

**TULIP RALLY-FULL ILLUSTRATED REPORT**

# AUTOSPORT

MAY 13, 1955

**1/6**

EVERY FRIDAY  
Vol. 10 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY



**SPECIAL SILVERSTONE ISSUE**



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*at*

## SILVERSTONE

*winning outright*

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### TOURING CAR RACE

**1<sup>st</sup>**

(J. M. Hawthorn)

**2<sup>nd</sup>**

(J. R. Stewart)

**3<sup>rd</sup>**

(J. D. Titterington)

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at a record average speed of 78.92 m.p.h.

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(Subject to official confirmation).

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**more winners**

## SILVERSTONE

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- 1st JAGUAR** MIKE HAWTHORN  
**2nd JAGUAR** J. R. STEWART  
**3rd JAGUAR** J. D. TITTERINGTON

Also 1st, 2nd and 3rd in CLASS "C"

### SPORTS CAR RACE CLASS "C"

- 1st JAGUAR** A. P. ROLT  
**2nd JAGUAR** MIKE HAWTHORN  
**3rd JAGUAR** J. D. HAMILTON

Mike Hawthorn also broke the Lap Record for Sports Cars at 95.79 m.p.h.

(Subject to official confirmation)

using



*Exactly the same as you can get at your garage*

**ALSO USING SHELL WITH I.C.A.**



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 19

May 13, 1955

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## EDITORIAL

### HOLLAND'S TULIP RALLY

THE experiment by the R.A.C.-West of introducing car handicaps for the Seventh International Tulip Rally can be said to have been fairly successful. Nevertheless it is to be hoped that the organizers will profit by experience, and modify certain handicaps which did favour particular vehicles. Although AUTOSPORT quite understands the reluctance of Mr. Nortier and his associates to repeat the very tight sections used for the 1954 special stages, it is felt generally that at least one section should be made with a tighter time schedule than others, in order to do some sorting out on the road without complete dependence on the eliminating tests for the classification. Also the 50 per cent. of the total handicap which was used at Zandvoort may have made for interesting racing, but put far too much emphasis on Zandvoort to arrive at a result. Thus several crews drove magnificently throughout the event, but their handicap at Zandvoort was more likely to drop them several places in the general classification, rather than to improve their position, even if they went flat out from the start. Anyway one must congratulate Tak and Niemöller for their performance with the 300SL Mercedes-Benz, and also Bill Banks and A. Meredith-Owens with the Bristol. Britain's little Standard Ten once again collected rally honours, this time driven by M. Gatsonides and T. St. John Foster.

### BRITAIN'S INTERNATIONAL SILVERSTONE

THE seventh annual *Daily Express* Trophy meeting at Silverstone differed in one important respect from the six previous ones. With the removal of the 1955 British G.P. to Aintree, last Saturday's was the sole major International fixture to be held this season at the famous Northants airfield circuit. It lived well up to the Silverstone reputation for providing the unexpected in motor racing, and a very large crowd witnessed a stern battle between two top-rate British drivers in Italian cars, with Peter Collins enhancing his already high reputation for skill and adaptability by winning in a car which he had never driven until two days previously. To the owners of the car, the Owen Organization, high praise is due for its preparation and condition; its performance must indeed have been encouraging to B.R.M. mechanics long innured to disappointment.

Although the two new Connaughts did not finish the race, their troubles are far from insuperable. The Vanwalls, too, will obviously shine as development continues, but our commiserations go to Mr. Tony Vandervell for the loss of one of his cars, and to Ken Wharton for his injuries. We trust that both he and the Vanwall Formula 1 cars will speedily achieve race-worthiness again.

### OUR COVER PICTURE

**VERSATILITY:** Peter Collins, winner of races with cars as widely differing as Cooper 500s, the 4½-litre Thinwall Spl. and the 16 cylinder B.R.M., won his first Formula 1 race at Silverstone last Saturday, in the Owen Organization's Maserati, seen here drifting through Copse Corner.



## SPORTS NEWS

### EASY FOR ASCARI

#### Lancia Wins at Naples from Maserati

ALBERTO ASCARI (Lancia) led from start to finish in last Sunday's Naples G.P., challenged only by Luigi Musso (Maserati). The presence of two Lancias brought out a crowd of over 80,000.

Jean Behra (Maserati), in third place and coming up fast to challenge Ascari, crashed at a corner near the pits and damaged a wheel. He managed to get

to his pit, and changed the wheel, losing over five laps by the delay. Eventually he set up a new lap record of 2 mins. 9.4 secs. (114.064 k.p.h.). Villoresi was never happy in the second Lancia, and finished a lap behind his team-mate. Musso drove a grand race, but his Maserati had not the speed of Ascari's Lancia. Whiteaway (H.W.M.) retired on lap 18, and Mieres (Maserati) on lap 33.

#### Results

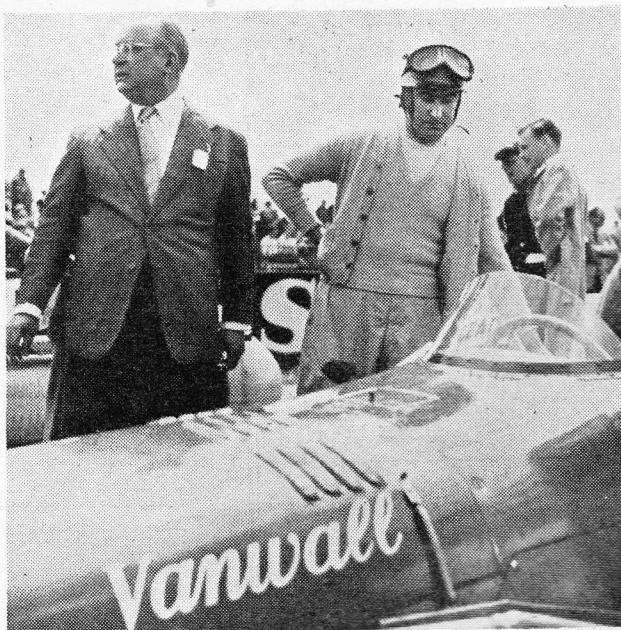
1, Ascari (Lancia), 60 laps, 2 hrs. 13 mins. 2.6 secs. (110.927 k.p.h.). 2, Musso (Maserati), 2 hrs. 14 mins. 20 secs. 3, Villoresi (Lancia), 59 laps. 4, Behra (Maserati), 55 laps. 5, Scarlati (Ferrari), 54 laps. 6, Taraschi (Ferrari), 53 laps. 7, Volonterio (Maserati), 47 laps.

**Fastest lap:** Behra (Maserati), 2 mins. 9.4 secs. (114.064 k.p.h.), record.

**SPECIAL DELIVERY!** Munich picture of Mercedes-Benz chief technician Uhlenhaut reading AUTOSPORT's account of the Mille Miglia last Friday, on the occasion of the autobahn tests of a 300SL, as described on page 602.

### BRITISH ENTRIES FOR EIFELRENNEN

THREE 300SLR Mercedes-Benz have been entered for the Eifel sports car races at Nürburgring on 28th/29th May. Two works Aston Martins, two Ecurie Ecosse Jaguars, Chapman's Lotus and a works Kieft are going from this country. Other entries include German motorcycle champion Roland Schnell with an Austin-Healey, Daetwyler (Ferrari), three Maseratis, de Portago (Ferrari), de Oliveira (Ferrari), Masten Gregory (Ferrari) and three of the fast 2-litre EMWs from Germany's Eastern Zone. The Ecurie Ecosse drivers will be Desmond Titterton and Jimmy Stewart. Georges Trouis of Paris will also be driving, in a Kieft.



★  
**NOT THEIR DAY:** (Left) Of major interest at last Saturday's Silverstone meeting was the entry of two 2½-litre fuel injection Formula 1 Vanwalls. Here are the entrant Tony Vandervell and his new driver Ken Wharton before the race.

★  
(Below) Ken Wharton walks to the ambulance, his arms and neck badly burned, after his car caught fire at Cope Corner.

## ASTON MARTIN WINS AT SPA

### Paul Frère Averages over 107 m.p.h. with DB3S in Production Race

PAUL FRÈRE had a field day in last Sunday's production car races at Spa, winning the over 2,600 c.c. event with a DB3S Aston Martin at the fantastic pace of 173.667 k.p.h., and the 2,600 c.c. modified touring category at 143.148 k.p.h. with a Super Sprint Alfa Romeo. In the American car class, John Claes and Milhous, both in V8 Fords, dead-heated at 149.093 k.p.h.

The 1,000-1,600 c.c. modified touring category brought out some very interesting entries, including Brudes in a works Borgward Isabella, and George in a very hot-up Peugeot. Victory went to the German car by 14 secs., at 129.197 k.p.h.

In the Porsche race, the Frenchman Claude Storez won at close on 100 m.p.h. from Olivier, and in the 2,600 c.c. sports car event, Musy's Maserati finished two laps ahead of Herzet's Ferrari and Pua's Veritas.

Undoubtedly Frère's performance with the DB3S was outstanding. Ranged against him were several 750S Ferrari Mondials, and C-type Jaguars. Frère set off at such a great pace that in four laps he had gained 30 secs. on the Swaters

Ferrari, despite a wild spin in front of the pits. Swaters put in a tremendous lap at 177 k.p.h. (just 17 k.p.h. under Fangio's record), but became mixed up with some of the American vehicles. Behind, Laurent pushed his Ferrari, but gradually dropped back behind Swaters. Fastest of the Jaguar drivers was Hans Davids in the ex-Ecurie Ecosse car. Frère eventually won by 35 secs. from Swaters.

#### RESULTS

##### Modified Touring Cars

**1,000-1,600 c.c.:** 1, Brudes (Borgward), 11 laps in 1 hr. 11 mins. 51.3 secs. (129.197 k.p.h.). 2, George (Peugeot), 1 hr. 12 mins. 5 secs. 3, Berger (Simca). **1,600-2,600:** 1, Paul Frère (Alfa Romeo), 12 laps, 1 hr. 11 mins. 2.2 secs. (143.148 k.p.h.).

**American Cars:** 1, John Claes (Ford V8) and Milhous (Ford V8), 12 laps in 1 hr. 8 mins. 40.9 secs. (149.093 k.p.h.). 3, Meunier (Ford V8), 1 hr. 10 mins. 20.1 secs.

##### Production Sports Cars

**1,300-1,600 c.c.:** 1, C. Storez (Porsche), 19 laps, 1 hr. 41 mins. 44 secs. (158.225 k.p.h.). 2, Olivier (Porsche), 1 lap behind. 3, Bensa (Porsche). **1,600-2,600 c.c.:** 1, Musy (Maserati), 20 laps, 1 hr. 42 mins. 2.7 secs. (166.042 k.p.h.); 2, Herzet (Ferrari), 2 laps behind. 3, Pua (Veritas). **Over 2,600 c.c.:** 1, Paul Frère (Aston Martin), 20 laps, 1 hr. 37 mins. 33.9 secs. (173.667 k.p.h.). 2, Jacques Swaters (Ferrari), 1 hr. 38 mins. 8 secs. 3, Laurent (Ferrari), 1 hr. 38 mins. 54 secs. 4, Hans Davids (Jaguar). 5, Sheid (Jaguar).





# Ferodo First

## **TULIP RALLY**

**1st Mercedes-Benz**

W. J. J. TAK & W. C. NIEMOLLER

**3rd Mercedes-Benz**

W. ENGEL & G. ARMBRECHT

**4th Standard**

M. GATSONIDES &  
T. St. JOHN FOSTER

*Result subject to official  
confirmation*

## **SILVERSTONE INTERNATIONAL SPORTS CAR RACE**

**1st & 2nd  
Aston Martin**

1st R. PARNELL

2nd R. SALVADORI

*Follow the Experts—fit*

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**ANTI-FADE BRAKE LININGS**

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## 'VISCO-STATIC' MOTOR OIL

### TULIP RALLY

### *Outright winner*

## MERCEDES-BENZ

### W. J. J. TAK

*(Subject to official confirmation)*

#### **A result you can confirm for yourself**

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#### **Striking improvement in starting**

Because BP Special Energol flows easily even in extreme cold it gives easier starting than you have ever known. This is almost as important to the day-to-day motorist as to the competition driver. And it means less strain on batteries too.

#### **Full power from the word GO**

From a cold start you can get full engine power right

away with BP Special Energol. This is because this new oil circulates immediately and provides adequate lubrication right from the first touch of the starter switch.

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#### **Up to 12% saving on petrol**

Petrol saving may not matter to competition drivers. But it does to you. BP Special Energol saves up to 12% on start and stop running and at least 5% on normal running.

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BP Special Energol is for all 4-stroke engines in good condition, and for all-season use. You can buy it at garages where you see the BP Shield.



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## PIT and PADDOCK

JOYOUS sights around Silverstone included Bob Gerard at speed in the paddock on an autocycle; Manzon's Gordini being driven on the public roads from its garage to the course; *Daily Express* cartoonist Giles at work in his vast and palatial caravan in the paddock, surrounded by Maseratis, Aston Martins, Coopers, etc.

FEW race programmes could compare with the B.R.D.C./*Daily Express* production for last Saturday's Silverstone. Over 100 pages, interesting articles and many superb pictures—definitely a "souvenir" programme worth keeping

JACK MOOR, however, was surprised to read in it that "he was retiring" from racing. Not a bit of it, he says.

WE know Silverstone is only on lease but how many more downpours will be needed before it occurs to the caterers to invest in some duckboards or concrete slabs to insulate customers from the mud as on Friday? And what about a permanent refreshment bar in the paddock?

KENNETH MCALPINE has entered his 2½-litre aerodynamic Connaught for the G.P. of Europe at Monaco on 22nd May, and for the Albi G.P. on 29th May.

THE newly formed Kangaroo Stable, formed by Australian drivers Tony Gaze, David McKay, Tom Sulman and Les Cosh, will compete with three DB3S Aston Martins in British and Continental events this year. They will run in the Hyères 12 Hours race. Dick Cobden and Jack Brabham may also drive on occasions.

KEN WHARTON is fairly comfortable after his Silverstone crash, but is suffering from second degree burns and delayed shock. So far as is known no bones are broken. It is highly unlikely that he will be fit for the G.P. of Europe at Monaco.

LISBON International Rally, due to start on 1st June, has been cancelled.

ON Tuesday, the British Racing Drivers Club gave a cocktail party and reception at the Park Lane Hotel in London for Stirling Moss, in honour of his victory in the Mille Miglia. The President, Earl Howe, said that Moss's achievement was undoubtedly the greatest ever accomplished by a British racing driver since the dawn of motor racing.

Stirling, in reply, paid tribute to his passenger, Denis Jenkinson, who, he said, kept him on the road. "In fact," Stirling remarked, "Jenks gave the instructions and I merely twirled the wheel!" He also spoke of the remarkable efficiency of the Mercedes-Benz organization and added that, although he regretted that he had not driven a British car, he believed that everyone present would agree with him that at the present moment this country did not have a car quite good enough to win the Mille Miglia.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 22—ARCHIE SCOTT-BROWN

FEW British racing drivers have achieved so meteoric a rise to fame as Archie Scott-Brown of Paisley, Scotland, currently resident in Cambridge, who scored a fine victory in last month's British Empire Trophy at Oulton Park with Brian Lister's very fast 2-litre Lister-Bristol.

His competition career began in 1951 with an M.G. TD which he drove in local sprints, from which he graduated via Lister's twin-cylinder J.A.P.-engined Tojeiro, and the new de Dion-axled Lister-M.G. to the Lister-Bristol by 1954. It seemed incredible that this slightly built driver, born with an unformed right hand, could handle so fast a machine so brilliantly, but his disability has worried Archie far less than others. A ban was placed on Scott-Brown driving in the 1954 British Empire Trophy, but those who recognized his skill, including the shrewd Dr. J. D. Benjafield, worked hard on his behalf and rapidly achieved the restoration of his competition licence—and this time, moreover, an unrestricted International one.

Their faith in Archie's ability has been more than justified during the past 12 months, with success after success accruing with the Lister-Bristol. Snetterton, Fairwood, Castle Combe, Ibsley, Silverstone, Charterhall, Goodwood—at all these and other British racing venues has this cheery and unassuming driver shone. It is hoped he will race abroad this season, while many would like to see him at the wheel of a single-seater racing car. Compact in stature, Archie is one of the giants of modern British motor racing.

C. P.





# The "HAI

Victory for 300SL Mercedes-Benz  
Runner-up—Class Win for  
Zephyr and Standard Ten

By Gregory

*IT'S THAT CAR AGAIN: (Left) W. J. Tak takes his Mercedes-Benz 300SL over the finish line at Zandvoort to win the Seventh International Tulip Rally. (Below) Tak and his co-driver Niemöller (right) have every reason to feel pleased with themselves.*

RARELY has a driver achieved the best actual times in all of the tests in a major rally, but this was accomplished by W. J. J. Tak (Mercedes-Benz 300SL) in winning the 7th International Tulip Rally, with W. C. Niemöller as co-driver. Overcoming his 20 minutes handicap, the 300SL driver scraped home by 8.6 seconds from the Bristol of Bill Banks and A. Meredith Owens. A 220A Mercedes-Benz was third (Engel and Ambrecht), while Maurice Gatsonides and St. John Foster brought their little Standard Ten into fourth place. The rally was a tragedy for the Dutch entrant Martens, who would have won, possibly by a handsome margin, had his TV Fiat not packed up with clutch trouble at Zandvoort during the final eliminating tests.

Precisely 207 crews took the start, the largest proportion coming from Noordwijk-aan-Zee to the Stuttgart concentration area. The run into Germany included over 170 miles of rather boring autobahnen motoring, in a minor heat wave. Pat Moss and Shelagh Cooper had lubrication bothers with their M.G. Magnette and packed up before Stuttgart. Len Shaw and Doug Lawton lost all the water in their radiator, and did in a head gasket. Miss Moss's car was successfully cannibalized to get them going again properly. Jimmy Ray and John Waddington went astray on the outskirts of the city, and just managed to make the control at the Porsche factory on time—much to the relief of TR2 team manager Ken Richardson. Incidentally, my TR2 averaged 46 m.p.g. from Noordwijk to Stuttgart, and Richardson's 47 m.p.g.!

Part of the rest day was occupied by a rather pointless trip round outer Stuttgart behind motor-cycle police escort. The plot was to pay brief visits to German factories, including Bosch and Daimler-Benz. This tour was compulsory on pain of exclusion from the rally. However, a visit to the Mercedes-Benz museum was more appreciated than views of German middle-class houses on a Sunday morning. In the evening the official party livened up considerably when news of Stirling Moss's Mille Miglia victory came through.

In the early hours of the morning cars were dispatched from the Schloss Solitude for the start of the rally proper. My co-driver was, as last year, Stan Asbury,

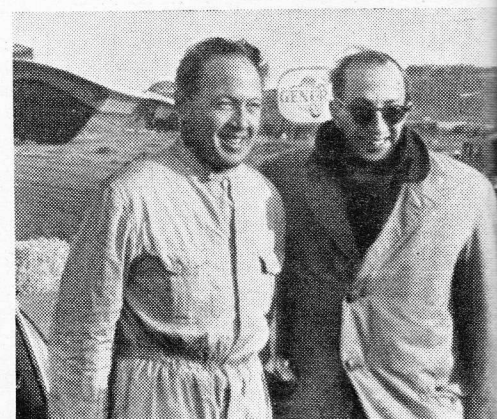
who appeared in the programme as St. Asbury, and was immediately dubbed "The Saint". About 60 miles of gentle motoring brought us to the start of the Black Forest section for the Freiburg speed hill-climb. It should be explained that gentle motoring was necessary, because of the threat of secret regularity checks anywhere 50 kilometres after or before time controls. Averages of 75 k.p.h. and over meant penalty marks, whilst over 85 k.p.h. led to exclusion.

Best times at Freiburg on handicap were made by Tak (Mercedes-Benz 300SL), Martens (Fiat TV), Gott (A.C.), Ray (TR2), Gatsonides (Standard 10) and Boardman (Jaguar VII), in that order. Smit's 300SL shot off the road, and nearly fell over a precipice. Cherry Osborne (TR2) put in a very fast climb of 10 mins. 24 secs. Ron Faulkner (Aston Martin) was also extremely rapid.

In the 35 miles special stage, 18 crews lost marks. Retirements included the Austin-Healeys of Pijl/van Ewijk and Blockley/Kat, both of which broke half-shafts. Perring's Aston Martin was delayed 46 minutes, and the Rendell/Birkett Borgward Isabella 35 mins. The Borgward was lucky to be at the control at all, as it tumbled into a ravine, and was manhandled back on to the road by a gang of brawny German foresters.

Slippery sets on corners caused many incidents during the Vosges special stages (Halden-Uffholtz). The Cunliffe-Lister/Gadsby C-type engined Jaguar coupé charged off the road, losing a minute after straightening out a wing. The same fate befell the Lola Grounds/Cherry Osborne TR2, but the delay cost them 12 mins. Bouwmeester's M.G. TD remained stationary for nearly three hours after running out of road. Ralph Sleigh's Zephyr first broke a spring shackle, and then as an encore flung a wheel into the air. Langestraat's tiny Goliath lost 74 mins. with transmission troubles. In all, 31 crews lost marks. Even Gatsonides was pushed, only making control by one second.

When the cars reached Champagnole, 193 crews were still running, of which 154 were unpenalized. George (Biggie) Wood's XK 140 Jaguar arrived a couple of minutes late. It was simple motoring to Valence, and then came the night climb of the Auberge de Pin, with



Martens, Tak, Gatsonides, Gott, Schluter (DKW), Banks (Bristol) and Harper (Sunbeam) best on handicap.

The Lamastre-Yssingeaux special stage with its numerous hairpins and bridges, was productive of several incidents. The Walker/McCombie XK 120 bounced into a bank, doing its front-end no good at all, and almost blocking the road. Lord Carnegie's Zephyr broke its rear axle, and Wansem's A40 Austin ran out of brakes, then road, and finally overturned without damaging its intrepid crew. Quite candidly, the section had long enough straight before Yssingeaux to enable folk to take things easy during the earlier and tougher section.

In all, 25 crews had abandoned the rally by Montelimar, and 143 were so far unpenalized. Among those losing marks was the Sunbeam Alpine of Hooft and Werf, whose occupants had been conspicuous by being in Dutch national costume. A snap secret regularity control at Romans, caused six crews to be penalized for exceeding 75 k.p.h., and three for stopping within sight of the control.

Of the more fancied teams, those of Triumph, Saab, Sunbeam, Mercedes and Taunus were intact, and in good positions. Although Tak had done the best actual time on the Auberge de Pin, Martens had gained more on his handicap, and held a useful lead in the general classification.

On the way to Grenoble, an error in the route card caused many crews to



# HANDICAP TULIP"

Mercedes-Benz—Bill Banks (Bristol) Again  
for A.C. Ace, Jaguar, Bristol, Ford  
—57 Retirements in not-so-difficult Event  
Grant

take the difficult D106 route over the gorges. Shown as D103 it was supposed to go via Villard du Lans, but actually did not exist. Anyway, it was a good dice!

The Jura stages saw a few more retirements, including R. H. Wilkins (M.G. Magnette), whose wife fell a victim to fatigue on her first International rally. Near Gex, a Panhard caught fire and was totally destroyed, causing a lengthy delay to following entrants. A time allowance was given for this delay.

Tak was easily fastest on the Col de la Faucille, but all the works Triumphs were very good, despite the fact that Ken Richardson overshot the famed first hairpin, and had to reverse back on to the road. Jimmy Ray nearly did the same, but recovered in time. I did 8 mins. 33 secs., 30 secs. quicker than in the 1954 Lyon-Charbonnières, which pleased me no end. However, Martens went so rapidly in his Fiat that his handicap gave him a total lead of 16.2 secs. from Tak in the general classification, with Banks, Engel and Gott close behind.

At Belfort 35 competitors had retired, and 126 were still unpenalized. The downhill speed test on the Ballon d'Alsace caused many breathtaking moments, especially for passengers occupying the "death seat". Peter Harper broadsided his Sunbeam twice, but still managed a creditable time. Tak was tremendously fast, but Ray's Triumph

was only fractionally slower. Martens was excellent and kept his lead in the rally by nearly 14 secs. from the 300SL. Despite the A.C.'s extra minute, Ray was only 1.6 secs. behind Gott.

Alas, Triumph's hopes went for a Burton when Ray collided with a 2CV Citroën driven by a 70-year-old priest about 12 kilometres from the Ballon. The old man had probably come round this particular corner in the quiet village for years at the same time without meeting any traffic, and possibly panicked. Fortunately neither machine was going quickly, although the TR2's radiator was smashed.

Now came Luxembourg and then the Route of the 1,000 Curves. We had a narrow shave on this stage, as a lorry came down a hill apparently out of control and with all lights blazing, just as we negotiated a slow bend. I swerved and stopped, but the lorry's wing caught the TR2's nearside rear wing, and spun the car right round, nearly over a bank into a field. "The Saint" addressed the driver in his best Nottingham, and after pulling the wing off the wheel, we continued on our way. Burgess's Zephyr blew a core plug, which was repaired by a village blacksmith who performed incredible feats in getting a replacement one back on the block without dismantling.

Then came Nürburgring and the final special stage, comprising 24 kilometres of the circuit in darkness. It was quite a dicy business altogether, but few drivers failed to manage it within their time limits. Jack Utley spun his Bristol round and round, a feat which was later recognized by the presentation of a special spinner's trophy—a silver model of a spinning wheel. Leaving Nürburg, the route went on to Eindhoven via the Eifel Mountains. Again the threat of secret checks kept speeds down, resulting in many monumental dices in heavy rain for the last 50 kilometres. During a windstorm, the Lola Grounds/Cherry Osborne TR2 shed its bonnet and cracked the windscreen.

It was then on to Noordwijk and the final control, where the usual ultra-efficient organization saw to scrutineering and so on. The cars were parked on the sea front, awaiting the Zandvoort speed test.

It was obvious that the 10-lap races at

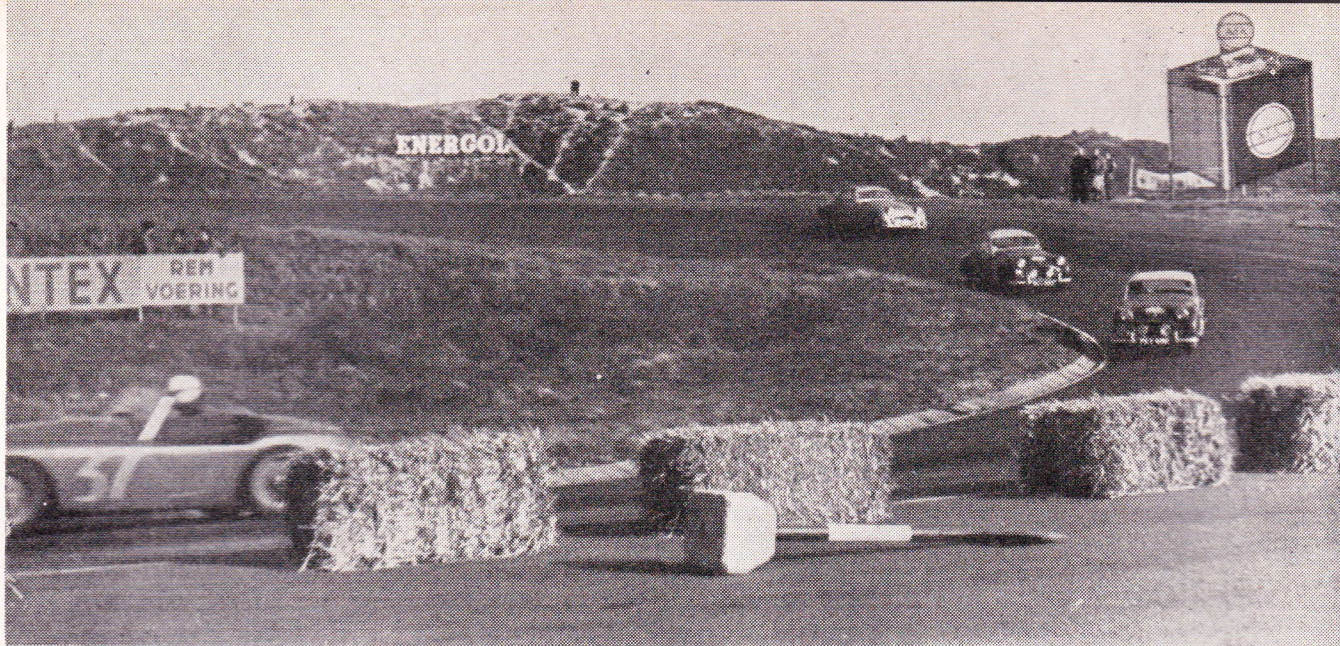


**ZANDVOORT:** (Above) Coupe des Dames winner Greta Molander (Saab), pursued by Maurice Gatsonides' class-winning Standard Ten. "Gatso" finished fourth in general classification.

**CLASS - WINNERS:** (Right) John Boardman's Jaguar and Bill Banks's Bristol at the start of the 16 mins. handicap group event. Banks was runner-up in the rally. Behind can be seen the Bristol of Jack "Spinner" Utley.







*TRIUMPH TRIO in pursuit of John Gott's A.C. Ace during the 2-litre sports car race at Zandvoort. They are Dickson, Grant and Hertzdahl (Ecurie Francorchamps coupé).*

Zandvoort were all-important. Each car had used half of its handicap during the road stages, and slide rules were brought into use to see how precious seconds could be shaved from handicaps. Favourites for the rally were Martens/Eerleigh in their TV Fiat, but it was felt that the tremendous speed of the Mercedes-Benz would more than make up the leeway. Although both Sheila van Damm (Sunbeam) and Nancy Mitchell (Daimler) led Greta Molander's Saab for the Coupe des Dames, few anticipated that they would retain that lead, taking into account the fact that the Norwegian lady would only have 2½ mins. handicap on a 10-lap event, as compared to the 7 mins. of the others.

As a result of the first race, Gatsonides shot into the lead with the little Standard, heading Melde's Saab by 6.4 secs. Greta Molander actually won this race, by one second from "Gatso", giving her a total of 69 mins. 8.8 secs., which neither Sheila van Damm nor Nancy Mitchell was likely to achieve. In the 10-12 handicap event, Martens shot off at a great pace, easily leading Kreisel's modified Renault and Richter's Fiat. Just when he looked to be winning the rally by a comfortable margin, and nearing a total which even the Mercedes-Benz would be lucky to approach, his

clutch disintegrated and he stopped on the circuit. Afterwards he broke down and cried in Vredestein's palatial new mobile office—and who could blame him!

Sydney Allard completely outstripped the 13 minutes brigade with his Zephyr, but this category could not produce a likely winner. Much amusement was caused when 69-year-old Charles Polis (M.G. Magnette) passed Geoff Holt's works Magnette near the end. Polis, accompanied by his daughter who does not drive, had done the entire rally by himself. However, a second 13 minutes event saw Walter Schluter (DKW) make a determined effort to overtake Gatsonides, and fail by 17 secs. The past performances of the famous three-cylinder two-stroke had resulted in a fairly heavy handicap for an "850".

Gatsonides went down to second place when Engel's fast 220A Mercedes won the 14 minutes group, chased by the Sunbeams of Peter Harper, George Hartwell and Sheila van Damm, and Stenfeldt's 220A. Sheila finished up 38.7 secs. below Greta Molander's total, which was a remarkable performance taking into account the Saab's advantageous handicap. Nancy Mitchell went like the proverbial clappers, spilling out gallons of petrol from a damaged filler.

Engel's lead over Gatsonides was the slender one of 2 secs. The 15 minutes group provided much comedy to see Denis Scott's tiny modified Anglia holding its own with a horde of American cars—the "swing and sway brigade" as

they were christened. Local rivalry was apparent in the Chevrolet v. Ford Custom battles that went on, to the accompaniment of squeals from tortured tyres.

It was the 16 minutes group which produced Bill Banks (Bristol) and a perfect drive. Banks lapped at a remarkable pace, gradually outstripping Boardman's Mark VII Jaguar, to reach a total of 68 mins. 05.1 secs.—10.6 secs. ahead of Engel. This news was greeted by tumultuous cheering from the crowd. After all, it was Liberation Day, and a British victory would be more than fitting! A high spot in this race was when Peter Reece (modded Consul) passed no less than four cars into the sharp bend behind the pits.

Ken Richardson (TR2) led the 2-litre sports cars for several laps, from the incredible Cuth Harrison (modded Zephyr) and John Gott (A.C. Ace). Near the end, Slotemaker (TR2) shot into the lead and stayed there till the end. This category was too heavily handicapped to do anything about the general classification, but John Gott went just fast enough to be sure of winning his class from Richardson. Behind, the TR2s of Hertzdahl, Dickson and Grant indulged in a mild dice. At the tail end came D. Johns in a modified Austin Westminster, who had done well to bring his car through unpenalized.

Then came the final race, with all eyes on Tak, who had a formidable task to lap fast enough to defeat Banks. He needed to return a consistent 2 mins. 9 secs. to do so, and started off with a modest standing lap of 2 mins. 25 secs. The unfortunate L. Griffiths (Austin-Healey) broke his throttle on the first lap. Tak gradually lapped faster and faster, eventually coming down to 2 mins. 6 secs., and then 2 mins. 5.5 secs. He finally crossed the line with 8.9 secs. in hand over Banks, and only one litre of oil in his tank. It had been a near thing, but the 300SL had proved to be so fast that it lapped its sister car driven by Smit. Faulkner's Aston Martin was most impressive, his actual time being second fastest of the day.

*(Continued on page 589)*



*KEN, CUTH AND JOHN: Richardson (TR2), Harrison (Ford Zephyr) and Gott (A.C. Ace) on the starting line. Harrison drove a remarkable race to hold the sports cars.*





# B.M.C.



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# The "Handicap Tulip"—continued

Thus to Tak went victory, and yet another chapter in Mercedes-Benz history. It is said that Daimler-Benz are taking a more than close interest in International rallies, so we will doubtless see more 300SLs in competitions. Tulip Rally week concluded with the fabulous party in the Huis ter Duin, complete with traditional miniature fairground.

It is interesting that all the TR2s from England were using six-ply Dunlop tyres, and not one required a single change!

## GENERAL CLASSIFICATION

### The First Fifty

(Handicap in parentheses)

1. (20) W. J. J. Tak/W. C. Niemöller (Mercedes-Benz), H/cap total 67 mins, 56.5 secs.
2. (16) J. W. E. Banks/A. Meredith-Owens (Bristol), 68 mins, 05.1 secs.
3. (14) W. Engel/G. Ambrecht (Mercedes-Benz), 68 mins, 15.7 secs.
4. (6) M. Gatsonides/T. St. John Foster (Standard), 68 mins, 17.7 secs.
5. (5) R. W. Melde/H. de Montesquieu (Saab), 68 mins, 24.1 secs.
6. (13) W. Schlüter/S. Eikelmann (DKW), 68 mins, 34.7 secs.
7. (14) P. Harper/J. A. Cutts (Sunbeam), 68 mins, 53.6 secs.



**ARRIVAL AT NOORDWIJK:** (Above) Ron Faulkner's immaculate Aston Martin DB2/4 which finished high up in general classification. (Left) A popular Dutch pair, L. J. P. Hengst and Marion Wolff-Melkenich invariably enter British cars. This time they drove a Morris Minor.



**1,501-2,000 c.c.:** 1, Kolwes/Katz (BMW), 72 mins, 02.3 secs.; 2, Piekma/de Jager/Opzeland (Citroën), 73 mins, 50.5 secs.

**2,001-2,500 c.c.:** 1, Engel/Ambrecht (Mercedes-Benz), 68 mins, 15.7 secs.; 2, Harper/Cutts (Sunbeam), 68 mins, 53.6 secs.

**2,501-3,500 c.c.:** 1, Boardman/Whitworth (Jaguar), 68 mins, 55.6 secs.; 2, Cooper/Edge/Cranshaw (Jaguar), 72 mins, 41.1 secs.

**Over 3,500 c.c.:** 1, Coenen/Butter (Chevrolet), 70 mins, 02.3 secs.; 2, Moorman/de Vries (Ford Custom), 70 mins, 54.3 secs.

## Grand Touring

**Up to 1,100 c.c.:** 1, Amman/Guardi (Porsche), 70 mins, 03.2 secs.; 2, Vidal/Mariéfeldt (Porsche), 71 mins, 15.9 secs.

**1,101-1,600 c.c.:** 1, Andersen/Orum (Porsche), 71 mins, 43.9 secs.; 2, Leerdam/Zwolle (Porsche), 72 mins, 41.5 secs.

**Over 1,600 c.c.:** 1, Banks/Owens (Bristol), 68 mins, 05.1 secs.; 2, Faulkner/Wilkinson (Aston Martin), 69 mins, 31.3 secs.

## Modified Touring

**500-1,300 c.c.:** 1, Kreisel/Len Hope (Renault), 71 mins, 03.2 secs.; 2, Scott/Hardman (Ford Anglia), 74 mins, 06.1 secs.

**1,301-3,500 c.c.:** 1, Harrison/Habershon (Ford Zephyr), 69 mins, 23.7 secs.; 2, Reece/Reece (Ford Consul), 72 mins, 24.5 secs.

## Sports Cars

**Up to 1,600 c.c.:** 1, Gott/O'Hara Moore (A.C. Ace), 69 mins, 11.1 secs.; 2, Richardson/Heathcote (Triumph TR2), 69 mins, 52.3 secs.

**Over 1,600 c.c.:** 1, Tak/Niemöller (Mercedes-Benz), 67 mins, 56.5 secs.; 2, Herweijer/Boekholt (Austin-Healey), 72 mins, 27.1 secs.

## Special Awards

**Premier Award:** W. J. J. Tak/W. C. Niemöller (Mercedes-Benz).

**Runner-up:** J. W. E. Banks/A. Meredith-Owens (Bristol).

**Inter-Land Trophy:** Germany, Walter Schlüter/S. Eikelmann (DKW), W. Scheube/H. Röttger (Taunus), W. Engel/G. Ambrecht (Mercedes-Benz).

**Coupe des Dames:** 1, Mrs. Greta Molander/Mrs. M. Kjerstadius (Saab); 2, Miss Sheila van Damm/Miss Anne Hall (Sunbeam); 3, Mrs. Nancy Mitchell/Miss P. Norman/Mrs. Doreen Reece (Daimler).

**Club Trophy:** B.A.R.C. W. C. Grant-Norton/M. Carson (A.C. Ace); T. C. Harrison/R. P. Habershon (Ford Zephyr); Banks/Owens (Bristol).

**"Motor", Eolland Trophy (Journalists):** Gregor Grant (TR2 Triumph). **"Autosport":**

**Zandvoort Trophy:** J. W. E. Banks (Bristol).

**Manufacturers' Team Prize:** 1, Saab, Sweden; 2, Sunbeam, Great Britain.

8. (16) J. P. Boardman/J. W. Whitworth (Jaguar), 68 mins, 55.6 secs.

9. (5) Mrs. G. Molander/Mrs. M. Kjerstadius (Saab), 69 mins, 08.4 secs.

10. (14) H. Stenfeldt Hansen/N. Buchsbaum (Mercedes-Benz), 69 mins, 10.0 secs.

11. (17) J. A. H. Gott/H. C. O'Hara Moore (A.C. Ace), 69 mins, 11.1 secs.; 12. (17) T. C. Harrison/R. P. R. Habershon (Ford Zephyr), 69 mins, 23.7 secs.; 13. (19) R. W. Faulkner/W. J. Wilkinson (Aston Martin), 69 mins, 31.3 secs.; 14. (13) P. J. Jetten/L. v. Noordwijk (Vauxhall), 69 mins, 44.2 secs.; 15. (14) Miss S. van Damm/Mrs. A. Hall (Sunbeam), 69 mins, 47.5 secs.; 16. (13) M. Carstedt/G. Carstedt (Ford Taunus), 69 mins, 51.5 secs.; 17. (18) K. Richardson/J. C. S. Heathcote (Triumph), 69 mins, 52.3 secs.; 18. (9) J. A. J. Heidendahl/Meyr, Hartog (Peugeot), 69 mins, 53.7 secs.; 19. (10) H. L. Steunebrink/W. Richters Jr. (Fiat), 69 mins, 57.9 secs.; 20. (15) W. F. Coenen/J. Butter (Chevrolet), 70 mins, 02.3 secs.; 21. (13) W. Scheube/H. Röttger (Ford Taunus), 70 mins, 09.2 secs.; 22. (18) A. R. Slotemaker/R. J. v. d. Heyden (Triumph), 70 mins, 10.8 secs.; 23. (13) E. v. Regius/J. Springer (Ford Taunus), 70 mins, 15.9 secs.; 24. (5) H. Ziegler/J. Ch. Mänger (Renault), 70 mins, 16.2 secs.; 25. (10) Kl. S. Barendregt/C. Kalkman (Simca Aronde), 70 mins, 27.5 secs.; 26. (17) W. C. N. Grant Norton/M. J. G. Carson (A.C. Ace), 70 mins, 28.8 secs.; 27. (9) Th. J. Koks/A. Stöpler (Volkswagen), 70 mins, 41.5 secs.; 28. (5) N. G. Falk/C. Ridderborg (SAAB), 70 mins, 45.5 secs.; 29. (10) F. M. Pollé/L. B. Biesheuvel (Simca Aronde), 70 mins, 51.5 secs.; 30. (9) J. Wm. Fleetwood/C. G. Gray (Ford NA), 70 mins, 53.8 secs.; 31. (15) J. A. Moorman/C. J. de Vries (Ford Custom), 70 mins, 54.3 secs.; 32. (15) M. Kuipers/Th. E. Melsen (Chevrolet), 70 mins, 58.8 secs.; 33.

(14) M. W. Amman/Frl. M. Suardi (Porsche), 70 mins, 58.8 secs.; 34. (18) J. H. B. Dickson/I. Robertson (Triumph), 71 mins, 00.1 secs.; 35. (13) J. H. Kemsley/Ph. Fotheringham-Parker (Ford Zodiac), 71 mins, 03.2 secs.; 36. (12) H. Kreisel/D. ten Hope (Renault), 71 mins, 03.2 secs.; 37. (14) Mrs. N. Mitchell/Miss P. Norman/Mrs. D. Reece (Daimler C), 71 mins, 08.1 secs.; 38. (9) J. W. C. v. d. Vossen/J. C. de Bilt (Peugeot), 71 mins, 11.4 secs.; 39. (14) E. Vidal/H. Mariéfeldt (Porsche), 71 mins, 15.9 secs.; 40. (13) A. Ostermann/G. F. Riedt (Ford Taunus), 71 mins, 20.2 secs.; 41. (18) J. M. Peeters/A. Matthys (Triumph), 71 mins, 28.1 secs.; 42. (18) G. Grant/Stam Asbury (Triumph), 71 mins, 28.2 secs.; 43. (14) G. R. Hartwell/F. N. Scott/G. F. Sutcliffe (Sunbeam), 71 mins, 34.7 secs.; 44. (19) P. A. Andersen/R. Rottböl Orum (Porsche), 71 mins, 43.9 secs.; 45. (13) R. Nellemann/M. Skarring (Ford Taunus), 71 mins, 48.8 secs.; 46. (18) K. Hertzdaß/V. P. I. H. Dassen (Triumph), 71 mins, 49.9 secs.; 47. (14) W. G. D. Verzijl/J. F. Schieck (Opel Kapitän), 71 mins, 51.5 secs.; 48. (10) J. R. v. Bennekum/G. Richterich (Austin), 71 mins, 58.2 secs.; 49. (13) H. C. Hoogeveen/G. Voogd (Ford Zephyr), 71 mins, 59.2 secs.; 50. (14) G. Kolwes/A. Katz (BMW), 72 mins, 02.3 secs.

## CLASS RESULTS

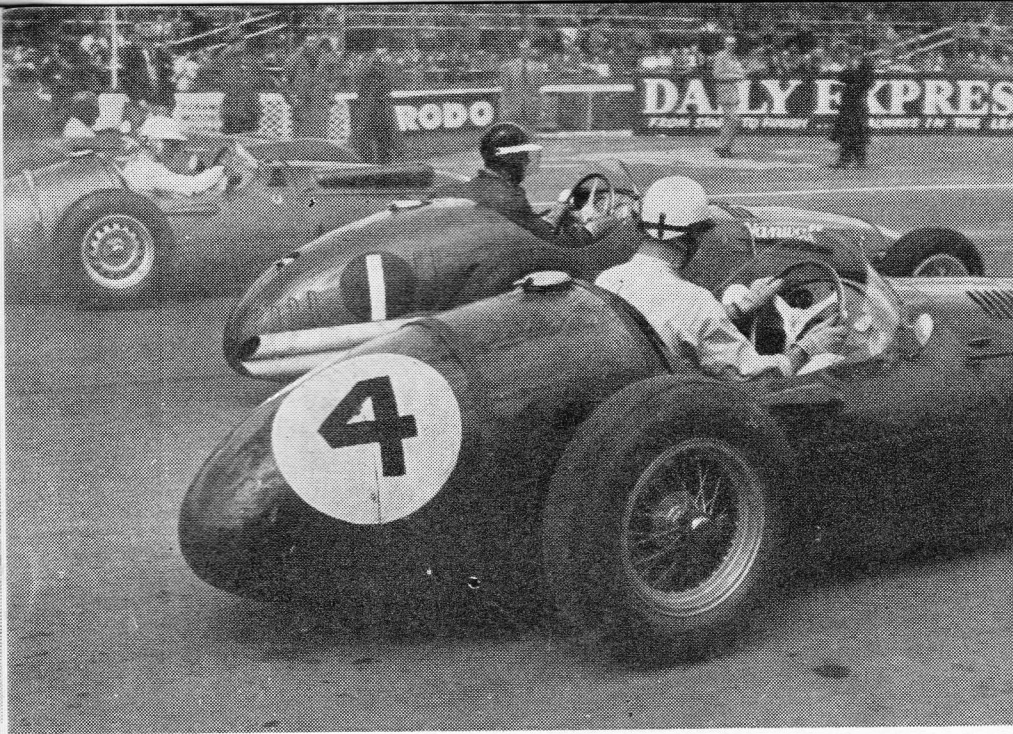
### Standard Touring

**Up to 1,000 c.c.:** 1, Gatsonides/Foster (Standard Ten), 68 mins, 17.7 secs.; 2, Melde/de Montesquieu (Saab), 68 mins, 24.1 secs.

**1,001-1,300 c.c.:** 1, Heidendahl/Hartog (Peugeot), 69 mins, 53.7 secs.; 2, Skunebrink/Richters (Fiat), 69 mins, 57.9 secs.

**1,301-1,500 c.c.:** 1, Carstedt/Carstedt (Taunus), 69 mins, 51.5 secs.; 2, Scheube/Röttger (Taunus), 70 mins, 09.2 secs.





AUTOSPORT, MAY 13, 1955

*THE FLAG IS DOWN and the big race is on. The sound of thundering engines reaches a crescendo and away in the front row go Salvadori (4), Hawthorn, and beyond in the smoke haze, Moss and Fairman.*

when striking a marker at Copse Corner, the car catching fire and being almost destroyed.

While the organizers and spectators lamented the absence of works Maserati entries, it is certain that Officine Maserati themselves did not, since cars of their manufacture, in the hands of independents, cleaned up the first five places! The first British car to finish was the 2-litre Connaught of J. Riseley-Prichard, who drove a good, consistent race to finish sixth.

The sports car race looked a "cert" for the D-type Jaguar driven by Mike Hawthorn, with both Reg Parnell and Roy Salvadori thrusting their DB3S disc-brake Aston Martins ahead of the other Coventry works cars of Rolt and

## SILVERSTONE'S BIG DAY

*Owen Organization's G.P. Maserati, driven by Peter Collins, wins International Trophy—Misfortune dogs the Vanwalls and Connaughts—Other Race Victories to Parnell (Aston Martin), Mike Hawthorn (Jaguar) and Ivor Bueb (Cooper)*

LAST Saturday's International race meeting at Silverstone, organized by the B.R.D.C. and the *Daily Express*, proved an unqualified success from the 10.30 a.m. start to the 5.45 p.m. finish. This year's weather was on the organizers' side, and though at times the clouds gathered heavily, not a drop of rain fell to mar the day. The crowd was a large and enthusiastic one, totalling some 100,000 according to official figures, and there were few, if any, vacant spaces in the stands and enclosures around the circuit.

The programme comprised four races, most dramatic of which was the International Trophy for Formula 1 cars, in which the British-prepared Maseratis driven by Peter Collins and Roy Salvadori set the pace. Collins's disc-braked machine finally winning the race, though both shared a new Formula 1 Silverstone lap record at 98.48 m.p.h. The British Connaughts and Vanwalls were less fortunate, though both obviously show considerable promise for the future. Jack Fairman's and Ken McAlpine's aerodynamic Connaughts both ran well, the former's holding third position until nearly half-distance, when a broken throttle control eliminated it. McAlpine's machine, too, had to be retired towards the end of the race, with fuel feed trouble.

The fine looking Vanwalls were fast intermittently in practice and in the race, but Hawthorn's car broke an oil pipe, which sprayed the driver and his brakes in the initial stages of the race, and finally went out, with diverse mechanical ailments. The exit of the second car, handled by ex-Owen Organization No. 1 driver Ken Wharton, was far more dramatic. After lengthy delays, Wharton rejoined the race, only to crash



*SMILE OF VICTORY from Peter Collins as he receives the magnificent Daily Express Trophy for a fine race in the Owen Maserati.*

Hamilton. Then Hawthorn suddenly slowed with trouble, and an elated Parnell came through to victory. Jaguar gained the Class C victory, while the amazing Ivor Bueb in the equally amazing 1,100 c.c. Coventry Climax-engined Cooper won the 1,500 c.c. class, heading two Connaughts, and, incidentally, the 2-litre class winner, C. A. S. Brooks (Frazer-Nash).

Compensation came for Jaguars in the Production car race, in which they scored 1-2-3 overall and in Class C. Ken Wharton (Raymond Mays Ford Zephyr) won Class D, Tony Crook's Bristol 405 was the first 2-litre, Dick Jacobs headed a triumphant M.G. trio in Class F, and C. A. S. Brooks gained a second victory with a DKW in the 1,100 c.c. category.

The Formula 3 race, last of the day, marked another victory for Ivor Bueb, by a narrow margin from Jim Russell, both driving works Coopers. The winner's average speed was a highly impressive 86.96 m.p.h., the lap record being broken three times during the 17-lap race, and now standing to Bueb at 89.30 m.p.h. This is less than 3 m.p.h. slower than Mike Hawthorn's winning speed in the 1953 International Trophy race with the 2-litre Formula 2 Ferrari!



*MORE FOR THE SHOWCASES: Lined up at the prizegiving with their trophies are Ivor Bueb (F3 race), W. Lyons of Jaguars, David Brown (Aston Martins) and Reg Parnell.*



## The Sports Car Race



Aston Martins triumph over Jaguars after fine showing by Hawthorn—Remarkable performance by Cooper-Climax

HARRY SCHELL'S 750S Ferrari being absent, the sports car race looked like a straight fight between works Jaguars and works Aston Martins, with Ecurie Ecosse driver Jimmy Stewart out as he had crashed in practice. Mike Hawthorn held pole position in the Le Mans-style line-up by virtue of a record-breaking practice lap in 1 min. 50 secs., but Titterton and Rolt beat him to it when the flag fell, followed by George Abecassis in the rebodied H.W.M. At the end of the first lap Hawthorn held only fifth place behind Rolt, Titterton, Collins (Aston Martin) and Parnell (Aston Martin), but by averaging 94.93 m.p.h. on his next lap he forced the D-type up to second position, while Collins fell back behind Hamilton and Salvadori. One of the DB3S Aston Martins fell out on the next round, when Wharton retired at his pit, and Hawthorn went on to take a lead which he was destined to retain for a long time. Positions remained steady for several laps with Rolt second, Parnell third, Salvadori fourth, Hamilton fifth and Titterton sixth; two Jaguars, two Astons and two Jaguars. Behind lay the Astons of Collins and Walker, Sparken's unsteady-looking Ferrari, Abecassis in the H.W.M., and the amazing Archie Scott-Brown's Lister-Bristol, first of the 2-litre cars.

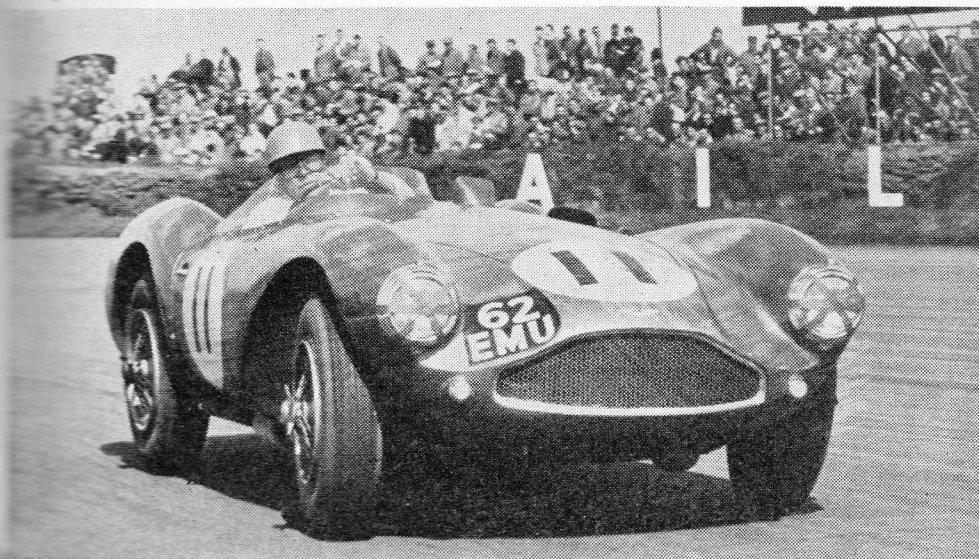
The pace was hot and soon began to have its effect, with Colin Chapman (Lotus-M.G.) breaking a crankshaft, Alan Brown (H.W.M.) a valve-spring, and Abecassis dropping out with overheating on the 10th lap. Jack Sears (Lister-Bristol) drifted farther and farther out on Copse until he was on the grass, continued to drift until he was on the bank, and then overturned most spectacularly

on the bank itself. This occurrence was due to the engine cutting out on the switchover to the reserve fuel supply, and Sears was very fortunate to escape without hurting himself. Peter Whitehead's beautiful-looking Cooper-Jaguar was halted for attention to oil leaks, then continued, spraying fuel from its filler cap as well.

Now Reg Parnell began to tramp hard on the loud pedal, passing Rolt at the beginning of the 15th lap. Hawthorn, advised of the danger by the Jaguar pit, replied with another record lap at 95.79 m.p.h. to maintain his lead, but Salvadori equalled this to pass Rolt two laps later. Feltham was obviously making a determined effort, for Peter Walker deprived Hamilton of fifth place soon afterwards, and the situation definitely looked interesting. Admittedly Hawthorn appeared as unbeatable as he had in his

**PROTAGONISTS:** (Right) Mike Hawthorn led for almost the entire length of the sports car race, but his D-type Jaguar broke down four laps before the finish.

Reg Parnell (Below) used all the skill of a veteran to keep his Aston Martin in second place, and was rewarded by victory when Hawthorn's car gave trouble.



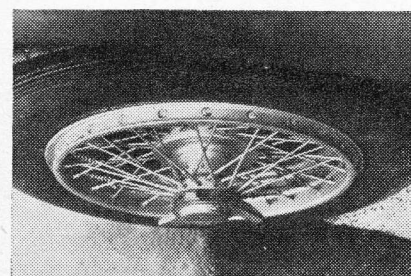
**COCKTAILS AWAY** (Left): Fins are much in evidence as the competitors in the sports car race go round Copse Corner for the first time. But Listers and Lotuses fared poorly in this event.

Ferrari two years earlier, but two Aston Martins separated him from his teammate Rolt, whose D-type seemed very hard to hold on the corners, and Walker's Aston was not far behind; Jaguar, Aston, Aston, Jaguar, Aston, Jaguar, Aston, Jaguar.

Meanwhile, Bueb was going remarkably well in the 1,100 c.c. Cooper-Climax, not only leading Leston's 1½-litre Connaught but equalling Scott-Brown's fastest lap (90.84 m.p.h.) in the Lister. Leston, despite a sticking throttle, returned the same speed. Scott-Brown retired on the 25th lap with a blown gasket, while Stirling Moss ran into ignition troubles with the Beart-Rodger and toured round slowly. Scott-Brown's defection left only two runners in Class E, Tony Brooks (Frazer-Nash) leading Tony Crook (Cooper-Bristol) comfortably.

It really did seem impossible that the Farnham man could be beaten. For 14 laps the positions remained precisely the same, Hawthorn leading Parnell, Salvadori, Rolt (still most unhappy on the bends), Walker, Hamilton, Collins and Titterton. Yet the Jaguar men were on the defensive, and desperately fighting off the efforts of the Feltham representatives. Hawthorn held the gap constant at 7 secs., pulling off yet another record (96.67 m.p.h.) on the 32nd round—but four laps from the end his top radiator hose blew out. The Aston Martin tactics had paid dividends in full, and Parnell and Salvadori sailed triumphantly past to take the flag, followed by the four D-type Jaguars of Rolt, Hawthorn himself, Hamilton and Titterton.

The Aston Martins of Collins and



**ODD-LOOKING** wheel-rim on the works Aston Martins is necessitated by the fitting of disc brakes. Parnell and Salvadori both had this type.

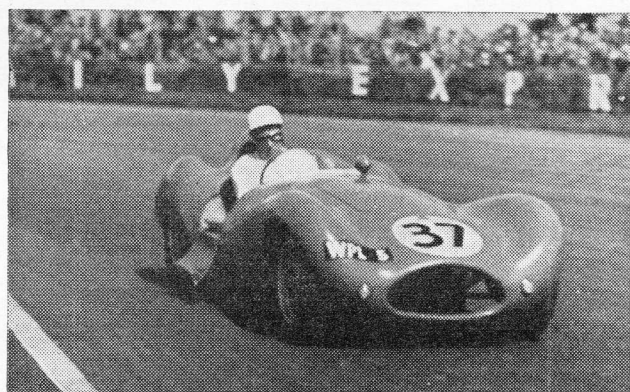
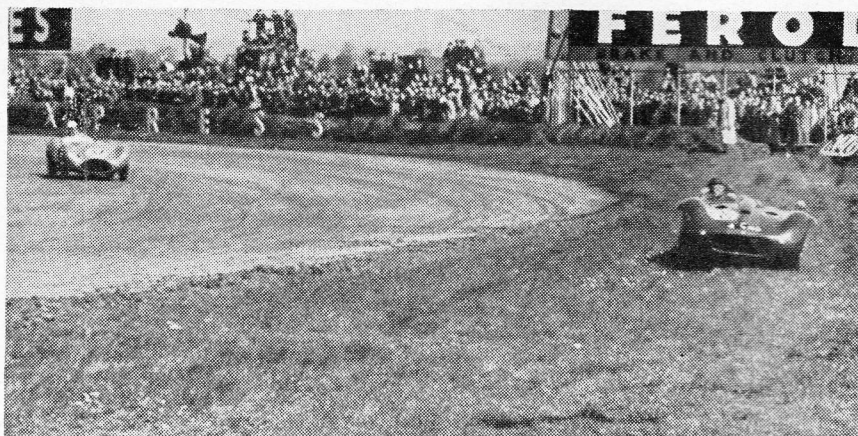


Walker (who had lost two places on the last lap) were seventh and eighth, one lap ahead of Sparken's Ferrari. Next came Bueb and Leston, a lap behind the Ferrari but leading the best 2-litre car, Brooks's Frazer-Nash. Bueb's achievement in averaging 88.43 m.p.h. with an 1,100 c.c. car promises well for the future of this interesting rear-engined machine, but one cannot help hoping that some intensive work will be done at Coventry before the middle of June.

#### INTERNATIONAL SPORTS CAR RACE

##### Results

**General Classification:** 1, R. Parnell (Aston Martin), 40 laps in 1 hr. 15 mins. 4 secs. (93.58 m.p.h.); 2, R. F. Salvadori (Aston Martin), 1 hr. 15 mins. 25 secs.; 3, A. P. R. Rolt (Jaguar), 1 hr. 15 mins. 33 secs.; 4, J. M. Hawthorn (Jaguar); 5, J. D. Hamilton (Jaguar); 6, J. D. Titterington (Jaguar); 7, P. J. Collins (Aston Martin); 8, M.



**W A Y O U T :**  
(Above) Jack Sears drifts wide at Copse when his engine fails. Seconds later, the Lister overturned.

★

(Left) Stirling Moss, dogged by ignition trouble in the Beart-Rodger, also had the door hanging open for several laps. He finished last.

Sparken (Ferrari), 39 laps; 9, I. L. Bueb (Cooper), 38 laps; 10, L. Leston (Connaught).

**Fastest lap:** J. M. Hawthorn (Jaguar), 1 min. 49 secs. (96.67 m.p.h.). **Sports car record.**

**Class Placings. Over 3,000 c.c.:** 1, A. P. R. Rolt (Jaguar), 1 hr. 15 mins. 33 secs. (92.98 m.p.h.); 2, J. M. Hawthorn (Jaguar), 1 hr. 15 mins. 54 secs.; 3, J. D. Hamilton (Jaguar), 1 hr. 16 mins. 31 secs. **2,001-3,000 c.c.:** 1, R. Parnell (Aston Martin), 1 hr. 15 mins. 4 secs. (93.58 m.p.h.); 2, R. F. Salvadori (Aston Martin), 1 hr. 15 mins. 25 secs.; 3, P. J. Collins (Aston Martin), 1 hr. 16 mins. 35 secs. **1,501-2,000 c.c.:** 1, C. A. S. Brooks (Frazer-Nash), 38 laps in 1 hr. 16 mins. (87.81 m.p.h.); 2, T. A. D. Crook (Cooper-Bristol), 37 laps in 1 hr. 16 mins. 33 secs.; 3, A. Moore (Lister-Bristol), 1 hr. 16 mins. 50 secs. **Up to 1,500 c.c.:** 1, I. L. Bueb (Cooper), 38 laps in 1 hr. 15 mins. 28 secs. (88.43 m.p.h.); 2, L. Leston (Connaught), 1 hr. 15 mins. 50 secs.; 3, K. McAlpine (Connaught), 1 hr. 16 mins. 56 secs.

**Manufacturers' Team Prize:** Aston Martin (Parnell, Salvadori and Walker).

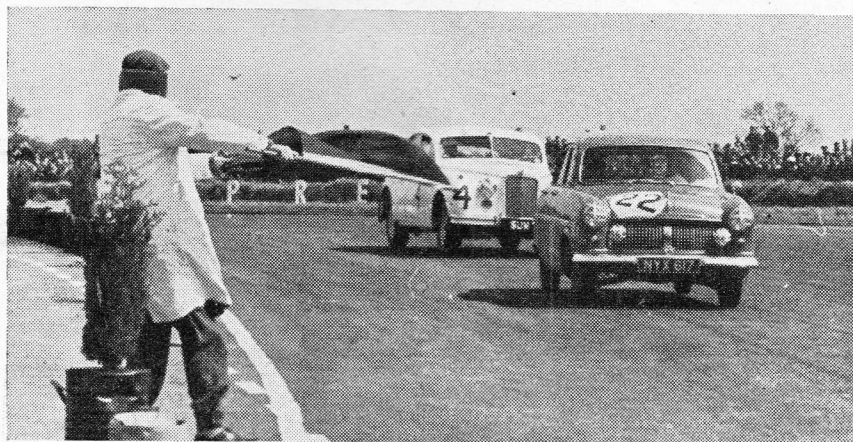
At 12.30 p.m. the starter's flag went down for the second "Le Mans" start of the day, this time for the 25-lap Production Touring Car Race. It is always a popular event with the spectators, this 75-mile race in substantially standard "bread-and-butter" saloon cars, and this year 28 drivers galloped across the road; there was the patter of tiny feet, the slamming of doors and the pit area became like a speeded-up film of Hyde Park Corner in the rush hour!

Best times in practice had been put up by the three works Mk. VII Jaguars of Titterington, Hawthorn and Stewart, and starting in the best position they were

**TRAFFIC JAM:** (right) Scene at the start, with Rogers, Jacobs and Wharton juggling for position. On the grass is Sims. **DON'T LOOK NOW** (below) but Basil de Mattos (Consul) is being followed by Ian Appleyard's Jaguar, and a Man from Mars gives him the blue flag.

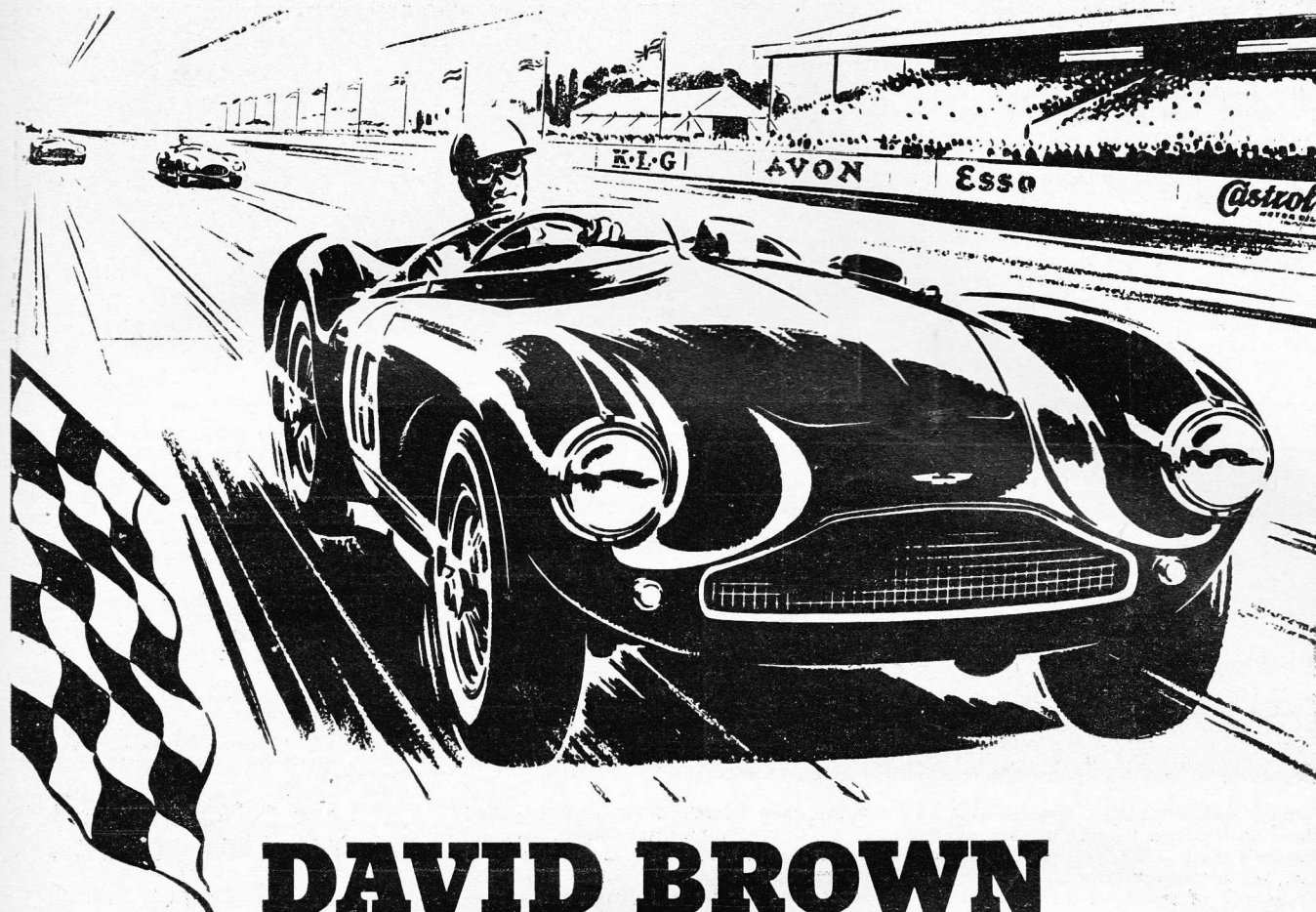


Mark VII Jaguars dominate General Classification; Class wins for Wharton (Ford), Crook (Bristol), Jacobs (M.G.) and Brooks (DKW)



able to get clear of the traffic jam. By the end of the first lap, Hawthorn was in the lead and was never headed all the rest of the way. Ian Appleyard in his own white Jaguar was lying third, between Stewart and Titterington. Not far behind were the beginnings of a duel between Harold Grace (Riley) and Ken Wharton in one of Raymond Mays' very rapid Zephyrs, a duel that was to continue for the rest of the journey, although Wharton got past Grace on the fourth lap, and stayed in front. On the third lap, Titterington, trying to get back with the boys, spun at Club Corner, and although he retained his fourth place, he lost some ground. As early as the second lap, Hawthorn was timed at 2 mins. 10 secs. (81.06 m.p.h.), setting a new lap record for Production Touring (Continued on page 594)





# DAVID BROWN ASTON MARTINS Double Triumph!

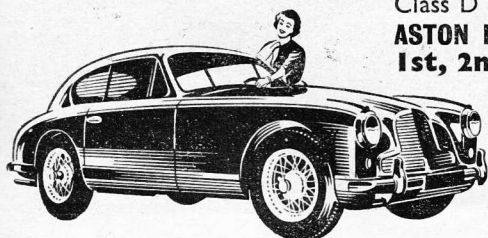
## SILVERSTONE

Daily Express  
International 120 mile  
**SPORTS CAR RACE**

**1st** Reg Parnell  
**2nd** Roy Salvadori

Winners of the Manufacturers' **TEAM PRIZE**  
and achieving the **RECORD AVERAGE SPEED** of 93.58 m.p.h.  
(Subject to Official Confirmation)

Class D (2,000-3,000 c.c.)  
**ASTON MARTINS**  
**1st, 2nd & 3rd**



ASTON MARTIN DB 2-4 SPORTS SALOON

## SPA

Belgian National  
175 mile Production **SPORTS CAR RACE**

## Outright win!

Paul Frere wins in Standard Production  
**DB3S Competition Car—Avg. speed 107.9 m.p.h.**  
(Subject to Official Confirmation)

Also winner of over 2,600 c.c. Class





**The Touring Car Race—continued**

Cars, and he repeated it exactly the next time round.

Farther down the line, Bert Rogers, after a slow start, was working his Riley Pathfinder through the pack, and the three Magnettes were going very well indeed. Harrying the leaders was Tony Crook in his maroon Bristol 405, MPH 100, sounding every bit a Cooper-Bristol among the other much quieter cars. Most noise in the race came from frantic tyre scream on the corners: a fruity tearing note from the big Jags down to a high-pitched whimpering from P. Westley's little Austin A30. Among the smaller cars, the two DKWs were going remarkably well, as was W. G. Wright's Morris Minor. The works-entered Minor, driven by Michael Christie, was not so



*DUEL between Ken Wharton (14) and Harold Grace was contested hotly throughout the race. Here are the combatants at Becketts.*

★

*FLEET FIAT driven by Peter Easton showed high cornering power and finished third in its class.*



happy, and eventually dropped out on the 10th lap with bearing trouble. Peter Easton's Fiat 1100 TV was cornering fast, yet very steadily, which made up for some lack of speed on the straights due to a last-minute carburetter change leaving insufficient time for proper tuning.

First man in real trouble was Bert Rogers, who appeared on his 11th lap at Copse very slowly indeed, accompanied by a most ominous big-end knock. This was rough luck for he had worked up to eighth position and looked like improving upon that. After sizing up the intensity of the knock, he decided to tour round and qualify as a finisher.

However, retirements were soon to follow, the first being V. W. Derrington, whose Consul burst a water hose, and shortly afterwards Christie pulled in with the Minor. On the 11th lap Titterington at last got by Appleyard—and then on the 16th lap Appleyard himself retired in a cloud of smoke and steam with a severe case of overheating. This brought Wharton up into fourth spot and Grace into fifth. Grace was handling the big Riley very competently indeed and on his 18th lap clocked 2 mins. 15 secs. (78.05 m.p.h.), one second faster than Wharton's best time. Grace's team-mate Sims, in a similar machine, was only next door but one behind Tony Crook's Bristol, but always seemed to be much nearer "the limit" and his car had a nasty front-end pitch on the corners.

The fourth Riley driver in the race, G. Gelberg, had the bad luck to lose a fan-blade on the 14th lap, occasioning his retirement. He had been brought in as a reserve with his pre-Pathfinder 2½-litre car and had never been far behind.

Thus the race settled into its final pattern, and the last few laps were reeled off until, with his 25 laps completed, Mike Hawthorn's grey Jaguar swept over the finishing line, with Jimmy Stewart's green one just 2 secs. behind. A 14 secs.

pause, then Desmond Titterington joined them, completing a team win for Jaguars. When fourth man Ken Wharton appeared he received a special ovation from the spectators, for he had driven a fine race to win his class in a car that even with its modifications costs under the £1,000 mark. In the 2-litre class it was Tony Crook's sleek Bristol 405 followed by Buckley's 403, and the M.G. Magnettes walked off with the 1½-litre prizes, Jacobs in the works car earning a meritorious ninth place overall. Among the little fellows the two DKWs led the rest, with C. A. S. Brooks' car more than a minute

ahead of Burn's similar vehicle.

Then it was lunch time, and came the thought that Hawthorn and Wharton, the only two drivers to be taking part in all the first three events of the day, would be joining forces after lunch in the two Vanwalls, for the Big Race—the International Trophy.

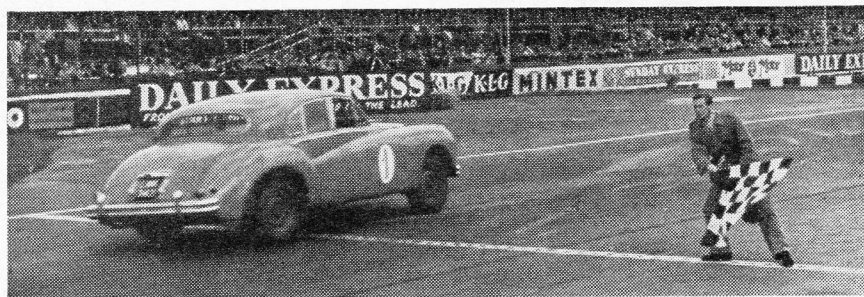
**PRODUCTION TOURING CAR RACE Results**

**General Classification:** 1, J. M. Hawthorn (Jaguar), 25 laps completed, 55 mins. 38 secs. (78.92 m.p.h.); 2, J. R. Stewart (Jaguar), 55 mins. 40 secs.; 3, J. D. Titterington (Jaguar), 55 mins. 54 secs.; 4, K. Wharton (Ford Zephyr), 5, G. H. Grace (Riley Pathfinder); 6, T. A. D. Crook (Bristol 405), 24 laps; 7, L. O. Sims (Riley Pathfinder); 8, P. B. Buckley (Bristol 403), 23 laps; 9, R. W. Jacobs (M.G. Magnette); 10, I. Nickols (Ford Zephyr).

**Over 3,000 c.c. class:** 1, J. M. Hawthorn (Jaguar); 2, J. R. Stewart (Jaguar); 3, J. D. Titterington (Jaguar). **2,001-3,000 c.c.:** 1, K. Wharton (Ford), 25 laps, 57 mins. 38 secs. (76.18 m.p.h.); 2, G. H. Grace (Riley), 57 mins. 43 secs.; 3, L. O. Sims (Riley), 24 laps, 57 mins. 8 secs. **1,501-2,000 c.c.:** 1, T. A. D. Crook (Bristol), 24 laps, 56 mins. 27 secs. (74.67 m.p.h.); 2, P. B. Buckley (Bristol), 23 laps, 55 mins. 43 secs. **1,101-1,500 c.c.:** 1, R. W. Jacobs (M.G. Magnette), 23 laps, 56 mins. 32 secs. (71.45 m.p.h.); 2, A. T. Foster (M.G. Magnette), 56 mins. 51 secs.; 3, J. R. Waller (M.G. Magnette), 56 mins. 43 secs. **Up to 1,100 c.c.:** 1, C. A. S. Brooks (DKW), 22 laps, 57 mins. 6 secs. (67.66 m.p.h.); 2, M. Burn (DKW), 58 mins. 16 secs.; 3, P. R. Easton (Fiat 1,100 TV), 56 mins. 55 secs.

**Fastest lap:** J. M. Hawthorn (Jaguar), 2 mins. 10 secs. (81.06 m.p.h.).

**Manufacturers' Team Prize:** Jaguar (Hawthorn, Stewart, Titterington).



*CROSSING the finishing line (above) as the winner, Mike Hawthorn takes the chequered flag.*

★

*PORTENT?: The new B.M.C. competitions wagon (right) appeared for the first time at Silverstone. This Minor, driven by Michael Christie, and Jacobs' Magnette were entered.*

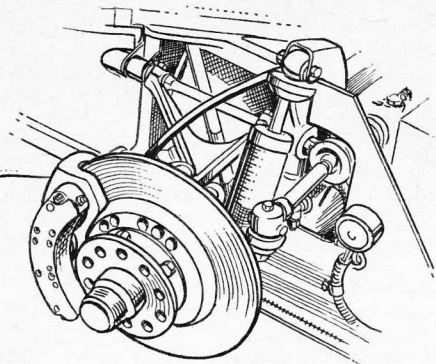




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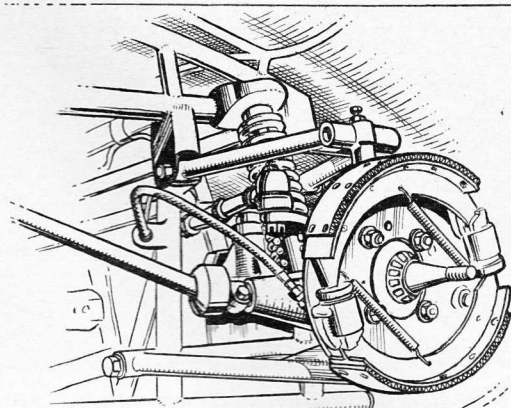
**Jaguar Ecurie Ecosse**

D-type disc brakes.



**Beart-Rodger 1100 Stirling Moss**

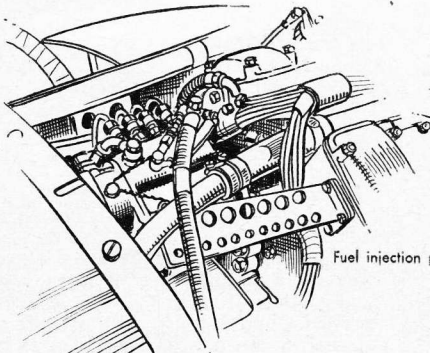
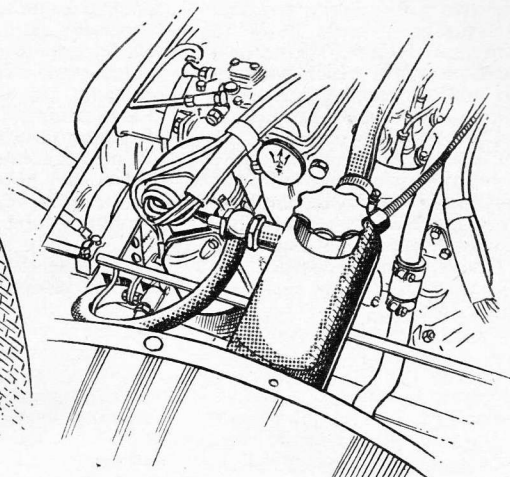
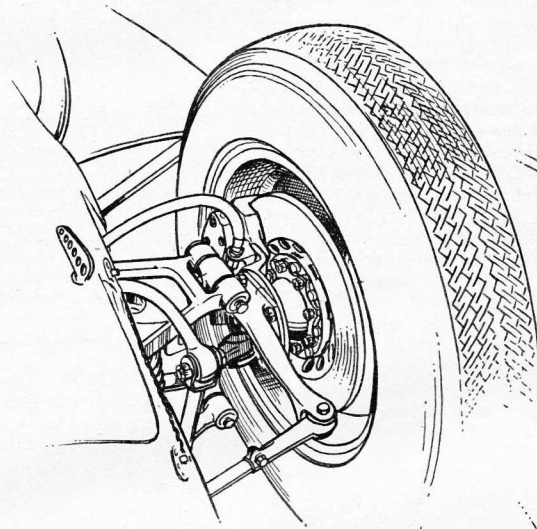
Helical springs around telescopic dampers.



**Owen Maserati**

Peter Collins

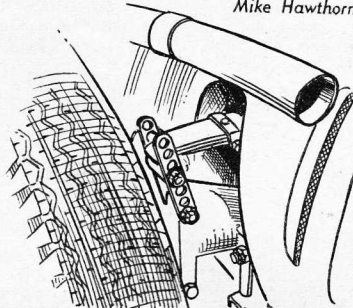
Disc brakes  
and extra header tank  
fitted by Owens.



Fuel injection pump.

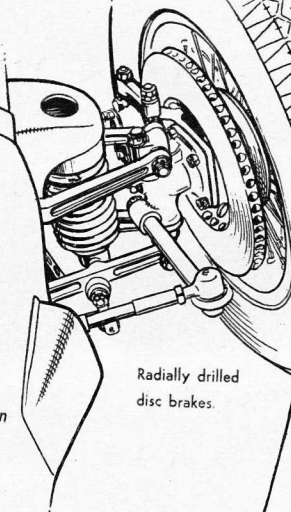
**Vanwall**

Mike Hawthorn, Ken Wharton



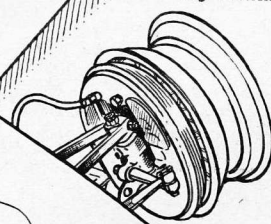
Rear spring camber adjustment.

Radially drilled  
disc brakes.



**Ferrari**

Reg Parnell



AUTOSPORT  
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THEO PAGE



# The International Trophy Race

**COLLINS LEADS** in the Maserati as the field gets away to a model start. Hawthorn (Vanwall), Fairman (Connaught), Moss (Maserati) and Salvadori (Maserati) are in close attendance.

FOR this year's Formula 1 race, the seventh of the *Daily Express* International Trophy series, the heats-and-final system was abandoned, and a straightforward 60-lap, 180-mile race substituted. The 26 starters on paper became 21 on the grid, owing to the default of the two works Ferraris, which Farina and Trintignant were down to drive, the absence of Leslie Marr's new aerodynamic Connaught, which was not yet complete, and the practice crashes of Duncan Hamilton and the Marquis de Portago. The former inverted his Gordini at Copse Corner on Thursday, slightly injuring two spectators, while the Spaniard found his 1955 "Argentine"-type Ferrari going straight on at Club Corner during a demoralizing downpour of rain on Friday. The car struck the bank hard, its wheelbase being considerably shortened thereby, while the unfortunate Marquis broke a leg and went off to hospital.

Roy Salvadori in the Gilby Engineering Co.'s Maserati had turned a lap in 1 min. 48 secs. on Thursday, a time equalled by Mike Hawthorn the following day with the Bosch fuel injection

Peter Collins wins in the Owen Maserati after a fine struggle with Roy Salvadori—Good showing by the new Connaught

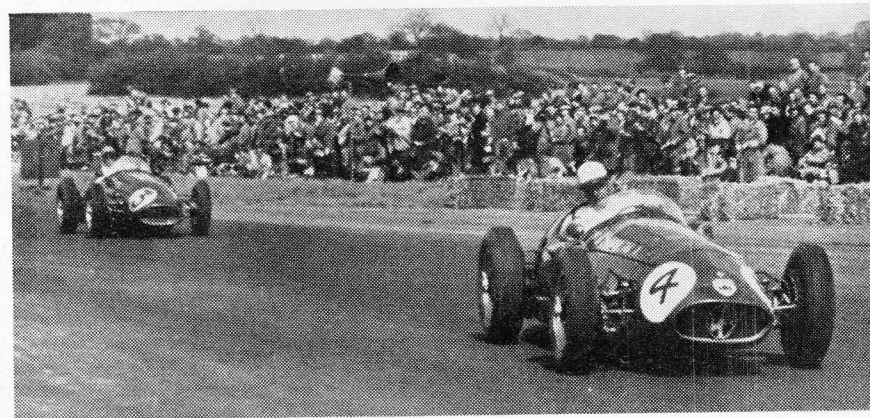
Vanwall. These cars show great promise, but were clearly not *au point* for Silverstone, the mechanics working busily and constantly before race day in a manner reminiscent of the B.R.M. *équipe* in recent years. In ironic contrast, that self-same *équipe* had the Owen Organization's Dunlop disc-braked G.P. Maserati in excellent trim for Peter Collins, the latest of the long line of drivers they have employed. He clocked 1 min. 51 secs. on his first day with the car, and 1 min. 58 secs. during Friday's rain. Stirling Moss did 1 min. 50 secs. in a rather shaky Maserati, while Jack Fairman achieved an encouraging 1 min. 51 secs. with the prototype aerodynamic Connaught, gaining a front row start with Salvadori, Hawthorn and Moss.

It was a model Grand Prix start, everyone getting away in splendid style and Collins gunning up between Hawthorn and Salvadori to head the pack momentarily, though the latter spurted

Starting Grid			
Fairman (Connaught) 1m. 51s.	Moss (Maserati) 1m. 50s.	Hawthorn (Vanwall) 1m. 48s.	Salvadori (Maserati) 1m. 48s.
Beauman (Connaught) 1m. 55s.	Manzon (Gordini) 1m. 54s.	Collins (Maserati) 1m. 51s.	
Keen (Cooper-Alta) 1m. 56s.	Parnell (Ferrari) 1m. 56s.	Wharton (Vanwall) 1m. 56s.	Bira (Maserati) 1m. 56s.
Risley-Prichard (Connaught) 1m. 58s.	Gerard (Cooper-Bristol) 1m. 58s.	McAlpine (Connaught) 1m. 57s.	
Rosier (Maserati) 2m. 01s.	Holt (Connaught) 1m. 58s.	Simon (Maserati) 1m. 58s.	Brown (Connaught) 1m. 58s.
Coombs (Connaught)	Page (Emeryson) 2m. 27s.	Brabham (Cooper-Alta) 2m. 01s.	

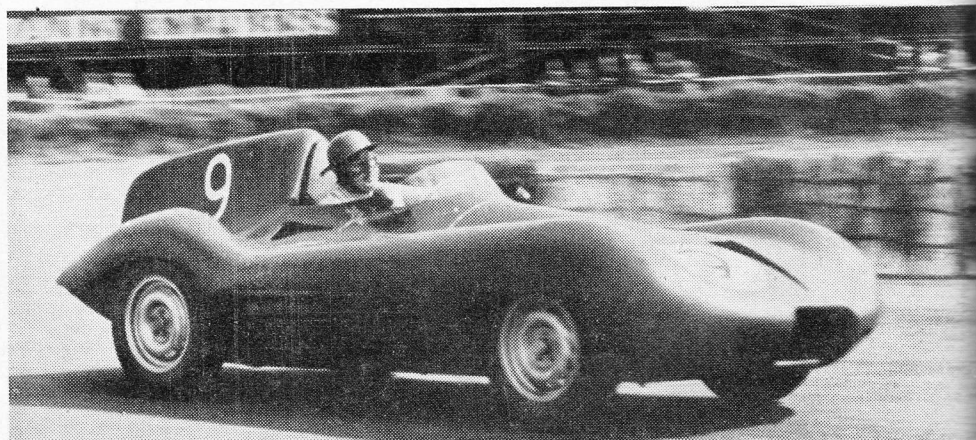
ahead to lead through Copse Corner. After the muted speed of the production touring cars, the noise and pace of the Grand Prix machines at first seemed tremendous, and the sight and sound of Salvadori, Collins, Fairman, Hawthorn, Moss, Bira, McAlpine and the rest snarling past the start after the opening round was stirring in the extreme. The two leading Maseratis certainly sounded hale and hearty, but this, remarkably enough, could not be said for Bob Gerard's familiar Cooper-Bristol, the engine of which was assailed with debility necessitating a stop on lap 3 for carburation adjustments.

Robert Manzon in the solitary French Gordini moved ahead of his compatriot André Simon in a Maserati on the third lap, then spurted past Wharton's green Vanwall a round later. Ken wasn't having this, however, and spiritedly repassed. The leaders, with a clear circuit before them, were setting a terrific



**OPENING STAGES** (above) of the race saw Roy Salvadori in the Gilby Eng. Co.'s Maserati keeping off Peter Collins in the Owen-entered car. Here the pair are seen at the end of Hangar Straight.

(Right) Jack Fairman went magnificently in the new Connaught, holding third place until nearly half-distance, when a broken throttle control put the car out of the race.





*ANXIETY in the Connaught pit as mechanics probe troubles in Ken McAlpine's aerodynamic Connaught.*

right foot with nothing to press. The new Connaught had certainly vindicated itself, however, while McAlpine was still running well, though harried, and eventually passed, by Simon's Maserati. A broken fuel union subsequently cost McAlpine much time, and ultimately he was put out by a fatigue crack developing in the pressurized fuel de-aerator tank. The 2½-litre Emeryson, driven by R. A. Page, also went missing, finishing its race at Abbey Curve.

While Britain's various G.P. ventures were being afflicted with diverse maladies, two of Britain's finest G.P. drivers in Italian cars were out in front, fighting things out. It was on lap 23 that Collins in the Owen Maserati caught Salvadori in the Gilby car, but a lap later Salvadori repassed entering Copse, only to have Collins whip past again in the rush out of the corner. Next round and Salvadori, lapping at a record 98.48 m.p.h., was first once more, there to stick for six more laps. At half-distance the order of the leaders was Salvadori, Collins, Bira and Simon, with Don Beauman (Connaught) going grandly in fifth place, ahead of Rosier. On the 33rd lap, Collins retook the lead, using his disc brakes to marked advantage over Salvadori's drum-type, and beginning to draw away.

The Australian Jack Brabham was giving the spectators good value with his fast cornering in the F2 Cooper, the Alta engine of which had been replaced by a sports Bristol unit. Activity at the Vanwall pit continued, and while Collins and Salvadori were on their 37th lap, a keyed-up Ken Wharton was at last able to resume the race with No. 2 Vanwall, picking up speed not far behind Salvadori. He covered four laps and then, on the run past the pits down to Copse, essayed to pass Salvadori. Going on to the grass on the outer edge before the turn, the Vanwall slid, bouncing high off a concrete-based corner marker. The de Dion tube broke, piercing the tail tank; a flood of fuel was instantly ignited by the hot exhaust, the Vanwall went into a wild slide across the corner, leaving a trail of blazing petrol, and ended up on the grass in a sea of flame, before thousands of horrified spectators. Wharton, half jumping, half falling out of the cockpit, staggered away, teetered dazedly in the middle of the circuit for

long seconds, then ran to the inside and flopped down on the ground to await medical attention. The car, meanwhile, blazed furiously, an evil pall of dense black smoke rising high above the circuit, while fire attendants came into belated and not very effective action, one devoting his attention to extinguishing the burning grass. Eventually a fire engine rushed up with an important clang of bells and ironic cheering from the crowd, and the fire was at last put out. The damage to the car was extensive, though the engine and front suspension may be salvaged from the wreckage. Ken Wharton's arms and neck were badly burned, while a fractured wrist was suspected; his escape was indeed miraculous.

During this drama the race itself became of secondary interest, and drivers, negotiating the fast, tricky Copse bend, stole anxious glances at the blaze as they sped through the smoke pall each round. Collins now looked to have the race nicely under control, for Salvadori, clearly reconciled to second place, was driving to finish. Behind ran Bira, Simon, Rosier and John Coombs, the unlucky Beauman's fine drive ending with lack of oil pressure after 42 laps. Simon came in with a flat tyre, taking a minute to change the wheel but retaining his fourth position, but Coombs ceded his place to Riseley-Prichard in another Connaught when he halted for fuel and water, losing two precious minutes, sufficient to let Brabham's Cooper and Bill Holt's Connaught through as well.

So the 60th lap ran out, and a Bourne-prepared car won a major international race in impressive style, while Collins and Salvadori shared fastest lap honours, at 98.48 m.p.h., a new Silverstone record for Formula 1 machines. Riseley-Prichard headed the 2-litre brigade in sixth place, his Connaught the first British machine to finish, while 10th and last after a great struggle with adversity came Bob Gerard in that throaty Cooper-Bristol of his.

#### Results

1, P. J. Collins (Maserati), 60 laps, approx. 180 miles, in 1 hr. 49 mins. 50 secs., 90.94 m.p.h. (154.45 k.p.h.). 2, R. F. Salvadori (Maserati), 1 hr. 50 mins. 29 secs. 3, B. Bira (Maserati), 1 hr. 51 mins. 39 secs., 59 laps. 4, A. Simon (Maserati), 1 hr. 50 mins. 16 secs., 57 laps. 5, L. Rosier (Maserati), 1 hr. 50 mins. 50 secs., 57 laps. 6, J. Riseley-Prichard (Connaught), 1 hr. 51 mins. 1 sec., 55 laps. 7, J. Brabham (Cooper-Bristol), 54 laps. 8, E. W. Holt (Connaught), 54 laps. 9, J. Coombs (Connaught), 53 laps. 10, F. R. Gerard (Cooper-Bristol), 51 laps.

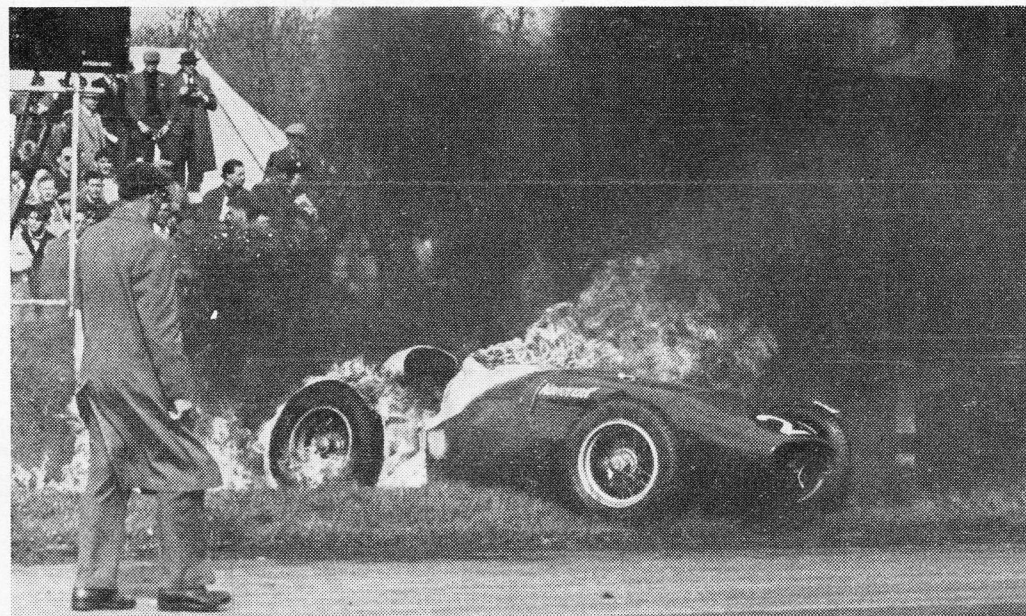
Fastest lap: Salvadori Collins, 1 min. 47 secs., 98.48 m.p.h. New lap record.

pace, Salvadori and Collins mere inches apart, with Fairman in the Connaught driving brilliantly in third place and turning a lap in 1 min. 49 secs., a new Formula 1 record at 96.67 m.p.h. On lap 7 Ken Wharton lost two minutes at the pits while the Vanwall mechanics strove to gain a little more throttle movement. Two rounds later and Fairman clocked 97.57 m.p.h., while poor Gerard passed a lengthy sojourn at the pits for further carburation readjustments and new plugs.

On lap 10, Stirling Moss's Maserati, never really on form, slowed at Stowe with engine trouble, the Mille Miglia winner crawling along to Club Corner before abandoning his car and the race. Reg Parnell's run in Louis Rosier's 1954 Ferrari also ended early in the race. Alan Brown, too, retired with his 2-litre Connaught, and the next development on this "10 little nigger boys" theme was the 13th lap pits visit by Hawthorn's Vanwall, when lying fourth. Mike's race was not a happy one, he and his Vanwall's rear brakes having received a libation of hot oil early on. His place was taken by Bira's Maserati, followed by McAlpine in his new aerodynamic Connaught completed but two days earlier. Gerard's Cooper-Bristol now sounded more like its usual crisp self, and he resumed the race, way back in the field. Wharton made another pit halt with throttle trouble, and now the Gordini began to show signs of the habitual axle maladies, the faces on Manzon's pit personnel lengthening as he called briefly to appraise them of his troubles, resumed at modest pace, and finally retired while Salvadori and Collins were storming round on their 18th lap.

Mike Hawthorn was next to go, the No. 1 Vanwall coming in with fractured oil and water pipes and other mechanical troubles. The Vandervell mechanics thereafter devoted their energies to restoring Ken Wharton's car to race-worthiness, this involving the cutting of a hole in the bonnet to clear the throttle arm, and, one lap later, fitting a longer control arm for the throttles. Alas, next visitor to the pits was Jack Fairman, whose wonderful run was cruelly terminated by the breaking away of a throttle linkage bearing housing which left Jack's

*FINISH of Ken Wharton's race with the No. 2 Vanwall. A marshal looks on impotently while one of Britain's all-too-few modern Grand Prix cars burns almost to destruction.*







Bueb and Russell duel for 17 laps at over 85 m.p.h.—Coopers gain first four places

THOSE spectators who turned to other things after the Formula 1 event missed some of the finest racing of the day, for the 17-lap Formula 3 race was fast, thrilling and packed with incident. The average speed of the race rose steadily throughout, starting at about 85 m.p.h. and finishing at nearly 87 m.p.h., while the 500 c.c. lap record was broken three times and the lead changed no less than 10 times.

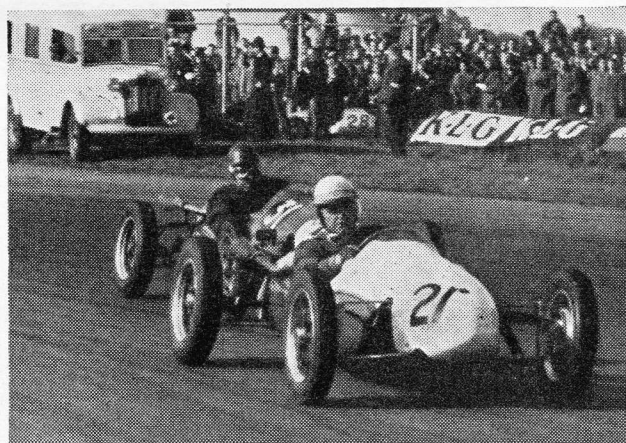
Practice times promised little, for they were established on a wet track. Fastest was Stuart Lewis-Evans (Cooper), who held pole position on the grid by virtue of a lap in 2 mins. 11 secs. (80.44 m.p.h.), and the front row was shared by the Coopers of Ivor Bueb, Cliff Allison and Les Leston. "Pop" Lewis-Evans and Colin Davis, also Cooper-mounted, lay behind with Don Parker's Kieft. However, Allison made a poor start, and it was Leston who led from Bueb, Wicken and Higham (both third-row men) at Copse Corner. Then came trouble, for the surface on this corner had been softened by the conflagration of Wharton's Vanwall. George Wicken's Cooper shot off the course but got going again, and "Pop" Lewis-Evans went right over the bank, unfortunately bruising a spectator.

Out in front, Bueb held a narrow advantage over Stuart Lewis-Evans, Leston, Jim Russell (Cooper), Dennis Taylor (Cooper) and Reg Bicknell (Revis). The second lap found Russell second, with Taylor third, Leston fourth, Lewis-Evans fifth and Bicknell still sixth, but Lewis-Evans covered his third round at a record 87.81 m.p.h. to pass Leston and start pressing Taylor. Thus harassed, the latter spun on entering Copse at the beginning of the fourth

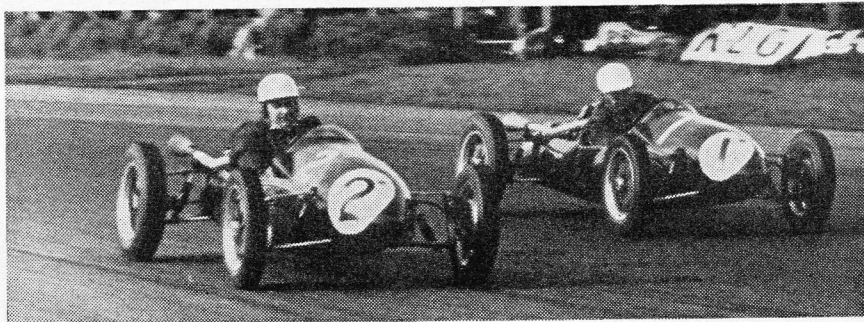
lap and motored backwards on the grass with great skill until he stopped. Lewis-Evans senior, now a spectator, emerged from the undergrowth and helped him to restart, but before this incident had concluded there was more excitement at Copse. Higham (Cooper) and Headland (Martin-Headland) had gone off the course together, Headland breaking both legs when his car overturned.

Jack Moor's Wasp-uniformed Cooper then shed a valve cotter at Woodcote, while Burgoyne's Kieft, slow but impressive-sounding with its four-cylinder Turner engine, also retired. The men up at the front were still having enormous fun, Russell passing Bueb on the fifth lap and being repassed on the sixth. Not to be outdone, Stuart Lewis-Evans passed both of them on the seventh round, while Allison deprived Bicknell of fifth place. Bueb's answer to this was

*VISITOR: (Right) The Swiss driver, Hansjorg Gilomen, keeps his Cooper ahead of R. K. Tyrrell's at Copse. He finished eighth.*



*AT HOME (below) on the Silverstone track were Ivor Bueb and Jim Russell, making their lap of honour after their 1-2 success in Mark 9 Coopers.*



to establish another record (88.55 m.p.h.) on the eighth lap, appearing just ahead of Russell—but the latter led again on the next lap!

The speed of the race was almost unbelievable, and car after car was taking Woodcote in a long drift, coming out so fast as to mount the grass in front of the pits; in each case the suspension merely flexed and the car continued at undiminished speed. Some, however, were not finding life so easy. J. B. Naylor's Cooper halted at the pits with ignition trouble; Clive Lones dropped out at Club Corner with the Tiger Kitten, and two of the visiting drivers, Texidor and Swaelens, retired on the course with their Coopers.

By the end of the 12th lap the race average stood at 86.55 m.p.h., and Bueb had regained the lead from team-mate Russell. Behind the two works Mark 9 Coopers, a steady third place was held by Stuart Lewis-Evans in his similar but privately entered car. Cliff Allison, also in a privately owned Mark 9, had taken fourth spot from Leston's Beart-Cooper, and next came Reg Bicknell's Revis, first of the non-production models. It was followed by Colin Davis's Mark 8 Cooper, which two laps earlier had passed both Parker's Kieft and Fenning's Staride, themselves duelling strongly.

Parker passed Fenning on the 14th lap, while the unfortunate Davis retired at Beckett's Corner. Jim Russell was once again in front, but with a lap at 89.3 m.p.h.—another record, and the fastest of the race—Ivor Bueb repassed him before Stowe on the 15th round. Surprisingly, Russell once again led at the end of the penultimate lap. Bicknell, lying sixth, lost his place to Parker when his magneto gave out, and Parker gained again when Leston stopped at his pit, restarting after a brief halt. On the last lap, for the 10th time, the lead

changed and Ivor Bueb appeared first round Woodcote to win.

#### Final Placings

1, I. L. Bueb (Cooper), 17 laps, approx. 50 miles in 34 mins. 20 secs., 86.96 m.p.h. (139.90 k.p.h.).  
2, J. Russell (Cooper), 34 mins. 22 secs.; 3, S. Lewis-Evans (Cooper), 34 mins. 32 secs.; 4, C. Allison (Cooper), 34 mins. 38 secs.; 5, D. Parker (Kieft), 35 mins. 19 secs.; 6, E. Fenning (Staride), 35 mins. 20 secs.; 7, G. Wicken (Cooper); 8, H. Gilomen (Cooper); 9, L. Leston (Cooper); 10, D. Boshier-Jones (Cooper); 11, R. K. Tyrrell (Cooper); 12, D. Truman (Cooper), 16 laps; 13, T. Bridger (Kieft), 16 laps; 14, R. G. Bicknell (Revis), 16 laps; 15, G. H. Symonds (Cooper), 16 laps; 16, Hon. E. Greenall (Cooper), 15 laps.

**Fastest lap:** Bueb, 1 min. 58 secs., 89.30 m.p.h.  
**New lap record.**





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**Silverstone  
International  
Meeting**

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SPORTS CARS

**3rd**  
9 OUT OF 12  
CLASS AWARDS

TOURING CARS

**1st 2nd 3rd**

MANUFACTURERS' TEAM PRIZE  
9 OUT OF 14 CLASS AWARDS

500 c.c.

**1st 2nd 3rd**

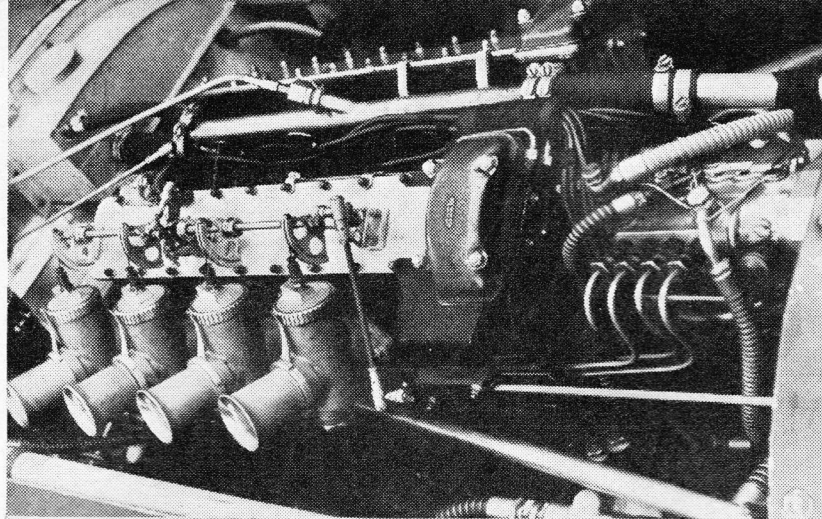
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**DUNLOP—FIRST FOR YOU!**



**CARBURETTERS?** No—throttles! The four barrel-type throttles fitted to the four-cylinder 2½-litre engines of the latest Vanwall Specials look like Amal carburettors but control the intake of air.

THERE'S something about Silverstone. It may be—in fact it is—only a converted aerodrome, but it is beginning to achieve that kind of atmosphere which dear old Brooklands had. Whether this is due to the helpful and friendly attitude of the officials or the convenient situation of the beer tents, I wouldn't know.



# The Technical Side

**JOHN BOLSTER takes a look around at Silverstone**

Suffice it to say that it is always a pleasure to work there.

The results of the races are now well known, but technically there was much food for thought. Take the Formula 1 event first. The story there is fuel injection.

As I wrote a year or two ago, fuel injection must inevitably be adopted eventually for all racing cars. It gives a guaranteed power increase of the order of 12 per cent., and such a gain simply cannot be ignored. Now that Mercedes-Benz have made the thing work under racing conditions, everybody else must follow suit.

## Fuel Injection Systems

There are, broadly, two types of fuel injection in use. One is direct injection into the cylinders, and the other is port injection. The former system is used on the Vanwall, while Connaught have espoused the latter.

In brief, the Vanwall has a timed, piston-type pump rather like that of a diesel engine. The fuel is shot through injectors just beneath the inlet valves, and in this respect the design is reminiscent of the Mercedes. However, it differs greatly in the inlet tract arrangements. The "Merc" has a single large throttle, but the Vanwall has what appear to be four enormous Amal carburettors without any jets, chokes or float chambers.

These contain throttles which slide vertically. When fully open the system is equivalent to four plain ramming pipes, for the throttles disappear completely. There is a shaft connecting the pump delivery control with the throttle spindle. In this way an increasing supply of fuel is metered as the accelerator is depressed.

The Connaught has port injection which is broadly of the type which Hilborn pioneered. The vane-type pump gives a continuous delivery, while a bypass valve, cam-operated by the accelerator, alters the flow. The ramming pipes from the ports are connected to a large-diameter gallery. This carries a single big butterfly throttle at its forward end.

Of the two systems, the direct injection layout has theoretical advantages, but the port injection arrangement has great practical merits. The amount of fuel delivered by each piston stroke of a direct injection pump has to be so accurately metered that a watch is a crude piece of mechanism by comparison. Furthermore, there are a hundred and one different situations in racing, all of which demand an alteration in fuel delivery. Some of us, in fact, are belatedly realizing what a magic instrument a carburettor is!

None of these conditions can be simulated on the bench, where only full bore tuning can be carried out. Pains-taking research on the circuits is the only answer. Jack Fairman's magnificent drive in the Connaught shows how promising their system already is, even though it is admitted to be only in an interim stage of development.

## Chassis Design

Turning to chassis, a degree of standardization is becoming apparent. A multi-tubular frame, independent front suspension by wishbones, and a de Dion rear end, can now be regarded as the orthodox arrangement. It is normal, too, to place the gearbox at the rear of the car in unit with the limited-slip differential. Great attention has been paid to rigidity of construction and accuracy of steering and suspension geometry. As a result, there is little variation in the cornering power of modern Formula 1 cars, which is uniformly high.

Once again, the Formula 3 picture is Cooper-dominated. Other names blaze for a moment, but year after year the old firm pulls one out of the bag. Yet, the design of the current model is

astonishingly similar to that of the earliest version. It is, I think, of interest that the de Dion axle has not found favour among these very small cars. Possibly the independent rear suspension that prevails is especially suited to light weight and moderate power.

Frankly derived from 500 c.c. practice, the 1,100 c.c. Cooper sports car created a furore in the sports car race. Giving away 400 c.c., it won the 1½-litre class and exceeded the speed of the surviving 2-litres. Of course, this car once again brings up the whole question of rear engines. I think that, other things being equal, a more compact vehicle of lighter weight can be built if the power unit is behind the driver.

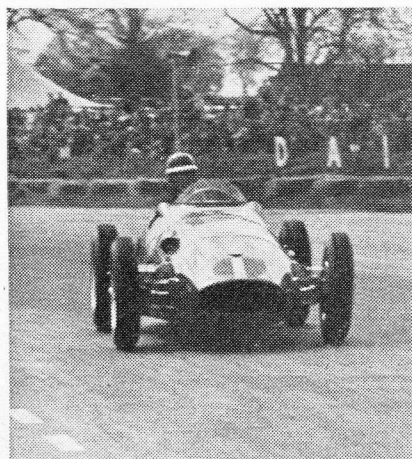
We know that if the engine is placed too far astern, handling may be tricky. In this case, however, location of the machinery approaches the centre of the chassis, and the vehicle quite obviously has exceptional stability and cornering power. Imitation is the sincerest form of flattery, and I prophesy quite a rush to produce new rear-engined sports racers. Incidentally, the Coventry-Climax engine of this car has remained untouched since it was delivered.

## Standing the Pace

The failure of the Jaguars to stand the pace was a little ominous so close to Le Mans. On the other hand, the two new Aston Martins were so obviously a vast improvement on last year's cars that one hopes to see a change in this team's fortunes. The new wheels, with their extended rims and outboard spokes, certainly appear to be light and strong. It remains to be seen whether they are vulnerable to trivial accidents.

The mortality of engines in the touring car race seemed high, and the clatter of big ends was pitiful to hear. If the bearings cannot stand a 75 miles blind, something must be wrong. All the cars had been considerably "hotted up", and one feels that an increased delivery of cool oil should be arranged when the power output is augmented. Vastly impressive was the Raymond Mays Zephyr, which underlines what I said about it in my road test.

Nevertheless, the greatest interest of all is inevitably centred in the out-and-out Grand Prix cars. If Britain does not yet have a world-beater, she at least has two makes which, given luck, meticulous preparation, and more money, may yet surprise the Continentals on their own ground.



**LAP RECORD** was equalled in practice by Mike Hawthorn in one of the Vanwalls with a time of 1 min. 48 secs., although mechanical trouble put him out of the race proper.



# CASTROL

# WINS

# SILVERSTONE

## SPORTS CAR RACE

**1<sup>ST</sup>** R. PARNELL  
(ASTON MARTIN)

**2<sup>ND</sup>** R. SALVADORI  
(ASTON MARTIN)

and **1<sup>ST</sup> 2<sup>ND</sup> & 3<sup>RD</sup>** in Class D

**ASTON MARTIN**

## PRODUCTION CAR RACE (Class F)

**1<sup>ST</sup> M.G. MAGNETTE** (R. W. Jacobs)

(Subject to official confirmation)



THE MASTERPIECE IN OILS



# DESTINATION MUNICH

Wilson McComb Makes a Rush Journey to Bavaria to Test a 300SL Mercedes-Benz—Over 150 m.p.h. Attained with ex-Fitch Mille Miglia Car



Herr Uhlenhaut (left) invites Wilson McComb (right) to drive the 300SL Mercedes on the Munich autobahn.

"WOULD you like to go to Munich to attend some autobahn tests on a 300SL?" said the associate editor. "What do you think?" I replied. "When do I go?" "This afternoon," said the associate editor.

This telephone conversation, at 11 a.m. on Thursday, 5th May, was my first intimation that the two days preceding the *Daily Express* Silverstone meeting would be spent, not at the office desk, but in covering more than 1,500 miles by road, rail and air in order to drive a 300SL Mercedes for the first time—and drive it, moreover, faster than I had ever driven a car before. Daimler-Benz A.G. had invited a party of journalists to attend officially-observed tests of a car fitted with the 3.09:1 final drive, but had unfortunately chosen the day before Silverstone, when most English journalists were engrossed in other things. So to me fell the unexpected privilege of representing AUTOSPORT, and, as it turned out, of confirming a prediction made by John Bolster at the beginning of this year. After achieving a timed-both-ways maximum of 140.6 m.p.h. when testing a 300SL with 3.64:1 final drive, he wrote: *I am confident that one could exceed 150 m.p.h. with a higher ratio.* He was absolutely right, for with not a fraction of John's driving experience I was able to return a mean speed of 151.4 m.p.h., timed both ways, and a best average over the measured kilometre of 153.4 m.p.h.

The full story of the round trip to and from Bavaria, made in company with another British journalist, would monopolize several issues of this magazine and read like a piece of popular detective fiction. From London Airport we flew to Amsterdam Schiphol, where we were met by a Dutch travel agent in a Simca Aronde. With scant respect for traffic lights ("It is Liberation Day and the police are on holiday") we drove to Amsterdam station, there to be bundled into the Holland-Italy Express five minutes before it left at 6.25 p.m. The subsequent 550-mile journey on this train and the Austria Express, which we caught at Cologne, ranks as one of my less happy memories; neither dining nor sleeping facilities were available, and the two journalists who stumbled out on to Munich platform, at nine o'clock last

Friday morning, were weary folk indeed. This strange contrast to traditional Daimler-Benz efficiency was explained at Munich, where we were told that we had caught the wrong train!

Hunger and tiredness were forgotten, however, as Artur Kaser, the Mercedes P.R.O., took us in a Type 300 saloon to the Munich-Nürnberg-Berlin autobahn, some 11 kilometres of which had been closed since 5 a.m. He explained that the test had been arranged to allow more than 20 journalists (from Switzerland, Austria, Germany and England) to try the car for maximum speed under safe conditions; it would be followed by further tests at the Hockenheim circuit on Monday, where the party could assess the car's handling qualities. There were now four final drive ratios available for the 300SL: 3.64 for normal road use; 3.42 for the Mille Miglia and Hockenheim; 3.25 and 3.09, the last of which had been fitted for this test. The car used was that with which John Fitch won the *gran turismo* class in the Mille Miglia, and speeds in excess of 160 m.p.h. were expected. However, the 3.09 ratio had proved less suitable than the 3.25, and in conjunction with a fairly strong wind this had kept speeds down to about 152 m.p.h.

On arrival at the autobahn, not expecting to be allowed to drive, I tried to look like part of the scenery while various journalists tore up and down the timing strip, each taking two runs in each direction. Then—to my awed delight—Mercedes' chief technician turned to me. "Herr McComb, would you like to drive now?" Honesty compelled me to protest inexperience, but Uhlenhaut merely smiled. "Drive it as you wish," he said. "Slowly at first, to learn the course, then fast if you want to."

So for the first time in my life I stepped into a 300SL Mercedes-Benz, fixed the steering wheel in position, closed the windows and locked the doors. The high axle ratio revealed itself in a slight falter as the clutch was engaged, a touch of throttle immediately cured this, and 3.4 kilometres later a board marked "A" (*Anfang*) told me that I had entered the timed section. One kilometre later came another board marked "E" (*Ende*), followed by a comfortable six kilometres or more in which to slow down. I felt completely at home in the car, and my "gentle" first run had produced a figure of 131 m.p.h.—15 m.p.h. faster than I had driven a car before. Gaining con-

fidence, I tried a little harder on the return journey, but with due respect for the two sweeping bends which preceded the timed strip. Running through my mind was another comment by Bolster: *A man should gain experience in 100-120 m.p.h. cars before being let loose in this projectile.* As my normal transport is a side-valve Morris Minor, it seemed likely that this remark would apply to me! However, I tried again, with the results given below. The figures given were recorded by Herr Krueger of the A.D.A.C. and Herr Wiedmann of the A.V.D., who acted as timekeepers, and they are certified as accurate by Herr Franz Beber, who officially observed all the attempts and confirms that they were made on ordinary pump fuel.

OUTWARD		INWARD	
Time	Speed	Time	Speed
<b>FIRST RUN</b>			
17.16 secs.	209.8 k.p.h.	14.96 secs.	240.6 k.p.h.
<b>SECOND RUN</b>			
14.58 secs.	246.9 k.p.h.	14.98 secs.	240.3 k.p.h.

Best average (one way)=246.9 k.p.h. (153.4 m.p.h.).  
Best mean speed (both ways)=243.6 k.p.h. (151.4 m.p.h.).

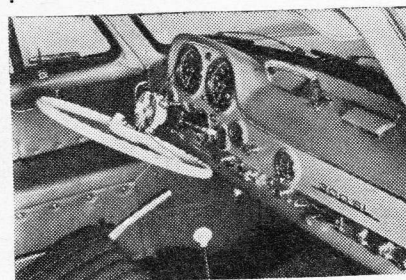
It was obvious that an experienced driver could improve on these figures, especially as on the return journey the highest speeds could only be obtained by taking the preceding bends flat out. I learned later that this had been done by Herr Mischke, Uhlenhaut's assistant, who returned the day's best times, viz:

OUTWARD		INWARD	
Time	Speed	Time	Speed
14.29 secs.	252.0 k.p.h.	14.48 secs.	248.6 k.p.h.

Best average=252.0 k.p.h. (156.6 m.p.h.).  
Best mean speed=250.3 k.p.h. (155.5 m.p.h.).

Over beer, pretzels and strange blond sausages, we were told that there was no chance of a return plane from Munich, or even from Stuttgart. We must drive to Frankfurt to pick up a connection, or there would be no Silverstone for us the following day, and they would lend us a car. What car? Why, the 300SL which we had just been testing, of course!

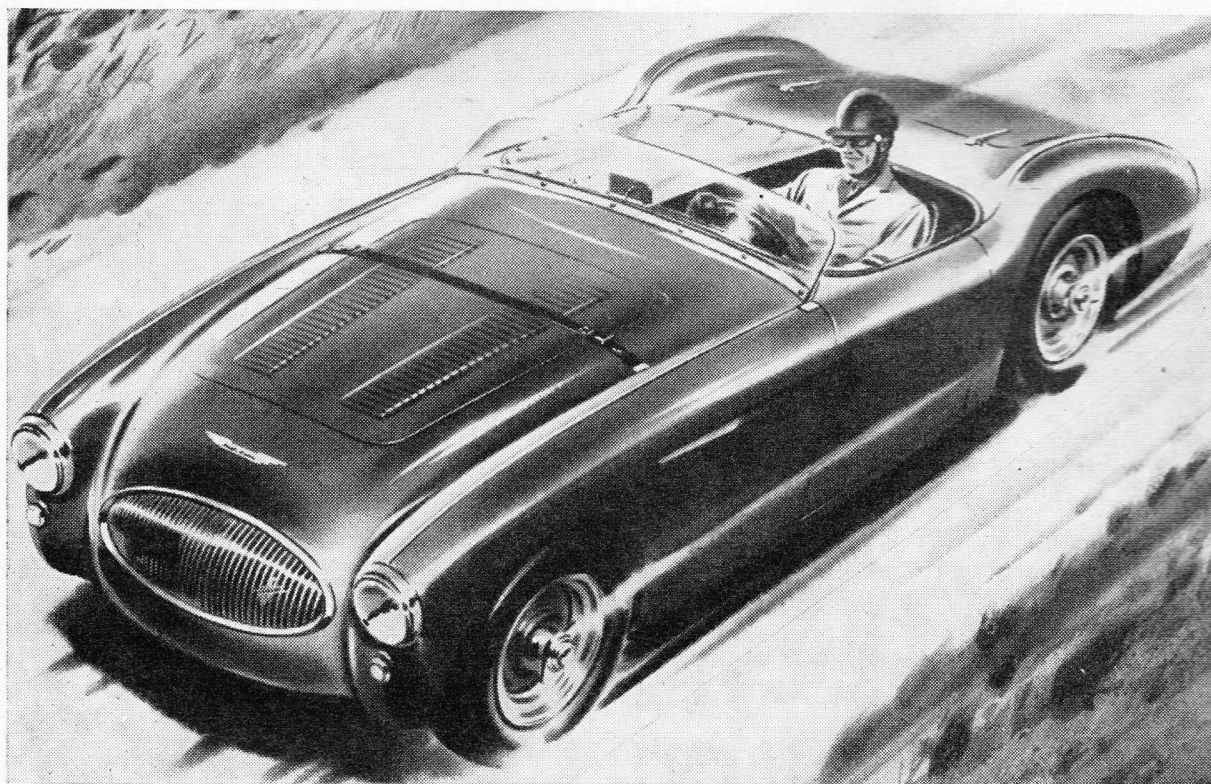
Several more issues of AUTOSPORT could be filled with the story of that drive. It must suffice to say that we were given the car, fitted with number plates and tanked up, at 12.30 p.m., and at 3.45 p.m. arrived at our destination. Over a distance of 250 miles we had averaged almost 77 m.p.h. in a car which had done the Mille Miglia and over 500 miles of maximum speed testing, and the only effect was to drop the coolant temperature from 80 deg. C. to 75 deg. C. Admittedly we were on an autobahn for most of the way, but the traffic was heavy and people travelling at about 80 m.p.h. don't anticipate any need to abandon the middle of the road. When at last they move over and the 300SL sweeps past to disappear into the middle distance, they must be more than a little surprised. Truly, this car is indeed a projectile, and as our aircraft flew from Frankfurt to London I carried with me a souvenir of its performance—stiff, cramped neck muscles a physical memento of its tremendous acceleration.



A cockpit impression of the 300SL, showing the way in which the steering wheel is pivoted to allow easier entry.



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**1<sup>st</sup> and 2<sup>nd</sup>**

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**Drivers: G. Abecassis and Lance Macklin**

## AUSTIN-HEALEY 100

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# CORRESPONDENCE

## Race Commentaries

THE following appeared in a letter I received recently, referring to the last Goodwood meeting: "The organization was, as usual, excellent and the commentaries were, as usual, terrible. The commentators made no intelligent comments about drivers, driving or cars, and to make matters worse they continually kept up that nauseating double-talk which we now know so well. It was all so pathetic that it was embarrassing." Now, as we know, commentaries at race-meetings have never been very good, but surely they are getting steadily worse. Commentators seem to have given up making pre-race analyses of the entry, with notes on cars and drivers. There is always something I am silently screaming for them to tell us, but which never comes. Often races start without it even being made clear who is driving what. And, after all, not everyone in the crowd is a real enthusiast. The commentator can help to give the spectator a balanced view of what is going on—in motor-racing all is not as simple as it seems. The commentator may know, for example, that there is a reason for a driver's poor performance on a certain day; the crowd is not in a position to know this.

The more glaring kind of oversight which is all too frequent is the failure to tell the crowd who the outstanding people in the race are, who is performing above average, and, if there are any foreign drivers, just who they are. At Oulton Park, for example, Mike Sparken was not properly introduced. Very few people had heard of him, and most people did not even know he was French. No mention of his previous successes, and the fact that he was obviously a much-improved driver, was made. And at Dundrod last year the drivers in the Maserati team, some of them famous drivers, were never listed by the commentator, even though the programme did not contain their names. One had to spend the whole race working out who they were. Also the switches in the Lancia team, although it was possible to work out what they were, were continually missed by the commentators. Surely there is no excuse for all this. Let's have well-informed commentaries, please, which give a real sense of perspective to the race, not a mere lap-position report.

By the way, whoever worked out some of the strange handicaps at Goodwood? In one race the new Connaught was on scratch, giving 3 seconds to the Vanwall (if it had appeared) and the B.R.M., and 10 seconds to Salvadori's Maserati! This meant that it would have to lap within a fraction of Hawthorn's lap record to have won. Really! How patriotic can you get?

JOHN D. STOCK.

HARLOW, ESSEX.

## ... and Fire Fighting

As a marshal on Copse Corner at Silverstone last Saturday, when Wharton's Vanwall went up in smoke, I was a witness to deplorable inefficiency on the part of the fire-fighting personnel.

When the said persons finally arrived, the Vanwall was well alight. The hose was pointed in the right direction for at least two minutes while a man experimented with valves to find the right one, and when he got it right—water appeared!!



After a while it occurred to them that foam was the right thing to use, but by this time the fire had almost burnt itself out and the Vanwall was a smouldering wreck.

While all these "Goon Show" antics were in progress, a van of the "Fire Protection" people was nonchalantly parked with both doors open in the middle of the circuit at Copse!!

Fortunately none of the other racing cars hurtled into view until after this obstacle was removed.

I would add that the public were very much alive to all this bad organization and when the P.A. announced that "the fire was quickly and efficiently dealt with by the fire brigade", a very sarcastic and ironical cheer went up from Copse Corner.

E. G. HOARE.

MAPPERLEY, NOTTINGHAM.

## BOOK REVIEWS

Title: *Veterans of the Road.*

Author: Elizabeth Nagle.

Size: 5½ ins. x 8½ ins. 240 Pages. 117 Illustrations.

Publishers: Arco Publishing Co., Ltd., 10 Fitzroy Street, London, W.1.

Price: 18s.

PERHAPS one of the most intriguing aspects of the post-war motoring scene has been the enormous increase of interest in veteran motor cars. Behind this strange cult lies the energy, resourcefulness and devotion to self-appointed duty of the Veteran Car Club of Great Britain, for without them there would be very few Veterans left to take the road. Today the V.C.C. has over 1,000 members, between them owning nearly as great a number of these historic vehicles; more than 1,000 enthusiasts whose annual efforts converge on one date in the year, the date of the London to Brighton run.

On 14th November, 1954, it was estimated by the police that more than three million people turned out to see the Veterans go by, probably the largest crowd ever to watch a sporting event in these islands, and it is fitting that as this year the Club celebrates its Silver Jubilee, a chronicle should be made of its history and achievements.

Such a chronicle has now been completed by Miss Elizabeth Nagle, who has been the Club's secretary for over three years and who is herself a most knowledgeable enthusiast. It is a fascinating account going right back to the founding of the Club on 23rd November, 1930, when Sammy Davis, Jackie Masters and the late John Wylie met after the first R.A.C.-organized London-Brighton commemoration run. Miss Nagle takes us through the 25 years of steady growth, in a warm-hearted readable style, entirely in the spirit of those hundreds of men and women of all ages who tend, cherish and drive their veteran cars.

The book is well produced and well illustrated with over 100 photographs, including 85 examples of veteran vehicles dating from 1875 to 1916, complete with technical data supplied by Dennis Field.

S. P. S.

FOYLES have added to their comprehensive range of 2s. 6d. handbooks, one called *Motoring—Buying, Driving and Maintenance*. Written by Phil Drackett, it treats the subject in a sound "basic" manner and as such would make a most useful gift to a young newcomer to motoring. As some space is devoted to "clubs and publications" it could be a good influence on a potential recruit to the sport!

## For the Study Walls . . .

A SET of eight attractive four-colour prints of classic British veteran cars has been published by The Archives, of 146 Cromwell Road, London, S.W.7. Each measuring 6½ ins. x 9 ins., and eminently suitable for *passe-partout* framing, the subjects are 1907 racing Napier, 1913 Bullnose Morris, 1902 Wolseley, 1906 Rover, 1909 Vauxhall, 1911 Rolls-Royce, 1898 Daimler and 1909 Austin Seven. They are offered at 10s. per set, post free.



**Another great Silverstone success for**

**MINTEX**

PETER COLLINS

*won the Daily Express International Trophy Race*

at an average speed of 95.94 mph. in A. G. B. Owen's

MASERATI

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**HEARTY CONGRATULATIONS ALSO TO**

IVOR BUEB (Cooper) winner of the 500 c.c. Race at 86.96 mph.

to

MIKE HAWTHORN (Jaguar), J. R. STEWART (Jaguar) and D. TITTERINGTON (Jaguar)

1st, 2nd, 3rd and Team Prize in the International Production Touring Car Race

and in the Sports Car Race

Class C 1st. Tony Rolt (Jaguar) Class E 1st. C. A. S. Brooks (Fraser-Nash) Class F 1st. Ivor Bueb (Cooper)

*(Subject to official confirmation)*

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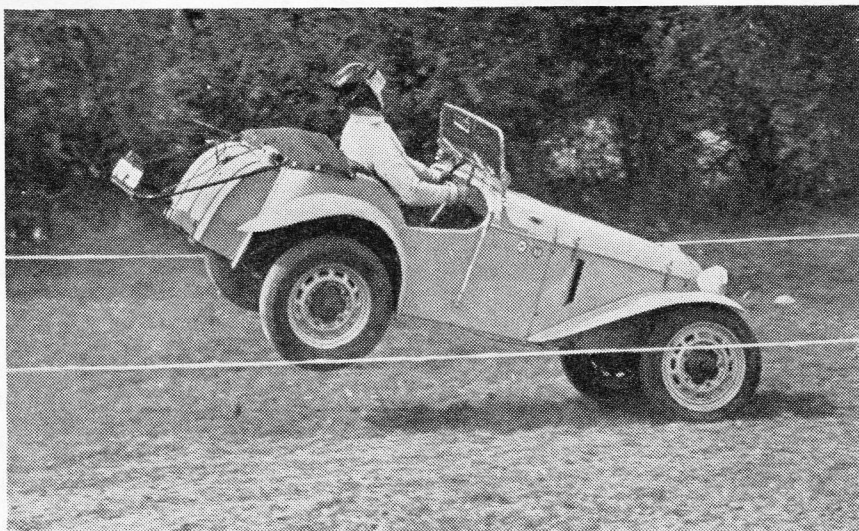


## NEWS FROM THE CLUBS

*By Wilson McComb*

AFTER a week which included a hurried trip to the south of Germany on Thursday, an equally hurried return on Friday and a very full day at Silverstone on Saturday, this column has found it difficult to get its coat off for more normal office duties. Talking of getting the coat off, I was intrigued to find that to do so when driving (a practice I have always favoured) seems very popular in Germany, and many cars have small hooks on the inside of the door pillars so that one's jacket can be hung up out of the way.

Two very different events are being promoted by the **Bristol M.C. & L.C.C.** in the next few weeks: the Naish House Hill-climb on 21st May, and, in conjunction with the **Veteran C.C.**, a rally and reliability trial for Veteran and Edwardian cars on 4th June. The hill-climb is at Naish House, Clapton-in-Gordano, near Portishead, Somerset, and is over a course 765 yards long with three hairpins. As you may know, the surface is of grass, except for the bends and start which are concreted. It is a closed event, but the other affair is "restricted" as far as it is open to any driver of a Veteran or Edwardian car and consists of a rally with marking based on age and mileage covered and a trial which includes several observed hill-climbs on metalled roads. Details of both meetings can be obtained from R. A. Wood, 22 Monkton Road, Hanham, Bristol. . . . The **Rugby M.C.** announce that their new Hon. Secretary is David Forsyth, 27a Bilton Road, Rugby, Warwicks. . . . Now for two events in Northern Ireland. The **Newry & D.M.C.**, following the Circuit of Ireland, are promoting the Circuit of Down on 28th May. This is a 200-mile touring trial (or rally, if you prefer) and entries close on 25th May to Mrs. E. Atkinson, 17 Sandys Street, Newry, Co. Down. . . . The **Omagh M.C.'s** hill-climb at Syonfin, Co. Tyrone, will be held on 4th June over a course of some 1,500 yards and looks a promising meeting. Invited clubs are the **Ulster A.C.**, Newry, North of Ireland, 500 **M.R.C.** of Ireland, Mid-Antrim, Armagh and Connaught **M.C.** (no, the latter is not a "one-make" club!). Entries close on 26th May with G. Murnaghan, Omagh **M.C.**, Ltd., "Birchfield", Omagh, Co. Tyrone. . . . The Bouley Bay Spring Hill-climb takes place on Whit Monday under the auspices of the **Jersey M.C. & L.C.C.**, with classes for sports, saloon and racing cars, plus motor-cycles. Entries close on 18th May and the secretary is Christopher Bradley, 27 Hill Street, Jersey, C.I. . . . Air Ministry permission not having materialized, the **Southsea M.C.'s** timed trials at Thorney Island on 22nd May have had to be postponed. . . . All members of **R.A.C.**-recognized one-make clubs are invited to take part in the **Lancia M.C.'s** Challenge Trophy driving tests at Thruxton aero-



*THIS performance by George Hyde's Phoenix, during practice for the Newry and D.M.C.'s autocross on 30th April, decided officials to alter the course before the meeting started!*

drome on 26th June. Each club which enters plans one of the tests, and a handicap formula is applied to the results. Details may be had from F. G. Barkway, 235 Lymington Avenue, Wood Green, London, N.22. . . . Regs. are now ready for Shelsley, now in its 50th year. This famous hill-climb will be run under a National permit on 19th June, with classes for racing, sports and vintage cars. Entries must reach the Secretary of the **Midland A.C.** by 1st June, and the address is 184 Bath Row, Birmingham, 15. . . . A new and interesting course, about half-a-mile in length, has been planned for the **Falcon M.C.'s** speed trials at Tempsford aerodrome on Whit Monday, 30th May. The event is open to members of the **Chiltern C.C.**, **Herts County A. and A.C.**, **Hants and Berks M.C.**, **Cambridge '50 C.C.**, **Northampton and D.C.C.**, **West Essex C.C.** and **750 C.C.**, who should send their entries to Mrs. H. W. Tucker-Peake, 52b High Street, Stevenage, before 23rd May. . . . The next Kirkistown race meeting organized by the **500 M.R.C.I.** will include a 500 c.c. handicap of 15 laps, a 20-lap scratch event for Austin-Healeys and Triumph TR2s (sounds interesting!), a 10-lap scratch race for sidevalve Ford Specials and a handicap for all comers. . . . Members of the **Combined Universities M.C.**, **Hants and Berks M.C.**, **Gosport A.C.**, **London M.C.**, **Southsea M.C.**, **Taunton M.C.** and **West Hants and Dorset C.C.** are invited to enter for the **North Devon Rally**, which will be held by the **B.A.R.C. (S.W. Centre)** on 21st/22nd May. Entries for this 500-mile event close next Monday, 16th May, and forms should be sent to W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants. . . . Tomorrow, 14th May, **Alvis Register** members will gather at the Phoenix Hotel, Hartley Wintney, for their annual get-together, which starts at 6.30 p.m. The organizers hope to see a fine turn-out of vintage Alvis. . . . A closed-to-club sprint meeting will be staged at Rushmoor on 22nd May, for the benefit of **A.C.O.C.** members, who must send their entries to B. H. Martin, 5 Parkgate Avenue, Hadley Wood, Herts, before 19th May. The course is 400 yards long and almost dead straight; classes formed will depend on the nature

of the entry. . . . The **Sunbeam Register** announce a **Talbot Rally** (not really unlikely, when you remember S.T.D.) consisting of a *concours d'élégance* at Seaford on Whit Monday, and the annual **Wolverhampton Week-end**, planned for 2nd/3rd July. This is the social get-together at which members meet employees of the old Sunbeam company, and further details may be had from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants. . . . Another *concours* will be run by the **Lea-Francis O.C.** at the Bookham Grange Hotel, Little Bookham, Surrey, on the afternoon of Sunday, 22nd May. Intending entrants should write to G. Brown, 5 Elizabeth Court, Dudley Drive, Morden, Surrey. . . . Talking of Surrey, the **Mid-Surrey A.C.** point out that the date of their **Brands Hatch sprint** is 22nd May, not 15th May as quoted in the **R.A.C. Calendar**. . . . Regs. for the **Warrington and D.M.C.'s** rally on 19th June may be had from R. J. Mann, 2 Waverley Avenue, Appleton, Warrington.

### CHELMSFORD CAVALCADE

ON 28th May a Cavalcade of Motoring is being held in the Central Park, Chelmsford, at which there is to be a *concours d'élégance* and driving tests for all classes of cars. There will be over 50 prizes and the event is being organized, with the help of local enthusiasts, by Inspector F. R. Priestley of the Advanced Wing Driving School, Essex County Constabulary H.Q., Chelmsford, from whom entry forms can be obtained.

### M.G.C.C. RALLY

A CENTRAL control and three loops, of 56, 134 and 59 miles, comprised the route for the **M.G.C.C.'s** (N.E. Centre) **Night Navigation Rally** on 16th/17th April. Thirty-four competitors took part in the event.

#### Results

**Premier Award:** R. Mansbridge (Jaguar XK 120), 150 marks lost.  
**Navigator's Award:** T. C. March.  
**Runner-up:** E. S. Bailey (Bristol), 230.  
**Class 1:** 1, Dr. J. K. Armstrong (M.G. TC), 290; 2, E. J. B. Mitchell (Ford), 310. **Class 2:** 1, E. S. Bailey (Bristol), 230; 2, J. D. Scott (Triumph TR2), 290. **Novice Award:** H. Dickinson (Ford), 890.  
**Team Award:** **B.A.R.C.** (J. T. Scott, J. D. Scott and G. R. Monkman), 4,160.





**wins again...**

**INTERNATIONAL TROPHY MEETING, SILVERSTONE, MAY 7, 1955**  
**SPORTS CAR RACE**

WINNER

**REG PARNELL** ... Aston Martin ... 93.58 m.p.h.

3,000 c.c. CLASS

**1st REG PARNELL** ... Aston Martin ... 93.58 m.p.h.

**2nd ROY SALVADORI** ... Aston Martin ... 93.15 m.p.h.

**3rd PETER COLLINS** ... Aston Martin ... 91.72 m.p.h.

1,500 c.c. CLASS

**1st IVOR BUEB** ... Cooper-Climax ... 88.43 m.p.h.

MANUFACTURERS' TEAM PRIZE

**ASTON MARTIN** — entered by David Brown

(Subject to official confirmation)

Using Esso Extra with the highest octane of all time—  
 the same superb petrol  
 you can buy from your local Esso Dealer





## SOME RECENT RESULTS

### KILMARNOCK C.C. SPRING NIGHT RALLY

23rd April

**Premier Award:** 1, D. G. McFarlane (Morris Minor); 2, A. L. Howie (Ford Consul); 3, C. E. Norwell (Austin A70).

**Best in tests:** J. W. McInnes (M.G.). **Team Prizes:** Road Section, R. Morton, C. E. Norwell and D. R. Taylor (Austins); **Test Section,** Miss S. Kirkland, J. F. Bryson and J. W. McInnes (M.G.s).

### RILEY M.C. INTER-CENTRE TEAM TRIAL

23rd-24th April

**Best Team:** N.-E. Centre No. 2 Team—R. Ambler (Riley 2½-litre), G. Cocker (1½-litre), D. Graham (2½-litre).

**Best Individual Performance:** J. C. Fenwick (2½-litre) of London Centre Team.

### SOUTHERN JOWETT C.C. FIELD EVENT

Tewin, Herts, 24th April

**Test 1:** 1, J. Fitzpatrick (Morris Minor), 63 secs.; 2, U. K. Fleming (Jowett Jupiter), 69; 3, P. Kehl (Hillman Minx), 71. **Test 2,** 1, P. Kehl (Hillman Minx), 93.4; 2, E. Walsh (Sunbeam-Talbot), 109.8; 3, A. E. Raeburn (Jowett Javelin), 122.8. **Passenger's' competition:** 1, E. Walsh; 2, G. F. Goodwin.

### PETERBOROUGH M.C. SPRING EVENING RALLY

24th April

**Howarth Trophy:** S. E. Nicholas.

**Closed Cars:** 1, V. Wherry; 2, A. J. Lindsay. **Open Cars:** 1, C. C. Donald; 2, C. B. Beckett. **Cooke Trophy (Ladies' award):** Miss J. Button. **Novice Award:** W. J. Bates. **Team Award:** T. Stevenson, W. Wilson and W. J. Bates.

### PEMBROKESHIRE M.C. DRIVING TESTS

24th April

**Howells Cup:** W. Edwards (Morris 8).

**Sports Cars:** G. F. Reason Jones (Triumph TR2). **Saloons:** O. H. J. Davies (Simca Aronde).

### DE LACY M.C. OF PONTEFRYCT OBSERVATION RALLY

24th April

**Premier Award:** 1, Dr. J. D. Sutcliffe (Ford Zephyr); 2, D. Priestley (M.G. TD); 3, L. Walker (Standard 8); 4, R. Harding (Ford Anglia).

### LEICESTERSHIRE C.C. DRIVING TESTS

Measham, 24th April

**Alan Glover Trophy:** W. B. Hercock (M.G. TF).

**Specials:** P. D. Wing (Ford). **Sports:** K. M. Law (M.G. TF). **Saloons:** A. Payne.

### S.C.C. OF NORFOLK NOVICES' RALLY

24th April

1, G. T. Kidner (Ford Zodiac); 2, J. Godbold (Sunbeam-Talbot); 3, R. Bidewell (M.G. TF).

**Closed, under 1,600 c.c.:** T. Blyth (Morris). **Over 1,600 c.c.:** G. T. Kidner (Ford Zodiac). **Open, under 1,600 c.c.:** R. Bidewell (M.G. TF). **Over 1,600 c.c.:** A. E. Cleghorn (Morgan). **Novice Award:** R. Bidewell.

### KENTISH BORDER C.C. DRIVING TESTS

1st May

**Closed Cars:** 1, and **Premier Award,** A. T. Stephens (Morris Minor); 2, J. D. Warman (A30); 3, H. A. Slight (Standard). **Open Cars:** 1, H. M. Batten (Ersatz); 2, A. C. Heddle (Austin). **Ladies' Award:** 1, Joan Hooper (A30); 2, Dorothy Morris (Dellow); 3, Betty Cox (Anglia).

### LONDON M.C./SPORTING O.D.C. AUTOCROSS

Dunstable, 1st May

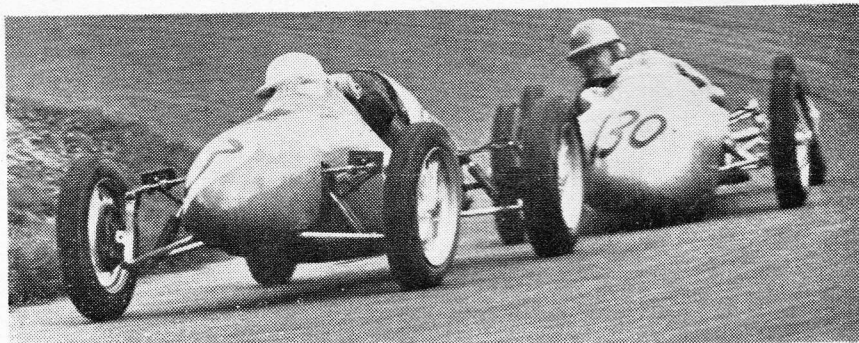
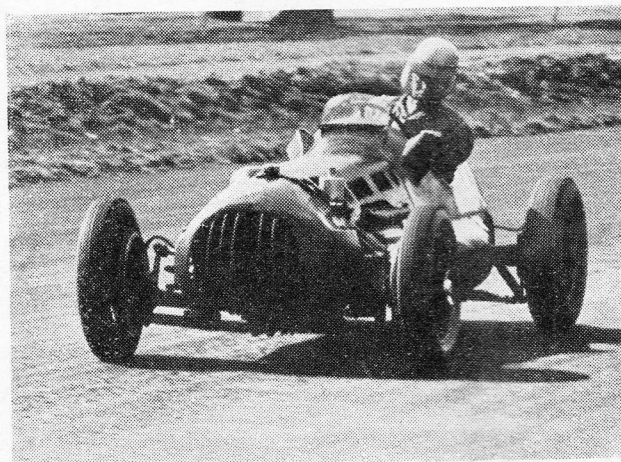
**B.T.D.:** P. Norgard (Morgan Plus 4), 59.6 secs.

**Classes 1, 2, 3:** 1, A. C. Westwood (Fiat); 2, J. R. Bradford (Dellow); 3, M. J. Ellman-Brown (M.G. TD), and A. P. Shall (Triumph TR2). **Class 4:** 1, D. B. Farrell (Allard J2). **Class 5:** 1, D. W. Price, Junr. (Renault), and L. R. Crawley (DKW). **Class 6/7:** 1, J. C. Smith (Sunbeam-Talbot). **Class 8/9:** 1, R. R. Richards (Ford Spl.).

**Ladies' Award:** Mrs. Leigh-Mallory (Triumph Roadster).

*TWO RACES fell to Geoff. Richardson's R.R.A. (right) at the North Staffs M.C.'s Oulton Park meeting on 30th April.*

*John Higham and Charles Headland (below), seen duelling at Oulton Park, were both involved in the same crash at Silverstone the following week-end.*



### MAIDSTONE & MID-KENT M.C. TYRWHITT-DRAKE RALLY

1st May

**Open Cars:** 1, P. Barden (TR2), 81.73 marks lost (**Premier Award**); 2, K. Large (TR2), 116.05; 3, F/O. N. Bennett (Alvis 12/50), 118.58. **Closed Cars:** 1, Dr. Cini (A40), 95.58; 2, R. Peters (Hillman), 98.54; 3, J. W. Castle (Zephyr), 100.0; 4, P. L. Scraggs (Zephyr), 104.21; 5, I. Patheld (Velox), 105.44. **Best Mixed Crew:** B. Birch (A40), 99.82.

### NORTH STAFFS M.C. RACE MEETING

Oulton Park, 30th April

**Sports Cars (5 laps, scratch):** Up to 1,250 c.c.: 1, M. Buckingham (Lotus), 61.41 m.p.h.; 2, J. E. Tooth (Dellow); 3, A. Stanforth (Buckler). 1,251-1,500 c.c.: 1, J. B. Naylor (Lotus-M.G.), 73.12 m.p.h.; 2, P. Jackson (Cooper-M.G.); 3, J. H. Greenwood (Lester-M.G.).

**Sports Cars up to 2,700 c.c. (5 laps, scratch):** 1, A. McMillan (Cooper-Bristol), 74.64 m.p.h.; 2, J. B. Naylor (Lotus-M.G.); 3, P. Jackson (Cooper-M.G.).

**Sports Cars, unlimited (5 laps, scratch):** 1, A. McMillan (Cooper-Bristol), 74.64 m.p.h.; 2, R. E. Berry (Jaguar); 3, D. S. Boston (Jaguar).

**Racing Cars, Formula 3 (7 laps scratch):** 1, C. Headland (Martin), 73.32 m.p.h.; 2, J. Higham (Cooper); 3, S. Bloor (Cooper). **Formule Libre (7 laps, scratch):** 1, G. Richardson (R.R.A.), 75.94 m.p.h.; 2, D. S. Boston (Jaguar); 3, A. McMillan (Cooper-Bristol).

**Vintage Handicap (5 laps):** 1, M. J. Harris (Austin 7), 56.98 m.p.h.; 2, A. F. Eminson (Bugatti 1½-litre); 3, P. F. C. Pycroft (Alfa Romeo 2-litre). **Racing Car Handicap (5 laps):** 1, G. Richardson (R.R.A.), 74.91 m.p.h.; 2, R. A. Anderson (Staride-Norton); 3, J. Higham (Cooper-Norton).

**Sports Car Handicap "A" (5 laps):** 1, C. F. Lawton (Austin 7), 58.27 m.p.h.; 2, J. C. Wallwork (Triumph TR2); 3, W. D. Bleakley (Triumph TR2). **Sports Car Handicap "B" (5 laps):** 1, A. McMillan (Cooper-Bristol), 73.84 m.p.h.; 2, D. L. U. Scott (Austin-Healey); 3, P. Jackson (Cooper-M.G.).

**Production Saloon Handicap (5 laps):** 1, R. L. J. Threlfall (Aston Martin DB2), 68.64 m.p.h.; 2, N. H. Mann (Alfa Romeo); 3, J. C. Wallwork (Aston Martin DB2-4).

**Production Sports Car Handicap (5 laps):** 1, H. M. Denton (Morgan), 68.53 m.p.h.; 2, J. D. Scott (Triumph TR2); 3, R. N. Robinson (A.C. Ace).

### CAMBRIDGE '50 M.C. AND BEDFORD A.E.C. BUSHMEAD SPEED TRIAL

24th April

**Class 1A:** 1, P. Binns (Riley), 58.2 secs.; 2, M. Hoffman (Lester-Hofman), 61.9; 3, K. G. Lunn (Riley), 62.4. **Class 1B:** 1, Witherow (Morris Minor), 67.5; 2, Stables (A40), 69.0; 3, Pedley (Morris Minor), 69.8. **Class 2A:** 1, D. Piper (Lotus), 55.4; 2, W. Seaman (Tojeiro), 59.0; 3, H. Ladds (M.G. TC), 59.5. **Class 2B:** J. Marks (M.G. ZA), 63.5; 2, K. Brierley (Javelin), 65.5; 3, J. Lilly (M.G. NA), 65.8. **Class 3A:** 1, Sir T. Beevor (Healey), 56.5; 2, Dr. Pinkerton (Allard), 56.8; 3, R. Colton (Morgan), 57.5. **Class 3B:** 1, H. Pentus Brown (XK 140), 58.9; 2, Dr. Shepherd (DB2/4), 60.0; 3, W. Jordan (DB2), 60.7. **Class 4:** 1, H. C. Taylor (Cooper), 52.3; 2, M. Dynes (Ford), 62.4; 3, R. Pickles (P.S. 250), 68.6. **Class 5 (Handicap):** 1, K. Lunn (Riley); 2, Mrs. Bayliss (TR2); 3, J. Lilly (M.G.).

### TIPPERARY L.C. & M.C.C. HILL-CLIMB

Dungarvan, 24th April

**Up to 1,250 c.c., h'cap.:** 1, C. Moloney (Ford Spl.), rec'd, 20 secs.; 1 min, 46.8 secs. net; 2, J. Neilson (Ford Spl.), rec'd, 12 secs.; 1 min, 48.3 secs.; 3, D. A. Conway (M.G.), rec'd, 12 secs.; 1 min, 48.5 secs. **Over 1,250 c.c., h'cap.:** 1, M. Heather (Jaguar XK 120), rec'd, 2 secs.; 1 min, 49.1 secs.; 2, A. Coleman (Austin-Healey), rec'd, 3 secs.; 1 min, 49.8 secs.; 3, I. Titterington (Triumph TR2), rec'd, 3 secs.; 1 min, 51.6 secs.

**Up to 1,250 c.c., scratch:** 1, J. J. Flynn (M.G.), 1 min, 52.1 secs.; 2, J. Neilson (Ford Spl.), 2 mins, 0.3 sec.; 3, D. A. Conway (M.G.), 2 mins, 0.5 sec. **Over 1,250 c.c., scratch:** 1, M. Heather (Jaguar), 1 min, 51.1 secs.; 2, A. Coleman (Austin-Healey), 1 min, 52.8 secs.; 3, I. Titterington (Triumph TR2), 1 min, 54.6 secs.

**All Comers' Handicap:** 1, C. Moloney; 2, J. Neilson; 3, D. A. Conway. **B.T.D.:** M. Heather.

### ILKLEY & D.M.C. SPRINT MEETING

Sherburn Aerodrome, 1st May

**Sports cars, up to 1,300 c.c.:** 1, R. Walshaw (Lotus), 42.6 secs.; 2, J. Tooth (Dellow), 43.8. **Saloons, up to 1,300 c.c.:** 1, C. W. Buckley (DKW), 50.2. **Sports, 1,301-1,500 c.c.:** 1, A. Ensell (M.G.), 39.8; 2, J. Blumer (M.G.), 40.2. **Saloons, 1,301-1,510 c.c.:** 1, G. Durham (Porsche), 44.6. **Sports cars, 1,500-2,500 c.c.:** 1, H. L. Yates (Frazer-Nash), 39.6; 2, F. Elliott (Frazer-Nash), 41.0; 3, B. Harpin (Triumph TR2), 41.8. **Saloons, 1,511-2,500 c.c.:** 1, P. Buckley (Bristol), 44.4; 2, E. Elliott (Sunbeam-Talbot), 47.6. **Sports cars, over 2,500 c.c.:** 1, W. T. Smith (Jaguar XK 120C), 35.2; 2, J. P. Chapman (Chapman/Mercury), 35.8. **Formula 3 racing cars:** 1, J. Higham (Cooper Mk. 8/Norton), 37.4.



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★ (R. PARNELL)

(R. SALVADORI)

★ at a record average speed of 93.58 m.p.h.—both on

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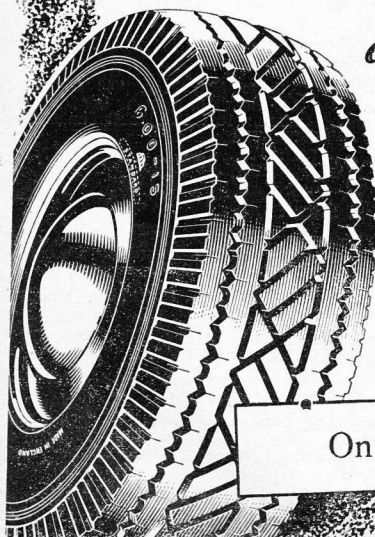
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On your car—fit the AVON 'H.M.' for Higher Mileage



### Coming Attractions

**May 13th/14th.** Midland M.E.C. Invitation Rally. Start, 11 p.m., Fleur de Lys, Lowsonford, Warwick.

Harrow C.C. Paul Fowler Memorial Rally. Start, 9 p.m., Waters Garage, Gt. North Road, Hatfield, Herts.

**May 13th/15th.** Lancashire A.C. Morecambe National Rally. Start, 8 a.m., Shenstone, Glasgow, Leeds, Bristol, Manchester, Morecambe, Luton, Preston.

**May 14th.** Ulster Trophy Race (R, S, T.), Dundrod, N. Ireland. Start, 3.15 p.m.

Maidstone & Mid-Kent M.C. Race Meeting, Silverstone, near Towcester.

Nottingham S.C.C. Sprint Meeting, Alton Towers, near Uttoxeter, Staffs. Start, 1.30 p.m.

Shenstone & D.C.C. Little Rally. Start, 4 p.m., Bull's Head Inn, Shenstone, Staffs.

Sporting O.D.C. Driving Tests, Dunstable. Start, 2.30 p.m.

**May 14th/15th.** Bol d'Or 24 Hours Race (S, T.), Monthéry, France. Rallye de l'Armagnac, France.

North London E.C.C. Radcap Rally. Start, 7.30 p.m., Mylett Arms, Western Avenue, Perivale.

**May 15th.** Belgrade Race (S, T.), Belgrade, Yugoslavia.

Rallye Jeanne d'Arc, France.

East Anglian M.C. Regional Driving Test Rally, Wormingford Aerodrome, Essex. Start, 1.30 p.m.

Ilkley & D.M.C. Minor Rally. Start, 10 a.m., Ilkley Car Park.

Alvis O.C. Chiltern Rally. Start, 12.30 p.m., Crispin Inn, Burnham, Bucks.

Public Schools M.C. Gymkhana, Hemmings Farm, Whelpley Hill, near Bovington, Herts.

London M.C. Lawrence Cup Trial, Tunnel Hill, Pirbright Heath, Surrey. Start, 10.30 a.m., from Jolly Farmers, Bagshot.

Leicestershire C.C. Sturgess Trophy Trial. Start, 10 a.m., Sturgess Garage, Braunstone Gate, Leicester.

Northampton & D.C.C. Cotswold Rally. Start, 9.45 a.m., Newnham.

B.A.R.C. (N.W.) Coronation Rally. Start, Christleton, near Chester.

Hants & Berks M.C. Driving Test Meeting, California-in-England, near Wokingham, Berks.

Sevenoaks & D.M.C. Versatility Trial.

Cemian M.C. President's Driving Test Meeting, Stapleford Airfield, near Abridge, Essex. Start, 2.15 p.m.

Stockport M.C. Road Safety Rally. Start, 2 p.m., Town Hall Square, Stockport.

Cheltenham M.C. Sprint Meeting, Staverton.

**May 15th/17th.** Bari Grand Prix and 6 Hours Night Race (F1, S, T.), Italy.

**May 16th/18th.** IXe Rallye du Maroc, Morocco.

**May 18th.** Hagley & D.L.C.C. Evening Rally. Start, 6.30 p.m., Lyttelton Arms Hotel, Hagley, Yorks.

**May 18th/22nd.** Nürburgring Rally. Start, Dijon, Hamburg, Munich, Nürburgring.

**May 19th.** Sardinia Trophy, Sardinia, Italy.

Jersey M.C. & L.C.C. Rally. Start, 2.30 p.m., Weighbridge Car Park.

### LANCASHIRE AND CHESHIRE C.C. DRIVING TESTS

AN excellent series of driving tests was held at Barton Aerodrome, Manchester, on 17th April. Forty-three members of the Lancashire and Cheshire C.C. took part in the event, several pylons were completely demolished, and Gifford Martin balanced his 750 Renault very tidily on two wheels for at least a fortnight—or so it seemed to the anxious onlookers. Still, he did succeed in winning his class.

#### Results

**J. P. Hill Trophy:** R. A. Dando (Hillman).  
Class A: J. Clegg (Clegg Spl.). Class C: R. A. Dando (Triumph TR2). Class D: G. Martin (Renault). Class E: E. Batley (Jowett Javelin). Class F: G. Mitchell (Standard Vanguard).

### PALFERMAN TROPHY RALLY

SOME of the rugged roads of North Wales claimed a third of the 21 starters in retirements, in the Caernarvonshire and Anglesey Motor Club's Palferman Trophy Rally on 30th April/1st May. From the start at Bangor, the 180-mile route led over country lanes, mostly unsurfaced, to mountain tracks at Cerrag-y-Gath, Waenfawr-Botnewydd, and Waenfawr-Llanberis, where most of the drivers

failed to report correctly to the check at Llanberis, and became hopelessly lost in the derelict lanes at the foot of Snowdon.

Later there was a 55-mile circuit of the Conway Valley, in which a number of well-known trials hills were included, notably the Talybont-Ro Wen mountain road, Hendre Hill, and two in the Eglwysfach vicinity. The nature of the route played havoc with drivers' schedules, and there were more retirements, including the only all-woman crew, Miss Hilary Boswell and Miss Fay Wynne-Griffiths of Beaumaris, in a Morris Minor. Further "rough stuff" came in the Bettws-y-Coed Pandy Mill road, and from Llangwm to Ty Nant, through Cwm Main to Llandderfel, where a simple test demonstrated both navigational and driving skill.

#### Provisional Results

**Palferman Trophy:** Donald C. Mills (Volkswagen), 206 marks lost. **Navigator's Award:** W. M. Matthews.

**First Class Awards:** W. Norman Owen and J. A. Hughes (Volkswagen), 1,227; D. I. Lloyd and W. H. Blunt (Austin 7), 3,354; J. D. Williams and M. Mylchreest (Sunbeam-Talbot), 1,173; J. Fielding and M. W. Roberts (Triumph TR2), 2,015.  
**Second Class Awards:** F. V. Harrison and A. E. Pryce (Austin A40), 1,281; Mr. and Mrs. D. W. Jones-Williams (Morgan), 2,660.

### COVENTRY AND WARWICKS A.G.M.

THE Coventry and Warwickshire M.C. held their annual general meeting on 25th April, and elected the following officials: *President*, E. W. Commander; *Chairman*, G. O. Davies; *Vice-Chairman*, B. A. Pattison; *Treasurer*, M. J. Kirby; *Secretary*, S. Keen; *Car Secretary*, J. E. Starley; *Motor-cycle Secretary*, E. J. Hardcastle; *Social Secretary*, Mrs. D. March; *Press Secretary*, B. S. March, The Cottage, Wood End, Fillongley; *Captain*, R. Caldicott; *Committee*: G. March, H. S. Wolseley, R. Hunter, A. Wardman and L. K. Lord.

### SINGER OWNERS' CLUB A.G.M.

THE annual general meeting of the Singer O.C. was held at Ashton's Hotel, Paddington, on 16th March. After a review of the club's sporting and social activities for the year, the election of officers and committee for 1955-56 took place. J. Sewell was elected chairman, with R. F. Matthews as vice-chairman and hon. treasurer, and R. C. Ince as hon. secretary. After a vote of thanks to the retiring officers and committee, a unanimous vote was passed that Keith McDowall be made a vice-president and that Jean McDowall be made honorary life member. A presentation was made to them both in appreciation of their services as founders of the club.

At a recent extraordinary meeting, a motion was passed that owners of Singer-engined H.R.G.s be invited to join the club as full members. Any such owners who would like further particulars are invited to write to R. C. Ince, 75 Apple Grove, Enfield, Middx.

### Club Fixtures

**Cheltenham M.C.**—Whist Drive, 13th May, Priory Lawn, High Street, Cheltenham, 7.30 p.m.

**Forces M.C.**—Meeting, 13th May, Crown Hotel, Brewer Street, London, W.1.

**Cambridge '50 M.C.**—Meeting, 13th May, Ancient Shepherds, Fenditton.

**Bentley D.C.**—Meetings: 14th May, Lord Crewe Arms, Blanchland, Northumberland; Rock Inn, Chiddingstone, Kent; 19th May, Kings Head, Roehampton, London.

**Alvis Register**—Meeting, 14th May, Phoenix, Hartley Wintney, Hants, 6.30 p.m.

**Welsh Counties C.C.**—Meeting, 16th May, Fontigany Country Club.

**Sussex C. & M.C.C.**—Meeting, 17th May, Southwick and Fishersgate Community Centre, Southwick.

**Guildford M.C.**—Talk, 17th May, St. Luke's Hall, Addison Road, 7.30 p.m.

**750 M.C.**—Meetings: 17th May, "43 Club", 43 Leigham Court Road, Streatham, London; Dog & Gun, Banbury; 18th May, Bell Inn, Brook, near Lyndhurst, Hants.

**Singer O.C.**—Talk, 18th May, Ashton's Hotel, Praed Street, London, W.2. *Speaker*: Major Hall; Meeting, 19th May, Prince of Wales, Eccleshall Road, South Sheffield.

**Sunbac**—Meetings, 18th May, Bredon Cross Hotel, Pershore Road South, Cotteridge; 19th May, Royal Oak, Lozells Road, Birmingham, 6.

**Liverpool M.C.**—Meeting, 18th May, Childwall Abbey Hotel, Liverpool.

**North London M.C.**—Meeting, 18th May, Rising Sun, Chase Side, Southgate.

**Bolton-le-Moors C.C.**—Lecture, 18th May, Jolly Crofters, Horwich, 7.30 p.m.

**Vintage S.C.C.**—Meetings: 19th May, White Lion, Cobham, Surrey; Mill Inn, Withington, near Cheltenham; Cavisham Arms, Brindle, near Preston.

**Surrey Sporting M.C.**—Meeting, 19th May, Warwick Hotel, Redhill.



# Five of the reasons why the world's leading motor manufacturers recommend **Mobiloil**



## 1 Mobiloil gives you easier cold starting

Because Mobiloil keeps its lively fluidity, even at cold-starting temperatures, it makes engines easier to turn over, and so they start more quickly—which saves petrol and lengthens battery life.

## 2 Mobiloil reduces cold-engine wear

It has been proved beyond dispute that engines suffer more wear during the first five minutes after cold starting than they do during many hours of running when they are fully warmed up. Mobiloil flows rapidly to all working parts; swiftly establishes a protective oil-film — guards the engine both against excessive mechanical wear and against corrosive products of combustion. Special additives in Mobiloil protect your engine against these combustion products, which are specially harmful when the cold engine condenses them into corrosive liquids.

## 3 Mobiloil keeps engines cleaner

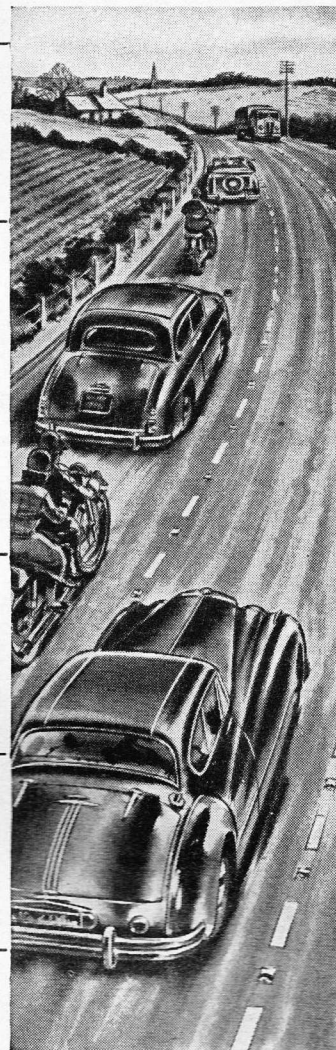
If oils oxidise easily they form clogging laquers and sludges which may cause valves and piston rings to stick. Mobiloil strongly resists oxidation even when engines are hottest, and so keeps all the working parts of your engine clean and free-running.

## 4 Mobiloil protects against wear, however hot engines get

Although Mobiloil flows so readily at low temperatures, it maintains its 'body' or its lubricating quality when engines are hot. Through the hottest and hardest work, Mobiloil gives your engine unfailing protection.

## 5 Mobiloil keeps oil consumption down

High oil consumption in old engines is often caused by the leaking of oil past piston rings and through joints that are no longer as oil-tight as they used to be. Because Mobiloil maintains its 'body' at high engine-temperatures it is not easily lost in this way.



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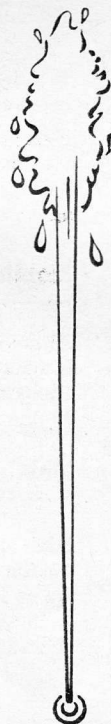
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# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

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### USED CARS FOR SALE

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##### 2-LITRE DROPHEAD COUPÉ, 1927

Two-seater with dicky. All original. Two owners only. £95.

WESTWOOD ENGINEERING,  
Nicholson's Yard,  
Pennys Hill,  
Ferndown, Dorset.  
Ferndown 215.

**1937** A.C. 16 h.p. drophead coupé, 4-seater, good condition. £175.—Rolf's Garage, Henley-on-Thames. Phone 136.

#### ALLARD

**1951** ALLARD K2, black, red interior, very low mileage, immaculate in every detail, any trial. £565.—Wrangaton Motors, South Brent, Devon. South Brent 2201.

**1951** ALLARD saloon, one owner, radio, heater, recent new engine, Fort Dunlop tyres, excellent condition. £490.—Johnson and Brown, 268-270 High Street, Bromley, Kent. RAVensbourne 2322.

#### ALVIS

**1937** SILVER EAGLE, excellent condition. Cash and terms.—Phone: AMBassador 2188 after 7 p.m.

#### ASTON MARTIN

**ASTON MARTIN** 1½-litre, various new and s/h. spares, cheap to clear. Two P/100 headlamps. Offers.—F. J. Dove, 118 Wednesfield Road, Wolverhampton. Tel. 25305.

**1934** 1½-LITRE ASTON MARTIN 1/c tourer, sound mechan. condition, excellent weather protection. £255 o.n.o.—Dyer, 14 Woodfield Road, W.5. PER 3781.

#### BENTLEY

**BENTLEY** 1928 4½-litre, good mechanical condition. An interesting car. £185 or offer.—Telephone: Evening Hagley 3172, day Stourbridge 5281 or write Box 1772.

**3/4½** BENTLEY, 2,000 miles since engine re-build, short chassis, light 2-seater body, all-weather equipment.—Details, Sedgwick, c/o 62-3 Lionel Street, Birmingham.

**1936** BENTLEY 3½-litre Park Ward saloon, heater. In excellent condition. £550.—Johnson and Brown, 268-270 High Street, Bromley, Kent. RAVensbourne 2322.

**1928** 4½-LITRE BENTLEY, coach-built tourer, very original full all-weather equipment, plate clutch, D type box, just decarbonized, recent engine overhaul, plenty of urge, maintained regardless. Reason for sale, unsuitable for owner's business. £330.—Brookes, 33 Gordon Avenue, Norwich. Telephone: Norwich 33633.

#### B.M.W.

**1939** BMW 327/8 16 h.p. Sports d/h. Coupé. Looks as post-war Bristol, maroon body, black wings; whole car in first class condition. Cost £700 last June; accept nearest £425.—Car Exchange, Brighton 29972, 27073.

#### B.S.A.

**BASIL ROY, LTD., B.S.A.** (Scout Models), spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

#### BUGATTI

**TYPE 23**, exceptional example of this classic 1½-litre Vintage sports car. £185.—Box 1775 (South).

#### COOPER

**COOPER** Mk. VI, Mk. VII mods., ex-Bob Gerard, perfect, less engine, £285.—W. Howard, 198 Knutsford Road, Grappenhall, Warrington, Tel.: Grappenhall 116.

**RATES:** 6d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 6/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

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**WANTED.**—Mk. VII, VIII or IX, with or without engine and gearbox. Norton d.o.h.c. engine, trailer.—Box 1771 (Somerset).

#### DAIMLER

**DAIMLER** 1936/7 2-door sports saloon, beige, reconditioned engine, radio, heater. Offers? Yorkshire.—Box 1777.

#### DELOW

**MARK II**, 1,500 miles only, professionally-built replica with doors; new Ford parts, twin SUS, 4.7 axle, hood, screens. £295.—Box 1769 (North County).

**1951** DELOW, fully modified, superb performance, excellent condition. £375.—Specification and photo, apply John Bowles, Redlands, Tiverton, Devon. (Tiverton 2919.)

#### FIAT

##### BROWN'S of LOUGHTON

1939 Fiat 1,100 c.c. drophead foursome coupé. £245.

High Road, Loughton, Essex.

Phone: Loughton 6266.

(Three minutes Tube Central Line.)

**MAYFAIR GARAGES LIMITED** invite your inspection and trial of the new Model "600". Delivery 6/8 weeks.—Below.

**MAYFAIR GARAGES LIMITED.**—Any make of car taken in part exchange at highest allowance price with H.P. balance.—Below.

**MAYFAIR GARAGES LIMITED** Maintain their large stock of used Fiats from £150 to £450. Literature on request.—Below.

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#### FORD

**1955** MODEL FORD Prefect saloon, Dorchester grey, with leather upholstery and heater. Aquaplane head, manifolds, twin SUS, twin petrol tanks, reverse lamps, long-range road lamps, special headlamps, screenwasher, taxed to end of year. 6,000 miles, only owner motor engineer-enthusiast. Extras cost £135. Nearest offer to £730.—4 The Drive, Hartley, Plymouth.

#### FRAZER-NASH

**1954** REPLICA FRAZER-NASH, alternative axle ratio, wire wheels, all new tyres, full touring equipment. £1,900.—Box 1768 (Cheshire).

#### HEALEY

**£650** FASTEST and most successful HEALEY Elliott saloon in existence. Maintained regardless of expense. C type chassis and full current specifications.—Wadsworth, Moseley House, Burnley. Phone: Burnley 3189.

#### H.R.G.

**H.R.G. ENGINEERING CO., LTD.**, for maker's spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey, Elmbridge 4489.

#### JAGUAR

**XK** 120 £850 o.n.o., 1951, black, immaculate condition, one owner-driver, many replacements, numerous extras fitted. Never raced or rallied. Dealers excluded.—Apply McClure, Bramley Corner, Clive, Nr. Shrewsbury.

**1954** (June) XK 120, ivory with red leather, tonneau cover, heater and screenwasher, h.c. engine, 3,000 miles only. Consider TR2 or Morgan with TR2 engine in part exchange. £1,225.—4 The Drive, Hartley, Plymouth.

**1948** 3½-LITRE drophead foursome, black, numerous extras, taxed, superb condition, £415.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. SLOane 5424.

#### LOTUS

**LOTUS** Mark VI, June, 1954, Ford 10 engine with Lotus mods. C.R. gears. 4.7:1 axle. Professionally sprayed. Hood, tonneau cover, etc. Not raced. 6,000 miles. Nearest £550.—Box 1773 (London).

**LOTUS** Mk. VI, 1,172 c.c., fully tuned, all brand new components, extra racing wheels, touring wings, full weather equipment, etc. Unraced, just run in. £540.—Box 1763 (London).

**MAY** 1954.—Ex-Michael Anthony team LOTUS-M.G., beautifully upholstered and finished, suitable roadwork and racing. £750.—Wadsworth, Moseley House, Burnley. Phone: Burnley 3189.

#### M.G.

##### BARGAIN SPECIAL

1949 M.G. TC red. Must sell, owner going abroad. New engine, 18,000 miles. Guaranteed. New hood, windtone horns, fog lamp, double dipping headlamps, heater, many extras. Coachwork and interior immaculate. Taxed till December. A beautiful car, really must be seen to be appreciated. £425.—Solley, Raithill, Castle Douglas, Scotland. Phone: Haugh-of-Urr 206.

**M.G.** JUNE 1953, TD model, B.R.G., immaculate condition, £180 spares including twin spotlights, stoneguards, signalators, all chrome radiator, aero screens, seat covers, radio, luggage carrier, reverse lights, rimblishers, wing mirrors. Cared for like a baby. Reluctantly selling, posted overseas. £625, and worth it.—A. C. Marshall, "Woodview", near Boulton's Lock, Maidenhead, Berks.

**M.G.** K3. Unblown, fitted aerodynamic body, new preselector, £200 o.n.o.—4 South Eden Park Road, Beckenham, Kent. SPR 1156.

**M.G.** SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

**STAGE II** TD, 1952, lowered suspension, anti-roll bar, grey, red leather, superb condition. H.P. if required. £255.—11 Woodlands Road, Ilford, Essex.

**1935** M.G. PA 8 h.p. 2-seater, red, four excellent tyres, hood requires attention. Sell for £165 or exchange small saloon or motor-cycle.—Box 1776 (Middx.).

(Continued overleaf)

## PARADE MOTORS (MITCHAM) LIMITED OFFER

**1949 M.G. TC**, Green with green upholstery, luggage carrier, twin spot, really in excellent condition. £399

**1949 M.G. TC**, Black with red upholstery. Fitted loose covers, twin spot lights, in really beautiful condition. £399

**1948 M.G. TC**, Red, windtone horns, many other extras. £375

**1946 M.G. TC**, Black with red upholstery. £360

**1940 M.G. TB**, Red, new hood, first class condition throughout. £285

**1939 M.G. TA**, Drophead Tickford, Black with red upholstery, in superb condition. £295

**1938 M.G. TA**, Green, twin flamethrower lamps, luggage carrier, etc. £285

**1938 M.G. TA**, Black with red upholstery in superb condition. £275

**1937 M.G. TA**, Cream, twin spare wheels, spot lights, luggage carrier. £255

**1937 M.G. TA**, Green with black wings. £250

**1933 M.G. J2**, Black. £135

**1939 JAGUAR** 1½-litre Drophead coupe, Black, superb condition. £265

**1939 MORGAN** 4/4, 4-seater sports. £215

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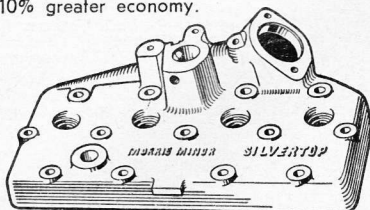
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**A Silvertop LIGHT ALLOY H.C.**

Cylinder Head will give up to 15% increase of Power and Performance with 10% greater economy.



Models for Morris 8, series I & II, Ford 8 & 10 (spigot dynamo), £8/10/-, (platform dynamo), £9. Morris 8, series E, £9/10/-, Minor, £10/10/-, Hillman Minx, Talbot 10, £10/10/-. ALTA, for Austin 7, £6/10/-, LAYSTALL-LUCAS for M.G., 4/44 Wolseley, £48. RAYMOND MAYS 100 B.H.P. HEAD for ZEPHYR, £100.

**MODIFIED H.C. HEADS.** Ford, New Anglia and Prefect, £4/10/-, A.30, Morris Minor O.H.V., £20. Morris Oxford S.V., £6, Ford Consul, £15, Zephyr, £20. In exchange only, extra for outright sale.

Stamp for details and performance figures of conversions. State make of car.

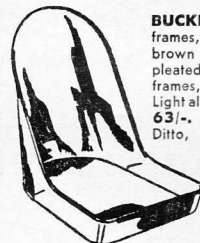
### PRODUCTION CAR RACE, SILVERSTONE

**2nd Alan Foster Z.A. MAGNETTE** with our special inlet and exhaust manifold and twin carburettor unit.

RACING Twin outlet EXHAUST MANIFOLDS for Austin-Healey, Triumph, TR2, Z.A. MAGNETTE, £25.

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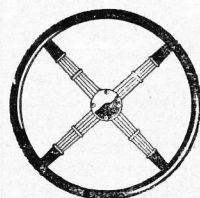
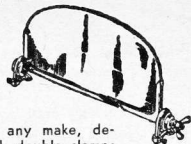
Light alloy, 4 in. £3/15/-, 2½ in. £2. Brass, £1/10/-. Threaded sleeves or flanges, 4 in. £1, others 8/6 each. Many other types available.



**BUCKET SEATS**, light steel frames, 27/6, trimmed with brown rexine, sprung cushions, pleated backs, 87/6. Ditto, tubular frames, superior quality, £6/7/6. Light alloy seats, untrimmed (2½ lb.), 63/-, 14 in. 65/-, 16 in. wide. Ditto, Trimmed Connolly Vaumol Hide, Dunlopillo cushions, £8/15/-. Others from £4 each.

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Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, 50/- each. With double clamps for racing, 55/- each or fittings for TR2. Post 2/- to 3/-. Special curved Perspex racing screens for TR2, £4.



**BROOKLANDS STEERING WHEELS** Stainless steel spokes in moulded plastic rim, mottled brown, ivory or black, fully flexible. For M.G., Morris, Austin, Standard, Vauxhall, etc., £4/10/-. M.G. TC telescopic boss, £5, XK120 £6/15/-.

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Postage or carriage extra on goods. Stamp for list State requirements

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Open 9 a.m.—6 p.m. Sunday 10 a.m.—12 noon  
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**Classified Advertisements—continued****M.G.—continued**

**"Q" TYPE** M.G. 750 c.c., B.R.G. This two-seater sports-racing car is in mint condition, blown at 8 lb., runs on pump fuel. 16 inch wheels, Dunlop racing tyres. On the button and everything in working order. A joy to behold. Standing quarter at Gosport on 24th April, 1955, 18.9 secs. Maximum around 100 m.p.h. £345 o.n.o. Terms. Below.

**"R" TYPE** M.G. 750 c.c. racing car, red, also in mint condition. Independent all-round. This car is in original condition, all instruments correct.—Offers to John Fisher, 201 New Road, Portsmouth 73395.

**MORGAN**

**MORGAN** Plus 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAMHAM 7733.

**DISTRIBUTORS** in Newcastle upon Tyne and Northumberland. Early delivery. Demonstrations. Spares facilities.—Thos. Hadden, Ltd., 101 West Road, Newcastle. Tel. 3/7626.

**MORGAN PLUS 4** cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialists, 1a South Ealing Road, Ealing, W.5. EALING 0570.

**MORGAN** 4/4 1937/8 2-seater sports, black, reconditioned engine, four new retreads, new batteries, new hood and sidescreens, radio. Unused since 1953. Offers? Yorkshire.—Box 1778.

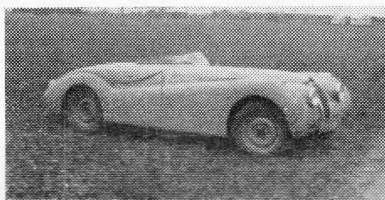
**PLUS 4 (TR2)**, 1954 (Aug.), 10,000 miles, heater, s/washers, twin petrol pumps, spotlamps, etc. As new. £695.—Butterwick, Leeds 73280.

**4-SEATER** Plus Four, June 1952, 21,000 miles, one careful owner, excellent condition. £485 or terms.—105 Dark Lane, Batley, Yorkshire. Phone 939.

**1954** 2,088 c.c. 2-seater, red, perfect, latest steering.—Colton, Kimbolton Road, Higham Ferrers, Northants.

**PARAMOUNT**

**1954** PARAMOUNT, royal blue, 4-seater roadster. Mileage 9,000. £690 or near offer. —"Silver Birches", Muddlers Hole, Wargrave Road, Twyford 164.

**RACING CARS****XK 120**

For sale only due to change of racing plans. Specially tuned and maintained. Never crashed. Overhaul just completed. Available in touring or racing trim with many spares. Potent and very successful. Would consider Wyvern and cash.

**Details from**

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**COOPER** Mk. VI, complete less engine, with spares, for quick sale. Seen Kilmarnock.—Phone: Douglas 0702, or Newton Mearns 1946 (6-9).

**J.B.S.** 500 FORMULA 3 racer. Used only once. Less engine and gearbox, but otherwise complete, fitted with long range and sprint tanks. Wishbones all round, rack and pinion steering, Alfin drums, Girling twin leading brakes, wire wheels, new racing tyres, 500 rear, 400 front. £200 o.n.o.—2 Canford Cliffs Road, Bournemouth W.

**"R" TYPE**.—See under M.G., John Fisher.

**1952** FORD 1.172 c.c. 2-seater sports/racing car, new Stage 7 tuned engine, Laystall cr./shaft and con. rods, Aquaplane head, 9 c/r, large/valves, twin ram SUS, 7-pt. oil pump, high-pressure, oil pump, water pump, lightened flywheel. Bills available. Buckler D Type c/r, gearbox, 4.7 rear axle. Front swing axle. New tyres. Complete all-weather equipment. New brakes, etc. Price £350.—Car Exchange, 31 Clifton Hill, Brighton 29972.

**500** C.C. MARWYN chassis, number 103, completely reconditioned, resprayed, new tyres, ready to race. Nearest £85.—Priddey, Copper Cliff, Swansea.

**RILEY****THE RILEY MAN OFFERS.—**

**1932 Riley 9.** In first-class mechanical condition. £54 10s. (invoice available), recent engine overhaul. Taxed. £65.

270 Acton Lane, Chiswick, W.4. CHISWICK 5783.

**CONVERSION FOR PERFORMANCE****AUSTIN - MORRIS - STANDARD**

Twin carburettor conversions with high compression head, high ratio rear axle, modified parts, etc., available for:

AUSTIN A30-A40-A50. MORRIS Minor-Cowley-Oxford. STANDARD 8 and 10.

**FOR SALE**

**1954** Minor 2-door saloon, heater, perfect, £535, conversion extra.

**1953** Model ROVER 75, low mileage, perfect. £875

**1951** Sunbeam-Talbot Convertible, many extras. £585

**402** Bristol, 25,000 miles only, every extra. £1,295

Always a good choice of Minors, Standards and Austin A30 and A40 available + H.P. Terms + Part Exchanges

Demonstrations, send for details, to: Dept A.S.

**ALEXANDER ENGINEERING COMPANY**

HADDENHAM, BUCKS. Phone: HADDENHAM 345 (TOL)

**BEAUTIFUL** Kestrel-Sprite, pre-selector, twin S.U.s, perfect condition and in daily use. £265. Only reason for sale, special nearing completion.—Pester, 25 Salisbury Avenue, Rainham, Kent.

**RILEY** Imp, good condition, engine overhauled, full weather equipment. £265.—Field End 7923.

**ROLLS-ROYCE****1930 20 SALOON**

Black. Very sound and reliable carriage. £175.

**WESTWOOD ENGINEERING,**

Nicholson's Yard,  
Pennys Hill,  
Ferndown, Dorset.  
Ferndown 215.

**SINGER**

**1946** SINGER roadster, 9 h.p., black, reliable, economical, fast little sports in perfect mechanical condition, engine just decocked, brakes relined. Carefully nursed with bills to substantiate. £260.—Phone: Sunny Hill 1876.

**£120** 4-SEATER SINGER Le Mans (red), October 1935, new hood, recently overhauled.—38 Barnacres Road, Hemel Hempstead. Evenings, after 7.

**SPECIALS**

**FORD** 10 Special, handleable, stoppable and dry. Manchester area.—Box 1774.

**LECO CARS, LTD.,** 25-27 South Street, Havant, Hants. Tel. 257. Chassis design and manufacture. Tuning and modifications to individual requirements.

**HUNT'S****(BIRMINGHAM) LIMITED**

Invite you to discuss your requirements with them.

Agents for **AUSTIN, MORRIS, WOLSELEY, TRIUMPH, STANDARD, ROVER and MORRIS COMMERCIAL.**

Any other make supplied.

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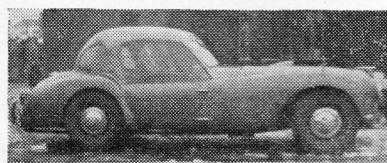
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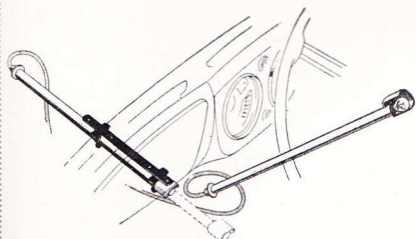
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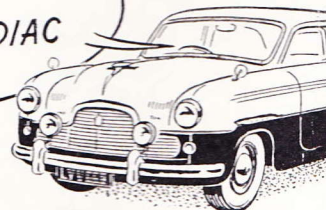
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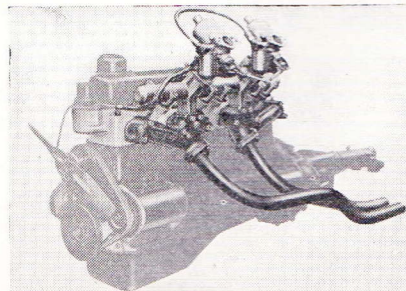
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