

**GOODWOOD INTERNATIONAL MEETING**

# AUTOSPORT

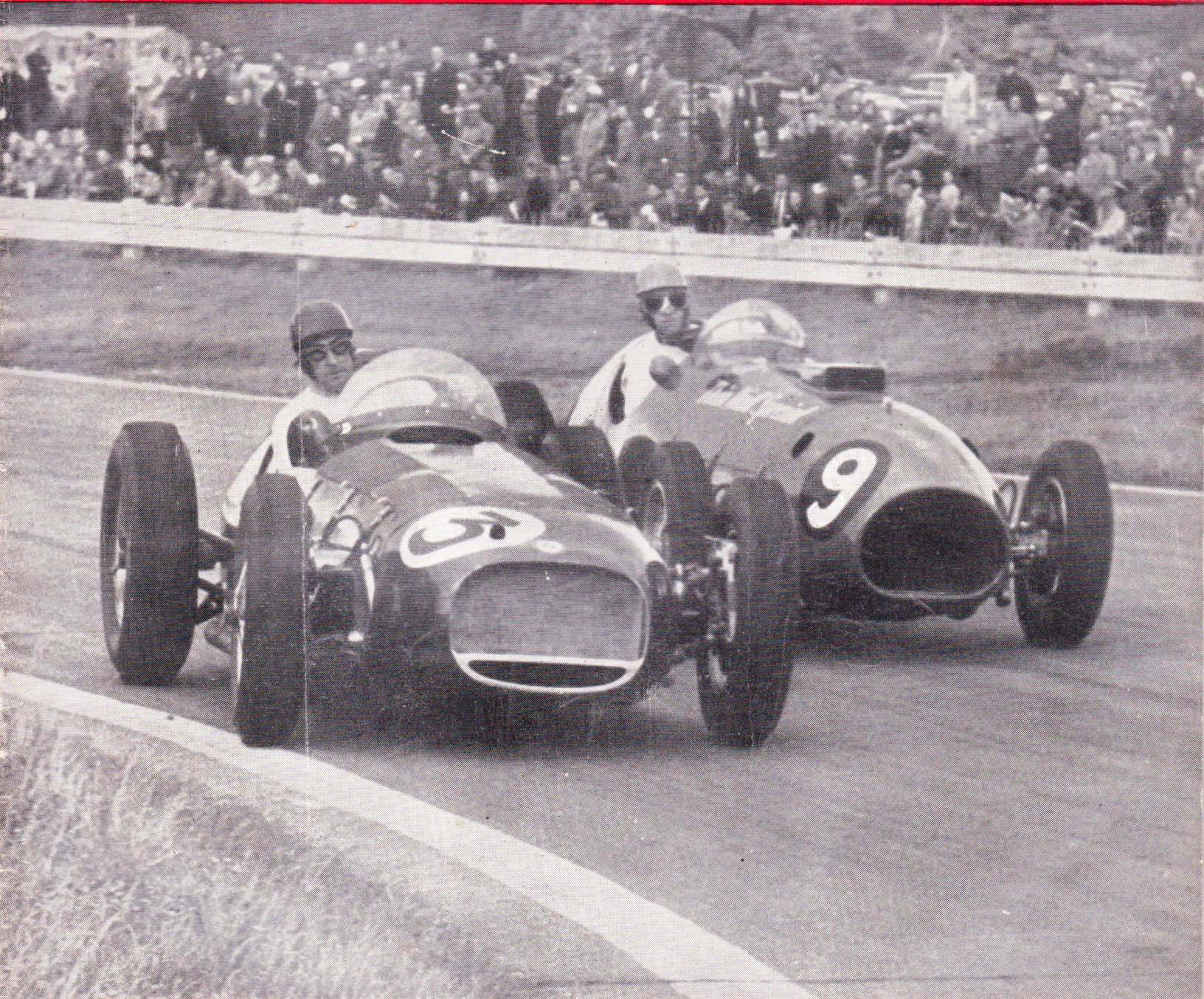
OCTOBER 1, 1954

**1/6**

EVERY FRIDAY

Vol. 9 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

CUNNINGHAM'S WATKINS GLEN TRIUMPH : THE G.P. MERCEDES-BENZ

IRISH RACING FINALE : THE SEASON'S FIRST TRIAL : RECENT RALLIES



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- 1<sup>st</sup> **Stirling Moss MASERATI**  
 2<sup>nd</sup> **P. J. Collins VANWALL SPECIAL**  
 3<sup>rd</sup> **R. F. Salvadori MASERATI**

## WOODCOTE CUP

- 1<sup>st</sup> **P. J. Collins THINWALL SPECIAL**

## 500 c.c. RACE

- 1<sup>st</sup> **D. Parker KIEFT**

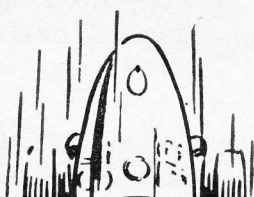
## 2-LITRE SPORTS CAR RACE

- 1<sup>st</sup> **R. F. Salvadori MASERATI**

(Results subject to official confirmation)

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 14

October 1, 1954

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## CONTENTS

	Page
Pit and Paddock . . . . .	429
Sports-News . . . . .	430
Cunningham's Watkins Glen Triumph . . . . .	432
Correspondence . . . . .	434
John Bolster visits the Commercial Show . . . . .	435
Irish Finale — Leinster M.C.'s Curragh Meeting . . . . .	436
1955 Models . . . . .	437
Split-Second Goodwood . . . . .	438
The Knott Cup Trial . . . . .	442
Gosport Sprint Meeting . . . . .	442
Fair-weather Clacton Rally . . . . .	444
Lakeland "300" Rally . . . . .	446
The "Birmingham Post" Rally . . . . .	448
News from the Clubs . . . . .	451

## NOTICES

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## EDITORIAL

### GRAND PRIX PROJECT . . .

WHEN B.R.M. made its first appearance at Goodwood, it was cheered to victory by an excited crowd. Indeed, it was hailed on all sides as a "world-beater". Last Saturday, the new 2.5-litre Vanwall Special made its début at Goodwood. It did not win but, driven by both Peter Collins and Mike Hawthorn, was revealed as a car of immense possibilities. Nevertheless, it is nearly impossible to judge the potentialities of Grand Prix machinery in races of approximately 50 miles and 24 miles respectively. There can be no indication of high-speed reliability, the real factor for a successful Grand Prix machine, and it would be perhaps wiser to reserve our verdicts until the Vanwall has run in a full-distance Grand Prix. True, the smaller-engined car ran reliably in the Italian G.P. at Monza last month, and it now remains to be seen whether or not it can do the same with the increased power of a fully-developed 2,500 c.c. engine. It is over three years since Mr. G. A. Vandervell evolved his plan to build the car. The Cooper concern completed the chassis in under six months, and the twin-o.h.c., four-cylinder power unit has been quietly developed in the Vandervell workshops. It is intended to construct three more cars for 1955 *grandes épreuves*, in order to attempt to establish British prestige in Grand Prix racing. AUTOSPORT is certain that every motor-racing enthusiast will wish the Vandervell project all possible success. It would appear to compete directly with B.R.M. and Connaught, for the honour of wearing B.R.G. in the major races of 1955, and many people will be interested to learn that Mercedes-Benz technicians have shown more curiosity regarding the mechanical details of the Vanwall Special, than they have done with any other possible rival. Barcelona should be highly interesting, as it will give the Vandervell people an opportunity to watch their car race in company with the formidable "silver arrows" from Unterturkheim!

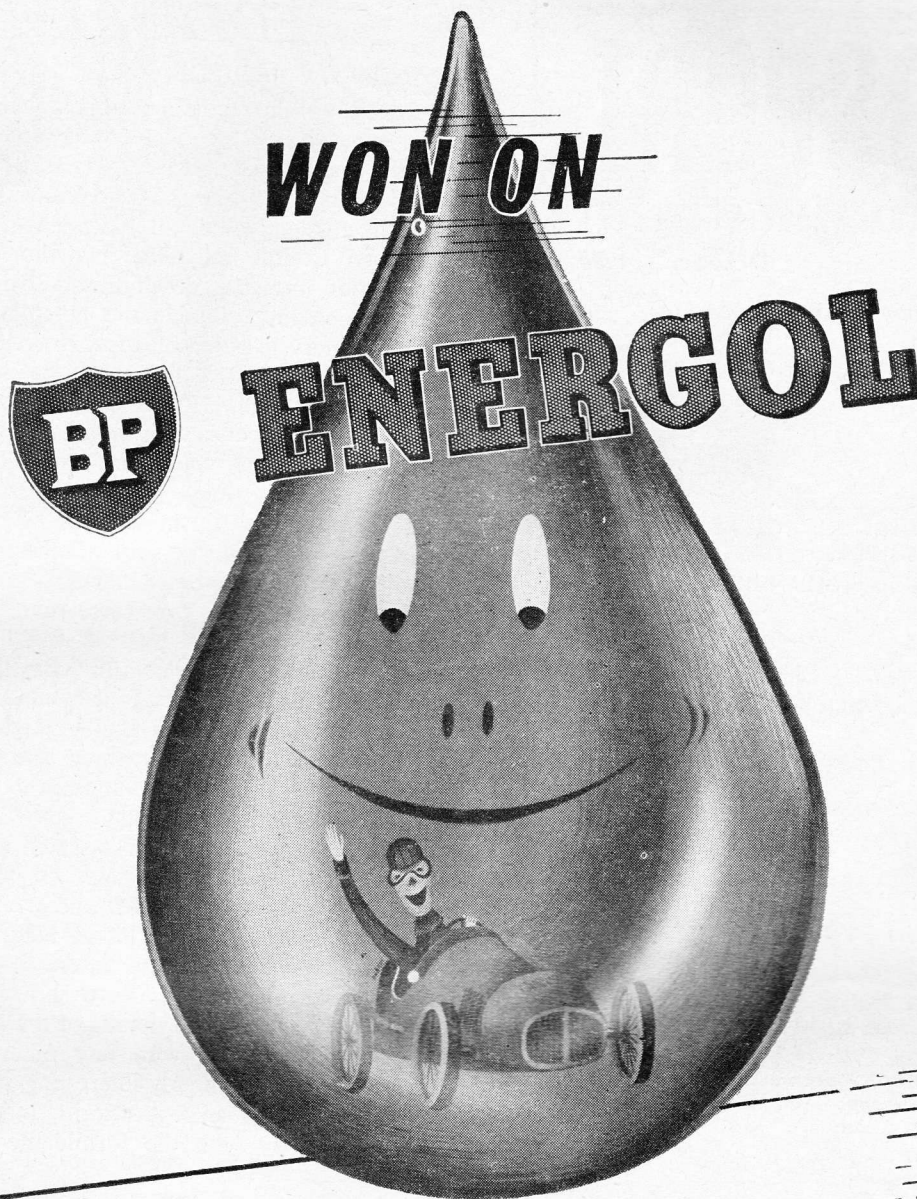
### SHOWTIME . . .

THE small-capacity closed car of the *gran turismo* type, as exemplified by the 1,100 TV 103 Fiat, is rapidly gaining in favour. At the Paris Salon, which opens next week, there will be several French-built cars which follow a similar trend. In addition to Simca, the French counterpart of Fiat, both Renault and Panhard have variations of their popular small cars, built to high-performance standards. Also, a new 850 c.c. D.B.-Panhard coupé will be exhibited with an all-plastic body and a maximum speed of 95 m.p.h. with a dry weight of just over 9 cwt. One feels that Morris, Austin, Standard and Ford in this country could, to advantage, build G.T. versions of their small machines, intended for a discriminating market.

### OUR COVER PICTURE

*STILL THE FASTEST: Although now obsolete, the old Formula 1 cars are still supreme in speed and spectacle. In the photo, Peter Collins (Thin Wall Special) who won the Woodcote Trophy Formule Libre race at Goodwood last Saturday, is seen at Madgwick about to pass the B.R.M. driven by Ken Wharton.*





**GOODWOOD**  
Woodcote Cup

**1st THIN WALL SPECIAL**  
P. Collins

**2nd B.R.M.**  
Ken Wharton

*Subject to official confirmation*

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**REG FARNELL** may be seen in a Lister-Bristol in certain sports car races next year.

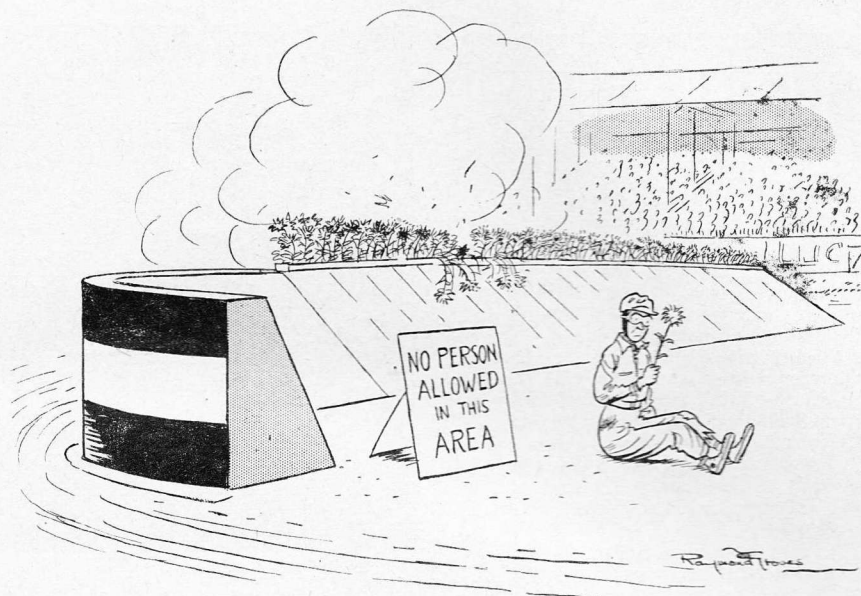
**SIR JEREMY BOLES** and **Don Beauman** plan to run a 750S Ferrari next season.

To Mr. and Mrs. John Cooper, a son—**John Michael Newton Cooper**: definitely a "two-lunger"!

**RENDEZVOUS** of many racing folk after Goodwood was "Bow's" at Midhurst, where what one eats is normally found in the daily papers!

**DRIVING** a 3.3-litre Lancia, **Piero Taruffi** won the 19½-mile Catania-Etna event, which involves a strenuous run up to, and round the crater of, Mt. Etna, Sicily's famous volcano. He averaged 62 m.p.h., comfortably heading Bellucci's 2-litre Maserati.

**JEAN BEHRA** will probably be a member of the Maserati team for Barcelona.



"Out of this nettle, danger, we pluck this flower, safety." (Henry IV, Part 1.)

## PIT AND PADDOCK

**NEW** Roots-type supercharger recently introduced in the U.S. market is the Pepco, which gives a boost of 5 to 8 lb. p.s.i., and is suitable for up to 2-litre cars. Price there is about \$175; producers are Progressive Engineering Products Co. of Akron, Ohio.

**THE** late Felice Bonetto's record for the Bologna-Raticosa hill-climb was broken on 19th September by Eugenio Castellotti with a 3.8-litre Lancia, who made B.T.D., and by Perdica (Maserati). Both these drivers, of course, took part in the T.T.

**GUILDFORD** M.C.'S buffet-dance last Saturday at the Lion Hotel was a crowded affair. Amongst the many motor-racing personalities present were Mike Hawthorn, Don Beauman, John Cooper, John Coombs, Ray Raven and Julian Jane.

**PONDERING** on the comfortable 132 m.p.h. average by the 2½-litre Mercedes-Benz in the Avus G.P., some continental circles are suggesting the German cars could do well in the Indianapolis 500 Miles race.

**D.B.**-PANHARD will show a new plastic-bodied coupé at the Paris Salon. Stanguellini, rival "750" exponents from Italy, will also be there, but their exhibits will be an 1,100 c.c. open sports and a 1,200 c.c. coupé.



**SPOTTED** at Goodwood last Saturday—(above) *The Duke of Richmond and Gordon and His Majesty King Feisal of Iraq watching the racing.*

★

(Left) *American driver Masten Gregory whiles away the time between races, seated in his Ferrari and reading AUTO-SPORT.*



**STIRLING MOSS** will not be going to Australasia. His plans include South America with Maserati, and possibly the Great Mountain Rally (U.S.A.) for Sunbeams.

**W. P. JONES**, formerly works manager of the Poland Street Garage, W.1, has been appointed assistant general manager to the Mamos Group, which controls the Poland Street, Roundabout and Grosvenor House garages in London. Mr. Jones is known for his preparation of competition cars, including John Keeling's C-type Jaguar, and also for his model car activities.

**ENGAGED**—Paul Burdon, ex-Competitions Manager for Lockheed's, and transmission expert for the group, to Pamela Wilson-Wood who also hails from Leamington Spa.

**SPORTS** car record at Prescott hill stands to E. P. Scragg's Alta-Jaguar, and not to an Allard, as our report last week implied. A correction to the results concerns the fastest pre-1939 sports car, which was H. L. Yates's Frazer-Nash BMW with a time of 50.97 secs.

**LAST** Sunday's race meeting at Agen, France, brought another Formula 3 success to Adolf Lang of Germany in his Cooper. Kuhnke (Cooper), Hutchinson (Cooper), Ahrens (Cooper) and Borremans (Effyh) followed him home.

**MAURICE GATSONIDES**, sharing a Porsche 1300 with Count Westerholts, won the first International "Coal and Steel" Rally, held in the Saar from 23rd to 25th September.

**LATEST** catalogue of the Petroleum Films Bureau lists 200 films, including many on motoring subjects. "Grand Prix, 1953", "Nürburgring", "Mediterranean-Cape Rally" and "Mille Miglia, 1953" are amongst recent titles. All films are available on free loan to clubs and others organizing film shows. The P.F.B.'s address is 29 New Bond Street, London, W.1.



## SPORTS-NEWS

### THE PAN-AMERICAN ROAD RACE

INTEREST in November's Pan-American road race is kindling, and already it has been reported that Alfa Romeo will send official entries. Ferrari and Gordini are expected to compete again, whilst sundry American drivers of note are already entered, amongst them being Indianapolis double winner Bill Vukovich, Jack McGrath, Walt Faulkner, Chuck Stevenson and Johnny Mantz, all of whom will drive for Lincoln. The Dearborn marque are out to defend their fine name in the touring division of the race. Californian Jack MacAfee is to drive a 4.9-litre Ferrari.

The race begins at Tuxtla Gutierrez, on the Mexican-Guatemalan border, on 19th November, and finishes at Ciudad Juarez, on the Mexican-United States border, on 23rd November. It will be the final round in the 1954 World Sports Car Championship, which, however, is now virtually the property of Ferrari for the second year running. Their score is 28 marks up to date, as against 14 by the runners-up, Lancia, so that even outright success in the Pan-American event and the 8 marks it would earn, could avail the latter marque nothing.



*PARTING: Focus of interest in Grand Prix circles currently is Jean Behra of France, soon to leave Amedée Gordini's stable to join the Maserati team. Here Behra (left) and his chef d'équipe for the past three years are looking perturbed after one of their all-too-frequent mechanical failures with ageing cars this season.*

### THE 41st PARIS SALON

FROM 7th to 17th October the Grand Palais in Paris will be the scene of the 41st Paris Salon, when the latest products of the world motoring industry will be on exhibition. British, Continental and American cars will all be on

show, together with innumerable accessories and components, caravans and other transport vehicles. The Grand Palais will be open from 9 a.m. to 8 p.m. each day, and to 10 p.m. on Wednesdays and Saturdays.

A full report of the Paris Salon will be published in our 15th October issue.

## AINTREE INTERNATIONAL

Moss, Mantovani, Collins, Wharton, Schell, Behra and Pilette for Tomorrow's Meeting—Fangio and Hawthorn "Possibles"—B.R.M. v. Thin Wall Again

THE entry for the B.A.R.C. International meeting at Aintree is extremely varied, and contains the names of the majority of Britain's prominent drivers, with a smattering of Continentals.

Chief event is the *Daily Telegraph* Trophy for Formula 1 cars in which Officine Maserati have entered Stirling Moss and Sergio Mantovani. Other Maseratis are down to be raced by Ken Wharton (Owen), Roy Salvadori, Harry Schell and Louis Rosier. Reg Parnell will be there in a Ferrari, whilst Gordini will be represented by Jean Behra and André Pilette. Chief British challenger to the Continental cars will be the Vanwall Special, to be handled by Peter Collins, but one must not overlook Bob Gerard and his Cooper-Bristol. There are also entries from Connaught, Cooper, Turner, H.W.M. and Emeryson.

Most of the F1 cars will compete in the *Formule Libre* event, and no fewer than three B.R.M.s are entered, namely, Ken Wharton, Ron Flockhart and X—whom it is hoped will be none other than Juan Manuel Fangio, champion of the world, if Mercedes-Benz give the O.K. Another driverless car is the Thin Wall Special, and the name of Mike Hawthorn has been coupled with this very fast machine, as Peter Collins is down to drive the smaller Vanwall—destined to compete in the Spanish Grand Prix. Duncan Hamilton will drive the Jaguar-powered H.W.M.

The F3 event reads like a "Who's Who" of British 500 c.c. drivers, and the host of top-liners include Stirling

Moss, Les Leston, Jim Russell, Don Parker and Stuart Lewis-Evans, to name a few. DB3S Aston Martins will be seen in the sports car race, as well as Peter Whitehead's very rapid Cooper-Jaguar, the Ecurie Ecosse C-types, and Gaze's H.W.M. The smaller categories have Lotus, Osca, Maserati, Cooper and Lister entries.

The programme also includes a couple of five-lap races, one for saloons and the other for sports cars. Two M.G. Magnettes will be competing in the former, with opposition from "Laystall" Ford Consul, Porsche, Simca Aronde, Jowett and Foster's fleet little Morris Minor.

Racing starts at 11.30 a.m., and the last event is scheduled for 4.30 p.m.

#### 500 c.c. Race (17 laps)

**Cooper:** Austen May, Bob Gerard, Don Truman, Stuart Lewis-Evans, Les Leston, Stirling Moss, C. C. H. Davis, Scott Bloor, Michael Keen, Edward Greenall, J. B. Naylor, Cliff Allison, R. K. Tyrrell, Jim Russell, W. Howard, A. E. Elliott, Ivor Bueb, C. Mauritzen, M. Gillespie, Jock McBain. **Staride:** Rob Anderson, D. Taylor, A. Eccles, E. Fenning, H. Phillipson, J. Brown, A. Butler. **Kieft:** C. G. Summers, Don Parker, Jack Westcott. **Revis:** Reg Bicknell. **Martin-Headland:** Charles Headland.

**Reserves:** Cooper: A. E. Marsh, D. H. Phillips, P. White. **J.L.R.:** J. L. Rowbotham. **Emeryson:** C. Hale.

#### Formula 1 (17 laps)

**Maserati:** Stirling Moss, Sergio Mantovani, Ken Wharton, Louis Rosier, Roy Salvadori, Harry Schell. **Ferrari:** Reg Parnell. **Connaught:** M. F. Young, C. D. Boulton, J. Riseley-Prichard, Sir Jeremy Boles or Don Beauman, Bill Whitehouse, X (Ecurie Ecosse). **Cooper-Bristol:** Bob Gerard, Horace Gould, J. K. Hall, Jim Lawrence. **Cooper-Alta:** Alan Brown or Michael Keen. **Gordini:** Jean Behra, André Pilette. **Vanwall Spl.:** Peter Collins. **Turner:** J. H. Webb or Jack Fairman. **H.W.M.:** E. N. Whiteaway. **Emeryson:** Paul Emery.

#### Formule Libre (17 laps)

**B.R.M.:** Ken Wharton, Ron Flockhart, X. **Thin Wall Spl.:** X. **Vanwall Spl.:** Peter Collins. **E.R.A.:** Jock Somervail. **Maserati:** Stirling Moss, Serge Mantovani, Ken Wharton, Louis Rosier, Roy Salvadori, Harry Schell. **Maserati (S):** X. **Ferrari:** Reg Parnell. **Cooper-Bristol:** Bob Gerard, Horace Gould, J. K. Hall, Jim Lawrence. **Connaught:** Bill Whitehouse, M. F. Young, C. D. Boulton, J. Riseley-Prichard, Sir Jeremy Boles or Don Beauman, X (Ecurie Ecosse). **Turner:** J. H. Webb or Jack Fairman. **Cooper-Alta:** Alan Brown or Michael Keen. **Gordini:** Jean Behra, André Pilette. **H.W.M.:** Duncan Hamilton, E. N. Whiteaway. **Emeryson:** Paul Emery.

**Reserves:** K. Flint (E.R.A.), J. D. Lewis (E.R.A.), A. W. Birrell (E.R.A.).

#### Saloon Cars (5 laps)

**M.G. Magnette:** Peter Reece, H. Sullivan. **Morris Minor:** A. T. Foster. **Simca Aronde:** A. E. Marsh. **Jowett:** A. Wake. **Ford Consul:** Basil de Mattos. **Porsche:** Edgar Wadsworth, X. **Bristol:** P. S. Buckley. **Riley:** A. P. O. Rogers, G. Gelberg.

#### Sports Cars (5 laps)

**R.G.S. Atalanta:** R. G. Shattock. **Darracq:** J. Goodhew. **Emeryson:** R. H. Dennis. **Austin-Healey:** D. Shale, J. Deeley. **Jaguar XK 120:** E. Protheroe, J. G. Allison. **Triumph TR2:** H. Sullivan, P. S. Posner. **Cooper-M.G.:** J. B. Naylor, P. Jackson. **H.W.M.:** R. A. Page.

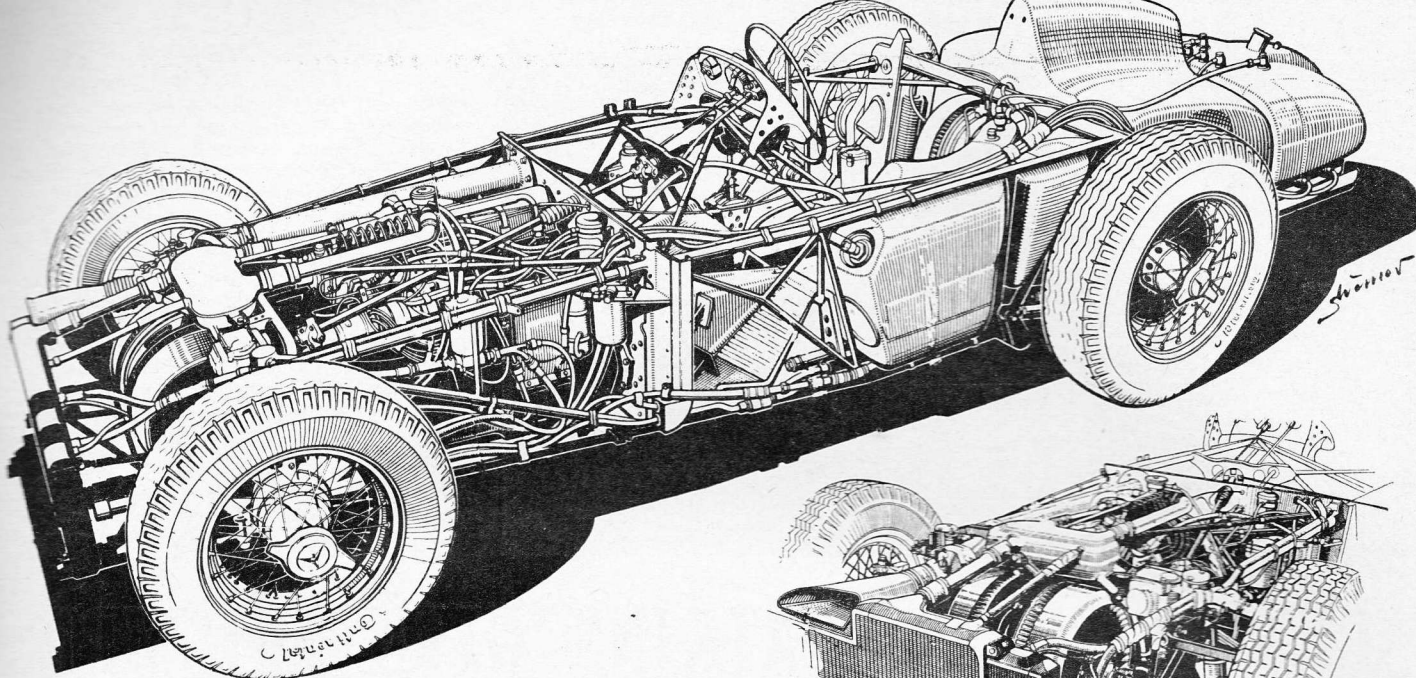
#### Sports Cars (17 laps)

**Lotus:** Colin Chapman, John Coombs. **Connaught:** X, Ken McAlpine. **Osca:** Peter Reece. **Kieft:** X. **Jehu-Riley:** J. Horridge. **Emperor-H.R.G.:** David Blakely. **Maserati:** Roy Salvadori. **Frazer-Nash:** C. A. S. Brooks, Ken Wharton, Peter Scott-Russell. **Cooper-Bristol:** Alan Brown or Michael Keen, Tony Crook, A. McMillan, A. P. O. Rogers. **Lister-Bristol:** Archie Scott-Brown. **Aston Martin DB3S:** Graham Whitehead, Reg Parnell, Peter Collins. **Cooper-Jaguar:** Peter Whitehead. **Jaguar XK 120C:** B. Baxter, John Berry. **Ferrari:** Joe Kelly, Masten Gregory. **H.W.M.:** Tony Gaze.

### TOUR D'ITALIA

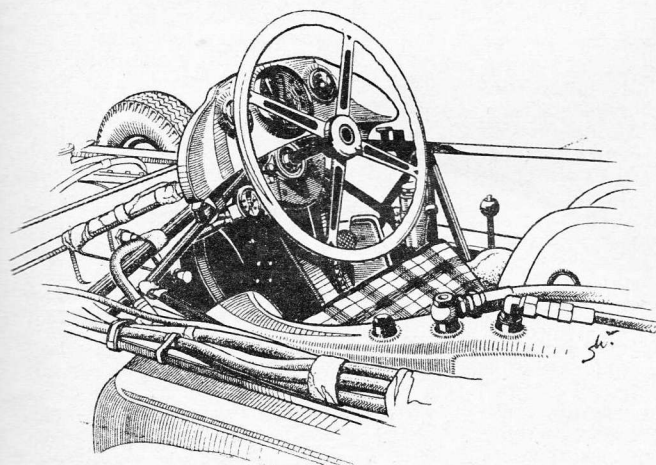
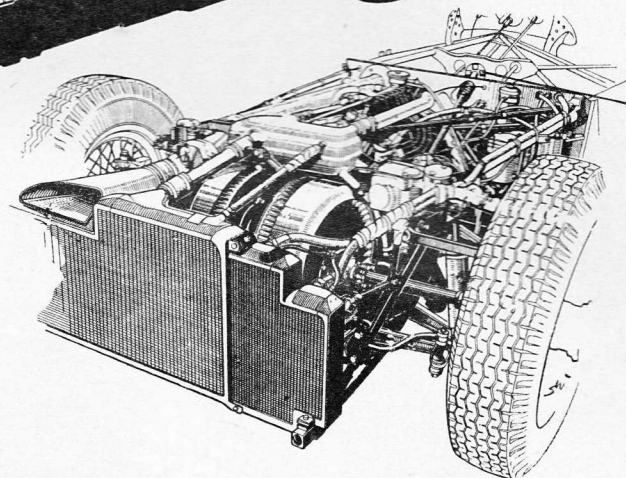
THE first Tour of Italy started on Monday last, 27th September, from Monza. It comprises seven stages, and finishes on 6th October. Bulk of the entry or 132 are Italian, but Gendebien and Olivier are sharing a Plymouth, and Guiraud drives a Peugeot. Franco Cortese is driving a Jaguar.





## G.P. MERCEDES-BENZ

THESE drawings by the German artist Siegfried Werner lay bare many interesting technical features of the 1954 road-racing Mercedes-Benz, the newest, most sensational and, as it proved, most successful Formula 1 machine. Appearing at Nürburgring after the failure of the streamlined Rheims-type car in the British G.P., this more conventional-looking "Grand



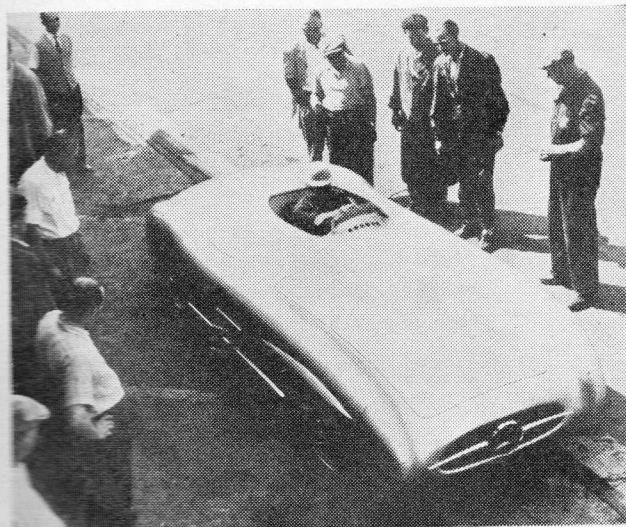
Prix" model, driven by Fangio, swept all opposition aside to win the G.P. of Europe.

Three weeks later the Swiss G.P. at Berne fell to the same master driver from Argentina, in the same type of car, while with streamlined models, of course, Mercedes won the French and Italian G.P.s. The design's effectiveness has thus been well-proved, although its suspension is said still to merit some improvement. The rather brutal "Indianapolis" appearance of the road racing car is a break with the traditional beauty of Mercedes racing machines, but most probably it will appear next season in neater, sleeker, and even faster form.

### SPECIFICATION

**Engine:** 8-cylinder in-line (two blocks of four), inclined to offside at 60°, 76 mm. x 68.8 mm, bore and stroke, 2,496 c.c.; twin o.h.c.; desmodromic valves. Twin Bosch magneto ignition, two plugs per cylinder; direct fuel injection; dry-plate clutch; divided propeller shaft; 260 b.h.p. at 8,400 r.p.m. **Transmission:** 5-speed gearbox mounted behind rear axle; double universal-jointed drive shafts. **Chassis:** Steel, multi-tubular. **Suspension:** (front) Torsion bar and unequal length wishbone links, with anti-roll bar and telescopic, hydraulic shock absorbers. (Rear) Swing axle with lowered pivot; twin I-section beams beneath final drive and forward-located tubular radius arms. Torsion bar springing; hydraulic dampers. **Brakes:** Inboard, front and rear; hydraulically operated; turbo-finned drums. **Wheels:** Rudge-type wire, with light alloy rims. **Weight:** Approx. 700 kilograms (13½ cwt.).

## THE 300SLR RENNSPORTWAGEN



★  
*AT MONZA: Seen from the pits balcony, the 300SLR is revealed as a very clean-lined machine. The driver sits on the nearside, a position favoured by only a few designers; e.g., Veritas and Maserati. The new Mercedes should prove a formidable contender at Le Mans and in the Mille Miglia next year.*

★  
THE new 300SLR Mercedes-Benz, which was illustrated in last week's issue of AUTOSPORT, proves to have a 3-litre, straight-eight engine, mounted at a steep angle in the chassis, in similar style to that of the Formula 1 Grand Prix machine, from which the design has been developed. Tested at Monza recently, the 300SLR returned lap times of 2 mins. 0.3 sec., comparing well with Fangio's 1 min. 59 secs. laps in a G.P. Mercedes.

Preoccupation with Formula 1 has retarded development of the 300SLR, but Unterturkheim hope to race it extensively in 1955 sports car events, perhaps commencing in Argentina, then following with the Mille Miglia, Le Mans, the Nürburg 1,000 kms., and, it is hoped, the Ulster T.T. The new machine should certainly add spice to next year's events.



**SPEARTHRUST:** Briggs Cunningham momentarily led at the start with the Ferrari-Cunningham, but Bill Spear (Ferrari 4.5) overtook him on the hill-crest, to lead until he retired on lap 10.

hurriedly changed seats and windscreens in the two cars. This threw the opposition, and, I must say, the spectators completely off-guard! And at the race's end, Walters, with his magnum of champagne and laurel wreath, smiled modestly and said, "To me it is more than a personal victory. Because of my association with the car from its origin—in the winter of 1951-52—I've had the highest regard for it and, naturally, wanted to see it retired properly." Walters, America's greatest sports car driver, certainly saw to that! And we wonder now, after its stupendous performance, if the car will *really* be retired.

# CUNNINGHAM'S WATKINS GLEN TRIUMPH

Phil Walters Wins U.S. Sports Car Grand Prix With Famous Le Mans C4 Model, Making its Last Scheduled Race Appearance—Another C4 Third

CROSSING the finish line 2 mins. 18.3 secs. ahead of Jim Kimberly's 4.5 Ferrari, Phil Walters closed the career of the C4 Cunningham with a blaze of glory and became the first two-time winner of the Watkins Glen Grand Prix. But the story of the last-minute switch of cars is as interesting as the race itself.

Long before race day, 28th September, Briggs Cunningham decided that Phil Walters should drive his fastest car, the 4.5 Ferrari-Cunningham, and that he and Sherwood Johnston would pilot the two Chrysler-powered C4s. This was to be the last race for the C4s before being "put out to pasture". At the first race of this season in Tampa, Florida, Kimberly showed up with his new 4.5 Ferrari and beat the Cunninghams, proving to Briggs Cunningham that his C4s were no longer capable of winning races as they existed. In three years of competition at Le Mans, the cars had finished no lower than fourth from the top; a fine record, indeed, for a new marque racing against manufacturers with years of research behind them. Up until this year, the C4s were unbeatable in the U.S.A., and they were talked about from coast to coast. (Some little boys wouldn't even eat their breakfast cereal unless a picture of the Cunningham appeared on the box!) So, naturally, before Watkins Glen, all of the Cunningham drivers felt sentimental about retiring the cars from active service. In the garage the boys said, "Let's set one of the C4 cars up to win its last race." They decided to lighten it, taking off as much as possible; then they added Weber carburetors; and finally installed a new-type camshaft which they hadn't even tested. This was something they wouldn't have dared before a 24-hours race, but for 100 miles they felt they could take more liberties with their faithful mount.

In practice, Walters in the Ferrari-

By  
RUTH SANDS BENTLEY  
Photographs by Ozzie Lyons

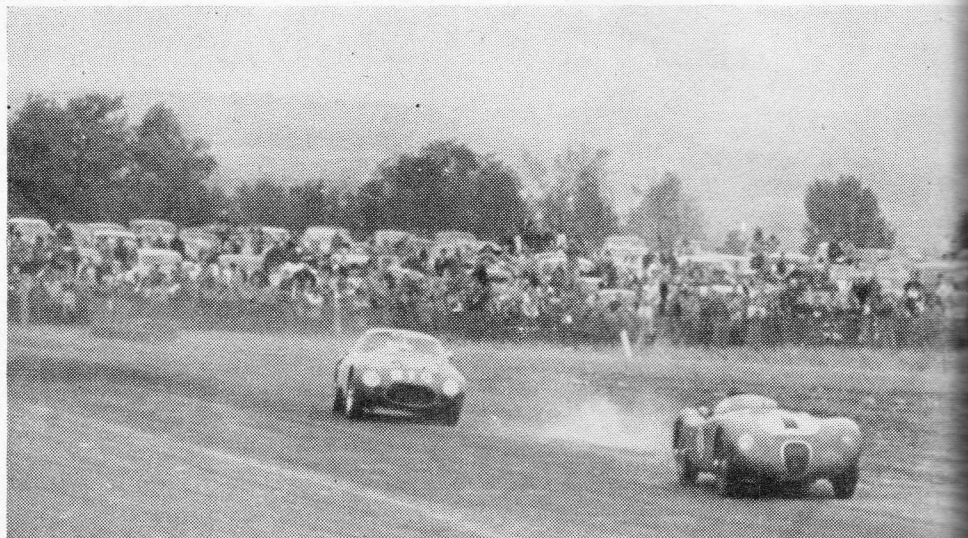
Cunningham toured the 4.6-mile course faster than any driver, and did one lap in the fantastically brief time of 3 mins. 0.9 sec., an all-time fastest lap for the new course. This proved the 4.5 Ferrari-Cunningham to be a little faster than the like cars of Spear and Kimberly. But, while the Ferrari-Cunningham was the fastest car on the course, Walters knew that the C4, which Cunningham was driving in practice, was better on traction, on cornering, and on handling. During practice on Friday everyone was watching the Ferrari-Cunningham and the other two 4.5 Ferraris. Briggs Cunningham drove his lightened and newly-cammed C4 almost unnoticed while the pits of Spear and Kimberly were keeping their eyes and clocks on Walters.

Then, at 2.15 p.m. on race day, only 30 minutes before the start of the Grand Prix, Cunningham switched to the Ferrari-Cunningham, which had gained pole position in qualifying practice, while Walters took over the C4 in sixth starting position, and mechanics

Captain George Eyston, Chief Steward, called the drivers together just before the start of the Grand Prix to warn them that the road surface was breaking up in places. At the drop of the flag, Cunningham spun his wheels in a quick getaway, only to be overtaken by Spear as they disappeared over the crest of the first hill. At the end of the initial lap Spear had a four-second lead over Walters (Cunningham), Kimberly (Ferrari), Johnston (Cunningham), with Hansgen (Jaguar C), Irish (Ferrari Mexico), Cunningham (Ferrari-Cunningham), Ensley (Kurtis-Kraft), and Lloyd (Ferrari) heading the second contingent of 29 cars. Spear completed his second lap in 3 mins. 12.6 secs., Lee's Allard took the last turn in a frightening way—"à la shoulder", and Lloyd and Lyeth (Ferrari) overtook Ensley for the only change among the leaders.

Spear completed his fourth round in 3 mins. 12 secs. flat—and he was lapping within a fraction of a second of his fastest practice lap; but Walters was only 3 secs. behind, and fourth-man Kimberly had a 5.5 secs. lead over Johnston. The twin-engined Porsche Special of Fageol was battling Ensley's Kurtis for 10th place, a duel that lasted

The battle between Walt Hansgen (C-type Jaguar) and Dick Irish (Ferrari) was one of the most stirring of the day.





throughout the race. By lap 6 second-place Walters was 29.5 secs. ahead of Kimberly, the lead cars had lapped a good portion of the field, and six cars were already out of the race.

Bill Spear was driving a beautiful race and on lap 8, circled in 3 mins. 10.8 secs. to set the new official lap speed record for the hilly, winding course at 86.6 m.p.h. On lap 9, however, he slowed to 3 mins. 13.9 secs. and on lap 10 he pulled into the pits to end a brilliant performance with rear axle trouble. And then the rain came, not

Walters lap Cunningham and widen his lead over Kimberly to 1 min. 35 secs., while Hansgen slid off the glassy course, through the mud shoulder, and back on to the course, letting Irish through. By lap 14 Walters was 1 min. 42.75 secs. in the lead and Hansgen took another power slide through the mud to avoid Proctor, whose spinning Maserati momentarily blocked his path. Irish's Ferrari Mexico was now closing on Johnston; and at this stage there were only 16 cars left in the race.

Still Walters was drawing away from

Kimberly, and fourth-placer Irish was now 32.2 secs. ahead of Hansgen. Lyeth took the escape road on lap 19, but returned quickly, and Irish proved to be the fastest driver on the wet course, circling in 3 mins. 13.2 secs. for his 20th lap; his driving and the appearance of the Ferrari coupé both appealed to the crowd. But try as he would, he just could not catch Johnston before Walters in the Cunningham had taken the chequered flag 2 mins. 19.3 secs. ahead of Kimberly's Ferrari, which crossed 39 secs. in front of Johnston.

The first race of the day for unrestricted cars, over 50.6 miles, was paced by a new Buick Wildcat. The bleak, cold day needed something to warm it up, but when Rowland Keith's Cooper seemingly circled in 2 mins. flat, that was too much! The 34 cars had gone by in such close formation on the pace lap that we did not realize the Cooper had stopped on the back part of the course and was just completing its pace lap!

Lipe (Porsche-Cooper) led the first lap, followed by Cade (Maserati) and Wyllie (Jaguar C), while Weaver (Maserati) went to his pit. Lipe's second lap was completed in 3 mins. 51.8 secs. and Wyllie overtook Cade, with Patterson (Allard) running fourth and McKenna (Jaguar) fifth. Wyllie moved up to first on lap 3, 6 secs. ahead of Lipe, while Cade's veteran Maserati was seen shooting down the escape road. It returned to the course to become involved in a collision, next time around, when Knight's Jaguar spun into its path on the last turn. The two cars stalled briefly in the middle of the road while the roar of engines announced approaching cars. Moments of fear were dissipated when everyone got around safely and the two dented cars moved on to their pits.

Timmons, driving the ex-Hansgen XK Special which had won the Grand Prix last year, began a tussle with Patterson (Allard), pressing him hard and passing on lap 6. Lipe's Cooper retired on lap 5, while Wyllie maintained a good lead over Patterson and Timmons, and Roger Wing, driving a very old Jaguar (the ninth car to be delivered to the U.S.A.), who started in 33rd position, was threading his way through the herd, reaching seventh place by lap 6. Now Timmons, lying second, was on the move. He cut Wyllie's lead to 17.5 secs. on lap 7, 12.5 secs. by lap 8, 10.5 secs. on lap 9 and 5.4 secs. on lap 10. But Wyllie took back two-fifths of a second on the last lap, and won by 5.8 secs., while Manting, running fourth, blew a tyre on his last tour and failed to finish.

The second race of the day, the Collier Brothers Memorial Trophy Race, 50.6



*FLYING 'MEXICO': Irish's Ferrari "Mexico" was the fastest car in the G.P. when the rain came.*

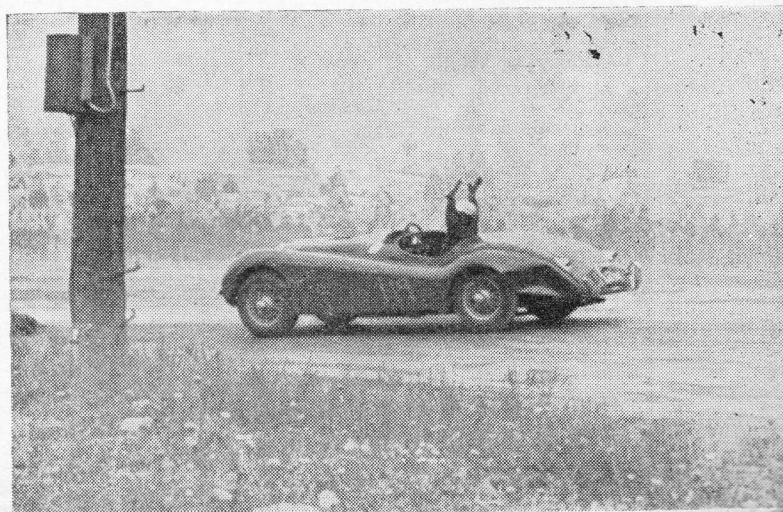


hard—but enough to make the course very slippery and to provide the spectators with some hectic cornering.

Now Walters, over a minute ahead of Kimberly, slowed down, and Kimberly, an equal margin ahead of Johnston, also eased up. But then the latter came into the turn a little too quickly and disappeared over the escape road. He lost much time in returning to the course, but did not lose his place. Best race of the moment was between Hansgen and Irish, with Irish's Ferrari running neck-and-neck with the C Jaguar and pleasing the cheering crowd. Lap 13 saw

*(Above) Phil Walters about to commence his victory lap in the C4 Cunningham.*

*(Right) Whoa, gang! Dr. John Knight (Jaguar), involved in a mix-up with Cade's Maserati in the Seneca Cup race, faces the turn he just left—and the field bearing down on him!*





miles, 11 laps, for production M.G.s only, was one of the most hotly contested events in the programme, being won narrowly by Gus Ehrman (Mk. II) from Ralph Durbin (TF). The race is in memory of Sam and Miles Collier, who brought the first M.G. to the U.S.A. The brothers ran M.G.s in the first Watkins Glen race in 1948, when the S.C.C.A. numbered only 300 members (it now has more than 4,500). Calling their first appearance Operation Alligator, the two cars stayed together all the way, with the brothers giving an exhibition of precision driving, handling their cars in precisely the same way. Sam was killed in the 1950 Watkins Glen Race and Miles died last year after a short illness.

The Glen Trophy Race, another new race this year, 50.6 miles for production category cars of all classes except production M.G.s, brought 40 cars to the grid including 18 Jaguars, nine Austin-Healeys, three Triumph TR2s and 10 Porsches. Forno (Jaguar) jumped into the lead at the fall of the flag, but after a lap Malarkey (Jaguar) was ahead, closely pursued by Constantine, Kahl, Carter and Bucher, all in Jaguars. Next lap saw Constantine leading the race, but soon Dick Perrin began to hound him. Bob Magenheimer (Porsche) treated the crowd to a beautifully executed avoidance when he came through the last turn and found Kincheloe (Austin-Healey) spinning across the road.

On lap 7 both Perrin and Smith overtook Constantine in 3 mins. 41 secs. Chuck Wallace spun out two laps later, and then the wheel on Aldini's Jaguar collapsed, causing the car to swerve and

hit a telephone communications steward, injuring him badly enough for a night in hospital. Now Smith overtook first-place Perrin, but on lap 10 Perrin and Constantine both repassed, holding their places to the end.

The Queen Catharine Cup Race, 73.6 miles for modified sport category cars of 1,500 c.c. and under, attracted 35 small cars with Linton (Osca) in pole position. Benett (Osca), in 15th starting place, took to the shoulder at the drop of the flag and was second behind Bott (Osca) at the end of the lap with Boss (Osca), Stewart (Osca), Black (Lester M.G.), and Linton (Osca) all well up. Bott put himself 5 secs. ahead of Benett on lap 2 and Stewart and Linton moved into third and fourth places, and Makins (Osca) pulled into his pits with a flat tyre. A real scramble ensued: there was no spare wheel in the pits; and to reach the spare it was necessary to remove the seat. Makins did so, to find the tyre was flat! He rolled it first to the Kimberly pits—no air; then he frantically sought the Dunlop pits, where he found air; and finally, wheel installed, he returned to the race, very late, but ultimately finished third in Class G. Next lap, with Bott, Benett and Stewart still leading, Bentley brought his new Giau briefly to the pits to remove an oil filler cap which had fallen off the rocker gear case and jammed the throttle wide open.

Lap 8 and Bott was about to lap Lewis (Stanguellini) and Bob Keller, son of Chrysler's chairman, took his minute Siata down the escape route, but returned quickly. It was Bott's race throughout the 16 laps, and Benett never seriously

threatened him. Stewart, well back, was third, making a nice 1-2-3 finish for the marque Osca.

#### WATKINS GLEN G.P.

##### Results

**Grand Prix (22 laps, 101.2 miles):** 1, Phil Walters (5.4-litre Cunningham C4R), 83.3 m.p.h.; 2, Jim Kimberly (4½-litre Ferrari), 81.4 m.p.h.; 3, Sherwood Johnston (Cunningham C4R), 81.3 m.p.h.

**Fastest Lap:** Bill Spear (4½-litre Ferrari), 3 mins. 10.8 secs., 86.6 m.p.h.

**Class B Modified:** 1, Phil Walters (Cunningham C4R); 2, Sherwood Johnston (Cunningham C4R); 3, Jack Ensley (Kurtis 500).

**Class C Modified:** 1, Jim Kimberly (4.5 Ferrari); 2, Dick Irish (4.5 Ferrari); 3, Walt Hansen (C Jaguar).

**Class D Modified:** 1, Bill Lloyd (2.7 Ferrari); 2, J. M. R. Lyeth (2.9 Ferrari); 3, Fred F. Allen (Austin-Healey).

**Class E Modified:** 1, F. W. Procter (Maserati); 2, Ted Boynton (Frazer-Nash); 3, Bob Kuhn (Siata).

**Seneca Cup (11 laps, 50.6 miles). Unrestricted and sports cars:** 1, Dr. M. R. J. Wyllie (Jaguar C), 76.2 m.p.h.; 2, Paul Timmons (Jaguar Spl.); 3, Alan Patterson (Allard J2).

**Unrestricted Class:** 1, Alan Patterson (Allard J2), 72.1 m.p.h.; 2, Phil Cade (G.P. Maserati); 3, Harry Whitney (Cooper 500).

**Class C:** Dr. Wyllie (Jaguar). **Class D:** Reg Ogilvie (Austin-Healey). **Class E:** S. H. Arnolt (Arnolt-Bristol). **Class F:** E. Crawford (Porsche).

**Collier Brothers' Memorial Trophy (11 laps, 50.6 miles). Production M.G. cars:** 1, Gus Ehrman (TD), 61.2 m.p.h.; 2, R. Durbin (TF); 3, W. Long (TF).

**Glen Trophy (11 laps, 50.6 miles). Production sports cars over 1,250 c.c.:** 1, Dick Perrin (Jaguar), 73.6 m.p.h.; 2, George Constantine (Jaguar); 3, Warren Smith (Jaguar).

**Class D:** R. Jackson-Moore (Austin-Healey). **Class E:** J. Robinson (Triumph TR2). **Class F:** R. Magenheimer (Porsche).

**Queen Catherine Cup (16 laps, 73.6 miles). Mod. sports cars under 1,500 c.c.:** 1, Frank Bott (Osca), 78.5 m.p.h.; 2, J. Gordon Benett (Osca); 3, Phil Stewart (Osca).

**Class G, Mod.:** R. Keller (Siata). **Class H:** M. Lewis (Stanguellini).

## CORRESPONDENCE

### Don't Forget Trials

AS the trials season approaches, may I appeal to you to give more space to the reporting and illustration of this unique pastime?

Yours is the only sporting journal which has in the past given the space worthy of this form of motor sport, but recently I have noticed a falling off in the standard. Your reports have become brief and illustrations few.

It is journals such as yours which help to keep the sport alive, so please do justice to it. Racing reports have had a good innings this summer—now let's have a change.

H. E. DODSWELL.

SANDERSTEAD, SURREY.

### Here we go again . . .

AS a more or less constant reader of your magazine and, on the whole, a contented one, I would like, nevertheless, to protest against what would appear to be the continued adulation of Fangio and to a lesser degree of Stirling Moss. The record of the former in the last two years does nothing to indicate that he can do more than any of the other top ranking drivers when driving on equal terms, and his defeat by Hawthorn at Rheims last year would appear to entitle that driver to at least equal glory. Many other races last year and this year indicate that Hawthorn in such a short time has reached the category of a veteran.

Your assessment of the situation in Northern Ireland seemed to be very conservative. Surely it would appear that the Italian manufacturers, having been decisively K.O'd by the Mercedes, had thrown in everything they had to retrieve their prestige in the field of sports car motoring, hence the large number of entries, and Ferrari, thanks to the skill of Hawthorn, pulled it off. Very little of this feat is mentioned in your magazine, despite the fact that it was achieved against the cream of racing drivers and in a car that was conceding almost a whole litre to some of its opponents. Ferraris found themselves with all their eggs in one basket due to the defection of their other car, and Hawthorn rose to the occasion magnificently and put his firm back at the top again. It would seem also that this

3-litre Ferrari is an exceptional machine to so successfully shake off so many larger machines. From your report it would appear that Stirling Moss under his umbrella was a "moral victor" again. I would like to point out also that you have not published a side view of either the Panhard or the Ferrari. I feel they would have been of interest to many readers.

P. LAWLESS.

LONDON, N.W.10.

[To compete in seven *Grandes Epreuves* this season, and to win six of them is worthy, we feel, of some "adulation"; to get so near to victory so many times as Moss has this year also merits occasional mention, in our opinion. As for the T.T., we can find nothing in W. A. McMaster's report suggesting that Moss was the "moral victor"—nor, incidentally, did our photograph show him with an umbrella.—Ed.]

### Some Queries

I BOUGHT your magazine recently for the first time, and I must say I think it gives excellent coverage of the sport.

I am a newcomer to motor racing, having seen only one meeting, but that one meeting turned me into a very enthusiastic fan.

Being a new fan I don't know much about racing cars, and I wondered if you could explain a few of the terms used in your magazine. For instance, could you tell me what the following terms stand for? Formula 1, 2 and 3; *Formule Libre*. Lastly, could you tell me (how they work out on points) how Juan Fangio became this year's World Champion. How many points is the winner of a big race (i.e., Grand Prix, etc.) awarded? Also second and third?

LONDON, W.C.1.

M. A. PRYOR.

With pleasure. **Formula 1**, used in all major Grands Prix, restricts unsupercharged cars to 2½ litres or under, and supercharged cars to up to 750 c.c. **Formula 2**, up to 2 litres, unsupercharged, is now defunct. It came in use in 1948 as a "subsidiary" to the old Formula 1, and by 1953 was the premier G.P. formula. **Formula 3** is for racing cars up to 500 c.c. unsupercharged; it is dominated by the British Coopers, Klefsts, etc. All racing Formulas are drawn up by the Federation Internationale de l'Automobile, formed by representatives of the National motor clubs, with H.Q. in Paris. **Formule Libre** means Free Formula, and imposes no restrictions on engine capacity or use of supercharger.

The World Championship is for drivers only—based on performances in selected International Grands Prix. Points awarded are: first place, eight points; second, six; third, four; fourth, three; fifth, two. Fastest lap gains one extra point. Where two drivers equal it, they are each awarded half a point. This year's eligible races are Argentine G.P., Belgian G.P., Indianapolis 500 Miles, French G.P., British G.P., G.P. of Europe (Germany), Swiss G.P. and Italian G.P., all of which have already been run, and the Spanish G.P., due to be held at Barcelona on 24th October.



JOHN BOLSTER VISITS

# THE COMMERCIAL MOTOR SHOW

—and Finds Much to Interest the Technically-Minded Sporting Motorist

THE Commercial Show may sound a little dull to the uninitiated. Yet, nothing could be further from the case. I always visit this exhibition every year, because of the high standard of engineering and the many mechanical novelties which are on view. By comparison, "our" motor show is tame and conventional. For instance, many supercharged engines, several light alloy body-chassis units, and even a de Dion axle are to be seen. Truly, this is a feast for the mechanically minded.

Superchargers may be either of the centrifugal variety, driven by an exhaust turbine, or of the Roots type, coupled directly to the engine. An interesting example of the latter is the T.S.3 power unit, produced by the Tilling Stevens Co. for various Rootes Group vehicles. It has three horizontal cylinders in which six opposed pistons work back to back. There are short connecting rods to large rockers situated at each side of the engine, from which a record set of connecting rods are coupled to a crankshaft. The crankshaft lies directly beneath the combustion chambers, and this engine is mechanically similar to that of the Arrol Johnston which won the 1905 T.T.

The T.S.3, however, is a two-stroke diesel. One set of pistons uncovers the inlet ports, and the other looks after the exhausts. The Wade blower is driven from the front of the unit, and, of course, there are no valves. The capacity is 3,261 c.c., and 75 b.h.p. is developed at 2,400 r.p.m. This engine is to be found in Commer, Karrier, and Beadle vehicles, the last-named being coaches and buses of light alloy chassisless construction.

Another supercharged diesel is the Foden, though this is a vertical engine; it is a two-stroke, but while the pistons uncover inlet ports, the exhaust is through two valves per cylinder. The most inspiring exhibit is the FD12 power

unit. This is a 12-cylinder engine, with parallel blocks and geared crankshafts. The bore and stroke are 85 mm. x 120 mm. (8,180 c.c.) and on a compression ratio of 14 to 1 (static) the power output is 252 b.h.p. at 2,000 r.p.m. Bugatti, among others, built an experimental racing engine with geared cranks, but this particular unit looks just the job for one of Ted Lloyd Jones's enormous specials.

A considerable crowd were trying the seating of the new London bus, the A.E.C. Routemaster, a 64-seater, double-decker with astonishingly soft suspension. This is by helical springs all round, but whereas there is a normal rear axle, there is i.f.s. by unequal length wishbones. The body forms the chassis, and is of light-alloy monocoque construction.

The engine, with its radiator, is under the floor, which gives the vehicle a frontal appearance reminiscent of a trolley bus. The drive goes through a fluid fly-wheel to an epicyclic gearbox, but this is not preselective. There is no clutch pedal, and a neat little hand lever selects the gears directly and easily through a servo mechanism. The engine is a 9.6-litre direct-injection oil engine of 125 b.h.p., and is covered by a crocodile bonnet of fibreglass. It will be most instructive to see this vehicle in action, and one hopes that the chosen suspension characteristics will not result in seasickness among the passengers. Certainly it is a major engineering achievement to keep the unladen weight down to 6 tons 14½ cwt. (11 tons with all seats occupied).

Another light alloy construction is that of the Jensen lightweight diesel lorry. This has a normal, but very deep, frame, built up by riveting light gauge plate to suitable reinforcing sections. It does not look particularly rugged, but has now proved thoroughly successful in hard use. There is food for thought here for the special builder.

A genuine de Dion axle is to be found on the Dennis Diesel ambulance. This has the well-known Gregoire variable rate suspension, and should give the unfortunate casualty a much better ride than do most of these conveyances. The Dennis fire engine has a straight-eight Rolls-Royce engine of imposing aspect. Rolls-Royce, who have a stand in the gallery, exhibit a range of petrol and oil engines, of which the 12.2-litre supercharged diesel is perhaps the most glamorous. These power units may be seen installed in Scammell and E.R.F. vehicles.

Sheer size is always impressive, and the biggest thing in the show is a British United Traction trolley bus for South America. This is 40 ft. long, and can carry 100 passengers in a single-decker body. The same firm also show a large rail car with a 200 b.h.p. centrifugally blown diesel engine. Like so many of these big machines, it has a Wilson gearbox, but reverse is selected by engaging a dog with either of two pinions; these engage the back and front of the crown wheel. The object, of course, is equal speed in both directions.

There were many lighter vehicles, including the new Austin A30 "Countryman" utility, and the extremely economical two-cylinder Citroën. The little Citroën van would be most useful to many of us, and it is a pity that the price is rather steep.

Several taxicabs are exhibited, including diesels. One was particularly glad to note the return of the Beardmore to this class, for it was once a popular make on London's streets. The new model is of entirely conventional construction, and employs the Ford Consul engine (not the Laystall-tuned version!). It looks a thoroughly sound vehicle, but it is a far cry from the famous 2-litre sports Beardmore of evergreen memory.

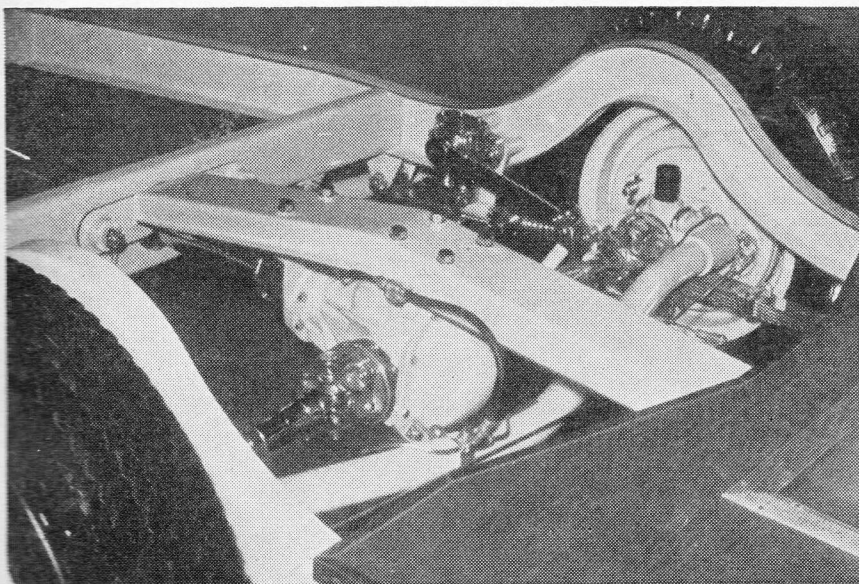
The gallery is just as enthralling as it is at "our" show. In particular, there are some lovely multi-speed and semi-automatic gearboxes that repay the closest attention. Once again, the Commercial Show is very well worth a visit, and I'm glad I went along.

## NOW—THE B.R. AND S.C.C.

BOARD of Trade approval has now been received by the Half-Litre Club to change its name to the British Racing and Sports Car Club. It was formed in 1946 under the title 500 Club, and has been responsible for the establishment of Formula 3 motor racing, which produced many of our leading post-war drivers, including Stirling Moss, Peter Collins and Alan Brown.

## FINAL '54 BRANDS

SUNDAY'S Brands Hatch meeting of the Half-Litre—sorry, British Racing and Sports C.C.—follows the usual practice for the Kentish circuit, with Formula 3 and sports car races. Amongst competing drivers are Bicknell, Headland, Colin Davis, the Lewis-Evanses, Bueb, Coombs, Chapman and Tyrrell. Racing begins at 1.30 p.m.



DE DION rear axle, featured on the Dennis Diesel ambulance.

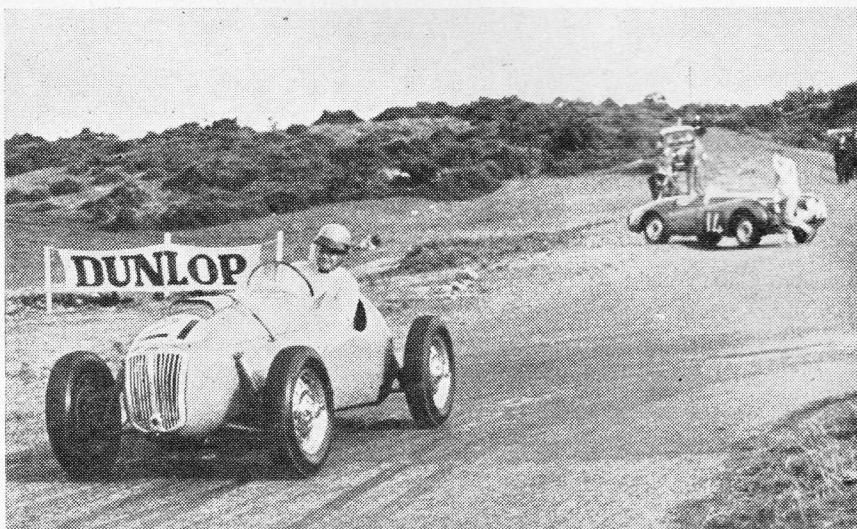


# IRISH FINALE

## Odlum (Frazer-Nash) Wins Last Race of the Year in Eire

As usual the speed season in Eire came to a close with the Leinster Motor Club's "Short Circuit" races at the Curragh on 18th September. The weather behaved itself and competitors, officials and a sizeable crowd of spectators enjoyed the racing to such an extent that it seems a pity that we cannot have many more of these intimate club affairs in the South each season. Racing consisted of two heats and a final, each of six laps duration. Lap distance is approximately  $1\frac{1}{2}$  miles, so each race was just 10 miles. Dick Odlum went motoring in earnest with his Frazer-Nash, won his heat and won the final, too. Joe Kelly trotted out his spanking new 3-litre Ferrari, completely recovered from its Dundrod bothers, and proceeded to rocket around many miles per hour faster than anyone else, carving over 8 m.p.h. off the lap record to leave it standing at 72.29 m.p.h., which is very quick indeed for this narrow triangular circuit. As far as we know, and until such time as official confirmation is forthcoming, he retained the Sexton Trophy for another year by his performance. The first heat brought half a dozen of the not-so-quick cars to the starting line, numbers being somewhat depleted by the non-appearance of Whitren's Cooper and McMillan's J.P. The scrutineers refused to allow a Volkswagen and two D.K.W. saloons to start (including Bill Hennessy's D.K.W. which won at Cork). Limit man was D. P. Jones in his rather tired Riley-engined M.G., and scratchman, conceding Jones's 1 min., was A. O'Leary in the far-from-tired Riley-engined T.R.S. On lap one Mellon's new Ford special went out with ignition trouble; lap two saw Forrestall's new Ford special make short work of catching Jones to whom he had been conceding 20 secs. Thereafter Forrestall led until the last bend on the last lap when Vince Hennessy, who had started 20 secs. after Forrestall and who was driving his little A.40-engined single seater with determination, tore up to the scuttling Ford, left his braking much later than Forrestall and won comfortably by a couple of seconds. O'Leary was third 4 secs. later.

Heat 2 had but one non-starter, Durbidge's Griffin. Joe Kelly had entered three cars, a  $2\frac{1}{2}$ -litre Lancia, his well-known C-type Jaguar and the new 3-litre Ferrari. It was interesting to note that handicapper Athole Harrison had estimated the smaller Ferrari to be 1 sec. per lap faster than the Jaguar. However, Kelly is no relation to Sir Boyle Roche's bird and therefore could not be in two places at the same time, so it was the Ferrari that appeared, much to the delight of the spectators. Len Earl's Vanguard special was first away in company with the Jaguars of L. Beshoff and Mike Heather. Ten seconds later came Bill Bradshaw and John Garvey, both in XK 120s and off the same mark as Tony Coleman (Austin-Healey) and Joe Flynn (M.G.). All these had a credit lap



**WINNER—AND LOSER:** As R. E. Odlum (Frazer-Nash) rounds Donnelly's Corner to win his heat at the Curragh, L. Beshoff gazes sadly at his Jaguar, which "blew up" on the previous lap.

and Odlum started 30 secs. ahead of the Ferrari on the scratch mark. This soon became exciting racing: the circuit is barely wide enough for two fast cars and as Earl, Flynn, Odlum and Kelly meant business anything could happen. Heather spun off at Ballymany in lap two and Beshoff led, going hard and fast. Odlum was moving up quickly and by the end of lap four only Beshoff and Earl were in front of him. Kelly was worth watching, the acceleration of the Ferrari being awe-inspiring away from the corners. All cars were lifting their front wheels as they negotiated a hump in the road just past the pit area, but the Ferrari lifted all four to land perhaps 10 feet farther on each time. Coming in to the last lap Odlum was in front and Kelly coming up fast encountered Beshoff gyrating wildly in a cloud of smoke and spewing oil from a shattered engine at Donnelly's Corner. Sheer driving ability took Kelly out of reach of the Jaguar's flailing tail, up on to the grass on the outside of the corner around in a tight circle and away after Odlum, but not to catch him. The seconds he gained while Kelly played hide and seek with Beshoff were all that Odlum needed to win. Earl was a worthy third and Kelly pushed the lap record up by over 8 m.p.h. to 71.59.

The start of the final saw poor Len Earl left with no forward gears on the Vanguard, lap one saw Joe Flynn looking as if he was going to be very hard to catch, lap two saw Flynn disappear. On the third lap John Forrestall's little

Ford was in front; another lap and Vince Hennessy's Austin was leading. Odlum was going like a bomb and Kelly was trying all he knew to catch him. Lap five and all cars were on the same round, while Odlum had Hennessy in sight. He caught him on the run down to the last corner to win by 20 secs. Kelly shoved the lap record up again, to 72.29 this time, but had only closed the gap between himself and Odlum by 7 secs., and so he finished third just 3 secs. behind Hennessy. Exciting stuff, thanks to some fine driving, particularly by the first three men home, and thanks, too, to Athole Harrison's "second sight".

J. O'DONOGHUE.

## YORKSHIRE SPRINT

THE Yorkshire Sports Car Club's annual sprint meeting was held at Crofts on Saturday, 11th September, when a good entry and a large crowd was favoured with a bright sunny day.

Fastest cars over the course, which was nearly half a mile long with a slight S bend and a right-hand curve, were the XK Jaguars, with the Austin-Healeys close behind.

Don Rayner put up good times with his Allard Special, although the big car looked unsteady through the S bend. Edgar Wadsworth's Porsche made the British saloons look slow in the 1,500 c.c. closed car class, and was nearly six seconds faster than his nearest rival, Mike Wilson (M.G. Magnette).

E. J. Mitchell's new Ford Anglia astounded many people by winning its class, beating, among others, Harry Mason's rapid M.G. 1½-litre saloon. Alan Stross's highly tuned Austin-Healey sounded very crisp, and was only 0.06 secs. slower than Rob Walshaw's XK 120 Jaguar.

### Results

**B.T.D.:** J. G. Allison (Jaguar XK 120), 28.86 secs. **Sports Cars up to 1,300 c.c.:** J. G. Tooth (Dellow), 36.34. **Saloons up to 1,300 c.c.:** E. J. B. Mitchell (Ford New Anglia), 39.76. **Sports Cars up to 1,500 c.c.:** H. Spence (Lea-Francis), 35.90. **Saloons up to 1,500 c.c.:** E. B. Wadsworth (Porsche), 33.96. **Sports Cars up to 2,500 c.c.:** D. Ackernley (Triumph TR2), 32.45. **Saloons up to 2,500 c.c.:** E. B. Wadsworth (Healey), 32.91. **Sports Cars over 2,500 c.c.:** J. G. Allison (Jaguar XK 120), 29.57. **Saloons over 2,500:** R. Walshaw (Jaguar XK 120 coupé), 21.13. **Specials:** W. L. T. Winder (Austin Spl.), 36.51.

### Results

**Open Handicap. Heat 1 (6 laps):** 1, V. Hennessy (1,200 Austin), h'cap 1 lap and 10 secs., 10 mins. 3 secs. (55.26 m.p.h.); 2, J. F. Forrestall (1,172 Ford), 1 lap and 30 secs., 10 mins. 4 secs.; 3, A. O'Leary (1,089 T.R.S.), 1 lap, 10 mins. 8 secs.

**Heat 2:** 1, R. E. Odlum (1,971 Frazer-Nash), 30 secs., 9 mins. 43 secs. (66.29 m.p.h.); 2, J. Kelly (3,000 Ferrari), ser., 9 mins. 53 secs.; 3, L. G. Earl (2,088 Vanguard), 1 min. 10 secs., 10 mins. 7 secs.

**Final:** 1, R. E. Odlum (1,971 Frazer-Nash), 30 secs. h'cap., 9 mins. 34 secs. (67.41 m.p.h.); 2, V. Hennessy (1,200 Austin), 1 lap and 10 secs., 9 mins. 54 secs.; 3, J. Kelly (3,000 Ferrari), ser., 9 mins. 57 secs.; 4, A. O'Leary (1,089 T.R.S.), 1 lap, 10 mins.; 5, J. F. Forrestall (1,172 Ford), 1 lap and 30 secs., 10 mins. 2 secs.; 6, A. Coleman (2,660 Austin-Healey), 1 min., 10 mins. 22 secs.



# 1955 MODELS

New Austins, an Improved Jaguar, a Rapid Bristol Saloon Amongst Earls Court Attractions

## A NEW LANCIA AURELIA

NEW from Turin is the Aurelia Series II standard saloon, with 2,266 c.c. (75 x 85.5 m.m.) V-6 engine, developing 86.5 b.h.p. at 4,300 r.p.m. Peak r.p.m. are 4,800, and maximum speed is given as 93 m.p.h. A double-choke Solex carburetter is employed.

Based on the 2-litre Aurelia, but with the added experience of the Gran Turismo models, the new car has an exceptionally lively performance. Dry weight is quoted as just over 23 cwt. Following normal Lancia practice, an integral body-cum-chassis construction is used.

The car is well equipped. There is a folding arm-rest for the bench-type front seat, front windows have opening ventilator panels, fog and reversing lights are fitted, whilst built-in windscreen washers are standardized. All windows have blue-tinted glass.

Price of the Aurelia in U.K. is £2,020 plus £842 15s. 10d. P.T.

The remaining Lancia models comprise the 2,500 c.c. Gran Turismo which has a maximum speed of 115 m.p.h. The engine is of 2,451 c.c. (78 x 85.5 mm.) and, with 8 to 1 compression ratio, develops 118 b.h.p. at 5,000 r.p.m. A double-choke Weber carburetter is employed. Price in U.K. is £2,450 (plus £1,021 19s. 2d. P.T.).

Smallest car in the Lancia range is the V-4 Appia, with 1,090 c.c. (68 x 75 mm.) engine, developing 38 b.h.p. at 4,800 r.p.m. Maximum speed is stated to be over 74 m.p.h., and fuel consumption around 35 m.p.g. Price in U.K. is £1,250 plus £521 19s. 2d. P.T.

## TWO NEW AUSTINS

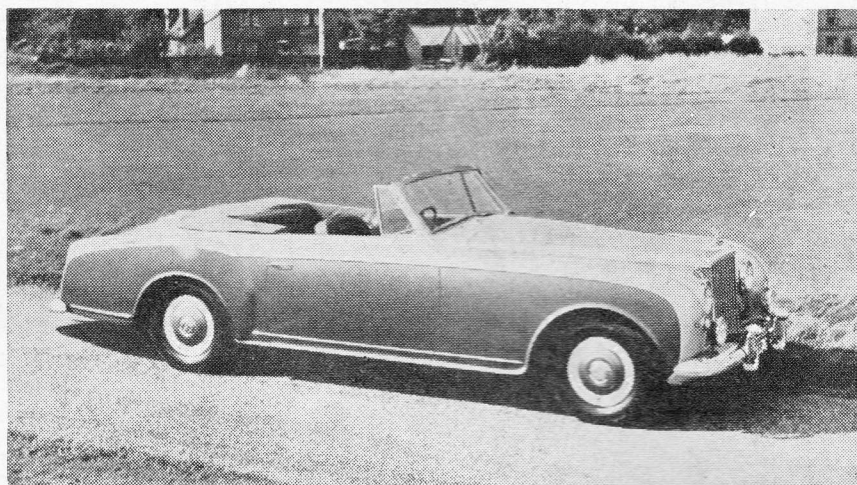
BRITISH MOTOR CORPORATION has announced two new models, an A40 and an A50 Cambridge. The A50 is powered by a 50 b.h.p., B.M.C. o.h.v. engine of 1,500 c.c. (73 x 89 mm.), with d/d Zenith carburetter. Dry weight of the four-door saloon is 20 cwt. 8 lb. The A40 has a 1,200 c.c. unit (65.48 x 89 mm.), developing 42 b.h.p. at 4,500 r.p.m., the main specification being similar to the larger-engined car.

Prices are: A40, two-door saloon, £458 (plus £191 19s. 2d. P.T.); de luxe, £488 (plus £204 9s. 2d.); four-door, £468 (plus £196 2s. 6d.); de luxe, £498 (plus £208 12s. 6d.); A50, four-door, £478 (plus £200 5s. 10d.); de luxe, £508 (plus £212 15s. 10d.).

## THE AUSTIN-HEALEY 100S

A SPECIAL 100S "Competition" series Austin-Healey will be exhibited at Earls Court. This machine will be capable of 140 m.p.h. Appearance is similar to the existing "100", but the front-end has been modified with a slightly longer nose. Bodywork is all aluminium alloy.

The 2.7-litre engine has large valves, high compression, aluminium cylinder head, special crankshaft and bearings. A close-ratio gearbox is employed, together with a high-ratio rear axle. Chief



NEW CHOICE of bodywork is offered on a fine chassis—the Bentley Continental, now to be available with the distinctive and sporting Park Ward convertible coachwork shown above, also with four-seater sports saloon body by the same coachbuilder. The graceful Mulliner saloon will continue to be available.

departure is the use of magnesium-alloy "centre-lock" wheels, and Dunlop disc brakes.

The new Austin-Healey will cost under \$5,000 in U.S.A.

## AN M-TYPE MARK VII JAGUAR

HIGH-PERFORMANCE is the keynote of the latest version of the Mark VII Jaguar saloon. The power-output of the famous twin-o.h.c., six-cylinder engine has been raised from 160 b.h.p. to 190 b.h.p. High-lift cams are employed, and many features of the successful Le Mans-type engines are incorporated.

A revised gearbox with close-ratio, constant-mesh gears is employed. On the suspension, the diameter of the torsion bars has been increased. Lucas J.700 headlamps are fitted as standard, having special Le Mans-pattern diffuser glasses. Foglamps are now mounted externally, and can be individually adjusted.

Appearance has been improved by the adoption of "wrap-around" bumpers, and "rimbellishers" on the wheels. Trafficators are of the flasher variety, whilst the legal requirements of reflectors are met by the provision of built-in units with the tail lamps. Comfort for the occupants has been greatly enhanced by utilizing full-depth Dunlopillo seating.

Price for this magnificent luxury high-performance saloon remains unchanged at £1,140 plus £476 2s. 6d. P.T.

## THE BRISTOL "405"

TYPICAL British vigour in road performance is combined with the elegance and dignity of a town carriage in the new "405" saloon. This 1955 model has a wheelbase of 9 ft. 6 ins., some 18 ins. longer than that of the "404" on which the design is otherwise based. The 2-litre 100-B engine is as used in the "404", and develops 105 b.h.p. at 5,000 r.p.m. Top gear over-drive, coupled with clean aerodynamic lines, ensures very quiet, fast and economical motoring in this saloon. A drophead version, bodied by Abbott's of Farnham, is also to be produced. Both will be exhibited at Earls Court.

## THE SIMCA ARONDE "55"

DEMONSTRATED at a luncheon given at the Bull Hotel, Gerrard's Cross, the latest Simca Aronde is an exceptionally fine little car. Appearance has been greatly improved by the adoption of a wider track, and smaller (14 ins.) wheels. Other improvements include a new-type gearbox, a competition clutch and larger brake drums.

The 1,221 c.c. (72 x 75 m.m.), 4-cylinder engine has a Solex d/d carburetter, and develops 45 b.h.p. at 4,500 r.p.m. Dry weight is 18½ cwt., and maximum speed is about 76 m.p.h. Like many Continental cars, it is designed to cruise at maximum speed for hours on end.

Suspension is excellent. Helical springs are used in conjunction with double-acting telescopic dampers for the i.f.s. Semi-elliptics are used at the rear.

The power-unit is noticeably smooth, and bottom-end performance is much better than on previous Simca models. Fuel consumption appears to be around 35 m.p.g. Roadholding is beyond criticism, and there is little doubt that this French-built car will attract many buyers in Great Britain.

## THE VIKING RALLY

CONFIRMED results of the Norwegian Viking Rally show last year's winner, Johansson, to be winner again, driving a Ford. Miss Sheila Van Damm and Anne Hall were third in their class besides being Coupe des Dames winners with the Sunbeam-Talbot.

Over 2-litre Class: 1, Johansson/Jenson (Ford); 2, Strand/Stavseth (Ford); 3, Sheila Van Damm/Anne Hall (Sunbeam-Talbot); 4, Wang/Johansen (Ford).

1,601-2,000 c.c.: 1, Soberg/Telle (Fiat); 2, Gulbrandsen/Gulbrandsen (Hanoa-Borgnord); 3, Berntsen/Ulleberg (Fiat).

1,301-1,600 c.c.: 1, Backlund/Broberg (Volvo); 2, Grondahl/Wigen (Volvo); 3, Nygaard/Egeland (Opel).

1,001-1,300 c.c.: 1, Ingier/Scholberg (Ford); 2, Samset/Torgersen (Fiat); 3, Bergan/Kjølstad (Fiat).

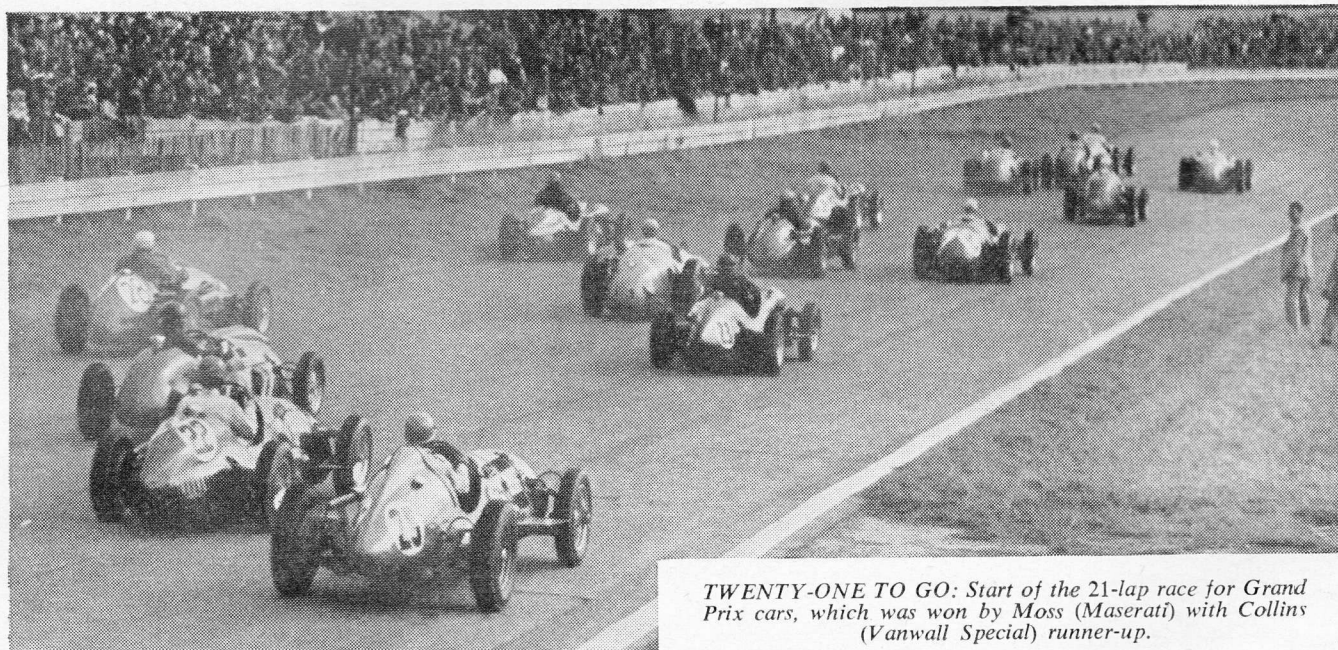
751-1,000 c.c.: 1, Schluter/Nyborg (DKW); 2, Halvorsen/Hogen (DKW); 3, Falkbenget/Frimann (DKW).

501-750 c.c.: 1, Paulsen/Indseth (Renault); 2, Schnitler/Schnitler (Renault).

Up to 500 c.c.: 1, Lorentsen/Falsen (Citroën 2CV); 2, Thomassen/Vermelid (Citroën 2CV).

Coupe des Dames: 1, Sheila Van Damm/Anne Hall (Sunbeam-Talbot); 2, Greta Molander/G. Est (DKW).





*TWENTY-ONE TO GO: Start of the 21-lap race for Grand Prix cars, which was won by Moss (Maserati) with Collins (Vanwall Special) runner-up.*

## SPLIT-SECOND GOODWOOD

Many Close Finishes at B.A.R.C. Meeting—Successful Debut of 2.5-litre Vanwall Special—Victories for Moss, Collins, Salvadori, Parker and Berrow-Johnson

By GREGOR GRANT

Photography by GEORGE PHILLIPS

LAST Saturday's B.A.R.C. International meeting was notable for close finishes, no less than three races being won by well under one second. Stirling Moss (Maserati) captured the Goodwood Trophy for Grand Prix cars, followed by Peter Collins (Vanwall Spl.). To Collins, this time in the big Thin Wall Special Ferrari, went the *Formule Libre* event, defeating Ken Wharton (B.R.M.). A feature of this race was the superb duel between Moss (Maserati) and Hawthorn (Vanwall Spl.).

Don Parker (Kieft) won the main F3 event by a fraction of a second from Moss (Cooper), who set up a new 500 c.c. lap record. Roy Salvadori scored a "double", winning both sports car races, first with the Gilbey Maserati, and then with an "Ecurie Ecosse" Jaguar. N. Berrow-Johnson (Martin Spl.) scored in the second F3 event.

\* \* \*

THERE was little of the end-of-season atmosphere at Goodwood, although the crowd was considerably smaller than was anticipated. Perhaps if the general public had known that both Mike Hawthorn and Stirling Moss were to run, the gate would have been much larger.

**CLOSE ENOUGH!:** Parker (Kieft) wins from Moss (Cooper), Bicknell (Revis) and Bueb (Cooper) in the first 500 c.c. event.

However, it was only at the last possible moment that Mike could arrange to race, taking over Joe Kelly's 750S Ferrari in a sports car event, and the Vanwall Special in the *Formule Libre* race.

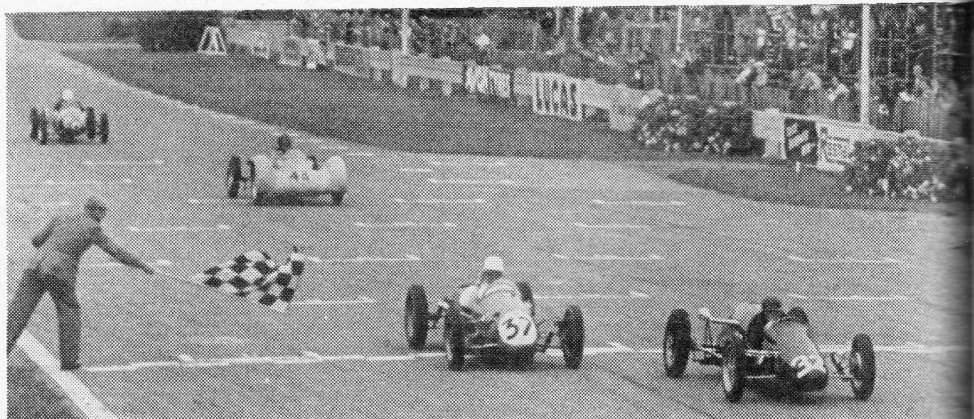
Stirling Moss was fastest in practice, taking his works Maserati round in 1 min. 32.6 secs., exactly  $\frac{1}{2}$  sec. faster than Ken Wharton in the B.R.M. Peter Collins did 1 min. 36.2 secs., with the Vanwall Special, and 1 min. 34.8 secs. with the Thin Wall, which was emulated by Mike Hawthorn with the smaller car. Ron Flockhart turned in a 1 min. 34.6 secs. with No. 2 B.R.M. Tony Gaze crashed with the Jaguar-powered single-seater H.W.M., and was taken to hospital with bruised ribs. Ken Wharton had oil pump trouble with the Owen Maserati, and the car had to be withdrawn.

Event 1 was a seven-lap affair for F2 machines, with Bob Gerard (Cooper-Bristol), Don Beauman (Connaught), Leslie Marr (Connaught) and J. Riseley-Prichard (Connaught) occupying the front

row. Beauman was already on the move when the flag was about to fall, but took off his foot to avoid a false start. Marr fluffed, and it was Gerard who streaked into Madgwick Corner, tailed by Mike Keen (Cooper-Alta). Gerard, threatened for one lap by Keen, gradually drew away, and the Cooper-Alta became involved in a duel with Beauman, whose driving has now reached a very high standard. For three laps Keen fought off the Connaught, then overdid things at Woodcote and took to the grass. Thereafter he had to work hard to hold third place from an eager Riseley-Prichard, with Horace Gould also in the picture.

Gerard was in irresistible form, as he has been for the major part of the season. He had the opposition completely taped, and although he eased up slightly towards the end, he still averaged nearly 87 m.p.h., getting down to a lap in 1 min. 37.8 secs. (88.34 m.p.h.), which, I should fancy, is the quickest a Cooper-Bristol has ever been conducted round Goodwood.

The Formula 3 five-lapper was a Donnybrook from start to finish. It was



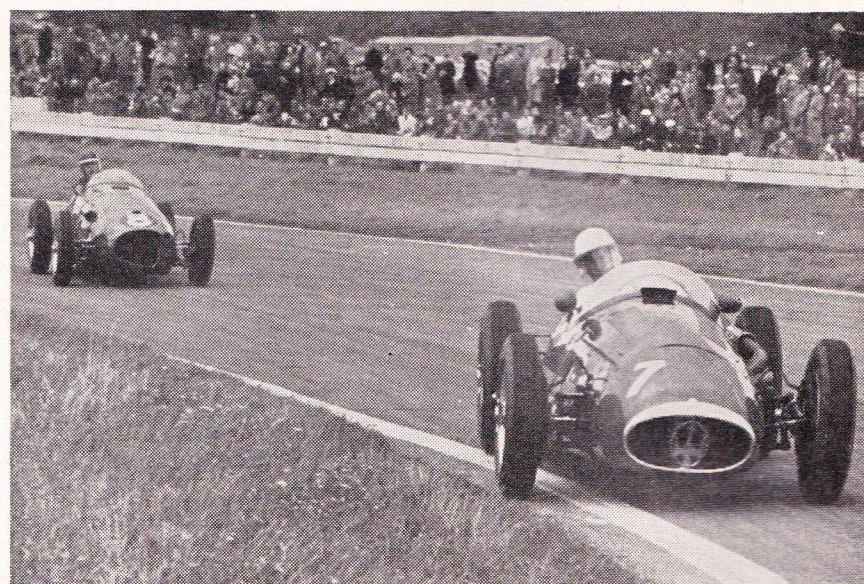


**PROTAGONISTS:** Moss (Maserati) in a full four-wheel drift at Woodcote, chased by Hawthorn (Vanwall Special), in the Formule Libre race.

a complete traffic jam into Madgwick, and Eric Brandon (Cooper) managed to detach himself from the mob, and crackled through St. Mary's with Jim Russell (Cooper), Stirling Moss (Cooper) and Don Parker (Kieft) howling at his tail. Rod Nuckey did a whirligig with his Cooper and stalled his motor, whilst the amount of people motoring on the grass was remarkable.

Brandon still held his lead on lap 1, but Parker had elbowed his way into second spot, followed by Russell, Moss, Ivor Bueb (Cooper) and Reg Bicknell (Revis). Round 2, and Parker snatched the lead at Woodcote, and it was next to impossible to sort out who was immediately behind. However, there emerged from the corner Brandon, Bueb, Russell, Bicknell, Moss and Les Leston (Cooper), in that order—an astonishing mix-up of machinery, with people breathing down each other's necks, and placing their wheels inside the other fellows'.

Moss made a tremendous spurt, and rocketed into third place, about an inch behind Bueb, who, in turn was about the same distance behind Parker. Brandon dropped to eighth place, and Mike Keen appeared from nowhere to challenge Leston. The battle was on in real earnest. Moss disposed of Bueb, and set about Parker. He took him on the nearside, he took him on the offside



—if he'd had wings he'd have taken him flying; but still the Kieft stayed in front. The Parker barrier was up, and so far as Don was concerned it was going to shut Moss out.

Meanwhile there were desperate deeds going on behind. Russell mowed the grass at Woodcote, and Keen had a most spectacular prang at the chicane, stepping out sharpish from the wreckage, and losing nothing except his colour. Bueb and Bicknell were bashing at it; Leston

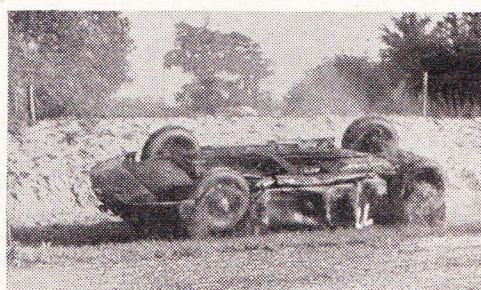
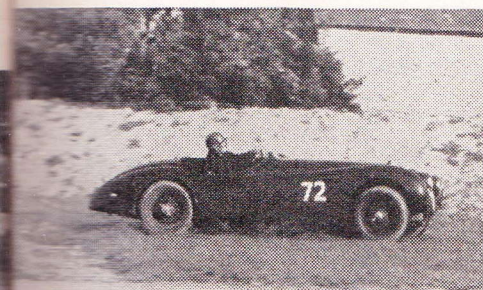
was well away from Brandon. Moss pulled out every stop, weaving thisaways and thataways to try to get past that tantalizing little man in the maroon car. The Cooper came up alongside into the chicane, and it looked as if Moss would force it into the lead; but short of driving straight through the Kieft, there was no way past, and Parker roared over the line one-fifth of a second in front of a frustrated Moss, followed closely by Bicknell, Bueb, Leston and Brandon in that order. Parker won at record speed, and Moss set up a new Goodwood 500 c.c. lap record.

There was little respite for Moss. So soon as the F3 race was over, he climbed into the Lister-Bristol which Archie Scott-Brown usually pilots. Archie was curious to see whether or not he could put it across Salvadori in the Maserati, the Lister's rival this season in sports car events. Tony Crook made a superb start with his Cooper-Bristol—nicknamed the Formula XYZ Cooper by the Paddock, but was almost immediately overwhelmed by Salvadori, and then by Moss. The Maserati dictated the speed of the race, but Moss was as close to Salvadori as was his shadow, and there was little between the two cars. Crook was being threatened by Alan Brown (Cooper-Bristol), C. A. S. Brooks (Frazer-Nash) and Peter Scott-Russell (Frazer-Nash), Chapman's aerodynamic Lotus being surprisingly far behind, and not sounding as healthy as it might have done.

Salvadori drove like one possessed, with the Lister ever in his mirror. Moss got everything possible out of the green and yellow car, to which he was a stranger until practice day. The last lap was a thriller. Moss came round Woodcote right on Salvadori's tail, made a last-minute bid out of the chicane, but failed by  $\frac{3}{8}$  sec. to catch the expertly



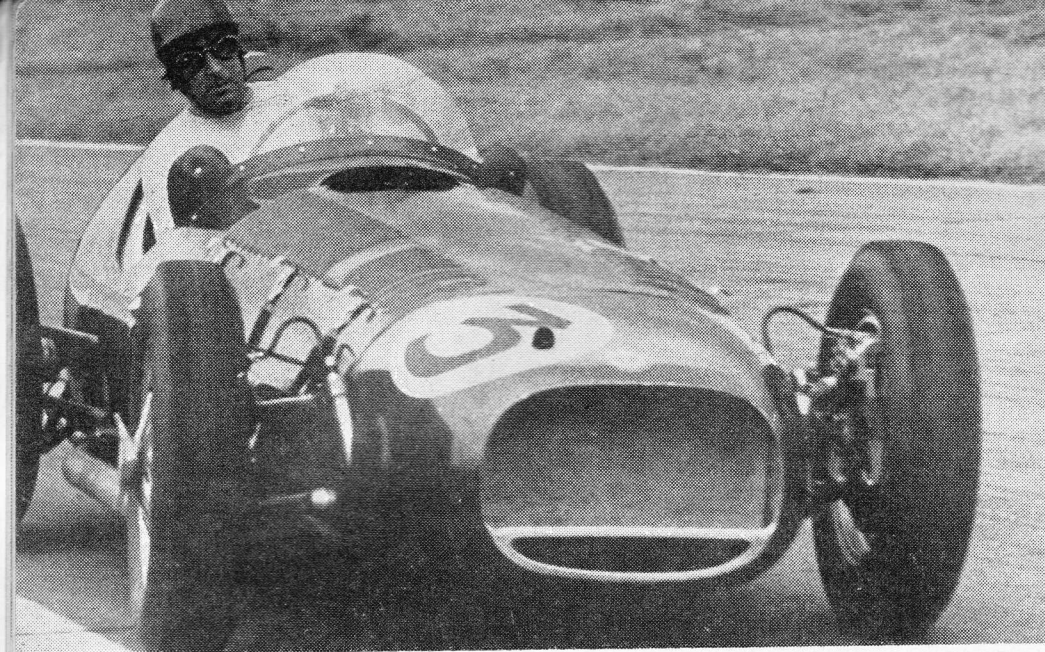
3 v. 3½ LITRES: Hawthorn, in Joe Kelly's 750S Ferrari, closing up on Abecassis (H.W.M.), during the over 2,000 c.c. sports car event.



GOING—E. Protheroe (Jaguar) in difficulties at Woodcote. OVER—The XK 120 turns completely upside down, the unfortunate driver being still inside. SEQUEL (Right): The car is being righted, but Protheroe managed to crawl out through the door, escaping unhurt!







**BOURNE-BRED:** Ken Wharton (B.R.M.), at Woodcote Corner, whilst leading the Formule Libre race on the opening lap.

driven Italian car. Alan Brown took third place, followed by Tony Crook and C. A. S. Brooks. To Moss went fastest lap at 83.72 m.p.h.

Next was the main event of the day, the 21-lap Goodwood Trophy for Grand Prix machinery. Following practice times the cars lined up on the starting grid as follows:—

#### STARTING GRID

##### Goodwood Trophy

Parnell (Ferrari)	Gerard (Cooper-B.)	Collins (Vanwall)	Moss (Maserati)
1 m. 38.2 s.	1 m. 37.8 s.	1 m. 36.2 s.	1 m. 32.6 s.
Riseley-Prichard (Connaught)	Marr (Connaught)	Salvadori (Maserati)	
Hughes (Connaught)	Emery (Emeryson)	Gould (Cooper-B.)	Keen (Cooper-A.)
Young (Connaught)	Lawrence (Cooper-B.)	Rosier (Maserati)	
Gibson (Cooper-B.)	Hall (Cooper-B.)	Boulton (Connaught)	Beaman (Connaught)
Whiteaway (H.W.M.)	Halford (Cooper-B.)	Richards (H.A.R.)	

Reg Parnell took the initiative into Madgwick, followed by Moss, Collins and Gerard, but the Maserati swept into the lead, and Collins also took the Ferrari as the field roared by the tribunes on lap 1. Gerard headed Salvadori, whilst Mike Keen led the next group.

Moss now settled down to put distance between his Maserati and the Vanwall. Salvadori surged past Gerard, whilst Keen and Beaman began duelling. Rosier, alleged chief challenger from the Continent, had to fight to hold 12th place, behind several 2-litre cars, including one each of probably the earliest Cooper-Bristol and Connaught series. Wooden spoon spot was at first held by Horace Richards (H.A.R.), but he managed to overtake Whiteaway's 2½-litre H.W.M.

After three laps, Parnell packed up with piston trouble, leaving Salvadori in third place, some way behind the healthy-sounding Vanwall which was steadily losing ground to Moss's red Maserati. Richards's effort was apparently too much, and his retirement was followed almost immediately by Whiteaway's. After 11 laps, Moss lapped Rosier's simi-

lar car, and Collins did the same one tour later. On lap 14, Beaman managed to take Gerard, but the Leicester man tucked in behind to bide his time. At one time he appeared to be catching Salvadori, but dropped back when the Maserati began to find its real form.

Moss was absolutely unchallenged in front, although Collins was giving a delightful exhibition with the very promising Vanwall. The car sounded right, and looked right. It is, indeed, a fit subject to wear the racing green of Great Britain! Beaman could not shake off Gerard, whilst Rosier could do nothing about catching Riseley-Prichard, and was having considerable trouble to keep in front of Young's Connaught and Lawrence's Cooper-Bristol.

The chequered flag went out for Moss's Maserati, to be followed about 20 secs. later for the Vanwall. Salvadori had third place all to himself, but the irrepressible Gerard had repassed Beaman for fourth place. Rosier had yet another blow to his reputation; the ex-champion of France was also lapped by Salvadori just before the end of the race. The unfortunate Young coasted over the line, before Moss was flagged, to retire after 19 laps.

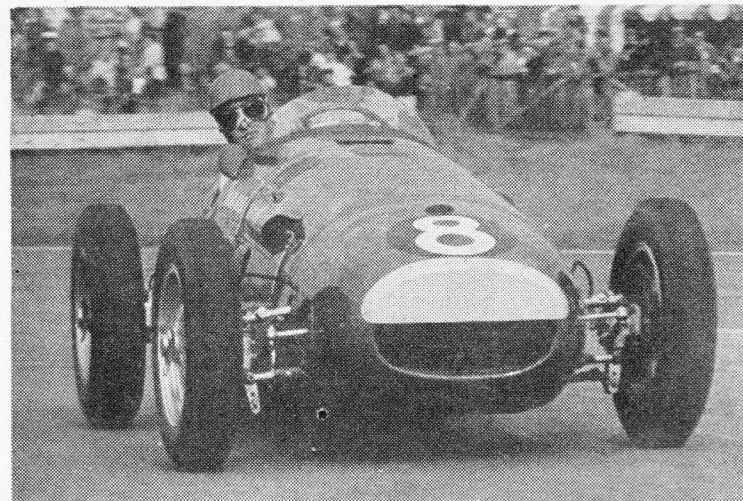
With 24 cars on the line for the over

2,000 c.c. sports car race (five laps), the start was reminiscent of Oxford Street in the rush hour. Somehow or other Roy Salvadori managed to detach his Ecurie Ecosse C-type from the tightly packed mass, and Masten Gregory used the tremendous acceleration of his 4½-litre Ferrari to good effect, slipstreamed by George Abecassis's H.W.M., with Mike Hawthorn looking for an opening with Joe Kelly's 3-litre Ferrari.

Hawthorn smartly took the H.W.M. to tuck behind the bigger Ferrari which Gregory had brought right on the tail of the blue Jaguar. Lap 3, and Hawthorn put it across the American to snatch second place. The crowd looked for a Salvadori versus Hawthorn duel, but the green Ferrari broke its diff. Gregory tried all he knew to take the lead, but the big car was a bit of a handful in the chicane. At Woodcote, E. Protheroe had a dreadful-looking accident with his XK 120, being most fortunate to come out unhurt from the car which had inverted itself on top of him.



**MASER-MASTER:** Stirling Moss (Maserati)



**VANWALL:** Peter Collins with the exciting new 2.5-litre Vanwall Special at Madgwick during the Goodwood Trophy race. He finished second to the works Maserati driven by Stirling Moss, beating Salvadori's privately owned Maserati.



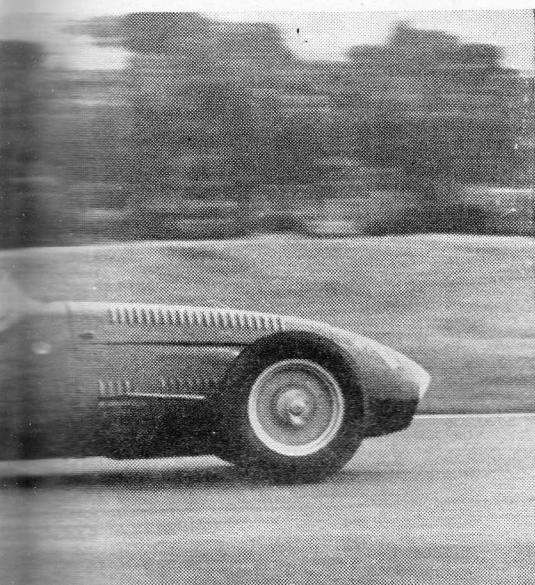
**SAME CAR:** pursued by the Goodwood Trophy indulges in a



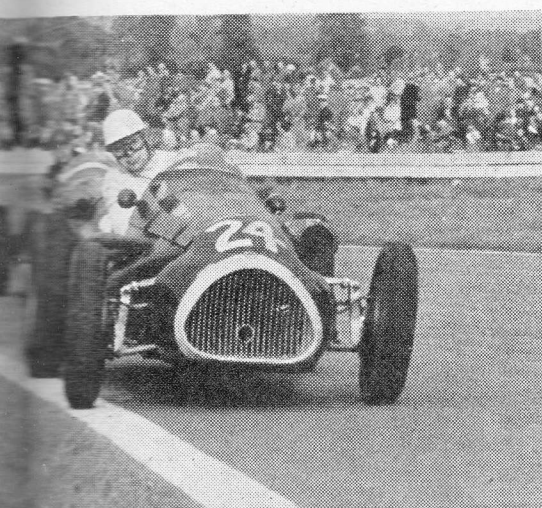
Gregory made a bid on the last lap, but failed to overtake the Jaguar by one-fifth of a second, in a most exciting finish. In third place came Abecassis, followed by Titterton in another Ecurie Ecosse Jaguar, and Crook's 2-litre Cooper-Bristol which pipped Alan Brown's car.

There were several non-starters for the *Formule Libre* race, including Parnell (Ferrari), and the Owen Maserati. Ken Wharton took the lead with the B.R.M., followed by Collins (Thin Wall), Moss (Maserati) and Hawthorn (Vanwall). Coming into Woodcote, Flockhart (B.R.M.) tried to overtake a group of cars led by Salvadori (Maserati), shot on to the grass and broke his front suspension on a gully. Lap 1, and Wharton still held his lead, but the big Thin Wall simply streaked past. The B.R.M. seemed to have something wrong in the sparks department, for the engine developed a chronic misfire, and Wharton was being crowded by both Moss and Hawthorn.

Collins was soon out on his own,



...his way to win the 21-lap Goodwood Trophy.



(Above) Mike Keen (Cooper-Alta) being relentlessly Don Beauman (Connaught) at Madgwick in the DIFFERENT DRIVER: (Right) Alan Brown out of Madgwick magic in the *Formule Libre* race.

## GOODWOOD RESULTS

### 7 laps (Up to 2,000 c.c.)

1, Bob Gerard (Cooper-Bristol), 11 mins. 36 secs., 86.89 m.p.h. 2, Don Beauman (Connaught), 11 mins. 39.4 secs. 3, Mike Keen (Cooper-Alta), 11 mins. 51.6 secs. 4, J. Riseley-Prichard (Connaught), 11 mins. 54.2 secs. 5, Horace Gould (Cooper-Bristol). 6, M. F. Young (Connaught).  
**Fastest lap:** Gerard, 1 min. 37.8 secs., 88.34 m.p.h.

### 5 laps—500 c.c.

1, Don Parker (Kieft), 8 mins. 50.8 secs., 81.39 m.p.h. (race record). 2, Stirling Moss (Cooper), 8 mins. 51 secs. 3, Reg Bicknell (Revis), 8 mins. 51.8 secs. 4, Ivor Buch (Cooper), 8 mins. 52.2 secs. 5, Les Leston (Cooper). 6, Eric Brandon (Cooper).  
**Fastest lap:** Moss, 1 min. 43 secs., 83.88 m.p.h. (Record).

### 5 laps—Sports Cars (Up to 2,000 c.c.)

1, Roy Salvadori (Maserati), 8 mins. 46 secs., 82.13 m.p.h. 2, Stirling Moss (Lister-Bristol), 8 mins. 46.6 secs. 3, Alan Brown (Cooper-Bristol), 8 mins. 51.2 secs. 4, Tony Crook (Cooper-Bristol), 8 mins. 53.8 secs. 5, Brooks (Frazer-Nash). 6, Chapman (Lotus).  
**Fastest lap:** Moss, 1 min. 43.2 secs., 83.72 m.p.h.

### 21 laps—Goodwood Trophy

1, Stirling Moss (Maserati), 33 mins. 3.2 secs., 91.49 m.p.h. 2, Peter Collins (Vanwall Spl.), 33 mins. 23.6 secs. 3, Roy Salvadori (Maserati), 34 mins. 20.6 secs. 4, Bob Gerard (Cooper-Bristol), 34 mins. 24.8 secs. 5, Don Beauman (Connaught). 6, Mike Keen (Cooper-Alta). 7, J.

pulling out a big lead from the pursuing trio which had gradually outstripped Salvadori, Gerard and Brown. Sir Jeremy Boles, making his first appearance in a single-seater, was driving the Connaught with considerable verve, showing up well against more experienced conductors.

Wharton, with an ailing power-plant, could do nothing about Collins, but gradually edged away from Moss and Hawthorn who were having a whale of a scrap. The Vanwall was creating a grand impression, and Mike was driving it as fast as he has ever piloted a G.P. Ferrari. Moss gave him every opportunity to pass—if he could! On the last lap, the green and red cars came through Woodcote together, Hawthorn just failing to claim the corner. In the chicane, both drivers were mixed up with a slower car, but Moss got through with a slight advantage. They accelerated together, and crossed the finishing line with the Maserati about a couple of yards in front.

Collins, of course, cantered home to win as he liked—16 secs. ahead of the B.R.M.—at over 92 m.p.h. Salvadori

Riseley-Prichard (Connaught). 8, Louis Rosier (Maserati). 9, Leslie Marr (Connaught). 10, J. Lawrence (Cooper-Bristol).

**Fastest lap:** Moss, 1 min. 33 secs., 92.90 m.p.h.

### 5 laps—Sports Cars (Over 2,000 c.c.)

1, Roy Salvadori (Jaguar), 8 mins. 35 secs., 83.88 m.p.h. 2, Masten Gregory (Ferrari), 8 mins. 35.2 secs. 3, George Abecassis (H.W.M.), 8 mins. 40.6 secs. 4, Desmond Titterton (Jaguar). 5, Tony Crook (Frazer-Nash). 6, Alan Brown (Cooper-Bristol).

**Fastest lap:** Mike Hawthorn (Ferrari), 1 min. 40 secs., 86.40 m.p.h.

### 10 laps—Formule Libre

1, Peter Collins (Thin Wall Spl.), 15 mins. 38.4 secs., 92.07 m.p.h. 2, Ken Wharton (B.R.M.), 15 mins. 44.4 secs. 3, Stirling Moss (Maserati), 15 mins. 48 secs. 4, Mike Hawthorn (Vanwall Spl.). 5, Roy Salvadori (Maserati). 6, Bob Gerard (Cooper-Bristol). 7, Alan Brown (Cooper-Alta). 8, J. Riseley-Prichard (Connaught). 9, Sir Jeremy Boles (Connaught). 10, Leslie Marr (Connaught).

**Fastest lap:** Collins, 1 min. 32.2 secs., 93.71 m.p.h.

### 5 laps—500 c.c.

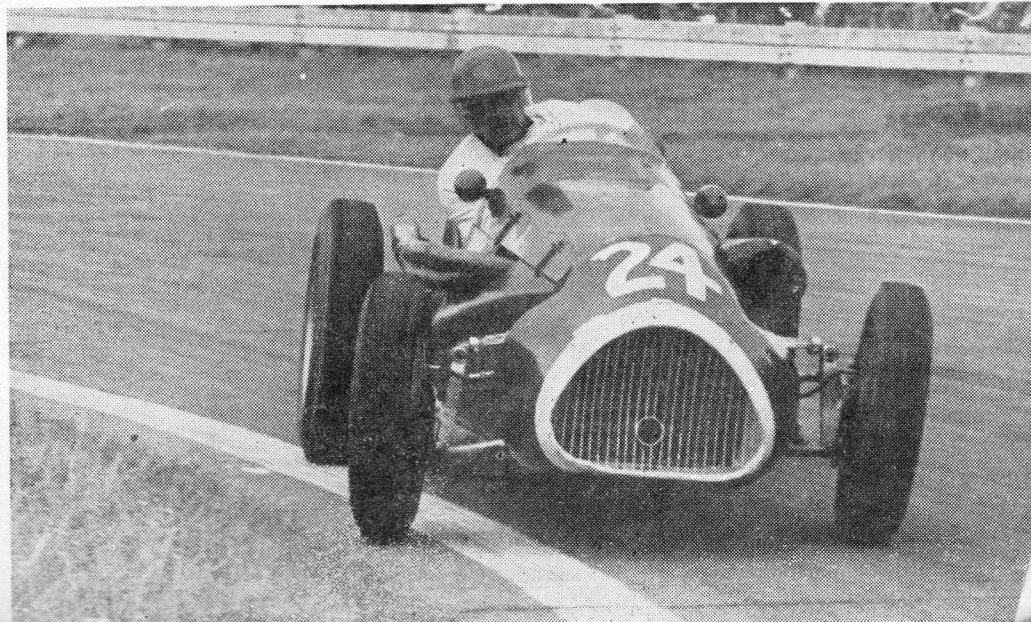
1, N. Berrow-Johnson (Martin Spl.), 9 mins. 10.2 secs., 78.52 m.p.h. 2, A. V. Cowley (Cooper), 9 mins. 11.6 secs. 3, J. Denley (Cooper), 9 mins. 18.4 secs. 4, Ken Smith (Smith). 5, Hon. E. G. Greenall (Cooper). 6, A. E. Elliott (Cooper).

**Fastest lap:** Cowley, 1 min. 46.4 secs., 81.20 m.p.h.

took fifth place, with Gerard easily leader of the 2-litre brigade. It is interesting to note that Hawthorn averaged 91.12 m.p.h. for 10 laps, compared to the 90.26 m.p.h. achieved by Collins for 21 laps in the same car.

The curtain was rung up on a fine Goodwood season with a five-lap event for 500 c.c. machines, left over from an over-subscribed entry. This was won by N. Berrow-Johnson (Martin Spl.), after a dice with A. V. Cowley (Cooper). The last-named had many adventures, including direct contact with the chicane, but still held on to his second place ahead of J. Denley (Cooper), and E. G. Greenall (Cooper) who was third in the earlier stages. I. E. Raby (I.E.R. Midget) took to the grass at West Tower, but managed to continue, and Zains (Cooper) had a most exciting gillhooley at Lavant, also re-entering the race.

Altogether a most exciting day. The Vanwall made the biggest news, for Mike Hawthorn told me afterwards that its potentialities are really excellent, and that even in its prototype stage, it could be considered as almost being a match for the Italian G.P. machines.







★  
TOE-IN: (Left)  
Something more  
than the usual  
one-eighth of an  
inch is taken on  
by the front  
wheels of  
Deeley's Cran-  
ford at "Big  
Dipper".

## BACK TO TRIALS AGAIN

E. J. Chandler Wins First Event of the Season

THE Knott Cup Trial, organized by the West Hants and Dorset Car Club, is generally regarded as the curtain-raiser to the trials season, and is usually one of the toughest events in the calendar. Held over a course on the tank-testing ground at Bovington Camp, in Dorset, the trial is a test of drivers and machines alike. This year, dry weather helped competitors, marshals and spectators, but a loose, sandy surface made most of the hills a difficult proposition.

The sections were in three groups: "Bowl", "Gallows" and "Heather", competitors having two attempts at each of the first two. The hills in the "Bowl" were mostly short, but very steep, with some steep hummocks to catch the unwary.

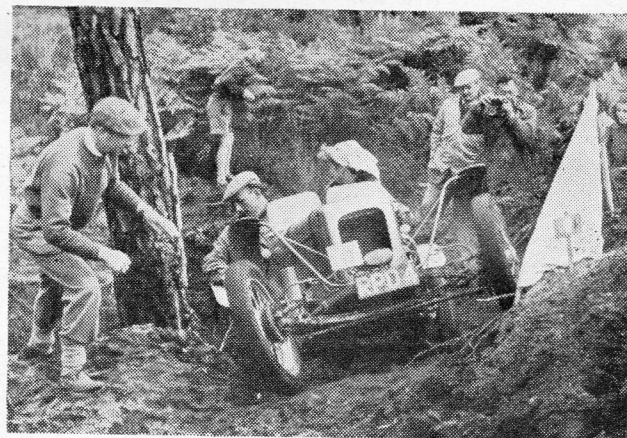
Collingwood made a good effort with the Vauxford, while Newman and passenger bounced mightily, and got higher than most. A lot of folk got stuck on the first hump, sumps aground and wheels spinning merrily. Battrick's Jeep, hardly suited to this sort of thing, tried hard, with front wheels flapping oddly. B. R. Potts's Cotton was another car which performed well, but Kemp had the bad luck to break a prop. shaft here. Incidentally, the mortality rate was fairly high, several cars leaving the Bowl area on the end of a towbar.

The "Gallows" contained four sections, all out of sight of each other. Possibly the most interesting was the "Big Dipper", which provided much excitement last year. The humps were a little sharper this time, and a hidden

tree stump caused a few ugly crashing noises. Everyone had two rounds on this section, and Rex Chappell failed low down, much to everyone's surprise, on his first attempt, but made up for it later on. Cannon made a grand climb, as did G. Pettit, both jumping vigorously off the hump. Star turn was "Pa" Atkinson, who leaped about in frightening fashion, and literally tore up the hill, to the accompaniment of loud cheers from the large crowd of spectators.

Deeley's Cranford jumped smartly, and the track of the front wheels assumed a non-standard appearance immediately afterwards, without appearing to worry the driver at all.

★  
DUG-IN: (Right)  
Rex Chappell, last  
year's winner of  
the Knott Cup,  
gets into a compli-  
cated situation with  
his Cotton in one  
of the "Heather"  
sections.



### RESULTS

Class 1 (Saloons up to 1,300 c.c.): 1, Rex Neate (Renault), 23.81 secs; 2, J. Hayden (Riley), 26.58 secs.

Class 2 (Saloons, 1,301-1,800 c.c.): 1, C. Eagleton (Porsche), 19.24 secs; 2, A. Coakley (Ford Consul), 21.6 secs; 3, D. Coakley (Ford Consul), 21.97 secs.

Class 3 (Saloons, 1,801-3,000 c.c.): 1, R. K. N. Clarkson (Morgan), 17.54 secs, (new class record); 2, Miss Burt (Aston Martin), 19.17 secs; 3, C. G. Arengo (Aston Martin), 19.27 secs.

Class 4 (Saloons, over 3,000 c.c.): 1, J. A. Shutler (Invicta), 18.56 secs.

Class 5 (750 Formula): 1, L. Williams (Austin), 21.45 secs, (new class record); 2, J. D. Parkin (Austin), 21.50 secs.

Class 6 (Sports cars, up to 750 c.c. S., up to 1,100 c.c. U/s.): 1, R. M. Smith (M.G.), 19.47 secs; 2, B. Jones (M.G.), 20.14 secs; 3, Miss S. Wadham (Lotus), 20.90 secs.

Class 7 (Sports, up to 1,100 c.c. S., up to 1,500 c.c. U/s.): 1, J. Coombs (Lotus-Connaught), 15.50 secs, (new class record); 2, J. Fiander (Tojeiro), 16.53 secs; 3, D. H. Laver (Lotus-Connaught), 17.55 secs.

Class 8 (Sports, up to 1,500 c.c. S., up to 2,000 c.c. U/s.): 1, A. E. Brown (Cooper-Bristol), 15.39

secs.; 2, A. M. Park (Frazer-Nash), 16.07 secs.; 3, Mrs. S. L. Park (Frazer-Nash), 16.30 secs.

Class 9 (Sports, up to 2,000 c.c. S., up to 3,000 c.c. U/s.): 1, P. A. Everard (Aston Martin DB3), 15.93 secs, (new class record); 2, J. E. G. Stevens (Aston Martin), 16.11 secs.; 3, D. W. Davis (Austin-Healey), 17.50 secs.

Class 10 (Sports, over 2,000 c.c. S., over 3,000 c.c. U/s.): 1, G. Parker (Jaguara), 14.69 secs.; 2, M. Wick (Allard), 14.70 secs.; 3, W. Coleman (Jaguetto), 15.70 secs.

Class 11 (Formula 3 racing cars): 1, C. G. Arengo (Arengo), 15.49 secs; 2, D. Parker (Kieft), 15.65 secs.; 3, R. G. Bicknell (Revis), 16.22 secs.

Class 12 (Racing cars up to 1,100 c.c.): 1, C. R. Instone (Djinn), 13.31 secs, (new class record); 2, A. E. Marsh (Cooper), 13.85 secs.; 3, W. C. Cuff (Cooper), 14.67 secs.

Class 14 (Racing cars up to 2,000 c.c.): 1, D. Wilkinson (Cooper-E.R.A.), 14.36 secs.; 2, Lt.-Col. C. P. Vaughan (Frazer-Nash), 14.81 secs.; 3, A. V. Burnard (Delage-E.R.A.), 15.23 secs.

Class 15 (Racing cars over 2,000 c.c.): 1, M. Wick (Allard), 14.63 secs.; 2, G. Parker (Jaguara), 14.64 secs.; 3, G. D. Pick (Pick Spl.), 17.20 secs.

Best Time of Day: C. R. Instone (1,097 c.c. Djinn S.), 13.31 secs.

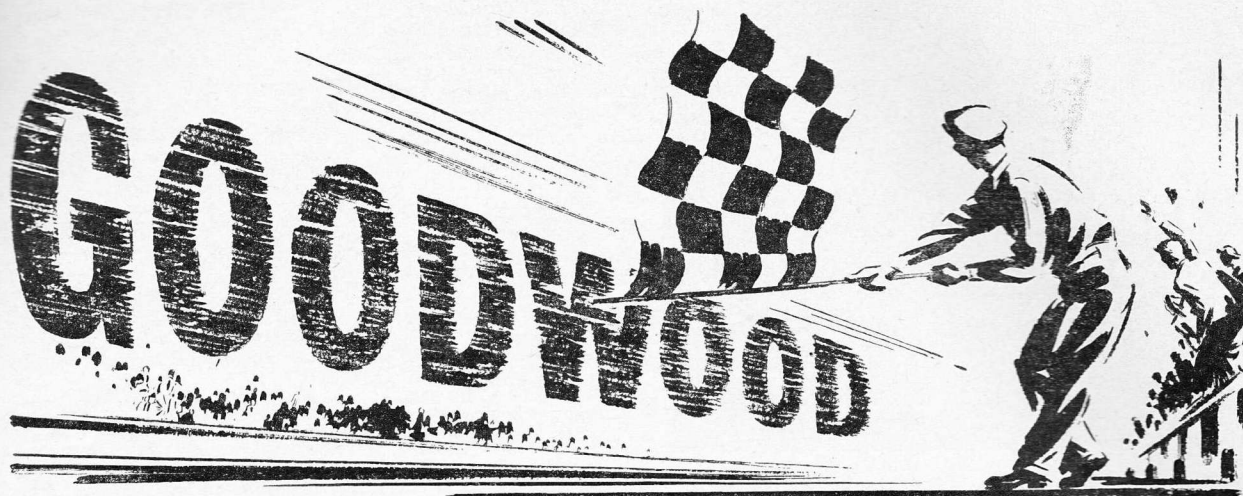
### GOSPORT SPRINTS

AT last Sunday's sprint meeting of the Gosport A.C. over a straight quarter-mile on the flight test road at Brockhurst, a strong side wind slowed speeds a little and kept Archie Butterworth's course record intact. Five class figures fell, however, while the day's sport, if breezy, was free from rain.

For the 1,100 c.c. racing class, Rupert Instone brought out the Djinn, and on his first run set a new class record, and best time of day, with a beautifully judged run in 13.31 secs., the twin cylinder engine sounding extremely healthy.

The unlimited "racing" class was supported, as it happened, entirely by sports machines, with Maurice Wick turning the tables on Gordon Parker by another narrow victory with only a hundredth of a second margin.





INTERNATIONAL MEETING—SEPT. 25th

**Sweeping  
Dunlop  
Successes  
Again!**

***15 awards  
out of 21***

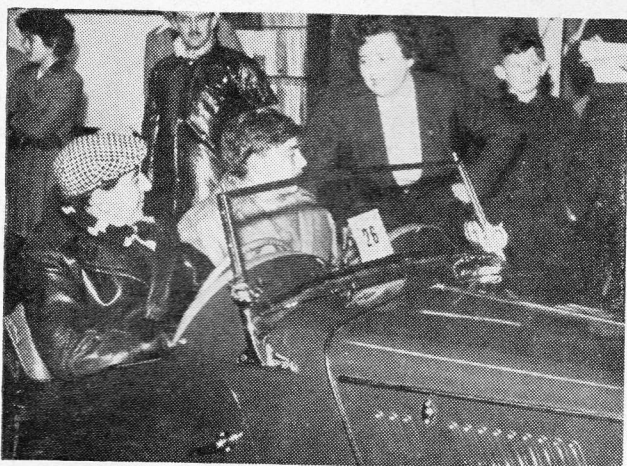
**5 FIRSTS 4 SECONDS 6 THIRDS**



(Subject to Official Confirmation)

**FIRST CHOICE FOR TRACK AND ROAD**





**START (left):** Sheila Van Damm talks to A. S. Lusty and D. Gilbert-Smith (M.G. TF), who took third place in their class in the Clacton Rally.

★

**FINISH (below):** Mrs. Clarke (Sunbeam-Talbot) looks cheerful as she checks in to the main control at Clacton-on-Sea.

## FAIR-WEATHER "CLACTON"

### Many Clean Sheets in East Anglian M.C. Rally

IN this crazy year, when the weather has been utterly unpredictable, once again the elements took a hand in the Clacton Rally, so that instead of its being run in thick fog (as in 1953) and in spite of a gloomy B.B.C. forecast, Clerk-of-the-Course Eric Ridley was shattered to find 40 "clean sheets" amongst the 75 starters in this very enjoyable event. Starting from the spacious premises of the Car Mart in Edgware Road, Hendon, under the eagle eye of Sheila Van Damm, the route led by easy stages to a time control near Great Sampford and via a control of passage near Chedburgh to a main control at Mann Egerton's Garage, Bury St. Edmunds. Here competitors were handed a sheet for an "Eight Clubs" type of section giving six map references, at each of which was located a sign post from which figures had to be obtained to form the map reference for the seventh point at which there was a time control; this section proved easier than anticipated.

From this point began the circuitous route around the Fen country through the time control near Kings Lynn and ending with another time control and breakfast stop in the paddock at Snetterton. Details of this section of the route had been given by map reference beforehand and there were seven secret route checks during this part of the run, at which bonus marks were collected for correct arrival.

Bad weather would undoubtedly have made this section reasonably difficult but the clear night and dry roads coupled with the very accurate navigating of the competitors resulted in some 40 crews arriving at Snetterton with anything up to an hour in hand.

After breakfast there followed two timed driving tests on the circuit, the first consisting of straight acceleration from a standing start over a distance of about 300 yards to stop in a 12 ft. wide channel on a curve. Best time here was made by J. Pay (TR2) in 15 secs.

The second test, electrically timed, was an acceleration test through the "Esses"



in which the fastest of the large open cars was Air Vice-Marshal Don Bennett's XK 120 in 21.6 secs.

There followed a gentle amble through lovely country back to Wormingford airfield near Bures, where there were two further driving tests, the first of which consisted of driving forward on a curve to the left and reversing through a channel on a similar curve to stop with wheels astride the finish. Best time here was made by H. M. Denton (Morgan Plus Four) in 11 secs. dead.

Test 4, which needed plenty of space for manoeuvring, consisted of driving forward off a line, turning right through a gap, left through a channel and returning through the gap to stop after crossing the finish short of a foul line. Best time was returned by B. W. Fursdon (Renault), 21 secs.

From Wormingford the procession moved to Clacton, where the last test was laid out on the East Cliff Road in front of an enthusiastic crowd of spectators. This test consisted of a drive forward, reversing past a barrier, driving forward about 150 yards and reversing past a further barrier and again driving forward to a flying finish in a penalty box. Best time here was put up by H. M. Denton (Morgan Plus Four) in 35.8 secs.

After a break for a meal at the conclusion of a very successful and enjoyable event, the prizes were distributed by the daughter of the chairman of the Clacton Council at the Royal Hotel.

DENNIS DENT.

## The Clacton Rally

### Results

**Clacton Trophy:** A. H. Greig (M.G. TC).

**Navigator's Award:** D. M. Mann.

**Runner-up:** S. Moore (M.G. TF).

**Members' Award:** E. D. Woolley (Porsche).

**Class 1:** 1, E. D. Woolley (Porsche); 2, P. Harper (Hillman Minx); 3, D. J. Morley (Ford Consul); 4, L. M. D. Janke (Morris Minor).  
**Class 2:** 1, J. A. Lanz (Sunbeam-Talbot); 2, R. A. Watkinson (Frazer-Nash BMW); 3, F. D. Dent (Jaguar Mk. VII); 4, J. Risk (Ford Zephyr).  
**Class 3:** 1, A. H. Greig (M.G. TC); 2, S. Moore (M.G. TF); 3, A. S. Lusty (M.G. TF); 4, J. Maitland-Easton (M.G. TD).  
**Class 4:** 1, J. M. Shand (Jaguar XK 120); 2, J. Pay (Triumph TR2); 3, H. M. Denton (Morgan Plus Four); 4, W. H. Wadham (Triumph TR2).

**Ladies' Award:** Miss P. A. Ozanne (Sunbeam-Talbot).

**1,000 c.c. Award:** L. M. D. Janke (Morris Minor). **2,600 c.c. Award:** J. A. Lanz (Sunbeam-Talbot). **Team Award:** Shand (Jaguar), Morley (Ford Consul) and Risk (Ford Zephyr).

## SURREY S.M.C. SPRINT MEETING

THE sun shone at Brands Hatch on 19th September for the Surrey Sporting M.C., who were holding their second annual sprint meeting there with an entry of more than 50 competitors.

Some fine cars were present, including a 1925 Wensum Vauxhall which Betty Carstairs had raced at Brooklands, and a 1927 Corsica rebodied Red Label Bentley, previously owned by Forrest Lycett. Roy Watling-Greenwood's very successful R.W.G. unfortunately "blew up" in the hands of its new owner, C. E. Lund.

Competitors covered one standing and one flying lap of the 1½-mile Brands Hatch circuit, and each had two attempts. Several cars were shared, keen duels ensuing between Richards and Denis Parker (1,100 c.c. Lotus) and Posner and Epstein (Triumph TR2). Goodhew set B.T.D. with his first run in the well-known Darracq, but his second attempt was spoiled by a slide at Paddock Bend after a fast standing lap.

To D. B. Sherlock, A. J. Barter and Miss H. L. Howard, who were responsible for the organization, go the thanks of the competitors.

### Results

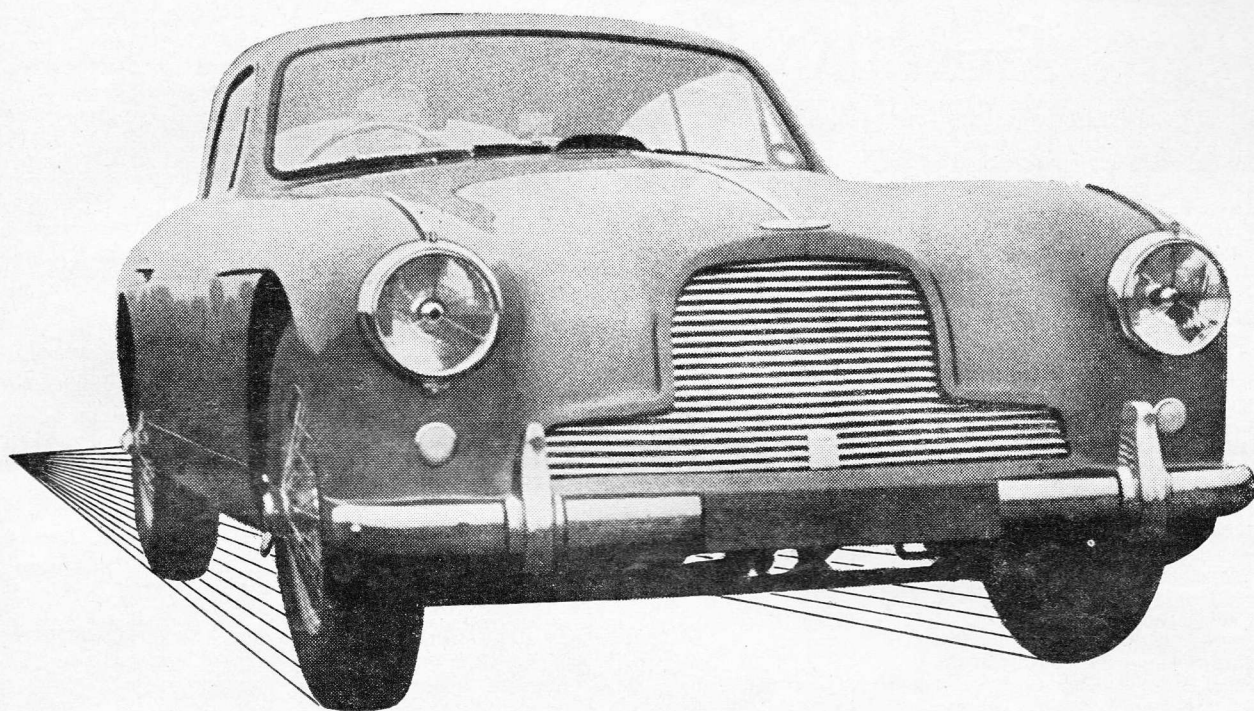
**Open, up to 1,100 c.c.:** Denis Parker (1,089 Lotus), 2 mins. 33.8 secs. **Up to 2,000 c.c.:** S. F. Pile (1,496 Aston Martin), 2 mins. 31.5 secs. **Up to 3,000 c.c.:** S. F. Pile (1,496 Aston Martin), 2 mins. 30 secs. **Over 3,000 c.c.:** A. T. Bik (3,442 Jaguar), 2 mins. 30 secs.

**Closed, up to 1,100 c.c.:** M. R. B. Cannon (800 Cannon Spl.), 2 mins. 52.8 secs. **Up to 2,000 c.c.:** C. Eagleton (1,500 Porsche), 2 mins. 44.8 secs. **Up to 3,000 c.c.:** Miss Burt (2,580 Aston Martin), 2 mins. 39.6 secs.

**Tony Rolt Trophy (B.T.D.):** J. Goodhew (3,992 Darracq), 2 mins. 28.3 secs.



**for the Aston-Martin**



**DAVID BROWN  
recommend**



**the  
masterpiece  
in oils**





## THE LAKELAND "300"

### Another Victory for Dr. Hardman (Dellow)

DR. AND MRS. HARDMAN achieved a fine "double" in the Lakeland "300" Rally held last week-end by the Lancashire and Cheshire Car Club, when Dr. Hardman and his Dellow carried off the premier award and Mrs. Molly Hardman partnered Mrs. R. Beaumont (Triumph TR2) to win the Ladies' Award.

A total of 108 drivers had contracted to start from Manchester, Birmingham, Huddersfield and Llandudno, thereafter maintaining a 30 m.p.h. average to Rhydtalog in North Wales. Various average speeds were then set for 130 miles of mixed going to Llandudno. The route led to the Horseshoe Pass, where a reversing test was laid and managed by Jack Clegg. John Pellowe's time of 27.8 secs. proved 0.2 sec. better than Dr. Hardman's, and G. A. Roberts covered the distance in 29 secs., all these times being Dellow-made.

Just beyond Llangollen the Roundabout test was held, Hardman sharing best time with J. Cuff (Austin-Healey) and Peter Reece (Morgan).

A 24 m.p.h. average continued to Pen-y-Bont-fawr, after which followed moors, gates and farmyards for some 50 miles before another main road was approached. Mechanical troubles were few, but I. W. Schofield had the wretched luck to damage seriously a rather old Morris which had been painstakingly restored.

Leading Llandudno-wards, the route lay via Pentre-Voelas, Bettws-y-Coed and Llanwrst, embracing disused mines, barns, water-splashes and Test 3 at Parc Mine. It was here that three of the many Austin-Healeys came into their own, for D. W. Farley, C. Tyrer and J. Cuff were quickest, Farley's 15.8 secs. being particularly good.

From Parc Mine secondary roads were the order of the day almost into Llandudno itself, where Saturday's final test was planned on the West Shore. Here the plot thickened, for this fourth test was more involved than its predecessors. Two garages had to be entered in a forward direction, introducing two

reverses before the flying finish was reached.

Half-time scores were calculated later in the evening and already Dr. C. R. Hardman was in the lead, followed by the young and enthusiastic John Pellowe. Peter Reece was holding a good third position.

Again the elements were kind on Sunday morning, when a 36-mile road run was tackled involving the use of some of the Saturday's route in a reverse direction. Two passage controls only were used for this token run, so that no

#### Provisional Results

**The Jack Harrop Memorial Trophy:** Dr. C. R. Hardman (Dellow), 160.1.

**Class A:** 1 (B. K. Thompson Trophy), M. Hinde (Renault), 185.9; 2 (Jill Lilley Trophy), E. Cunningham (Morris), 196.4. **Class B:** 1 (Quick Trophy), J. W. Waddington (Ford), 184.3; 2 (Lakeland Trophy), J. Pellowe (Dellow), 165.2. **Class C:** 1 (Sackville Trophy), J. S. Nightingale (Sunbeam-Talbot), 188.1; 2 (Tom Leigh Trophy), F. M. Marsh (Austin-Healey), 172.3. **Class D:** (Great Orme Trophy) E. G. Smith (Morris), 300.8.

**Ladies' Award:** Mrs. R. Beaumont (Triumph TR2), 204.6.

**Novices' Awards:** (Class 1) E. Wetherall (Morris), 199.6. (Class 2) C. M. Watson-Smyth (M.G.), 184.3.

★  
The oldest of the 101 cars which took part in the Lakeland Rally was D. A. Cooke's Standard.

★

Against an attractive background, M. F. Evans (Dellow) tackles one of the final tests in the Lakeland Rally.

one was unduly put out by the exertion, and 93 cars answered the roll for the last three tests on the West Shore, out of 101 starters.

So ended an event which, although tougher than last year's, was still not too difficult. All credit is due to those three hardworking Lancashire and Cheshire C.C. members, Ken Bailey, Len Clarkson and Eric Yarwood, who put in a lot of time to produce a thoroughly good route card.

WILSON ROGERS.

#### SOME RECENT RESULTS

##### WEST ESSEX C.C. RALLY

12th September

**Best Performance:** A. E. Hudson (Jowett Javelin). **Saloons, up to 1,200 c.c.:** 1, F. Lovell (Morris). **1,201-2,000 c.c.:** 1, J. Holder (Jowett Javelin); 2, P. Locks (Sunbeam-Talbot). **Over 2,000 c.c.:** 1, J. Knight (Ford); 2, R. Playford (Jaguar). **Open cars, up to 1,200 c.c.:** 1, I. Brown (Austin A40). **1,201-2,000 c.c.:** J. Williamson (M.G.). **Over 2,000 c.c.:** H. McKay (Austin-Healey).

##### HANTS & BERKS M.C. AUTOCROSS

12th September

**Open, up to 1,050 c.c.:** A. C. Westwood (Fiat), 1 min. 20.4 secs. **Closed, up to 1,050 c.c.:** T. Sprake (Renault), 1 min 30.6 secs. **Open, 1,050-1,500 c.c.:** J. C. L. Fisher (Gregory Spl.), 1 min. 23 secs. **Closed, 1,050-1,500 c.c.:** R. E. Owen (Volkswagen), 1 min. 27.2 secs. **Open, above 1,500 c.c.:** G. E. Tapp (Buckler S.), 1 min. 22.5 secs. **Closed, above 1,500 c.c.:** D. H. Laver (Citroën), 1 min. 27.4 secs.

##### WESTMORLAND M.C. TRIAL

12th September

**Brim Challenge Trophy:** S. G. Poynter (Morris), 1 point lost.

**First Class Awards:** J. H. Lafone (Allard), 1 point lost; Miss D. Newsham (Hillman), 2 lost.

**Second Class Awards:** T. G. Bonsfield (Austin), 4 lost; N. Hammond (Alvis), 4 lost.

**Team Award:** S. Poynter, J. H. Lafone and J. M. Nuttall.

##### SOUTHPORT MOTORING WEEK-END

18th-19th September

**Best Performance:** J. McManus (M.G.).

**Class A:** C. L. Kinns (H.R.G.). **Class B:** H. Smallbun (Ford). **Class C:** R. Clegg (Austin-Healey). **Class D:** P. W. Ryder (Sunbeam-Talbot). **Concours d'Elégance:** F. Birch (Rolls-Royce).

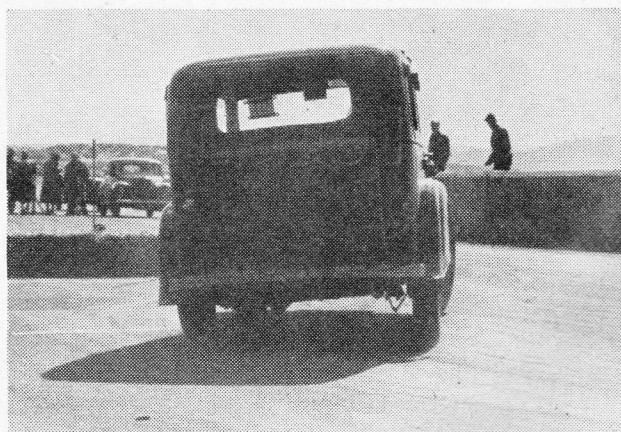
##### HARTLEPOOLS AND D.M.C. AUTOCROSS

19th September

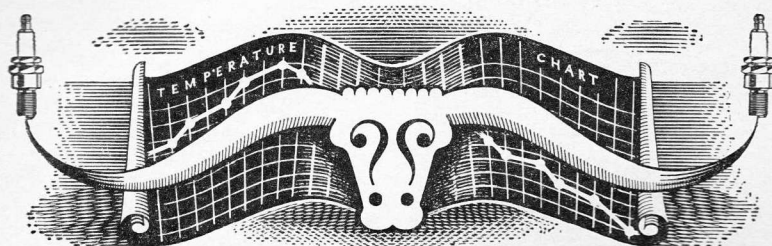
**Class 4, Sports cars up to 1,500 c.c.:** 1, D. Butterwick (M.G. Saloon); 2, M. Pardoe (M.G. TC).

**Class 5, Sports cars over 1,500 c.c.:** 1, T. White (Jaguar XK 120); 2, A. Ensell (Ford Spl.).

**Non-winner handicap (unlimited):** 1, J. E. Atkinson (M.G. TD); 2, J. B. McAdam (Ford Jensen).







## *Your sparking plugs on the horns of a dilemma*

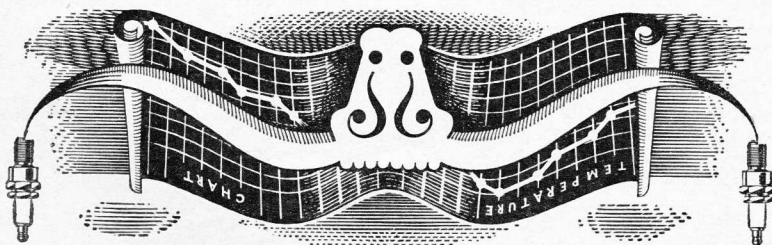
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**1st** Roy Salvadori  
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## CONQUEST IN WALES

Ken Rawlings (Daimler) Wins "Birmingham Post" Rally

THE *Birmingham Post* Rally was one which contained the true essence of rallying in its 400 miles, for the Midland Automobile Club provided all the delights of a longer event without the snags of tedious roadwork. This was appreciated by the 78 competitors particularly early, for soon after leaving the Civic Centre Car Park at Birmingham on Friday, 17th September, at 10 p.m. all the navigators' wiles were necessary. The route passed near Bromsgrove and Pershore and from here curled towards the Clee Hills. The time controls were several and that at Welshpool brought the procession to Bwlch-y-Groes via a main road routing. Some took a chance on the minor roads but found to their chagrin that some essential bridges were missing!

After a test on the famous hill competitors negotiated some typical Welsh going ("I was stuck in a bog on top of a mountain" was heard later) to Llandudno where a breakfast halt was made at the Imperial Hotel.

The call-over found some 50 per cent only present and it was the general opinion that the route allowed for no errors but was possible. In fact such people as Jim Goodall (Morgan), G. Holdsworth (Vauxhall Velox) and Peter Reece (Morgan) were three who proved it, so all credit therefore to the unsung navigators concerned, who were respectively A. T. Hall, Bob Foster and Barry Davies.

Of the missing, A. E. Wright was reported to be out with brake trouble and in this he was not alone. Many of the arrivals also had complaints in this quarter. But it was a broken half shaft on his 2½-litre Riley that put J. J. Bott out.

Three tests were held on the West Promenade, the second being particularly interesting. The two garages which had to be entered in a forward direction were on the opposite sides of the concrete-walled promenade and some few yards

apart—insufficient for all but F. A. Denning (Morris Special) and A. J. Bishop (Morgan 4/4) to do it in one lock. Some fell the victim of their own wiles but A. L. Yarranton and Dr. Spare (Morgans) and J. L. McVitie and Mrs. Osborn (Triumphs) were very good. In the saloon class T. S. Baker (Austin A30) and G. W. Adams (Ford Anglia) both handled their cars well although the latter blotted his copybook in the final braking.

On the return to the Droitwich finish a two-mile regularity test was held on the Bettws-y-Coed-Festiniog Road. The Bwlch was again visited and the Goat Hill at Craven Arms provided yet another test variation. A call was made at Shelsley Walsh for a triangle test at the base of the hill while the final manoeuvre, consisting of a garage test, was laid out at the Lido.

The Raven Hotel, at Droitwich, saw the final celebrations by the rather-less-than-half survivors and the event was voted good.

WILSON ROGERS.

### Results

**Premier Award:** K. Rawlings/L. Tracey (Daimler Conquest Century).

**Production cars up to 1,300 c.c.:** 1, T. S. Baker (Austin A30); 2, P. J. Anton (Ford Anglia); 3, P. G. Longland (M.G.). **Over 1,300 c.c.:** 1, K. Rawlings (Daimler); 2, G. Holdsworth (Vauxhall Velox); 3, R. J. Sanders (Ford Zodiac).

**Sports and modified, up to 1,300 c.c.:** 1, A. J. Brown (M.G. TD); 2, M. R. Clark (M.G. TF); 3, R. A. Jameson (M.G. TA). **Over 1,300 c.c.:** 1, A. L. Yarranton (Morgan Plus Four); 2, J. T. Spare (Morgan Plus Four); 3, W. A. G. Goodall (Morgan Plus Four). **Ladies' Award:** 1, Mrs. D. M. Osborn (Triumph TR2); 2, Miss A. M. Jervis (Morgan Plus Four).

**Team Award:** Hagley and Dist. L.C.C. (J. W. Cox (Ford Zephyr), P. G. Longland (M.G.) and R. A. Jameson (M.G.).)

*BWLCH BUSINESS:* Ken Rawlings, winner of the Birmingham Post Rally, negotiates a test at the Bwlch-y-Groes hairpin in the Welsh mountains.

### DARLINGTON EVENTS

RECENT activities of the Darlington and D.M.C. have included a speed hill-climb at Catterick on 5th September and a sprint and high-speed trial at Croft Airport on 12th September. The hill-climb was a half-mile affair with a hairpin and half a dozen other bends, the sprint was also over half a mile, while the 30-minute speed trial was over a 1¼-mile circuit and included a compulsory pit stop. Only five out of the 28 entries failed to complete the requisite number of laps in the latter event. Results are as follows:—

#### Hill-Climb

**Class B:** 1, E. Fletcher (1,172 M.G.-Ford), 33.7 m.p.h. **Class D:** P. G. Walton (2,262 Vauxhall), 33.8. **Class E:** E. B. Wadsworth (Healey), 36.7. **Class G:** F. Harrison (933 F.H.N. Spl. S.), 39.8. **Class H:** J. Blumer (3,442 Jaguar), 40.25. **Ladies' Award:** Mrs. J. R. Stuart (2,262 Ford Zephyr), 31.4. **B.T.D.:** J. Blumer.

#### Sprint Event

**Class A:** G. M. G. Oliver (803 Standard). **Class B:** I. E. Fletcher (1,172 M.G.-Ford). **Class C:** N. Cove (1,250 M.G. TD). **Class D:** J. D. Stuart (2,262 Ford Zephyr). **Class E:** J. E. Burgess (3,662 Allard). **Class F:** I. E. Davidson (1,467 Cooper-M.G.). **Class G:** J. Blumer (3,442 Jaguar). **B.T.D.:** I. E. Davidson.

### HULL-SCARBOROUGH VETERAN RUN

MORE than 100 entries were received for the Veteran Car Club's Hull-Scarborough Rally and Run on 5th September. The event was in three sections. The Rally finished at Hull, the winners in each class being those cars which had travelled the greatest distance under their own power within time limits, age being taken into consideration. Part 2 was a timed regularity run to Scarborough in which competitors endeavoured to maintain a nominated average of 12, 15, or 20 m.p.h. and lastly there was a Concours d'Élégance at Scarborough.

#### Results

**Rally:** **Class 1 (pre-1905):** 1, A.C.M. Sir Alec Coryton (1902 de Dion Bouton, drivers A.V.-M. G. Tuttle and Captain E. Cargill); 2, A.C.M. Sir Alec Coryton (1903 Napoleon); 3, J. H. White (1904 de Dion Bouton).

**Class 2 (1905-1916):** 1, S. Norrington (1908 Adler); 2, T. G. Wells (1912 Belsize); 3, J. R. G. Downs (1905 Renault).

**Run:** **Class 1 (pre-1901):** 1, S. Steele (1897 de Dion Bouton); 2, E. Hare (1900 M.M.C.); 3, D. M. Beardsell (1900 Progress).

**Class 2 (1901-1904):** 1, T. W. Lightfoot (1902 Panhard-Levassor); 2, H. F. Welham (1904 Renault); 3, T. H. Carter (1903 Vauxhall).

**Class 3 (1905-1910):** 1, Mr. and Mrs. R. Bath-Burley (1910 Daimler); 2, Sir J. W. Harrison (1908 de Dion Bouton); 3, D. Robinson (1910 Vulcan, driver R. E. Hinds).

**Class 4 (1911-1916):** 1, F. Baxter (1911 Ford); 2, C. M. F. Judre (1916 Saxon); 3, C. and J. C. France (1911 Renault).

**Concours d'Élégance:** **Class 1** (classes as for Run): 1, A. Tyler (1899 Decauville); 2, E. Hare (1900 M.M.C.); 3, Mrs. W. L. Thomson (1899 Benz).

**Class 2:** 1, Mr. and Mrs. F. E. Davis (1904 Peugeot); 2, A.C.M. Sir Alec Coryton (1903 Napoleon); 3, A. E. Steeper (1901 Pick).

**Class 3:** 1, J. Collingbourne (1905 de Dion Bouton); 2, J. R. G. Downs (1905 Renault); 3, D. E. Milnes (1909 Belsize).

**Class 4:** M. and D. Neale (1911 Rolls-Royce); 2, A. C. Skerman (1911 Renault); 3, G. F. Hodgkinson (1914 Cateott).



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The Island Race are among the world's most discerning drinkers. They are, however, notably conservative in their tastes, preferring to stick to what they know than experiment with alien beverages of doubtful potency. Believing, however, that Englishmen★ should share in the pleasures of cocktail imbibers in other lands, we gladly provide a few facts about the world-famous Smirnoff Vodka.



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# NEWS FROM THE CLUBS

By Wilson McComb

THIS year we have seen some exciting sports car races contested on the one hand by relatively heavy, fully upholstered series-production cars, and on the other by "one-off" or limited-production machines with very light body shells. There has never been any doubt as to which sort would win, and whilst enjoying the spectacle of the sports-racers fighting it out in front, some of us have felt rather sorry for the "bread-and-butter" cars which tagged along behind.

For the very last sports car meeting of the year in Britain—the Eastern Counties M.C.'s National event at Snetterton on 9th October—an attempt is being made to give the Austin-Healey and Triumph TR2 owners a sporting chance of success, by strict segregation of "sports" and "sports-racing" cars. Entries close tomorrow, so there is just time to contact L. J. Coe (Ipswich 3555) or N. G. Perkins (Ipswich 7610) about entering for the meeting.

**MAIDSTONE AND MID-KENT M.C.** have issued regs. for their 10th Bossum Trophy Trial, a B.T.D.A. Gold Star and R.A.C. Championship event, on 24th October. It will start and finish at Maidstone, and the invited clubs are the London M.C., Southsea M.C., West Hants and Dorset C.C., Kentish Border C.C., Chiltern C.C., 750 M.C. and North Midland M.C. F. G. Newman, 48 Chamberlain Avenue, Maidstone, will close the entry list on 18th October. . . . **Scarborough and D.M.C.'s** Two Ridings Night Trial on 16th/17th October will be a "family" event with no driving tests, and the route of some 200 miles lies in the North and East Ridings of Yorkshire. Members of the Bridlington and D.M.C., East Yorkshire C.C., Darlington and D.M.C., Middlesbrough and D.M.C. and Yorkshire S.C.C. are also invited to take part. Entry closing date is 9th October, and regs. are available from C. G. Heselton, 10 York Place, Scarborough. . . . First autocross meeting in the Merseyside area will be that held by the **Liverpool M.C.** on 10th October, known as the "Swan" Autocross. It is also open to the B.A.R.C. (N.W.), Bolton-le-Moors C.C., Chester M.C., Lancashire and Cheshire C.C., Waterloo and D.M.C. and North Midlands M.C. Entries should reach C. S. Brown, "Wayside", Victoria Avenue, Hoswall, Cheshire, by 7th October. . . . Fresh ground has been chosen by the **Coventry and Warwickshire M.C.** for their Golden Jubilee Night Rally on 30th/31st October, and it is hoped that this 250-mile event will attract a large entry to celebrate the club's jubilee year. Regs. are now available from Mrs. H. S. Wolseley, 532 Allesley Old Road, Coventry, or from C. P. Nichols, 5 Earlsdon Avenue, Coventry. . . . Entries close on 6th October (late entries until 8th October) for the **Burnley A.C.'s** next rally, which will be run on



*GROUNDS FOR DIVORCE: To make a good performance at Dungarvan Pike, in the Kilkenny C.C.'s recent Autumn Trial, involved high-speed motoring through the shallow but stony bed of a river. Barry Statham returned an excellent time for the test—in his wife's brand-new Ford Anglia!*

10th October; entry forms and regs. from A. J. Rogers, 1 Beatrice Avenue, Burnley, Lancs. . . . **West Essex C.C.** functions due to take place in the near future include a talk by John Gott at the "Three Jolly Wheelers", Woodford Bridge, at 8 p.m. on 6th October. Tickets for the annual dinner and dance at the Park Lane Hotel on 3rd December are obtainable from F. Lee, 78 Cadogan Gardens, E.18. Prizewinners should note that the season's awards will be presented at this function. . . . Next showing of the **London M.C.'s** London Rally film will be at the Pavilour's Arms, Page Street, Westminster on 4th October, starting at 7.30 p.m. This is for club members with surname initials L to Z, and competitors numbered 201 to 401. . . . **Lagonda Club's** annual general meeting will be held this Sunday, 3rd October, at Brimpton Grange Hotel, Milton Common, Wheatley (on A40, near Oxford), and will be preceded by a *concours d'élégance* starting at 12.30 p.m. The club's November Handicap, a driving test and navigational event suitable for vintage cars, on 6th November, will start from the Hog's Back Hotel, near Guildford, at 1 p.m. Invited clubs are the Alvis O.C., Bentley D.C., A.C.O.C., Per Ardua M.C., and Vintage S.C.C.; details from J. M. Bosworth, The Grange, Old Town, Bexhill-on-Sea. . . . The **Taunton M.C.'s** Allen Trophy Trial takes place on Sunday, 10th October. This event is a qualifier for the R.A.C. Championship and the B.T.D.A. "Gold Star" competitions. Entries to L. J. Tolman, 4 East Reach, Taunton, by first post Monday (4th). . . . On the same day (10th) the **Caernarvonshire & Anglesey M.C.** are holding an autocross for all types of cars in north Anglesey, entrants leaving Bangor at 2 p.m. . . . A driving test meeting is being held by the **Hants & Berks M.C.** at California-in-England, Berks, on 10th October. Members are reminded that entries close on 7th October. . . . The **750 M.C.** regret that due to difficulties now arising in the use of Thruxton aerodrome the sprint meeting which was to have been held on 24th October has had to be cancelled for this year.

## SOUTH WALES HILL-CLIMB

THE South Wales Automobile Club's Closed Invitation Hill-climb was held on Saturday, 25th September, on their hill at Castell Farm near Bridgend.

The meeting was blessed with a fine day, which ensured pleasure for the competitors and plenty of thrills for the large crowd of spectators.

It was obvious from the times being set up in practice that the speeds would be high and the record of 24.5 secs. in danger. In fact, it was broken no less than 10 times by some excellent climbs that were perhaps overshadowed by the terrific struggle for best time of day between M. Burn (Frazer-Nash) and J. A. Williamson (Bentley), the previous record holder.

In his first climb Burn drove the 1971 c.c. Frazer-Nash beautifully to record 21.9 secs. and take the record. Then the Bentley was simply hurled up the course in 21.6 secs. to the cheers of the crowd for this popular personality. However, even this record was not to stand for in his second run Burn gave a near perfect performance and the new record stands at 21.4 secs.

Williamson's consolation was that he was the fastest S.W.A.C. member and, with his win at the April meeting, this gave him the club's Hill-climb Championship for 1954.

The Inter-Club Competition was won by the Bugatti Owners' Club—team: C. Davies (M.G.), M. Burn (Frazer-Nash) and H. R. Bond (Jaguar)—with the M.G. Car Club runners-up.

## Results

**Best Time of Day:** M. Burn (Frazer-Nash). **Ladies' Award:** Mrs. C. Davies (Bristol). **Class 1 (Sports cars up to 1,100 c.c.):** L. V. Thomas (L.V.T.). **Class 2 (Saloons up to 1,100 c.c.):** Mrs. V. Bevan (Morris). **Class 3 Sports cars 1,101-1,500 c.c.):** 1, C. Davies (M.G. Special); 2, H. Hunter (Tojeiro). **Class 4 (Saloons 1,101-1,500 c.c.):** 1, M. Flower (Porsche); 2, D. L. Hayman (Jowett) and K. J. Cox (M.G.). **Class 5 (Sports cars 1,501-2,500 c.c.):** 1, M. Burn (Frazer-Nash); 2, M. Seal (Triumph). **Class 6 (Saloons 1,501-2,500 c.c.):** 1, L. Sims (Riley); 2, Mrs. C. Davies (Bristol). **Class 7 (Sports cars over 2,500 c.c.):** 1, J. A. Williamson (Bentley); 2, T. C. Storey (Jaguar). **Class 8 (Saloons over 2,500 c.c.):** 1, R. S. Bevan (Jaguar).



## AUTOCROSS AT SHELSLEY

SHELSLEY WALSH, famous for its hill-climbs, was the scene of an Autocross meeting on Sunday, 12th September. It was organized by the Worcestershire M.C., with the assistance of the Hagley and D.L.C.C. and the Herefordshire M.C., and each competitor covered two laps of a half-mile course.

## Results

**Humphreys Cup (B.T.D.):** A. L. Yarranton (Morgan Plus Four), 2 mins. 8 secs.

**Open Cars:** 1. J. Humphreys (Allard), 2 mins. 9 secs.; 2. B. Phipps (Morgan), 2 mins. 11 secs.

**Closed Cars:** 1. B. Phipps (Austin A40 Sports), 2 mins. 20 secs.; 2. Miss Palfrey (Austin A40 Sports), 2 mins. 21 secs. **Specials:** K. Lamberton (Sinton Spl.), 2 mins. 15 secs.; 2. J. Rumsey (Heinz Spl.), 2 mins. 17 secs.

## SUSSEX RALLY

THE Circle C.C. held a successful rally on Sunday, 12th September, for which 32 cars were entered and 30 started. Cars were divided into two classes: A for cars later than 1st January, 1949, and class B for cars registered before this date. During the rally various controls had to be visited in correct order and there were a number of timed driving tests. Starting at Willingdon, Sussex, and Kenton, Middlesex, the competitors finished their 140-mile route at Seaford, Sussex.

## Results

**Best Performance (Class A):** K. S. Hurrey (Vauxhall). **Class B:** J. Goodwin (Delage). **Team Prize:** P. C. S. Lees, J. G. Larkworthy, R. F. Ruggles (M.G.s).

**First Class Awards, Class A:** P. C. S. Lees (M.G.), R. F. Ruggles (M.G.). **Class B:** J. G. Larkworthy (M.G.).

**Second Class Awards, Class A:** G. D. Costin (Humber), K. W. Barrow (Aston Martin DB1). **Class B:** H. T. Lewis (Austin).

## Autosport

## Souvenir Photographs

**INTERNATIONAL GOODWOOD MEETING**, 25th September. The AUTOSPORT souvenir set of photographs depicting this meeting is now available, price one guinea.

The set consists of eight photographs (8 in. by 6 in.), including Ken Wharton (B.R.M.) and Peter Collins (Thin Wall) in the Woodcote Trophy; Abecassis (H.W.M.) and Hawthorn (Ferrari) in Sports Car Race (B); Wharton, Moss, Collins and Hawthorn leading the field in the Woodcote Cup; Parker (Kieft) and Moss (Cooper) finishing the 500 race; Peter Collins driving the Vanwall, and Moss (Maserati) winning the Goodwood Trophy.

Orders to AUTOSPORT, Souvenir Photos Dept., 159 Praed Street, London, W.2.

## COMING ATTRACTIONS

**October 2nd. B.A.R.C. International Race Meeting, Aintree, nr. Liverpool. Start, 11.30 a.m.**

**Lancashire A.C. Davis Trophy and Lancashire Cup Trial. Start, Red Lion Hotel, Whitebirk, Blackburn, 1 p.m.**

**Southsea M.C. Night Trophy Rally. Start, Portsmouth Aero Club, 7.30 p.m.**

**Leinster M.C. Vigzol Cup Trial, Eire.**

**Knock M.C.C. Trial, N. Ireland.**

**October 2nd/3rd. S.C.C.A. Continental Divide Rally, Durango, Colo., U.S.A.**

**L.C.C. of Tasmania Redex Trial. Hants and Berks M.C. Experts' Night Navigation Rally. Start, Hawley Hotel, Blackwater, 9.30 p.m.**

**South Caernarvonshire M.C. Birthday Rally. Start, Tremadoc and Rhyll, 11 p.m.**

**Allard O.C./Harrow C.C. Night Navigation Rally.**

**Morecambe C.C. Illuminations Rally. Start, Morecambe, 11 p.m.**

**M.G.C.C. Northern Rally.**

**October 3rd. Coupes du Salon Races, Monthéry, France.**

**Four-Hour Race, Antananarivo, Madagascar.**

**Tour of the Rhineland Rally, Germany.**

**B.R. and S.C.C. Race Meeting, Brands Hatch, nr. Fawkham, Kent. Start, 1.30 p.m.**

**Blackburn Welfare M.C. Race Meeting, Brough Aerodrome, East Yorks. Start, 12.30 p.m.**

**Hagley and D.L.C.C. Worcestershire Trial. Start, Lyttelton Arms Hotel, Hagley, 10.30 a.m.**

**Falcon M.C. Rally. Start, Black Bull, Huntingford, Herts.**

**Old Merchant Taylors' M.C. Navigation Event. Start, Durrants, Croxley Green, nr. Watford, Herts, 2 p.m.**

**Northampton and D.C.C. Versatility Rally. Start, Sywell Aero Club, 2.15 p.m.**

**Sunbeam-Talbot O.C. Northumberland Rally.**

**October 7th. Jersey M.C. and L.C.C. Sprint Meeting.**

## CASTLE COMBE

THE Bristol M.C. and L.C.C. regret that their closed-to-club race meeting at Castle Combe, which was to have been held on 2nd October, has had to be cancelled. A club practice meeting will be held instead.

## ALVIS-LAGONDA DRIVING TESTS

THE Alvis Owners' Club and the Lagonda Car Club competed in five driving tests at Thursley, Surrey, on 19th September.

The 27 competitors were evenly matched, the Lagonda entries including a 1928 2-litre and 1935 4½-litre, while the Alvises ranged from a 1928 12/50 to a 1953 3-litre. The best times in the acceleration test were recorded by a Rapier and a Speed Twenty.

## Results

**Best Performance:** C. G. Fincken (1934 Speed Twenty), 345 marks. **Best Lagonda:** M. Leo (1930 2-litre S), 520. **Best Alvis:** R. F. Tilley (1933 Speed Twenty), 544. **2nd Lagonda:** M. H. Wilby (1934 Rapier), 533. **2nd Alvis:** J. Stephen (1934 Speed Twenty), 577.

## CLUB FIXTURES

**North London M.C.**—Meeting, 1st October, Cat Inn, Cat Hill, East Barnet.

**Mid-Surrey A.C.**—Meeting, 1st October, Queen Adelaide, Kingston Road, Ewell.

**Cambridge '50 C.C.**—Meeting, 1st October, Ancient Shepherds, Fenditton, nr. Cambridge.

**Lagonda Club.**—A.G.M. and *Concours d'Élégance*, 3rd October, Brompton Grange Hotel, Milton Common, Wheatley (nr. Oxford on A.40). *Concours* at 12.30.

**Mid-Thames C.C.**—Motoring Quiz and Film Show, 4th October, Anglers' Hotel, Teddington.

**750 M.C.**—Meeting, 4th October, Abbey Hotel, Stonebridge Park, 7.30.

**London M.C.**—Film Show, 4th October, Paviour's Arms, Page Street, S.W.1.

**Coventry and Warwickshire M.C.**—Film Show, 4th October, City Arms, Earlsdon.

**Vintage S.C.C.**—Meetings: 5th October, Woolpack, Coggeshall, Essex; 7th October, Phoenix Hotel, Hartley Wintney, Hants, King's Head, Telby, nr. Market Rasen, Lincs, and Scotts, Rose Street, Edinburgh.

**B.A.R.C.**—Meeting, 5th October, White Hart, Pool-in-Wharfedale.

**Wolsley Hornet Special Club.**—Meetings: 6th October, Corner House Hotel, High Heaton, Newcastle-on-Tyne; 4th October, Derby Arms, Upper Richmond Road, Sheen, London, S.W.15; 7th October, Red Lion, Church Street and Cornwall Street, Birmingham.

**Liverpool M.C.**—Meeting, 6th October, Childwall Abbey Hotel, Liverpool.

**West Essex C.C.**—Talk by John Gott, 6th October, Three Jolly Wheelers, Woodford Bridge.

**Guildford M.C.**—Meeting, 6th October, Green Man, Burpham, 7 p.m.

**Surrey Sporting M.C.**—Meeting, 7th October, Warwick Hotel, Redhill.

**Singer O.C.**—Meeting, 7th October, Prince of Wales, Eccleshall Road South, Sheffield.

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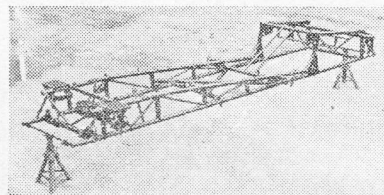
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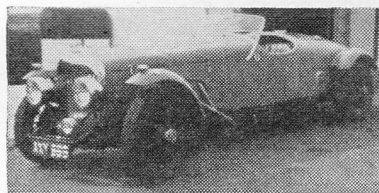
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Sponsored by Regent Oil Coy.

Sunday, October 17th. Starting  
from Berwick on Tweed at 9 a.m.  
and finishing at Kelso, Roxburgh.

(Distance approximately 150 miles)

## CASH AWARDS £50 AND CUPS

Entries, strictly limited, to W. A. Martin,  
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Date, Friday, October 8th.

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**Automobile Plastics Co., Ltd.,**  
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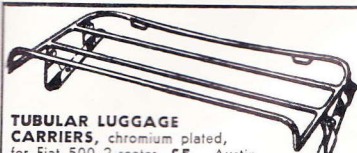
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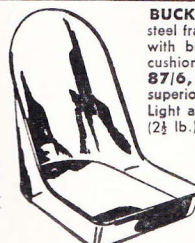


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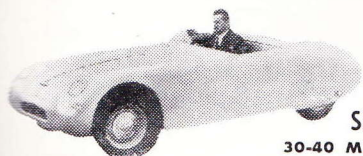
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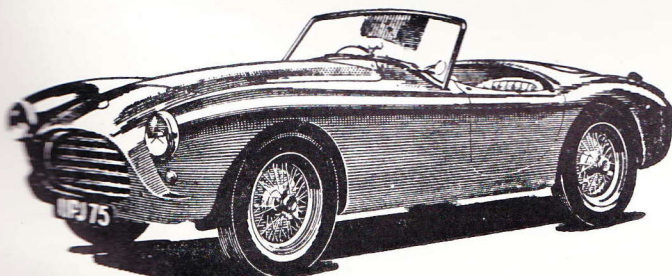
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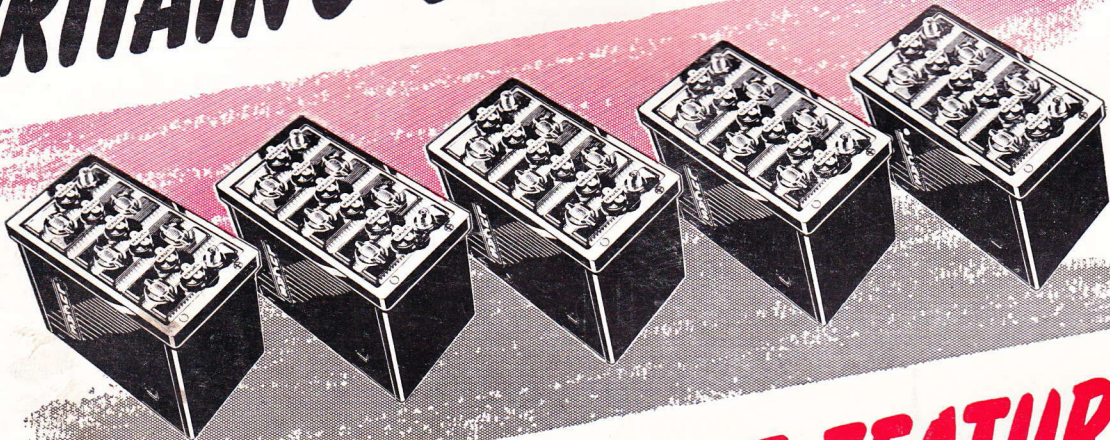
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