Aston Martin)

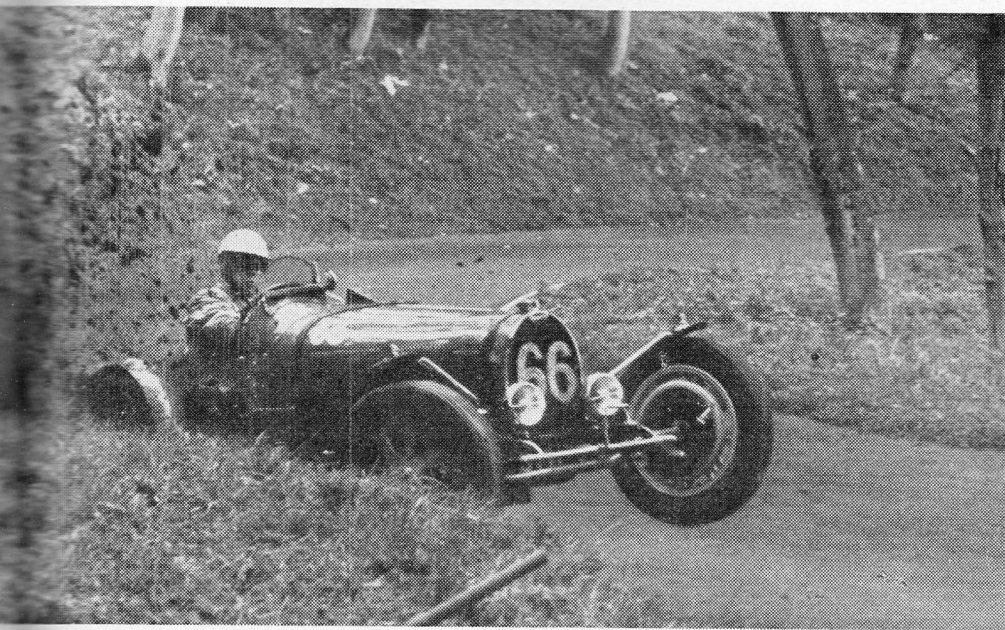


*NEW TOJEIRO: Clean and functional bodywork on H. Hunter's new 1,467 c.c. Tojeiro, which clocked 56.02 secs. Other Tojeiros were first and second in the 1½-litre sports class.*

Boshier Jones (Kieft) crackled up in 46.37 secs., but this was completely eclipsed by Austen May's record-breaking 45.22 secs. Les Leston tried hard for his

47.36, but Ivor Bueb (Cooper) came near to May with a superb 45.66, later equalled by Don Parker (Kieft). Mervyn Kearon as usual scampered up immaculately in his immaculate Cooper (47.35), whilst Gil Baird (Kieft) was good with 48.00. Amongst newcomers, W. G. Ford's 47.88 was a grand effort with a Cooper-J.A.P.

Wet roads provided plenty of incidents amongst the bigger stuff. Peter Walker was much happier with the old B-type E.R.A., than with the 2-litre Cooper-E.R.A., but neither he nor Michael Christie (E.R.A.) could improve on Peter Stubberfield's 50.35 with the amazing old 2.3 Bugatti. The unfortunate Georges Grignard found that a two-stage-supercharged Maserati had little hope downstairs for greasy slopes. Reg. Phillips's odd-looking Fairley/Ford had such excellent low-revs torque that his 51.75 was sufficient to give him a third place behind Christie's E.R.A.



*DOWN IN THE FOREST* something stirred—to wit, E. Robins's 2.3-litre blown Bugatti, after hitting the bank in the Esses. The car continued for a further 20 yards after landing, nearly throwing the driver out. He escaped with bruises.

holder, added another Staniland Trophy to its formidable collection. In the hands of J. Riseley-Prichard, it collected the F1 class with 47.76 secs., from Gibson's Cooper-Bristol and Whiteaway's 2½-litre H.W.M.

In the 500 c.c. section, Clive Lones (Tiger Kitten) quitted the road abruptly;





The supercharged Coopers had to give way to their compressorless brothers in the twin and three-cylinder *Formule Libre* section, both Michael Christie and A. F. Rivers Fletcher being faster than the boosted machines. Ken Wharton's latest car—the class was 100 per cent. Cooper—was off form, and was only run once (52.12). Bertie Badnack struck a blow for the forced induction folk with 51.94, but Christie improved this to 50.75, after doing 49.27 with the normally aspirated car. Edward Greenall was very fast, but lost time at the Hairpin (52.45). Rivers Fletcher was extremely rapid indeed, and, with a bit of luck, might have been more than a second quicker. His 50.33 included colossal wheelspin at the start! Dick Henderson had only one go, but 51.57 was good enough in heavy rain. Nancy Mitchell could not repeat her She'sley performance, having to give best to the wet!

Altogether a very interesting meeting. Sideshows included a cavalcade of Bugattis, and one of the Le Mans Bristol's doing a demonstration run. Despite the rain, the very large crowd remained till the end, and the verdict of the car parks was—Prescott is Prescott and we'll all be back next year! G.

#### Results

**Best Time of the Day:** Austen May (497 Cooper), 45.22 secs.

**Runners-up:** Don Parker (Kieft) and Ivor Bueb (Cooper), tie, 45.66.

**Best Time (Unsupercharged):** Austen May (497 Cooper).

**Best Time (Sports Cars):** Dennis Poore (DB3S Aston Martin), 47.63.

**Best Time (Sports Car licensed prior to 31st December, 1939):** J. Berry (Bugatti), 54.65.

**Best Time (Lady Driver):** Mrs. Doreen Fieding (H.W.M.), 51.90.

**Bugatti O.C. 500 c.c. Hill-climb Championship (Final):** Austen May (Cooper).

**Staniland Trophy:** J. Riseley-Prichard (1,960 Connaught), 47.76.

**E.R.A. Jubilee Challenge Trophy:** Michael Christie (2-litre), 50.43.

#### CLASSES (Sports Cars)

**Up to 1,100 c.c.:** 1. Ashley Cleave (1,086 Morris), 52.68; 2. J. Ebdon (1,064 Lotus), 52.89; 3. R. Steed (1,098 Lotus), 53.32; 4. M. G. H. McDowell (1,064 Lotus), 53.33.

**1,101-1,500 c.c.:** 1. Peter Hughes (1,184 Tojeiro), 47.83 (new class record); 2. J. Fiander (1,467 Tojeiro), 49.54; 3. A. E. Marsh (1,098 Dellow S.), 49.89; 4. J. H. Greenwood (Lester-M.G.), 50.39.

**1,501-3,001 c.c.:** 1. Dennis Poore (2,992 Aston Martin), 47.63 (new class record); 2. Tony Crook (1,971 Cooper-Bristol), 48.42; 3. R. C. Green (1,971 Kieft-Bristol), 49.23; 4. R. Fielding (1,996 H.W.M.), 49.47.

**Over 3,001 c.c.:** 1. Alex Francis (4,375 H.R.G.-Me cury), 52.77; 2. Masten Gregory (4,500 Ferrari), 53.11; 3. E. P. Serran (3,442 Alta-Jaguar), 54.01; 4. Sydney Allard (5,420 Allard), 55.10.

#### Racing Cars

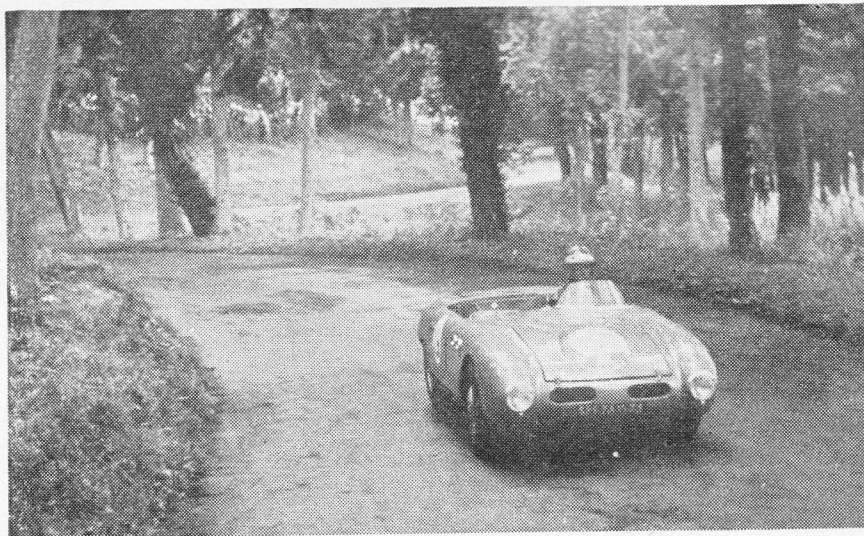
**Formula 3:** 1. Austen May (Cooper), 45.22 (new class record); 2. Ivor Bueb (Cooper), and Don Parker (Kieft), 45.66; 4. D. Boshier-Jones (Kieft), 46.37; 5. Mervyn Kearon (Cooper), 47.35; 6. Les Leston (Cooper), 47.36.

**Formula 1:** 1. J. Riseley-Prichard (1,960 Connaught), 47.76 (Record for newly established class); 2. R. Gibson (1,971 Cooper-Bristol), —; 3. D. Gahagan (2,463 H.W.M.), 49.32; 4. Horace Richards (1,954 H.A.R.), 50.26.

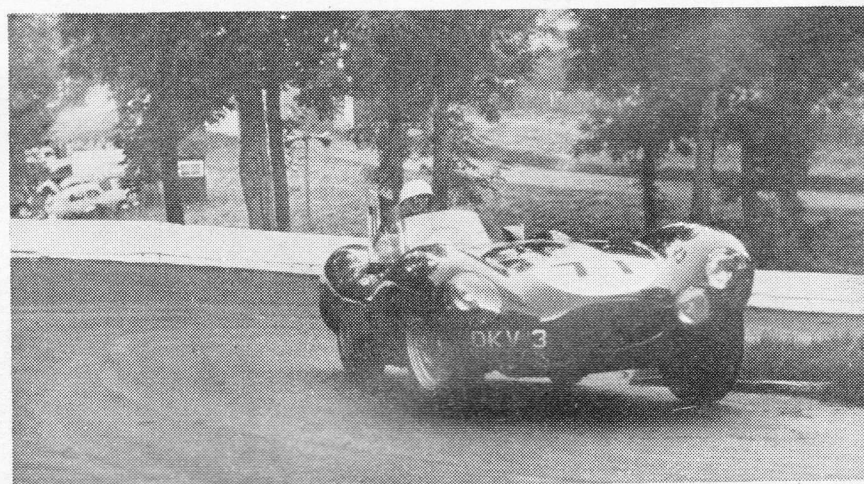
**Formule Libre:** 1. Peter Stubberfield (2,261 Bugatti S.), 50.35; 2. Michael Christie (E.R.A.), 50.43; 3. Reg Phillips (4,250 Fairley-Ford), 53.49; 4. Peter Walker (1,488 E.R.A. S.), 54.46.

**Formule Libre (2 and 3 cylinders):** 1. Michael Christie (Cooper), 49.27; 2. A. F. Rivers-Fletcher (Cooper), 50.33; 3. Michael Christie (Cooper S.), 50.75; 4. A. E. Marsh (Cooper), 51.02; 5. Dick Henderson (Cooper), 51.0.

**Bugatti Handicap:** 1. T. A. Roberts (Type 57); 2. F. J. Somerset (Type 37); 3. A. K. Haworth (Type 35C).



*PARISIAN AT PRESCOTT: Gérard ("Jabby") Crombac comes through the Esses with Georges Trouis's 750 c.c. Panhard.*



*OUT of its element, the D-type Jaguar, built for Le Mans, proved somewhat unsuited to Prescott's twists and turns and dampness, though Peter Walker did his best.*

#### Palace of Variety—continued

J.A.P. and Riseley-Prichard's Connaught.

For no good reason, the inevitable accident didn't occur, but Gould eventually found himself behind Keen and Riseley-Prichard, Leston having retired. However, his race average was good enough, when added to that of his first race, to give him third place on aggregate behind Gerard and Beauman.

So to the final of the Redex Trophy Race—not only the best of the afternoon, but one of the hardest-fought 500 c.c. events ever staged. On to the short, narrow Crystal Palace circuit were unleashed 18 drivers, each of whom, it seemed, was quite determined to win that Trophy or perish in the attempt. Russell got away well, and after one lap led from Bueb, Lewis-Evans, Bicknell, Allison and Leston. Next time round, Bicknell had passed Stuart Lewis-Evans, and Parker, having taken Cowley, was breathing down Leston's neck. Lap 3 saw Parker ahead, while Allison had taken Lewis-Evans. Lap 4, and the order was clearly Russell, Bueb, Bicknell, Allison, Lewis-Evans, Parker, with some

slight breathing space before the next bunch, consisting of Leston, Cowley and D. Taylor.

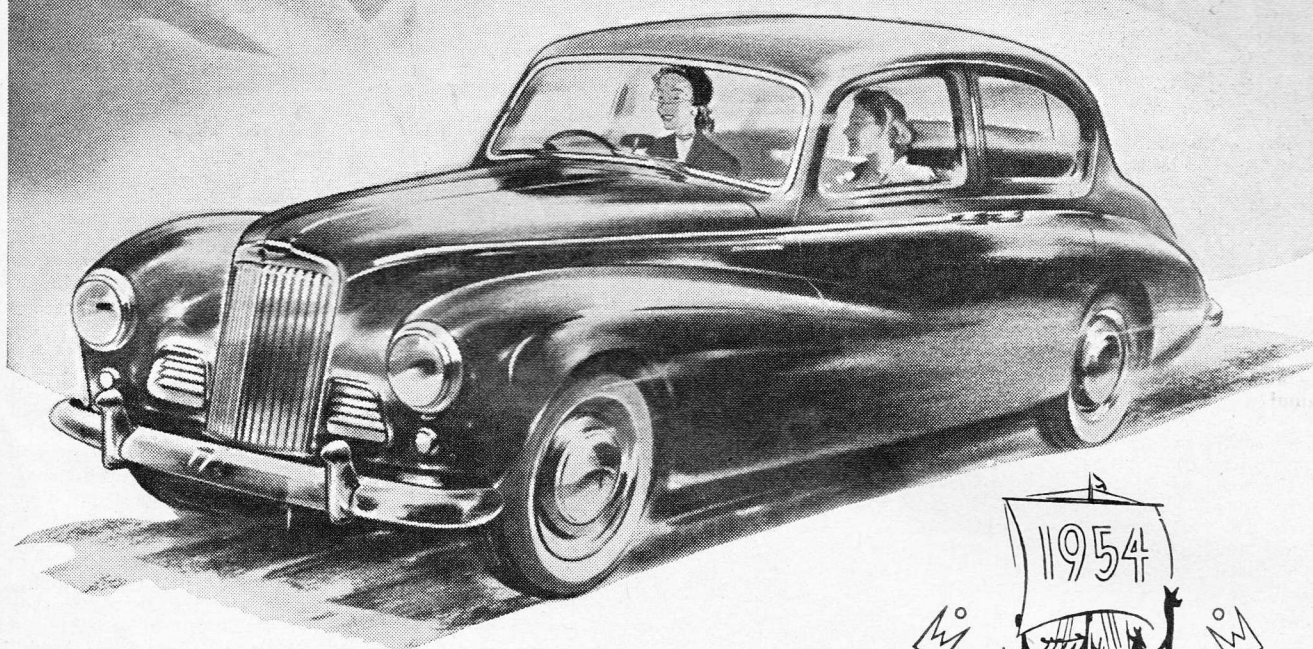
But on the fifth lap Bueb passed Russell, and Parker eased into fifth position behind Allison. Lap 6 found Allison in front of Bicknell—but on the seventh lap Parker passed both of them! With second man Russell trying frantically to retake Bueb and third man Parker trying equally hard to capture Russell himself, it was obvious that someone was going to ask too much of his slip angles in the near future. Sure enough, on the eighth lap Russell and Parker both spun at North Tower, Russell stalling his engine. So the order was Bueb, Bicknell, Lewis-Evans, Allison and Parker, although Bicknell only just held off Lewis-Evans, and Allison was mighty close behind.

Of the next bunch, Leston had great difficulty in staving off Taylor and Cowley. They were followed over the line by Tyrrell, Gerard and Berrow-Johnston (Martin)—and just to add the finishing touch to the race, Ellison-Davis (Cooper) passed Zains (Cooper) to avoid being last!

F. W. McC.



*The car you judge  
behind the wheel...*



**EVEN** before you press the button you sense the solid craftsmanship of a very fine car... On the road, the Sunbeam-Talbot quickly reveals outstanding merit. It's an exciting sports car with the comfort of a luxury limousine. When you want performance, it's there... with vast margins to spare! Vivid power. A lithe mastery of the road. Effortless cruising. The longest journey seems too short as you relax and enjoy the best that motoring has to offer. If you haven't yet driven a Sunbeam-Talbot, ask your dealer to arrange a trial run.

THE 2½ LITRE

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## "SUNBAC" AT SILVERSTONE

Lively Sutton Coldfield and North Birmingham A.C. Race Meeting

THERE was an "end-of-season" atmosphere about Sunbac's race meeting at Silverstone on Saturday, evidenced not only by the tang of autumn weather, but by the gay abandon of some of the driving. By cutting the customary "Hour Blinds" to thirty minutes each, the organizers succeeded in including three of these in the programme, one a motor-cycle affair, the shorter running time proving an encouragement to some most uninhibited motoring!

Racing proper commenced with a 750 Formula six-lap race. This gave J. W. Whitehouse yet another win in the fast and nicely bodied Arden Austin, which he drives to and from meetings very much *en famille*, his winning speed being a more than respectable 62.49 m.p.h., with a lap at 64.32 m.p.h. At the end of the first lap M. P. Challis charged into the ditch at Woodcote and inverted his Austin, from beneath which he was somewhat tardily extracted, soon to be made as good as new with sticking plaster; the car, however, was more seriously battered, and ran no more during the meeting. D. Rees cornered with great

verve to take second place, with W. E. Wilks some way astern in third position.

There followed a six-lap scratch race for under 1,500 c.c. sports cars, dominated from the start by various fast M.G. specials. J. P. Hacking set a tremendous pace with the Cooper-M.G., closely followed by the Porteous Special and J. C. Brierley's B.S. Special. T. W. Dargue's M.G. was not in its usual form, and Dick Jacobs's M.G. saloon blew up in a big way, coming to rest in clouds of smoke at Woodcote. Meanwhile the leaders held their places unchanged, Hacking winning at 69.83 m.p.h. with Porteous some four lengths behind.

J. Venn's Healey Silverstone took the lead early in Heat 1 of the over 1,500 c.c. scratch race, hotly chased by W. N.

Green's Frazer-Nash, Simpson's Healey and S. J. Lawrence's 4½-litre Bentley. A lap at 73.67 m.p.h. put Green out in front, where he stayed by determined driving and some very stylish corner work, the Healey pressing him hard to the end. In Heat 2 Berwyn Baxter's C-type Jaguar, although unopposed by Hogg's similar car (which was a non-starter), had to contend with R. E. Berry's very fast XK, with C-type engine, Kasterine's Jaguar and J. Deely's rapid Austin-Healey. Baxter went away with a rush, and showed that he meant business by an unofficial lap at 76 m.p.h., Berry hanging on tenaciously and driving really well. Meanwhile, further back, A. E. Guy was doing great things with his Triumph TR2, more than holding the Jaguars of Preece and Larminie, Deely was holding the Healey hard on Kasterine's heels, and Baxter swept on to win the fastest race of the day at 74.76 m.p.h.

A six-lap race for T-type M.G.s, in standard trim and not tuned beyond Stage II, was run concurrently with the 1,172 Formula class, and this proved a most spirited affair in which the M.G.s were somewhat outclassed by their lighter opponents. From the drop of the flag W. G. Marriott's Mk. V Buckler and the Lotuses of F. V. Lambert and M. G. H. McDowell forged ahead, tearing off the laps in a compact group, their nearest Abingdon challenger being R. Randall's TD, which was cornered on the limit, but looked more stable than the TFs in the process! Lambert finally forced his way to the front, leading Marriott and McDowell by a matter of yards, and Randall's TD led G. B. Hewitt (TF) and C. M. Tremlett (TD) in the M.G. section, some two m.p.h. slower than the Ford-based winner.

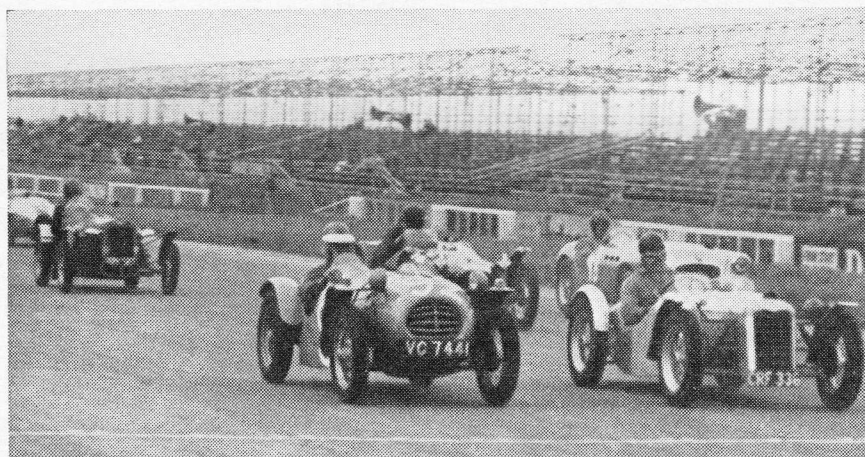
In the 10-lap 500 c.c. event the field appeared to be too large for the paddock bridge, where some elbowing took place on the first lap. Don Truman (Cooper Mk. VIII), J. Higham (Kieft), G. H. Symonds (Cooper Mk. VII) and C. A. N. May (Cooper Mk. VI) were round first, Truman holding his lead till lap 5, when Higham nipped in front for a lap. Meanwhile Scott Bloor was variously reported to have spun out at Copse and to be a lap behind the leaders, but was nevertheless motoring with marked aggressiveness, to appear in front of Truman and Higham on the last lap and win at 72.09 m.p.h.

(Continued on page 420)

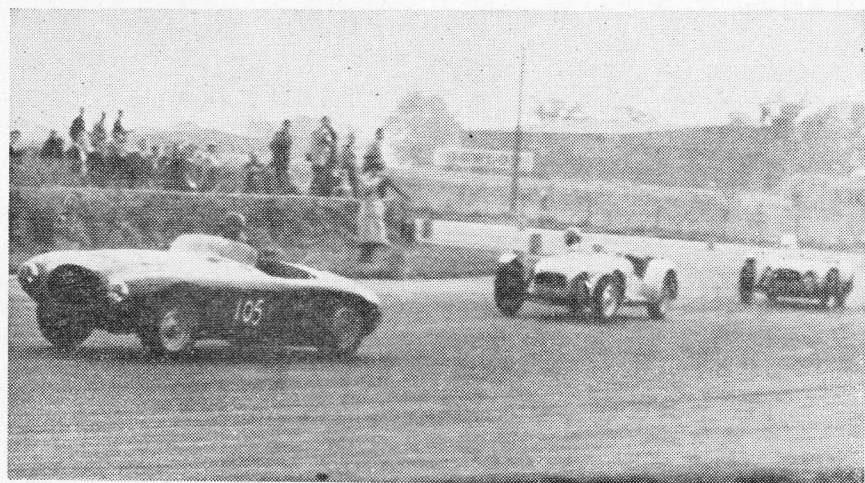
**WELL-MATCHED** eleven-seven-twos. W. G. Marriott (Buckler) heads Lambert and McDowell (Lotuses) during their race-long duel in the Formula event.



HUNDREDS of Austin-Healey "Hundreds" was the photographer's impression of the start of the first half-hour "blind"!



750s OFF: J. Whitehouse, eventual winner, is in No. 98, on the far side. M. P. Challis (nearest camera) overturned at Woodcote on the opening lap.





# **CASTROL WINS**

## **BERLIN GRAND PRIX**

- 1<sup>ST</sup> MERCEDES-BENZ** (K. Kling)
- 2<sup>ND</sup> MERCEDES-BENZ** (J. M. Fangio)
- 3<sup>RD</sup> MERCEDES-BENZ** (H. Herrmann)

*(Subject to official confirmation)*

**THE MASTERPIECE IN OILS**





## NEWS FROM THE CLUBS

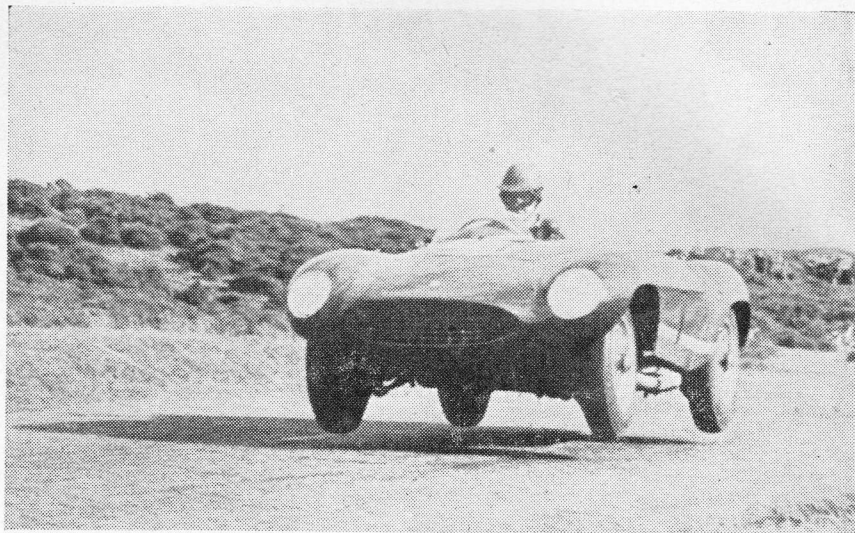
*By Wilson McComb*

A LARGE mileage in one day, covered in two cars whose ages differed by about 20 years, recently left me with some impressions which I thought rather interesting. The older car, for example, was unsteady on the road because the dampers were inefficient and the suspension so hard that it progressed in a series of stiff hops; the steering was so direct and lacking in caster action that constant steering wheel movement was necessary to maintain a straight course; the gear change was difficult because the "plain" box had a gap amounting almost to an abyss between each ratio.

The newer car, on the other hand, was unsteady on the road because the dampers were inefficient and the suspension so soft that it progressed in a series of swaying rolls; the steering was so indirect and "dead" that constant steering wheel movement was necessary to "feel" the front wheels at all; the gear change was difficult because it was operated by a steering-column lever devoid of anything approaching a positive action.

### SOUTH CAERNARVONSHIRE M.C.

will hold their Fourth Birthday Rally on 2nd/3rd October over a 200-mile course in N.W. Wales. Invited clubs are the Caernarvonshire and Anglesey M.C., Chester M.C., Liverpool M.C., M.G.C.C. (Midland), Midlands M.E.C., Pathfinders and Derby M.C., and Rhyl and D.M.C. Entries close on 29th September with J. Glyn Jones, Hafod, Meadow Drive, Portmadoc. . . . Last meeting of the year at Cadwell Park on 10th October, will include scratch and handicap events for 500 c.c. cars, under the jurisdiction of the **Louth and D.C.C.C.** and the **Half-Litre C.C.** The circuit has been widened since the last car races there in July, and details of the meeting may be had from Charles Wilkinson, 8 Cornmarket, Louth, Lincs. . . . R. B. Lowe, Worcester Road, Hackman's Gate, Clent, near Stourbridge, awaits entries for the **Blackpool and Fylde M.C.'s** driving tests on 30th/31st October. . . . Tickets for the **Aston Martin O.C.'s** annual dinner/dance on 19th November may be obtained from R. J. Stokes, 22 The Mall, East Sheen, S.W.14. . . . **Nottingham S.C.C.** will run their first Nottingham Rally as a closed-to-club event on 16th/17th October, starting at 9 p.m. and covering a 300-mile route; entries to M. J. Andrews, Leen Valley Dyeworks, Bulwell, Nottingham, by 6th October. . . . Owners of Wolseley Hornet Specials are invited to take part in a road rally to be held by the **Wolseley Hornet Special Club** on 26th September. It will start from the White Horse, Balsall Common, at 4 p.m., and details may be had from the Midland Area Secretary, 102 Blenheim Road, Moseley, Birmingham, 13. . . . Worcester-shire Trial of the **Hagley and D.L.C.C.** starts from the Lyttelton Arms, Hagley,



*FLYING HORSE OVER IRELAND: Thanks to a bump near the pits on the smaller of the two Curragh circuits, Joe Kelly (3-litre Ferrari) takes to the air during last Saturday's Leinster M.C. meeting in Eire.*

at 10.30 a.m. on Sunday, 3rd October. Volunteer marshals are required by J. W. Cox, "Timberdine", Hyperion Road, Wollaston, Stourbridge. . . . **Eastern Counties M.C.'s** National meeting at Snetterton on 9th October will include seven scratch races for sports cars and F3 or *Formule Libre* racing cars, together with a handicap event for sports cars. In the 500 c.c. events, cars with J.A.P. engines and those with Norton power units will be segregated, and the *Formule Libre* will count towards the E.R.A. Trophy. Entries close on 29th September, and should be sent to L. J. Coe, 15 Crown Street, Ipswich, Suffolk. . . . Navigation event will be run on Sunday, 3rd October, by the **Old Merchant Taylors' M.C.**, starting at 2 p.m. from "Durrants", Croxley Green, near Watford, and finishing at the same place for tea at 6 p.m.; further details from G. Connelly, 98 St. Martin's Lane, W.C.2. . . . **Morecambe C.C.** invite members of the B.A.R.C., Lancashire and Cheshire C.C., Lancashire A.C., Yorkshire S.C.C., Blackpool and Fylde M.C., Stockport M.C. and Furness D.M.C. to take part in their Illuminations Rally, which will start from Morecambe at 11 p.m. on Saturday, 2nd October. Entries to A. R. Eastwood, 71 Euston Road, Morecambe, by 25th September. . . . New date for the **Falcon M.C.'s** next rally is 3rd October, and it will start from the Black Bull, Buntingford, Herts. Entry closing date is 28th September, and more information can be had from J. Tucker-Peake, c/o Shelford and Crowe, Ltd., High Street, Stevenage. . . . **750 M.C.'s** Tarrant Rushton sprint will be held at Thruxton, if that is not too Irish. Anyhow, the date is 24th October, and the invited clubs are the West Hants and Dorset C.C., B.A.R.C., Gosport A.C., Hants and Berks M.C., Half-Litre C.C., Bristol M.C. and L.C.C., and Invicta C.C. Regs. will shortly be available from Miss C. M. Christison, 13 Bitterne Manor, Bitterne Road, Southampton. . . . The **Rover Sports Register** and the **Lea-Francis O.C.** are jointly holding a social-navigation rally on 9th October. Entries close on 6th October and details are obtainable from P. G. Thomson, 3 Effingham House, Kingsnorton Park, Kingston Hill, Surrey (L.F.O.C.), or D. T. R. Dighton, 82 Raglan Gardens,

Oxhey, Watford, Herts (R.S.R.). . . . The **Alvis Register** are running a not-very-strenuous day/night navigation run on 17th October. It will cover about 65 miles in N. Berkshire and S. Oxfordshire and N. H. Johnson, of 399 Ley Street, Ilford, Essex, is the Secretary. . . . The **King's Lynn and D.M.C.'s** Hunstanton Rally is scheduled to start at 9 a.m. on Sunday (26th). Norfolk, Peterborough, Leicester, Northampton, Midland A.C., Rugby and Nottingham clubs are competing. . . . The **Munster M.C. and C.C.'s** 20-hour Navigation Trial, a Hewison Trophy event, will be held over 16th-17th October. Any holder of competition and driving licences may enter and entries close on 9th October. Correspondence to N. E. McCann, 60 South Mall, Cork. . . . The **Aston Martin O.C.** are providing a spectacle with their Southern Concours d'Élégance at the Cheque's Hotel, Horley, Surrey, this Sunday (26th), from 12 noon.

### NORTH MIDLAND DRIVING TESTS

A NOVEL handicapping system proved most successful in the North Midland M.C.'s diving test event on Sunday, 5th September. As each test was an exact replica of one already used in a National rally, the organizers were able to calculate a class average in advance, and set a "bogy" time for each of the nine classes. Also new was the venue, which was Darley Moor Airfield, near Ashbourne.

Although in different classes, Edward Harrison (Ford New Anglia) and Alan Hopkinson (M.G. TF) returned scores which differed by only 0.7 per cent. Reg Phillips was there with his well-known special, "Le Tout", and, we imagine, his equally well-known grin. E. Needham showed up well in a borrowed TR2, and D. Nixon (M.G. TD), a complete novice, was also outstandingly consistent.

#### Results

**Premier Award:** E. Harrison (Ford New Anglia).  
**Open Cars:** 1, A. Hopkinson (M.G. TF); 2, E. Needham (Triumph TR2); 3, J. F. Dalton (Austin-Healey). **Closed Cars:** K. Scales (Ford 10 Anglia); 2, E. Hamlyn (Ford Zephyr). **Novice Award:** D. Nixon (M.G. TD).

*More News from the Clubs on page 419*



# pur sang



"Tulyar"

The remarkable stamina of Bristol cars is the outcome of constant research and refinement of design, backed by strenuous testing in the laboratory and in the most arduous of road races.

It is this policy of 'selective breeding' which gives Bristol cars their gentle manners and vigorous performance.



1st, 2nd, 3rd in 2-litre Class, Le Mans 1954  
(the ONLY team to finish).

2nd, 3rd, 4th in 2-litre Class, Rheims 1954.

In these two races the same team of three cars covered nearly 10,000 miles in 36 hours.



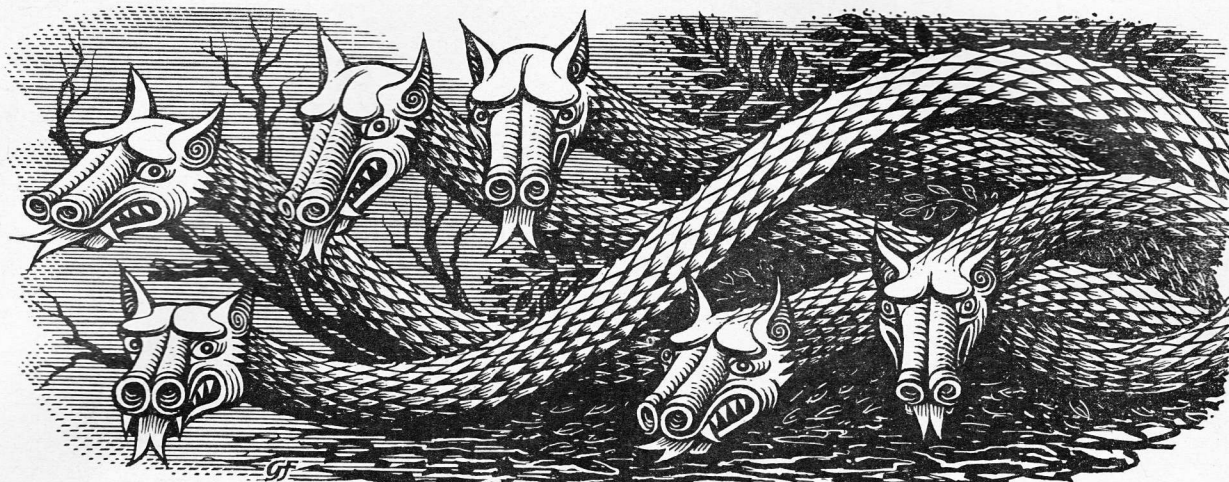
## BRISTOL 2-LITRE CARS

*The Bristol 403 and 404*



THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, BRISTOL, ENGLAND  
London Showrooms: 80, Piccadilly, W.1.





## Sparkling plugs between Scylla and Charybdis

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

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



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

If you write to Dept. K/AA19 Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? He can advise you on such questions and, whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine exactly.

a **SMITHS** explanation to wiser motorists





## Correspondence—continued

## Who'd be . . .

THE report of the Italian Grand Prix in AUTOSPORT was GHASTLY! The whole thing being more like a Damon Runyon story than a race report.

Please spare us the horror of the present tense, in future.  
P. J. MARTIN.

LONDON, S.W.7.

. . . , an Editor?

IF I had the time and the talent to write a letter similar to Mr. George Grigs I would tell you that I believe a report of a motor race is much more exciting and interesting in the PRESENT tense.

Subscribing to AUTOSPORT was one of the best things I ever d.d. I always eat a cold supper on the days when AUTOSPORT arrives, as I believe things should be done in order of importance.

JEROME A. McCANN.

SPRINGFIELD, OHIO, U.S.A.

## "Chicanery" at Goodwood

I WENT to Goodwood on Saturday the 21st August to see the B.A.R.C. Members' Meeting.

The standard of driving at this course has always been of a high order. I was, therefore, very surprised, when standing at the chicane, to note a certain Lotus and two M.G.s employing very selfish driving methods, which were to their own danger as well as that of their fellow competitors. I was under the impression that this form of motoring was well catered for by some stock car racing organization.

It is to be hoped that those responsible will ensure that there are no repetitions of these performances as there are certain sections of the popular press who will dramatize such occurrences to the eventual detriment of the sport.

I would point out that I was by no means alone in my thoughts on this subject, the same view being held by 70 per cent. of the crowd around me at the time. To end on a note of thanks I should like to congratulate the commentators on an excellent job of work, particularly the man in the chicane who seemed to have eyes in the back of his head.

BIRDHAM, NR. CHICHESTER,  
SUSSEX.

M. J. D. FOX.

## BOOK REVIEW

Title: "The Bugatti Book".

Compiler: Barry Eaglesfield, with the assistance of C. W. P. Hampton.

Size: 5½ ins. x 8½ ins; 375 pages; innumerable illustrations.  
Price: 30s.

Publishers: Motor Racing Publications, Ltd., 13 Conway Street, London, W.1.

RUNNING from No. 13 to No. 64, plus the "101" post-war design, Bugatti type numbers can be highly confusing to all but ardent Bugatti types. *The Bugatti Book*, dedicated to *Le Patron* Ettore, and published to commemorate the Bugatti Owners' Club's Silver Jubilee, is the answer to all such confusion. It offers abounding information on 441 "Bugs" of all types known to the Club, plus much absorbing historic, technical and racing material on *la grande marque*.

Earl Howe, a staunch Bugatti lover, contributes the foreword, and the late Ernest Friderich, who won the marque's first race victories, wrote the extremely interesting section on "How the firm of Bugatti was born". The copious pictorial section provides an intriguing cavalcade of Bugatti models in every kind of situation. One shows Wimille's 1938 3-litre at Cork; but the caption says "at Rheims".

Detailed pedigrees of the various types are recorded in the 180 pages of section 1, although Czapkowski's 1933 British Empire Trophy victory at Brooklands seems to be forgotten. Of the 4.7-litre single seater, it is said its first appearance was Monaco, 1935; but this reviewer begs to contend it was at Berne in 1936.

But this is a really fine book, and though it costs 30s., its 370-plus pages are packed tightly with information which is invaluable to Bugatti enthusiasts and followers of racing history.

C. P.

# The Englishman's Guide to Smirnoff Vodka

★ To say nothing of the Scots, the Welsh and those of the Irish whose pleasures know no frontier.



1. Smirnoff Vodka is a smooth, palatable drink, no stronger than your Gin, Whisky or Rum.

2. Smirnoff Vodka is today one of America's most popular drinks, where it is used as the blending spirit for new and established cocktails as well as for long drinks.

3. Smirnoff Vodka makes a most attractive drink taken straight "à la Russe," especially when accompanied by savouries.

4. Smirnoff Vodka is made in this country according to the traditional recipe used by Pierre Smirnoff, purveyor of Vodka to the Imperial Court of Russia.

## WINNING COCKTAIL

"Roberta May", the winning cocktail in the U.K. Bartenders' World Cocktail Competition, was made with Smirnoff Vodka.

## HERE IS THE RECIPE:

- ½ Smirnoff Vodka
- ½ Aurum (Italian Orange Liqueur)
- ½ Orange Squash (Schweppes)
- A dash of white of egg.

Try a MOSCOW MULE (1 part Smirnoff Vodka, juice of ½ Lemon; add ice and fill up with Ginger Beer. Garnish with slice of Lemon and stir gently). Also a SMIRNOFF & TONIC (1 part Smirnoff Vodka poured over several ice cubes in a long glass. Fill up with Tonic Water and garnish with slice of Lemon).

TRY IT STRAIGHT  
TRY IT BLENDED



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## Power graced by elegance

**SPEED** Packed into the 2 litre engine of the Swallow Doretti is all the surging power needed to send the miles scudding behind.

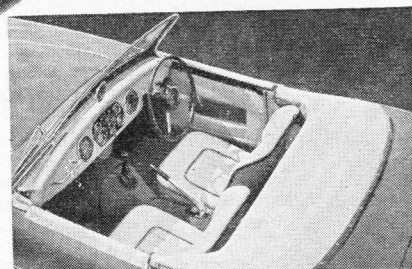
Although capable of over 100 miles an hour the car is ideal for fast touring at 75 to 90 m.p.h.

**STYLE** Beautifully styled on the classical Sports Car lines it provides the utmost in elegance.

**SAFETY** The 50-ton tubular steel chassis of the Swallow Doretti is specially

built to meet the stresses of high-speed motoring and to ensure the greatest possible stability.

**COMFORT** Controls and steering are so arranged to give maximum comfort for the driver, while the interior is luxuriously fitted.

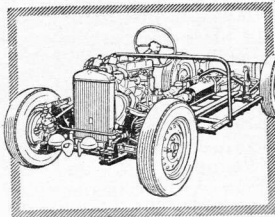


## Swallow Doretti

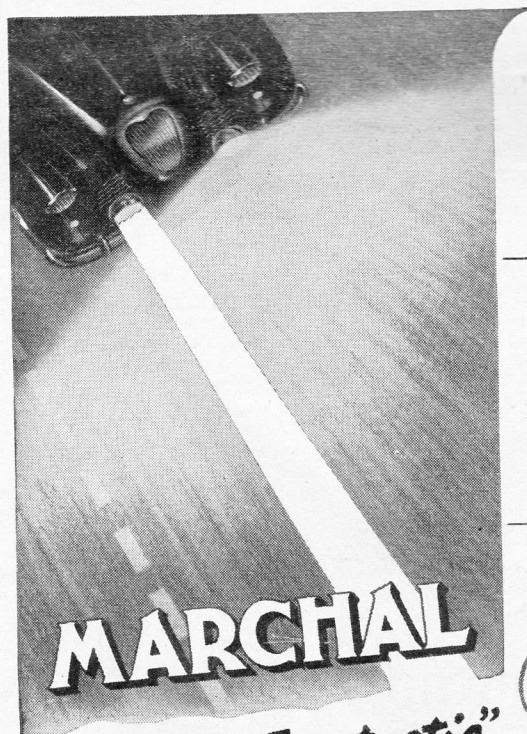
Britain's new luxury sports car

Price £777.0s.0d. P.T. £324.17s.6d.

For name of nearest Distributor write or phone to:  
THE SWALLOW COACHBUILDING CO. (1935) LTD.  
The Airport, Walsall, Staffs. Walsall 4553.

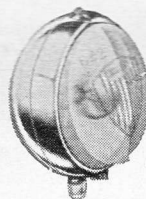


ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.



**MARCHAL**  
"The Light Fantastic"

GENUINE MARCHAL LAMPS — MADE IN FRANCE

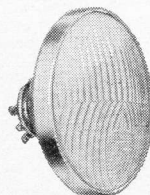
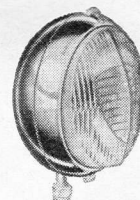


### DRIVING LAMP

Extremely powerful pencil beam giving long range illumination. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket, switch and cable. 642/300. Price 79/6d.

### FOG LAMP

Widespread 180° amber beam illuminates both sides of the road. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket, switch and cable. 640/300. Price 79/6d.

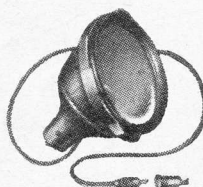
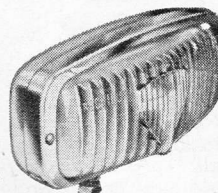


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Easily fitted lighting units to give your own lamps increased efficiency. Double-dipping. Model 5014 for post-war British cars 48/-. Model 5016 for post-war U.S.A. cars 46/-. Other models available.

### "RECTILUX"

Rectangular fog lamp in full chromium. Designed to blend with modern styling. 180° beam, free from upward rays of light. 6 and 12 volts. Complete with bracket, switch and cable. 650/300. Price 89/6d.



### "GIROFAR"

Swivelling spot-light, easily affixed to inside of windscreen by suction. Small, light and efficient—ideal for rally enthusiasts. 6 and 12 volts. Complete with cable and plug-in socket. Model 90. Price 75/-.

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Extremely wide beam for easy reversing at night. Full chromium finish. 6 and 12 volts. Complete with cable and tell-tale illuminated control switch. 520/322. Price 44/6d.



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## SOME RECENT RESULTS

## B.A.R.C. (YORKS) TEST TRIAL

Yeadon, 22nd August

Open Cars: 1. A. G. M. Kellett (Austin-Healey); 2. R. L. Haley (Jaguar); 3. A. P. Riddell (M.G.).  
 Closed Cars: 1. P. R. Bolton (Ford New Anglia); 2. H. C. Mason (M.G. 1½-litre); 3. D. Butterwick (M.G. 1½-litre); 4. A. Hudson (M.G. 1½-litre).  
 Specials: T. A. Hill (Culff Spl.).

## BOLTON-LE-MOORS C.C. CONCOURS

## D'ÉLÉANCE

29th August

Apollo Trophy (Members' Award): F. Birch (Rolls-Royce). Special Award: T. Alberts (1913 Burrell Traction Engine). Veteran: C. F. Hodgkinson (de Dion). Vintage: G. Spedding (Swift). Pre-1946: F. Birch (Rolls-Royce). Post-1946 Open, over £60 basic price: S. Morton (Austin-Healey). Post-1946 Closed, up to £460: Miss Hadcroft (Austin A30). Post-1946 Closed, £460-£925: P. Roslin (Sunbeam Talbot).

## NEWCASTLE AND D.M.C. RALLY

29th August

Eshott Trophy (Premier Award): J. H. Walker ("Brasshopper"), 136 mks. lost. Sutherland Cup (Runner-up): T. G. Shanley (Ford), 139. Visitors' Cup: J. C. Harrison (Standard Vanguard), 175. Open Cars: J. H. Lawson (Jaguar), 141. Closed Cars: J. B. McAdam (Ford), 168. Other Awards: W. K. Haggie (Triumph), 151; P. Brewis (M.G.), 159; D. C. Absalom (Ford), 174; H. E. Couzens (Standard Vanguard), 175.

Team Award: Shanley, J. I. Smith (Jaguar) and T. A. Irvine (Ford)—Newcastle and D.M.C. Inter-Club Driving Tests: Walker, Lawson and R. Joicey (Morris)—King's College M.C.

## NORTHAMPTON AND D.C.C. WELSH RALLY

4th/5th September

Premier Award: 1. G. Horrocks (M.G.), 32 marks lost; 2. M. Green (Ford 8), 37.7; 3. J. Grocock (Singer 9), 46.4; 4. J. Starsmore (Ford-Minor), 47.4; 5. R. Franklin (Ford 10), 52.6.

## BURNHAM-ON-SEA M.C. RALLY

5th September

Carver Cup: R. A. Wright (Rover 14). Up to 1,500 c.c.: Closed: H. W. J. Oram (Morris 10). Open: J. M. B. W's (Morris). Over 1,500 c.c.: Closed: E. J. Wensley (Rover 14). Open: L. Griffiths (Austin-Healey).

## SHEFFIELD AND HALLAMSHIRE M.C.

## HILL-CLIMB

12th September

1. North Midland M.C.: E. Harrison (Consul Spl.), 19.4 secs; P. Clegg (Clegg Spl.), 19.6; H. Gould (Triumph TR2), 20.4; A. Marshall (Jaguar XK 120), 21.2; R. Habershon (Ford-Austin), 22.0; K. Scales (Ford 10 Analia), 22.5. Aggregate, 124.1 secs. 2. Sheffield and Hallamshire M.C.: R. W. Phillips (Le Tour), 19.7; F. Harrison (Carr Spl.), 20.4; R. Needham (Needham Spl.), 21.2; A. Hopkinson (M.G. TF), 21.9; J. S. Jenkins (Austin Spl.), 22.1; T. Wilde (M.G. TF), 22.6. Aggregate, 127.9 secs.

## MALDEN AND D.M.C. GYMKHANA

Chobham, 12th September

Premier Award: W. Stabb (Ford). Open Class: 1. C. Hoile (Austin); 2. D. England (M.G.); 3. I. C. Rush (M.G.). Closed Class: 1. W. Stabb (Ford); 2. S. M. Actman (Morris Minor); 3. D. Ingram (Morris).

Visitors' Awards. Open: R. N. Avey (H.R.G.). Closed: D. Ingram (Morris). Both of Mid-Thames C.C.

## COMING ATTRACTIONS

September 25th. B.A.R.C. International Race Meeting, Goodwood, near Chichester. Start, 2 p.m.

South Wales A.C. Hill-Climb, Castel Farm, Bridgend. Start, 3 p.m.

Ulster A.C. Hill-Climb, Knockagh, Co. Antrim, N. Ireland. Start, 2.30 p.m.

M.G.C.C. (Irish Centre) Jackson Trophy Trial, Eire.

September 25th/26th. Circuit of Agen (F3), France.

Lancashire and Cheshire C.C. Lakeland "300" Rally. Start, Birmingham, Llandudno and Manchester.

Maidstone and Mid-Kent M.C. Harold Sharp Trophy Rally. Start, Tudor House, Bearstead, 9.30 p.m.

September 26th. Rio de Janeiro G.P. (S).

West Hants and Dorset C.C. 14th Knott Challenge Cup and Southern Inter-Club Team Trial. Start, Bovington Camp, Wool Heath, Dorset, 12 noon.

Gosport A.C. Speed Trials, Gosport, Hants. Start, 12 noon.

Sporting O.D.C. Autocross, London Gliding Club Grounds, Dunstable, Beds.

Welsh Counties C.C. Autumn Rally. 750 M.C./Hants and Berks M.C./U.H.U.L.M.C. Sprint Meeting, Rushmoor.

Cemian M.C./Lancia M.C. Knowland Trophy Rally and Driving Tests. Start, Middlesex Arms, Barnet By-pass, 11 a.m.

Sunbeam Register Driving Tests, Camberley.

B.A.R.C. (East Sussex) Driving Tests, Friston, nr. Eastbourne.

Southern Jowett C.C. Driving Tests, Chobham Common, Surrey.

Public Schools' M.C. Navigational Event.

Wolsley Hornet S.C. (Midland) Rally. Start, White Horse, Balsall Common, 4 p.m.

Aston Martin O.C. (Southern) Concours d'Élégance, Chequers Hotel, Horley, Surrey. Start, 12 noon.

September 27th/October 3rd. Tour of Italy Rally.

## SPRINTING AT GOSPORT

THE sprint event over a standing quarter mile at Gosport this Sunday will start at 12 noon. Among the 72 entries are Alan Brown (Cooper-Bristol), the ex-Rob Walker Delage-E.R.A., driven by new owner Alan Burnand, and Maurice Wick (Allard). Archie Butterworth will be present—just to see how his 12.69 secs. course record fares.

## MORECAMBE HILL-CLIMB

FORTY-TWO entries were received for the Morecambe C.C.'s hill-climb at Leighton Hall, Warton, on 12th September. Competitors found the course unexpectedly difficult, especially after showers in the afternoon, and the best time of the day was made by L. Driver (Frazer-Nash BMW) in exactly 20 secs.

## Class Results

Sports Cars up to 1,300 c.c.: Breakell (M.G.), 23 secs. 1,301-2,600 c.c.: Murray (Frazer-Nash), 21.0. Over 2,600 c.c.: Culf (Austin-Healey), 21.0. Saloons, 1,301-2,000 c.c.: Wadsworth (Porsche), 21.8. Over 2,000 c.c.: Wadsworth (Healey), 23.0. Specials: Hacking (Cooper-M.G.), 20.6. Supercharged Cars: Crabtree (M.G.), 20.4.

## CLUB FIXTURES

North London M.C.—Meeting, 24th September, Cat Inn, Cat Hill, East Barnet.

Mid-Cheshire M.C.—Film Show, 24th September, White Barn, Cuddington, 8 p.m.

Cambridge '50 C.C.—Meeting, 24th September, Ancient Shepherd, Fenditton, nr. Cambridge.

Guildford M.C.—Bullit Dance, 25th September, Lion Hotel, Guildford, 8 p.m.

Bentley D.C.—Meetings: 25th September, King's Arms, Salisbury, Wilts. from 7 p.m.; 26th September, Devonshire Arms, Cracoe, nr. Skipton, Yorks, 12 noon.

Sunbeam-Talbot O.C.—Gymkhana, 26th September, Gloucester.

750 M.C. (Brooklands)—Meeting, 27th September, Sheer House Hotel, Byfleet, Surrey.

Lagonda Club (Northern)—Meeting, 28th September, Red Lion, Holme-on-Spalding-Moor.

Eastern Counties M.C.—Meeting, 28th September, Red Lion, Martlesham, nr. Woodbridge.

Singer O.C.—Meeting, 28th September, Robin Hood, Stratford Road, Hall Green, Birmingham, 8 p.m.

Alvis O.C. (Northern)—Club Night, 28th September, Peire Arms Hotel, Langho, nr. Blackburn.

A.C. Owners' Club.—Extraordinary General Meeting, 28th September, Marlborough Head, North Audley Street, W.1.

London M.C.—Club Night, 28th September, Paviour's Arms, Pace Street, Westminster, S.W.1.

B.A.R.C. (S.W.)—Meeting, 29th September, Little Testwood Country Club, Totton, nr. Southampton.

Chiltern C.C.—Meeting, 29th September, George Hotel, Beaconsfield.

Liverpool M.C.—Meeting, 29th September, Royal Hotel, Hoylake.

Vintage S.C.C.—Meetings: 30th September, Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, nr. Northwich; Crescent Hotel, Ilkley.

Surrey S.M.C.—Meeting, 30th September, Warwick Hotel, Redhill.

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### "Sunbac" at Silverstone—continued

Finally came three heats of a sports car handicap, the first romped away with by D. Rees, whose diminutive Austin sped round the corners even quicker than before, whilst Lawrence's Bentley thundered through the field in vain chase. Randall's M.G. TD turned the tables on Marriott's Buckler in Heat 2, and in the final heat J. Venn, with 10 secs. advantage over J. P. Hacking, staved off the Cooper-M.G.'s challenge in a fine drive, with Baxter's Jaguar weaving through from scratch to take third place. Final placings on handicap were R. Randall, D. Rees and S. J. Lawrence.

GEOFFREY DEASON.

#### Results

**750 Formula Cars (6 laps):** 1, J. W. Whitehouse (Arden-Austin), 9 mins. 13.8 secs. (62.49 m.p.h.); 2, D. Rees (Austin); 3, W. E. Wilks (Austin).

**Sports Cars under 1,500 c.c. and under 1,200 c.c. (S.), (6 laps):** 1, J. P. Hacking (Cooper-M.G.), 8 mins. 17.4 secs. (69.83 m.p.h.); 2, H. Porteous (Porteous Spl.); 3, J. C. Brierley (B.S. Spl.).

**Sports Cars over 1,500 c.c. and over 1,200 c.c. (S.), Heat 1 (6 laps):** 1, B. Baxter (Jaguar), 7 mins. 44.6 secs. (74.76 m.p.h.); 2, R. E. Berry (Jaguar); 3, D. Kasterine (Jaguar).

**Heat 2 (6 laps):** 1, W. N. Green (Frazer-Nash), 8 mins. 16.2 secs. (69.98 m.p.h.); 2, J. Venn (Healey Silverstone); 3, P. J. Simpson (Healey Silverstone).

**Three M.G.s (6 laps):** 1, R. Randall (M.G. TD), 9 mins. 9.6 secs. (63.20 m.p.h.); 2, G. B. Hewitt (M.G. TF); 3, C. M. Tremlett (M.G. TD).

**1,712 Formula Cars (6 laps):** 1, F. V. Lambert (Lotus), 8 mins. 50.8 secs. (65.43 m.p.h.); 2, W. G. Marriott (Buckler); 3, M. G. H. McDowell (Lotus).

**500 c.c. Racing Cars (10 laps):** 1, S. Bloor (Cooper), 13 mins. 23 secs. (72.09 m.p.h.); 2, D. Truman (Cooper); 3, J. Higham (Kieft).

**Sports Car Handicap. Heat 1 (6 laps):** 1, D. Rees (Austin); 2, S. J. Lawrence (Bentley); 3, P. D. Shanks (M.G.-Fiat).

**Heat 2:** 1, R. Randall (M.G. TD); 2, W. G. Marriott (Buckler); 3, H. Barron (B.B.S.).

**Heat 3:** 1, J. Venn (Healey Silverstone); 2, J. P. Hacking (Cooper-M.G.); 3, B. Baxter (Jaguar).

**Overall Placings:** 1, R. Randall (M.G. TD), 62.81; 2, D. Rees (Austin), 59.93; 3, S. J. Lawrence (Bentley), 66.64.

#### First 30-minute High-speed Trial for Cars

**Qualifiers:** 1, Campbell Blair, 18 laps; H. Porteous, 20; W. B. Fowler, 17; S. A. Beasley, 18; R. W. Jacobs, 19; D. L. U. Scott, 19; J. Cuff, 19; G. M. White, 19; J. Deeley, 19; W. Bradley, 19; A. E. Guy, 19; Miss P. L. White, 19; D. Kasterine, 20; B. Bixter, 21; F. Preece, 19; J. Venn, 19; G. P. Green, 19; H. M. Denton, 19; R. W. Colton, 19; W. N. Green, 20; S. J. Lawrence, 20; B. P. Grenfell, 19. **Finisher:** Mrs. D. Tracey, 17.

#### Second 30-minute High-speed Trial for Cars

**Qualifiers:** P. D. Shanks, 18; T. W. Dargue, 20; A. Wake, 17; D. A. Green, 17; H. M. Barron, 18; J. C. Brierley, 20; B. N. Tearle, 18; R. J. W. Uley, 16; A. S. Lusty, 18; J. Rollaston, 18; C. M. Tremlett, 18; B. J. Brough, 18; S. G. Cobban, 17; A. Staniforth, 18; L. A. Bouts, 17; M. Crane, 17; D. R. Hi m, 16; Miss F. Haynes, 18. **Finishers:** D. R. Kelsey, 12; B. Williams, 16.

### HUDDERSFIELD DRIVING TESTS

DAVID BROWN'S private airstrip at Crasland Hill was used on Sunday, 29th August, for the Huddersfield M.C.'s annual driving tests. The smooth tarmac surface proved ideal for the purpose, although one competitor succeeded in finishing a test with his part-owned Dellow on its side—not, we are told, the side owned by the driver!

#### Results

**Best Performance:** K. McGill (Morris Minor). **Class I:** 1, K. McGill; 2, K. Wilson (Morris Minor). **Class II:** G. Haigh (Standard Vanguard). **Class III:** 1, J. Goldthorpe (Austin-Healey); 2, R. Netherwood (Renault).

### N. CORNWALL RALLY

ON 2nd September, the North Cornwall M.C. held their ninth consecutive Annual Rally and Speed Hill-climb at Polapit Tamar, by invitation of the President and his wife, Mr. and Mrs. Leslie Major, who afterwards entertained the competitors and other club members to supper, followed by dancing.

#### Results

**First Class Awards:** E. H. Dennis (H.R.G.), 13 points lost; J. Banbury (Morgan-TR2), 14; G. S. Edwards (Dellow), 14.

**Second Class Awards:** J. Skinner (Dellow-M.G.), 24; A. Penhate (Ford Spl.), 30; C. R. Parsons (Dellow), 30.

### GOLD AND SILVER GOBLET

THE 1954 Gold and Silver Goblets Rally, run by the Coventry and Warwickshire M.C. on 5th September, took place (for a change) in fine weather. Competitors left the "Sportsman's Arms", Allesley, from 10.30 a.m. to complete a 100-mile route, with controls identified by six-figure map references. The tests included a nine-mile regularity section, on which A. Whittaker, who eventually won the silver goblet, had the misfortune to break his speedometer cable. Accurate judgment saved the situation. Best time in the forward/reverse test was made by Dr. Dick Osborn (TR2) who had just returned from the London Rally.

#### Results

**Golden Goblet:** R. Hunter (Vanguard), 9 marks lost; **Silver Goblet:** A. Whittaker (M.G. TD), 12; **First Class Awards (saloons):** G. O. Davies (Vanguard), 10; S. Keen (Anglia), 11; **Open cars:** D. A. Blundell (Healey), 19; Mrs. Evans (Dellow), 29; **Second Class Awards (saloons):** J. M. Caunt (Zephyr), 19; **Open car:** Mrs. D. M. Osborn (H.R.G.), 77; **Team Award:** Vanguard team: R. Hunter, G. O. Davies, M. Kirby.

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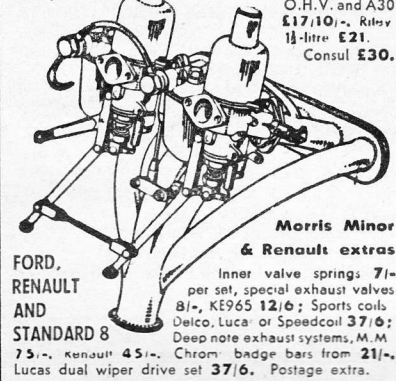
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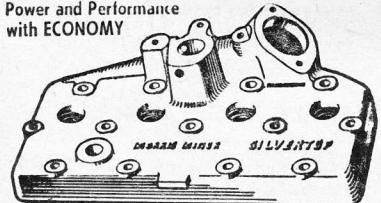
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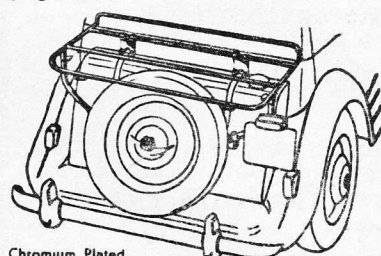
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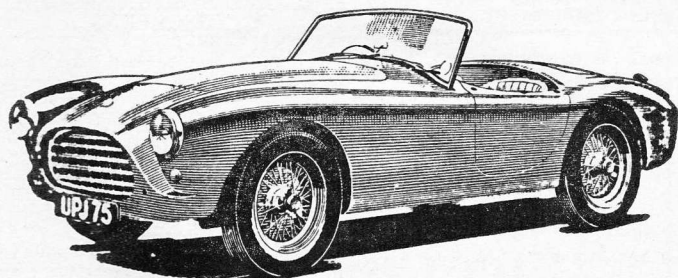
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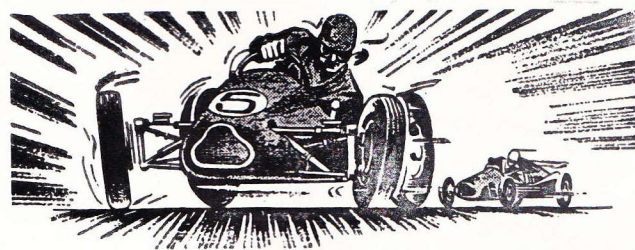
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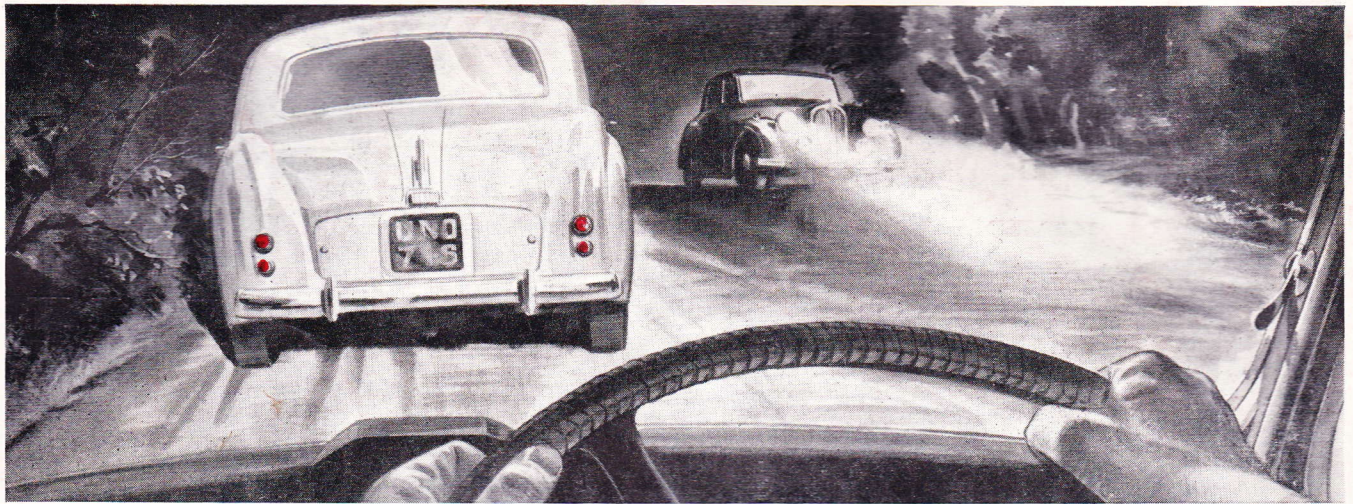
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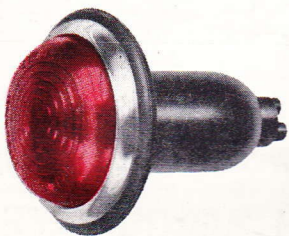




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**REAR LAMPS & REFLECTORS**  
*-the BEST Reflectors made*

Under the provisions of the Road Transport Lighting (Rear Lights) Bill, it will become obligatory on October 1st, 1954, for all four and three wheeled vehicles to be fitted with two reflectors. By October 1st, 1956 two rear lights must also be fitted.

Lucas approved rear lamps and reflex reflectors are available from Garages and Service Stations everywhere.