

ROAD TEST OF THE SWALLOW DORETTI

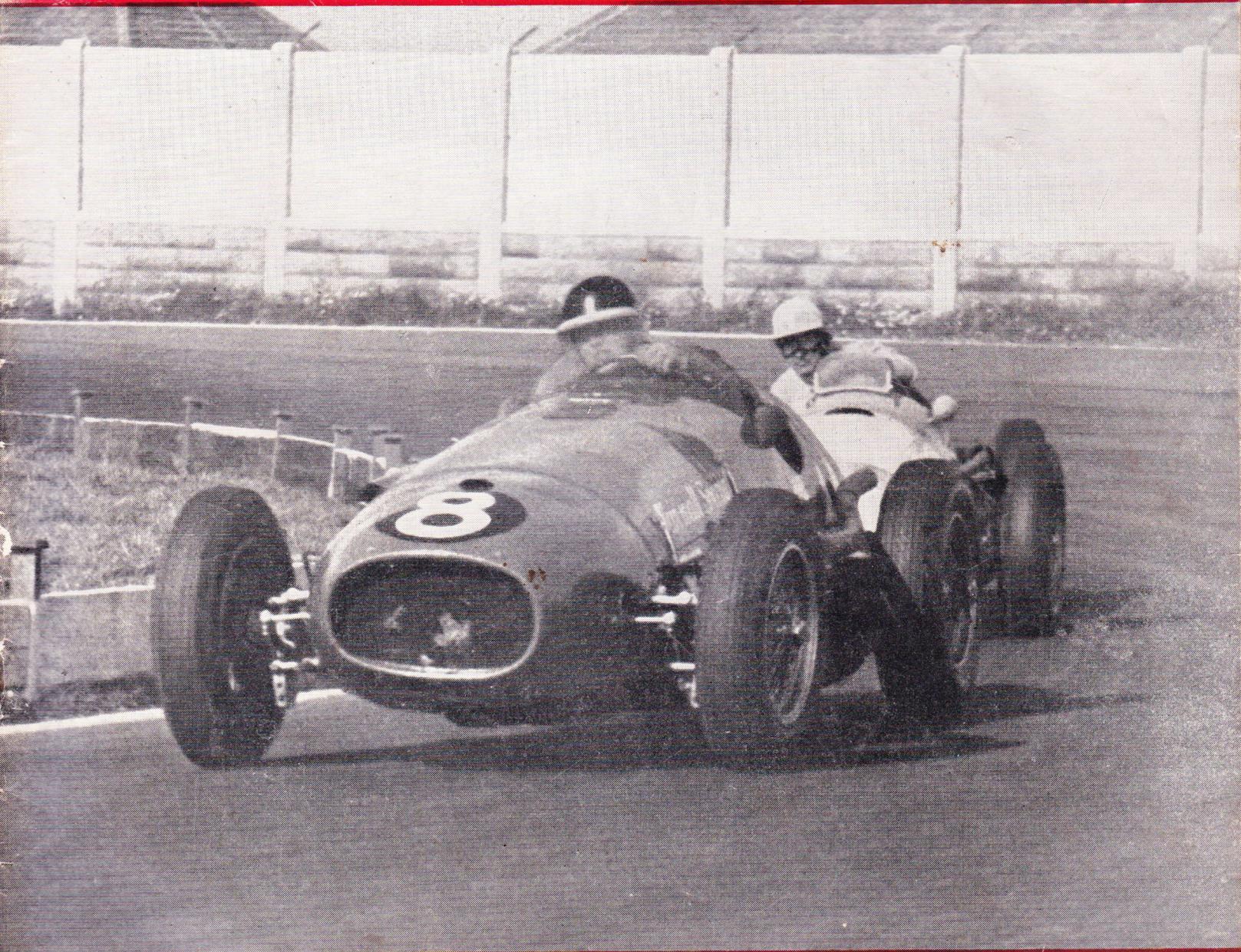
OCTOBER 8, 1954

AUTOSPORT

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EVERY FRIDAY
Vol. 9 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY



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THE DAVIS TROPHY TRIAL : SCOTTISH HEATHER RALLY : KNOCKAGH HILL-CLIMB

JOHN BOLSTER • WILSON ROGERS • W. A. McMASTER • A. N. FORD • A. HOLLISTER



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BLUECOL

 THE DOUBLY SAFE ANTI-FREEZE

one of **SMITHS** accessories for better motoring

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 15

October 8, 1954

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EDITORIAL

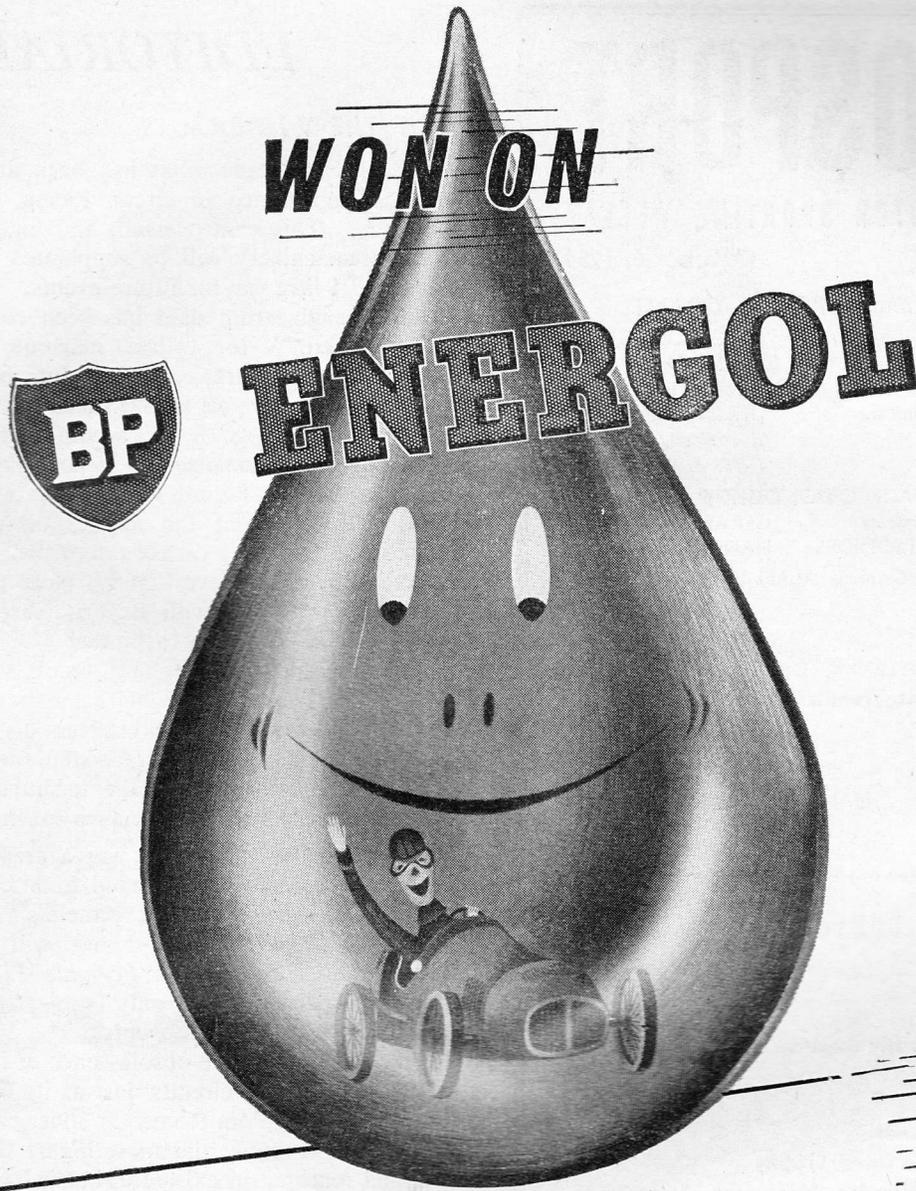
EXIT THE V-16 B.R.M. . . .

THE B.R.M. made what has been announced as its final appearance in circuit racing, at Aintree last Saturday. This controversial, and highly complicated, piece of machinery will be supplanted by an unsupercharged 2½-litre car for future events. No doubt much valuable engineering data has been collected with the supercharged, V-16, 1½-litre machine, particularly in relation to highly stressed components, but what appears to stand out above all is that sheer power is useless for road-racing, unless it is accompanied by a good bottom-end performance. It is possible, therefore, that the comparative failure of B.R.M. on average road-circuits will prevent the application of many of its features to the racing cars of tomorrow. In other words, technicians who believe that far more power is obtainable from a "750" with high-pressure supercharging, than from a normally aspirated "2½", will abandon thoughts of such a power unit, unless something can be done to improve torque characteristics. In any case, the use of centrifugal superchargers and multi-cylinders is now regarded as a retrograde step, owing to the closer affinity nowadays between the formula racing car and the production high-performance machine.

Undoubtedly the B.R.M. was a great attraction, but continued failures have tended to lose for the car its high publicity value. Nevertheless, it was a most ambitious project, and its demise will almost certainly sound the death-knell of *Formule Libre* racing as a major attraction, the only opportunity for ex-F1 machines to compete in events. The Thin Wall Special Ferrari showed up the obsolescence of the supercharged machines on short circuits, just as its G.P. ancestor did to the Type 159 Alfa Romeo at Silverstone in 1951. The B.R.M. is probably the most highly developed supercharged machine in existence, but it has shown itself to be no match for modern Grand Prix cars. Let us hope that those behind the new cars will contribute more to the prestige of British automobile engineering than has been the case with the unhappy 16-cylinder machines. AUTOSPORT has invariably been on the side of the Bourne folk in the past, knowing something of the great difficulties that had often to be overcome, but it is felt that some of the effort required to keep the cars racing would have been better employed in concentrating on the construction and development of the new Grand Prix machines. Even a concern like Mercedes-Benz, with its vast resources, would hesitate to commit itself to a programme of racing which would hold back the production of cars destined to compete in future major events.

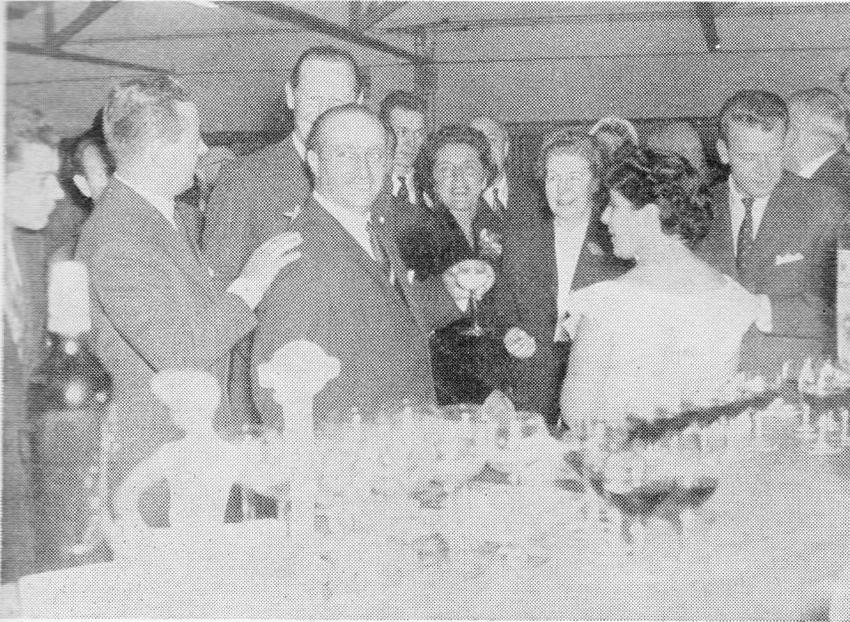
OUR COVER PICTURE

PORTENT?—Are we to see Mike Hawthorn upholding B.R.G. next year in this new British Formula 1 car—the Vanwall Special? The photograph shows him leading Harry Schell's Maserati at Aintree last Saturday, when he finished second to Moss's Maserati in the Daily Telegraph Formula 1 race.



AINTREE
 Daily Telegraph International Meeting
SPORTS CAR RACE
 1st R. G. S. ATALANTA—R. G. Shattock
 3rd AUSTIN-HEALEY—J. Deeley
 SPORTS CARS OVER 2,500 c.c.
 1st FERRARI—Masten Gregory
 (Subject to official confirmation)
 All these cars used BP Energol motor oil and BP Super
 plus BP 08, both exactly the same as sold at Garages.

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



BELGIAN DIVERSION: Juan Fangio after performing the opening ceremony of John Claes Automobiles in Brussels. Senora Fangio is seen with her back to the camera, and Johnnie Claes is on the extreme right.

GEORGES GRIGNARD is currently at the Jabbeke-Aeltre highway in Belgium with a supercharged 3.1-litre Pegaso. Object—class records over the flying kilometre and mile.

TO Christine, wife of Tom Kyffin, (managing director of Equipe Devone in Torquay, and owner-driver of the ex-Alan Brown sports Cooper-Bristol and an F2 Cooper-Bristol) an 8-lb. son, Jonathon Seton. Congratulations.

ENGAGEMENT is announced of Maureen, daughter of Nancy Mitchell, to David Clarke.

OFFICIAL figures for June, 1954, show that Volkswagen sales in the United States exceed all others for that month. Previous "highest" were Jaguar, who have still, however, imported the greatest number of cars during the half-year with 1,822 units to V.W.'s 1,691.

PIT & Paddock

DAVID MURRAY has been invited to send an Ecurie Ecosse contingent to Brazil to compete in the Rio de Janeiro and Sao Paulo sports car G.P.s in December.

ALWAYS something interesting in the way of rumours from the Stuttgart direction. Latest is that Mercedes-Benz might compete in the Australian G.P. with their Formula 1 cars!

LOUIS CHIRON intends to race a 1,500 c.c. Osca in the Pan-American road race.

MASERATI may also go to Mexico with two cars, one the latest 2-litre, the other a brand new 3½-litre model.

IF tests of the Mercedes-Benz 300 SLR conducted recently at Nürburgring prove satisfactory, it is probable that this car, too, will be entered for the Pan-American. And a trio of Volkswagens are down to run in the stock car class.

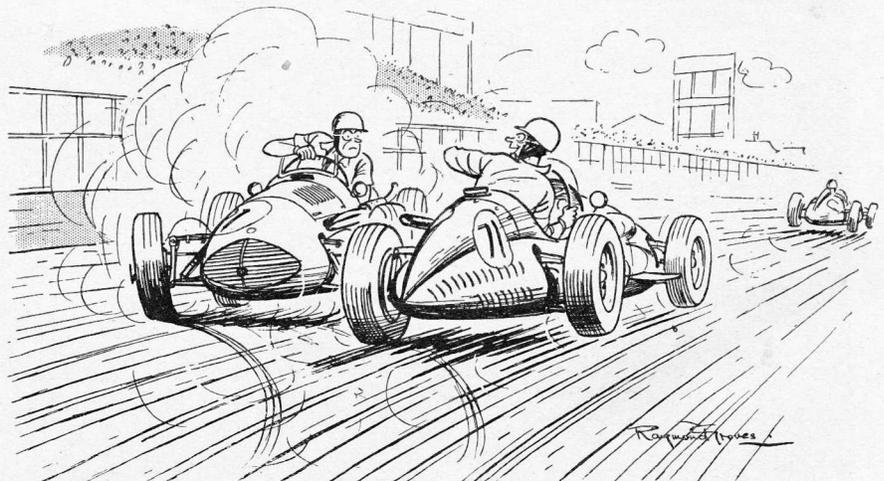
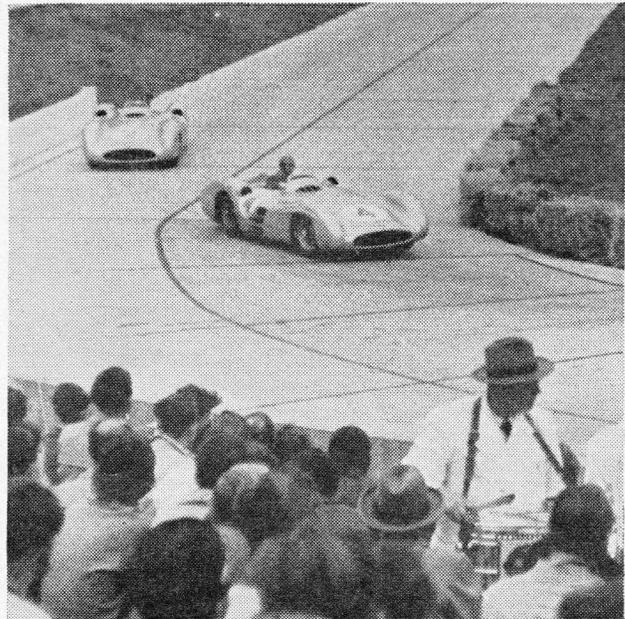
EARLIER this year Amedée Gordini installed one of his 2½-litre sports engines in a French Comète chassis. A very brisk motor car resulted, capable of some 110 m.p.h. Now some quarters are agitating that the Super-Comète-Gordini, as it is called, be placed on the market to uphold France's waning reputation in sports car spheres.

HERE'S fun—a British daily records that an Oslo passer-by, seeing a garage hand in difficulties backing a car, offered to show him how, jumped in the car, "snapped it into top gear and drove off at full speed".

ERIK LUNGGREN (Ford Spl.) won the sports car race at Karlskoga, Sweden, last Sunday. Roberto Rossellini was over there, driving a Ferrari, but retired when struck in the eye by a stone, flung up by a car ahead.

★
WELL, WELL: (Right) We know that Mercedes-Benz scored an easy 1-2-3 win in the recent Berlin G.P. at Avus—but could this really be team chief Herr Neubauer with time enough to spare for a spot of ice cream vending at the South Curve during the race?

★



"Other way round this time, chum. . ."

SPORTS CARS AT SYRACUSE

SCENE each year of a Formula Grand Prix, the Syracuse circuit in Sicily is also used for sports car racing. The Sicilian Gold Cup race is now in its fifth year of running, and is an event of International status. The 1954 race takes place on 17th October, and is dedicated to the memory of Antonio Stagnoli, the Ferrari driver who was killed in last November's Mexican Road Race.

Entries so far received include two Jaguars, two Aston Martins, Bob Said's Ferrari, the Portuguese Sameiro (Ferrari), sundry Ferraris, Maseratis, Oscas, Stanguellinis, etc., from Italy, and probably Piero Taruffi in a works Lancia.

SPORTS-NEWS

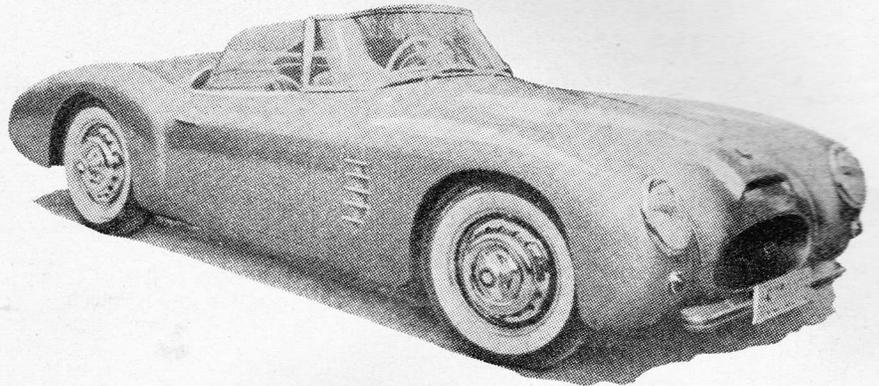
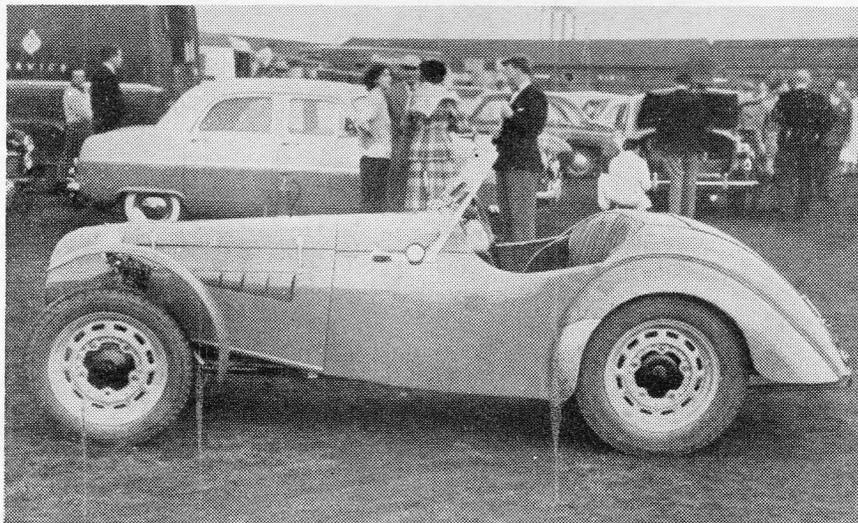
E.C.M.C. NATIONAL SNETTERTON

THE Eastern Counties M.C. have received an excellent entry totalling 78 for their National race meeting at Snetterton circuit, Norfolk, tomorrow. Names of note in the lists include Roy Salvadori with sports and racing Maseratis, Horace Gould (Cooper-Bristol), Colin Chapman (Lotus), Archie Scott-Brown (Lister), Graham Whitehead (E.R.A.), George Abecassis (H.W.M.), and Tony Crook (Cooper-Bristol).

Amongst F3 men are Don Parker, Jim Russell, Ivor Bueb, Les Leston, André Loens and J. K. Hall. Russell is also down to appear at the wheel of H. C. Spero's 3-litre Maserati, the famous old ex-Straight, ex-Bira car. Peter Whitehead's 3½-litre Cooper-Jaguar is also entered, with Peter Walker as named driver. The meeting begins at 12 noon.

A PORSCHE "SPEEDSTER"

THE Porsche concern of Germany are producing a new sports model termed the "Speedster", with a special specification to suit American requirements. The car has a 1,488 c.c. flat-four engine giving 55 b.h.p. at 4,400 r.p.m., which, in a chassis some 50 kg. lighter than the current cabriolet, results in a brisk performance with a claimed maximum speed of over 100 m.p.h.

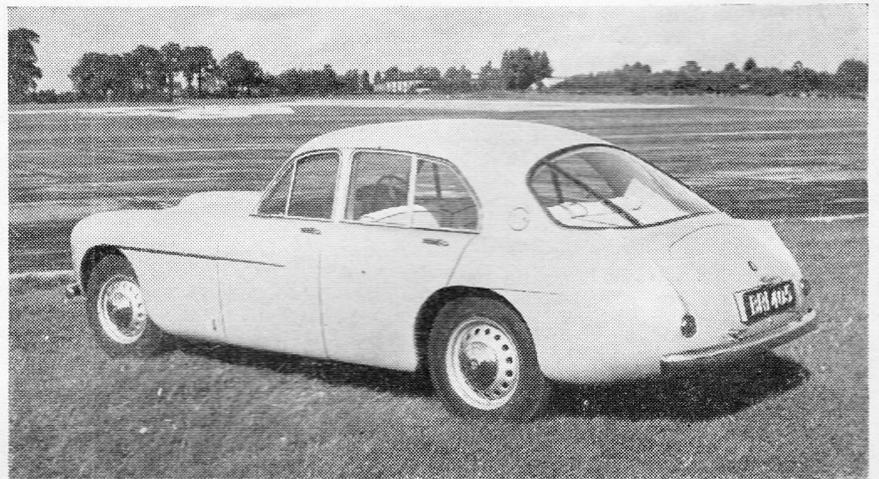


BAVARIAN V8: The German BMW concern are working on a new sports car, utilizing their V8 o.h.v. engine and a five-speed gearbox. Three sizes, 2, 2.6 and 3 litres are envisaged. Here is the prototype, which will be exhibited at the Paris Salon.

THE 8th SPANISH G.P.

MERCEDES-BENZ will be running at least three cars in the Spanish G.P. on 24th October. It is likely they will use the streamlined machines again, as at Rheims, Silverstone, Monza and Avus. Kling, Fangio and Herrmann are nominated drivers. The German concern have a reputation to maintain in Spain, having won the Spanish G.P. in 1934 and 1935, and the Playa Rhin race at Barcelona in 1935.

The Grand Prix will be contested over 80 laps of the 6.3 km. Pedralbes circuit at Barcelona; making a total distance of 505.28 km. (313.68 miles). Moss, Villoresi, Mieres and Mantovani will drive Maseratis; Ferrari entries are expected, and it is hoped the Vanwall Special will run. On the preceding day the 1st Playa Rhin sports car race will be run over 40 laps of the same very fast circuit.



CONTRAST IN CARS: Two new models produced for widely differing purposes. Above is the Bristol "405" saloon, intended for high-speed travel with every comfort. On the left is the latest Dellow from Alvechurch, the Mk. V, a versatile machine suitable for rallying, trials, autocross and other strenuous motoring activities.

BALKAN RALLY

THE highly successful 3-cylinder DKW "Sonderklasse" saloon scored another rally success in the recent Balkan Rally, run through difficult terrain in Turkey, Greece and Yugoslavia, when they won the team prize and finished second, third and fourth to the winning car. This was a 1½-litre Porsche, driven by the Germans Zeller and Willberger.

THE Lisbon Cup national sports car race on the Monsanto circuit in Portugal was won by Fernando Mascarenhas, driving a Jaguar.

FRANKENSTEIN RETURNS — or *Sports Car Swallows Master*. Tommy Sopwith, the man who made the Sapphire-engined *Sphinx*, apparently being consumed by his own creation.

THE PARIS SALON

FRANCE'S 41st Paris Motor and Cycle Show opened yesterday, 7th October, at the Grand Palais in the Champs Elysées, and three halls of the Parc des Expositions at the Porte de Versailles. It was to the Grand Palais that motor-minded visitors streamed, for housed there are the 107 different makes, from nine different countries, making up the private car exhibits. By nationalities and numbers they comprise 30 French makes, 27 English, 18 American, 18 German, 10 Italian, one Spanish, one Austrian, one Czech and one Hungarian. Several interesting new models are making their public debut. John Bolster will report on the Paris Salon in next week's issue of AUTOSPORT.

RACING AT MONTLHÉRY

AMONGST entries for Sunday's Coupe du Salon meeting at Montlhéry track, 12 miles outside Paris, is Stirling Moss in a 1½-litre Connaught. A similar car is to be driven by Ken McAlpine, while two Lotuses will appear in the hands of R. G. Steed and Nigel Allen. They will come up against sundry Oscas and Porsches in the 1½-litre sports car event.

Alan Brown has the Chase Cooper-Bristol down to run in the 2-litre class, also to be contested by four French-owned Maserati "sixes". Duncan Hamilton drives his XK 120C Jaguar in the unlimited class—he has won at Montlhéry before, it will be remembered—and will be opposed by Picard's Ferrari and Levegh's and Blanc's 4½-litre Talbots amongst "engagés de classe". A single Italian Giaur and a Moretti will challenge numerous French small cars in the 750 c.c. class. A Monomill event, in which Harry Schell, Elie Bayol and T.T. co-winner Gérard Laureau are competitors, will complete a busy day's racing.

1954 500 c.c. TROPHIES

LES LESTON still leads the 1954 500 c.c. Championship of the British Racing and Sports C.C. (late Half-Litre Club), but his margin over Don Parker is only 1½ points, with 40 to 38½. Third comes Jim Russell (30), followed by Bicknell (27) and Moss (22).

For the Clubman's Trophy, Johnny Higham leads by a single point from Peter Thornton, (11 points to 10), with Rob Anderson next with seven, C. Lund with six, and R. J. Barrett, H. C. Taylor



and C. Summers all with a score of three. The closeness of these placings should produce some tense racing in the F3 events to be held this week-end.

SAPPHIRE IMPROVEMENTS

MOST important 1955 modification to Armstrong Siddeley's highly successful 3.4-litre Sapphire model is the incorporation of two-pedal control by means of a clutchless automatic gearbox and fluid coupling. This is a step in accordance with the company's bold policy in the pioneering of new forms of transmission; it was in 1928 that the pre-selector box was fitted as standard by Armstrong Siddeley.

The automatic gearbox now to be available as optional equipment on the Sapphire is the well-known American Hydra-matic type, built in this country under General Motors patents. Other changes include 12 in. diameter brake drums in place of 11 in. as formerly, and the use of a Hydro-Vac vacuum servo mechanism. Front suspension has been slightly modified, but the six cylinder 3,435 c.c. engine remains unchanged save for a new five-blade fan, narrow section fan belt and other minor mods.

Special equipment, fitted as standard on the no-clutch automatic gearbox model, is available on the other Sapphire models as extras. It comprises rim embellishers, wing mirrors and chromed tail pipe, while bucket front seats and twin carburettors are available on all models.

THE "D" TYPE FOR PRODUCTION

THE famous "D" type Jaguar which finished second at Le Mans and first and second in the Rheims 12 Hours race, is to go into production as a standard competition car, and will be exhibited at Earls Court together with other new Jaguar production models.

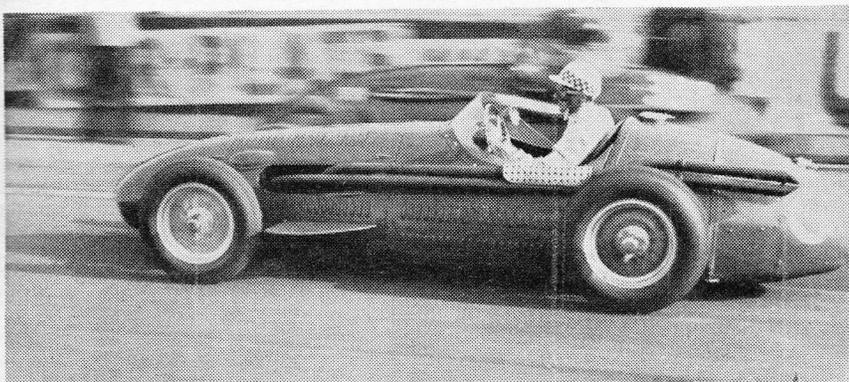
The engine of the "D" is built from identical basic components as the standard XK unit. It incorporates dry sump lubrication with a built-in oil cooler. Output is 246 b.h.p. at 5,800 r.p.m. Disc brakes of Dunlop manufacture are, of course, a notable feature on the car, as is the Jaguar-patented stressed skin unit construction body built around the tubular space frame.

With a maximum around the 170 m.p.h. mark in full road trim, and a considerably higher potential maximum in stripped sprint form, the D type Jaguar is undoubtedly the fastest production car ever to be offered for sale to the public. Price is not known at present.

CRIMOND AGAIN

SCOTTISH motor racing enthusiasts will be pleased to learn that, thanks to some stout work by Sir Robert Boothby, M.P. for East Aberdeenshire, both the Admiralty and the Air Ministry have withdrawn their objections to the use of Crimond aerodrome for motor racing.

This gives new heart to the Aberdeen and Dist. M.C., who have been conducting the negotiations and who organized the last Crimond meeting in August, 1952. Douglas Westland, secretary of the Club, states that he and his officials have inspected the aerodrome and found the track to be in fine condition. It is planned to stage at least three meetings at Crimond next year, encouraging news indeed, for the circuit was undoubtedly one of the best and most attractive of those existing in Scotland.



ITALIAN AT AINTREE: Italy is short of G.P. racing drivers at the moment, but tipped as one of her up-and-coming men is Sergio Mantovani. Here he is putting his foot hard down in the works Maserati at Aintree, while in pursuit of team-mate Stirling Moss during the Formule Libre last Saturday.

***DISTINCTIVE:** The Doretti carries handsome two-seater bodywork with neatly concealed hood and well raked windscreen.*

THE old-established Swallow Coach-building Co. has for many years been associated with sports cars. It has recently been taken over by a parent organization which is well known in the aircraft industry, and the manufacture of a new 2-litre speed model has begun. Though this machine has pronounced sporting characteristics, it is luxuriously appointed and of extremely attractive appearance. A large proportion of the cars produced are destined for export to

JOHN BOLSTER TESTS

THE SWALLOW DORETTI

A Handsome TR2-engined Sports Car with Brisk Acceleration and a 100 m.p.h. Maximum

America, but the Doretti is also available in this country.

It has been decided to equip the new car with the same engine, gearbox and back axle as are employed in the Triumph TR2. In view of the recent competition successes of that marque, and especially the 100 per cent. reliability at Le Mans and the T.T., one feels that no better choice could have been made. As the Doretti has an entirely different chassis, it should not be dismissed as merely a glamorized Triumph. It is a new make of sports car in its own right, and will be welcomed by those of us who want a tough, high-performance machine but who place a high value on beauty of line.

The basis of the Doretti is a tubular chassis frame, of which the two main tubes are strengthened by steel pressings, which are welded to their centre sections. The car has a longer wheelbase than the Triumph, and the engine is some 7 ins. further back in the frame. It is also crab-tracked, being wider in front than behind, but the frame construction,

allied with a light alloy body, ensures that the Doretti is, if anything, fractionally the lighter of the two vehicles.

The front suspension is by unequal length wishbones and helical springs, with telescopic dampers. There is a Bishop cam steering box and three-piece track rod; the steering box and the slave arm can be changed over to convert to left-hand steering. Behind, the axle is secured to underslung semi-elliptic springs, which are shackled at their forward ends and are located by slide blocks behind. In addition, tubular radius arms above the springs steady the axle and absorb the torque reaction.

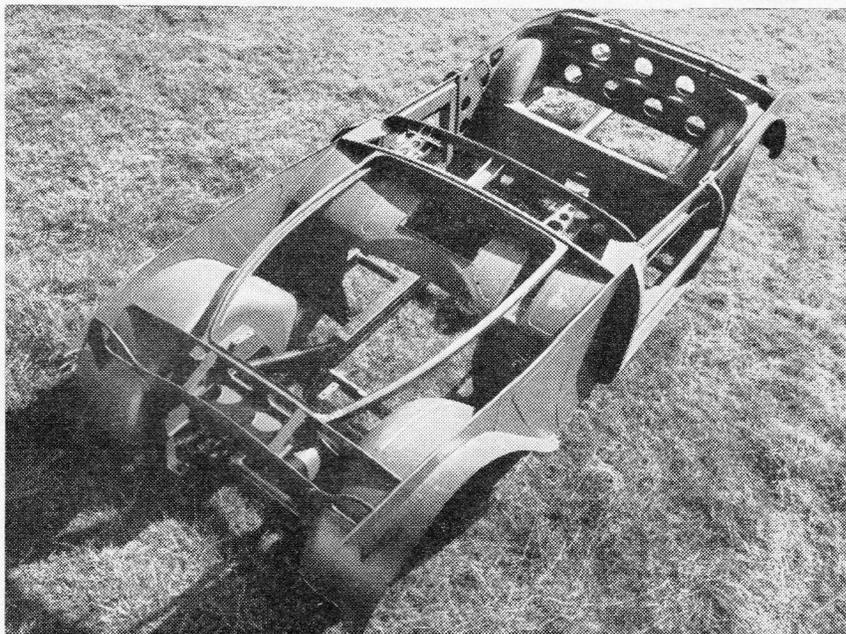
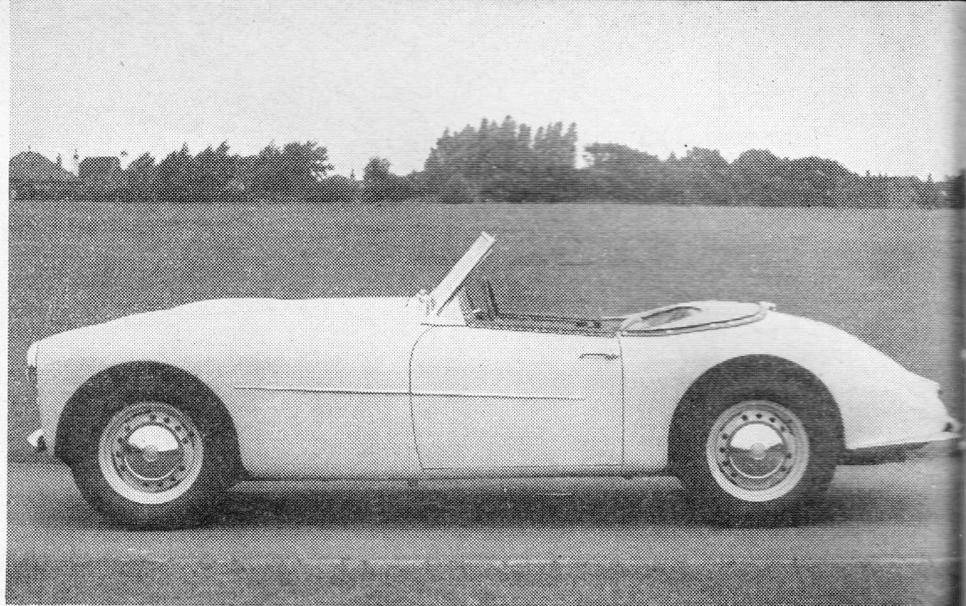
A very pretty two-seater body has been fitted to this chassis. The exceptionally long bonnet blends well with the curving side valances, and that "slab-sided" look has been cleverly avoided by the artistic shaping of the panels. If anybody still hankers after a "vintage" appearance, this should be a good car to convert him to the new look. The hood disappears into the luggage space behind the seats, and is exceptionally

easy to raise and furl. Particularly neat frameless sidescreens add greatly to the general smartness, and make the usual fabric-edged variety appear clumsy and old-fashioned.

I collected the Doretti from the Swallow works at Walsall, and at once felt at home in it. All the controls were well placed, though the seat, at its farthest adjustment, was barely far enough back for me—I am just 6 ft. tall. The driving position was very good, and it was pleasant to rest one's left knee against the high and well-padded shaft tunnel. It was not surprising, therefore, that I soon felt at home, and the miles began to disappear in a rather surprising manner.

Subsequently, I used the machine in London, and for a number of fast long-distance journeys. The Brands Hatch circuit was lapped, and the usual stopwatch session took place to determine the performance figures. The maximum quoted is, of course, the mean of runs in both directions, which is the only speed figure that counts. I do not normally quote "one way" velocities because they mean very little, but it is perhaps of interest that in the "downwind" direction I clocked exactly the same speed in direct top and overdrive. This was 106.25 m.p.h., but against the wind the car was faster on the direct drive. It is thus apparent that if a lower axle ratio were fitted, the already good performance figures would be improved, for at present the overdrive, though giving delightfully effortless cruising, is really a thought over-gear. Incidentally, the speedometer was some 10 per cent. optimistic throughout the range, and read 116-118 m.p.h. during the fastest timed runs.

It will be noted from the graph and data panel that some very good acceleration figures were achieved. These were greatly assisted by the quick, easy gear change and the well-behaved clutch. There is effective synchromesh on the three upper ratios, and the plain bottom



INNER SHELL of the Doretti body, which is mounted on the tubular chassis, and which itself carries the light alloy outer shell.

gear is quite simple to engage. It would be difficult to imagine a more pleasant little central gear lever, but the over-drive control is rather too close to the other switches.

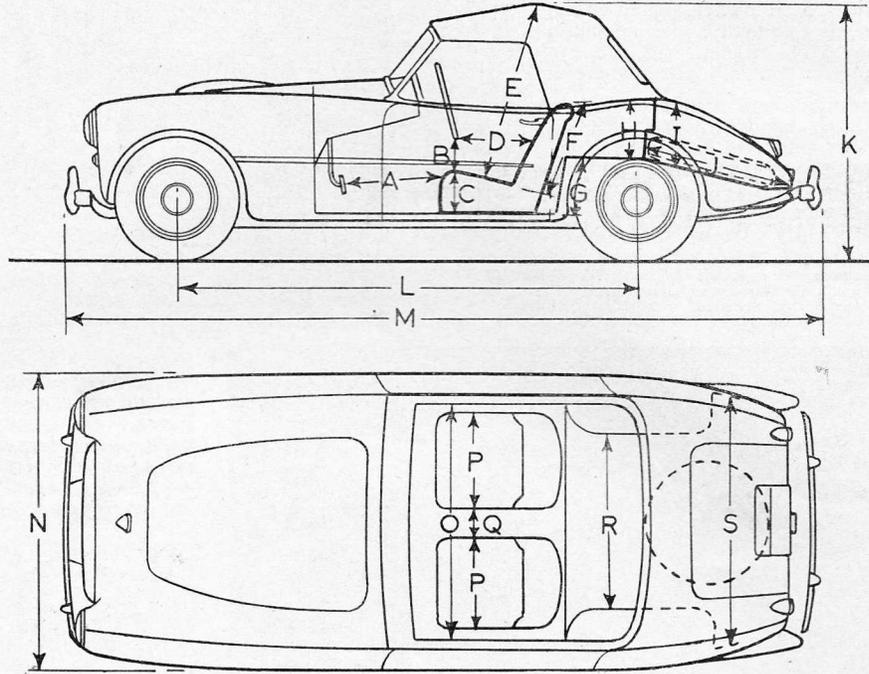
The brakes are powerful, and do not fade. Wire wheels may be ordered as an extra, and certainly add to the appearance if one has time to keep them clean; however, their superior cooling does not seem to be necessary, as this car had the normal pierced discs. One is delighted, in these degenerate times, to find a genuine fly-off-type hand-brake lever that can easily lock the rear wheels.

The Swallow Doretti is a sports car, and one does not expect the silence of a town carriage. Nevertheless, the exhaust is quieter than that of the average speed model, due to two silencers being fitted in tandem. The engine has the fairly "hard" sound of the typical high-efficiency unit, but is by no means noisy, and the gears are all but inaudible.

Light and pleasantly responsive, the steering is high geared and quick in action. The car corners fast without roll, and one naturally drives hard on difficult roads without any sense of strain. Extremely fierce cornering produces rear end breakaway, but it is a smooth and quite gradual process, with no tendency to spin. This is predominantly a safe car, with no tricks to upset the less skilful driver.

High praise must go to the hood, which is remarkably free from flapping or wind noise at speeds over 100 m.p.h. The sidescreens are neat and functional, and there are movable sections which can be tipped to provide ventilation. These stay where they are put, and do not rattle. A few drops of water leaked into the car during a virtual cloudburst, but the weather protection is above normal sports car standards and does not spoil the look of the car. The large plastic rear window gives a good field of backward vision and, in conjunction with the well-placed mirror, provides a useful view of lurking police cars. I appreciated the powerful and effective heater.

There is quite a lot of luggage capacity



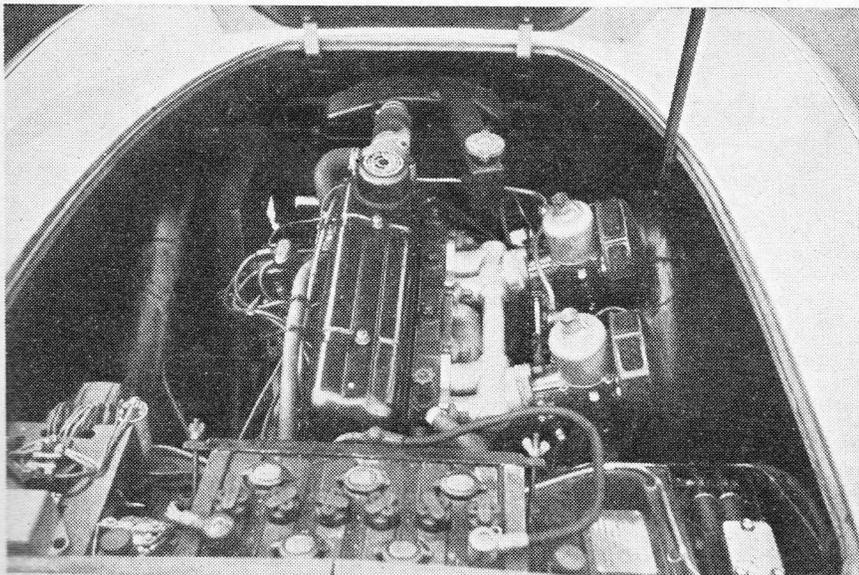
SWALLOW DORETTI DIMENSIONS

- A Seat to accelerator pedal, 21 ins.
- B Seat to steering wheel, 6 ins.
- C Depth of seat, 8 ins.
- D Wheel to seat back, 13 ins.
- E Seat to roof, 38 ins.
- F Depth of seat back, 20 ins.
- G Height from floor to top of hood compartment, 12 ins.
- H Depth of hood compartment, 13 ins.
- I Depth of luggage boot, 11 ins.
- J Length of luggage boot, 31 ins.
- K Height of car, 4 ft. 3 ins.
- L Wheelbase, 7 ft. 11 ins.
- M Overall length, 13 ft. 0 ins.
- N Overall width, 4 ft. 6½ ins.
- O Width at elbows, 48½ ins.
- P Width of seat, 19 ins.
- Q Width between seats, 6 ins.
- R Width between wheel arches, 36 ins.
- S Width of luggage boot, 47 ins.

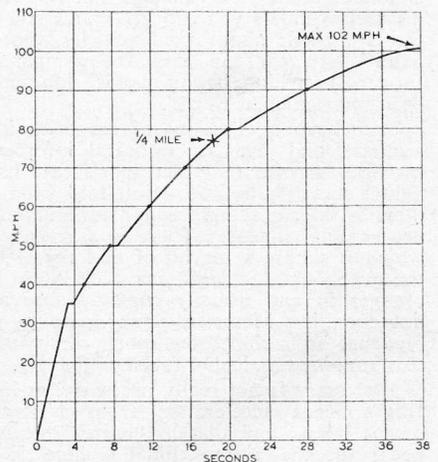
in the space behind the seats. The actual luggage boot in the tail, however, is largely occupied by the spare wheel. The space provided is adequate for a week-end, but two people on a holiday would certainly be short of room for their impedimenta. There are useful

recesses in the doors to carry small parcels and maps. The door handles are also in these compartments, where they are easily accessible but cannot chafe one's knee or tear milady's dress.

I greatly enjoyed testing the Swallow Doretti, and I covered quite a large mileage with it. This is certainly a most practical car, combining the virtues of the 100 m.p.h. flyer with the traffic manners and weather protection of the more staid type of conveyance. The



The four-cylinder, pushrod o.h.v. Triumph engine takes the Doretti along at over 100 m.p.h. willingly and without fuss or excess noise.



ACCELERATION GRAPH OF THE SWALLOW DORETTI

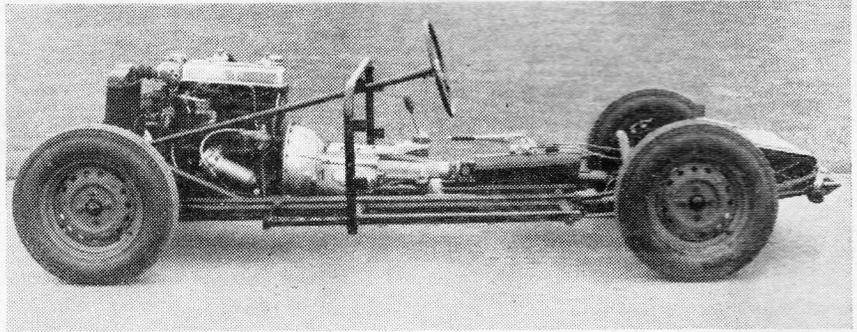
fuel economy is notably good, too, and the typical owner should average 30-35 m.p.g. Finally, the appearance is a powerful magnet, and the car created interest and enthusiasm wherever I went.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Swallow Doretti Sports 2-seater, price £777 (£1,101 17s. 6d. with P.T.). Overdrive £40 (£56 13s. 4d. with P.T.).

Engine: Four cylinders 83 mm. x 92 mm. (1,991 c.c.). Pushrod operated overhead valves, 90 b.h.p. at 4,800 r.p.m.. 8.5 to 1 compression ratio, twin SU carburettors, Lucas coil and distributor.

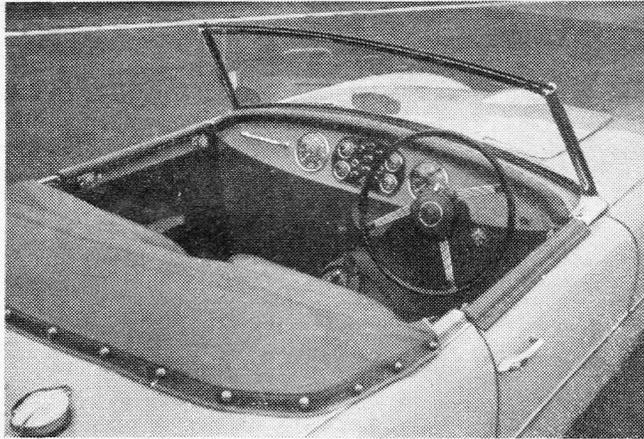
Transmission: Borg and Beck 9 in. single dry plate clutch with hydraulic operation. Four-speed gearbox with short central remote control lever, plus electrically operated overdrive. Ratios, 3.03



(Above) BASIS of the Doretti is a tubular frame, the two main tubes being reinforced by welded steel pressings.

★

INVITING : (Left) The driving position is well-planned and comfortable, the central gear lever short, firm and pleasant to use.



overdrive, 3.7, 4.9, 7.4, and 12.5 to 1. Short open Hardy Spicer propeller shaft. Salisbury hypoid rear axle.

Chassis: Tubular frame, reinforced at centre section and underslung at rear. Independent front suspension by wishbones and helical springs with telescopic dampers. Cam and lever steering, 3-piece track rod. Semi-elliptic rear springs with piston-type dampers. Pierced disc wheels, fitted 5.50 x 15 in. tyres. Lockheed hydraulic brakes, front 10 ins. x 2½ ins., rear 9 ins. x 1½ ins. Total lining area 148 sq. ins.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil pressure and fuel gauges. Flashing direction indicators. Built-in heating and demisting.

Dimensions, etc.: Wheelbase, 7 ft. 11 ins. Track, front 4 ft., rear 3 ft. 9½ ins. Ground clearance, 6 ins. Turning circle, 34 ft. Weight 18½ cwt.

Performance: Maximum speed 102 m.p.h. Speeds in gears, overdrive 100 m.p.h., direct top 102 m.p.h., 3rd 80 m.p.h., 2nd 50 m.p.h., 1st 30 m.p.h. Standing quarter-mile 18.1 secs. Acceleration: 0-30 m.p.h., 3.4 secs.; 0-40 m.p.h., 5.1 secs.; 0-50 m.p.h., 7.8 secs.; 0-60 m.p.h., 11.6 secs.; 0-70 m.p.h., 15.4 secs.; 0-80 m.p.h., 20 secs.; 0-90 m.p.h., 28.4 secs.

Fuel Consumption: Driven hard, 28 m.p.g.

BOOK REVIEWS

Title: "The Modern Sports Car".

Size: 8 ins. x 9 ins. 228 pages. 78 photographs.

Author: Tom McCahill.

Publishers: Prentice-Hall, Inc., 70 Fifth Avenue, New York.

THOSE of us who read American magazines know all about Tom McCahill. He's the guy who writes road tests, and enlivens them with colourful expressions that would turn our Editor pink with surprise. In case you haven't met him before, though, let me quote the dust cover of his book for a formal introduction.

"Fabulous Tom McCahill—Mr. Sports Car Himself—and America's foremost authority in the field. . ."

After all that, one expects something pretty good, and sure enough, his advice on which cars to buy and which to avoid is sound; broadly, his dictum that however perfect it may be, it's useless unless you can get spares and service, makes sense. He is realistic about used vehicles, too. "Buying a second-hand sports car can easily be compared to a guy looking forward to a long, happy married life with a gal that's already been married eight times".

Unfortunately, the rest of the book is neither helpful nor accurate, and gives no technical information whatever. For instance, we are told that sports cars have "much finer and lighter metals", but we aren't told what they are. However, there is later a reference to "dur-aluminium", which must be very special indeed. There is a so-called Technical Section, which is simply a reprint of that report we all read just after the war on Mercedes-Benz and Auto Union. Our author plunges in and heartily curses Jaguar and Cunningham for not equalling Mercedes power outputs, entirely ignoring the fact that he is comparing sports cars with supercharged racing cars running on alcohol fuels.

A glossary is not really necessary, as long as you know that "dig" means acceleration from a standing start, "moxie" means b.h.p., and that to "barrel" means to press that little pedal on the right. Finally, here is a sample sentence, intended to describe American suspension characteristics.

"Detroit is reaching for a ride that would simulate floating in a bubble-filled tub on the *Queen Mary* in a gentle sea,

which, if developed at Cadillac Square, will be like the invention of Penicillin, splitting the atom, and little-boys-finding-out-about-little-girls, all rolled into a ball."

Yes, "fabulous" is right!

J. V. B.

Title: "V16—The Story of the B.R.M. Engine".

Size: 7½ ins. x 10½ ins. 25 pages. Four photographs, two graphs, eight "Transart" sectional drawings.

Price: 7s. 6d.

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

A TOUCHY subject, B.R.M.; anathema in some quarters, tolerated, or pitied, in others, still staunchly enthused over by yet others, despite the years of setbacks. Verily, the V16 B.R.M. failed in its sponsors' original object—a world-beating Grand Prix car. Reasons for, and arguments over, that failure have poured forth *ad nauseam*; all that can be said is that an ideal failed, the V16's G.P. life is over—and here's hoping for a cheaper, simpler, more manageable B.R.M. next time.

But if the B.R.M. brought humiliation and despondency to British supporters, the years of work on the design have taught Bourne, and others, many invaluable technical lessons. Peter Berthon's 1½-litre, centrifugally supercharged 16-cylinder engine has earned criticism for its complications, praise for the 525 b.h.p. (585 on one occasion) its 1,488 c.c.s produce, and castigation for its restricted power range, but it remains a unique and outstandingly interesting example of internal combustion engine design.

The magnitude of work which the building of this unit must have entailed is brought home strikingly by a study of Motor Racing Publications' latest book "V16", which seems a somewhat meagre seven and sixpence worth but for the superb Transart sectioned illustrations therein. There are eight of these, beautifully printed in three colours on transparent material, and revealing all the complexities of the B.R.M. engine, aided by index numbering of all components. Accompanying text is contributed by A. F. Rivers Fletcher and Laurence Pomeroy, with a foreword by Alfred Owen.

C. P.

CORRESPONDENCE

Sports Car Regs.—Some Observations by Rob Walker on Tony Rolt's Proposals

In your edition of 6th August my associate and great friend Tony Rolt put forward some proposals for a much needed change in the regulations governing International Sports Car Racing, and I must say that in general principle I agree with him, but I don't think he finally achieves his object in the end, and I should like to make certain criticisms.

Tony Rolt points out—and who should know better than this very fine driver?—that the need for a change in the regulations has arisen from the great disparity in speeds between the fastest and slowest cars. For instance, the smallest and slowest cars, commonly known as the "creepers", are doing a mere 100 m.p.h. down the straight, whereas the fastest cars are doing about 180 m.p.h. and, in fact, closing the gap at 80 m.p.h. Should the slower car not keep over to its own side, or attempt to pass another creeper when a fast car is behind, there will be an awful pile-up, as has happened at times, and, of course, the danger is increased tenfold at night.

Tony suggests many remedies, but I think the main one that stands out, is his limitation of engine size to 4 litres, and I am afraid I cannot agree with him over this in any degree. To his own criticism that he may be stultifying engine design, he replies that four litres is more than ample for any sports car, and that further engine development can always be obtained from G.P. racing.

To my mind the whole point of sports car racing is to improve and develop the engines and chassis of the cars, so that they can then be sold to the public, as fast and reliable road cars. Not necessarily only as sports cars, moreover, but as everyday saloons, of which surely the Mark VII Jaguar and the 3-litre Lagonda are outstanding examples of this engine development. Sports car racing is the greatest advertisement of one's products to the markets of the world, and the two largest and most prized markets to be captured at the moment are the U.S.A. and the Dominions. Yet both these markets want and demand large engine capacity or power at competitive cost, and the cheapest way of increasing the power is to enlarge or bore out the engine.

Tony admits that we want to encourage the Americans to take part in these International sports car races, and we are just beginning to succeed; surely to limit engine size to 4 litres is going to frighten them off immediately and also spoil our chances of improving our position in the most cherished and competitive markets in the world. As an example of how the Americans feel—whilst I was at Sebring this year I heard Briggs Cunningham say to John Wyer, "If I knew that the English had a good 4½-litre engine in existence I certainly would be interested in trying it". Perhaps he had an inkling that such an engine was in existence in England.

If the 4-litre engine restriction is made, I do not see what is to be gained. You still have the "creepers", and a 3½-litre Jaguar is doing about 180 m.p.h. down the straight and a 3-litre Ferrari Mondial probably over 170 m.p.h., so to improve your position you must go below 3 litres, which is absurd and gets back to Grand Prix racing which is restricted to 2½ litres.

Tony Rolt advocates a minimum engine capacity for these races of 1,450 c.c., but I would go even further and have a minimum of over 2 litres, and for the 2 litres and under I would have a separate race to be run beforehand. Because although in most of these races the majority of the money goes to the winner on handicap, all the main interest of the spectators is always centred on the outright winner who covers the greatest distance. And in this way the smaller cars, by having their own race beforehand, would not be overshadowed and have their performance detracted by the larger cars. I know the criticism is that one could not in the case of a 24-hour event run two races following—ah!—but I have an answer to that tricky poser, otherwise I should not have mentioned it. The Bol d'Or has always been run successfully, as two separate 24-hour races; at least it always used to be, and maybe still is, and, until recently on a busy Route Nationale just outside Paris as well. As far as shorter races are concerned, before the war a Grand Prix was almost invariably preceded by a 1,500 c.c. race, and even now most Grands Prix have a curtain raiser, so this should present no difficulty.

R. R. C. WALKER.

DORKING, SURREY.

Clubmen's Carousel—No Credit To Them

I WOULD refer back to your report of the B.A.R.C. Members' Meeting in the 27th August issue. At the same time I do not want you to take this as an undue criticism of AUTOSPORT or the B.A.R.C.—it is general, based on this example.

All these "Spins-a-Plenty", "Open Sesame" and "More Chicane" may be great fun for the spectators, but I venture to say that it would not be to many of them if they were faced with the unnecessary and very expensive repairs resulting, often to drivers quite blameless.

I think, however, that race stewards at Club Meetings and the motoring Press might well draw the attention of some drivers to the fact that the sport we follow is not Stock Car racing. Again, let's stop making heroes out of those who cannot realize that practice is the time to learn a course, not the meeting itself, with a still better chance of costing fellow competitors a deal of money to repair damage resulting from their folly.

There was same rank bad driving at the meeting concerned, not much of it visible from the paddock, where I suspect, some race accounts are written. You did not have to be very clever to realize that the track was going to be wet that day, if my memory serves me right, yet the course was strewn with cars whose pilots seem to have made this astounding discovery.

In one handicap, one literally had to mark time whilst they decided which side of the course, if not both, they were going off.

Sorry, if I did not find it so amusing!

BASIL DE MATTOS.

LONDON, S.E.1.

[Whilst poking fun at these antics, we certainly did not intend to suggest that we approved of them.—Ed.]

Let the Competitors Speak

SOON we will be having the R.A.C. Meeting of the Clubs.

Would it not be a good idea if the R.A.C. also held a meeting of the competitors? Everywhere one goes, one hears competitors complaining bitterly about special cars competing in rallies and race meetings, said cars often being disguised as models produced and sold to the public.

The R.A.C. get the views of the Clubs and the S.M.M.T., but not of the rank and file. Surely it would not be too much to ask the R.A.C. to meet the competitors and hear their views also.

JIM WHITE.

HAVERHILL, SUFFOLK.

[As all competitors are members of at least one motoring club, then presumably their views are aired at the Meeting of the Clubs.—Ed.]

Tilt

SEEING the crowd at West Ham's first stock car race meeting has me wondering if they are there to witness racing or the total destruction of Mr. Ford's brainchild, the V8. If the latter is the case, having worked on these engines for a number of years as a mechanic, I would be only too glad to help out in the final massacre.

My thanks to Theo. Page for his excellent drawing of the Ex 179 M.G.

PLAISTOW, LONDON, E.13.

E. A. RICE.

Stock Car Racing

HAVING read with regret of the recent serious accident at a stock car race, I feel I must comment on same. To my surprise I learnt that the car involved was a V12 Rolls-Royce. It seems that in these days of mass-produced small h.p. cars, very few people have room for the thoroughbred large-engined motor car of the pre-war era, but to use a Rolls-Royce in stock car racing seems to be the very limit.

As a cheap form of racing and a means of making a profit, stock car racing could be a good thing, but while no apparent restrictions on type or h.p. of cars are enforced I suppose anything can happen.

If the person concerned in this incident is at a loss as to what sensational endurance he can put to a V12 Rolls, then perhaps a 20,000-mile record run across Asia would suffice.

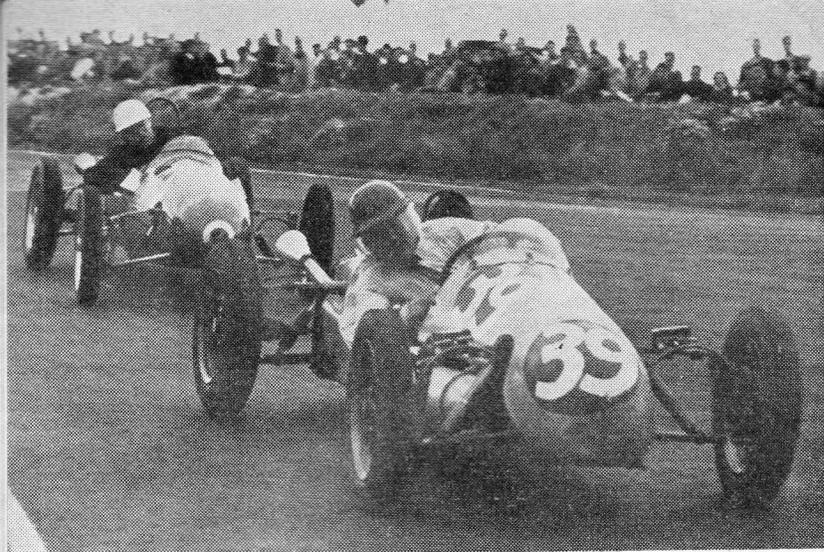
Finally, I hate to think what the V.S.C.C. will say when they read of this fresh abuse for our character cars.

ALAN E. PADGETT.

NEWBURY, BUCKS.

P. Owen-Cooper is keen to purchase foreign car badges. His address is Oxford Hotel, Esplanade, Weymouth, Dorset.

HAVING acquired two Amilcars and a fair quantity of spares, Sq. Ldr. E. Lisle, H.Q. Bomber Command, R.A.F., High Wycombe, Bucks, is anxious to make contacts with Amilcar enthusiasts.



PURSUIT: In the final of the Open Challenge Race, Ivor Bueb pursued Cowley for seven laps before passing him.

and F. J. Tiedman (Riley) was fourth. Ivor Bueb's Riley-engined Cooper was not happy at all and he retired in the fourth lap.

Back to 500s again and the first heat of the Junior Race, at the start of which B. A. Heyward (Comet) was so delighted at finding himself in the lead at Paddock Bend, that he spun all the way down the hill, to the discomfiture of Peter Thornton (Arnott) who was right behind him. They both retired. R. E. D. Harrison (Cooper) led the rest of them all the way, with P. A. Taylor (Arnott) behind him. At a discreet distance A. E. Elliott (Cooper), P. Jopp (Emeryson) and A. Eccles (Staride) settled amongst themselves for third, fourth and fifth places respectively.

In the second heat, Creamer led the field away, but Zains took the lead at Paddock and held it for five laps in spite of the snarlings of G. M. Jones (Cooper), Creamer and Lund (Cooper) in a pack at his heels. Then Zains

END-OF-SEASON BRANDS

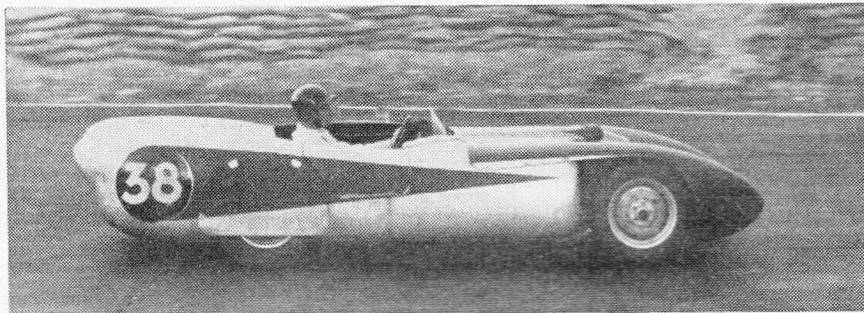
Bueb, Harrison and Cowley (Coopers) and Jones (Kieft) Win F3 Races; Hayles (Lotus) and Nichols (C.S.M.) Share Sports Car Honours

WITH a fine day and a well-filled programme of scratch races for Formula 3 and sports cars, in charge of many of the star drivers, the 1954 season of car racing at Brands Hatch came to a flying finish last Sunday.

The fireworks started early on, in fact at the drop of the flag for the first heat of the F3 Open Challenge race. The irrepressible Charles Headland, ploughing his way through the pack, touched wheels with Thornton's Arnott and careered off on to the grass. Thornton had to retire, but Headland resumed the track to achieve fourth place and subsequent disqualification for dangerous driving! By the fourth lap, Bueb had worked his way from the back row of the grid into the lead, closely followed by Cowley and Eric Brandon, and thus the three Coopers continued to the finish.

Heat 2 was a runaway victory for Stuart Lewis-Evans, who had amassed a ten-second lead by the half-way mark. Zains led the rest for three laps but then dropped right back, and left "Pop" Lewis-Evans to follow his son, in close company with Dennis Taylor (Staride) and R. J. Barrett (Cooper); in that order they finished, although Stuart was 18.4 secs. ahead at the chequered flag.

At the start of Heat 3, Tyrrell nipped through from the second row and led into the first bend, but by the time the field appeared again round Druid's Hill, Bicknell's distinctive blue-and-yellow Revis was leading and continued so to the finish, while a lively *pas de trois*



ensued between Les Leston (Cooper), Berrow-Johnson (Martin Spl.) and Tyrrell (Cooper), which order was only finalized at the end of five of the seven laps. Latchford's Iota decided to stay on the line and let the others get on with it.

The 1,200 c.c. sports car race provided a respite for the cars if not for the eyes, for speeds were strictly comparable. F. G. Nichols in the red Ford-engined C.S.M. had it all his own way. He started in the pole position and steadily increased his lead to win by nearly 6 secs. from his protégé Hayles (Lotus). Ellis, in a Lotus with an o.h. inlet valve conversion to its Ford engine, was nearly a non-starter, but reached the line at the last moment amid clouds of blue smoke and held third place for three laps, until power ceased to come in that "turbine-like flow" and he dropped back and eventually retired on lap 7. J. J. Richards took his place

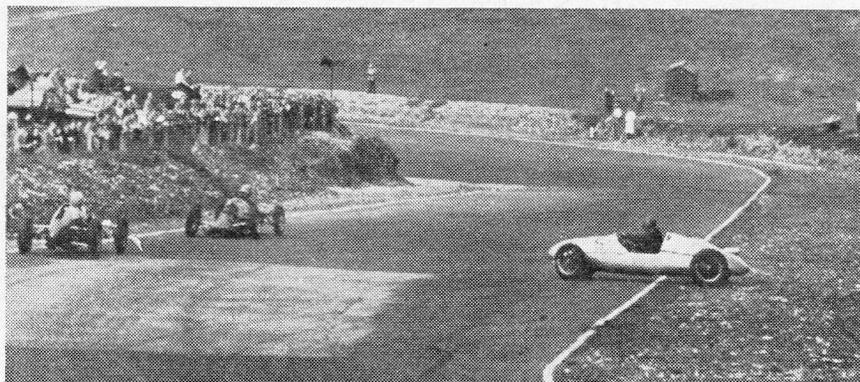
SLEEK: Coombs in the Connaught-engined aerodynamic Lotus made a superb effort to make up the 1½ laps lost when a battery lead came adrift at the start of the 1,500 c.c. sports car race, and so nearly succeeded.

deviated from the straight and/or narrow and let Jones and Creamer through to first and second places. Latchford's Iota had decided not to bother about this race either.

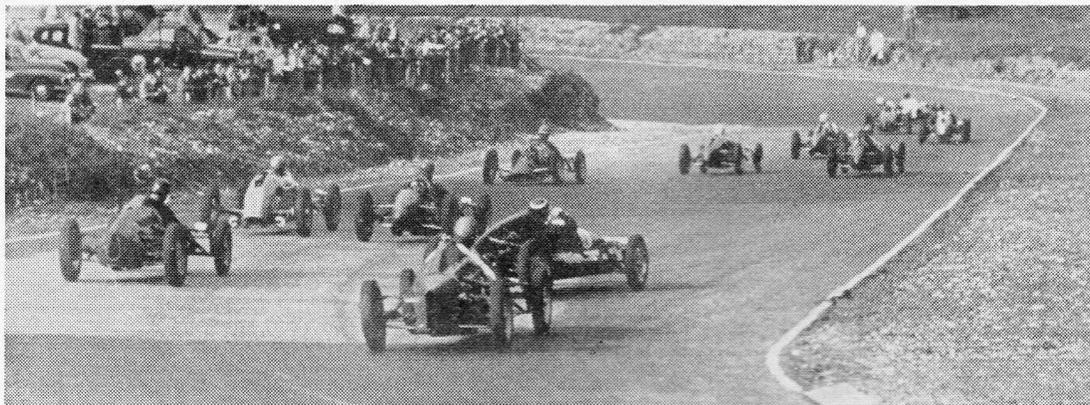
Event 7 was the ten-lap final of the Open Challenge race. It started with a surprise when the favourite, Stuart Lewis-Evans, stalled on the line and only got away after more than a lap had elapsed; although he tried hard, the task of making up that time was too much. It remained for Ivor Bueb to battle for first place with comparative newcomer A. V. Cowley. Cowley clung grimly to his lead for seven out of the 10 laps, then Bueb squeezed past to win a hard-fought race. Farther back a similar tussle was in progress for third spot; here it was Berrow-Johnson who reluctantly relinquished it to Les Leston after seven laps. "Pop" Lewis-Evans disappeared among the trees on Druid's Hill when holding fourth place on his fifth time round and was never seen again.

The chaps with the J.A.P.s had 10 laps of luxury on their own in Event 8, and it was Lund who led them away. However, his white Cooper was passed by G. M. Jones (Kieft) at the bottom of Druid's Hill on the third round. From

SLIP: Coming out of Druid's Hill Bend, Tyrrell (Cooper) spins, while Loens (Martin) and Davis (Cooper) pass by on the other side.



PARDON!: As the pack heads down the hill towards the bottom straight, H. R. Povah (Cooper) causes an anxious moment for those following.



then on Jones steadily drew ahead, with Lund trying everything in the book to catch up until he overdid it on the last lap and took to the country. B. A. Heyward (Comet) moved up and T. J. H. Bennett was fourth, in spite of travelling the whole length of the bottom straight on the grass when the track became uncomfortably crowded on the last lap. D. F. Latchford, meanwhile, was once more contemplating that same piece of grass by the starting grid.

The 1,500 c.c. sports car race did not quite turn out the way everyone expected. Two potent aerodynamic Lotuses were there and the crowd was ready for fireworks. Coombs streaked through from the back row of the grid, took the lead by Paddock Bend—and his engine cut. By the time he had diagnosed a wayward battery lead and got going again, the rest of the field was a lap and a half ahead. However, he certainly did get going to such effect that he gobbled up the field once and was about to start again when the race ran out of laps. He had to be content with fifth place. Meanwhile, Colin Chapman in the other aerodynamic Lotus was way out in front with some 11 secs. in hand, while Hayles was strongly challenging Nichols for second place. However, when Chapman came round for the fifth time, he was making frantic signs towards the rear end of the car and sure enough next time round he coasted in with a fractured half-shaft. It was about this time too that Hayles finally passed his mentor on Kidney Bend, and so took the lead which he retained to the finish. A special ovation

was given for third place man S. F. Pile, whose immaculate dark blue Aston Martin has completed 21 years of motor-racing.

The final of the Junior race was a lively affair; no less than five cars gave up the struggle and G. M. Jones, who finished second, seemed to spend more time on the grass than the track. P. A. Taylor in the Arnott clung precariously to second place for six laps but finally spun off at Kidney Bend, while about the same time Creamer, who had been leading, waltzed with Zains on Druid's Hill and decided to call it a day. Zains, however, continued and finished fifth. It was R. E. D. Harrison who took advantage of the general confusion and won the race, with Jones and A. E. Elliott settling for second and third places.

The last event of the day, the Senior race, was apparently another victory for Stuart Lewis-Evans, but to everyone's surprise it was announced that he was disqualified for the lack of an ignition switch. However, it would not have been such a runaway win, for all the way Cowley was not far behind. Bicknell in the Revis was challenging Cowley strongly at the start and in fact on the third lap overtook him on Druid's Hill only to retire almost immediately with gearbox trouble. Les Leston was next in the queue and so the leaders continued to the end of the race, while a dispute was in progress farther down the line for subsequent places between Bueb, Loens, R. J. Barrett and Eric Brandon, who finished in that order.

STUART SEAGER.

THE RESULTS

F3 Open Challenge Race, Heat 1 (7 laps): 1, I. L. Bueb (Cooper), 7 mins. 23.6 secs., 70.44 m.p.h.; 2, A. V. Cowley (Cooper); 3, E. Brandon (Cooper).

Heat 2 (7 laps): 1, S. Lewis-Evans (Cooper), 7 mins. 25.0 secs., 70.22 m.p.h.; 2, L. Lewis-Evans (Cooper); 3, D. Taylor (Staride).

Heat 3 (7 laps): 1, R. G. Bicknell (Revis), 7 mins. 32.2 secs., 69.10 m.p.h.; 2, L. Leston (Cooper); 3, N. Berrow-Johnson (Martin Spl.).

Final (10 laps): 1, I. L. Bueb (Cooper), 10 mins. 36.6 secs., 70.12 m.p.h.; 2, A. V. Cowley (Cooper); 3, L. Leston (Cooper); 4, N. Berrow-Johnson (Martin Spl.); 5, A. Loens (Martin); 6, E. Brandon (Cooper).

F3 Junior Race, Heat 1 (7 laps): 1, R. E. D. Harrison (Cooper), 7 mins. 41.8 secs., 67.67 m.p.h.; 2, P. A. Taylor (Arnott); 3, A. E. Elliott (Cooper).

Heat 2 (7 laps): 1, G. M. Jones (Kieft), 7 mins. 41.2 secs., 67.75 m.p.h.; 2, S. W. Creamer (Creamer); 3, A. Zains (Cooper).

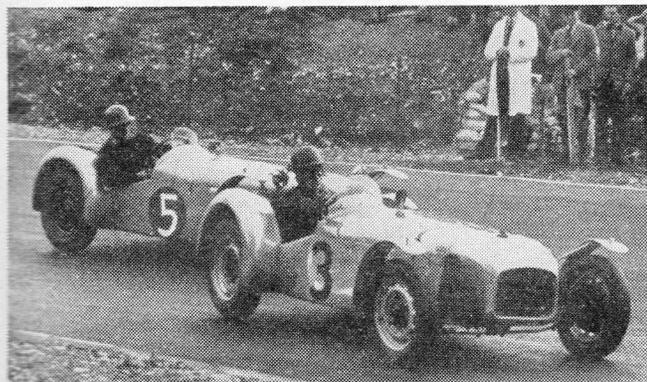
Final (10 laps): 1, R. E. D. Harrison (Cooper), 11 mins. 16.0 secs., 66.04 m.p.h.; 2, G. M. Jones (Kieft); 3, A. E. Elliott (Cooper); 4, P. Jopp (Emeryson); 5, A. Zains (Cooper); 6, H. R. Povah (Cooper).

F3 Senior Race (10 laps): 1, A. V. Cowley (Cooper), 10 mins. 47.6 secs.; 2, L. Leston (Cooper); 3, I. L. Bueb (Cooper); 4, A. Loens (Martin).

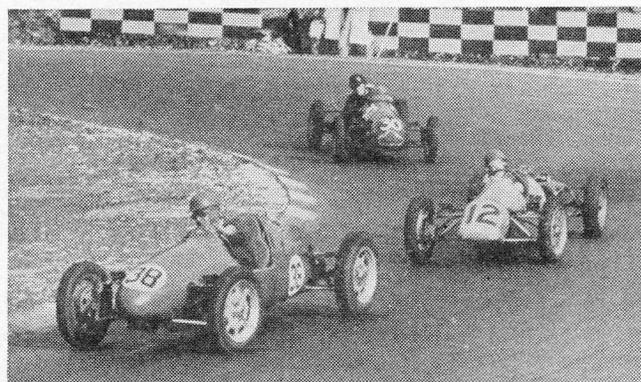
F3 J.A.P. Race (10 laps): 1, G. M. Jones (Kieft), 11 mins. 0 secs., 67.64 m.p.h.; 2, E. Hall (Kieft); 3, G. F. Meharey (Cooper); 4, R. F. Mayne (Cooper).

1,200 c.c. Sports Car Race (10 laps): 1, F. G. Nichols (C.S.M.), 11 mins. 59.2 secs., 69.10 m.p.h.; 2, D. J. Hayles (Lotus); 3, J. J. Richards (Lotus); 4, F. J. Tiedman (Riley).

1,500 c.c. Sports Car Race (10 laps): 1, D. J. Hayles (Lotus), 11 mins. 52.4 secs., 62.66 m.p.h.; 2, F. G. Nichols (C.S.M.); 3, S. F. Pile (Aston-Martin); 4, F. J. Tiedman (Riley).



PRESSURE 1: In the 1,200 c.c. Sports Car Race, D. J. Hayles (Lotus) was closely followed by J. J. Richards although the latter did not succeed in passing and remained in third place to Hayles's second.



PRESSURE 2: On lap one in the first heat of the Junior Race, A. Elliott (38), who finished third, is under pressure from the eventual winner, Harrison (12). Koring (30) faded from the scene before the end of the lap.

BOUNCING ON THE BROW: (Right) With strenuous assistance from his passenger, Cuth Harrison (Harford) makes a successful ascent of the Close Brow section.

CUTH HARRISON struck his first blow for the B.T.D.A. Trials Star when he won the Davis Trophy Trial, which started from the Red Lion Hotel, Whitebirk, near Blackburn, last Saturday. Forty-five entries had been received for the event but only 17 of these cars (Group A) were concerned with the principal award and all were Ford 10 propelled. The remainder were in the "ordinary" car class (Group B) and competed for the Lancashire Cup.

This latter was a 77-mile road event involving three special tests and six secret time checks, and brought honours to F. Snaylam (Triumph).



HARRISON WINS THE DAVIS TROPHY

Lancashire A.C. "Classic" Goes to Harford Driver—Norman Coates (N.H.C.) Gains Visitors' Award — Lancashire Cup for F. Snaylam (Triumph)

Both groups followed the same route for several miles but whereas Group B met a reversing test, a pylon test and a brake test directly *en route*, the specials were directed off the roads to some excellent observed sections.

Close Brow was a short, twisty, grass climb which left many floundering at the start, but Norman Coates (N.H.C.), Nigel Kennedy (Harfeach), and Cuth Harrison (Harford) had no difficulty. A regularity test was charted at Parsonage, through some very liquid mud to a stone-strewn track via a left-hand bend. The late arrivals found conditions surprisingly unpleasant, in view of the beautiful autumn weather, but Stan Jenkins (Austin) arrived while the ground was still good and returned the best figures here. Actually the test, used as an eliminator, only sorted out 10th place!

At Clerk Hill competitors were sent up two grass sections beside a wall. The first section caused no trouble, but the

second was of sterner stuff. Cuth Harrison and Bert Cryer (Trident) used a deviation to good effect when they climbed clean. Doctor Brown (J.B. Special) and Jack Broadhead (Cotton) tried hard without success.

The specials followed the standard cars into the mysterious Pendle Hills, where three tests were taped on the grass of Nick o' Pendle. The first was tortuous, and F. T. Lewis (Squamigerous) was not alone in failing to leave the start line; it was again a Harrison-Cryer victory, both drivers showing excellent judgment.

The shorter second climb caused all except one to fail, and it was only the Harford which successfully overcame the adverse camber of the juicy grass.

Before they left Pendle another section of two "jumps" on grass and loose stones was tackled. Only Harrison's wheel-marks were left after the "Section Ends" card, but Cryer's effort—and to a

lesser degree that of F. T. Lewis—was magnificent.

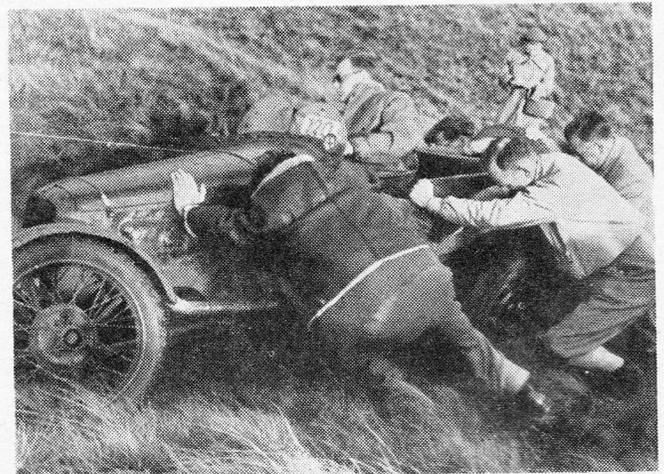
The Trident driver also pulled back some marks on Birdie Brow, for where everyone else lost at least two marks, he was "clean". Jack Clegg (Clegg) tried hard but could not manage the lot, and the very neat new Trafford of Norman Carr also failed but gloriously!

Competitors for the Davis Trophy were then taken back to Clerk Hill where Jack Duckworth, tired of all the successes on Section 1 for the first circuit, altered the start line and claimed six failures as a result. The higher slopes saw Stan Jenkins, Norman Carr, Norman Coates and Nigel Kennedy put up good performances, but it was Harrison and Cryer who bounced over the top.

Returning to Nick o' Pendle, minor alterations were made to the sections. They were not sufficient, however, to alter the shape of things to come, for



TROUBLE for F. T. Lewis, whose exotically named "Squamigerous" goes up Clerk Hill on the end of a rope.



TROUBLE for A. H. Cryer, with many hands pushing his "Trident" up the last section of Nick o' Pendle.

(Right) H. Tregenza makes a determined effort at Close Brow.

Cuth Harrison maintained a well-deserved lead.

Meanwhile, the Group B cars had completed their run through and around the Pendle Hills, on a course which had been plotted as much for its scenic beauty as for its intricacies. On the reversing test, F. Snaylam (Triumph) had beaten J. Haydock (Austin-Healey) and G. A. Roberts (Dellow) by one second in an 18-sec. run. Of these only J. Haydock came to the fore on the pylon test, and he along with Charlie Kinns (H.R.G.), R. Brierley (Ford 10) and J. Cuff (Austin-Healey) took one second longer than R. Hebden (M.G.).

On the brake test coming off the Nick, G. A. Roberts gained one second over another seven, each of whom returned 12 secs. for the test. Snaylam was of this number, so this, along with a good road performance, brought him the Lancashire Cup. J. R. Hindle (Sunbeam-Talbot) won the opposite class award, and souvenir awards went to thirteen finishers.

WILSON ROGERS.



Provisional Results

Group A

Davis Trophy: T. C. Harrison (Harford), 12 marks.

Visitors' Award: N. H. Coates (N.H.C.), 22.

Souvenir Awards: J. S. Jenkins (Austin), 28; N. Carr (Trafford), 29; N. A. Kennedy (Harfeach), 28; D. G. Flather (Keystone), 53; J. C. Broadhead (Cotton), 45; F. T. Lewis (Squamigerous), 33; A. H. Cryer (Trident), 23.

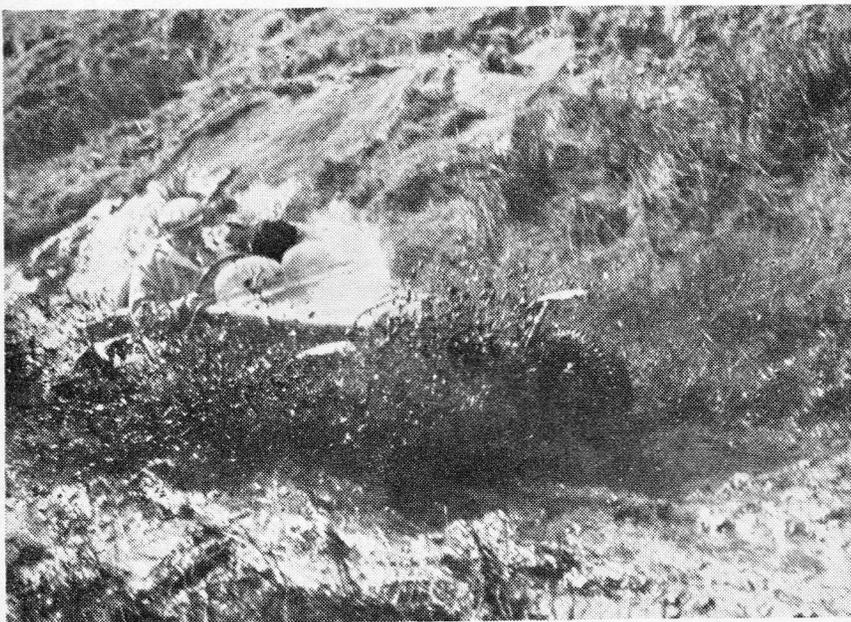
Group B

Lancashire Cup: F. Snaylam (Triumph), 47.

Best in Opposite Class: J. R. Hindle (Sunbeam-Talbot), 56.

Souvenir Awards: J. H. Taylor (Austin), 76; L. Pellowe (Sunbeam-Talbot), 63; G. A. Mitchell (Standard), 65; C. L. Kinns (H.R.G.), 53; R. Hebden (M.G.), 67; J. Haydock (Austin-Healey), 51; Miss G. M. Gray (M.G.), 61; R. Brierley (Ford), 62; P. B. Dann (Triumph), 63; A. C. Crowther (Ford), 67; G. Bradley (Austin), 71; B. Y. Pickles (M.G.), 68; J. Cuff (Austin-Healey), 50.

Novice Award: J. McGurl (Renault), 72.



SWOOSH! This, believe it or not, is the regularity test at Parsonage Farm, although it looks much more like an observed section. Man in the mud is J. C. Broadhead (Cotton).

SOUTH CAERNARVONSHIRE BIRTHDAY RALLY

THERE were, perhaps, fewer entrants than in previous years for the South Caernarvonshire M.C.'s fourth Birthday Rally on 2nd/3rd October, but the route was of the usual exacting nature with which this event has been associated in the past.

The course, 200 miles in Caernarvonshire, Merioneth and Denbighshire, was liberally marshalled and laid out well on the whole, while direction signs left over from the International Six-Day motor-cycle trial luckily caused no trouble.

Provisional Results

Myers Cup (S.C.M.C. member): M. P. Rutt/D. Benoy (Austin), 85 marks lost.

Red Garage Cup (open): I. Watkins/J. Crozier (Sunbeam-Talbot), 97.5.

Novice Award: J. D. Williams/W. Matthews (Hillman), 103.

Frank Hibbs Trophy (Spl. test): M. P. Rutt.

Class Awards: H. W. Whitehouse (Austin), 108; R. D. McNair (Morris Minor), 150; Llewellyn Jones (Daimler), 235.

Team Award: Rhyl and District M.C. No. 2 [Rutt, Watkins and M. Hinde (Renault)], 372.5 aggregate.

BLACKBURN WELFARE M.C.

BROUGH ROAD RACES

3rd October

F3, Heat 1: 1, D. Parker (Kieft), 60.338 m.p.h.; 2, C. Allison (Cooper); 3, H. Phillipson (Staride); 4, M. Kearon (Cooper). **Fastest lap:** C. Allison, 63.05 m.p.h. **Heat 2:** 1, S. Bloor (Cooper), 59.34 m.p.h.; 2, W. Hiron (Cooper); 3, B. Manning (Staride); 4, E. Thornton (Cooper). **Fastest lap:** S. Bloor, 60.52.

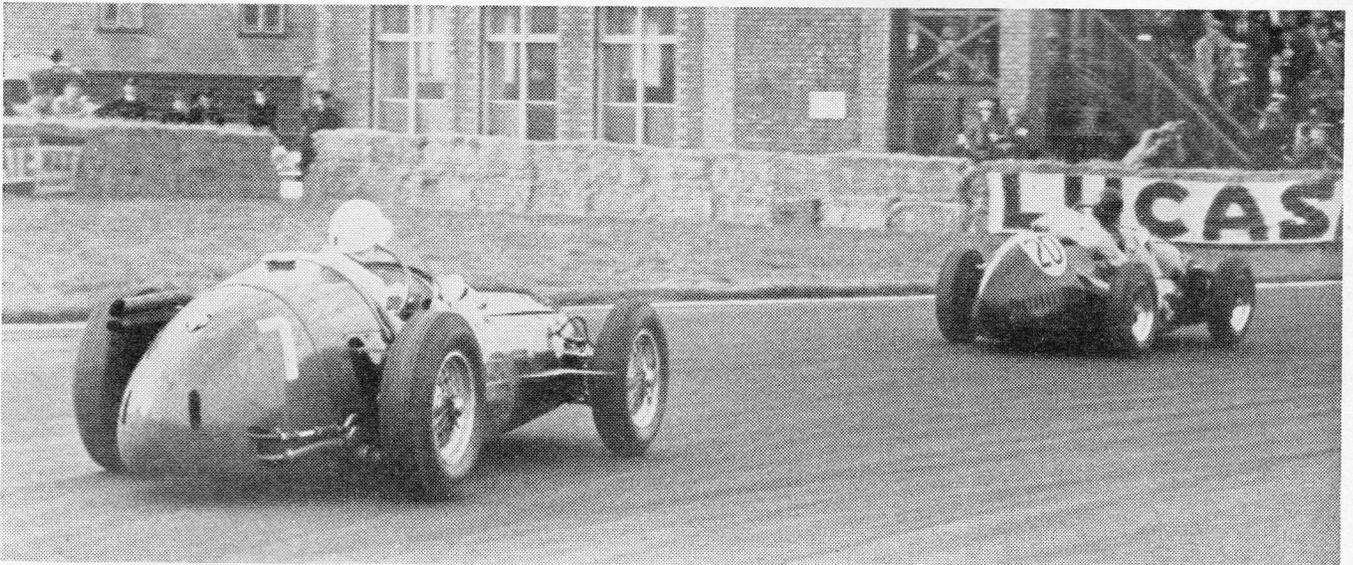
Final: 1, D. Parker (Kieft), 61.22 m.p.h.; 2, S. Bloor (Cooper); 3, C. Allison (Cooper); 4, M. Kearon (Cooper). **Fastest lap:** C. Allison, 62.08 m.p.h.

F3 Handicap: 1, D. Parker (Kieft), 61.62 m.p.h.; 2, E. Thornton (Cooper); 3, C. Allison (Cooper); 4, W. Grose (Grose). **Fastest lap:** D. Parker, 63.62 m.p.h.

25th MONTE CARLO RALLY

FULL regulations have now been published for the 25th Monte Carlo Rally, which will take place from 17th-24th January, 1955. Cars will be segregated into two main categories:—1, normal series-production touring cars, and 2, production "Grande Tourisme" cars and special series touring cars, date of manufacture in each category being not earlier than 31st December, 1950. Production and special sports cars are not eligible this year. In each category are three classes: up to 1,000 c.c.; over 1,000 c.c. and up to 2,000 c.c.; over 2,000 c.c.

Entries will be numerically restricted by nations as follows:—Great Britain 110, France 115, Germany 25, Italy 20, Belgium 5, Denmark 5, Spain 5, Finland 15, Greece 10, Eire 5, Holland 15, Norway 10, Sweden 20, Switzerland 10, Luxembourg 5, Portugal 5, Monaco 10, other nations 10.



NEARING VICTORY: Stirling Moss in the works Maserati enters the finishing straight at Aintree on his last lap. Car No. 20 is C. D. Boulton's Connaught.

A TREBLE CHANCE WIN FOR MOSS

Three Victories at Aintree with Maserati and Cooper—
Masten Gregory (Ferrari) Defeats Works DB3S Team in
Sports Car Race—Over 45,000 at Merseyside Circuit

THE International meeting at Aintree last Saturday, organized by the B.A.R.C. and the *Daily Telegraph*, was a first-class day of racing. In a full card, there were events for saloon, sports and racing cars; for this second B.A.R.C. affair, cars ran clockwise, instead of anticlockwise as was the case at the opening meeting. Undoubtedly the racing was made even more attractive for spectators, and the circuit proved slightly faster than was anticipated.

Star of the day was Stirling Moss who scored a runaway victory in the Formula 3 event, then followed it up by scoring in both F1 and *Formule Libre* races with his works Maserati. He also set up the circuit lap record during a dazzling display of driving. Mike Hawthorn was also brilliant with the new Vanwall, and was runner-up to Moss in one event. Peter Collins led the *Formule Libre* race in the early stages with the big Thin Wall Special, but retired with engine trouble. Hawthorn also retired with the Vanwall in the same race.

American driver Masten Gregory

By GREGOR GRANT

Photography by Francis Penn

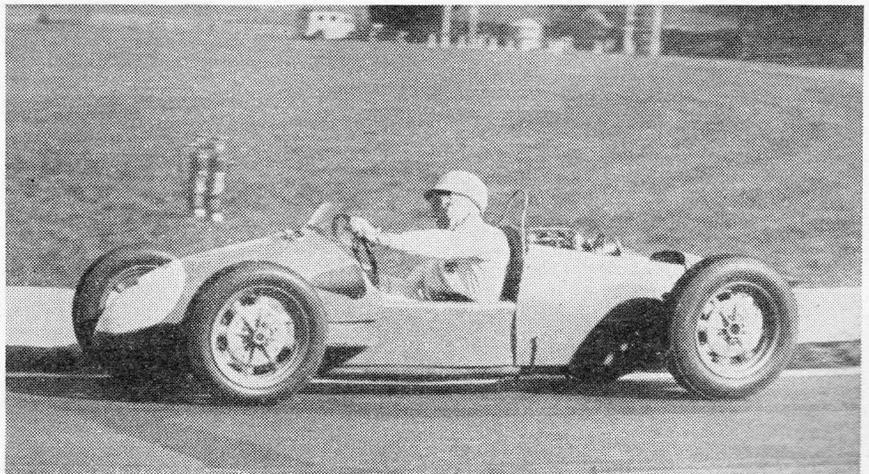
scored a popular win in the sports car event with his 4.5 Ferrari, after a sizzling duel with Peter Collins (DB3S Aston Martin). In the smaller category, Ken McAlpine (Connaught) managed to put it across Colin Chapman (Lotus).

Fine weather brought out a fairly large attendance, over 45,000 people being present during the afternoon session—producing a more optimistic prospect for a project which

had its debut under such depressing circumstances a few months ago.

* * *
NATURALLY we all went to Aintree complete with gumboots, macs, golf gamps and all the paraphernalia required for Merseyside weather; but the meteorological folk twisted us. They produced sunshine for both practice and race days, which was something no Liverpoolian would have believed, if it hadn't happened.

Practice was most interesting. Stirling Moss, despite a stated dislike for running the races the other way round, proceeded to motor his Maserati to such effect that he recorded best time of all—2 mins. 3.6 secs. (87.38 m.p.h.). Next best was Ken Wharton (B.R.M.), with 2 mins. 4.2 secs., followed by Peter Collins (Thin Wall), 2 mins. 4.4 secs.,



FIRST WIN of the day for Moss in the Formula 3 race. Here he takes the Beart Cooper into the home straight during his runaway drive to victory.

and Ron Flockhart (B.R.M.), 2 mins. 4.6 secs. Jean Behra pushed his little Gordini round in 2 mins. 5 secs., and Mike Hawthorn was a second slower with the Vanwall.

Moss completely dominated the 500 c.c. field with 2 mins. 16.6 secs. in the Beart Cooper, just 4.4 secs. faster than the next best, Ivor Bueb (Cooper). Peter Walker (C-type Jaguar) and Masten Gregory (4.5 Ferrari) tied for best amongst the sporting machinery, with 2 mins. 18.6 secs., and Peter Whitehead (Cooper-Jaguar) next in line with 2 mins. 21.8 secs. Some of the smaller cars went exceedingly quickly. For example, Alan Brown clocked 2 mins. 24.8 secs. with the Lotus-Connaught, which was equalled by Archie Scott-Brown (Lister-Bristol). Tony Marsh (Connaught) was also good with 2 mins. 25.4 secs.

Racing began at 11.15 a.m. with a combined five-lap event for production (perhaps) saloons, and for sports cars. The saloons were dominated by C. A. S. Brooks (Porsche) and Edgar Wadsworth (Porsche), Brooks winning by over 31 secs. despite being stuck on the line

with the handbrake full on. Behind Wake's Jowett Javelin, Tony Marsh's Simca Aronde outstripped Peter Reece in his mother's M.G. Magnette, Basil de Mattos (Laystall Consul) and Foster's modified Morris Minor. Reece and de Mattos diced merrily for the full distance, honours going to the last-named after the Magnette broke a valve spring. A. P. O. Rogers won a Riley duel with Gelberg in the larger class, Buckley's Bristol having brake bothers.

R. G. Shattock's R.G.S.-Atalanta led the sports car section, but lost it to R. A. Page (H.W.M.-Cadillac) who promptly left the circuit abruptly, to return after the race was over. J. Goodhew (Darracq) was an easy runner-up in an event which was distinguished mainly by some excellent driving on the part of John Deeley (Austin-Healey) to take third place, showing the customers exactly how an Austin-Healey should be conducted.

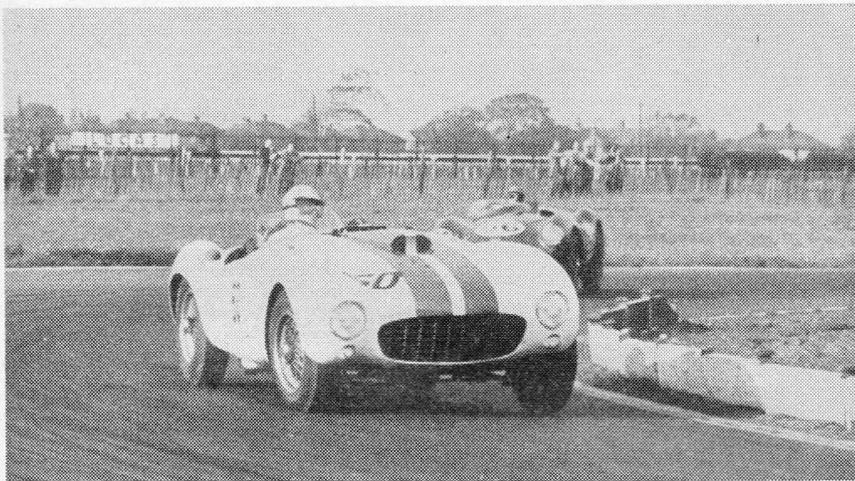
The starting grid was crowded to capacity for the Formula 3 race which, it was generally anticipated, would provide exciting racing—behind Stirling Moss. So it came to pass. The Beart

Cooper went into the lead and remained there, Moss winning more or less as he pleased and obviously enjoying himself immensely. However, the scrap behind him was monumental: Ivor Bueb, Les Leston (Coopers), Don Parker (Kieft) and Reg Bicknell (Revis) fought as stern a battle as has ever been waged on any circuit. There was no quarter asked, nor was any given. The crowd had its money's worth of thrills, and every member rose to his or her feet to cheer on that mad combat.

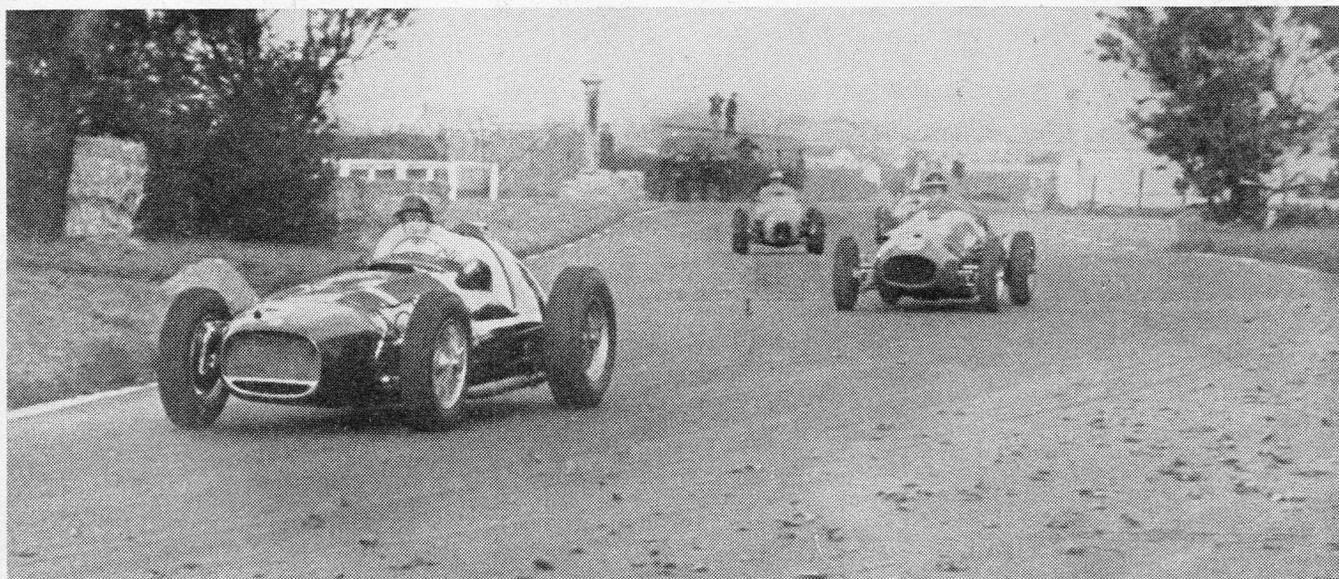
Jim Russell (Cooper) was in the back row, not having completed a satisfactory training lap, but so soon as the pack got under way, the red car weaved its way through. Moss was speedily out on his own, with Parker leading Leston, Bicknell and Bueb. Leston surged past Bicknell and Bueb had Colin Davis (Cooper) on his tail. The remarkable Mr. Russell whistled past 17 cars in two laps, which was quite an achievement. Bicknell repassed Leston, was done again, then re-did the Cooper. Ivor Bueb just sat where he was, wearing a great big grin and acting dummy to the foursome. The group gradually edged away from Davis, whose cornering was as fast as anyone's. Lap 4, and Leston took command, with Bicknell ahead of Parker—and still Bueb kept his distance.

There were the makings of the grandfather of all prangs when Brian Naylor spun his Cooper at Tatt's Corner. Cars went in all directions as Naylor shut his eyes and shuddered. However, no one hit anyone else and Naylor restarted. Quite a few people took to the grass at Tatt's, including Jack Westcott (Kieft) and Charlie Headland (Martin Headland).

By lap 5, Russell had moved up to sixth place, disposing of Davis, Cliff Allison (Cooper) and J. K. Hall (Cooper) in the process. Bicknell then shot ahead in the four-cornered contest, whilst Bueb kept his hand in by doing Parker, and then engaging in a wheel-to-wheel dice with Leston. Moss began lapping the tail-enders. Behind the Bicknell-led battlers there were all sorts of private disputes going on. Davis, Hall and Allison went at it: Eric Fenning and Rob Anderson matched their



HAVING A GO: An early phase in the Gregory/Collins duel in the sports car race. Masten Gregory in the Ferrari leads the Aston Martin into Cottage Corner.



AUTUMN LEAVES on the track at Melling Crossing emphasize that the 1954 racing season is drawing to its close. Here Ken Wharton (B.R.M.) leads Mike Hawthorn (Vanwall Spl.) and André Pilette in the Formule Libre race.

A TREBLE CHANCE

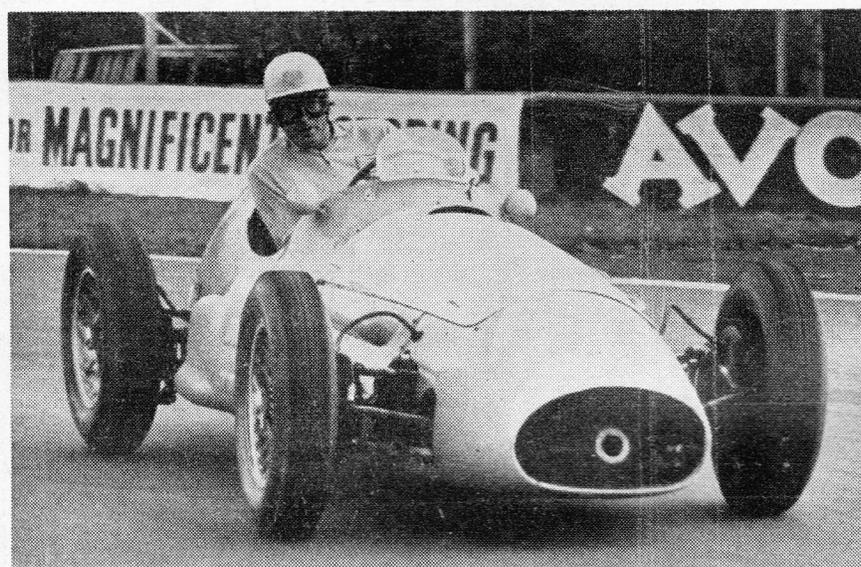
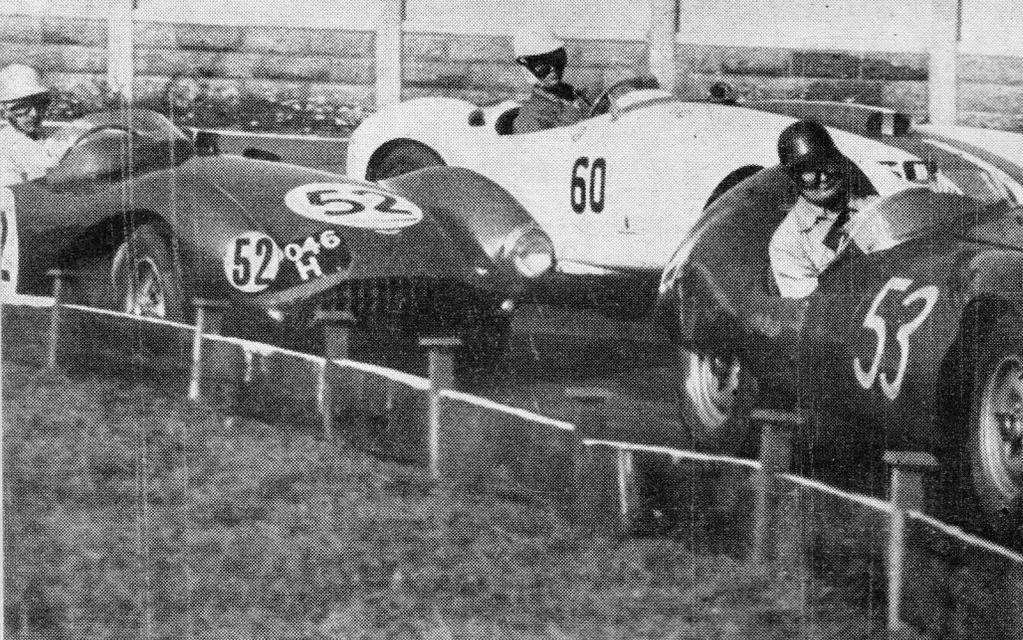
BUSY CROSSING: (Left) Peter Whitehead (Cooper-Jaguar) is harried through Anchor Crossing by Masten Gregory (Ferrari) and Roy Salvadori (Aston Martin) during the exciting sports car event in the afternoon.

Starides, whilst Tony Marsh (Cooper-J.A.P.) harried Edward Greenall and his Norton-powered machine. Greenall, an ex-J.A.P. owner, could quite well afford to wait for the blow-up which is inevitable nowadays when someone drives a push-rod job in the double-knocker manner. It happened, of course, and Marsh coasted on to the grass near Tatts with a silent, smoking motor. Don Truman (Cooper) won his argument with Headland.

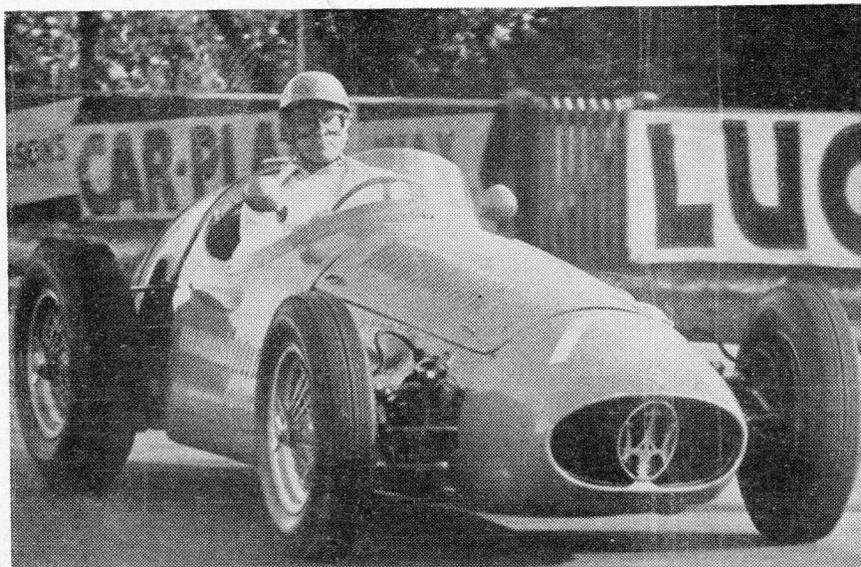
For seven laps Reg Bicknell held off his rivals, with Leston and Bueb having it out a yard or so behind. Parker now had Russell with whom to contend, and both cars came through Tatts almost with interlocking wheels. Russell overdid things, hurtled on to the grass, and missed the straw bales by inches, just as Bueb squeezed past Leston and attached himself to the Revis.

Obviously something was bound to happen—which it did. Leston came through in second place with Bueb in his slipstream, then Parker arrived followed by Bicknell in a very battered Revis. There had been violent contact, as the saying goes, with Bicknell coming off worst and having steering which was now problematical.

The foursome now became a three-some, the lead chopping and changing every few yards. Whilst Stirling Moss quietly received the chequered flag, the crowd awaited the outcome of the fierce fight behind. Parker arrived at Tatts Corner first, braked, but Bueb didn't. How he got round at all was a miracle, and a very shaken Parker went into a near-broadside, clipping the grass. Taking advantage of the Kieft's antics, Leston seized his chance and cut through, vainly pursuing Bueb over the line.



PRESSER: Harry Schell drove a fast, spirited race with his basically 1953 Maserati, finishing third in the Formula 1 event.



PLODDER: Louis Rosier's blue 1954 Maserati contributed to the Continental colour at Aintree, but was driven in typically steady, unspectacular style to finish in sixth place in the same race.



TUSSLE AT TATTS: (Above) G. Gelberg (Riley) essays to pass the Porsche of Edgar Wadsworth during the saloon car race.

FOR MOSS—*continued*

BRITON AT HOME—and winner of two races with a G.P. Maserati, Stirling Moss (right) corners smoothly and swiftly at Tatts.

This put everyone in a fine mood for lunch. In the paddock, it was freely admitted that Bueb's effort had contributed valuable points to Leston in the 500 c.c. Championship for the AUTOSPORT Trophy, at present held by Parker.

There were five non-starters for the *Daily Telegraph* Trophy race. These were Ken Wharton (Maserati), J. H. Webb (Turner), M. F. Young (Connaught), Alan Brown (Cooper-Alta) and E. N. Whiteaway (H.W.M.), leaving a field of 19 cars which lined up as follows:—

"Daily Telegraph" Trophy

Moss (Maserati)	Behra (Gordini)	Hawthorn (Vanwall)	Schell (Maserati)
2 m. 3.6 s.	2 m. 5 s.	2 m. 6 s.	2 m. 8.4 s.

Pilette (Gordini)	Mantovani (Maserati)	Parnell (Ferrari)
2 m. 9.2 s.	2 m. 9.8 s.	2 m. 10.8 s.

Beauman (Connaught)	Prichard (Connaught)	Rosier (Maserati)	Gerard (Cooper-B.)
2 m. 12.4 s.	2 m. 13.2 s.	2 m. 13.4 s.	2 m. 13.4 s.

Gould (Cooper-B.)	Whitehouse (Connaught)	Boulton (Connaught)
2 m. 16.4 s.	2 m. 16.8 s.	2 m. 18.2 s.

Hall (Cooper-B.)	Lawrence (Cooper-B.)	Emery (Emeryson)	Salvadori (Maserati)
2 m. 18.8 s.	2 m. 29 s.	2 m. 29.2 s.	—

Thorne
(Connaught)

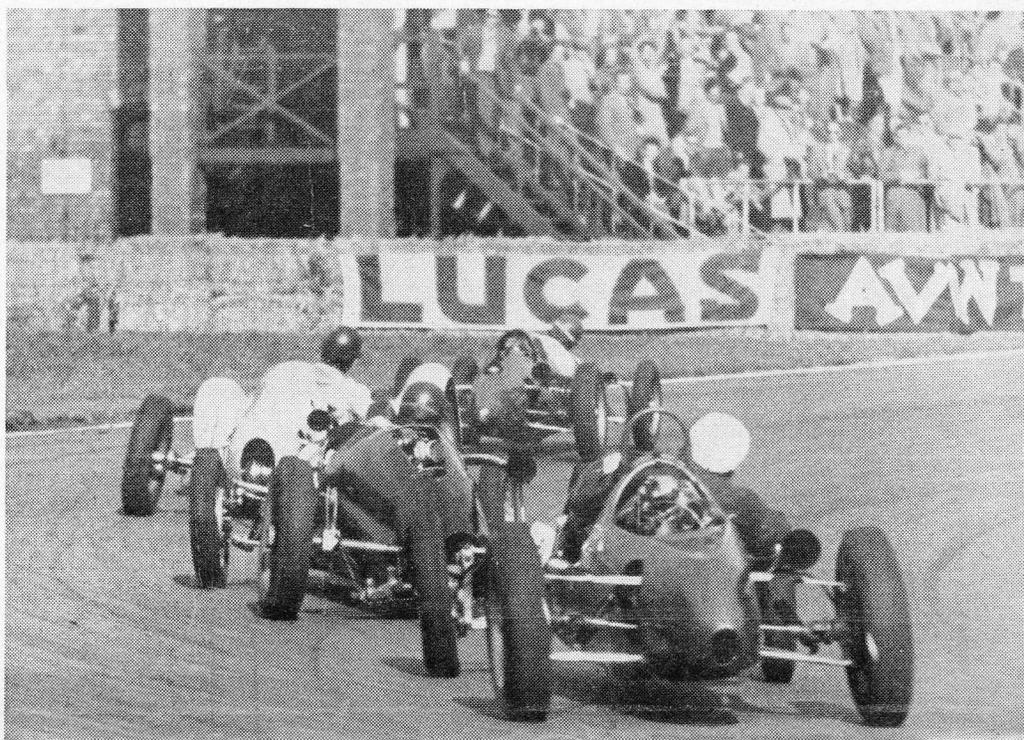
Moss shot into the lead, pursued by Hawthorn, Behra, Mantovani, Schell, Pilette, Parnell, Gould and Beauman. Moss pulled out a considerable lead on lap 2, and Behra gave Hawthorn no peace, trying to get past at every possible opportunity. Not far behind, Mantovani was having to drive all he knew to hold off Schell. Pilette kept ahead of Parnell, and next came Beauman, whose brilliant driving had taken his 2-litre car ahead



BELGIAN ABROAD: André Pilette, Gordini driver, finished fifth after driving an excellent race at Aintree.



THE BIG FIGHT (Right) in progress for second place in the 500 c.c. race, with Leston leading Bicknell, Parker and Bueb at Tatts.



of Rosier's G.P. Maserati, and Salvadori's similar car.

It was the 500 c.c. race all over again—a fierce battle behind Stirling Moss. Mantovani and Schell closed up on the others, with Hawthorn and Behra going at it hammer-and-tongs in front. Behind Rosier, Gerard, Riseley-Prichard and Salvadori mixed it good and proper, whilst the enterprising Mr. Beauman gradually began to overhaul Parnell's Ferrari.

On the 10th lap, Schell took Mantovani, then surged past Behra to come to grips with the Vanwall. Harry was really driving, and Mike had to get everything obtainable out of the green car to hold the Maserati. All the time Moss was the master. None could approach his virtuosity, and his handling of the red Maserati was a joy to behold. On the 13th tour, Beauman investigated the countryside around Becher's, dropping from 8th to 12th place. A lap later, Parnell coasted in with transmission bothers. With two laps to go, Behra made a tremendous effort to get into second place, nearly did so, then stopped at Cottage Corner with clutch trouble. Hawthorn was smartly taken by the dashing Schell, who held the Vanwall off till within sight of the finishing line. However, he came into Tatt's rather faster than was intended, and slid wildly, letting Hawthorn slip through on the inside. The Maserati could not look at the British car for sheer acceleration, but Schell had a big cheer all to himself for a magnificent drive. Mantovani secured fourth place, whilst Pilette had an enormous lead over Rosier and Salvadori. Behra managed to restart, but retired before the end. Bob Gerard was, as usual, first amongst the 2-litre brigade—for which there were no prizes!

After being presented with the *Daily Telegraph* Trophy, Stirling Moss publicly congratulated Mr. Vandervell for the success of the Vanwall, and Mike Hawthorn on his driving—a most sportsmanlike gesture!

Twenty-four cars came to the line for the sports-car race, Shattock's R.G.S.-Atalanta being included as winner of the opening event. On the front row were Peter Walker (Jaguar), Masten Gregory (Ferrari), Peter Whitehead (Cooper-Jaguar) and Peter Collins (Aston Martin). Behind, Alan Brown's Lotus-Connaught was flanked by Ken Wharton's Frazer-Nash and Reg Parnell's Aston Martin. Chapman's Lotus caught fire on the way to the grid, but this was extinguished without damage.

Gregory made a faltering start and Collins grabbed the lead from Walker. However, the white and blue Ferrari rapidly regained lost ground and was on the tail of the DB3S when the cars completed the first lap, with Parnell threatening Walker. Close behind Salvadori and Whitehead came Scott-Brown and Tony Crook in their 2-litre cars, chased by Alan Brown in the fantastically fleet Lotus-Connaught.

Collins had to give way to the crashing acceleration of the Ferrari, and on lap 2 the American took the lead. Parnell edged past Walker, whilst Riseley-Prichard (H.W.M.) just managed to slip past Brown's Lotus. The Cooper-Bristols of McMillan and Rogers were retired with a broken fan belt and a blown cylinder head gasket respectively.

Gregory was relentlessly stalked by Collins, and it says a great deal for him

that he refused to be rattled by the proximity of the very fast DB3S and the reputation of its conductor. Scott-Brown's Lister was certainly shaking Whitehead and Salvadori. It passed the Cooper-Jaguar, then challenged the DB3S. Meanwhile Crook was also amongst them, shadowing the Lister and looking for an opportunity to pass. Brown's Lotus began to lose its edge, and dropped back behind Chapman's M.G.-engined car and McAlpine's Connaught. Surprisingly enough, Ken Wharton could not take either of the 1,500 c.c. cars with the Frazer-Nash works entry.

Try as he might, Collins did not have the acceleration to nose past the Ferrari. Gregory might have been foxed into overdoing things, but with each succeeding lap he showed himself capable of handling the big car with great skill. Walker resigned himself to a comfortable fourth place behind Parnell; Crook shot in front of Scott-Brown, whose engine had lost some of its tune, and Roy Salvadori had to fight every inch of the way to hold off the maroon Cooper-Bristol.

McAlpine was giving Chapman trouble, both cars still leading Wharton's Frazer-Nash—BS4 engine and all! C. A. S. Brooks (Frazer-Nash) had his clutch linkage come adrift and retired, whilst Peter Scott-Russell (Frazer-Nash) stopped to fix an oil pressure gauge feed-pipe. Jack Reece (Osca) circulated slowly with a badly slipping clutch.

Gregory kept his narrow lead till the end, Crook pipped Scott-Brown in the 2-litre category, whilst McAlpine did the same to Chapman in the 1,500 c.c. section.

Final event was the *formule libre* race with Moss, Wharton, Collins and Flockhart in the front row. When the flag fell, Flockhart beat Collins for acceleration, but the Thin Wall blasted its way

Starting Grid			
Formule Libre			
Moss (Maserati) 2 m. 3.6 s.	Wharton (B.R.M.) 2 m. 4.2 s.	Collins (Thin Wall) 2 m. 4.4 s.	Flockhart (B.R.M.) 2 m. 4.6 s.
Behra (Gordini)	Hawthorn (Vanwall)	Schell (Maserati)	
Pilette (Gordini)	Mantovani (Maserati)	Parnell (Ferrari)	Beauman (Connaught)
Prichard (Connaught)	Rosier (Maserati)	Gerard (Cooper-B.)	
Gould (Cooper-B.)	Whitehouse (Connaught)	Boulton (Connaught)	
Hall (Cooper-B.)	Edwards (E.R.A.)	Lawrence (Cooper-B.)	
Emery (Emeryson)		Salvadori (Maserati)	Thorne (Connaught)

into the lead at Becher's, with Moss and Schell crowding the B.R.M. Lap 1, and it was Collins, Moss, Schell, Flockhart, Wharton, Hawthorn, Pilette and Mantovani.

Lap 2 and Collins had increased his lead slightly; Schell came through almost wheel-to-wheel with Moss, followed by Wharton, Flockhart, Hawthorn and Mantovani. Beauman and Gerard were at grips for the unprofitable honour of leading 2-litre car, both heading the Maseratis of Rosier and Salvadori.

Moss closed on Collins and Wharton screamed past Schell; Flockhart dropped back behind the Vanwall. Just when it looked like being an almighty scrap, Schell and Wharton collided at Cottage Corner, the Maserati being completely immobilized, and a badly bent B.R.M. touring to its pits to be retired. Salvadori

steamed ahead of Rosier, and then Beauman, but could not shake off the Connaught driver. Mantovani began to draw away from the Vanwall after Hawthorn had taken to the grass. The Thin Wall was beginning to crackle and bang and on lap 7 Moss went into the lead just as Hawthorn motored to the dead car park with the Vanwall.

Collins lost ground rapidly, was overtaken by Mantovani on lap 8, and retired a couple of laps later just as Flockhart was about to forge ahead of the Thin Wall. On and on went Moss, followed by Mantovani, with Flockhart troubled by spasmodic carburettor flooding. So far as the race was concerned, most of the interest had gone, except to watch Moss's masterly driving, and the duel between Salvadori and Beauman. The Connaught conductor never gave the G.P. car a second's respite, and passed on several occasions only to have to give way to sheer power. Not far behind, Rosier vainly tried to catch Gerard.

Moss won his third race of the day, setting a new circuit record of 2 mins. 0.6 sec., 89.55 m.p.h. Mantovani, who showed a vast improvement from his showing in the earlier race, was a comfortable runner-up, only fractionally slower than his team-mate, Flockhart, game to the end, wrote *finis* to the career of the enigmatical B.R.M. with third place.

Results

Event 1 (5 laps). Sports cars: 1, R. G. Shattock (R.G.S.-Atalanta), 12 mins. 28.8 secs. (72.14 m.p.h.); 2, J. Goodhue (Darracq), 12 mins. 45.2 secs.; 3, J. Deeley (Austin-Healey), 13 mins. 5 secs.

Fastest lap: R. A. Page (H.W.M.-Cadillac), 2 mins. 23.8 secs. (75.10 m.p.h.).

Saloons (up to 1,600 c.c.): 1, C. A. S. Brooks (Porsche), 14 mins. 7.2 secs. (63.73 m.p.h.); 2, E. B. Wadsworth (Porsche), 14 mins. 38.4 secs.; 3, A. Wake (Jowett), 14 mins. 45 secs. **Over 1,600 c.c.:** 1, A. P. O. Rogers (Riley), 14 mins. 34 secs.; 2, G. Gelberg (Riley), 14 mins. 39.2 secs.

Formula 3 (17 laps): 1, Stirling Moss (Cooper), 39 mins. 28 secs. (77.53 m.p.h.); 2, Ivor Bueb (Cooper), 39 mins. 53.8 secs.; 3, Les Leston (Cooper), 39 mins. 54.8 secs.; 4, Don Parker (Kieft), 39 mins. 57.4 secs.; 5, Jim Russell (Cooper); 6, Cliff Allison (Cooper).

Fastest lap: Moss and Russell, 2 mins. 17.2 secs. (78.72 m.p.h.).

Sports cars (17 laps), over 2,500 c.c.: 1, Masten Gregory (4.5 Ferrari), 38 mins. 12.4 secs. (80.09 m.p.h.); 2, Peter Collins (Aston Martin DB3S), 38 mins. 14.2 secs.; 3, Reg Parnell (Aston Martin DB3S), 38 mins. 36.4 secs.; 4, Peter Walker (Jaguar).

1,501-2,000 c.c.: 1, Tony Crook (Cooper-Bristol), 39 mins. 31 secs. (77.44 m.p.h.); 2, Archie Scott-Brown (Lister-Bristol), 39 mins. 32.2 secs.; 3, Ken Wharton (Frazer-Nash), 16 laps.

Up to 1,500 c.c.: 1, Ken McAlpine (Connaught), 16 laps (75 m.p.h.); 2, Colin Chapman (Lotus-M.G.); 3, Tony Marsh (Connaught).

Fastest lap: Gregory, 2 mins. 12.4 secs. (81.57 m.p.h.).

Formule Libre (17 laps): 1, Stirling Moss (Maserati), 35 mins. 53.4 secs. (85.26 m.p.h.); 2, Sergio Mantovani (Maserati), 36 mins. 4.4 secs.; 3, Ron Flockhart (B.R.M.), 36 mins. 21.2 secs.; 4, André Pilette (Gordini), 37 mins. 5.5 secs.; 5, Roy Salvadori (Maserati); 6, Don Beauman (Connaught); 7, Bob Gerard (Cooper-Bristol); 8, Louis Rosier (Maserati).

Fastest lap: Moss, 2 mins. 0.6 sec. (89.55 m.p.h.). (Circuit record.)

"Daily Telegraph" Trophy (17 laps)

1, Stirling Moss (Maserati), 35 mins. 49 secs. (85.43 m.p.h.); 2, Mike Hawthorn (Vanwall Spl.), 36 mins. 3.4 secs.; 3, Harry Schell (Maserati), 36 mins. 4.4 secs.; 4, Sergio Mantovani (Maserati), 36 mins. 6.8 secs.; 5, André Pilette (Gordini), 37 mins. 19.6 secs.; 6, Louis Rosier (Maserati), 37 mins. 55.2 secs.

Fastest lap: Moss and Hawthorn, 2 mins. 4.8 secs. (86.54 m.p.h.).

GOODWOOD SPRINT MEETING

Cripps Special Best
at B.A.R.C. Event

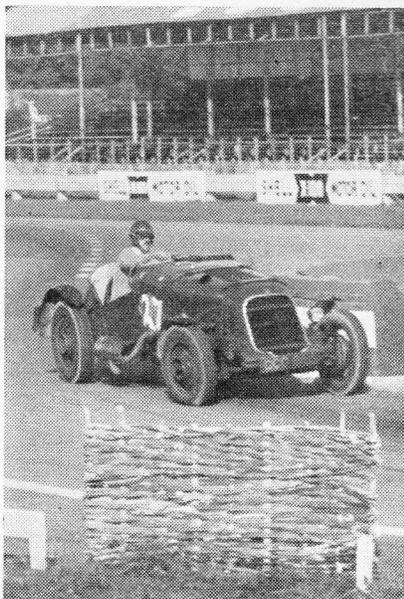
THE story of W. L. Cripps's B.T.D. at the B.A.R.C.'s Goodwood Sprint on Saturday last is one of victory over adversity. During the morning practice the car developed supercharger trouble and was rushed from Goodwood to its home in Southampton on the end of a tow rope. After hasty repairs had been effected it returned to the track in time to compete, the final result of a hectic day being the winning of the National Benzole Trophy by a very satisfied Mr. Cripps.

The organizers were fortunate in having glorious weather and a fairly good entry. Most of the people present were competitors and friends, so the stands seemed strangely silent and empty. Cars started halfway down Lavant straight, rounded Woodcote and the chicane, and finished opposite the timing box.

First runs commenced a little late owing to a defection of the timing gear, and the opening run was made by C. le Strange Metcalfe, unfamiliar in an Austin A30 saloon. The class went to R. W. Fitzwilliam's Morris Minor, in which he changed down at the chicane, the engine reaching surprising r.p.m. before taking the corner.

W. M. B. Smith's Magnette saloon, with whitewall tyres, slithered about in the chicane but was neatly held. C. Eagleton was very fast with the red Porsche, holding a tail slide as he came out of the corner, to record 44.89 secs. Miss P. Burt made a neat run with her DB2/4 Aston Martin in 44.75 secs.

M. Bailey's Jaguar saloon took Woodcote in a rather over-enterprising manner and indulged in a mighty broadside. Derek Buckler, making one of his rare appearances in competitions, was extremely fast. K. N. Rudd was also fast with the A.C. Ace, holding B.T.D. right to the end of the meeting, when he was beaten by the Cripps Special. R. P. Standbridge, who had been cornering very firmly during practice, overdid things at Woodcote and spun smartly, while Peter Moore's Allard motored



NO SPECTATORS in the Goodwood grandstand, as W. L. Cripps goes through the chicane to capture B.T.D. in the B.A.R.C. Sprint.

along the grass at the same spot, nevertheless recording 42.41 secs. Cripps fairly tore round Woodcote, but a heart-breaking noise came from the engine, which spluttered away over the finishing line.

During the second runs Eagleton's Porsche appeared to lock a wheel, and headed for the chicane wall, making the necessary avoidance in time. Buckler seemed a little unsteady this time, and was a fraction slower. Miss Betty Haig motored to some purpose through the bends, but had a little argument with the gearbox when going up the finishing straight. She improved on her first run, however, with a time of 45.89 secs.

R. Truscott's "chain-gang" Frazer-Nash was very fast indeed, having some beautiful slides on the corners and looking very vintage. W. S. Wadham's TR2 recorded an equal time of 42.88 secs., so a re-run was staged between the two

later on, the final decision going to Truscott with 42.32 secs. R. P. Standbridge spun at the chicane, spoiling his chances, while we suspect that P. F. Moore got the Allard through the same corner much faster than he intended, the door flying open just to make things a bit more hectic!

Now the mighty Cripps Special made an impressive run, the driver changing down for the chicane with a shattering roar of engine, which echoed back from the empty stands. No misfiring this time, and the car fairly streaked over the line to record 40.04 secs., just beating Rudd and bringing home the trophy to the Cripps stable for the second year running.

A. HOLLISTER.

Provisional Results

Best Time of Day (National Benzole Trophy): W. L. Cripps (5,300 c.c. Cripps Spl. S.), 40.04 secs.

Class 1: R. W. Fitzwilliam (Morris Minor), 57.06. **Class 3:** C. Eagleton (Porsche), 44.89. **Class 4:** 1. R. Cooper (Riley), 47.50; 2. A. B. Frazer (Sunbeam-Talbot), 49.62. **Class 7:** R. M. Smith (M.G.), 44.74. **Class 8:** 1. C. D. F. Buckler (Buckler Spl.), 42.30; 2. Miss B. Haig (M.G.), 45.89. **Class 9:** 1. K. B. Rudd (A.C. Ace), 40.70; 2. R. Truscott (Frazer-Nash), 42.32. **Class 10:** Miss M. Herring (Sunbeam-Talbot), 53.95. **Class 11:** 1. K. S. Richardson (Jaguar XK 120), 43.17; 2. Hon. Mrs. Richardson (Jaguar XK 120), 46.62.

Best Lady Driver: Miss P. Burt (Aston Martin DB2/4), 44.75. **Best Time by Member of S.W. Centre, B.A.R.C.:** P. F. Moore (Allard), 41.30.

KNOWLAND TROPHY MEETING

FORTY-SIX competitors took part in the Knowland Trophy Meeting on 26th September, an event organized jointly by the Cemian and Lancia Motor Clubs. It started with a 45-mile navigational run from the Barnet By-pass to Epping, and concluded with six driving tests at Matching Airfield. The tests were carefully devised, and a 10 per cent. bonus awarded to saloon drivers so that all might have an equal chance.

Results

Knowland Trophy: B. D. Frost (Healey Silverstone), 630 points.

Autumn Cup (Best Cemian M.C. Member): Mrs. M. Arnold (M.G. Magnette), 580. **Freedman Trophy (Best Lancia M.C. Member):** D. B. Yorke-Long (Lancia Aprilia), 504.

First Class Awards: F. E. Still (Triumph TR2), 584; A. F. Bray (I.E.S.T. 1), 582; R. C. A. Smith (Standard 8), 574; D. Llewellyn-Rees (Triumph TR2), 570. **Second Class Awards:** H. E. Bentley (Hillman), 545; H. H. Coe (Austin), 537; H. Pickett (Austin-Healey), 534; A. A. Bolsom (Austin-Healey), 529.

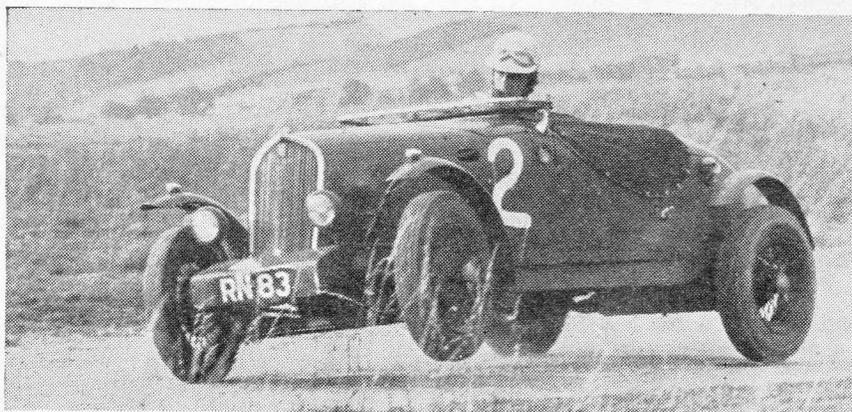
DUNSTABLE AUTOCROSS

A LARGE crowd of spectators saw many class records broken at Dunstable on 26th September, in the Sporting O.D.C.'s final autocross meeting of the season, and Bert Westwood (Fiat Balilla) also broke the course record with his best run of the day in 42.4 secs. More than 50 competitors took part and some lively duels were seen, while L. Harbin found himself in hospital after overturning his Overton Special.

Results

B.T.D.: A. C. Westwood (Fiat), 42.2 secs. **Course Record.**

Class 1: G. Horrocks (M.G.), 52.5. **Class 2:** N. H. Overton (Ford), 48.0. **Class 3:** C. F. Norris (Jowett Jupiter), 45.5. **Class 4:** P. Johnson (Triumph TR2), 42.6. **Class 5:** D. B. Farrell (Allard J2), 44.8. **Class 6:** D. Hoare (Renault), 50.1. **Class 7:** R. E. Owen (Volkswagen), 46.6. **Class 8:** R. Sawdon (Ford Zephyr), 47.6. **Class 9:** R. Blake (G.B. Spl.), 42.6. **Class 10:** C. R. C. Aston (Aston Spl.), 43.4.



TRICYCLE RECORD: Lifting one wheel high in the air, Bert Westwood puts in a determined effort with his Balilla Fiat to establish a new figure for the Dunstable autocross circuit.



★
*OH, DEAR!
 Ted MaGuire
 registers alarm
 as his Austin-
 Healey goes
 bank-bashing
 at Knockagh.*
 ★

KNOCKAGH RECORD FALLS

Durbidge (Gryphon) Makes B.T.D. in Last Ulster Hill-Climb
 of the Season—David Archibald (Renault) Best on Handicap

THE Ulster A.C.'s annual end-of-season Knockagh hill-climb, held on Saturday, 25th September, attracted the unusually good total of 48 main entries and 11 secondary entries. Happily coinciding with an afternoon which, in the main, was dry, the climb also attracted rather more spectators than have been seen at Knockagh for some years.

Star performer of the meeting was Sydney Durbidge, with his ex-Bobbie Baird 1½-litre Maserati-engined special which has been, until the error of things was pointed out by Wilson McComb, called the Griffen. The Knockagh programme, however, appeared to concede the point to McComb and the car was listed as "1,496 c.c. Gryphon S/c". Whether this change in name had anything to do with performance or not, Durbidge was undoubtedly driving the car as it was always intended it should be driven and by the end of the meeting had become the new Knockagh record-holder in a time of 57.35 secs. Previous holder was Desmond Titterington (J2 Allard) in 58.8 secs., recorded last year. Desmond was an absentee from Knockagh as he was engaged in driving an Ecurie Ecosse Jaguar at Goodwood.

The opening climb was that of Miss A. M. Miller, driving Ernie McMillen's Austin A30. Miss Miller clocked 99.49 secs., which was at once beaten by McMillen himself (Standard Ten), who took 80.06 secs. Nearest to this in the primary climbs was by Andy Hutchinson (Standard Ten) in 81.05 secs. In the secondary runs Archibald (Renault) took 81.44 secs. first time up but this was beaten by John Johnstone (Standard Ten) in 80.38 secs.

In the second runs for this class McMillen clipped his time to 79.96 secs., while Hutchinson was fractionally slower, taking 81.24 secs. This time was still better than Noble's best effort in his 896 DKW, which took 81.65 secs. Archibald's second climb was made in 81.06 secs. Johnstone was slower than on his first attempt, taking 82.02 secs., probably because of wet roads as the result of a brief shower. Thus the class prizes went to McMillen and Johnstone, both using the same Standard Ten. Archibald, on the other hand, had a net handicap time which left him "on the pig's back" for this category.

The class for closed cars 1,001 c.c. to 1,600 c.c. developed into a struggle between the Ford Anglias of Wilbert Todd, Ernie Robb, Gordon McNally and Jim Hyde, and Andy Hutchinson's M.G. Magnette. Todd opened with a run in

78.84 secs. McNally's first sally took 79.21 secs. but both attempts were swept aside by Robb's first climb in 75.61 secs. Both Todd and McNally were displaced when Hutchinson took his Magnette to the top in 77.47 secs., leaving the class order 1, Robb; 2, Hutchinson.

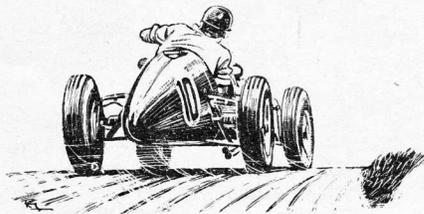
Next time up Todd tried hard and got down to 76.64 secs., but Robb, too, made an improvement and with a splendid climb in 75.41 secs. collected class honours. McNally's second climb was made in 78.79 secs. and Hutchinson's, spoiled by rain as were most of the climbs by secondary entries, took 78.45 secs.

There were only two entries in the class for closed cars over 1,600 c.c. and best climb was that of Reiner Dorndorf (3,552 Delahaye) in 71.19 secs., an effort that brought no reward.

Sammy Moore's Dellow took on six M.G.s in the class for open production cars up to 1,300 c.c. Moore's first climb in 70.36 secs. was by far the best, the nearest being Harry Reilly's TC which climbed in 74.18 secs. Then some hawk-eyed official discovered that three of the cars in this category had made their first climbs sans full equipment, which placed the emphasis on the second climbs.

Reilly got up in 73.78 secs., but once more Moore beat this with a second climb in 70.49 secs., and the only other driver to break 80 secs. was ex-motorcycling exponent Dr. Marty Brosnan (M.G. TF) in 79.39 secs.

In the over 1,300 c.c. class the issue lay between the Triumph TR2s of Robin McKinney and Ian Titterington. The latter car was raced jointly by Titterington and John Johnstone. McKinney's first climb took 65.55 secs., which time Johnstone beat by a good effort in 64.97 secs. Unfortunately, this first climb earned the displeasure of the stewards, who ruled that full equipment had not been carried. In this class Stanley Porter's 4,467 ex-Mays Invicta made a splendid climb in 65.56 secs. and this remained second best of the class until Titterington took his Triumph up in 64.72 secs.



McKinney's second climb was a scorcher, made without fault and taking only 64.52 secs. Johnstone almost matched this with a run in 64.75 secs., just failing to beat Titterington's first climb by .03 sec. Titterington was slower on his second effort but had already notched second place to McKinney.

A good climb by W. Park (Buckler-M.G.) in 63.64 secs. gave him second place to Robin Scott's 63.57 secs., made in his first climb in the Ford Special. The fact that Scott was only .01 sec. slower on his second effort indicates that he was using all he had available. Charles Maunsell's H.R.G.-Riley was afflicted with a bout of misfiring, despite which he climbed in 63.82 secs. Later, when driven by Wilbert Todd, the misfiring H.R.G. suffered the added handicap of wet roads, Todd's best run being in 65.55 secs.

The irrepressible Archibald and his 1,343 M.G.-Nufor were out in the class for non-racing over 1,300 c.c. and his first climb in 61.11 secs. electrified everybody. Trying to come to terms with this, Ted MaGuire (Austin-Healey) clouted the bank at the first bend, to give the first "incident". No one could get near the Archibald climb, but just to make sure of the class Archibald clipped his second run to 60.57 secs. on his secondary run. Then, quite late in the meeting his secondary driver, J. McDowell, gave the Nufor the "High Jump" record by vaulting a steep bank and landing (fortunately on all wheels) in a field some eight feet below.

Archibald's 60.57 secs. even gave him second best in the racing car class at the end of the first runs, in which Sydney Durbidge had got the Griffen (sorry, Gryphon) up in 60.2 secs. The McCandless sounded awfully flat as Rex McCandless made his first climb, which took 60.84 secs. In the second climbs Dickie Lovell-Butt (1,087 M.G. S) held best time at 60.07 secs. until Durbidge, departing from the line in a beautiful manner, held the awkward road-racer in place between the narrow banks to make a climb in 57.35 secs. and so take his first important record since acquiring this car. Next time up the McCandless sounded very little better than before. Rex shrugging his shoulders in a resigned manner as he climbed. His time was 58.85 secs., good enough for second best of the day and causing many to wonder what it might have been with a healthy motor.

W. A. McMASTER.

Results

B.T.D.: Sydney Durbidge (1,496 Gryphon S.), 57.35 secs. (new hill record).

Class 1 (closed production up to 1,000 c.c.):

1, Ernie McMillen (948 Standard), 79.96 secs.;

2, John Johnstone (948 Standard), 80.38 secs.

Class 2 (closed production, 1,001 c.c. to 1,600 c.c.): 1, Ernie Robb (Ford Anglia), 75.41 secs.;

2, Wilbert Todd (Ford Anglia), 76.64 secs.

Class 3 (closed production, over 1,600 c.c.):

Reiner Dorndorf (3,552 Delahaye).

Class 4 (open production, up to 1,300 c.c.): 1, Sammy Moore (Dellow), 70.49 secs.;

2, Harry Reilly (M.G. TC), 73.78 secs.

Class 5 (open production, over 1,300 c.c.): 1, Robin McKinney (Triumph TR2), 64.52 secs.;

2, Ian Titterington (Triumph TR2), 64.72 secs.

Class 6 (Non-racing, up to 1,300 c.c.): 1, Robin Scott (1,172 Ford Special), 63.57 secs.;

2, W. Park (1,250 Buckler-M.G.), 63.64 secs.

Class 7 (Non-racing, over 1,300 c.c.): 1, David Archibald (1,343 Nufor), 60.57 secs.;

2, Robin McKinney (Triumph TR2), 64.32 secs.

Class 8 (open, unlimited):

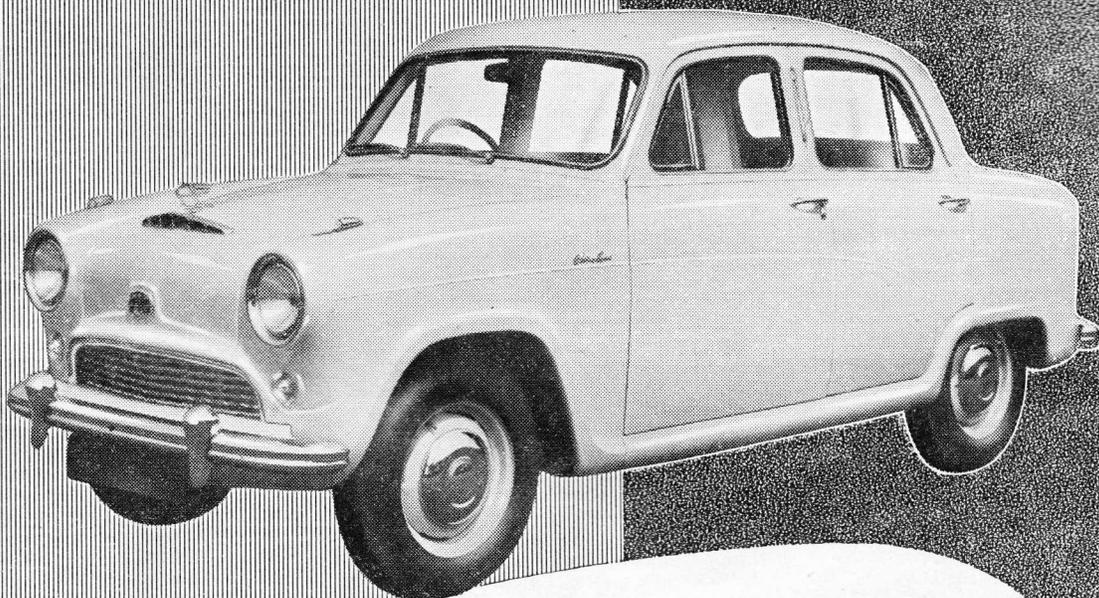
1, Sydney Durbidge (1,496 Gryphon S.), 57.35 secs.;

2, Rex McCandless (499 McCandless), 58.85 secs.

Open Handicap: 1, David Archibald (750 Renault) (h'cap allowance 34 secs.), net time 47.06 secs.;

2, Ernie McMillen (948 Standard) (31 secs.), net time 48.96 secs.

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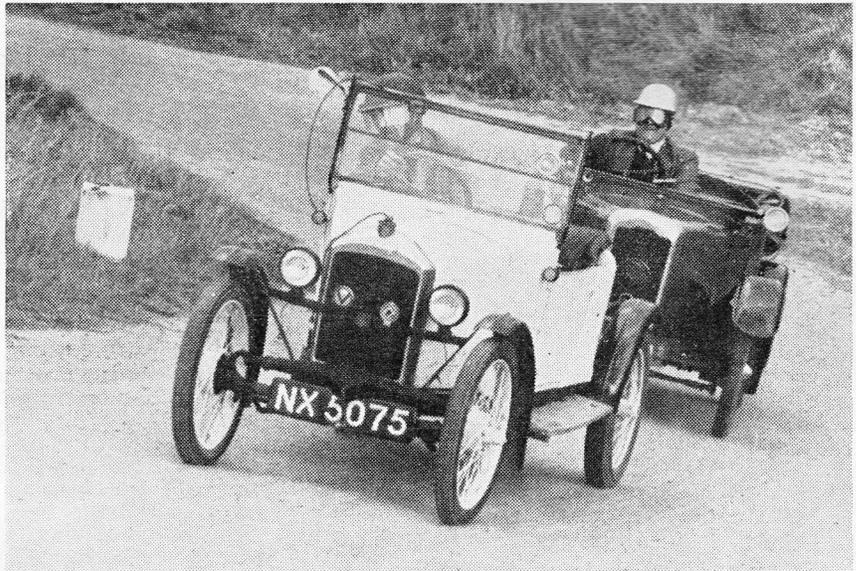
NEWS FROM THE CLUBS

By Wilson McComb

I HAVE never met John Williams of the Cornwall Vintage C.C., but I should like to, because he appears to have a pleasing sense of humour. Competitors in a recent navigation trial, for which he was responsible, arrived at the final control (after chasing up umpteen grid references) to find that (a) there was no final time-check, (b) no points at all were awarded for navigation, and (c) bonus points were gained for such items as bald tyres, dashboard clocks (an extra five if not working!) and Ordnance maps of any county *except* Cornwall. The winner was a new lady member, who received an enormous bottle of Alka-Seltzer as a trophy.

* * *

FIRST car in the M.G.C.C.'s Weston Rally will leave the Bristol starting point at 8.31 p.m. tonight. The Bristol starters will be followed by those from Birmingham and London, and the first arrival at Weston-super-Mare is expected at 1.18 a.m. tomorrow morning. . . . **Thames Estuary A.C.** intend their Member's Rally on 17th October to be a not-too-difficult event, with plenty of time for chatting to other folk at controls. The start, lunch break and finish will be at the "Green Man", Navestock; entries to F. A. Freeman, 93 Rendlesham Road, Clapton, E.5, by 12th October. . . . **Marconi A.C.'s** Night Navigation Rally on 23rd/24th October is open to members of the Cambridge '50 C.C., Eastern Counties M.C., Hoffman M.C., King's Lynn and D.M.C., Southern Jowett C.C., Thames Estuary A.C. and West Essex C.C. Details may be had from P. C. Lacey, 48 Highfield Road, Chelmsford, Essex. . . . New address of **Les Needham**, comp. secretary to the **Harrow C.C.**, is Radio Sound Services, 279 Edgware Road, Colindale, N.W.9. From him can be obtained details of the club's gymkhana on 10th October and social run on 24th October. . . . **Lea-Francis Owners' Club** have now been recognized by the R.A.C., and their 10s. entrance fee has been dropped. Members of the Alvis O.C. are invited to join Lea-Francis O.C. members at the Albert Hotel, Kingston Hill, for a film show at 8 p.m. on 12 October. Regular meetings are held there on the second Tuesday of each month, and the hon. secretary is P. G. Tompson, 3 Effingham House, Kingsnympton Park, Kingston Hill. . . . **Kentish Border C.C.** will run their "specials-only" Stafford Clark Cup Trial this Sunday, 10th October, starting at 11 a.m. from the Trulls Hatch Country Club, Rotherfield, Sussex. Further details from H. H. Alderton, The Cottage, Bromley Grove, Shortlands, Kent. . . . **B.A.R.C.'s** 26th Greenwood Cup Trial is scheduled for Sunday, 17th October. There will be two classes, one for touring and one for sports cars, but Delloes and specials are barred. A 60-mile, non-damaging course has been chosen, and entries should reach Mike Wilson, Silver



VINTAGE FROLIC: Frank Lockhart and "Doc" Pinkerton in Peugeot and Rover, both of 1923 manufacture, enjoy a scrap in the Dunstable autocross on 26th September.

Royd House, Leeds, 12, by next Thursday, 14th October. . . . Supplementary regs. for the 4th **Inter Varsity Rally** on 30th/31st October are now available from H. Nott, Caius College, Cambridge. This event is open to any member of a university motor club, and centres on Derbyshire with a 350-mile route through Wales, finishing at Mere, near Chester. . . . **Alvis O.C.**, Alvis Register and unattached Alvis owners are invited to a social meeting at the Punchbowl, Warwick, at 7.30 p.m. on 17th October. . . . **Rapier Register** decided at their A.G.M. on 19th September to concentrate, as before, on social functions and the registration of spares. Details of membership from G. D. Speight, 473 Manchester Road, Sheffield, 10. . . . **Bentley D.C.** annual dinner and dance will take place on Saturday, 23rd October, at the Dorchester Hotel. For tickets, apply to Lt.-Col. C. H. D. Berthon, "Madges", Long Crendon, Bucks. . . . This Sunday, 10th October, the **Leicestershire C.C.'s** Lonsdale Trophy Trial will start at 2 p.m. from Uppingham Road, Leicester. . . . Special tests at Fairwood aerodrome, followed by a 100-mile road section, will make up the Hinwood Navigation Trial of the **Swansea M.C.** on 17th October. Entries close on 11th October with G. G. L. Thomas, 70 Cherry Grove, Swansea. . . . **Association of Northern Car Clubs** will hold their 28th meeting at the White Swan Hotel, Halifax, starting at 7.30 p.m. on Thursday, 21st October. Representatives are asked to bring their lists of provisional 1955 dates to this meeting. . . . New address of the **Welsh Counties C.C.'s** hon. secretary, Bill Woodroffe, is 3 Southminster Road, Roath, Cardiff. . . . **Sussex C. & M.C.C.'s** secretary has also moved, his new address being "Coombe Down", Ring Road, Lancing. . . . **Circle C.C.** has now been recognized by the R.A.C. Their hon. secretary is Mrs. W. Paul, Flat 2, 14 Hardwick Road, Eastbourne, Sussex. . . . **S.C.C. of Norfolk's** 350-mile Ten Test Rally will be run on 23rd/24th October, with starting controls at Wormingford and Snetterton and the finish at Yarmouth. This is the club's first invitation event, and entries will close on 18th

October; hon. secretary is John Olorenshaw, 118 Prince of Wales Road, Norwich. . . . **Pembrokeshire M.C.'s** Lydstep hill-climb on 16th October (surely the last speed event of the season?) is open to members of the Bugatti O.C., Hagley and D.L.C.C., London M.C., M.G.C.C., South Wales A.C., Welsh Counties C.C. and Hereford M.C. Secretary of the meeting is G. F. Reason-Jones, Royal Lion Hotel, Tenby, Pembrokeshire. . . . That well-known "classic", the **Sheffield and Hallamshire M.C.'s** High Peak Trial, will be run as a one-day event this year, but the usual dinner and dance will be held. Competitors from the South will be saved the inconvenience of travelling on Friday evening or early Saturday morning, as the trial will start from the Rising Sun Hotel, Bamford (on the Sheffield/Castleton road) at 11 a.m. on Sunday, 31st October; the dinner will be held in the hotel at 7.30 p.m. the previous evening. Entries close on 20th October, and the trial is open by invitation to members of the Lancashire and Cheshire C.C., Sunbac, London M.C., B.A.R.C., Shensstone and D.C.C. and Mid-Cheshire C.C.—plus, of course, entrants for the R.A.C. Trials Championship. Secretary of the meeting is W. Lister, 7 Prospect Place, Tootley Rise, Sheffield. . . . **Dunlop (Coventry) M.C.**, now in the third year of their existence, issue an open invitation to a meeting at the Old Hall, Coventry, on 14th October at 8 p.m. Speakers will be W. J. Allarton, of Messrs. Lucas, and J. V. Harrison, of the S.U. Carburetter Company.

BORDER RALLY

BERWICK AND DISTRICT MOTOR CLUB LTD. are confident of exceeding last year's 50 entries, with their third Border Rally on Sunday, 17th October.

The 150-mile course lies across the Borders with Berwick in England and Kelso in Scotland as the starting and finishing points. The organizers stress that there is "nothing round the tins"—no trick driving tests—and they advise early application for inclusion.

Entries should be sent to **Bill Martin** at Bleachfield, Ayton, Berwickshire.



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SEVEN-FIFTY AUTOCROSS

THE 750 Motor Club chose wisely in 18th September for their Autocross meeting, for this came on the same day as a Carnival at Pewsey. The festive authorities gave considerable support to the fixture, and a most successful meeting resulted, despite the occasional intrusion of a little Carnival material!

A half-mile circuit was laid out in a large field, containing a number of interesting bends, and a straight where the faster cars could reach quite respectable speeds. Sprinting on grass seems to be a great leveller of driving ability, and drivers great and small seemed quite evenly matched. Cars were despatched in pairs, so a racing flavour was given to the proceedings, and some excellent battles were seen. A sharp and bumpy corner came immediately before the finishing line, and many drivers passed under the banner sideways. One man, who shall be nameless, actually finished his run backwards, at high velocity! Competitors got three runs, the best to count towards the final results.

The event opened with runs for 750 Formula cars, in which Jack French, driving "Simplicity" was a fairly easy winner. Burry's orange Austin took second place, dicing strongly with R. L. Richards, until the latter struck ignition trouble and faded away to a standstill.

Light relief was provided by the class for pre-war Austin saloons, which was won by Holly Birkett, who exchanged a number of signs, partly rude, with his rival, J. Burry, as they bounced from bump to bump.

Faster metal came out when A. C. Westwood diced mightily with the red Balilla Fiat, having some tremendous controlled slides; however, J. J. Macklin's Austin-Ford special was not really chal-



DISPUTE for the final corner between W. G. Cawsey (Renault) and R. E. Owen (Volkswagen), whose times differed by only one-fifth of a second. The Volkswagen driver was third in his class.

lenged, putting up a beautifully judged 50.8, which stood as best time of the day despite all opposition.

Mrs. Park made best time in the ladies' class with the Silverstone Healey, passing Rogers's Morgan on the inside, and driving in a most enterprising manner.

During the second runs, West and Perry fought out a wheel-to-wheel battle with their Austins, crossing the line side by side in a great slide, with $\frac{1}{2}$ sec. between them. W. G. Cawsey and R. E. Owen disputed the claims of Renault and Volkswagen respectively, battling furiously on every run. Charles Bulmer did some very fast runs with a blown Buckler, the suspensions working overtime on the fast approach to the finishing bend. L. N. Needham's M.G. TC beat Dear's TF on the line, with a tremendous effort, both cars sliding all ways at once, and causing the officials on the finishing line to take cover hurriedly.

Third runs were generally a little slower, owing to the corners becoming greasy, though Peter Cooper made three very consistent runs in 56.4 secs. with the Triumph TR2. R. Yeats's new, and very attractive, Yeats Special won the class for 1,200 c.c. saloons, with some very fast runs, while Standbridge's Sun-

beam Alpine beat F. Downs's "90" model, although he tried very hard.

The meeting ended with a demonstration run by Sydney Allard, with the big Safari Allard. This was interesting for the fact that Mr. Allard, not having seen the course previously, put up a better time than many folk who had practised assiduously! His final slide over the line was a rousing ending to a very enjoyable meeting.

A. HOLLISTER.

Results

Class 1. 750 Formula: 1, J. French (Simplicity), 53.5; 2, J. R. Burry (Austin), 55.0; 3, L. L. West (Austin), 55.6.

Class 2. Pre-war Austin Saloons: 1, H. Birkett (Austin), 60.4.

Class 3. Up to 1,200 c.c., Open cars: 1, J. J. Macklin (Austin-Ford), 50.8 (B.T.D.); 2, C. L. J. Fisher (Gregory Spl.), 51.0; 3, P. G. Cooper (Cooper Spl.), and A. C. Westwood (Fiat Balilla), 51.8.

Class 4. Up to 1,200 c.c., Closed cars: 1, R. Yeats (Yeats Spl.), 54.0; 2, G. W. Brown (Renault), 55.4; 3, R. E. Owen (Volkswagen), 57.4.

Class 5. 1,200-1,800 c.c., Open cars: 1, C. H. Bulmer (Buckler), 51.0; 2, L. N. Needham (M.G.), 56.8.

Class 6. 1,200-1,800 c.c., Closed cars: 1, G. N. Dear (M.G.), 54.2.

Class 7. Over 1,800 c.c., Open cars: 1, J. H. Appleton (Triumph TR2), 52.6; 2, P. Norgard (Morgan), 53.0; 3, A. M. Park (Healey), 53.8.

Class 8. Over 1,800 c.c., Closed cars: 1, R. P. Standbridge (Sunbeam-Talbot), 55.4; 2, F. Downs (Sunbeam-Talbot), 57.6.

Ladies' Prize: Mrs. A. M. Park (Healey), 55.0.

SPRING AND AUTUMN FOR HEBER

H. G. McMahon Completes a Double in Kilkenny

MAKE no mistake about it, Kilkenny Car Club navigation trials are tough and the Open Autumn Trial on the 12th September was no exception. Emphasis was, of course, laid on navigation with seven far from gentle tests laid on at odd points over the 160-mile route. Starting from Kilkenny City the course led via Goresbridge and a labyrinth of very mediocre by-roads and across the river Suir to Waterford, thence to Stradbally on the coast where there was an hour's lunch break. Some characters remarked, but did not complain, that the only lunch available in Stradbally that fine Sunday was liquid and sold in bottles!

Four tests were held on the way to Stradbally. The Goresbridge Control test was outstanding inasmuch as while it looked very easy it was, in fact, very difficult. Competitors were required to motor up a short steep hill to a "T" junction turning left to straddle a line, thence to reverse to another line in a down and up "U", around a strategically placed pylon at the intersection of the "T", thence to a flying finish in a for-

ward direction. Those unfortunates who paused rounding the pylon or who had not got sufficient lock, stuck and stayed facing downhill with rear wheels spinning; modern cars with their very forward-mounted engines do not take kindly to sharp up-hill reversing. Tommy Connolly and Heber McMahon treated the thing with contempt in their rear-engined Volkswagens, Connolly being 2 secs. quicker than anyone else (26 secs.).

Many competitors went somewhat off route in their quest for a check point between Waterford and Stradbally; in consequence, at the half-way stage, clean sheets were as scarce as hens' teeth.

Part 2 of the trial wound around the coast and then inland to Dungarvan Pike. Pat Moss and Barry Statham got their cars wedged in between the tracks at a check point in Durrow Railway Station and were obliged to manhandle the things back on to the road again, Moss's A40 proving itself to be no lightweight dead-weight! Test No. 5 near Dungarvan Pike required some amphibious motoring in and out of the bed of a shallow river. This was very rough stuff indeed and

times were inclined to be in inverse proportion to a competitor's regard for his motor-car. Two seconds covered the difference in times of Tommy Connolly (Volkswagen), Heber McMahon (Volkswagen), Gwynn Dyer (Somerset) and Barry Statham, the latter launching his wife's new Anglia into the wet "rough" with a husbandly disregard for any feminine finer feelings for a nice motor-car. Turning North again competitors then went through the Comeragh Mountains via several check points and Kilsheelan to the final control at a vast quarry near Kilmanagh, a few miles outside Kilkenny. Somewhere along the way H. F. Hanna hit a telegraph pole with his Volkswagen and had to retire. The final test here had everyone tingling with excitement. Briefly, it involved doing two circuits of the quarry, negotiating on the way several very tricky bends and three tar barrel "chicanes" and while the surface was hard it had a fine coating of granite chips making it all too easy for the over exuberant to come unstuck.

J. O'DONOGHUE.

Results

Premier Award: H. G. McMahon (Volkswagen), 331 marks lost. **First Class:** G. Dyer (Austin Somerset), 341. **Second Class:** T. Connolly (Volkswagen), 346; B. Nixon (Anglia), 387.

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BRAEMAR GATHERING

Successful Three-Day Rally in Scotland

THE Scottish Sporting Car Club's three-day "Heather Rally", on the 25th/27th September, was based on Braemar, and the road sections to and from that pleasant Highland township took competitors through some fine Scottish scenery. Certainly the event lived up to its title for there was no lack of heather in the passing scene and, for once this season, the weather was mainly fair although cold.

From Glasgow's Blythswood Square on Saturday morning, the road sections to Braemar were far from being arduous. Only Marion Wallace (M.G. TF) reported late at the Balnald control and everyone was on time at Braemar, although we did notice that W. R. Sutherland (M.G.), Gray Mickel (Ford Consul) and Jim Broadbent (Allard) had to do a spot of fast motoring through Glen Isla to make up time lost in overshooting a clued route point at Kirkton of Kingoldrum.

An encounter with the banking while making his way up the Devil's Elbow resulted in front suspension bothers on R. T. Abbott's TR2, repairs before putting the car into the *parc fermé* taking quite a bit of time and costing 75 marks.

The only driving test on Saturday was a forward motion into a limited stop area, followed by a quick turn-about within a confined space to an astride stop. This was set out in the big car park used for coaches at the Braemar Games, and despite the fact that this is rough grassland, Maurice Smellie's Ford Anglia was motored

without qualms and made the best time. Jack Hally got his lovely Jaguar coupé among the pylon markers but, luckily for him, the test sheet showed no penalties for doing so. The M.G. saloon driven by W. R. Sutherland was neat and, as usual, Norman Lithgow (H.R.G.) was among the fastest.

On Sunday morning the entry returned to the parking place, where three tests were set out. In the first, W. M. Gilmour (Sunbeam-Talbot) gave every indication of never having changed a wheel in his life, and had his fair navigator not shown a remarkable unconcern for her immaculate slacks and perfect manicure, he might still have been at Braemar. The wheels of Sheila Whyte's Triumph TR2 had been secured for the car's previous outing at Bo'ness, so that the nuts took a lot of shifting, but the crews of Ian Munn's Mitchell Special and A. D. R. McAslan's Morgan went through the manoeuvre very rapidly indeed.

Then came a forward-and-reverse test involving a double criss-cross and a stop astride finish, in which Francis Dundas (Morgan) excelled himself and Bill Shepherd (H.R.G.) lost his way. Dr. J. Watson motored his old style Ford very smartly, as did R. G. Stuart, but it was the Lithgow H.R.G. which made the best time.

This was followed by what seemed, on reading the instructions, to be a very complicated test indeed, but proved to be a fast figure of eight where the only thing to be remembered was the fact that one circumnavigated the top pylons

and did not go between them. A. R. Macnaughton (Sunbeam-Talbot) did go between them but Herbert Meikle (Morris) and Maurice Smellie (Ford Anglia) did not, and made very good times into the bargain.

The first of Sunday afternoon's road sections proved to be the only tight one of the rally. It was complicated by the wanderings of a flock of sheep and, in all, 11 competitors were late at Candy Farm. Ian Munn (Mitchell Special) invented a route all his own, but Bill Marchbanks picked what should have been a short cut and ended in a set of sheep tracks, on which his driver, Jimmy Cringeon, had the misfortune to tear the sump of their Ford Zodiac just as they were in sight of macadam once more.

Graced by brilliant sunshine and in clear, cold air that made visibility excellent, Monday's long run up to Stonehaven and down to Laurencekirk was a wonderful experience. The three road sections totalled a little over 186 miles, but time proved to be adequate and there were no penalties on the way to Doune.

The last two tests were set out in the disused duckpond of Deanston House Hotel, and consisted of a forward-and-reverse and a parking test in the usual vein. Best in the forward and reverse was Francis Dundas (Morgan), who then went on to collect all the penalties in the world by knocking the kerb for six in the parking test.

A. N. FORD.

Results
Open Cars, Unlimited: 1, N. T. Lithgow (H.R.G.), 143.3 marks lost; 2, J. W. Wilson (Austin-Healey), 162.5. **Closed Cars, up to 950 c.c.:** 1, H. A. G. Meikle (Morris), 197.0. **951 to 1,600 c.c.:** Dr. J. Watson (Ford), 145.8; 2, J. N. Armour (Peugeot), 167.8. **1,601 c.c. and Upwards:** 1, J. Hally (Jaguar), 173.8; 2, J. B. McWilliam (Ford), 180.0.

Team Award: N. T. Lithgow, H. A. G. Meikle, J. Hally. **Ladies' Award:** Miss Anne Neil (Morgan), 173.6.

THE Mid-Surrey A.C.'s "200" Rally, held during the night of the 18th and the early morning of the 19th September, turned out to be one of those events which are "won on the road"—partly because of fog.

Although there were in fact seven special tests, two were road sections and the remainder could not out a good road performance. The 80 or so competitors were despatched from two starting points at Epsom and Brighton from 9 p.m. onwards, then converged on Fernhurst, where the first control was situated, and via Liphook to the first test near Hawley. K. Monk (Austin-Healey) recorded 24 secs., which was 1.1 secs. better than the next fastest, D. E. Read (Dellow). J. A. Lanz (Sunbeam-Talbot) got down to 27.2 secs., the best time by a closed car.

A few miles of narrow lanes led to test 2, which was to prove extremely difficult. Only 13 competitors made a clean run and of these J. Lanz (Sunbeam-Talbot) and M. F. Stewart (M.G.) took only 13.4 secs., whilst J. Kendrick (Austin-Healey) and F. Gill (Hillman) required 14 secs. It was shortly after this test that the first few wisps of fog were encountered. It steadily increased over the next few miles and remained throughout the rest of the night.

From the second test the route led through Alresford to Kingsworthy, and on to Sutton Scotney and the regularity section. Over a distance of 10 miles,

MID-SURREY "200" RALLY

a time of only 30 secs. was allowed at two undisclosed checks. The first of these gave little trouble but the fog further increased before the second was reached and, although this section of the route was comparatively easy, only 15 competitors got through without loss of marks, while 21 lost between 10 and 20 marks. From this test to the night control at Romsey, quite a number lost further marks against a schedule speed of only 24 miles an hour.

During the 1½-hour halt, competitors had time to plan the next part of the route, but it was by no means straightforward, accurate navigation was essential and with fog adding to their difficulties only five competitors came through with the maximum number of marks.

This test, together with the previous one, were in fact the crux of the whole event. Thirty miles on came a flexibility test on South Harting Hill, where the majority incurred a penalty on formula of 6 to 8 points. E. N. London set a very high standard with a figure of 2.8, followed by H. W. Kendrick (Austin-Healey) with 3.3. Soon after the test, as competitors climbed up over the downs, the fog began to disperse, disclosing a magnificent dawn with the fog still hiding the valleys below.

The next test consisted of acceleration,

braking, reversing and manoeuvring round markers. At first, times of around 43 secs. came through one after the other; then Kendrick shot through in a perfectly judged run in 35.2 secs., and E. D. Woolley took only 0.4 sec. longer in his Porsche.

As the last competitors left the test the sun was already quite warm, but in the valley behind the Dyke the fog just managed to show its presence for short distances, then was left behind as competitors climbed up out of Poynings to be rewarded by the sight of sea sparkling in the sunshine. The final test here was comparatively simple, and carried out on a downhill slope with engine switched off. So to the finish on Madeira Drive, Brighton, where all but seven of the starters checked in.

Provisional Results

Premier Award: E. D. Woolley (Porsche).

Runner-up: G. Langdon (Sunbeam-Talbot).

Up to 1,250 c.c., open: 1, P. A. Bailey (Singer); 2, G. R. Leigh Jones (M.G.); 3, A. A. Thorman (Dellow). **Closed:** 1, Dr. R. L. McGhie (Simca); 2, K. Hale (M.G.); 3, M. C. Koester (Morris). **Up to 2,000 c.c., open:** 1, P. Major (Frazer-Nash); 2, G. I. Bigg (Hillman); 3, F. Masfield Baker (Triumph TR2). **Closed:** 1, E. D. Woolley (Porsche); 2, F. Gill (Hillman); 3, W. A. Stewart (Jowett). **Unlimited, open:** 1, H. G. W. Kendrick (Austin-Healey); 2, K. Mark (Austin-Healey); 3, H. Kleeman (Austin-Healey). **Closed:** 1, G. Langdon (Sunbeam-Talbot); 2, M. Mostyn (Jaguar XK 120); 3, J. A. Lanz (Sunbeam-Talbot).

Ladies' Cup: Mrs. F. J. Blickman (Ford).

RECENT RESULTS

SINGER O.C. "TREFOIL" NIGHT RALLY

11th/12th September

Best Performance: D. Giles (Triumph TR2).

Best S.O.C. Navigators: Mrs. A. S. Bennett. Best Open Car: M. Munton (Singer 1½-litre). Best Closed Car: F. Freeman (Austin A40).

MAIDSTONE AND MID-KENT M.C.

NIGHT NAVIGATION RALLY

25th/26th September

Harold Sharp Trophy (Best performance): 1, T. Dawe (Prestect); 2, D. Saunders (M.G.); 3, A. D. Knight (Vauxhall).

First Class Awards: A. Ellis (Austin A40); L. E. Davey (Zephyr).

Second Class Awards: J. Durrant (Consul); J. Cutbush (S./Talbot 90).

Novice Award: C. Allchin (Triumph).

SUNBEAM REGISTER SANDHURST RALLY

26th September

Concours d'Élégance (Pre-1926): J. G. Hampton (1912 15.9 Sunbeam). Post-1925: J. G. Mockridge (1937 Talbot 105).

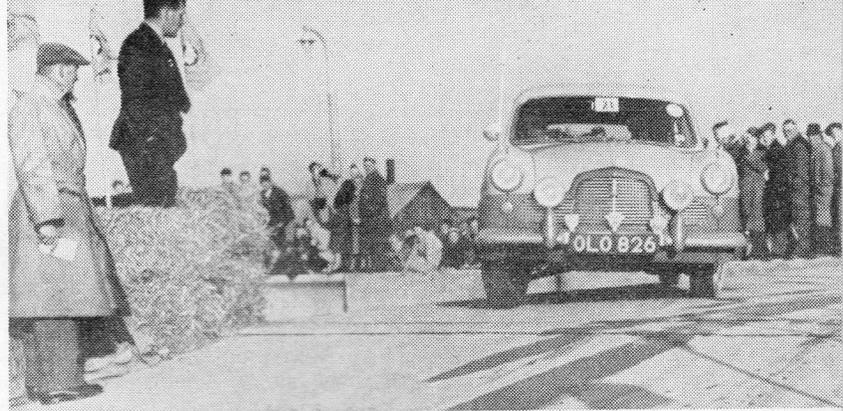
Driving Tests: 1, R. Negus (1923 Talbot-Darraco 12); 2, W. C. Hodgson (1923 Sunbeam 14).

750 M.C./U.H.U.L.M.C./HANTS AND BERKS M.C. SPRINT

Rushmoor, Hants, 26th September

750 Formula: 1, T. Miers (Stoneham Spl.), 21.28 secs.; 2, J. S. French (Simplicity), 21.88; 3, J. Marpole (Simplicity), 21.92. 1,172 Formula: 1, A. Target (Buckler), 20.23; 2, M. Beare (Denmark Spl.), 20.48; 3, W. Liddell (Buckler), 20.59. Up to 1,300 c.c.: 1, W. Arklay (Arklay Spl.), 18.87; 2, J. Waller (M.G. PB), 19.02; 3, J. Scott (Arklay Spl.), 19.48. Over 1,800 c.c.: 1, R. North (Triumph TR2), 18.54; 2, A. Sturridge (Alfa Romeo), 19.13; 3, K. Barrow (Aston Martin), 20.84. Handicap: 1, D. Scrutton (3-litre Talbot); 2, K. Obee (M.G. PB); 3, P. Henderson (Austin 7). B.T.D.: M. Burn (Frazer-Nash), 17.21 secs.

(Right) Jim Russell, the 500 c.c. racing driver, tries his hand at rally tests with his Ford Zodiac in the recent Hunstanton Rally.



ENTENTE CORDIALE

FOR the last three years in connection with the French Sporting Trial, and more recently the Petit Rallye, members of the London Motor Club have been guests of the Automobile Club du Mont Blanc at Annecy. Now the L.M.C. are returning their hospitality on the occasion of a visit to London of many of their French friends over the Motor Show period. A full programme has been arranged, including a bus tour of London, a visit to Earls Court, a film show at Club headquarters and other visits and social functions.

HUNSTANTON RALLY

THREE hours of torrential rain, just before the start on 26th September, turned the King's Lynn and D.M.C.'s first Hunstanton Rally into an ordeal by mud for the competitors. The worst of the mire was encountered in the first 96 miles, leading from the starting points at East Bradenham and Parson Drove to Hunstanton itself. A "seesaw" test on

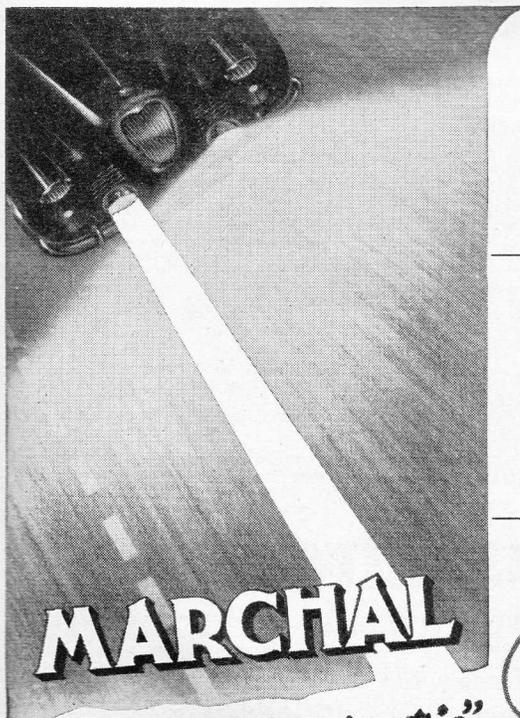
Ringstead Down was followed by an 80-mile section in High Norfolk, and the Peterborough M.C.'s "A" team lost a sure first place in the team competition when two of its members missed a secret time check near Colkirk. Best on this section was none other than Jim Russell, the 500 c.c. racing driver, but his Ford Zodiac was handicapped by a locking brake in the driving tests, which were held on Hunstanton promenade.

Results

Premier Award: W. S. Lee/F. Leatherdale (Morris Minor), 140.3 points lost; 2, C. R. Cowlin/D. S. M. Wilson (M.G. TF), 160.7; 3, A. E. Cleghorn/Mrs. Cleghorn (Dellow), 179.0; 4, C. B. Green/T. B. Green (S.M. Spl.), 181.2; 5, Miss P. Read/— (Ford Anglia), 208.8; 6, G. H. Woodcock/R. Tyler (Morris Oxford), 209.7

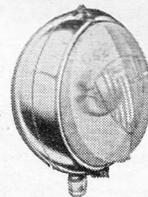
Under 1,500 c.c., open: C. R. Cowlin; Closed: W. S. Lee. Over 1,500 c.c., open: D. R. Burrell (Triumph TR2); Closed: J. Russell (Ford Zodiac). Driving Tests Award: D. R. Burrell.

Team Competition: 1, S.C.C. of Norfolk (Cowlin, Cleghorn and Burrell), 607.3; 2, Peterborough M.C. "A" Team (Woodcock, J. W. E. Banks (Bristol) and Dr. R. Smith (Triumph)), 760.7; 3, Peterborough Ford Team (Miss Read, C. Armstrong and J. Goodwin), 873.3.



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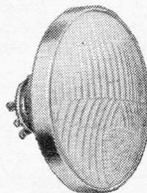
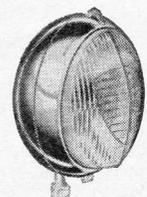


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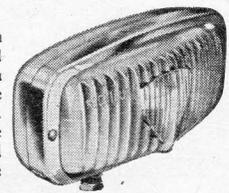


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COMING ATTRACTIONS

October 8th/9th. M.G.C.C. Weston Rally. Start, Bristol, Birmingham and Esher, Surrey.

October 9th. Eastern Counties M.C. National Race Meeting, Snetterton, nr. Thetford. Start, 12 noon.

North Staffordshire M.C. Race Meeting, Silverstone, nr. Towcester. Start, 12 noon.

500 M.R.C.I. Race Meeting, Kirkistown, Co. Down, N. Ireland. Start, 2.15 p.m.

M.C.C. Autumn Touring Trial. Start, Evenlode Hotel, Eynsham, Oxon, 10 a.m.

Shenstone and D.C.C. Buxton Rally. Start, Shenstone and Grindleford.

Rover Sports Register/Lea-Francis O.C. Chiltern "100" Rally. Start, Runnymede, 3.15 p.m.

Newry and D.M.C. "Highest Up" Competition, Goblin Wood, Narrow Water Estate, nr. Warrenpoint, N. Ireland. Start, 2.30 p.m.

West Cornwall M.C. Concours d'Élégance, Lemon Quay, Truro. Start, 3.15 p.m.

Burnham-on-Sea M.C. Night Rally.

October 9th/10th. Mid-Cheshire M.C. Night Rally.

Worcestershire M.C. Invitation Rally.

South of Scotland C.C. Ayrshire Rally.

S.T.O.C. 7th Annual Scarborough Rally.

October 10th. Louth and D.M.C.C. Race Meeting, Cadwell Park, Lincs. Start, 11.30 a.m.

Cambridge '50 C.C. Speed Trials, Bushmead, nr. Great Stoughton, Hunts. Start, 2 p.m.

Taunton M.C. Allen Trophy Trial. Start, Purchase's Market Garage, Priory Bridge, Taunton, 10.30 a.m.

Liverpool M.C. "Swan" Autocross, Helby, Cheshire. Start, 11 a.m.

Caernarvonshire and Anglesey M.C. Autocross, North Anglesey. Assemble at Look-Out, Upper Bangor, 2 p.m.

M.G.C.C. (Scottish Centre) Autocross, Hartree Hotel, Biggar. Start, 2 p.m.

Hants and Berks M.C. Driving Tests, California-in-England, nr. Wokingham, Berks. Start, 1 p.m.

Kentish Border C.C. Stafford Clark Cup Trial. Start, Trulls Hatch Country Club, Rotherfield, Sussex, 11 a.m.

Leicestershire C.C. Lonsdale Trophy Trial. Start, Trocadero, Uppingham Road, Leicester, 2 p.m.

Burnley A.C. C. S. Garages Trophy Rally.

B.A.R.C. (N.W. Centre) Lancashire Trial.

Limerick M.C. Circuit of Clare Rally.

DURHAM NAVIGATION

THE Durham A.C. (formerly the Burnhope and D.M.C.) recently held their Annual Navigational Trial around Chollerford in Northumberland. Thirty competitors were given navigation problems which, when solved, led them to each check point and the next clue, whilst maintaining a set average speed. Sixteen competitors succeeded in completing the route devised by S. R. Taylor.

Results

Mercury Trophy (Best Performance): F. F. Rankin/Mrs. N. Rankin (Morgan); 2. Miss Sheila Pye/Miss Mary Reed (Morris); 3. P. G. Walton/C. Batchelor (Vauxhall).

First Class Awards: R. A. Bothroyd (Alvis), W. Elliott (Alvis), P. Young (Lancia).

Team Award: F. F. Rankin, P. G. Walton and I. A. Bothroyd.

PUBLIC SCHOOLS' RALLY

A REGULARITY test from Croydon Airport to Hedley, a navigation section from there to Brockham, and a simple section of the scavenger hunt type to Burgh Heath made up the 100-mile Southern Rally of the Public Schools' M.C. It was held on 26th September and enjoyed by all, but the entry of 20 competitors was disappointingly small.

Results

Premier Award: J. R. Paul (Morris Minor), 11 marks lost.

Class A: 1, J. Blumsden (Morris Minor), 15; 2, A. Heilbron (Austin A30), 22. **Class B:** 1, J. J. Spencer (Austin A40 Sports), 19; 2, M. Ellis (Vauxhall 14), 24.

IRISH M.G.C.C. TRIAL

THE M.G. Car Club's (Irish Centre) Jackson Trophy Trial on Saturday, 25th September, was won in no uncertain manner by Paddy Hopkirk, driving a Volkswagen. The trial was a moderately difficult test of navigation over an 80-mile course in the Dublin mountains. The route led from Templeogue to Kilbride, thence in a long loop to Lemonstown Cross, Rathmore and back again to Kilbride, and through the inevitable Sally Gap to end at The Glen of The Downs.

Results

Jackson Trophy: P. B. Hopkirk (Volkswagen), 87 marks.
Specials Class: 1, A. D. Malcolm (Buckler), 19.
Open Car Class: 1, R. Wood-Martin (M.G.), 40; 2, R. A. Laird (Triumph TR2), 32. **Saloon Class:** 1, H. G. McMahon (Volkswagen), 86; 2, R. E. Newell (DKW), 73; 3, Dr. J. MacDougald (M.G.), 69. **Non-Experts:** 1, B. W. Browett (Morris), 52; 2, P. Legge (Morris), 45.

CLUB FIXTURES

Cambridge '50 C.C.—Meeting, 8th October. Ancient Shepherd, Fenditton, nr. Cambridge.

North London M.C.—Meeting, 8th October. Cat Inn, Cat Hill, East Barnet.

Haslemere M.C.—Point-to-point run, 9th October. Start, Gorselands Hotel, Bramshott Chase, Surrey.

Bentley D.C.—Meetings: 9th October, Rock Inn, Chiddingstone, Kent; Ship Inn, Alveston, Glos. and Crown Inn, Cookham, Berks; 11th October, Red Lion, Cheam, Surrey; 12th October, Queen's Hotel, Cardiff, Glam.; 13th October, The Sun, Dedham, nr. Colchester, and King's Head, Old Bexley, Kent; 14th October, The George, Amesbury, Wilts, and The Corner House, Canon's Park, Edgware, Middlesex.

Harrow C.C.—Gymkhana, 10th October.

750 M.C.—Meetings: 11th October, Royal Thorn Hotel, Wythenshawe, Manchester, and Saddler's Arms, New Yatt, nr. Witney; 12th October, Railway Inn, Patchway, Bristol; 14th October, Forest Hotel, Dorridge.

Lea-Francis O.C.—Film show, 12th October. Albert Hotel, Kingston Hill, Surrey, 8 p.m.

Northampton and D.C.C.—Meeting, 12th October. Blisworth Hotel, Northampton, 8 p.m.

Lagonda Club (Northern).—Meeting, 12th October. Roe Cross Hotel, Mottram.

Liverpool M.C.—Meeting, 13th October, Childwall Abbey Hotel, Liverpool.

Sunbac.—Meeting, 14th October, Mason's Arms, Solihull.

West Hants and Dorset C.C.—Meeting, 14th October, Westbourne Hotel, Bournemouth.

Surrey Sporting M.C.—Meeting, 14th October, Warwick Hotel, Redhill.

Dunlop M.C.—Talk, 14th October, The Old Hall, Coventry, 8 p.m.

Vintage S.C.C.—Meetings, 14th October: Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans, Herts; Wheatheaf, Baslow, Derby; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

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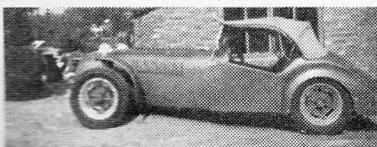
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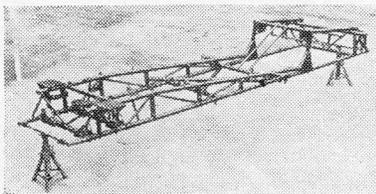
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