

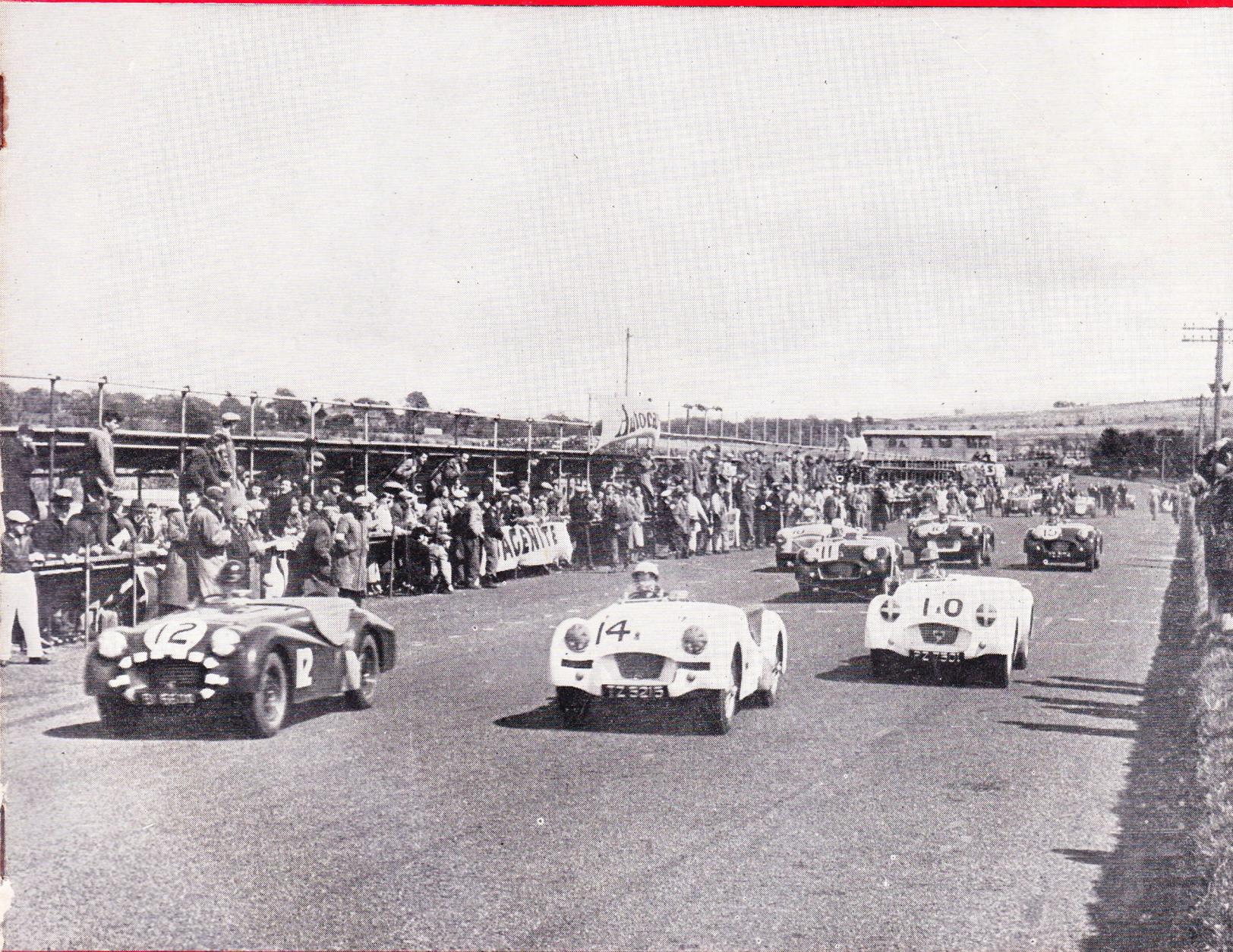
AUTOSPORT

MAY 20, 1955

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EVERY FRIDAY
Vol. 10 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY



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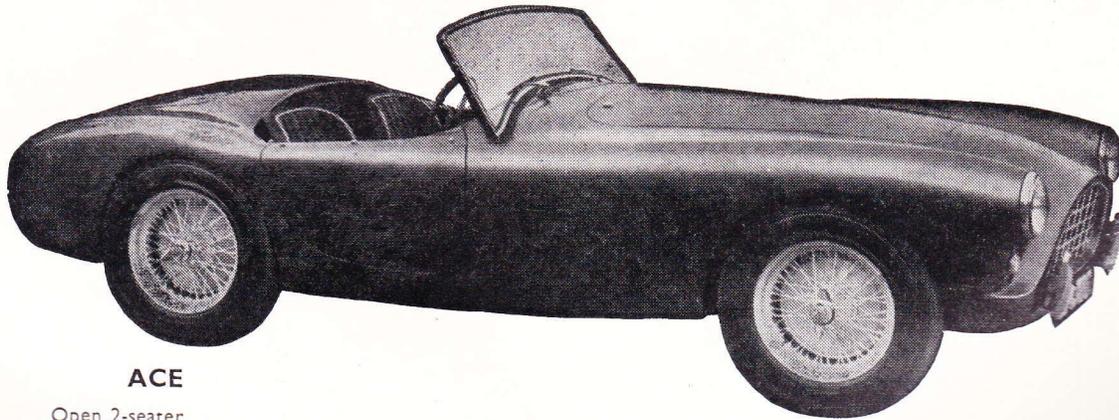
A NOVICE WINS THE ULSTER TROPHY HANDICAP AT DUNDROD : THE TULIP INTERNATIONAL RALLY IN RETROSPECT
MILLE MIGLIA AFTERTHOUGHTS : RACING AT THOMPSON, BARI, MONTLHERY, SILVERSTONE, PHOENIX PARK AND CRIMOND

JOHN GOTT • RUTH SANDS BENTLEY • W. A. McMASTER • GERARD CROMBAC • G. H. DEASON

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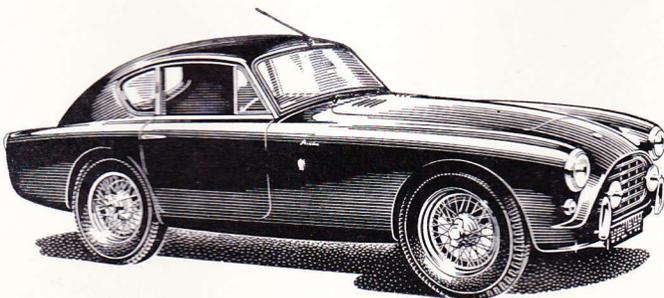
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Car maintained and entered by Ecurie Ecosse

CHAMPION TROPHY

WINNER

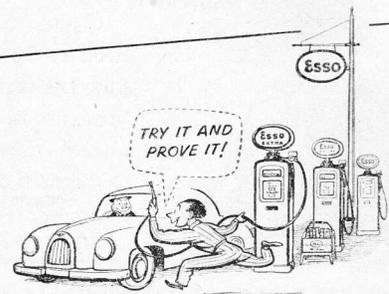
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 20

May 20, 1955

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NOTICES

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EDITORIAL

GRAND PRIX D'EUROPE

ON Sunday Europe's first major Grand Prix of 1955 takes place on the incredibly difficult Monaco circuit at Monte Carlo. This is a tremendous test of man and machine. It is a circuit where maximum speed counts for very little, the accent being on road-holding, acceleration and, above all, braking. Only top-line drivers can save the precious seconds and fractions of seconds that make all the difference between victory and defeat. There is no room for mistakes. This is one of the few remaining "round-the-houses" events in which road-racing experience counts far more than the ability to lap at high speeds on airfield circuits. Daimler-Benz will undoubtedly have studied the course with their usual thoroughness, and the short-chassis Mercedes-Benz will be equipped with the proper gear ratios and so on for the job in hand. However, the German concern must realize that there is a real threat from Lancia, Maserati and Ferrari. Fangio, Moss and Herrmann will be faced with the strongest possible opposition from Ascari, Villorosi, Behra, Farina, Chiron and others. The light-weight Lancia piloted by the brilliant Alberto should be in its element at Monte Carlo. It already has had a preliminary tryout in this type of racing at Naples—and won rather easily. Italy's mystery Ferrari may or may not be the famous "twin". Nevertheless, Farina is recognized as an "ace" when it comes to driving on the trickiest of circuits, and Lampredi has had time in which to sort out the teething troubles of the "Super-Squalo". One cannot overlook Maserati's Jean Behra, who will be all out to show the Principality that its near-neighbour Nice can produce a G.P. driver every bit as skilful as its own Louis Chiron. Vanwall, Connaught, Gordini and H.W.M. complete the list, but one feels that the winner of the 1955 Grand Prix d'Europe will conduct a machine from Unterturkheim, Turin or Modena, with the odds slightly in favour of the "silver arrows".

CIRCUS TRICKS

AUTOSPORT views with something approaching alarm the proposed "celebrities" race at Goodwood on Whit Monday. Surely Goodwood can stand or fall as a motor-racing circuit? Is the B.A.R.C. altogether wise in introducing "turns" reminiscent of T. Phineas Barnum? The date is an International one, and should be treated as serious motor racing. Before we know where we are, the So-and-So M.C. will be organizing special events for champion beer drinkers, marbles experts, driving test inspectors, Italian film actresses—in fact, there is no limit to the number of futile "races" that could be staged. Come off it, B.A.R.C. Let's have real motor racing on your admirable circuit, and leave the stunts to the stock-car folk!

OUR COVER PICTURE

RACE WITHIN A RACE: A group of Triumph TR2s getting away at the start of last Saturday's Ulster Trophy meeting at Dundrod, Northern Ireland. B. McCaldin (No. 12) is about to be passed by J. B. Johnstone (No. 14), while No. 10, Ian Titterington, is in close company.

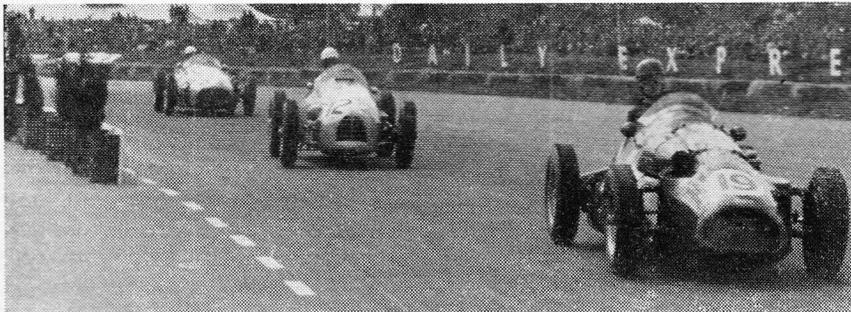
PIT & PADDOCK

GOODWOOD'S Whitsun programme (Monday, 30th May) will include a five-lap all-women's race, for which Pat Moss, Hazel Dunham and Patsy Burt have already entered, and a "celebrities" race for motoring enthusiasts of stage, screen, radio and sport.

COMPETITORS in the 18th International Alpine Rally (8th/14th July) can once again call on Cook's Autotravel Service for hotel bookings, issue of documents, travellers' cheques, etc. Telephone number is Grosvenor 4000.

VISITORS were not welcome at the Modena autodrome recently when Ferraris tried out their latest F.1 car, Farina driving. All entrances to the circuit were closed. A few days later the équipe moved to Imola for further tests.

SILVERSTONE SHOTS. (Right) Close-up of the new G.P. Connaught's front suspension, taken when the aerodynamic body was off. (Below) Don Beauman (2-litre Connaught) drove a fine race in the International Trophy, until put out with failing oil pressure. Here he leads the 2½-litre Gordini of Manzoni and Simon's 1954 Maserati.



VILLORESI and Castellotti are entered to drive 2.5-litre Lancias in the 1,000 km. Supercortemaggiore G.P. at Monza on 29th May. Alberto Ascari may be released to handle a Ferrari in this race, as at Le Mans.

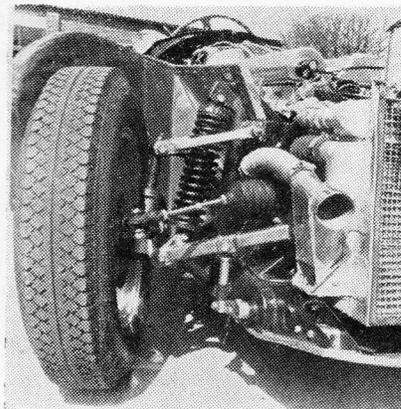
ON that same very busy week-end is the Eifelrennen at Nürburgring, Germany, for which the Mercedes-Benz 300SLR drivers are announced to be Fangio, Kling and Herrmann. Ferrari have entered Giuseppe Farina.

D. S. BOSTON and E. Protheroe will be racing the former's XK 120C Jaguar this season.

MOSS's Mille Miglia winning Mercedes-Benz was fitted with Textar brake linings, manufactured by the German associate of the Mintex group.

THESE 300SLs do get around. The Italian driver, Casella, formerly an Osca exponent, drove one to outright victory over Sanesi (Alfa Romeo), Nataloni (Lancia) and Bernabei (Ferrari) in the recent Verminico-Rocca di Papa hill-climb in Italy.

THIRD DEG-REE? John Bolster "extorts" the truth, with the B.B.C. "mike", from Ivor Bueb, after the latter's fine double success with Cooper 500 c.c. and 1,100 c.c. machines at the "Daily Express" Silverstone meeting.



COMING to Aintree for the British G.P.: three Lancias, drivers Ascari, Villoresi, Castellotti, and three Maseratis, drivers Behra, Musso, Mieres. Also three Mercedes-Benz, handled by Fangio, Moss and Herrmann.

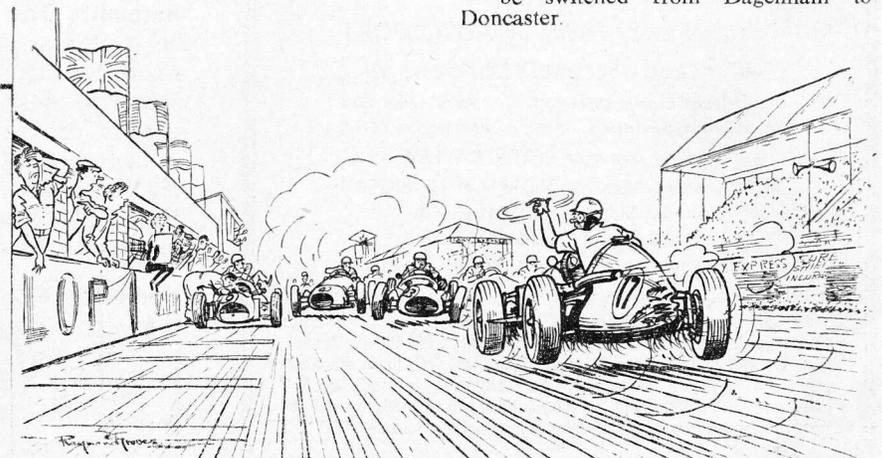
VOLKSWAGEN turnover for 1954 totalled about £8,503,400. Fifty-five per cent of their vehicle output was exported. After investigations into the possible use of plastic bodies, the company have decided not to proceed for technical reasons.

WITH the concurrence of the British Motor Corporation, arrangements have been completed with Fisher & Ludlow, Ltd., pressed steel car body manufacturers, whereby the Standard Motor Co., Ltd., will be assured a continuance of adequate body supplies for their products.

SENIOR ENGINEER KOSTELETZKI of the Daimler-Benz competition department crashed a 300SLR Mercedes during tests of the Le Mans cars at Hockenheim. Date was Friday the 13th. The car left the road, severed eight steel fence posts, and then hit two trees, finishing up very badly damaged, reports Alan Bruce from Germany. The driver was not seriously injured.

JOHN BOLSTER'S regular weekly article, and our Correspondence and "Portrait Gallery" features have regretfully been held over from this issue, owing to pressure on space.

PRODUCTION of the Ford Popular is to be switched from Dagenham to Doncaster.



SPORTS NEWS

THE HELSINKI MEETING

Successes for Head (D-type Jaguar) and Brandon (Halseylec and Cooper)

THE motor racing season in Finland began traditionally with the Helsinki races in Djurgard Park on 8th May, and British drivers, by now well known at this venue, took their share of the laurels, Michael Head (Jaguar) and Eric Brandon (F3 Cooper) repeating their victories of last year, watched by some 80,000 spectators.

Competing in the special sports class event were Michael Head, in Duncan Hamilton's D-type Jaguar, and Lord Louth of Jersey in another D-type, Eric Brandon in his neat little 1,100 c.c. Halseylec and André Loens in a Maserati. The remainder of the field comprised Ford Specials, a converted G.P. Talbot and the Finn, Curt Lincoln, in a C-type Jaguar. The Talbot led away, but Head was leading after a lap, with W. Stener (Ferrari) chasing for all he was worth until he overdid things on lap 15 and crashed, without personal harm. By then Lincoln was up to second, but could make no impression on the D-type ahead. The narrow, twisty circuit was not a



FOURTH YEAR "FIRST": French Renault cars have now won the 750 c.c. class in the Mille Miglia four times. Here the 1955 winners, Galtier and Michy, rush to the finishing line, averaging 67.29 m.p.h.

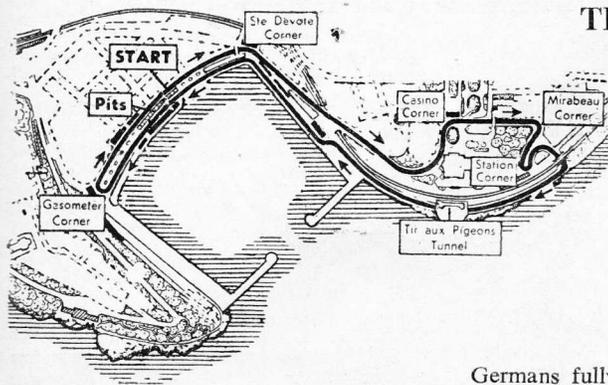
suitable one for the larger, high powered cars; and Eric Brandon's Halseylec was a fine third, well ahead of E. Carlsson in the Talbot. Lord Louth was 7th and Loens 8th.

The Formula 3 race was a one-marque show by Coopers, even the Swedes having now switched from their obsolete home-products. Brandon met with some opposition from Loens and the Dutchman, Hutchinson, and was not in the lead until lap 10, but from then on he was uncatchable, finishing 20 secs. in front of

Hutchinson. Lincoln was third, followed by Lex Beels, S. Andersson, Olle By, Gerremo, T. Anderson and Mattila, all Cooper-mounted.

Curt Lincoln, in his C-type Jaguar, won the over 2-litre series sports car race from two Ferraris and a 300SL Mercedes-Benz. The under 2-litre event fell to Joakim Bonnier of Sweden, driving an Alfa Romeo. He was followed in by Gillberg's Frazer-Nash, a Triumph TR2 and a 166 Ferrari.

HANS FRIES.



THIS SUNDAY—THE 15th G.P. OF EUROPE

Strong Lancia Challenge to Mercedes-Benz at Monaco—Louis Chiron in Turin Team—Farina May Drive Ferrari "Due-Cilindri"

1,000 CORNERS: The famous "round-the-houses" circuit at Monte Carlo will be covered 100 times in the G.P. of Europe. Caracciola's 1937 Mercedes lap record at 66.79 m.p.h. still stands.

Jean Behra leads Maserati, and the Nice-born driver has proved to be one of the fastest of present-day conductors. With Musso and Mieres the team constitutes a threat not to be lightly dismissed. Gordini depends on Manzon, Pollet and Bayol, the first-named being a sports-car winner in 1952. The new "eight" is being kept for Rheims, but if the cars can hang together, they can give the more powerful German and Italian machines a run for their money.

For the rest there is Mike Hawthorn in the Vanwall and Ken McAlpine in his privately owned Connaught. Silverstone was a disappointment to Tony Vandervell, the cars never showing the form expected of them. The Connaught is of the same type with which Fairman went so quickly in the early stages at Silverstone. One or two "independents" may run, including Lance Macklin in the Stirling Moss Maserati, Louis Rosier (Maserati), Whiteaway (H.W.M.) and Bira (Maserati).

The entry should read, therefore:—

Mercedes-Benz: Fangio, Moss, Herrmann.
Lancia: Ascari, Villoresi, Castellotti, Chiron.
Maserati: Behra, Musso, Mieres, X.
Ferrari: Farina, Trintignant, Schell.
Gordini: Manzon, Bayol, Pollet.
Vanwall: Hawthorn.
Connaught: McAlpine.
H.W.M.: Whiteaway.
Maserati (ind.): Bira, Rosier, Macklin.

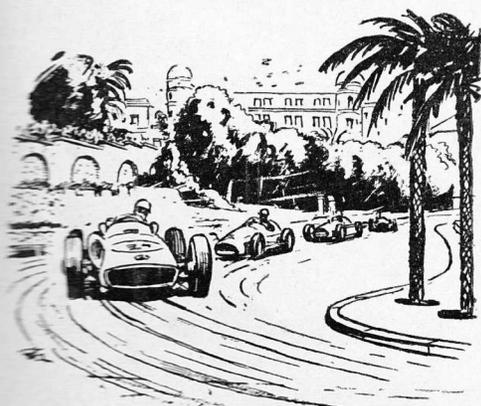
Past winners of the Grand Prix d'Europe are: **Monza, 1923,** Salamano (Fiat); **Lyon, 1924,** Campari (Alfa Romeo P2); **Spa, 1925,** Antonio Ascari (Alfa Romeo P2); **San Sebastian, 1926,** Goux (Bugatti); **Monza, 1927,** Benoit (Delage); **Monza, 1928,** Chiron (Bugatti); **Spa, 1930,** Chiron (Bugatti); **Spa, 1947,** Wimille (Alfa Romeo); **Berne, 1948,** Trossi (Alfa Romeo); **Monza, 1949,** Alberto Ascari (Ferrari); **Silverstone, 1950,** Farina (Alfa Romeo); **Rheims, 1951,** Fangio/Fagioli (Alfa Romeo); **Spa, 1952,** Ascari (Ferrari); **Nürburgring, 1954,** Fangio (Mercedes-Benz).

LANCIA of Turin has produced a four-car challenge to Mercedes-Benz, with "Wily Fox" Louis Chiron joining Alberto Ascari, Luigi Villoresi and Eugenio Castellotti in Sunday's G.P. of Europe, being run at Monaco for the first time. Chiron knows the tricky "round-the-houses" circuit better than any other living racing driver, and, although an acknowledged veteran, his inclusion by Lancia is an astute move. Lancia's very light machines should be ideally suited to the tortuous Principality circuit, and there is little doubt that the

Germans fully realize the threat of the dark-red cars. Ascari is perfectly at home on this type of circuit, as he showed at Naples, and is determined to regain the World Championship for Italy.

However, Fangio and Moss are such brilliant drivers, and, backed by the immense technical resources of Daimler-Benz, are certain to appear with cars specially prepared for the Monaco circuit. Third man is Herrmann, who replaces the injured Kling. It is likely that Fangio will make the running, but if Moss is out in front he will be extremely difficult to pass. In any case, Stirling is no stranger to the circuit, having raced there in 1952 in the sports car G.P. and with a "500" in 1950, not to mention the speed-events in the Monte Carlo Rally.

Ferrari's cars are not quite "au point" it is said, troubles having been experienced with the "Super-Squalo". Trintignant and Schell will probably drive the "fours", and Farina the mystery "due-cilindri". This machine must now be taken seriously, and if reliable, should be a remarkable performer on a circuit where acceleration and braking count for everything.



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THE RHINE CUP RACES

GEORGE NIXON of Newcastle, Staffs, took his 1½-litre Lotus-Turner out to the very fast Hockenheim circuit in Germany to compete in the International Rhine Cup race meeting on 7th May. This constituted the first event in the 1955 German Racing Championship, and resulted in victory in the main 1½-litre sports car class for Von Frankenberg (Porsche) at an average of 110.1 m.p.h. Lautenschlager and Jeser, both driving Porsches, were second and third. Nixon lost time with rocker defects, but finished eighth. The entry included 11 Porsche Spyderys, Trouis's Kieft and H. Fischer's Osca.

The 7-lap series sports car event was won at 91.65 m.p.h. by the American serviceman George Smith, in an Austin-Healey 100. Erhard Ernst (Porsche) was second and another Austin-Healey, that driven by the American Geisinger, finished third.

A.D.A.C. NÜRBURGRING RALLY

GERMANY'S international Nürburgring Rally, a European Championship event taking place from 18th-22nd May, has attracted DKW, Taunus and BMW works teams. 1954 Rally Champion Walter Schluter leads the DKW team. Walter Schock and Rolf Moll, who did well in the Monte Carlo Rally with a 220 Mercedes-Benz, are competing with a 300SL, while Georg Meier, motorcycle champion, and Von Falkenhausen drive V8 BMWs.

SUNDAY AT PRESCOTT

AN excellent entry has been received by the Bugatti O.C. for their National Hill-climb at Prescott, near Cheltenham, Glos., this Sunday, 22nd May. Michael Christie will be there with both E.R.A. and Cooper-J.A.P.; Les Leston, Tony Marsh, Bill Sleeman, Dick Henderson and Mrs. Nancy Mitchell are others due to handle Cooper twins; Austen May, Don Parker and Ivor Bueb promise Formula 3 class fireworks; "Taso" Mathieson has entered a blown 1,500 c.c. Maserati and Peter Stubberfield heads the Bugattisti.

The meeting begins at 10.30 a.m., and is expected to conclude at around 6 p.m. Entrance fee for spectators is 6s. per head, children under 14 being admitted free. Car park costs 5s., motor-cycles 2s. 6d.

Behra Best at Bari

Maserati Overwhelm Ferrari in Italian Sports Car Race—Masten Gregory Takes Third Place

THE marque Maserati scored a double victory in last Sunday's Bari G.P. for sports cars, Jean Behra maintaining his present magnificent form to win from Musso's similar 3-litre car in the over 2,000 c.c. category. Taruffi in the new six-cylinder 3.7 Ferrari was 5 secs. ahead of Behra when he abandoned after 29 laps. He made fastest lap in 2 mins. 24.3 secs. Masten Gregory's first European race of 1955 gained him third place with his 750S Ferrari, ahead of de Graffenried's Ferrari. Sole British entrant Dan Margulies finished in eighth place with his C-type Jaguar.

A noteworthy achievement was Cesare Perdisa's win in the under 2,000 c.c. category with his Maserati. This 22-year

COLLINS FOR DAVIDSTOW

OUTSTANDING amongst a comprehensive entry list for the Davidstow race meeting on Whit Monday are Peter Collins (DB3S Aston Martin and G.P. 2½-litre Maserati), Tony Rolt and Leslie Marr with new G.P. Connaughts as yet unraced, Eric Brandon in the 1,100 c.c. Halseylec with which he won recently in Finland, Tony Crook (two Cooper-Bristols) and Michael Burn in Dick Shattock's R.G.S.-Atalanta. Local defence will include Tom Kyffin's Equipe Devone with two- and single-seater Cooper-Bristols, Ken Evans and Les Cutler (Tojeiro-M.G.) and W. Ash Cleave's fast Morris Spl. Provided the weather man is kind for a change a very interesting meeting should result at the Cornish airfield circuit on Bodmin Moor.

THE MIDNIGHT SUN RALLY

OVER 13th/15th June, competitors in the 6th International Swedish Rally to the Midnight Sun will be driving to Östersund from nine Scandinavian starting points to take part in this 1,710-mile event, which ends at Saltsjöbaden on 18th June. There will be several special stages *en route* and a final test at the finish, and the event is open to Series Production Touring, Grand Touring and Series Production Sports cars. The last date for receipt of entries by the Kungl Automobil Klubben, Stockholm, 16, is Saturday, 28th May. Regulations in English are available from the organizers.

THAT "LISBON" CANCELLATION

THAT a serious lack of entries forced the cancellation of the 1955 Lisbon Rally came as a blow to the organizers, the A.C. de Portugal, who had worked hard to avoid a repetition of last year's cancellation and disappointment. One major trouble, it is believed, is the lack of interest shown by Portuguese competitors themselves, their main grudge being that professional works-entered cars are acceptable; now that the novelty has worn off, one cannot help observing that the local rallyists are far happier with their local club rallies which only take up a week-end and cost comparatively little. The French, too, were great supporters of the Lisbon Rally in the past, but now it seems that they, also, prefer their local events within France.



Repairs during the Mille Miglia—a scene from the 20th Century Fox film.

"SUCH MEN ARE DANGEROUS"

AFTER a number of films based im- probably on motor racing themes, and lamentably full of flaws, it is pleasant to report the arrival of one that can be thoroughly recommended for the authenticity and general accuracy of its Grand Prix racing background.

Based on Hans Ruesch's novel "The Racers", "Such Men Are Dangerous" concerns the fortunes of Gino Borgesa (Kirk Douglas), who starts his racing career in a most spectacular manner by having a monumental shunt in an early H.W.M., during practice for the Monaco Grand Prix, caused by his taking hasty avoiding action when the pet poodle of ballet dancer Nicole Laurent (Bella Darvi) runs across the track. Boy having thus met girl, Nicole manages to win enough at the Casino to buy Gino a Ferrari (no less) for the Mille Miglia, and that race won, he is taken on as a team driver for the marque Burano. Success through ruthless methods in the Continental circus, which takes us to Rheims, Nürburgring, Spa and Monza, brings Gino the World Championship, the need of a crash helmet several sizes larger, the resentment of other drivers and the consequent loss of Nicole. He falls out with his team comrades, but after losing a string of races, he goes to the aid of one of the team, dying after a serious crash. Honour and respect are saved. So, incidentally, is the ballet dancer.

To the enthusiast, however, the story will be incidental to its circumstances, and these are portrayed more faithfully on film than ever before, while the wide screen of CinemaScope, together with stereophonic sound and colour, have come into their own to give the chap in the two-and-ninepennies an almost too real sense of being right there in the thick of the racing.

With cameras mounted fore and aft, Baron de Graffenried and John Fitch drove in real Grands Prix on real circuits to gather material that could only have been collected that way, and during the Mille Miglia scenes, if you don't put your foot clean through the seat in front trying to put the brakes on, as the camera hurtles into downhill hairpins, then you must be quite nerveless. Only driving in the events themselves could be more realistic. The producers have obviously spared neither time nor money to capture the real atmosphere and details of Grand Prix racing, and with very few faults (such as the mention of Le Mans 1947), they have succeeded admirably. If you have only ever dreamed of what it must be like to drive in a Grand Prix, this film is a must and will either make you keener, or put you off for good. In conclusion, I unhesitatingly give Miss Darvi my vote towards her certain accolade as "Miss Pit Mechanic, 1955". With such as her lap scoring, the race could hardly ever end soon enough.

M.B.

old Italian from Bologna is adjudged to be a future champion, and is almost certain to have a place in a G.P. team before the end of the season.

Results

Over 2,000 c.c.: 1, Jean Behra (3.0 Maserati), 2 hrs. 5 mins. 50 secs. (132,079 k.p.h.); 2, Luigi Musso (3.0 Maserati), 2 hrs. 7 mins. 37.9 secs. 3, Masten Gregory (3.0 Ferrari), 1 lap behind. 4, E. de Graffenried (3.0 Ferrari). 5, Franco Bordoni (3.0 Gordini). 6, Jacques Swaters (3.0 Gordini). 7, L. Piotti (Ferrari), 2 laps. 8, Dan Margulies (Jaguar), 3 laps. 9, C. Landi (Ferrari), 4 laps. 10, E. Pinzero (Ferrari), 6 laps.
Fastest lap: Taruffi (3.7 Ferrari), 2 mins. 24.3 secs.

Up to 2,000 c.c.: 1, Cesare Perdisa (2.0 Maserati), 1 hr. 43 mins. 12.9 secs. (128,818 k.p.h.). 2, Della Favera (2.0 Ferrari), 1 hr. 43 mins. 44.9 secs. 3, G. Scarlatti (Maserati). 4, G. Valenzano (Maserati). 5, Signora Th-de Filippis (Maserati). 6, Staraba (Maserati). 7, Buffa (Maserati). 8, Landi (Ferrari).
Fastest lap: Perdisa, 134.122 k.p.h.

THOMPSON THOROUGHBREDS

Lloyd's 3-litre Maserati and Bentley's Abarth do well in S.C.C.A. Connecticut Meeting

By RUTH SANDS BENTLEY

THE star attractions and—relative to their displacement—far and away the best performing machines to cavort around Thompson track, Connecticut, during the week-end of 1st May were Bill Lloyd's newly acquired Tipo 3000S 3-litre Maserati and John Bentley's 207A 1,100 c.c. Abarth Spyder. The occasion was the meeting sponsored by the New York Region of the Sports Car Club of America, which contrived to pack 121 entries into nine 10-lap races on the 1.5-mile course during a busy Sunday afternoon. Lloyd's handsome red Maserati, a thinly disguised Grand Prix machine of tremendous pace, breathtaking acceleration and commensurate braking, had absolutely no opposition. Although its exhaust note remained in the middle octaves, indicating that the driver had plenty of revs. in hand, the Maser ran away with both its races. Bentley's graceful blue and white Abarth, fleet and rock-steady on corners, did almost as well when it cantered home an easy winner in the last event, defeating by seven seconds the nearest of four 1,500 c.c. Porsche Speedsters with Super engines.

The first event was for Volkswagens only—an innovation at Thompson—and five of these quiet little cars put on a spirited show. Lockwood scurried into the lead, increasing it lap after lap to finish by a wide margin, but Findlay, Douglas and Wells had a race-long duel for second place. On the very last lap Douglas scooted past Findlay on the hill turn, but the latter repassed on the hairpin and reached the chequered flag first.

S.C.C.A. recently raised their class G from 1,100 c.c. to 1,300 c.c. to include the older M.G.s. The second race, for Class G Production, saw twelve 1,250 c.c. M.G.s on the grid with Bearns in pole position and Ehrman last. Ehrman—always fast in his M.G.—began threading his way through his opposition and by Lap 2 had moved past Bastrup into fourth place. Next lap he overtook Weissenborn for third, right behind Holcombe's red car in second place. Holcombe had been challenging the leader, Willard, and might have caught

him had he shown more respect for Club House Corner instead of hurdling the sand bank and losing three places while getting back on the course. Willard, the winner, was in first position from the second lap and finished three lengths ahead of Ehrman. His time was 15 mins. 22½ secs.

Five Porsches, four M.G. TFs, and two 1,500 c.c. H.R.G.s participated in the Class F, Production, race, which was won by Soderstrom, whose white Porsche Speedster won the first novice race the day before. Lawrence (Porsche) gained first place in Lap 3, and Flickenger (H.R.G.) moved in behind Barrette (Porsche) for third with Soderstrom pushing hard. On Lap 7 Lawrence decreased his lap time to a quick 1 min. 27 secs. as he saw the white Porsche in his rear-view mirror, but a minute later pulled off the course with a broken connecting rod, letting Soderstrom go on to victory, 6.8 secs. ahead of the H.R.G. and 15.8 ahead of Barrette.

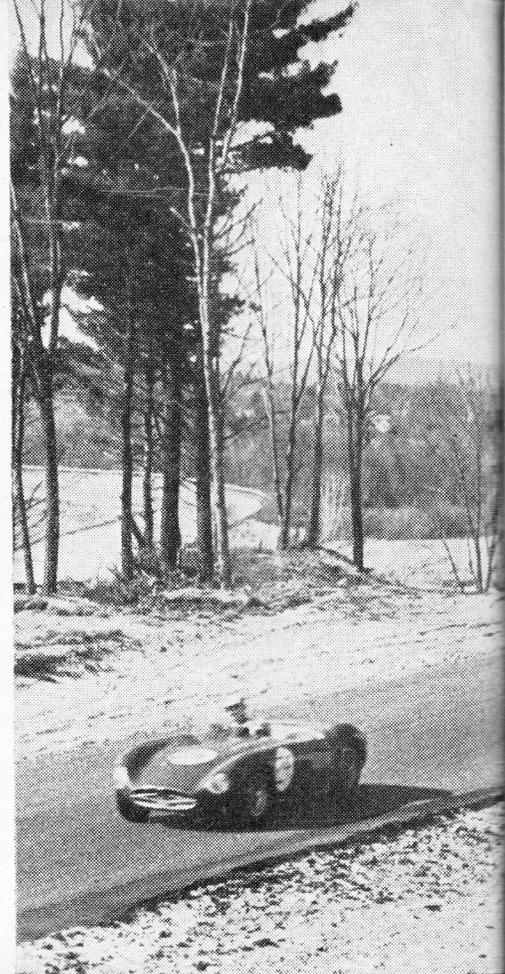
The fourth race, for Class C, Production and E, Modified, attracted 14 cars, predominantly stock Jaguar XK 120s. Nerney's lone Ford Thunderbird, in front-row position, jumped into the lead and never relinquished it, although hard pressed all the way by Sinclair's Jaguar. Norwood (Arnolt-Bristol) warded off Wonder (Frazer-Nash) for Class E leadership until Lap 4 when the fast Frazer-Nash took over. The Thunderbird looked better than any seen in competition to date. Although the suspension is stock and the transmission Fordomatic, the shock absorbers have been changed and the tubeless tyres discarded for six-ply Pirellis.

Results

Class C, Production: 1, R. Nerney (Ford Thunderbird), 14 mins. 55½ secs.; 2, J. Sinclair (Jaguar XK 120), 14 mins. 56½ secs.; 3, G. Mackensie (Jaguar XK 120), 14 mins. 57 secs.

Class E, Modified: 1, W. Wonder (Frazer-Nash), 15 mins. 32½ secs.; 2, J. Norwood (Arnolt-Bristol), 15 mins. 39 secs.; 3, H. Richards (BMW), 15 mins. 50½ secs.

Excitement hit a maximum as nine Jaguar XK 120Ms and five Jaguar XK 140MCs shot past the starter for the fifth race. Constantine (120M) moved from fifth to first place before

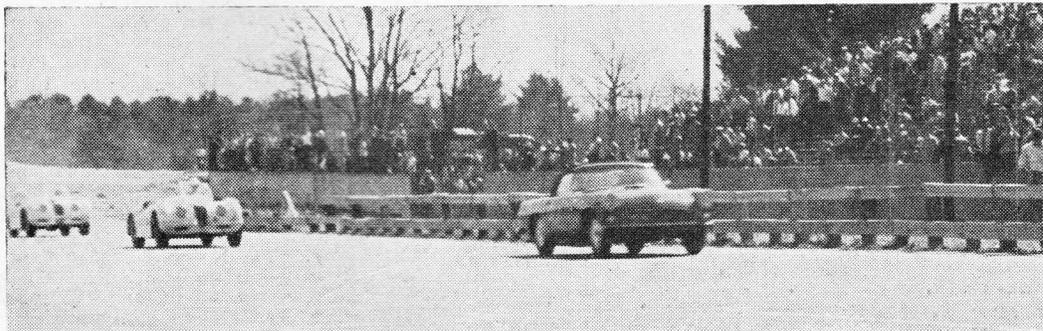


FASTEST BY FAR: Bill Lloyd's 3-litre Maserati was unassailable at Thompson, running away from the opposition in its two races. Lloyd here is coming over the hill during the seventh event.

reaching the banked turn, and Boylan (XK 120M) was right with him. The two cars had a "phenomenal avoidance" in Club House Corner when Boylan passed into first place completing his second lap. Perrin (XK 120M) started in 13th place but let no grass grow under his Dunlops, picking off his opposition quickly, battling with Grossman (XK 140MC) and then with Carter (XK 140MC) before reaching his finishing third position. The clutch of Simmonds' new XK 140MC blew up during the race with the clutch, the housing, etc., landing on the course. The unhappy driver stopped, walked back and retrieved the bits and pieces. It was interesting to note that the first three places were won on the older Jaguars.

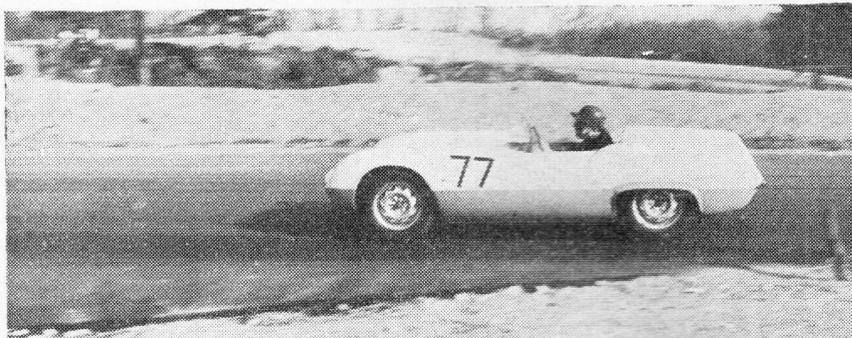
Results

1, D. Boylan (XK 120M), 13 mins. 25½ secs.; 2, G. Constantine (XK 120M), 13 mins. 26½ secs.; 3, R. Perrin (XK 120M), 13 mins. 37½ secs.



★
THUNDERBIRD WINS: Nerney's Ford Thunderbird, running with its top up, receives the chequered flag just one second ahead of Sinclair's XK 120 Jaguar. Third, close behind, is Mackensie's XK 120.
★

Twenty cars entered the sixth race (Classes D and E, Production), 15 of them Austin-Healeys, three Morgans, one Triumph TR2 and one DB2 Aston Martin drophead coupé. Clapp, with the Aston Martin in which he had won his first novice race one week before, took an immediate lead, and at the end of the first lap was followed by the Austin-Healeys of Ehrman, Fauvre, Kunz and Mottar; but the Morgans of Rothschild and Weitz were on the move. Rothschild continued his march and wound up in second place, but Weitz was crowded on the last turn by an Austin-Healey,



AGILE ABARTH: (Above) John Bentley takes the Italian 1,100 c.c. Abarth through Club House Corner, well ahead of the Porsches in the last race.

TINY BUT FAST: Tippy Lipe's sensational Porsche-engined Cooper, nicknamed the Pooper. It weighs only 700 lbs. Behind is Paul Ceresole's single-seater Cisitalia.

in 1 min. 15½ secs. and the Porsche-Cooper, nicknamed the Pooper, had moved to second place. Rodney (Duesenberg Special), who was third over-all, went over the fence of the banked turn, ripping out the under part of the car; and Rabe—who was running second—had been watching his best friend, Mike Rodney, in his rear-view mirror. When he saw him disappear over the top of the banked turn, Rabe brought his famous old "Ardent Alligator" into the pits and rushed over to help Rodney, who was uninjured. On the same lap, the Pooper developed abnormal oil leakage and retired. By Lap 8, smooth-driving Lloyd had built up a terrific lead with Sinclair (in Coby Whitmore's Jaguar-Cadillac) and Meyer (Meyer-Cadillac) in second and third places, the positions they held to the end. The Whitmore Jaguar-Cadillac was running on only one of its two radiators, a stone having hit the fan

during practice, bending a blade which cut a hole through the honeycombing.

Results

1, W. Lloyd (Maserati), 12 mins. 42½ secs.; 2, J. Sinclair (Jaguar-Cadillac), 13 mins. 47 secs.; 3, J. Meyer (Meyer-Cadillac), 13 mins. 56½ secs.

The last race, for Classes F and G, Modified, attracted 13 cars, mostly Porsche Speedsters and Siatas. Eager's Lester-M.G. had a good lead at the end of the first lap, but the car sounded sick. Bentley (Abarth) went into the lead before completing his second lap, and the Lester-M.G. pulled off the road shortly thereafter, later returning to the race. By Lap 3 Bentley had a 3.5-sec. lead over Pupulidy and Hollmore, both in Porsche Speedsters with Super engines, and next lap Pompeo (Siata coupé) pulled into his pits with his gas cap open—the fumes making him dizzy. The 1,100 c.c. Abarth, rebuilt since Sebring by Bentley and friends, actually bettered the time of the Jaguars and the winning Thunderbird in the fourth race. No matter how the Porsches tried, Bentley pulled the raisins out of the Porsche pudding on every one of the 10 laps.

Results

Class F, Modified: 1, E. Pupulidy (Porsche Speed), 14 mins. 19½ secs.; 2, H. Hollmore (Porsche Speed), 14 mins. 21½ secs.; 3, W. James (Porsche Speed), 14 mins. 29½ secs.

Class G, Modified: 1, J. Bentley (Abarth), 14 mins. 12½ secs.; 2, W. Weldon (Siata); 3, R. Cuomo (Siata).

COLD WEATHER AT CRIMOND

THE Aberdeen and District M.C. did not have much luck with the weather last Saturday for their race meeting at Crimond. A series of sleet showers and a bitterly cold wind made prospects uninviting, but there was a remarkably good turnout, nevertheless.

The first race for the car enthusiasts was a five-lapper for sports cars up to 1,500 c.c. After being worked on for a fair part of the winter, Peter Hughes's Tojeiro sounded crisp and healthy, and tore madly through the pouring rain to win by almost a mile and three-quarters. The race was not without interest, however, for Peter Jackson (Cooper-M.G.) diced merrily with Ian Skelly (M.G. TF), and J. MacKay, in a fairly old M.G., bested N. A. Kennedy's Burdmonk in some hectic moments around Strath Beg hairpin and a nasty left-hand bend at the foot of the paddock.

Following this came a five-lap handicap race for production cars, in which the slower machines proved to have been treated too generously. Driving with considerable finesse, Jack Walton (Lancia) could only make up five places from scratch and Peter Hughes (Ford Zephyr) could gain only two.

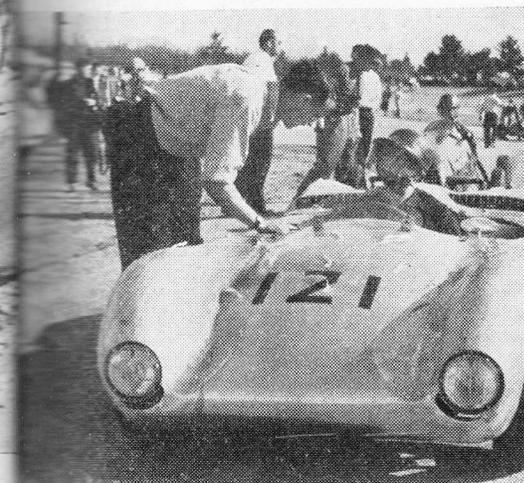
The eight-lap race was hotly contested among the sports cars up to 2,700 c.c.

It was unfortunate that the Hughes Tojeiro broke a half-shaft before reaching Kangaroo Bend on the first lap, or things might have been even more interesting. As it was, Ted Evans, in an Austin-Healey with Le Mans "mods", led the race for three laps against determined efforts by Jack Walton (Lancia). Then, out of nowhere, seemingly, Peter Jackson (Cooper-M.G.) passed both of them on the long straight to Strath Beg hairpin and refused to be shifted from his lead. Behind them Ian Sutherland (Triumph TR2) was having the odd spin in a duel with M. M. Swanson, also in a TR2, while Ian Skelly was seen taking to the grass in his M.G. TF.

The unlimited sports car race was a walkover for John Lawrence in an ex-Ecurie Ecosse C-type Jaguar. Young Michael Salmon in his XK 120 just couldn't get near him and it was most unfortunate that Jack Walton's Cooper-Jaguar and Cooper-Bristol were non-starters. They would have added spice to this race but, as it was, Raymond Fielding (H.W.M.) and Ted Evans (Austin-Healey) did their best for us in a duel that lasted for the full eight laps.

"AENEAS"

(Results on page 648)



while running fifth over-all. He went over the embankment and was airborne for six feet before returning to the macadam, then made a quick pit stop to check damage, returned to the race and finished.

Results

Class D, Production: 1, J. Clapp (Aston Martin), 14 mins. 8½ secs.; 2, C. Fauvre (Austin-Healey), 14 mins. 22½ secs.; 3, G. Ehrman (Austin-Healey), 14 mins. 23½ secs.

Class E, Production: 1, M. Rothschild (Morgan TR2), 14 mins. 15½ secs.; 2, H. Ellis (Morgan); 3, J. Weitz (Morgan TR2).

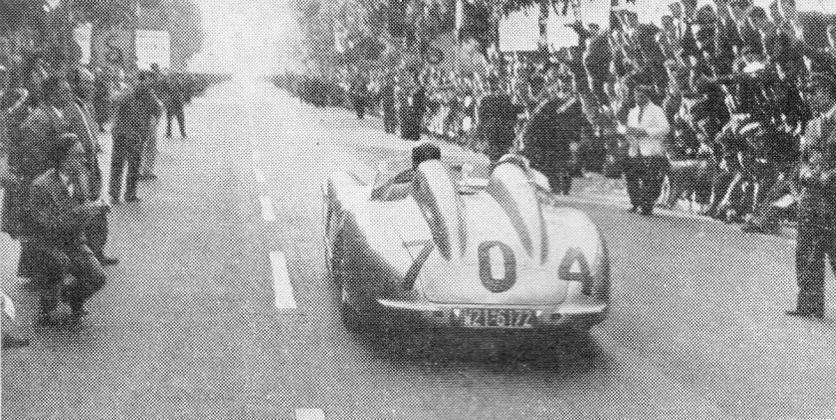
Two Austin-Healey 100Ss, a 3-litre Maserati, a Type "C" Jaguar and a hard-top Jaguar XK 120MC comprised the fast machinery for the seventh race (Classes C and D, Modified). Lloyd (Maserati) got into the lead quickly and McKenna (100S Austin-Healey) secured second place, after leading for the first two laps. Cruseo, who recently bought Frank Miller's "C" Jaguar, took it easy as he was still recovering from his bad accident last year. Evelyn Mull, the only woman driver of the day, finished last but drove beautifully. Lloyd, apparently practising for the fast performance he planned next race, was running far in the lead but withdrew before the presentation of trophies.

Results

Class C, Modified: 1, J. Cruseo (Jaguar C), 13 mins. 44 secs.; 2, Evelyn Mull (Jaguar XK 120MC), 14 mins. 23½ secs.

Class D, Modified: 1, T. McKenna (Austin-Healey 100S), 13 mins. 41½ secs.; 2, V. Sardi (Austin-Healey 100S), 13 mins. 51½ secs.

The unlimited race saw a short-lived but staggering performance by a small car. Nine cars started and by the end of Lap 1 Lloyd (Maserati) was leading again and Rabe (Ford-Riley) was second. But the most surprising car of the day had moved from last position to third place—an uncompleted Cooper with Porsche Super engine driven by Tippy Lipe. Lloyd completed his second lap



AVENUE: Hans Herrmann aims his 300 SLR Mercedes-Benz down the long road, thickly lined with spectators, heading south from the start at Brescia.

While Moss momentarily, and quite unknown to himself, held the lead near Ancona, the lead at Pescara, the next important control, was held by Taruffi, with a margin over Moss of only 15 secs. Here the difference between the undisciplined chaos of a Ferrari depot stop and the drilled displays of perfection by the Stuttgart mechanics paid dividends. Taruffi, although holding a lead of 15 secs., was actually 5 mins. 45 secs. behind Moss on the road, so that the Englishman's stop was, as well as being a battle against the watch, a battle against the unknown. Mercedes-Benz had wisely

MILLE MIGLIA

Just as the magnitude and importance of his victory was not in the first few hours obvious to Stirling Moss, so it has been with both the general public and experienced observers of the sport. It is only after some days of reflection that the true worth of Moss's win in the 22nd Mille Miglia really penetrates. Owing to the very few important international victories which can be claimed for British drivers it has become the habit to praise, perhaps excessively, such historic events as the French Grand Prix at Tours in 1923 and the Grosser Preis von Deutschland at Nürburgring in 1938, when victories were gained by Segrave and Seaman. This observer certainly considers that the Moss victory in the Coppa Franco Mazzotti on 1st May surpasses both of these wins; and for many different reasons.

One of the great problems in the Mille Miglia is endeavouring to pass on to the drivers helpful information of their principal rivals, but after the ballot for starting positions it was seen that the Scuderia Ferrari had been blessed with good fortune. While the four Mercedes-Benz driven by Fangio, Kling, Herrmann and Moss were to start the long race between 6.58 a.m. and 7.22 a.m. the official runners for the Scuderia were all behind the four silver cars, while the astute Taruffi was lucky enough to draw the last starting position. The advantage of this is, of course, that at every control he can obtain precise news of how his times are comparing with his rivals. The four drivers for Mercedes-Benz were, however, forced to remain in the dark and rely on their intuition of the right speed to set.

With only 1-minute intervals between

AFTERTHOUGHTS

Moss's Victory a Parallel to those of Segrave and Seaman

the starters young Moss, who had never previously finished a Mille Miglia, must have been very conscious of the fact that at minute intervals behind him were Castellotti, Sighinolfi and Paolo Marzotto and a further three minutes behind Taruffi, fresh from his win in the Giro di Sicilia and determined to beat his hoodoo in Italy's greatest race. Admittedly the Scuderia Ferrari was decimated by troubles, both engine and tyre treads, but it was not until Florence that Moss

fitted their cars with large fuel tanks, with the intention of only topping up the tanks at Pescara with enough to get to Rome, thus keeping the weight down for the vital section over the Abruzzi to Rome. This was done, and the Mercedes-Benz driven by Moss was stationary for only 28 secs., at the Pescara depot, but when Taruffi arrived almost 1 min. 30 secs. was spent with the car motionless, so that the Ferrari's lead was converted into an alarming deficit. At Rome Moss's lead was 1 min. 49 secs. over Taruffi, but only a portion of this was gained dangerously on the road; the rest was a gift to the driver from the depot staff at Pescara. At Rome the Mercedes-Benz was stationary for only 59 secs.—fuel and two rear tyres—so that for the whole race only 1 min. 27 secs. was accepted as waste.

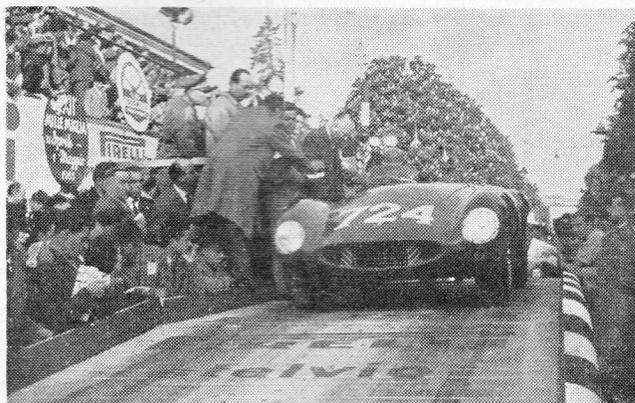
By

Giovannino la Scozia

could be told with any degree of certainty that Taruffi was out. From all this it is obvious that one of the greatest factors contributing to his win was his own generalship and control. Perhaps the factor with the next largest share was the organizing ability of the Mercedes-Benz team, which, had the race been a closer one between Moss and a non-retired Taruffi, could easily have made the difference between success and failure.

While the lead in Ravenna, 303 kms. from the start, was held by Castellotti at an average speed of 192.414 k.p.h., he was forced to retire with engine trouble near Ancona, while the other thruster of the Ferrari team, Marzotto, retired after flinging treads after Verona.

Observations out on the circuit at two widely different points confirmed that of all the drivers in the race only two—out of those who had the possibility of victory within their sight—gave the impression that theirs was a planned and deliberate attack. These two were Moss and Taruffi, both of whom gave the impression of the cold-blooded control essential if other than a Bracco is to win the Mille Miglia. Castellotti, Marzotto and Maglioli appeared to be driving as though engaged in a 300-mile long Grand Prix. Both the larger sports car classes were watched through the very difficult corner, about 15 miles after the start, between Lonato and Desenzano—where



ON THE STARTING RAMP: (Left) Sighinolfi in one of the new six-cylinder, 3,750 c.c. Ferraris at the Brescia start of the Mille Miglia. (Right) George Abecassis ready to go in the Austin-Healey 100S with which he finished fifth in the unlimited sports car class. His was the first British car to finish.

one year Ascari, Johnson and Moss all piled up owing to oil on the road—and the younger Ferrari drivers held their cars close in by sheer strength with the inside wheels off the tarmac and kicking up the stones and gravel; not, it seemed, the right way to make tyres last. Kling, too, seemed to be driving the same way and one could not help wondering, par-

ticularly as he was riding alone, how long his great confidence would be justified.

The leaders were again observed at Cremona, start of the special section for the Trofeo Tazio Nuvolari and only about 70 miles from the finish. Through the town, and in the shadow of the high houses either side, the competitors came through a simple 80 m.p.h. swerve, but the presence of tram-lines on the inside of the straw-bale lined road gave an opportunity to observe the actions of the various drivers. Such drivers as Musso, Maglioli and Fangio all crossed the tram-lines and used every inch of road, but Moss regarded the tram-lines as though they were the inside peak of the corner, and saved his tyres by keeping on the good road. A small point perhaps, but how revealing.

Just as the important point about Seaman's win at Nürburgring in 1938 was that he used two tyres less than von Brauchitsch, the important point about Stirling's win was that he did it the right way. Assiduous training with a co-operative passenger/navigator; complete self-control throughout the race; and, the determination that this year he would finish if the car had to be carried. Even his method of crossing the finishing line was evidence of his correct approach to the problem. In the past, places have been lost by trickling over the line slowly to accept the chequered flag and the cheers; not so with car number 722; once on the finishing straight full noise was given and the line really cut.

Naturally Fangio's troubles spoiled the race. From friends at the starting ramp, and from my own observations at Desenzano and Cremona, it would certainly appear that the engine on his car was never 100 per cent. perfect, but the amazing "Chueco" accepted what many consider an insuperable handicap for a non-Italian driver by riding alone. There is no doubt that Moss's previous training trips—for Jaguar on two occasions—

have assisted him to amass considerable information, and his practice this year with Denis Jenkinson served to mould a team that knows the circuit remarkably well.

One cannot help but regret the wasted years by British manufacturers in this event. Two years ago it could have been won by a seriously prepared and well trained Jaguar team, while last year Aston Martin had second and third places almost in their pocket. This year Austin-Healey did well with almost standard cars to finish fifth and eighth in the unlimited sports class. Their win in the special category for Open Sports Cars costing less than two million lire is less important, as the class only contained four Austin-Healeys and three Triumph TR2s. Higher places could easily have been gained as the Austin-Healey driven by Abecassis ran out of fuel far from a control, owing to consumption tests not having been done. Without such tests one might have thought someone would have arranged for a spare can to be stowed. Macklin, a natural Mille Miglia driver, suffered that horrible trouble with broken throttle connections, and was forced to fasten everything full open, and rely on the ignition switch for control.

With three class wins by Porsche, three class wins by Mercedes-Benz, and a class win each by Renault and DB—apart entirely from the outright Anglo-German victory—this year's Mille Miglia proved upsetting for the Italians, but for those British enthusiasts for this race almost as upsetting. There is no lack of suitable British drivers—either through temperament or training—for this most difficult and different of races. Names that leap to the mind immediately are: Abecassis, Macklin, Collins, Parnell, Rolt, Bueb, Walker and Salvadori. What a happy thought; eight well prepared composite cars—3½-litre Aston Martin/Jaguar—to start training now. Victory would not be impossible!

MASTERLY handling of his Mercedes-Benz, backed by an unparalleled race organization, gained Britain's Stirling Moss a victory ranking in magnitude with Segrave's 1923 French G.P. or Seaman's 1938 German G.P. This pre-race picture shows Moss practising the installation of a spare screen, just one example of the thorough methods of the Stuttgart concern.

GEOFF NEWMAN WINS LAWRENCE CUP

London M.C. Closes Southern Trials Season with Successful Bagshot Event

MEMBERS of the London Motor Club had a most enjoyable day's sport on the War Department land at Tunnel Hill, Pirbright, on Sunday, 15th May. Their Lawrence Cup trial is traditionally staged in the Bagshot area as the last event in the Southern trials calendar, for the very good reason that the loose sandy soil there is just as diabolical when dry as it is after prolonged rain. This year the Clerk of the Course was heard complaining bitterly that the moderate amounts of recent rain had made his carefully planned hills sticky, and therefore far too easy, but a study of the results sheet at the end of the day showed that he needn't have worried.

The essence of the trial consisted of 15 observed sections, of which four stopped the entire entry, star-studded though it was, two more were broken once only, two others failed all but two, and a ninth was climbed by only three of the 20 competitors who assembled at the start. In spite of this considerable sorting out, however, Geoff Newman and Mike Cannon were found to have tied on the hills with a total of 117 marks out of a possible 150, a truly staggering

score on a course where trees and their roots, "pimples", ultra-sharp corners, ultra-narrow gullies, and adverse cambers added their hazards to the inevitable ones of sheer gradient and lost adhesion. The destination of the main award was therefore decided by the aggregate times in three special tests which were included solely for the purpose of resolving possible ties. These results gave the Lawrence Cup to Geoff Newman in his Cannon VII, which sounded "blown" but wasn't, and second place and the Ripley Cup to Mike Cannon in Cannon V, which was driven throughout with such feather-footed control of the loud pedal that it scarcely sounded at all; third place and the Wick Cup went to George Pettit in the Deeford, an old war-horse that still breathes plenty of fire. First class awards were won by E. J. Chandler and R. Davis, while last year's winner, Percy Barden, netted one point less than Davis for a second class award. He seemed to be at a considerable disadvantage by being No. 1 on the programme and not mounted on a bulldozer, though Davis and his Austin—No. 5, and the only 747 c.c. engine against nineteen 1,172s

from Dagenham—gave the lie to this idea by breaking Section 5 in splendid solitude. The team award, not surprisingly, went to the Cannonions by a tremendous margin, consisting as they did of the two top placemen ably supported by Rex Chappell.

The trial was run off for the most part in glorious sunshine, and the course, though exceedingly tough, was not damaging to the cars, which were very well turned out; in fact, Rex Chappell's Cannonton would not have looked out of place in a West End showroom as far as finish was concerned. Admittedly a few sections made overmuch use of adverse camber to the point of being slightly dangerous, and the last section in and around a water hole was a joke that a few felt to be in poor taste; but in the main this type of event could do a lot to make this branch of the sport more popular, and in fact several converts were found among the spectators.

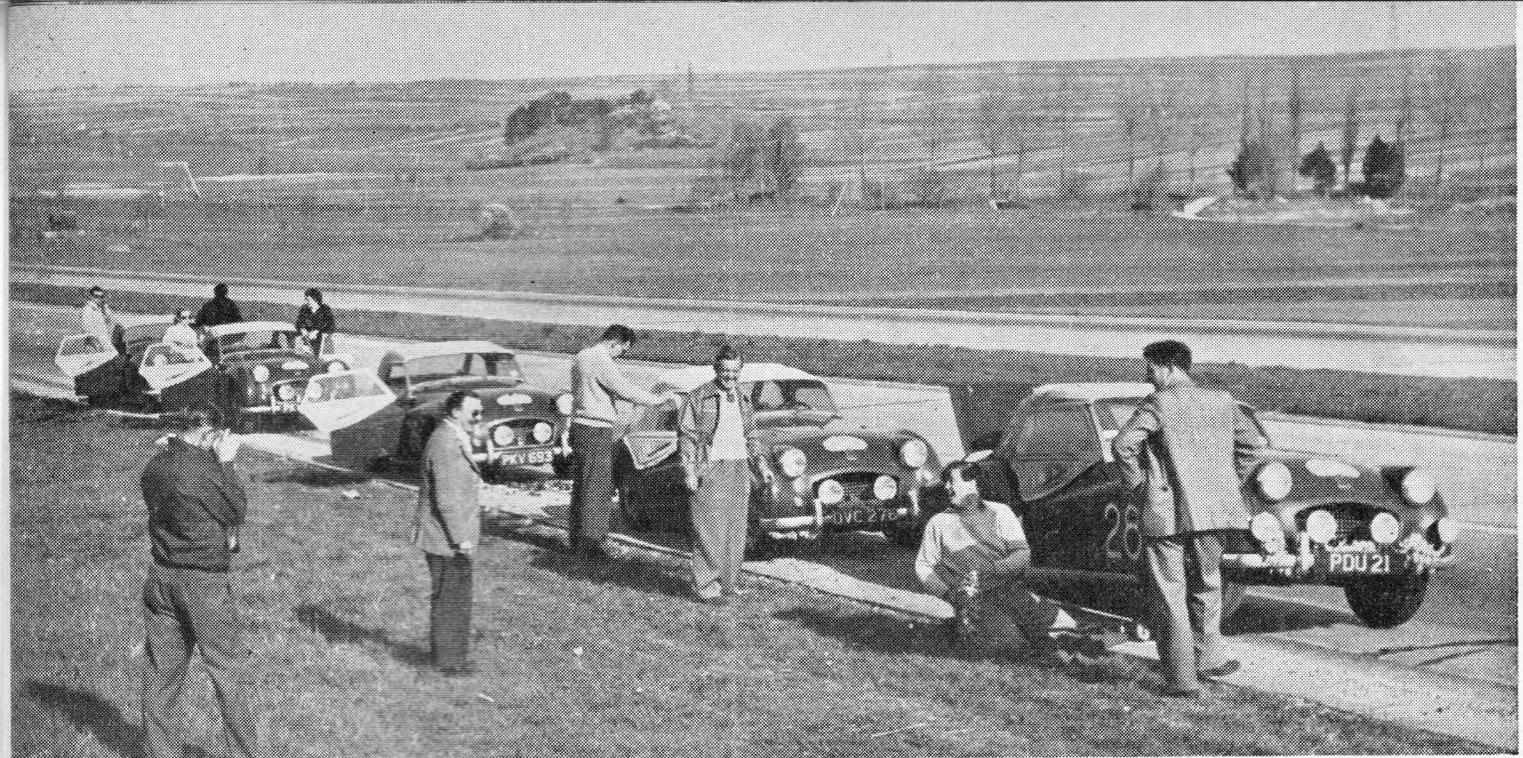
D. PRITCHARD.

Results

Lawrence Cup: G. J. Newman (Cannon VII). Ripley Cup: M. R. B. Cannon (Cannon V). Wick Trophy: G. Pettit (Deeford).

First Class Awards: R. Davis (Austin 7) and E. J. Chandler (Chandler). Second Class Award: P. A. Barden (P.A.B.).

Best in tests. Test A: R. F. Chappell (Cannonton). Test B: A. Oliver (Cannon). Test C: R. F. Chappell.



Tulip Rally in Retrospect

IT is evident that the organizers of the Tulip Rally will have to do a bit of head-scratching before next year's event. If they intend to retain the system of car handicapping, then much more care will have to be taken to ensure that handicaps are fair. Admittedly the whole thing was in the nature of an experiment, but I am quite certain that certain modified touring and series-production sports cars were over-handicapped.

Presumably figures were based on the 1954 performance of cars on Zandvoort circuit; at least there could have been no other possible basis when it was stated that the handicaps had been worked out on known past performance in the Tulip Rally itself. This did not allow for the unknown quantity, as for example Mercedes-Benz 300SL and 220A, and, to a lesser extent, Saab and A.C. Ace, none of which performed in the 1954 event.

It is fairly safe to say that the TR2 Triumphs were handicapped according to the times put up at Zandvoort last year by the car driven by me. In point of fact the best lap achieved was around 2 mins. 21 secs. Prior to this year's event, Tak lapped his 300SL (the proper way of the circuit) in 2 mins. 2 secs. No figures were available for the opposite way which was used in the rally, but it is fairly safe to say that there cannot be much more than 2-3 secs. in it. Taking 2 mins. 5 secs. as a reasonable figure, then the 300SL could be lapped at about 16 secs. quicker than the known time for a TR2 Triumph. In other words, all things being equal, the 300SL must be able to make at least 2 mins. for 10 laps on a TR2, even if Richardson and Co. had got down to 2 mins. 16 secs. In actual fact, the exact figures for the 10 laps in this year's event were: 23 mins 15.1 secs. for the fastest TR2 (Slotemaker), and 21 mins. 24.1 secs. for the 300SL.

Yet at Zandvoort the Mercedes conceded only 3 secs. per lap to the Triumphs, which, in turn, conceded the

same figures to the A.C. Aces. No information was available to the organizers concerning the A.C., but being considerably more expensive than the TR2, having a chassis based on the Tojeiro sports-racing car, a light all-up weight, and a stated power-output of over 80 b.h.p., it is difficult to understand why it should have been handicapped at 17 mins., against the Triumph's 18 mins.

BY
GREGOR GRANT

Without in any way detracting from John Gott's excellent class win, it was obvious from the start that the extra minute would take a great deal of nullifying. In the end, Ken Richardson cut it down to 41.2 secs., but it is to be presumed that Gott could have gone even faster. The same thing applied in the special stages, the A.C. Aces having an extra minute over the 18 minutes and over handicap group. If there had been really bad weather, that extra minute might have made all the difference to clean sheets.

The special stages themselves were disappointing to regular rally entrants. Although it is understandable that the R.A.C.-West did not wish to have a return to the tough sections of 1954, by giving generous time allowances on the stages due to being able to make up time on comparatively easy portions, the organizers placed too much importance on the eliminating tests. *No Inter-*

HIGH JINKS among the TR2 brigade on the autobahn. Ken Richardson snaps Jimmy Ray being pelted with tulips by the writer. Also seen are John Waddington, Stan Asbury, Kit Heathcote, Lola Grounds, Cherry Osborne, Bob Dickson and Ian Robertson.

national Rally, worthy of inclusion in the European Grand Touring Championship, should have such a high proportion of unpenalized crews in relation to the number of finishers. The actual figure was 118 to 161 on arrival at Noordwijk. It was this sort of thing that caused the Monte Carlo organizers completely to alter their event, after the near-farce of 1954.

Admittedly the Tulip Rally is an extremely pleasant and superbly organized event. However, a return to its original mainly touring character will cause it to lose face from a purely competitive angle. Surely the first aim of all organizers is to try to have the event won on the road, not necessarily by introducing impossible and/or dangerous special sections, but by tightening up schedules. In any case, no matter how stages are arranged, regular rally drivers will go as fast as is safe, realizing that the section is not finished until the control is reached. Countless rallies have been lost by dawdling, followed by the impossibility of making up lost time when mist or fog suddenly descends.

The Sunbeams had a very difficult task with 14 minutes' handicap, and the speed of Engel's 220A Mercedes-Benz came as rather a shock in the class. Peter Harper drove all he knew, but the German car appeared to have just that extra bit of power. M.G. Magnette, with 13 minutes, were never in the hunt in the 1,500 c.c. class, where the 4-speed Ford Taunus occupied 1-2-3-4-5 positions, owing to much superior power-weight ratio.

In all modern rallies, the accent is very definitely on power-weight, and to make a showing in these very important events (from a sales angle), Great Britain will have to be represented by machines readily adaptable to timed hill-climbs and circuit events.

Fords came out of the "Tulip" with honours, due to the really brilliant driving of Cuth Harrison, who brought his heavily handicapped modified Zephyr

into 12th place. Denis Scott and Charles Hardman made their little modded Anglia go like a scalded cat, but had to give a 1063 Renault 3 minutes. Ron Faulkner's Aston Martin was superbly handled, but could do little against the powerful 300SL. John Boardman (Jaguar Mk. VII) again put up a magnificent show, winning his class and finishing up 8th in general classification. However, the British performance was that of Bill Banks (Bristol), whom the Dutch believe must win a "Tulip" one of these days!

A nice touch at Noordwijk was when the five green TR2s came into the final control in line ahead, with no fuss nor revving of engines. This was noticeable at all starting controls, the British cars gliding off in direct contrast to the "Grand Prix" starts made by certain other competitors.

JOHN GOTT'S VIEW

THE R.A.C.-West can always be relied upon to produce something novel, and certainly their handicap scheme for the 7th Tulip Rally caused a large number of competitors to cover many sheets of paper with abstruse calculations.

The results of my calculations convinced me that no sports car stood any chance of a high placing in General Classification—although it must be admitted



MODDED ANGLIA: Denis Scott and Charles Hardman collect a little drop of local atmosphere on arrival at Noordwijk. Note absence of bumpers and number plate on the little Ford.

competitors had driven it and spoken well of it), but it was most carefully checked over and incorporated several of our own ideas.

An entry was accordingly sent in and in due course No. 37, J. Gott/H. C. O'Hara Moore, A.C. Ace, duly appeared in the list of London starters.

Our class opposition consisted of 10 TR2s (18 minutes), two M.G. TDs (15 minutes) and Walter Grant-Norton on his newly acquired Ace. Of the TR2s, three were a full "works" team, Ray/Waddington, Dickson/Robertson, Richardson/Heathcote, the crews which had performed so well in the R.A.C. Rally, two were "works" cars and two, the pretty Francorchamps fixed-head coupés made in Belgium. All of these started from abroad, and only Ray Brookes and his father started with us from London.

From 6 a.m. next morning, after reaching Stuttgart, the crews attacked the common route to Noordwijk.

(Continued overleaf)



LES GIRLS: (Left) Cherry Osborne and Lola Grounds (TR2) at the start of the Freiburg hill-climb. Behind is John Gott's class-winning A.C. Ace.

NUFFIELD H.Q.—and for others too, is the popular Hotel Verloop at Noordwijk, presided over by the inimitable "Whang" Wenckebach. The "works" Magnettes are on the terrace, and the Editor's Triumph outside.

that I did not think that two Mercedes 300SLs would be entered—but that the A.C. Ace (17 minutes' handicap) stood an excellent chance in the 2-litre sports class. Having arrived at these general conclusions, more detailed examination of the potentialities of probable opponents in this class was undertaken by checking statistics and Road Tests. Although this showed some surprising things, such as the fact that only 45 h.p. was required to drive the Triumph TR2 at 90 m.p.h. as against 58 h.p. for the prettier Ace, my original opinion was confirmed.

Derek Hurlock of A.C. Cars was accordingly contacted and agreed to loan Hal O'Hara Moore and me UPJ 75 for the Tulip. This was the "works" demo. car (and it was surprising how many



Although the second Road Books were not given out until just before the start, past knowledge gave a good hint as to the location of the four speed tests, and it was without surprise that we found these to be on the Grand Ballon d'Alsace near Belfort, the Col de la Faucille out of Gex, the ascent of the Tour du Pin out of Valence, all of which had featured in previous Tulips, and the Freiburg hill-climb. For the first three we had comparative times, but the fourth was quite new, and we had nothing with which to compare our performance.

On these four tests the TR2s had to beat our combined times by 30 seconds to improve on their handicap, and as we inspected the "works" cars, beautifully turned-out in British racing green, we felt that we had a tough assignment. They had wire wheels, finned Alfin brake-drums, overdrive on three gears—in fact, the "Lot".

The Special Stages

The special stages, run at a much higher average speed over difficult roads, are a feature of the Tulip and they have in the past proved a good means of sorting out the crews. This year, however, the allowances were on a much more generous scale and few crews were late. Compare this with 1953, for example, when only 67 crews managed to cover one stage without penalty, and if five minutes had not been added to the time originally allowed, even this select body would have been reduced to 19.

Personally, I felt that it was a great pity to make the special stages so much more simple.

They were not, however, simple for all. We passed poor Blockley's Austin-Healey with rear-end trouble in a ditch and towards the end of the stage came up with our friends, Grant-Norton and Mike Carson, travelling very slowly with their Ace's engine making a revolting clanking noise. Their guess at the trouble was as good as ours, but Hal and I could not help grieving for them for it seemed as though their Tulip was early over.

After much thought and many calculations we had selected the 3.66 axle for the event, and both of us were a little worried about the Freiburg climb, which would reveal any peculiarities of the car and also whether the axle, which seemed rather high, was the correct wear.

The climb quite reassured us. Although it was the first time that we had driven the car really fast up a hill, it felt right and handled beautifully, whilst the only real difficulty was to prevent the revs. going above the 5,000 r.p.m. which we felt was safe for sustained bursts. After all, the engine was a long-stroke six, originally designed around 1921, competing with the latest type 1955 models! But the veteran had a great, smooth heart, and took us up in 10 mins. 11 secs., which was the second best time in the class, being beaten only by Jimmy Ray, obviously out for blood, in 10 mins. 3 secs. This was a great effort by Jimmy, but, even so, it did not represent sufficient improvement on handicap, and the TR2 boys began to feel that they had a battle on their hands.

Our delight was complete when, just as we were starting from the control, a frantic hooting indicated the second Ace now motoring on all six cylinders—and still on time. Apparently the rockers were sticking, a defect cured by removal

of the valve cover and copious application of graphited oil.

Over the border and into France, where the second special stage, ironically titled "Welcome in the Vosges", was tackled in pouring rain. Again, however, the allowance was generous and No. 37 had a fair margin. In fact, we began to worry about the 75 k.p.h./47 m.p.h. "check" average, and reduced cruising speed accordingly. Sure enough there was a secret check, but we had no qualms whatever about clocking through it.

At Champagnole we had a chat with Hans Tak, whose 300SL had rocketed up Freiburg in 9 mins. 15 secs., a time which caused us to revise our thoughts about the possibilities of a sports car winner.

Then once more out into the rain for the deadly dull run over main roads to Valence. The "check" average is a necessity to avoid incidents with non-competitors, but it makes for a most monotonous trip over fast main roads, and sometimes thus defeats its object as the monotony can have an appalling effect upon tired crews.

The second timed climb was 4.3 miles up the Tour du Pin, from St. Peray to Lamastre on N. 533. This can be extremely difficult under conditions of rain and mist, both of which we have experienced in previous rallies, but on this occasion there was a slight wind and starlight. The climb, with its succession of corners and few long straights, just suited the Ace, which climbed in 6 mins. 45 secs., without using high revs. We felt that this might "see off" the TR2s, but Jimmy, with the same time, and Ken Richardson, with 6 mins. 46 secs., were not to be outdone, although their times represented no improvement on handicap. In fact, our time was amongst the three best, beaten only by the 300SL and Bill Banks's incredible 6 mins. 43 secs. in the Bristol, so that we lay third in the rally, after handicaps had been adjusted, as well as leading the class.

Dawn in the Alps

"Dawn in the Alps" was appropriately the title of Special Stage IV. I had a soft spot for this section as it was the scene of my first encounter with real Alps in the 1948 Alpine, but the improvement in mount and technique since then made an average formidable in 1948 not too hard in 1955.

On the run to Gex, for the start of the third climb, our friend Ch. Lier, who had been prevented from trying to repeat his Monte success in Holland by damage caused to his new Lancia in the Rallye Soleil-Cannes, stopped us and presented up with a flask of coffee and a map of the climb, which was a most kindly thought and typical of the camaraderie among the Continental rally drivers.

It would have been nice to record that as a result the Ace rocketed up the Col de la Faucille, but in fact it was quite our worst effort. There were no "incidents", but valuable fractions of seconds were lost on each corner and the time of 8 mins. 40 secs. was indifferent indeed. Quite how indifferent was not fully appreciated until we met the TR2s, and found that Jimmy had done 8 mins. 22 secs. and Ken 8 mins. 30 secs., which had knocked a tidy hole in our handicap. As a by-product, we had dropped to fifth in General Classification.

But our worries were not yet over!

The petrol tank, hit by a stone early on, had begun to "weep" from a seam. This was bad enough, but we calculated that the car had to stand out for 36 hours before racing at Zandvoort, which meant a completely empty tank and no placing at all. Chewing gum was the remedy, and a stock, value 15s., was promptly laid in, which the off-duty driver wearily commenced to reduce to the required consistency.

At Belfort we sought the aid of the invaluable Vredestein Service people, who although unable to do anything then, telephoned ahead to arrange something at Luxembourg.

This greatly heartened us for the final Road Test, a 2½-mile descent of the Ballon d'Alsace. The Club obviously did not expect times to vary very much in this, but in fact, considering the length of the test, the variation was surprisingly large.

Speed Downhill

Real "dicing" paid off full dividends here, and Ken went down in 2 mins. 57.6 secs., Jimmy doing 3 mins. and ourselves 3 mins. 2 secs. Considering the relative power of the two cars, I felt that Ken's time was a better relative performance than Tak's 2 mins. 53.2 secs., and we lifted our hats to his intrepid passenger, Kit Heathcote. Perhaps it was no coincidence that we shortly afterwards passed the whole TR2 circus strengthening their nerves in a hostelry!

At Luxembourg an enthusiastic foreman from Luxmotor whipped the car onto a ramp and applied a plaster to the seam; it held and he gave us some spare. The stuff was much like chewing gum (but did not require chewing) and was apparently petrol-proof—a real find. The only trouble was that we could not attend to ourselves and had to go without a warm meal we had been hoping for.

This was nothing to the trouble with which the other Ace crew had been most manfully coping. At every control they had removed the valve cover and freed two or more sticking rockers, which gave them no time at all for food or drink, despite which they pressed on, determined to finish at all costs. When the engine was stripped out after the rally, a piece of grit was found jammed in the pipe feeding the camshaft mechanism.

All that remained between the Ace and Noordwijk were the two final special sections, "The Route of the 1,000 Curves" through the Ardennes and a lap on Nürburgring. The former was again generously allowed for, but the latter was rather unpleasing. The full circuit had to be covered in the proper direction, i.e., clockwise, which meant that cars came screaming up behind the pits into the full blaze of headlights of other cars just starting off. The circuit was eerily deserted and if any car had run out of road—as several did last year—the crew might have lain injured for quite a time without anyone knowing.

Although the worst was now over, the roads in the Eifel had suffered badly in the winter and care had to be taken to avoid damaging the underneath.

And so through to the traditional welcome at Eindhoven's Philips factory, with a good run through the sunlit flower fields, not yet in their full glory, to the sea.

Outside Noordwijk we stopped by the BP Rally Service van to fill up with petrol, blow up the tyres and change plugs, the only attention the Ace needed.

Next day we were sorry to find that our chief pursuer, Jimmy Ray, was out as the result of an accident. This made Ken second in the class, with 37 mins. 27 secs. to our 37 mins. 8 secs., and the other Ace third in 37 mins. 38 secs. We were still fifth in General Classification, but under a minute covered third to 17th place, and we knew that the other half of the handicap must favour the smaller saloon cars to our detriment.

On the principle that a good chance of a class win was much preferable to a doubtful high placing in General Classification, we decided to drive on Ken Richardson, with the proviso that if the day was calm (which meant that our high axle would not be a handicap) we would try to lead our handicap group and hold our fifth place.

Then we were out behind the pace car, and Ken quickly showed he was out for blood by whipping past me into the lead. The TR2s ran with their hoods up, but I am too old-fashioned to relish a "dice" in a flapping canvas contraption, and had the car open.

The front line consisted of the Ace, Cuth Harrison's very hot Zephyr and Ken's TR2, whilst my mirror showed an ominous picket line of TR2s behind.

As ever the fall of the flag seems

interminable, but down it comes at last and the Ace leads for about 50 yards, after which the Zephyr and the TR2 sort out a very suitable cog from their over-drives and slip ahead of me. The proviso is not "on"!

Ken takes the lead, determinedly pursued by Cuth, and I watch points from astern.

These said points are pretty scarifying as Ken, driving the TR2 to its limit, cuts across the corners, overlapped by Cuth, who is putting on a wonderful show with the Zephyr heeling to an incredible angle.

As we come round Hal keeps on giving me the safe signal and we are just about holding things and feeling fairly happy. Then trouble thrusts up alongside in the form of Robby Slotemaker's TR2. Robby is almost 1½ minutes behind me, but he is out for blood. He passes me, only to be repassed coming out of the hairpin, on which the TR2s hop more than somewhat. By going up to almost 6,000 r.p.m. in third gear I get past Cuth and close on Ken, who is now sliding worse than ever (actually his steering is playing him up). Robby comes up again and takes the lead but has no chance of catching the Ace unless it is risked or blown up, neither of which I intend to do. Hal signals the last lap, and I breathe a sigh of relief and act a little carelessly by going wide at the hairpin. Cuth is not going to let that one by and seeps past on the inside to lead the Ace

over the line by under ½ second, after, in my opinion, having put on one of the best drives of the day.

Still, the Ace wins the class by 41.3 secs. from Ken's TR2 and Slotemaker's TR2, and Grant-Norton's persistence is rewarded by a place in the winning club team.

No. 37 also takes 11th place in General Classification and is runner-up for Best Sports Car Performance to the winning 300SL. All of which Hal and I find very satisfactory.

The handicapping had worked out very fairly, although in my opinion the sports cars were given too much of a handicap at Zandvoort. With the exception of the 300SL (which, although exceptionally fast, would not have won if Marten's Fiat had not blown up) all the sports cars slid down in General Classification after Zandvoort, although the fastest TR2 was almost a minute faster than in 1954 over the 10 laps.

Despite this it has, however, been a good Tulip, even if an easier one than usual.

The Ace averaged 27 m.p.g. over the course and used 5½ pints of BP Energol 30 in 3,000 miles. Apart from the tank, it gave no trouble and the Michelin Xs could have done another rally with ease.

There is a proverb about "New wine in old bottles", but that 1921-designed engine in the new Tojeiro chassis must be the exception that proves the rule!

RACING AT PHOENIX PARK

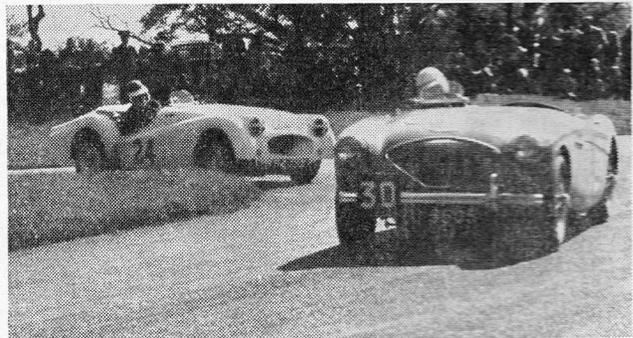
The Eire Season Opens in Dublin

THE Irish Motor Racing Club were blessed with good weather, a full entry and a sizeable and manageable crowd for their Phoenix Park meeting on Saturday, 7th May. The entry of 30 was about the limit that this 1.7-mile circuit could accommodate in two 10-lap heats and a final, but neither heat was particularly overcrowded because of mechanical derangements and pernickety scrutineers.

Heat 1 contained Jim Meikle's 1,096 c.c. Kieft-J.A.P. and, in contrast, Ronnie Adams' Mark VII Jaguar; it saw Joe Flynn's old TC disappear after one lap with a blown gasket and gave us a race-long scrap between Ian Titterington (TR2) and "Anto" Coleman (Austin-Healey). Young newcomer J. Lawless in a Ford special led in clouds of smoke for a while, but Vincent Hennessy, driving his single-seater Austin consistently and neatly, gained the lead to win from Adams, Bobby Newell's old Alvis, and the ex-Aubrey Thompson Riley-powered Ford, driven by A. O'Leary. Meikle went quicker than anybody and on his sixth circuit got around in 1 min. 33 secs., fastest lap of the day, but next time over-did Furry Glen corner, spun, stalled, and had to be push-started.

There were only nine cars in the second heat, which saw two well-known trials drivers making their first appearance in a speed event: Vincent Hartigan in a TD and Paddy ("The Hewison") Hopkirk in a new green TR2. Last year's winner, Mellon, led in his Ford but was soon overhauled by John Forrestral in another Ford which proved very hard to catch for several laps. Hopkirk, off the same mark as Louis Carvill (Aston Martin DB2), lapped at a steady 1 min.

2,660 c.c. versus 1,991 c.c.: (Right) A race-long duel between "Anto" Coleman's Austin-Healey and Ian Titterington's Triumph enlivened the first heat at Phoenix Park.



39 secs., got by Louis Beshoff's Iona Special, then caught Forrestral and beat him by five seconds to the finish, a stout effort indeed in his first race. Limit man Bill Bradshaw, who had turned in several laps at 1 min. 37 secs., was third, nine seconds behind Forrestral.

O'Leary in the T.R.S. jumped the flag in the final, but as this was a handicap race his penalty was equal to the length of his jump. First Forrestral again led, but O'Leary, unaware of his 14 secs. penalty and going much faster than in his heat, got in front on the road. Carvill and the DB2 meant business this time and pulled out a lap in 1 min. 35 secs., the fastest lap of the final. Adams doggedly chased the flying Aston and Hennessy, beating his handicap by about 1 sec. per lap, looked hard to catch, but poor Hopkirk broke a throttle linkage.

Then Adams got by Carvill, tyres smoking as he accelerated, and O'Leary, Newell, Forrestral and Burke came round in a tight little bunch. Lap 7, and they were still in the same order, but the cat (in the shape of Adams's Jaguar) was now among the pigeons. Another lap and Hennessy was an almost certain winner, but Adams was now virtually brakeless

and took the escape road at Furry Glen. Carvill went past to catch Beshoff, and then Newell, finishing third. O'Leary received the finishing flag first, but it was Hennessy's race by 2 secs., and handicapper Athole Harrison had given us another near photo-finish.

JACK O'DONOGHUE.

Results

Heat 1: 1, V. Hennessy (1,200 Austin), 59.17 m.p.h.; 2, R. J. Adams (3,442 Jaguar); 3, R. E. Newell (1,645 Alvis).

Heat 2: 1, P. B. Hopkirk (1,991 Triumph), 62.26 m.p.h.; 2, J. F. Forrestral (1,172 Ford); 3, W. E. T. Bradshaw (3,442 Jaguar).

Final: 1, V. Hennessy (1,200 Austin), 59.17 m.p.h.; 2, A. O'Leary (1,089 T.R.S.); 3, L. Carvill (2,580 Aston Martin).

Fastest lap of day: J. L. M. Meikle (1,096 c.c. Kieft-J.A.P.), 1 min. 33 secs. (66.95 m.p.h.).

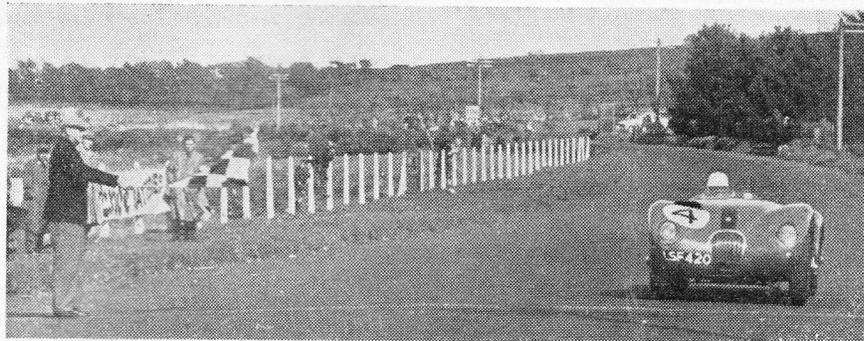
B.T.D.A. TRIALS STAR PLACINGS

J. S. JENKINS now leads in the B.T.D.A.'s Trials Gold Star Competition with a score of 69 points in four events. Second is J. C. Broadhead with 61 in 4, and third is Cyril Corbishley with 42 in 3. Next come R. C. Needham, M. H. Lawson, R. F. Chappell, N. H. Coates, N. Carr, P. A. Atkinson and H. Tregenza.

Novice Wins Ulster Trophy

W. T. Smith (C-type) Scores Narrow Victory from Desmond Titterington (D-type)—Ernie McMillen (TR2 Triumph) Third

OVER THE LINE, the winner of the Ulster Trophy Race, W. T. Smith, an able newcomer to the racing scene, brings his C-type Jaguar to victory at the highest speed a winner of the Champion Trophy has yet recorded—86.79 m.p.h.



DESPITE the fact that many agreed with the cynic who said that last Saturday's international Ulster Trophy Race was but a shadow of its former self, those who attended the actual affair at Dundrod found that what looked like a poor race on paper turned out to be a most interesting affair.

What, in fact, we did see was a great scrap between Desmond Titterington's Ecurie Ecosse D-type Jaguar, and an ex-Ecurie Ecosse C-type Jaguar now owned and raced by a newcomer to racing, W. T. Smith, from Lincoln, whose tender years can be gathered from the fact that he has just recently commenced his National Service with the R.A.F. and that the Ulster Trophy, his first motor race, coincided with his first period of Service leave.

The official handicapper had decided that the D-type could give the C-type a start of one lap (7½ miles), a decision which brought the happy result of a really close finish which ended in Smith's favour, largely due to an astonishing ability displayed by this newcomer. This one-two by the Jaguars also brought the confusing result that while Smith, as

winner on handicap, was first to finish the Ulster Trophy Race, he actually won the Champion Trophy, while the Ulster Trophy went to the fastest finisher, Desmond Titterington, who averaged 89.86 m.p.h.

One must avoid giving the impression that there were only two cars in this race. Thanks once more to the handicapper, all of the 29 starters were given a sight of the major awards—and those very production touring cars, the Ford Prefect driven by Wilbert Todd and the Hillman Californian driven by Charles Maunsell, set such a pace that it was not until the closing laps that they were disposed of by the cars more appropriate to the scene.

It was during this practice that Smith first gave an indication of his ability by putting in several fast laps, the best of which, at 84.48 m.p.h., was bettered only by Desmond Titterington, who lapped at 90.50, exactly the same speed as he achieved in a 3-litre Ferrari during practice for the Tourist Trophy last September. Third fastest in practice was J. B. Naylor (1,498 Lotus/Connaught) at 78.99.

The 29 starters who lined up for the race in sunny but cold and breezy weather last Saturday ranged from Titterington on scratch mark, with 24 laps (178 miles) ahead of him, through a field consisting of Syd Durbidge's 1,496 Maserati (S) with a start of 4½ mins., Smith's C-type with one credit lap, a trio consisting of Chris Lindsay's Consul-Lotus, running unblown but set off the same mark as Naylor's Lotus-Connaught, and Billy Leeper's 1,472 M.G., all three receiving two laps plus 2½ mins., a virtual scratch race between six TR2s and a couple of Austin-Healeys off three laps plus 2 mins., right down to Hennessy's



ALL THE WINNERS: Quartet at the prizegiving (above) are, left to right, Wilbert Todd (Ford Prefect), fourth; W. T. Smith, winner on handicap of the Champion Trophy; Desmond Titterington, winner of the Ulster Trophy for the fastest finisher; and Ernie McMillen (TR2), third.

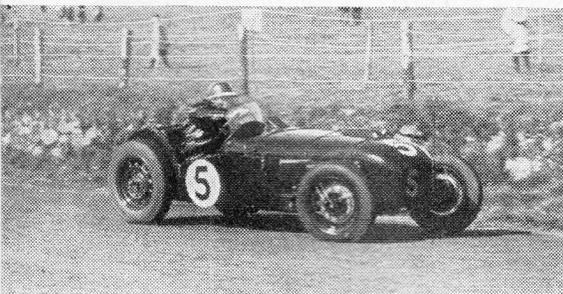
FASTEST LAP also went to Desmond Titterington, seen (right) taking the Ecurie Ecosse D-type Jaguar through Tornagrough.

896 c.c. DKW with 6 laps plus 5½ mins.

Hennessy and Todd were first to start, the DKW gaining a slight lead initially only to be passed by the Prefect before Ireland's Corner. Leeper led Lindsay and Naylor off the line and the Triumphs and Austin-Healeys got away in great style with John Johnstone, Brian McCaldin and Ian Titterington, all in TR2s, holding leading places. Robin Scott led the rush of Ford-based specials, with Freddy Smyth in close attendance, then soon the grid was cleared as the Jaguars of Smith and Titterington left, with Smith in the van and clocking 114.9 m.p.h. through the flying kilometre just below the pits area.

The snarl of Durbidge's blown Maserati heralded the first car through, but, on handicap, still a long way behind the leaders, who were Todd (Ford Prefect), Hennessy (DKW), Maunsell (Hillman) and Meikle (499 Kieft-B.S.A.). Soon the field streaked through, all except R. B. Bleakley (1,172 Zack) who had retired at Leathemstown with engine trouble.

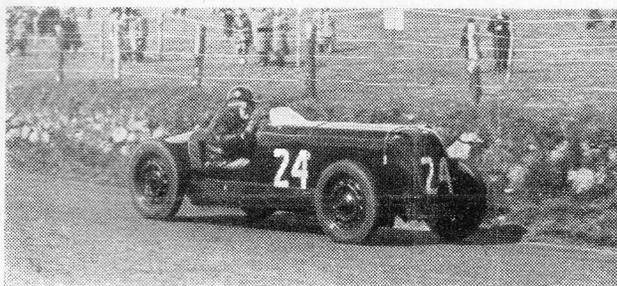
On the second passage of the flying kilo the rise in speeds was indicated by Titterington's 142.1 m.p.h., Naylor's 110.9, McCaldin's (TR2) 106.8 and even Todd's 78.34. After only 15 mins. of racing, the timekeepers announced that Smith had just managed to achieve his handicap target but was the only driver to do so.



FAMILIAR Lotus body (above) houses a Consul engine and Chris Lindsay.

★

CURIOUS Ford special (right) is Freddy Smyth's off-set single-seater, known as the "Delta-wing" special.



Race for Jaguar

by W. A. McMaster



the other performances of note being Smyth (Ford) 8 secs. down on handicap, McCaldin, 9 secs. down, and Titterington, 10 secs. down.

The next half-hour brought a crop of retirements. At Wheeler's Corner S. M. Noble, who had just bought the H.R.G. on which Charles Maunsell won the last Champion Trophy, crashed the car and was taken to hospital for treatment. Then Marshall Watson retired his Alta with fuel pump bother; Naylor's ex-Coombs Lotus-Connaught seized at Wheeler's Corner and Tom Allen brought his M.G. into the pits with a defective rear main bearing and pulled out of the race. At Leathemstown John Dickson (Triumph TR2) was fortunate to escape injury when his car overturned.

Meanwhile, the leaders on the road were: Todd, Hennessy, Maunsell, Lacy (M.G.), and Meikle. On handicap the position was that Smith had gained 18 secs., with McCaldin minus 1 sec., Smyth (Ford) and Todd each minus 3 secs. and Titterington minus 11 secs. Ernest McMillen's verve had brought him to the head of the TR2 procession and he held fifth place on handicap, being minus 15 secs., with Johnstone only 3 secs. behind and Ian Titterington 14 secs. later.

Desmond Titterington had pushed his speed up still further, flashing through

the flying kilo at 145.6 m.p.h. and turning in a lap in 4 mins. 56 secs. (90.19). Smith, too, handling his C-type in magnificent style, clocked 132.1 through the kilo and had improved on handicap by 50 secs. after covering 10 laps.

Poor Durbidge, for the second Saturday in succession, found that oil and water do not mix and retired the Maserati when the cause was traced to a stretched cylinder-head stud.

The less-congested roads probably contributed to Titterington recording his fastest lap to date, 4 mins. 52 secs. (91.43). This was to be the fastest lap of the course and the fastest lap ever recorded by a D-type at Dundrod.

Retirements had become less frequent and at the end of 16 laps, or three-quarter distance, Todd still led, having averaged 63.56, with the lower placings—2, Maunsell, 63.51; 3, Lacy (M.G.), 67.93; 4, Smyth (Ford), 71.86 and 5, Hennessy, 57.56.

The purists, who had regarded with some horror the appearance of saloon cars in the race, were a trifle subdued by the news that Charles Maunsell had just piloted his Hillman Californian through the flying kilo at 84.39, while Todd had clocked 80.44 in his Ford Prefect.

Little had been heard of Freddy Smyth's Ford Special, but that driver had been steadily working his way up through the field, being one of the select few recording improvement on his handicap. Now his pace was beginning to show on

the road positions and after 19 laps he had climbed into second place behind Todd, with McMillen now lying fifth behind Lacy and McCaldin sixth.

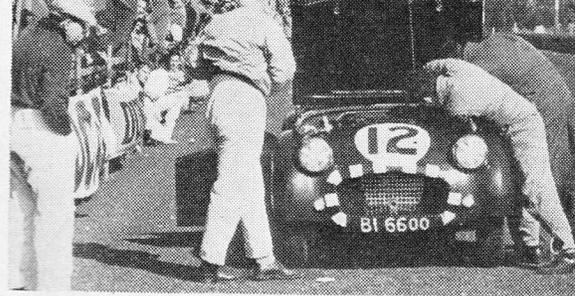
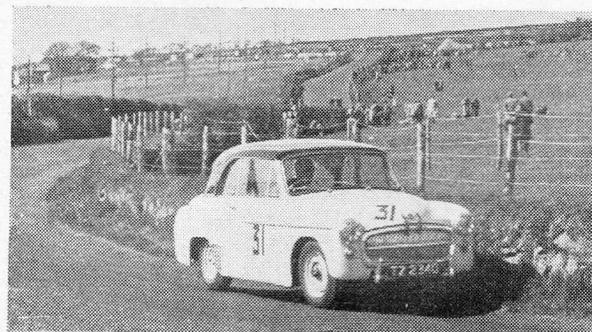
Over in the Ecurie Ecosse pit David Murray and "Wilkie" were showing some concern over the consistency of Smith's drive and urging their man Titterington on to greater effort. With only four laps to go, at which stage McMillen had moved into third place behind Smyth, the question became one of whether the D-type could catch the C-type.

Meanwhile, McMillen was averaging over 77 m.p.h. and had passed Smyth,

★

CALIFORNIAN
seen at Tornagrough
is Charles Maunsell's.
He won on handicap
last year but finished
tenth this time.

★



PIT STOP to rectify a fuel leakage was the cause of Brian McCaldin (TR2) disappearing from the leader board.

leaving the position, with only two circuits remaining, that Todd still held a lead (now very slender) with McMillen closing rapidly. Behind McMillen lay Smith's Jaguar, his overtaking of Smyth occurring in sight of the excited grandstands, then came Johnstone (Triumph) and Titterington, who now lay only 75 secs. behind Smith.

The final lap was a terrific one—Smith moved into the lead, Titterington passed Johnstone and closed the margin to 60 secs., then to 45 secs. At Quarry, on the very last trip, Titterington caught and passed McMillen, who had just broken a valve spring, but Smith was already home and warmly acclaimed for a sensational début, so Titterington, by a matter of 55 secs., just failed to make history by winning both the Champion Trophy and the Ulster Trophy.

And, in the final excitements, Freddy Smyth clouted the bank at Quarry, but struggled through to finish, while Brian McCaldin's earlier efforts were overshadowed by a bout of misfiring which cost him quite a number of places, when he made a pit stop to remedy matters.

Once the winner had crossed the line, out came the stopping flag and another Ulster Trophy had ended. On paper, it never looked like a spectacular race—but it has produced (in accordance with tradition) yet another young British driver who, without question, has a considerable future. Never before has the Champion Trophy been won at such a speed and, for that matter, the only Ulster Trophy winner ever to exceed Titterington's speed last Saturday was Farina (159 Alfa Romeo) in 1951.

Results

Handicap race for the Champion Trophy: 1, W. T. Smith (Jaguar C-type) (handicap 1 lap), 2 hrs. 3 mins. 25.2 secs., 86.79 m.p.h.; 2, D. Titterington (Jaguar D-type) (scratch), 2 hrs. 4 mins. 20 secs., 89.86 m.p.h.; E. T. McMillen (Triumph TR2) (3 laps plus 2 mins.), 2 hrs. 4 mins. 24 secs., 77.29 m.p.h.; 4, W. T. Todd (1172 Ford Prefect) (6 laps plus 5½ mins.), 2 hrs. 4 mins. 49 secs., 64.17 m.p.h.

The Ulster Trophy (fastest finisher): D. Titterington (Jaguar), 89.86 m.p.h.

Fastest lap: Titterington (Jaguar), 4 mins. 52 secs. (91.43).

PARIS 24 HOURS RACE

A Porsche Success—All British Entries Retire

By GERARD CROMBAC

SUCCESSOR to the late "Bol d'Or" race, the 24 hours of Paris was organized on a huge scale this year in Monthéry by the Automobile Club de l'Île de France. Unfortunately, the popularity of the event was not up to expectation and a slight drizzle on the morning before the race kept the crowd away from the autodrome.

The field of 60 cars, limited to 2,000 c.c. and under this year, was reduced to 52 on the starting line. Amongst non-starters were three Fiat 8Vs and an Alfa Romeo of the Scuderia Ambrosiana from Italy, a couple of Triumph TR2s including the Pozzoli/John Bolster one, which arrived in Paris too late for running-in, and the Crombac/Hitchings Lotus which did not arrive at all.

As expected, the bumpy track of the autodrome took a terrible toll of the field and suspensions were working overtime. The circuit had been lengthened for this event by means of a new by-pass hairpin bend which made its length 8 kilometres. The extra long 12.5 km. circuit could not be used, since it is even bumpier.

At five to four on Saturday afternoon the drivers lined up Le Mans fashion, but to the consternation of Charles Faroux nervous Frenchmen sprinted towards their cars when there were still five seconds to go. They were beaten by an Englishman, however, for Hayles's Morgan was first away, leaving heavy rubber marks in the process. At the end of the first lap, Da Silva Ramos's works 2-litre Gordini was leading from Tom Kyffin's Cooper-Bristol, Colonel Simone's 2-litre Maserati driven by Vidilles, Loyer's Gordini, Georges Monneret's Maserati and Mougin's "Spyder" Porsche.

By the end of the first hour Da Silva Ramos's Gordini was still in the lead ahead of Loyer's, Picart's Mondial Ferrari, Veuillet's Porsche and Vidilles's Maserati. Englishmen were already in trouble and the Horridge/Beetson Lister-Riley, which had been furiously worked upon until the very last moment, had to stop to fix a loose boot door. Berwyn Baxter's Kieft-Turner was also in trouble with fuel injection derangement and the car, despite all the gallant efforts from the crew, refused to function properly. After a long struggle it had to be withdrawn in the morning, having completed only about 40 laps.

The first English car to retire, however, was the Lister, whose engine did not take too kindly to the racing running-in which was inflicted on it and ran a big end. Next casualty for the green colours was the Hayles/Mainwaring Morgan, which had been going like the clappers and was running eighth in the 2-litre class at the end of the first hour, in front of Tew's Frazer-Nash, a French-driven TR2, and a Bristol. However, this pace could not last for long and a big end shell went. The Equipe Devone's Cooper-Bristol was running into trouble also, and they found water in their fuel pump. A sample was taken of the organizers' supplied fuel, the results of its analysis not being known yet.

After three hours, Da Silva was still in

the lead, in front of the Ferrari and Loyer's Gordini (the third 2-litre Gordini was blown up already), while the "Spyder"-Porsche shared by German driver Jeser and Frenchwoman Anny Bousquet was running fourth, in front of Vidilles's Maserati. A serious accident put out of the running the Mougin/Balsa "Spyder"-Porsche which Balsa crashed heavily, suffering two broken legs. The car was burnt out.

Next accident occurred to Marais, who had taken over from Picart in the Mondial Ferrari, and crashed it. The driver was only slightly hurt. At the end of the sixth hour, the Loyer/Rinen Gordini took over the lead from Da Silva Ramos/Pollet, while Monneret, partnered by his son, had moved up to third place in his Maserati, in front of the Vidilles/Thépenier sister car. Olivier and Veuillet, in their "Spyder", were back in the lead of the 1,500 c.c. class and running well up in the general classification, much to the "big boys'" astonishment (or annoyance).

Soon there was to be only one English team in the running, for the Equipe Devone's Cooper-Bristol had more trouble, and despite frantic driving by Tom Kyffin and Bruce Halford (who was one of the fastest drivers of all round the corners), the bodywork started falling off the chassis, and that was that. Only Maurice Tew and Julian Threlfall were left with their Ecurie Bull Frog ex-Gerard Frazer-Nash, demonstrating that speed in the first hours doesn't matter as much as reliability. Unfortunately, they were to meet wretched luck during the night, when loss of water necessitated frequent pit stops. Later on, however, the suspension wouldn't take the terrible bumping of the track, and the last green car was sadly wheeled away with a broken shock absorber mounting bracket and cracked rear axle casing.

After nine hours, Da Silva/Pollet had resumed their lead, for Loyer/Rinen had fallen back after frequent pit stops, only to retire later. Vidilles/Thépenier were running an easy second, with the comfortable knowledge that their rivals were suffering the usual Gordini transmission trouble, while Monneret, father and son, were running third in front of Veuillet/Olivier's "Spyder".

Sure enough, the Gordini was brought into its pit for long repairs, but the Maserati did not stay long in the lead, for the brake shoe spring went on a rear brake, which caught fire, and the car had to carry on without rear brakes at all after a long pit stop. Actually the gearbox was used to slow the car down to such an extent that it soon gave up the struggle, and this left the Porsche comfortably in the lead, in front of a duo of Maseratis, Monneret's and Guyot/Parsy's. The German Porsche started to open up then and after a few hours the two Porsches were running first and second, a jolly good effort on the part of Mrs. Anny Bousquet, the co-driver.

And then we went to the end of this race of surprises, with two Porsches leading a Maserati (Monneret's had blown up

previously). A sick Gordini was fourth (wretched luck for Da Silva Ramos, who had established the fastest lap, and his co-driver, Jacques Pollet, of the Gordini G.P. team) and fifth, one lap behind the Gordini, finished de Cortanze's utterly standard-looking 203 Peugeot four-seater, having accomplished the greatest achievement of the day. The car was fitted with extra large fuel tanks to enable de Cortanze and co-driver Dernier to refuel only every five hours, which must have saved them a lot of time at the expense of extreme driver fatigue.

Results

General Classification

1, Veuillet/Olivier (1.5 Porsche 550), 3,177.552 kms. (132.314 k.p.h.), 2, Jeser/Mme. Bousquet (1.5 Porsche 550), 3,123.034, 3, Guyot/Parsy (2.0 Maserati), 3,060.766, 4, Da Silva Ramos/Pollet (2.0 Gordini), 2,828.265, 5, de Cortanze/Dernier (1.5 Peugeot), 2,821.677, 6, Barbier/Chambas (1.3 Peugeot), 2,808.801, 7, Tardieu/Métin (1.3 Constantin), 2,769.769, 8, Stempert/L. Bonnet (748 Panhard), 2,746.054, 9, Tessier/Olivier (1,991 Triumph TR2), 2,725.849, 10, Mme. Simon/de Montrémy (Monopole), 2,714.271.

Classes

Up to 750 c.c.: 1, Stempert/L. Bonnet (Panhard), 2, Mme. Simon/de Montrémy (Monopole), 3, Van Sten/Sourzat (Monopole), 4, Dumazer/Hechard (Renault-V.P.), 5, Armagnac/Picart (D.B. Panhard), 6, Blanchet/Hairden (Panhard).

751-1,500 c.c.: 1, Veuillet/Olivier (Porsche), 2, Jeser/Mme. Bousquet (Porsche), 3, de Cortanze/Dernier (Peugeot), 4, Barbier/Chambas (Peugeot), 5, Tardieu/Métin (Constantin), 6, Pages/lc Guézec (D.B.-Panhard).

1,501-2,000 c.c.: 1, Guyot/Parsy (Maserati); 2, Da Silva Ramos/Pollet (Gordini), 3, Tessier/Olivier (Triumph), 4, Casflan/Ros (Alfa Romeo), 5, Nersessian/Profichet (Veritas-Meteor), 6, Lalisse/de Vries (Bristol).

Fastest lap: Da Silva Ramos (Gordini), 3 mins. 11.1 secs., 146.646 k.p.h.

British Retirements: Baxter/Deeley (Kieft); Horridge/Beetson (Lister-Riley); Kyffin/Halford (Cooper-Bristol); Hayles/Mainwaring (Morgan); Tew/Threlfall (Frazer-Nash).

INTERNATIONAL TORCH RALLY

ENTRIES close on 29th May for the 7th International Torch Rally, starting from Deauville in France on 5th June and finishing next day at Eindhoven in Holland. It commemorates the "greatest rally of the century", the invasion of Europe on 6th June, 1944.

The route covers some 940 miles and includes a series of high speed tests at Le Mans, Rheims, Spa and Monthléry, plus a mountain-climb in the Ardennes and an acceleration test at Cauberg in Holland. Regulations and entry forms (in English) are available from the Rally Organization, Dommelstraat 27, Eindhoven, Holland.

SCALE MODEL XK 120

PRODUCED by Scale Model Equipment Co., Ltd., Steyning, Sussex, the "Autocraft" miniature car construction kit of Ian Appleyard's famous "Alpine" Jaguar XK 120, NUB 120, is a must for the collector. Made from diacron plastic, the model is 5½ ins. in length, all bright parts are plated and the wheels have proper scale-model tyres. The Jaguar is very simple to assemble, no special tools being required. Scale is 1/32, and it is impossible to fault the workmanship which has gone into the production of the kit. AUTOSPORT assembled the complete car in rather less than one hour, without encountering any of the usual snags often associated with constructional kits. Price is 24s. 6d. (including purchase tax).


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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. R. Rolt

2nd JAGUAR—Mike Hawthorn **3rd JAGUAR**—J. D. Hamilton

SPORTS CAR RACE CLASS E

1st FRASER-NASH—C. A. S. Brooks

Mike Hawthorn also broke the lap record for Sports Cars at 95.79 m.p.h.

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Kentish Silverstone

THE Maidstone and Mid-Kent Club's Silverstone race meeting on Saturday last was a briskly conducted affair of 10-lap and 14-lap scratch events, a Club Members' 14-lap Handicap and a 25-lap *Formule Libre* race. A combination of icy rain, hail, thunder and lightning were not conducive to high speeds, but those who braved this sample of English spring saw some excellent racing.

M. G. H. McDowell's aerodynamic Lotus shot through from the third row in the combined 750 and 1,172 Formula race to lead throughout from Marriott's Buckler and Richards's earlier Lotus, David Reece meanwhile staving off M. J. Harris's challenge in the smaller class to win at a rousing 59.8 m.p.h., while Peter Taylor's Austin caused much alarm and dependency with its awe-inspiring exhibition of wheel-tramp through Woodcote.

Torrential rain gave Austen Nurse a thoroughly unpleasant ride in his M.G.-engined Lotus in the 1,500 c.c. sports car race, but did nothing to retard the pressing-on process, and he finished with a big lead over D. Piper's Lotus and Tom Dargue's M.G. The rain relented for the Formula 3 race, but the course was still tricky as the field went off to a fine start. H. C. Taylor and J. Higham with Charles Headland's Martin Headland entry (renumbered 13!) went at it hammer and tongs and wheel to wheel until at half-distance Higham spun off at Becketts and dropped two places, when Scott Bloor came through from fourth spot to take the lead which he held to the end, Higham gamely fighting back to second place ahead of Taylor.

Tony Marsh gave a nice display of restraint in winning the up to 2,500 c.c. racing car class, the big Cooper-J.A.P. cornering on the proverbial rails and rocketing away on the straights from Roger Biss in the fin-tailed Warrior-Bristol and Alan Moore in the Lister-Bristol. More rain and much trouble extinguished what fireworks this race originally promised, neither the 6C Maseratis of R. J. C. Marshall or H. G. Dudley running to form, whilst Clairmonte and David Briggs (Cooper-J.A.P.) were lapped by the leader.

Cyril Wick's Cooper-Jaguar held off Bob Berry's Jaguar and Alex McMillan's Cooper-Bristol to win the unlimited Sports Car event on a course like a skating rink, the faster cars looking a

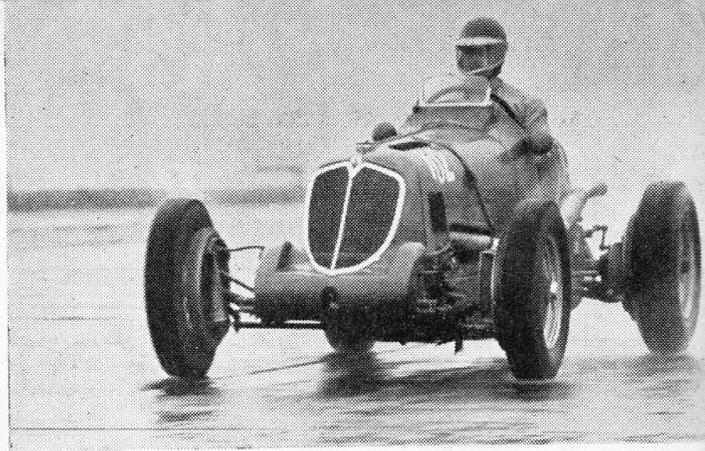
*EVERGREEN—
even if painted red
—is Spero's grand
old 2.9 Maserati,
which motored to
good effect during
the day.*

real handful, but Lord Ebury's handsome 3½-litre Bentley and D. Shale's Austin-Healey were notably steady and well handled.

In the *Formule Libre* affray, cold figures showed Bob Berry and the fleet Jaguar as the leader from lap one to the finishing flag, but the race none the less was full of interest. H. C. Spero, driving the ex-Straight-Bira 2.9 Maserati, having run off the course on lap one, set about working off this self-imposed handicap to such effect that he was gaining two seconds a lap on the Jaguar, and it looked as though it might just scrape home. A tremendous slide at Woodcote landed Clairmonte backwards into the bank, bending the machinery more than somewhat, and Jack Moor, obviously settling down to Cooper motoring, was crackling round in fourth spot. Meanwhile, Biss and the Warrior-Bristol and Alan Moore in the Issard-Davies Lister were having a grand scrap for second place, with Biss ahead till on lap 12 Spero took them both with the veteran Maserati, only, alas, to go out with gearbox trouble two rounds later. On lap 17 Moore squeezed past Biss, and Berry slowed slightly to win at 70.08 m.p.h.

Owing R. D. Paine's limit Austin A.40 sports model four minutes in the day's only handicap, McMillan really went motoring in the Cooper-Bristol, the tail wagging viciously under acceleration all the way to Copse as he started his chase on a drying track; lapping at about the 1 min. 15 secs. mark, he was too much for Peter Gammon, in Lt.-Col. White's barely run-in Lotus, and he ran out a most deserving winner at 74.69 m.p.h.

Thunder and spectacular lightning flashes set the scene for the last race, in which Alex McMillan, now thoroughly warmed up and driving with tremendous verve, continued in the winning vein, followed home by Alan Moore, now handling the Lister really well, with the steady and reliable Biss-Warrior combination in third place. G. H. DEASON.



MAIDSTONE & MID-KENT SILVERSTONE

Results

750 Formula Race: 1, D. Reece (Austin), 59.8 m.p.h.; 2, M. J. Harris (Austin); 3, C. Lawton (Austin). **1,172 Formula Race:** 1, M. McDowell (Lotus), 65.03 m.p.h.; 2, M. G. Marriott (Buckler); 3, J. J. Richards (Lotus). **Sports cars up to 1,500 c.c.:** 1, A. J. Nurse (Lotus), 63.05 m.p.h.; 2, D. Piper (Lotus); 3, T. W. Dargue (M.G.); 4, Lt.-Col. R. White (Lotus). **Formula 3 Racing Cars:** 1, S. Bloor (Cooper), 68.27 m.p.h.; 2, J. Higham (Martin); 3, H. C. Taylor (Cooper); 4, W. L. Grose (Grose). **Racing Cars up to 2,500 c.c. and 1,500 c.c. S:** 1, A. E. Marsh (Cooper), 69.16 m.p.h.; 2, R. Biss (Warrior-Bristol); 3, A. Moore (Lister-Bristol); 4, H. G. Dudley (Maserati). **Sports Cars over 2,500:** 1, C. Wick (Cooper-Jaguar), 70.59 m.p.h.; 2, R. E. Berry (Jaguar); 3, A. McMillan (Cooper-Bristol); 4, D. Shale (Austin-Healey). **Formule Libre Racing Cars:** 1, R. E. Berry (Jaguar), 70.08 m.p.h.; 2, A. Moore (Lister-Bristol); 3, R. Biss (Warrior-Bristol); 4, E. J. Moor (Cooper). **Club Members' Handicap:** 1, A. McMillan (Cooper-Bristol), 74.69 m.p.h.; 2, P. Gammon (Lotus); 3, T. W. Dargue (M.G.); 4, Lt.-Col. R. White (TR2). **Sports Cars up to 2,500 c.c.:** 1, A. McMillan (Cooper-Bristol), 74.21 m.p.h.; 2, A. Moore (Lister-Bristol); 3, R. Biss (Warrior-Bristol); 4, A. J. Nurse (Lotus).

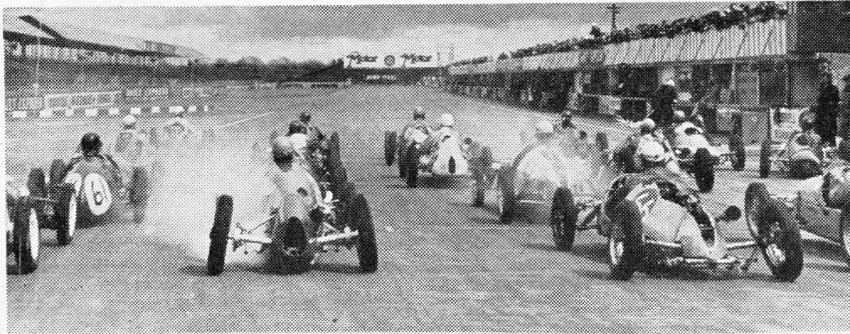
ALTON TOWERS SPRINT

IT was a matter of luck at Nottingham Sports Car Club's experimental sprint meeting at Alton Towers, Staffs, on Saturday, 14th May, but no adverse comment is implied on the driving of C. A. N. May, whose superb handling of the Mark 8 Cooper-J.A.P. on the narrow twisting circuit brought the award for best time of the day. It was just that May had the good fortune to make the first run and made the most of it. As he returned to the paddock there started a freak hail storm, followed by heavy rain which washed out anyone else's hopes of rivalling his time—no one, in fact, succeeded in breaking one minute.

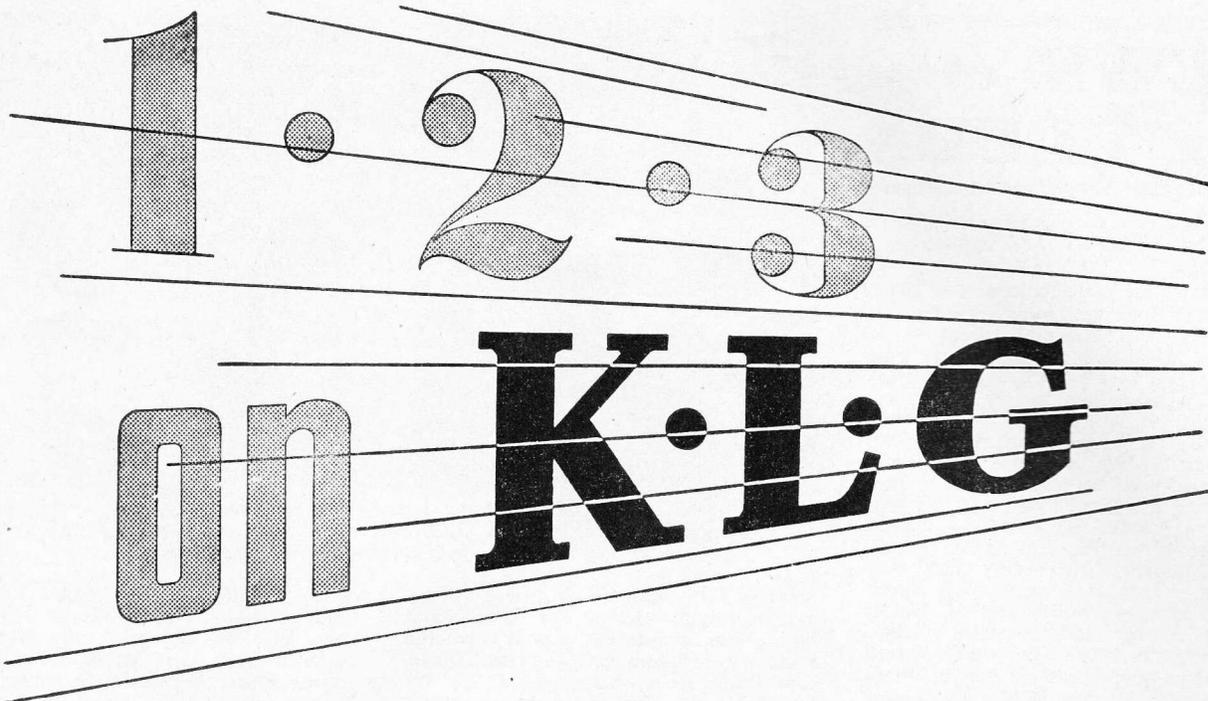
J. H. Williamson took his quarter-of-a-century old 4½ Bentley round in 63.243 secs, battling the monster all the way to record the best time of any vehicle outside the Coopers. There was more than one blush in the paddock when that time was announced—the pity was that it was recorded in the Vintage handicap when Williamson, off scratch, could not overcome the allowance of Skirrow's Frazer-Nash.

RESULTS

Racing cars up to 500 c.c.: C. A. N. May (Cooper Mark VIII/J.A.P.), 57.054 secs. **Racing cars up to 1,750 c.c.:** A. F. Rivers-Fletcher (Cooper/J.A.P.), 61.684. **Racing cars unlimited:** P. Robinson (Cooper/Norton), 60.809. **Sports cars up to 1,200 c.c.:** J. E. Pritchard (Buckler-Ford), 70.758. **Sports cars up to 1,500 c.c.:** R. E. Hill (Turner-Lea-Francis), 66.684. **Sports cars up to 2,700 c.c.:** J. F. Dalton (Austin-Healey 100S), 64.565. **Sports cars unlimited:** J. P. Chapman (Chapman-Mercury), 64.820. **Production saloons up to 1,000 c.c.:** B. E. Lawson (Standard), 76.115. **Production saloons up to 1,600 c.c.:** T. M. M. Nesbitt (VW), 73.520. **Production saloons up to 2,300 c.c.:** T. Dryvver (Daimler Conquest), 73.488. **Vintage Handicap:** J. V. Skirrow (Frazer-Nash), 68.660. **Ladies' award:** Miss Brenda Rowlands (TR2), 68.404. **TR2 award:** R. B. James, 65.584. **B.T.D.:** C. A. N. May.



RAIN CLOUDS hang over the start of the 500 c.c. race and a fine display of swinging swing-axes is seen as the field heads for Copse. The rain held off for this race, but the course was still tricky from its previous wetting.



SILVERSTONE

DAILY EXPRESS INTERNATIONAL MEETING INTERNATIONAL SPORTS CAR RACE

—*Won Outright*— **1st** Reg. Parnell - - ASTON MARTIN
2nd Roy Salvadori - - ASTON MARTIN

2,000-3,000 c.c. Sports Cars

1st R. Parnell - - - ASTON MARTIN
2nd R. Salvadori - - ASTON MARTIN
3rd P. Collins - - - ASTON MARTIN

1,500-2,000 c.c. Sports Cars

1st C. A. S. Brooks - FRAZER-NASH
2nd T. A. D. Crook - COOPER-BRISTOL
3rd A. Moore - - LISTER

500 c.c. RACE

1st I. Bueb - - - COOPER
2nd J. Russell - - COOPER
3rd S. Lewis-Evans - COOPER

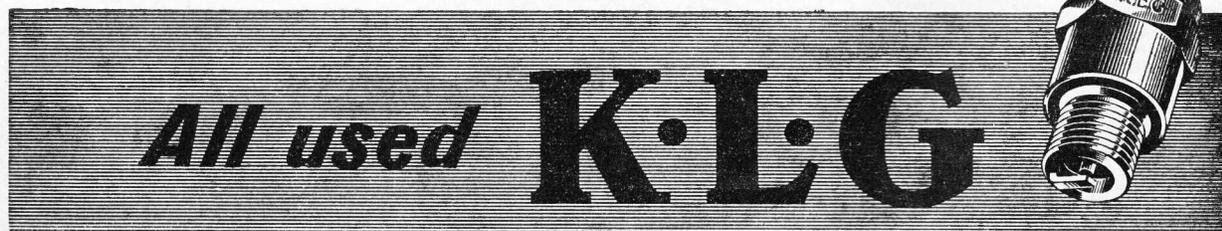
Under 1,500 c.c. Sports Cars

1st I. Bueb - - - COOPER
2nd L. Leston - - CONNAUGHT
3rd K. McAlpine - CONNAUGHT

Touring Car Race 1,500-2,000 c.c.

1st T. A. D. Crook - BRISTOL
2nd P. B. Buckley - BRISTOL

(Subject to official confirmation)



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NEWS FROM THE CLUBS

By Wilson McComb

DESPITE three cancellations (the Welsh M.R.C. Fairwood race meeting, the Southsea M.C. Thorney Island sprint and a Mid-Cheshire M.C. autocross meeting), there is a very fine collection of speed events coming off this weekend, just to brace you up for the avalanche at Whitsun. Saturday's two race meetings are each new ventures in their own way, for the Aintree fixture is the first members' meeting to be held there by the B.A.R.C., and at Oulton Park the Lancashire and Cheshire C.C. will be running their very first race meeting. Saturday's remaining speed events comprise hill-climbs at Naish, Barbon Manor and Westbrook Hay. The Bugatti O.C.'s National fixture takes place at Prescott on Sunday, there will be speed trials at Brands Hatch and Rushmoor, and three Yorkshire clubs are running an autocross at Langtoft Dale. So if we can't all go to Monaco (more's the pity!), at least there is plenty to keep us occupied at home.

ENTRANTS for the Curtis Trophy Race, the main event in the West Essex C.C.'s Snetterton meeting on 28th May, will include Roy Salvadori, the present holder of the award. A good entry of Jaguars has been received for the W. Lyons Trophy Race, and Tony Marsh is one of the contenders for the Formula 3 award, the Roger Biss Trophy. Particularly popular is the saloon race, in which there will be classes for cars up to 1,300 c.c., 1,301-1,600 c.c., 1,601-2,000 c.c., 2,001-2,600 c.c. and over 2,600 c.c. . . . Regulations are now available for the Shelsley Walsh hill-climb, organized by the Midland A.C. and planned for



Here IT is—in person! Most appropriate are the registration letters of Raymond Laird's Triumph TR2, which conform neatly to the Standard Motor Company's current advertising slogan.

Sunday, 19th June. This is a National meeting, with classes for sports and racing cars, and entries should reach the Secretary, Midland A.C., Temple House, 184 Bath Row, Birmingham 15, by 1st June. . . . Readers may remember that last winter's heavy snow caused the postponement of the Liverpool M.C.'s 2nd Jeans Gold Cup Rally, the successor to the classic "Jeans" Trial. The event will now be held on 28th/29th May, with an invitation to members of the Bolton-le-Moors C.C., Yorkshire S.C.C., London M.C., Blackpool and Fylde M.C., Lancashire and Cheshire C.C., B.A.R.C. and Furness D.M.C. to compete. The entry list closes at midnight tomorrow, and the Secretary of the Meeting is J. C. Rankin, 7 Churston Road, Childwall, Liverpool. . . . The M.C.C., Chiltern C.C., Kentish Border C.C., Harrow C.C. and Northampton and D.M.C. are among those invited to enter for the Falcon M.C.'s 100-mile Midsummer Trial on 19th June; details from R. Warren, Jesmond Dean, Sish Lane, Stevenage. . . . Also "closed invitation", although we don't know the invited

clubs, is the Exmoor M.C.'s annual Exmoor Rally on 5th June. Further news of this 120-mile rally may be obtained from Miss M. Mahony, 8 Selbourne Place, Minehead, Somerset. . . . Tonight, 20th May, members of the R.A.F. Association M.C. will meet at Alton House, Birkenhead, to discuss turning their club into a national association, open to all members of the R.A.F.A. and their friends. The meeting starts at 7.30 p.m. and will be followed by a film show. . . . Of particular interest to Special Builders is the news that a club has been formed to cater for their needs, with the intention of publishing a monthly newsletter of hints, tips and helpful articles. Donald R. MacGregor, of 87 Broad Road, Braintree, Essex, tells us that the first issue will appear on 1st July. . . . On 5th June the Fairey Aviation M.C. and C.C. and the E.M.I.M.C. and C.C. will join forces to run the 75-mile Dalmatian Rally, open to both cars and motor-cycles. D. E. H. Balmford, 273 Lansbury Drive, Hayes, Middx., will close the entry list on 31st May.

BRIGHTON & HOVE M.C. SPRING CUP RALLY

19th/20th March

Best Performance: J. W. Brain/P. Jarman (TR2).
Open Car Award: P. A. Bailey/H. Clarke (Singer). Closed Car Award: M. Light/G. E. Todd (Ford). Class A: A. Wall/J. E. G. Brown (M.G.). Class B: P. C. Wadham/D. Silverthorn (Dorsetti). Class C: E. S. Baldwin/W. Baldwin (M.G.). Class D: C. Gear/G. Holland (Ford). Second Class Award: A. Ellison/T. Condivi (A40 Sports). Team Award: P. A. Bailey, C. B. Searson, Mrs. P. Blackman.

WORTHING M.C. SUNSET RALLY

23rd April

Best Performance: 1, de Silva (Singer Sports); 2, D. Summers (Morris Minor); 3, MacEvoy (Standard 8); 4, Miss Jean Craig (A30).

SOUTHSEA M.C. EXMOOR RALLY

23rd/24th April

Best Performance: 1, C. J. Plummer, 56 marks lost; 2, Mrs. Ansell, 82; 3, D. Silverthorne, 92; 4, T. Sprake, 121; 5, M. J. Stringer, 189; 6, R. W. Faulkner, 207; 7, J. Brooks, 351; 8, E. H. Smith, 353.

B.A.R.C. (EAST SUSSEX) SEAFORD RALLY

30th April

Best Performance: M. J. Hughes (Ford Anglia).
Open Car Class: 1, F. M. Baker (TR2); 2, W. W. Paul (XK 120). Closed Car Class: 1, W. Bowman (Fiat 1100); 2, B. V. Cannock (Anglia).

Results of Recent Sporting Events

SUNBAC LLANDUDNO RALLY

30th April

Ixion Cup: Mr. and Mrs. D. O'M. Taylor (Triumph TR2).

Closed cars up to 1,300 c.c.: 1, W. A. Machin/R. H. Dillow; 2, E. K. Sumner/N. Ward. 1,301-1,600 c.c.: 1, N. K. Williams/R. Skeltcher. 1,601-3,600 c.c.: 1, G. B. Flewitt/A. Keen.

Open cars up to 1,100 c.c.: 1, J. Rollason/R. G. Jeffs; 2, E. R. King/R. W. D. King. Over 1,100 c.c.: 1, Mr. and Mrs. D. O'M. Taylor; 2, Miss P. White/Miss V. Domleo.

Ladies' Prize: Mrs. D. Tracey/Mr. J. Fry. "Old Gentleman's Prize": R. G. Selman/G. H. Hall. Novice's Prize: M. Redfern/P. G. H. T. Pollitt.

NEWRY & D.M.C. AUTOCROSS

Donaghmore, 30th April

Autocross Cup: C. E. Robb (Nufor), 2 mins. 32.4 secs.

Open cars up to 1,500 c.c.: 1, R. Nesbitt (Dellow), 2 mins. 42.0 secs.; 2, R. Robinson (M.G. TD), 2 mins. 51.6 secs. Over 1,500 c.c.: 1, R. C. McKinney (Triumph TR2), 2 mins. 40.0 secs.

Closed cars up to 800 c.c.: 1, D. W. Archibald (Renault), 2 mins. 52.0 secs.; 2, E. Rowland (Austin), 3 mins. 0.6 secs. 801-1,300 c.c.: 1, B. Emerson (Ford Utility), 2 mins. 54.0 secs.; 2, W. T. Todd (Ford Prefect), 2 mins. 59.0 secs. Over 1,300 c.c.: 1, S. Pentland (Citroën), 2 mins. 51.2 secs.

Specials: 1, C. E. Robb (Nufor), 2 mins. 32.4 secs.; 2, W. T. Todd (Todd Spl.), 2 mins. 35.0 secs.; 3, D. Sloane (McCandless Spl.), 2 mins. 40.6 secs.

C.A.T.S.A. FIRST RALLY

30th April

Sidney Marles Cup: N. Wilson.

Novice Award: N. Wilson.

Charles Walters Cup (ladies' award): Mrs. E. C. Stone. Lady Novices' Award: Miss S. Selwood. Frank Copeman Cup (team award): W. Harvey, B. McKibbin and G. Turk.

ISLE OF WIGHT C.C. ANNUAL RALLY

30th April/1st May

Premier Award: W. H. Morgan (Triumph TR2); 2, H. E. Rumsey (Standard 10); 3, A. K. Panc (Triumph TR2). Ladies' Award: Miss M. Wilkins (Allard). I. of W. Award: G. H. Allen (Humber). Visitors' Award: W. H. Morgan (Triumph TR2). Navigators' Awards: P. Taylor, W. Jones, P. Denham and J. Allen. Best in tests: G. H. Dear (M.G.).

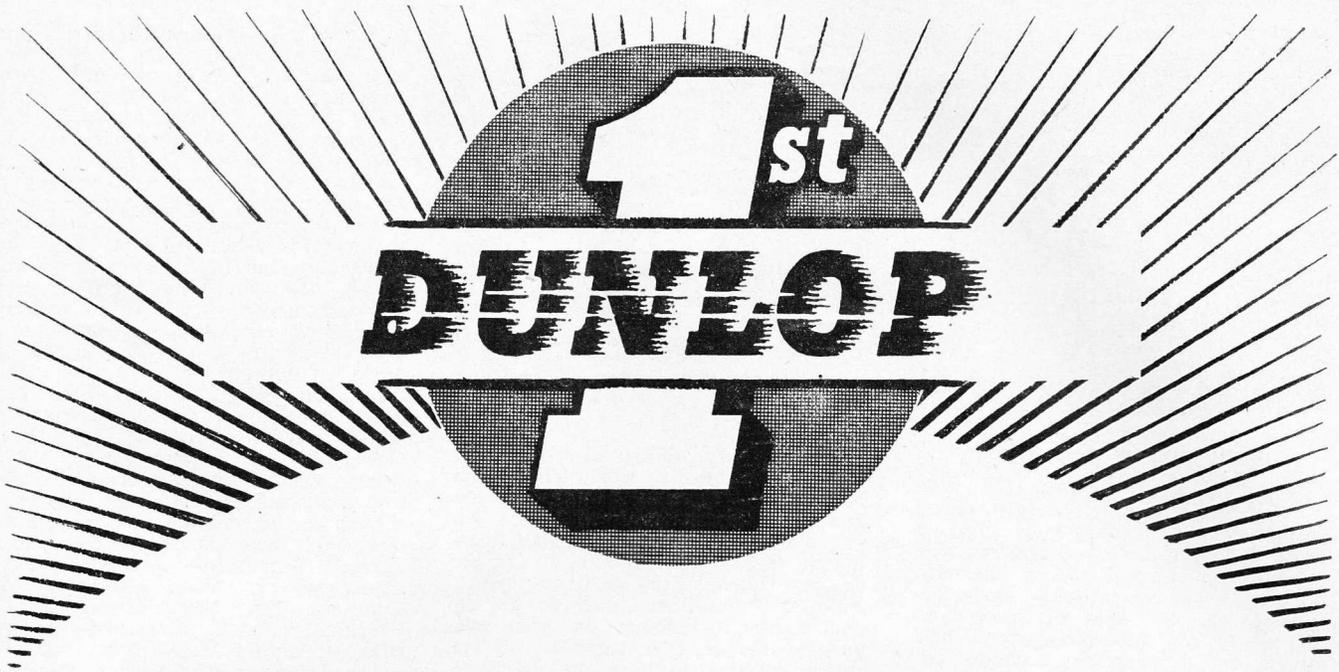
R.A.F.A. M.C. MAY DAY RALLY

1st May

Moussell Annual Trophy: R. Maitland Hughes (Morris Minor). Equal marks scored by R. Keeley (Ford Zephyr) but award goes to car of lesser capacity; 3, R. Whiteley (Triumph TR2). Novices' Award: N. Christensen (Austin A30). Navigators' Award: R. P. Taylor. Ladies' Prize: Mrs. P. Green.

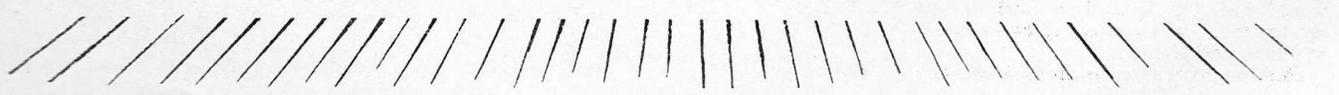
Driving Tests. Best Open Car: N. Whiteside (Triumph TR2). Best Closed Car: T. McNally (Morris 8).

(Further results will be found on page 642)



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★

RAISING A DUST as he goes into the second test in the Lothian C.C. rally is Hugh Gunn (Standard 10). He finished third in the final results.

★

DAY IN THE LOTHIAN

ON 1st May the Lothian Car Club staged their annual one-day, closed invitation rally. A good entry rolled up to South Queensferry in bright sunshine at 11 in the morning. From then until five in the evening sundry navigators sweated the odd spot of blood and listened to low mouthings from their drivers, for this Lothian occasion was one of the best rallies that has been devised in a very long time. There were only 150 road miles to be covered and these were strung out in the comparatively small area that includes Queensferry, Balerno, Poulton, Pencaitland and Dalkeith, but everything was done so cleverly that only one competitor—Peter Hughes (Ford Zephyr), navigated by Nigel Kennedy—reported at the final control with a clean sheet, and organizers Bob Welsh and Tom Legget can take credit for an event on which a great deal of thought had obviously been lavished.

To add to the day's sport there were three driving tests which, although not new in conception, were very cunningly located and resulted in sterling performances from G. Wolfe (Palm Beach Allard), D. Paterson (M.G. TF) and Peter Hughes (Ford Zephyr).

"AENEAS".

Results

1, P. S. Hughes (Ford Zephyr), no marks lost; 2, A. Gibson (Standard Ten), 6; 3, H. Gunn (Standard Ten), 13; 4, E. R. Herrald (1½-litre M.G. Saloon), 16.

'T WAS HEATHER ON THE HILLSIDE

POSSIBLY the largest and certainly the most unco-operative crowd of spectators that ever went to watch a hill-climb were out in glorious weather at Dungarvan on Sunday, 24th April, for the Tipperary L.C. and M.C.C.'s annual event. This meeting counts towards the Sexton Trophy and there was an entry of 30 cars, despite the fact that "The Stone-throwers" refuse to accept little bread-and-butter saloons in speed events. Abingdon beat Dagenham by a short head, there being nine M.G.s and only eight Ford specials. Len Earl brought along the Jirano, fresh from its B.T.D. at Farmers Cross the previous Sunday, and Ian Titterington came from Belfast with his TR2. The handicappers paid Joe Flynn the compliment of asking him to get his supercharged TC up the winding 1.7 miles as quickly as Mike Heather would his XK 120. Len Earl on the scratch mark was conceding two seconds to Flynn and Heather.

First fireworks came from local boy

Colum Moloney, who got his Ford to the top in 2 mins. 6.8 secs. Then John Forrestal got there in 2 mins. 5.4 secs. and Louis Gleeson returned 2 mins. 4.6 secs. These were very creditable times indeed, and J. Neilson's climb in 2 mins. 0.3 secs. was a truly shattering effort. Alas, this fine driver did not get an opportunity to attempt an even two minutes because the stupidity of the crowd, refusing to obey the marshals, caused several delays and so a number of drivers got only one run.

Then the heavier metal got a crack at the hill, Ian Titterington clocking 1 min. 54.6 secs. in the TR2. Antony Coleman, off the same mark (3 secs.), returned 1 min. 52.8 secs. with his Austin-Healey and repeated this figure on his second run—fast motoring, but then "Anto" and his Healey are a very fast combination. Joe Flynn's old TC had one of its off-days and blew a gasket first time up, but Joe still got to the top in 1 min. 52.1 secs. Mike Heather went up first time in 1 min. 53.4 secs. with the Jaguar, then, having got the feel of things, made B.T.D. (1 min. 51.1 secs.) on his second climb. Scratchman Len Earl had the wretched luck to be delayed on the line while marshals (or those of them who stuck to their job during the day) argued with the milling spectators: the Jirano oiled a plug and never got motoring properly thereafter.

JACK O'DONOGHUE.

(Results published on 13th May)

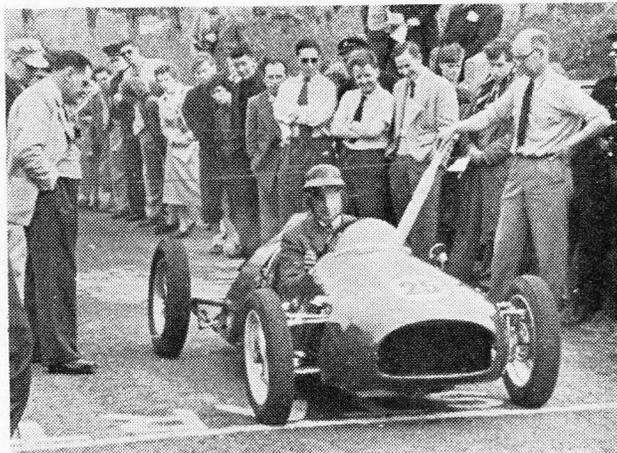
CAIRNCastle HILL-CLIMB

WHAT with a clash between the I.M.R.C.'s Phoenix Park meeting and the imminence of the Ulster Trophy, the entry for the 500 Motor Racing Club

★

FORD SPECIAL, though it doesn't look like one, is the work of Billy Morton and appeared at the Cairncastle hill-climb, making B.T.D. on its first outing. The engine is mounted transversely in a much-modified Marwyn chassis.

★



of Ireland's hill-climb at Cairncastle on 7th May was smaller than usual. Notable absentees were Laurie McGladery and his Formula 3 McCandless which holds the hill record in 64.4 secs., Syd Durbidge, who had taken his Maserati south, and Desmond Titterington, a previous record-holder, now elevated to the eminence of the Silverstone scene.

True, no one succeeded in reaching the record figure set last year by McGladery, but B.T.D. went to a completely new car, Billy Morton's very handsome-looking Morton-Ford, making its very first appearance and bearing every evidence of the owner's long weeks of thorough construction. The car is unique in that the Ford Ten power unit is mounted transversely and drives through a motor-cycle gearbox. One hears that Morton has started a fashion which is in the process of being copied by other Ulster modellers.

Despite the title of the promoting club, and their efforts for the cause, Formula 3 motoring in Ulster makes little headway. Taking advantage of enthusiast Jim Meikle's absence at Phoenix Park, a newcomer, Sammy Hodgins, nipped in with his recently acquired Cooper-Triumph and collected the class for racing cars up to 500 c.c. in what, be it admitted, was the slowest winning climb of the afternoon.

It was a great pity that Hector Graham's 1,197 c.c. Cooper-J.A.P. was in sullen mood all during the meeting. For a yard or two it would accelerate like a bomb, then a spot of misfiring would develop, and poor Hector ascended the hill in a series of hops to register 67.8 secs. on his best attempt, which was just that fraction slower than Billy Morton.

W. A. McMASTER.

Results

B.T.D.: Billy Morton (1,172 Morton-Ford), 1 min. 7 secs.

Saloon car handicap: 1, Ernest McMillen (Standard Ten), 1 min. 12.1 secs.; 2, W. T. Todd (1,172 Ford), 1 min. 14.5 secs.

Open, non-racing cars, up to 1,199 c.c.: 1, W. Pearson (1,172 Ford), 1 min. 9.7 secs.; 2, J. B. Waddell (1,172 Ford), 1 min. 10.6 secs. 1,200-1,750 c.c.: 1, R. M. MacGregor (1,426 M.G.), 1 min. 9.4 secs.; 2, D. H. McWhir (1,496 H.R.G.), 1 min. 9.6 secs. Over 1,750 c.c.: 1, Brian McCaldin (Triumph TR2), 1 min. 9.4 secs.; 2, A. J. McCusker (Triumph TR2), 1 min. 9.6 secs.

Racing cars up to 500 c.c.: 1, S. Hodgins (Cooper-Triumph), 1 min. 16.7 secs. Over 500 c.c.: 1, Billy Morton (Morton-Ford), 1 min. 7 secs.; 2, Hector Graham (1,197 Cooper-J.A.P.), 1 min. 7.8 secs.

Open handicap: 1, Billy Morton (Morton-Ford), net time 59 secs.; 2, W. Pearson (Ford), net time 59.7 secs.

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Coming Attractions

- May 21st.** Lancashire and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.
- B.A.R.C. Members' Race Meeting, Aintree, near Liverpool. Start, 2 p.m.
- Bristol M.C. and L.C.C. Hill-climb, Naish, Clapton - in - Gordano, Somerset. Start, 2 p.m.
- Westmorland M.C. Hill-climb, Barbon Manor, near Kirkby Lonsdale, Westmorland. Start, 2 p.m.
- Herts County A. and A.C. Hill-climb, Westbrook Hay, near Hemel Hempstead, Herts. Start, 2 p.m.
- Veteran C.C. Manchester Rally and Run. Start, York Street, Manchester, 11 a.m.
- Swansea M.C. Driving Tests, Fairwood Aerodrome. Start, 2.30 p.m.
- May 21st/22nd.** Vime Rallye Automobile de Dieppe, France.
- Eastern Counties M.C. 5th Felixstowe Rally. Start, Norwich, Ingatstone and Felixstowe, 3 p.m.
- B.A.R.C. (S.W. Centre) North Devon Rally. Start, Little Testwood House, Totton, near Southampton, 7 p.m.
- 750 M.C./Hants and Berks M.C. Dawn Handicap Rally.
- May 22nd.** Grand Prix of Europe (F1), Monaco.
- Bugatti O.C. National Hill-climb, Prescott, near Cheltenham, Glos. Start, 11 a.m.
- Mid-Surrey A.C. Sprint Meeting, Brands Hatch, near Farningham, Kent. Start, 11 a.m.
- A.C.O.C. Sprint Meeting, Rushmoor, Hants. Start, 11.30 a.m.
- B.A.R.C. (Yorks)/East Yorkshire C.C./Yorkshire S.C.C. Autocross, Langtoft Dale, near Driffield. Start, 2 p.m.
- Guildford M.C. Whitsun Rally. Start, Wooden Bridge Hotel, Guildford, 10 a.m.
- A.M.O.C. Navigational Rally. Start Fort Café, Box Hill, Surrey, 12.30 for 2 p.m.
- Southern Jowett C.C. Navigation Rally. Start, Thames Ditton, 10.30 a.m.
- M.G.C.C. (N.E.) Regularity Rally. Hendon "Safe Driving" Trials, Hendon Aerodrome. Start, 12 noon.
- Sussex C. and M.C.C. "Non-Winners" Trial.
- Romford A.E.C. Driving Tests. Stapleford, near Abridge, Essex.
- Berwick and D.M.C. Gymkhana.

Recent Results

CIRCLE C.C. SIXTH ANNUAL RALLY

1st May

Best Performance: K. W. Barrow (Anglia).

Best in opposite class: P. Butler (Austin). **First Class Awards:** H. J. Winson (Standard), E. C. Pearson (Hillman). **Second Class Awards:** J. R. Paul (Anglia), T. F. Leeper (Consul). **Team Award:** H. J. Winson, T. B. Riley (Rover), M. G. W. Light (Morris).

HUDDERSFIELD M.C. "DUSK 'TIL DAWN" RALLY

7th/8th May

Best Performance: E. J. B. Mitchell (Ford Anglia), 54 mks. lost.

Cars under 1,510 c.c.: B. Reeks (Ford Consul), 452. **Over 1,510 c.c.:** A. Rayner (Austin A90), 258. **First Class Awards:** N. Pickersgill (Ford Prefect), 503, and A. J. Hallitt (Morris Minor), 746. **Team Award:** E. J. B. Mitchell, S. C. Hirst and M. M. Roberts.

THAMES ESTUARY A.C. "DAY OF DICING" Wetherfield, 1st May

Best Performance: A. E. H. Parsons (Dellow), 4,215 marks lost.

Class A1: 1, A. E. Cleghorn (Dellow), 4,400; 2, D. P. Davis (Ford), 5,016. **Class A2:** 1, L. V. Cruttendon (Renault), 4,690; 2, R. Stanforth (Anglia), 4,860; 3, A. H. J. Whitehead (Anglia), 5,031. **Class B1:** 1, R. Randall (M.G. TD), 4,327; 2, C. Shove (M.G. TF), 4,345; 3, A. Paul (M.G. TC). **Class B2:** 1, J. Watson (Magnette), 4,950; 2, L. Yellow (M.G. YB), 5,051; 3, H. Sheppard-Yeoman (M.G. YB), 5,185. **Class C1:** 1, A. J. Blair (Morgan Plus 4), 4,233; 2, H. J. Bone (TR2), 4,368; 3, L. T. Cornish (TR2), 4,469. **Class C2:** 1, P. S. R. Smith (Sunbeam-Talbot 90), 5,258; 2, H. C. Terry (Zephyr), 5,268. **Class D1:** 1, A. E. Westbrook (Austin-Healey), 4,776; 2, K. G. Harper (Austin-Healey), 4,904. **Class D2:** 1, J. Clarke (DB2/4), 5,225. **Class E1:** A. B. Sugden (Rigidity), 4,943. **Class E2:** F. A. Petrick (Anglia), 5,006. **Ladies' Award:** Mrs. P. Forster (M.G. TD), 5,293.

Team Awards, Individual: "The Breed"—Hale, Shove, Smith (M.G.s). **Club:** Thames Estuary A.C.—Parsons, Randall, Davis.

U.H.U.L.M.C. ANNUAL RALLY AND DRIVING TESTS

8th May

Best Performance: F. E. Still (TR2), 884 marks. **Class A:** L. N. Needham (M.G. TD), 752. **Class B:** J. H. J. Akerman (Anglia), 858. **Ladies' Award:** Molly Tapp (Anglia), 817. **First Class Awards:** J. N. Elden (H.R.G.), L. G. Kingdom (TR2), Molly Tapp (Anglia), J. Reynolds (Anglia).

MARCONI A.C. MAY RALLY

8th May

Best Performance: D. J. Morley (Consul). **Best Marconi A.C. entrant:** D. J. Whittle (M.G. L Type). **Open Cars up to 1,500 c.c.:** 1, F. A. Freeman (A40 Sports); 2, T. J. F. Mosse (Jupiter). **Closed Cars up to 1,500 c.c.:** 1, A. M. Hodges (Lancia Aprilia); 2, S. Shaw (Hillman Californian). **Over 1,500 c.c.:** D. R. J. Emmett (Zephyr); 2, D. P. Vandervord (Cresta).

ROMFORD E.C.C. NAVIGATION TRIAL

12th May

Premier Award: C. Pelling (Alvis). **Runner-up:** J. Ellingsworth (M.G.).

Club Fixtures

- R.A.F.A. M.C.—Extraordinary General Meeting, 20th May, Alton House, Birkenhead, 7.30 p.m.
- Mid-Surrey A.C.—Meeting, 20th May, Queen Adelaide, Kingston Road, Ewell.
- Cambridge '50 C.C.—Meeting, 20th May, Ancient Shepherds, Fenditton, near Cambridge.
- Bentley D.C.—Meeting and Dinner-Dance, 21st May, Beresford Hotel, Birchington-on-Sea, Kent; Meeting, 26th May, Bull's Head, Shenstone, Staffs.
- Lea-Francis O.C.—Concours d'Élégance, 22nd May, Bookham Grange Hotel, Little Bookham, Surrey.
- Peterborough M.C.—Family run, 22nd May.
- 750 M.C.—Meeting, 23rd May, Sheer House Hotel, Byfleet, Surrey.
- Eastern Counties M.C.—Meeting, 24th May, Red Lion, Martlesham, near Woodbridge.
- London M.C.—Meeting, 24th May, Pavours Arms, Page Street, London, S.W.1.
- Northampton and D.C.C.—Meeting, 24th May, Queen Eleanor Hotel.
- Sussex C. and M.C.C.—Meeting, 24th May, Southwick and Fishergate Community Centre, Southwick.
- Liverpool M.C.—Meeting, 25th May, Royal Hotel, Hoylake.
- North London M.C.—25th May, Rising Sun, Chase Side, Southgate.
- Chiltern C.C.—Meeting, 25th May, George Hotel, Beaconsfield.
- B.A.R.C. (S.W.)—Meeting, 25th May, Little Testwood Country Club, Totton, Southampton.
- A.C.O.C.—Film show and Sherry party, 25th May, Shell-Mex House, 6 p.m.
- Alvis O.C.—Meeting, 25th May, Ye Olde Punchbowl Inn, Marton-cum-Grafton, York.
- Lancashire and Cheshire C.C.—Film show, 26th May, Royal Thorn Hotel, Wythenshawe.
- Guildford M.C.—Film Show, Wooden Bridge Hotel, Guildford.
- Vintage S.C.C.—Meetings: 26th May, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Cheshire.
- Sunbac.—Meetings: 26th May, Royal Oak, Lozells Road, Birmingham 6; George Hotel, Solihull.
- Surrey Sporting M.C.—Meeting, 26th May, Warwick Hotel, Redhill.

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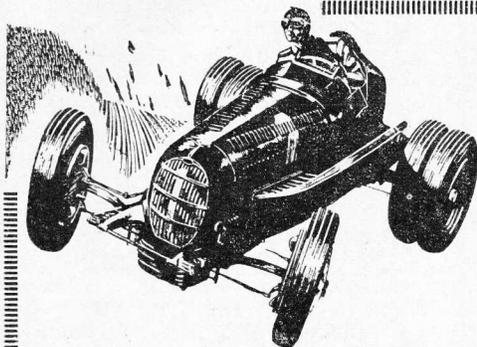
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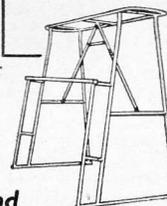
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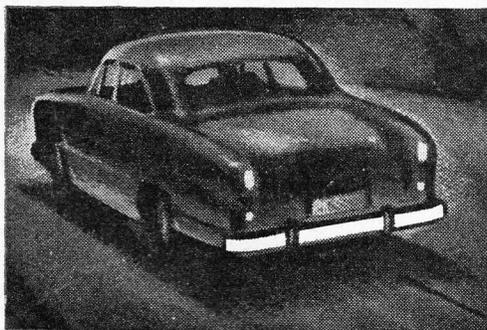
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M.G.—continued

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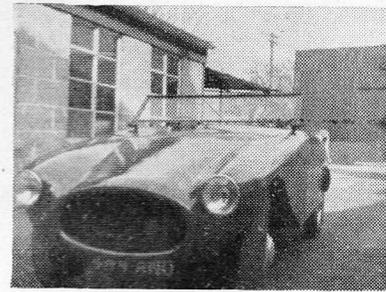
RILEY

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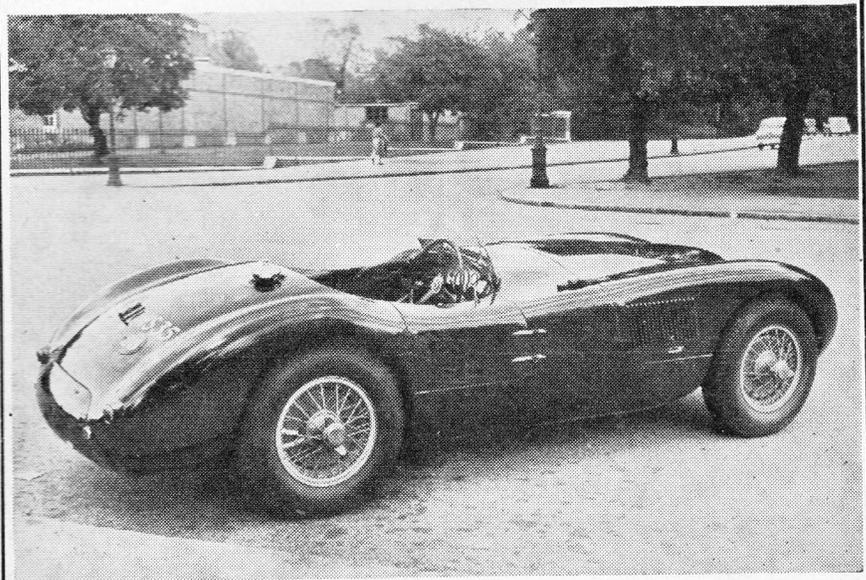
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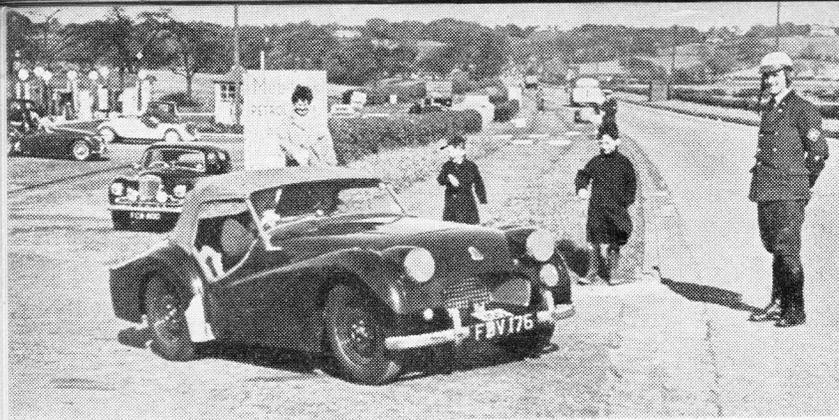
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(Left) N. Kastner (Triumph TR2) leaves the Preston control before a small but enthusiastic gathering.

MORECAMBE WIN FOR ASTON MARTIN

Parkes (DB2/4) Best in Lanes A.C. National Rally

IF George Parkes surprised one or two by lifting the premier award in the Morecambe National Rally with his DB2/4 last week-end, the event itself surprised a lot by its toughness. Previous years have lulled competitors into the thought that the Morecambe was a social week-end first and a rally second. But while the social occasion was still very much there this year, the 1955 rally was one in which one had to work hard for victory. An innovation for this year—a night run—really caught competitors out, and the tests, while still full of interest, counted for little against the road section.

Two dozen non-starters had reduced the field to 140 starting from Glasgow, Bristol, Luton, Shenstone, Leeds, Manchester, Morecambe and, for the benefit of those for whom time may be of consideration, an evening start at Preston. All routes converged at Preston, where a special stage led some 46 miles to Catshaw, and a hill test was staged on arrival at this pleasant spot, some 15 miles north-east of Preston in the Trough of Bowland. The best time here was put up by Lew Tracey (Jaguar XK 120) in 22.8 seconds.

Mileages varying between 180 and 260 brought competitors to Morecambe for Friday night's arrival test, which was a straight dash of under 200 yards with two cars going off together. It was here that some of the Preston starters went astray, for having come by way of the special stage direct to Morecambe for the test, they should have departed thence into the country for a further 100 miles or so of motoring. Imagine just sitting down to a comfortable dinner when someone says, "Pardon me, but you should be clocking in at Hawse just now—40 miles away". That is what happened to C. S. Anderton, who promptly dashed to his yellow Austin Chummy (1928 body, 1932 engine, 1936 four-speed box and Anderton front suspension) and went clog down for Windermere hoping at least to get there something like in time. Anderton was

not the only one to mis-read the route, but those who did admitted that it was their own fault.

At 10 p.m. the 130-mile night run was started, and many cars had two navigators working like mad as they took off. In fact G. Shanley (Ford) had a canvas screen right around himself as he sat in the driving position—most remote control!

The night section lay in some of the tougher spots of the Lake District, and the route card read like a cross between a knitting pattern and a comptometer operator's nightmare. Johnny Wallwork (Ford), with son Barry as passenger, missed a small loop and thus a control, while J. Haydock (Austin-Healey) had to retire when his passenger was taken ill. From being in the tens, penalty marks were suddenly being counted not only in hundreds but even in thousands.

By the time the tests commenced at 1 p.m. next day, the Lancashire Automobile Club had produced a bulletin which provisionally credited George Parkes with the best figure of 105.5 penalty marks; John Waddington (TR2) had lost 111.4 and Arthur Senior (Austin Cambridge) 115.7. These scores are amazing when it is realized that some 37 competitors had over 2,000 marks against them!

The 9th Morecambe National Rally finished with two tests on the promenade. The first involved a forward run, a reverse between markers and forward again to stop astride a line. The second was the now famous Monte-Morecambe run, which is a feature of these rallies and a test which, although familiar, can never be held in contempt. In this tricky test J. Haydock (Austin-Healey), although retired from the rally in view of the previous night's trouble, was having a go and produced 43.1 secs. Freddie Marsh in a similar car promptly reduced this to 41.7, a time which held good until T. A. Gold took his TR2 through in 41 secs. Francis Dundas (Morgan) cracked this good and hard with 40, a time equalled by A. J. Blair in another Morgan. Then the rains came, and this time proved the best.

WILSON ROGERS.

Results

Best Performance: G. H. F. Parkes (Aston Martin DB2/4), 112.2 marks lost.

Category 1: A. H. Senior (Austin), 118.3. **Categories 2 and 3:** G. H. F. Parkes. **Category 4:** J. W. Waddington (Triumph TR2), 119.9.

Class 1: R. Grant (Renault), 581.4. **Class 2:** J. R. Crow (M.G.), 538.5. **Class 3:** J. M. Pye (Hillman), 257.8. **Class 4:** A. C. Whatmough (Sunbeam), 252.1. **Classes 5 and 6:** J. C. Wallwork (Ford), 680.7. **Class 7:** C. L. Kinns (H.R.G.), 182.1. **Class 8:** A. L. Yarranton (Morgan), 146.2.

Ladies' Prize: Mrs. R. Beaumont (Triumph), 712.1. **Team Award:** Bolton-le-Moors (C. L. Kinns, F. Snaylam and E. G. Vanner), 1,037.2.

Crimond Meeting Results (Report on page 625)

Sports Cars up to 1,500 c.c. (5 laps, scratch): 1, P. S. Hughes (Tojeiro), 10 mins. 2.0 secs. (59.8 m.p.h.); 2, P. Jackson (Cooper-M.G.); 3, W. J. Skelly (M.G. TF 1,500 c.c.).

Production Cars (5 laps, handicap): 1, P. Gordon (Austin A90), 14 mins. 8.0 secs. (42.45 m.p.h.); 2, J. N. Lawrence (Standard 8); 3, A. J. Watt (Ford 8).

Sports Cars up to 2,700 c.c. (8 laps, scratch): 1, P. Jackson (Cooper-M.G.), 16 mins. 8.0 secs. (59.2 m.p.h.); 2, J. H. Walton (Lancia); 3, R. E. Evans (Austin-Healey).

Sports Cars, unlimited (8 laps, scratch): 1, J. N. Lawrence (Jaguar C-type), 13 mins. 42.6 secs. (70.3 m.p.h.); 2, P. M. Salmon (Jaguar XK 120); 3, R. Fielding (H.W.M.).

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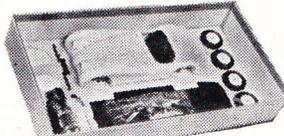
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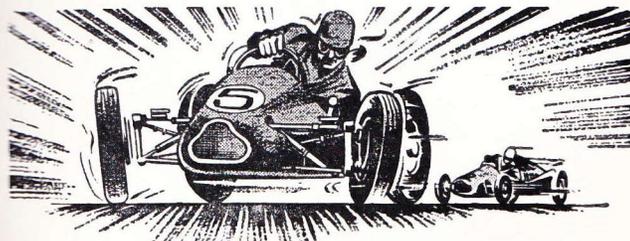
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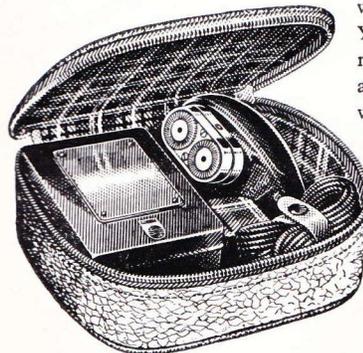
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