

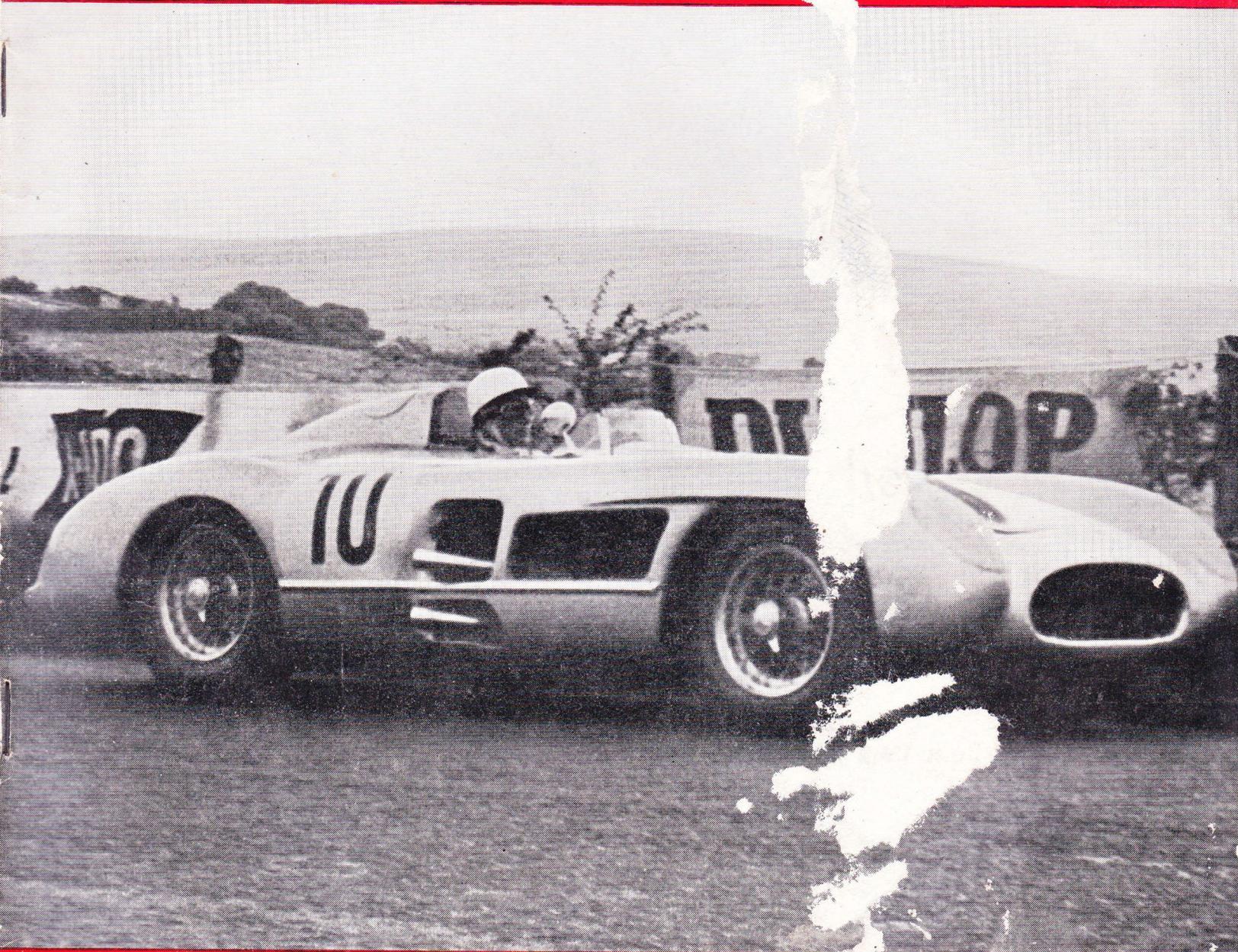
AUTOSPORT

SEPTEMBER 23, 1955

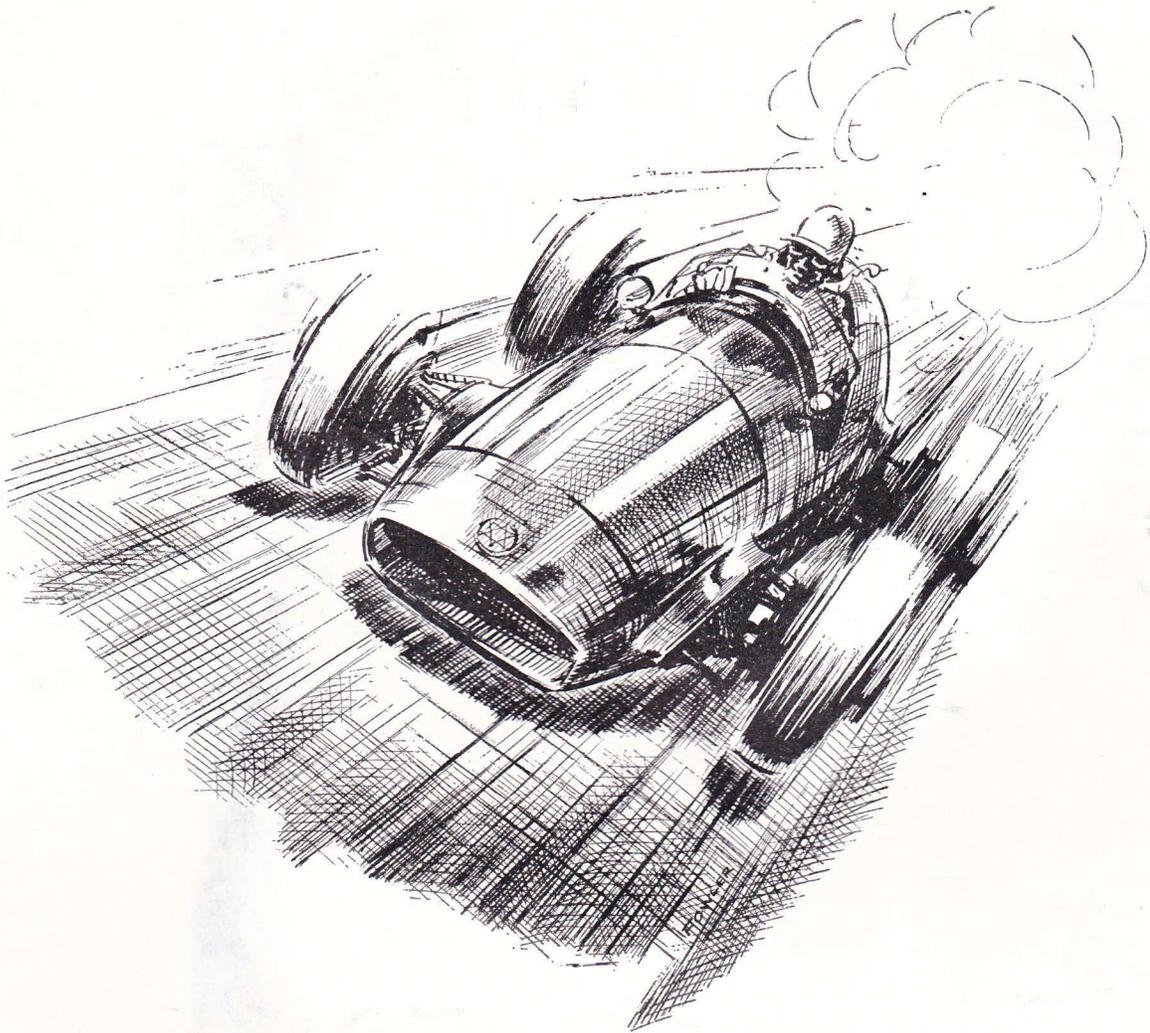
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EVERY FRIDAY
Vol. 11 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY



THE GOLDEN JUBILEE 100 M.P.H. RACE



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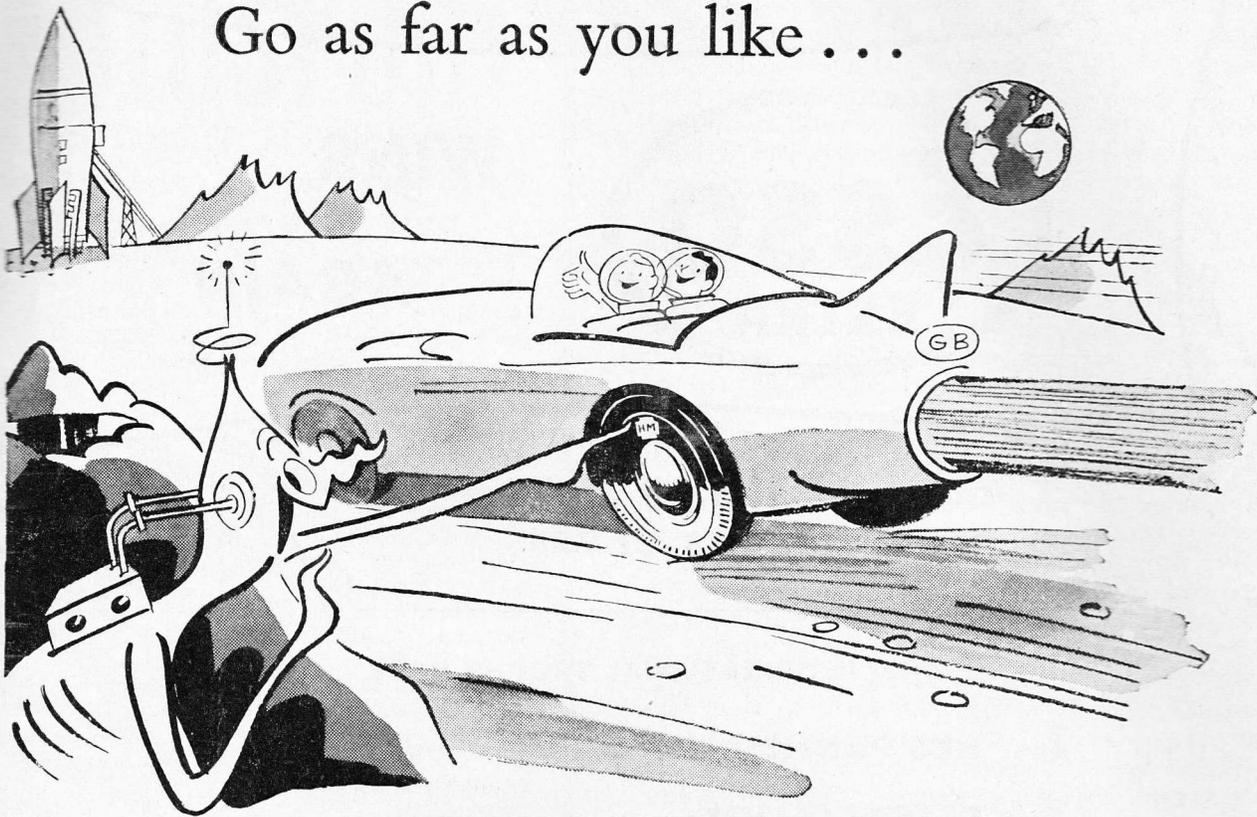
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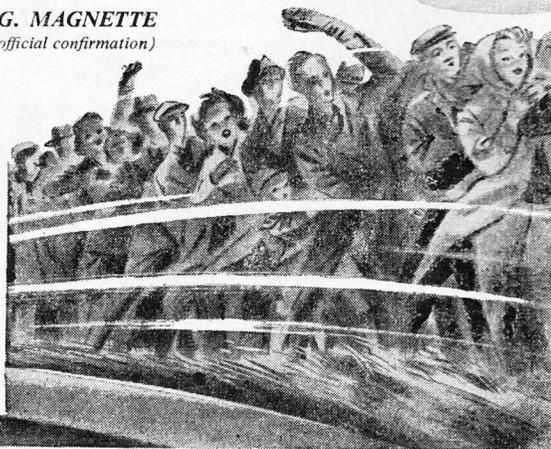
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 12

September 23, 1955

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EDITORIAL

A TRAGIC TOURIST TROPHY

UNHAPPILY, the R.A.C. Golden Jubilee Tourist Trophy race on the Dundrod circuit last Saturday was marred by serious accidents which cost the lives of three British drivers. This provided a sort of "Roman Holiday" for a certain section of the more lurid popular Press, and the type of presentation which appeared reached a new low standard of common decency. No attempt was made to spare the feelings of the friends and relatives of the victims. There was not a sign of sympathy or understanding. Instead everything was sacrificed to sheer horror and sensationalism on a par with the most yellow of American and Continental tabloids. On the same day as the race, two unfortunate people were swept out to sea on the Irish coast, and drowned before the eyes of many persons on the beach. This tragedy, of course, hardly rated more than a few lines. The accident involving seven cars could have happened on any highway; but because it took place on a motor racing circuit it was magnified to the extent of being a national disaster. Motor racing is dangerous, and all taking part in it realize that fully. Ever since the birth of motoring, young men have pitted their skill against each other, and will continue to do so until some other form of competition is evolved. The Dundrod authorities made the circuit as safe as possible for spectators, but the risk of accident is always there—especially for the drivers who accept these risks as part and parcel of modern sport. Widening roads, eliminating blind spots and corners, ironing out bumps—all of these can be done, but there is no possible guarantee that accidents will be prevented as a result of these precautions. AUTOSPORT conveys its deepest sympathy to the relatives of Jim Mayers, Bill Smith and Dick Mainwaring, three skilful and popular young men who lived and died for the sport of motor racing, and in the unending search to uphold Great Britain's prestige in automobile engineering.

THE MARCH OF MERCEDES-BENZ

SO it goes on; another victory for Mercedes-Benz. The German cars finished one-two-three in the International T.T., and that British and American drivers shared the winning car is little enough consolation for the performance of a marque which can trace its commercial success to a true understanding of the problems of motor racing. As one reader relates, after talking to Alfred Neubauer regarding the gallant fight put up by the lone Jaguar, the Mercedes team manager said: "You can't beat the system!" Can British manufacturers keep on ignoring the ever-increasing sales enjoyed by the German-made cars in almost every country in the world?

OUR COVER PICTURE

ARTIST AT WORK: Stirling Moss in the 300SLR Mercedes-Benz, well on the way to scoring victory in last Saturday's Tourist Trophy race, when he finished a lap ahead of 1955 World Champion Juan Manuel Fangio in a similar car. This was Moss's third outright win in the Dundrod classic.



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Safety fast

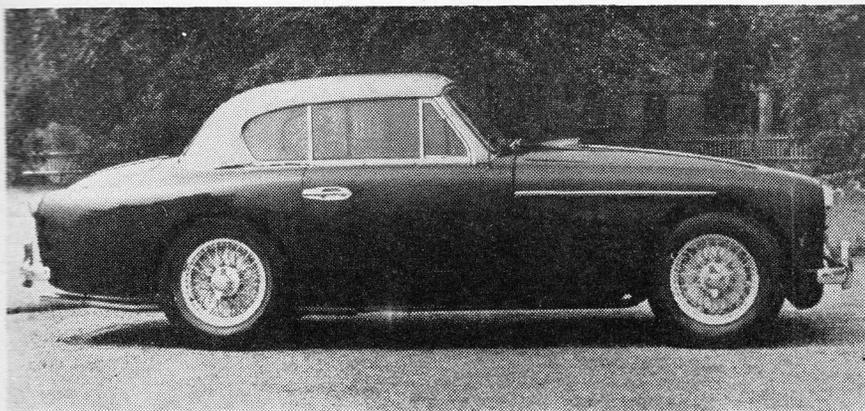
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NEW HARDTOP by Aston Martin, this is the DB2/4 Mk. II, an addition to the Feltham range for 1956.

THE works Connaught which Reg Parnell will drive in the Oulton Park Gold Cup race tomorrow will have a new single-seater road-racing type body.

Now being formed under the guidance of Tony Hulman, with H.Q. at Indianapolis, is the new American organization which will take over the functions of the Contest Board of the A.A.A. when that body divorces itself from motor racing on 31st December, 1955. Provisional title will be the United States Auto Club.

VENEZUELA'S first G.P. on 6th November is drawing a magnificent entry, with Maserati, Ferrari and Gordini already in the lists, and Mercedes hoped-for. The German concern will only take part if all possibilities of running the Pan-American road race are gone.

BUGATTI'S 1956 team line-up, providing the new rear-engined cars are ready, will probably be Trintignant, Manzon and/or Bayol—and possibly Pollet. The new "Bug" should be undergoing tests at Monza shortly.

CRIMOND race meeting of the Aberdeen and Dist. M.C., scheduled to take place tomorrow, has been cancelled.

PIT & PADDOCK

TRIALS are starting. This Sunday sees the 15th running of the West Hants and Dorset Club's Knott Cup event at Bovington Camp, near Wareham, Dorset. The "specials" will meet some novel opposition this time, in six four-wheel-drive Army vehicles, running in a class of their own. The start is at 12 noon, and spectators are welcome.

SOME of the competitors in the Italian G.P. were a little disgruntled to see Castellotti in a second row start, despite the fact that his practice times were made in a Lancia. His rightful place, they argued, was at the back of the grid. On the other hand, the Lancias were Ferrari-entered.

A.C. DE L'OUEST are requesting the 23rd/24th June week-end for the 1956 Le Mans 24 Hours race.

PRESSURE on space prevents publication in this issue of John Bolster's road-test of the Series "A" M.G., report of the London Rally and other events. These will appear in forthcoming issues.

MR. J. R. MORRICE, General Manager of the Wayne V. Myers Co., Ltd., makers of Redex, has been appointed to the Board of the Company.

BIANCHI, famous Italian car marque until the mid-'30s, and currently makers of commercial vehicles, cycles, etc., are said to be returning to private car manufacture with a 350 c.c. midget model.

PORSCHE PARTNERS: (Left) The Americans Carroll Shelby and Masten Gregory receiving their trophy for winning the 1½-litre class in the T.T. with a Porsche Spyder.

OLD ACQUAINTANCES: (Right) Team chief Neubauer at Dundrod with retired Mercedes-Benz driver Rudolf Caracciola, who won the T.T. in 1929 with a 7-litre Mercedes.



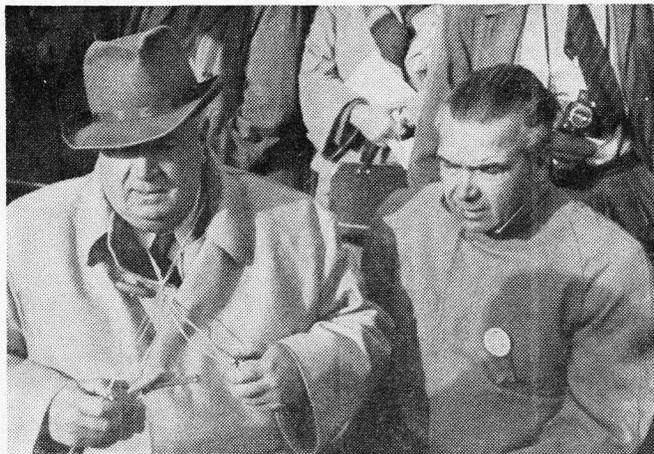
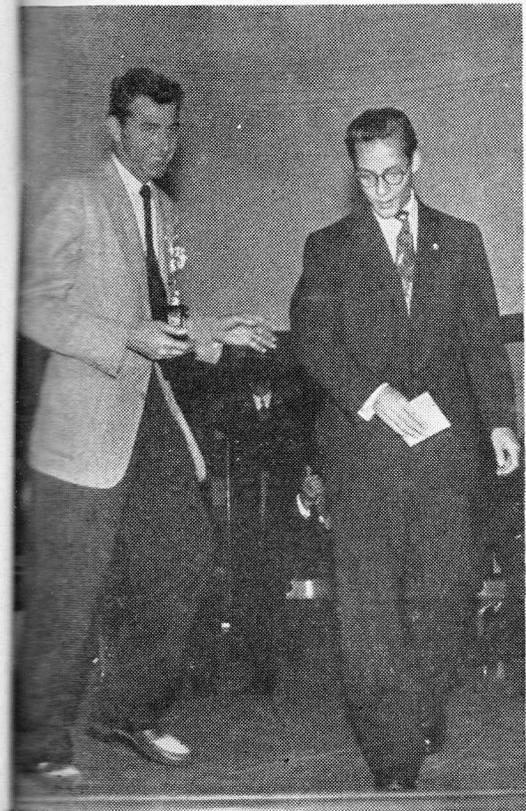
SPECIAL DELIVERY: "Lofty" England of Jaguars and D-type owner Johnnie Broadhead ("in" the basket) resort temporarily to a simpler form of transport before the T.T. race.

THIS year's Motor Cycle and Cycle Show at Earls Court takes place from 12th to 19th November.

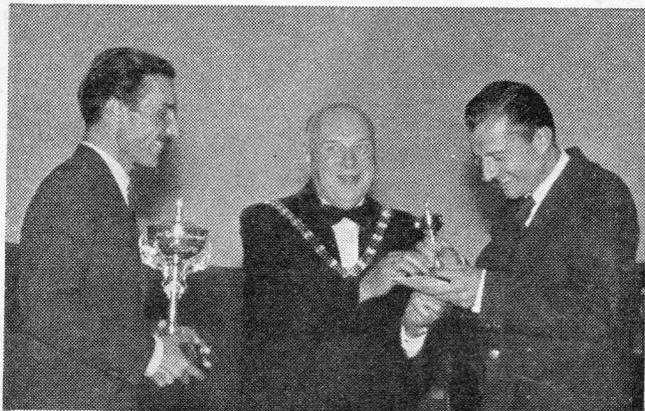
DRIVING a special aerodynamic-bodied 1½-litre Osca on the Bonneville salt flats in Utah, U.S.A., the American drivers Tony Bettenhausen and Marshall Lewis are claimed to have broken 15 International class records, and 52 American class records.

AVUS ON SUNDAY

ENTRIES for this Sunday's Avusrennen meeting in Germany include Ivor Bueb and John Cooper with Coopers, Chiron (Osca), the Swiss Ringgenberg, the Swede Kaiser, and the Dutchman Hezemans with Porsches, J. Porré (Osca), E. Zagato of Italy in a Fiat 8V, Galluzzi (Alfa Romeo), the EMW team from the German Eastern Zone, and many home-based Porsches. There are races for 1½-litre sports cars, and for Grand Touring cars up to 1,300 c.c. and up to 2,000 c.c.



SPORTS NEWS



MARSH AWARDED HILL-CLIMB CHAMPIONSHIP

THE R.A.C. has awarded the 1955 Hill-climb Championship to A. E. (Tony) Marsh, 24-year-old driver from Stourbridge, Worcs.

After the final event, the Championship hill-climb at Prescott on Sunday, 11th September, Marsh and the current holder, Ken Wharton, were tying with 29 points each, and the rules required that the R.A.C. should designate the winner on the basis of meritorious performance. In making his points for the Championship, Marsh used only one type of car, while Wharton used a choice of machines.

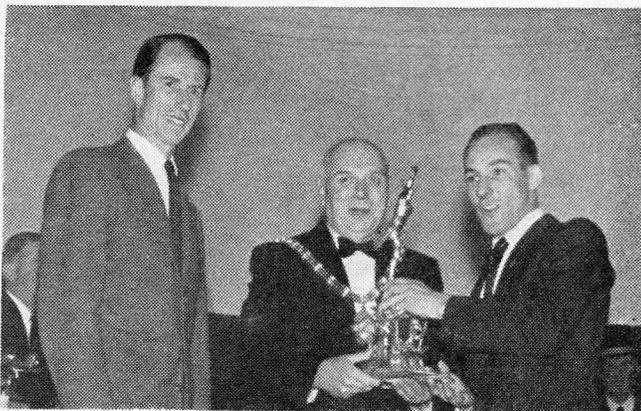
R.A.C. ON TV

A FORTNIGHTLY motoring feature, "The World on Wheels" will be presented by the Royal Automobile Club on Associated Diffusion's commercial television network. First programme will be screened tonight, 23rd September, and subsequent editions will follow on alternate Friday nights, at the peak viewing time following the 7 p.m. news. Produced entirely by the staff of the R.A.C.'s Press and Public Relations department, the series is planned purely as a "prestige" programme, and is completely divorced from advertising in any form. It will include motor sporting matter and topical fashion items, while Parliamentary legislation, traffic regulations and road safety news will all be comprehensively covered. Compère will be Pat Gregory, P.R.O. of the R.A.C.

THE SILA CUP RACE

OFFICIAL results of the 750 c.c. race for the Sila Cup, at Cosenza, Italy, on 11th September, show that the winner, Stuart Lewis-Evans (Cooper 500) finished 1 min. 8 secs. ahead of the second man, Pirocchi (Stanguellini 750), and 1 min. 46 secs. ahead of Kurt Kuhnke's F3 Cooper which came third. Retirements included J. Brown and Hampel (Coopers). Placings for the 50 lap, 68.35 mile final are the following:—

1. S. Lewis-Evans (Cooper), 57 mins. 40 secs., 70.95 m.p.h.; 2. Pirocchi (Stanguellini), 1 lap behind; 3. Kuhnke (Cooper), 2 laps behind; 4. Taraschi (Giaur), 3 laps behind; 5. Sra. Peduzzi (Stanguellini); 6. Tervooren (Cooper).
Fastest lap: Lewis-Evans, 1 min. 6 secs., 73.85 m.p.h.



T.T. WINNERS: (Above) Alderman R. J. R. Harcomb, Mayor of Belfast, presents the Tourist Trophy to the outright victors, John Fitch and Stirling Moss. (Left) First on Index of Performance with a D.B.-Panhard were P. Armagnac and G. Laureau, who won the race last year on handicap.

THE IRISH RALLY

STARTING this evening from Dublin is the 850-mile Irish Rally, organized by the Irish M.R.C. in place of the Wakefield Trophy race. At 7.30 p.m. the cars will set off on the first leg of their journey, a night and day drive down to the south-west of Ireland, through the Mountains of Kerry and north again to Galway, where there will be a night-stop on Saturday. The following morning they will set off again on a route winding through the byways of the flat midlands of the country and the rally will end in Dublin at about 6 p.m. on Sunday evening. A great deal of hard work and thought has been put into the organization of the event, the marking-system of which will favour good time-keeping and navigation, and although the entry is not as good as had been expected (about 50 cars will start) there will be a representative selection of cars taking

part, especially among the smaller saloons, where British vehicles will be faced with considerable opposition from Continentals such as Fiat 1,100, DKW and Volkswagen.

FINAL '55 SNETTERTON

THIS Sunday, 25th September, the Snetterton M.R.C. are staging the final race meeting of the season at their Norfolk circuit. Entries so far received for the programme of sports and saloon car races include Salvadori (Aston Martin), Hamilton and Head (D-type Jaguars), Abecassis (H.W.M.), Leston (Connaught), Gammon (Cooper-Climax), Chapman and Jopp (Lotuses) and Sears (Lister).

Entrants who have competed at Oulton Park or Goodwood the previous day will be given special practice facilities on Sunday, before the meeting begins.

Racing Returns to France

But No French Grand Prix—Government Safety Commission Decides on New Regulations

THREE months after it had been stopped by the French Government after the Le Mans catastrophe, motor racing will start again in France. The new safety measures to be imposed have been decided upon by a Government Commission, most of the members involved have already given their signature, and the official lifting of the ban is expected any day.

Amongst measures to be enforced, the most important are: that the width of the track shall not be under 7 metres (approx. 22½ feet); and that pits will no longer be permitted alongside the road, but must be situated on a "service lane". Also, the traditional "round-the-houses" type circuit is frowned upon, although one can be confident that the old established circuits like Pau or Monte Carlo will carry on. A safety commission will examine all circuits and decide whether the public enclosures are adequately protected.

It is anticipated that racing will resume with the Coupe du Salon meeting on 9th October. The A.C. de Champagne has decided not to organize the French G.P.

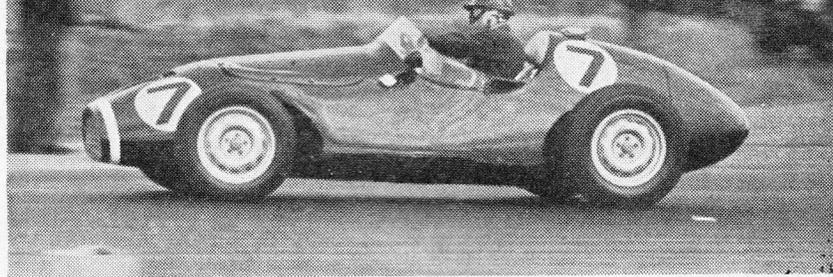
at Rheims, as it would be too late to have the road leading to the pits ready in time. Moreover, October is very late to stage a race so far from Paris, involving a long night run back home after the racing. The Coupe du Salon, however, is at Montlhéry, conveniently close to Paris, and the provincial crowds which gather in the French capital for the Paris Salon should ensure the meeting's success.

The main race will be over 100 miles, for sports cars in 1,100 c.c., 1,500 c.c., 2,000 c.c. and over 2,000 c.c. classes. No starting money is offered, but prize money is fairly good. Organizers are the Union Sportive Automobile, 65 Avenue d'Iéna, Paris 16ème. British competitors can obtain details either from the organizing club or from the Ecurie Bull-Frog. It is hoped to hold a touring car race as well—last year's edition, it will be remembered, was won by Roy Clarkson (Morgan). Many Britons in Paris for the Salon could thus seize the opportunity to race their souped-up bread and butter vehicles.

GERARD CROMBAC.

ALL EYES ON OULTON

Ferrari, Maserati, Vanwall, Connaught and B.R.M. works entries for International Gold Cup race at Mid-Cheshire M.C.'s Meeting Tomorrow—Moss to drive works Maserati—Fangio or Titterington in Vanwall



AN exciting battle in tomorrow's Gold Cup race at Oulton Park, between Ferrari, Maserati, Vanwall, Connaught and B.R.M. Formula 1 works cars should make the Mid-Cheshire M.C.'s International meeting tomorrow a memorable one. Hawthorn and Castellotti are Scuderia Ferrari entries—and one car may be a Lancia—the Marquis de Portago has his own Ferrari entered, Luigi Musso drives one of the Maseratis, while Stirling Moss will take Behra's place in the other works car. The line-up of British Formula 1 machinery facing the Italians has seldom been more extensive. Parnell and Fairman have works Connaughts, and Peter Walker or Tony Rolt the R. R. C. Walker car; Harry Schell is down to handle one of the Vanwalls, and Desmond Titterington or—exciting possibility—Juan Fangio, will drive the other. And Peter Collins is nominated for the second run of the new 2-litre B.R.M.

Add to the forementioned Roy Salvadori (Maserati), Bob Gerard (Cooper-Bristol), Horace Gould (Maserati) and Les Leston (Maserati) and a number of other Connaughts and Cooper-Bristols, and the ingredients are there for a truly first-rate race. It will be over 54 laps of the picturesque parkland circuit, a total distance of 150 miles. For those unable to attend the meeting the Gold Cup race is being covered both by radio and television.

Three other events complete the day's programme, which starts at 12.30 p.m. First comes the 25-mile standard production saloon race, in which three Porsches, two DKWs, two Volkswagens, two Renaults, a Fiat and a Panhard, all British-entered, will meet an M.G.

THE GOLD CUP RACE ON THE AIR

B.B.C. Light Programme, 24th September

2.40-3.00 p.m.—The Start, commentary by Eric Tobitt, Robin Richards and John Bolster.

3.20-3.30 p.m. Progress report.

4.30 approx.-4.35 p.m.—The finish.

5.35-6.00 p.m.—"Sports Round-up" including report on the race by Raymond Baxter.

And on TV

2.30-3.15 p.m.—The opening stages, by Raymond Baxter.

4.15-4.30 approx.—The finish.

Magnette, an Austin A50, a Morris Oxford, a Ford Anglia and a Standard. Next, at 1.20 p.m., is the Formula 3 50-miler, with many of Britain's best 500 c.c. exponents competing, with the exception, curiously enough, of the works Coopers of Bueb and Russell—and that could make the racing all the closer between Leston, Parker, Bicknell, Taylor, Lewis-Evans, Allison, Boshier-Jones and Co.

The Gold Cup race, third in the programme, starts at 2.30 p.m., after which comes the production sports car race beginning at 4.50 p.m. In this 30-lap affair, no less than 13 Triumph TR2s are down to run, with Jimmy Ray, Leslie Brooke, Brian Naylor and Johnny Wallwork amongst their pilots. Six A.C. Aces are entered, with Ken Rudd, Peter Jackson and Basil de Mattos in three of them, there are four Morgans, with Peter Reece and Roy Clarkson handling two of them, David Dixon's Sunbeam Alpine, and a sextet of Austin-Healeys. All cars are standard production models, so this should prove an exciting and instructive race to wind up the day's proceedings.

A QUARTET of Connaughts, two Vanwalls and one B.R.M., all 2½-litre F1 machines, represent Britain in the Gold Cup race at Oulton Park tomorrow. Above is R. R. C. Walker's new Connaught, to be driven by Tony Rolt or Peter Walker.

THE ENTRY LIST

150-mile International Gold Cup (Formula 1). Ferrari: J. M. Hawthorn, E. Castellotti (works entries); A. de Portago. Maserati: S. Moss, L. Musso, R. F. Salvadori, H. H. Gould, L. Leston, O. Volonterio. Vanwall: H. Schell, J. M. Fangio or J. D. Titterington. B.R.M.: P. J. Collins. Connaught: R. Parnell, J. E. G. Fairman (works entries); A. P. R. Rolt/P. D. C. Walker, L. Marr, M. F. Young, C. D. Boulton, J. A. Young, R. Gibson. Cooper-Bristol: F. R. Gerard, B. Halford, T. Kyffin.

50-mile Race (Formula 3). Cooper: S. Lewis-Evans, L. Leston, C. Allison, D. Taylor, D. Truman, D. Boshier-Jones, R. K. Tyrrell, Hon. E. Greenall, S. Bloor, W. Howard, J. Higham, E. Dawson, P. Robinson, D. H. Phillips, R. T. Spreckley, G. H. Symonds, W. A. Towse, D. Stranger, W. R. Allen, D. W. Heath. Revis: R. G. Bicknell. Kieft: D. Parker, E. Goodwin. Staride: A. Eccles, R. A. Anderson, H. Phillipson. Trevellick: R. J. Trevellick.

25-mile Standard Production Saloons Race. 1,001-1,600 c.c. Porsche: A. P. Hitchens, J. B. Naylor, S. F. Wilder. Morris Oxford: J. N. Higham. Austin A50: D. Boshier-Jones. M.G. Magnette: E. P. Scragg. Volkswagen: H. Phillipson, P. H. Crummack. Ford Anglia: P. Simister. Fiat 1100: P. Reece.

Up to 1,000 c.c. DKW: C. A. S. Brooks, H. Murray. Renault: C. Murray, E. Goodwin. Standard: G. Goddard. Dyna-Panhard: E. D. O. Farr.

84-mile Standard Production Sports Cars. Austin-Healey: B. Baxter, G. K. Stratton, A. F. Dennis, D. L. Scott, G. L. Corlett, D. J. Brough. Triumph TR2: J. Wallwork, J. H. Ray, J. B. Naylor, L. J. Coe, G. Maude, F. I. Newby, W. D. Bleakley, T. H. Charnley, S. A. Hurrell, E. J. Davies, G. S. Morton, T. P. Taylor. A.C. Ace: P. Jackson, A. J. Targett, B. G. P. de Mattos, K. N. Rudd, M. D. Mainwaring-Evans, R. R. Standbridge. Morgan: P. Reece, R. K. N. Clarkson, A. S. Bubman, J. F. Looker. Sunbeam Alpine: D. G. Dixon.

ONCE again a Scandinavian crew has won Norway's Viking Rally, as briefly reported in last week's issue. This year it was Lars Egeberg and his co-driver of a Peugeot 203, Amund Bohle, who finished first, followed by the Germans Schluter/Eikelmann (DKW) and another DKW driven by Johanssen/Karlan. A Ford Zephyr was fourth and Sunbeams fifth and seventh.

The "Viking", last round in the 1955 European Touring Championship, began on Friday, 9th September, and ended on Sunday, 11th September, at Oslo. Starting points were Oslo (69 starters), Trondheim (9), Kristiansand (6), Bergen (9) and Karlstad in Western Sweden (8). The total distance, covered in two stages during the three days, was over 1,120 miles, touching the Arctic Circle several times. Conditions were adjudged very difficult by all participants. The first stage finished at Fagernes on Friday night, and there was only a 20-minute stop before competitors were sent off on the next section. Favourites for victory were the home drivers Per Bergan and Carsten Johanssen, who had each won twice in the previous four Viking Rallies, and Walter Schluter from Germany. Amongst the ladies, a hard

PEUGEOT WINS VIKING RALLY

fight was expected between Sheila Van Damm/Anne Hall (Sunbeam), Nancy Mitchell/Doreen Reece (Daimler) and Greta Molander/Helga Lundberg (DKW), these three running closely for the Women's Touring Championship.

Starters from Oslo were given 30 minutes' extra time to compensate for delays through traffic congestion. Only two cars retired during the first night, but the second stage proved full of incidents. Carsten Johanssen/Gunnar Jensen lost a rear wheel and with it 20 minutes, and enough points to forfeit all chances of victory. "Monte" winner Per Malling (Sunbeam) also went out of the picture with engine trouble, but carried on after much delay, to keep his team complete.

Leif Samsing left the road and somersaulted his car, fortunately without harm to the occupants. Sheila Van Damm lost her way and spent 40 minutes trying to find it again, while her hopes for the ladies' class rapidly faded. At the final tests, however, she put up a remarkable performance, winning the brake-and-

acceleration test and being second to the Schock/Moll Mercedes in the speed test at Gardemoen. Eventually the local ladies Greta Molander and Helga Lundberg emerged the Ladies' Cup winners.

In all, 67 cars finished of the 98 starting, general opinion being that the Rally provided a severe test, but was well-planned and organized.

Provisional Results

1, Egeberg/Bohle (Peugeot 203), 21.75 points lost; 2, Schluter/Eikelmann (DKW), 26.75; 3, Vold-Johanssen/Karlan (DKW), 41.90; 4, Strand/Stavseth (Ford Zephyr), 45.95; 5, Schjolberg/Stensrud (Sunbeam), 49.80; 6, Braathen/Walby (Fiat), 53.10; 7, Busch/Mikkelsen (Sunbeam), 63.80; 8, Ingier/Floyvisvik (Volkswagen), 65.15; 9, Schock/Moll (Mercedes-Benz), 66.00; 10, Ingier/Miroslav (Skoda), 71.45; 11, Bergan/Rohne (Simca), 79.95; 12, Mrs. G. Molander/Lundberg (DKW), 80.50; 13, Paulsen/Pedersen (Renault), 85.90.

HANS FRIES.

NEW NOTTINGHAM CIRCUIT

FOUND—by the Nottingham S.C.C.—a successor to Gamston, a racing circuit at Kirkby Mallory, within easy reach of Nottingham. There will be racing there next year, they say.

THE GOLDEN

AFTER one of the most brilliant drives ever seen on a road circuit, Stirling Moss has won his third T.T. Moss drove his Mercedes 300SLR for practically the entire distance, being relieved for a very short spell by John Fitch. Jaguar lost a certain second place when Mike Hawthorn broke down on his penultimate lap. Aply backed by Desmond Titterton, Hawthorn grimly challenged the entire Mercedes team, and, earlier in the race, managed to outpace Juan Manuel Fangio, setting up the absolute record for the circuit whilst so doing.

Hawthorn's last-minute elimination gave Fangio and Kling second place, and they were followed home by von Trips/

START...

(Above) Bob Berry's Jaguar is first away, followed by Mike Hawthorn's works car and Peter Whitehead's Cooper-Jaguar.

★

(Right) Behind, Stirling Moss (Mercedes) fights his way through a traffic jam to cut ahead of Maglioli's Ferrari, with Peter Walker's Aston Martin following. Peter Collins's Aston Martin is still stationary, as is Castellotti's Ferrari.

★

(Below) A view from the footbridge shows Moss already ahead of Hawthorn and in hot pursuit of Berry. Following are Maglioli, Walker, Reg Parnell (Aston Martin), Whitehead and Jacques Swaters (Ferrari).



Simon (Mercedes), whose car was taken over by Kling in the final stages. In fourth place were the Goodwood Nine Hours winners, Peter Walker and Dennis Poore (Aston Martin).

An amazing performance was put up by Colin Chapman (Lotus-Climax), who, until an oil pipe fractured, was leading the Index of Performance by a vast margin. This race within a race went to last year's T.T. winners, Armagnac and Laureau (D.B.). D.B. also won the coveted team prize, with Mercedes runners-up, and to Porsche went the production sports car award. Ivor Bueb and M. G. MacDowel won the 1,100 c.c. category with their Cooper-Climax, and the Americans, Carroll Shelby and Masten Gregory, took the 1½-litre section with a Type 550 Porsche Spyder, the marque being 1-2-3. Despite trouble earlier on, André Loens's Maserati won the 2-litre class.

A shadow was cast over the race when a multiple seven-car pile-up cost the lives of two British drivers, Jim Mayers and Bill Smith. This happened at Cochrans-



JUBILEE TOURIST TROPHY

1-2-3 for Mercedes-Benz — Stirling Moss's Brilliant Driving Secures Victory for Germany—Mike Hawthorn (Jaguar) Sets New Dundrod Circuit Record—Index of Performance and Team Prize to D.B.—Aston Martin First British Car — Class Win for Cooper-Climax — Americans Win 1500 c.c. Category with Porsche — Race Marred by Tragic Accidents

by **GREGOR GRANT**

Photography by George Phillips and Francis Penn

town just after the start of the second lap. Later in the race, Dick Mainwaring was fatally injured when his Elva crashed at Tornagrough, and the French driver Jean Behra was badly hurt when his Maserati crashed at Leathemstown.

Of the 49 starters, the fairly high proportion of 27 cars finished the gruelling 84-lap race, which was watched by a crowd which exceeded 60,000 persons. During the race, Vicomte de Barry (Mercedes-Benz 300SL) was flagged in for questioning by the Clerk of the Course, following allegations by observers round the course of repeated baulking. He was not permitted to continue.

* * *

BELFAST was T.T.-mad. Round the entrances of the Grand Central and Royal Avenue hotels congregated hundreds of schoolboys. Fangio was pinned up against the wall, signing autograph books, pieces of paper, and programmes proffered by race-crazy youngsters. The World Champion reached over the heads of older boys to make sure that the smaller chaps behind would get their fair share—one of those simple little acts that endear the Argentinian to everyone.

As other drivers arrived, crowds surged round them. Anyone who looked like a racing driver was mobbed. Stirling Moss disappeared in the centre of a swirling mob. Mike Hawthorn's corduroy

cap bobbed up and down as he was hemmed in by another rush. Such was the press of hero-worshippers that traffic had to be halted, as small boys overflowed on to the road.

Older race-goers were reminded of similar scenes on the eve of the 1928 race on the Newtownards circuit. Most of the shops had adopted a motor-racing motif, and such is the reputation of Irish-made cloth, that several of the Italians were seen to emerge from stores with large rolls of tweed.

There is little doubt that the Tourist Trophy, run in its proper status as a full-scale International road-race, must bring many thousands of pounds of business to Belfast. Hotels and restaurants were packed to capacity, and all one could hear in the city's bars were fierce discussions on the chances of Mercedes-Benz, Jaguar, Ferrari, Maserati, Aston Martin and so on.

Many people wondered if Jaguars were wise to challenge the mighty Mercedes-Benz with a solitary works-entered car, backed by Johnnie Broadhead's privately-owned machine. Jaguars were reputed to be too busy with other matters to be able to prepare a full team, but one wonders whether or not the unavailability of top-class drivers was the real reason. Nevertheless the combination of Hawthorn and Titterington was one that even Mercedes-Benz could not afford to ignore.

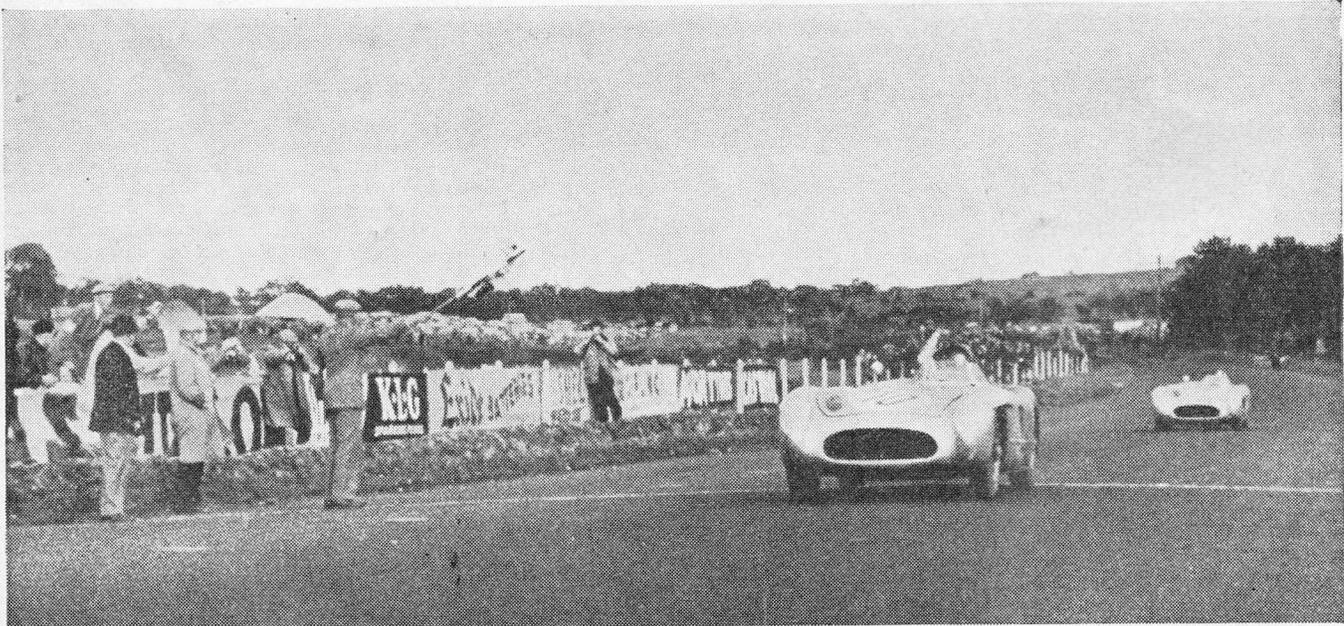
The thoroughness of the Germans was to be admired. In addition to the three team cars, a spare SLR and a prototype coupé model were available. Even the famous "G.P. lorry" was there, brought more for the sake of prestige than for actual transportation.

Aston Martins were taking the race very seriously, and also had a practice car. Their team was identical with that of the "Nine Hours" pairings. Ferrari's three machines were a trifle scruffy in appearance as compared to the immaculate vehicle of Ecurie Nationale Belge, but the works Maseratis made a gleaming trio. Practically all of the British cars were extremely well turned out, and Rippon's little Kieft was finished in a delightful light shade of green. A few were not so well prepared externally, one or two crews having to do a last-minute paint job to convert polished aluminium panels to racing green. M.G.'s first post-war T.T. team were spotless, and two of the machines were fitted with experimental twin-o.h.c. cylinder heads.

Scrutineering took place on Thursday at Harry Ferguson Motors' garage; absentees were Vicomte de Barry's 300SL Mercedes, a couple of Porsches, two Cooper-Climaxes, and a Panhard. Several cars were presented later. Thursday evening's practice was held up whilst Post Office engineers investigated a curious form of sabotage—communication wires having been deliberately cut by certain malicious persons unknown. Police were placed at strategic points to prevent a recurrence of this senseless incident.

A preliminary run round the circuit showed that the organizers had gone all out to give spectators the maximum amount of protection. In front of the main stand, a huge trench had been dug, the stand itself having been set back much further. A non-skid road surface extended the full length of the course, but there were still many bumpy sections. Miles of barbed wire fencing had been laid to keep people from entering prohibited areas.

Not long after practice started, Liège-Rome-Liège winner Oliver Gendebien



... and **FINISH**

Stirling Moss crosses the line to win the Tourist Trophy for the third time. Coming up behind is Fangio, in second place with a sister Mercedes, but a lap behind the winner.

flagged in for having two people aboard. It appeared that Karl Kling had asked Fangio to taken him round, but even World Champions are not permitted to do that sort of thing.

Friday's practising started with a mild dust-up featuring Alfred Neubauer, who complained that one or two drivers had set off before the official time for commencement. The cars were quickly flagged in, and all was well. Titterington circulated in 4 mins. 49 secs. to equal Hawthorn's existing lap record with the 3-litre Ferrari, but Moss knocked a second off this time. Rain spoiled chances of more fast laps, but gave drivers an excellent opportunity to experience varying weather conditions.

A trip down to Deer's Leap with Raymond Baxter, Johnnie Claes and two B.B.C. men from Belfast was most interesting. Very few of the cars left the ground at the famous hump,

(Above) Peter Scott-Russell (Lotus-Climax) about to be overtaken by Colin Chapman's similar car at Leathemstown Bridge.

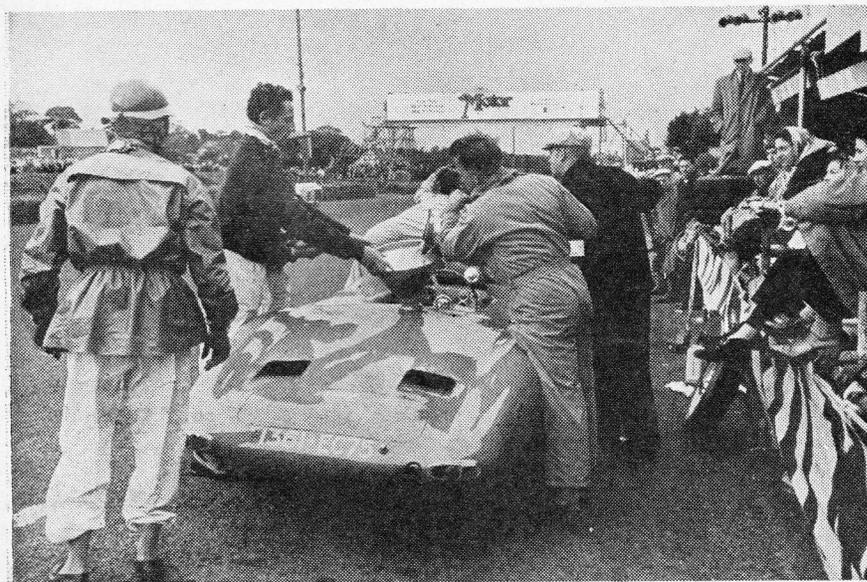
crashed with his Ferrari coming out of Wheeler's Corner. The car was badly damaged, and the Belgian was taken to hospital suffering from concussion and an arm injury.

Fangio, after a few comparatively slow tours, cracked round in 4 mins. 50 secs., but Moss was a second quicker. Titterington was credited with 4 mins. 51 secs. with the Jaguar, and Hawthorn was given as 4 mins. 53 secs. According to the official list, the only other driver to break 5 mins. was Peter Collins (Aston Martin) with 4 mins. 55 secs. Tony Brooks did 5 mins. dead with the practice car. The 2-o.h.c. M.G.s had carburation problems and none of the marque returned anything like the expected figures. Musso returned 5 mins. 1 sec. with the 3-litre Maserati, and Lance Macklin was reported to have circulated in 5 mins. 4 secs. with the 100S Austin-Healey.

There was a spot of excitement when the Mercedes-Benz prototype coupé was



(Above) Joakim Bonnier of Sweden in André Loens's class-winning 2-litre Maserati.

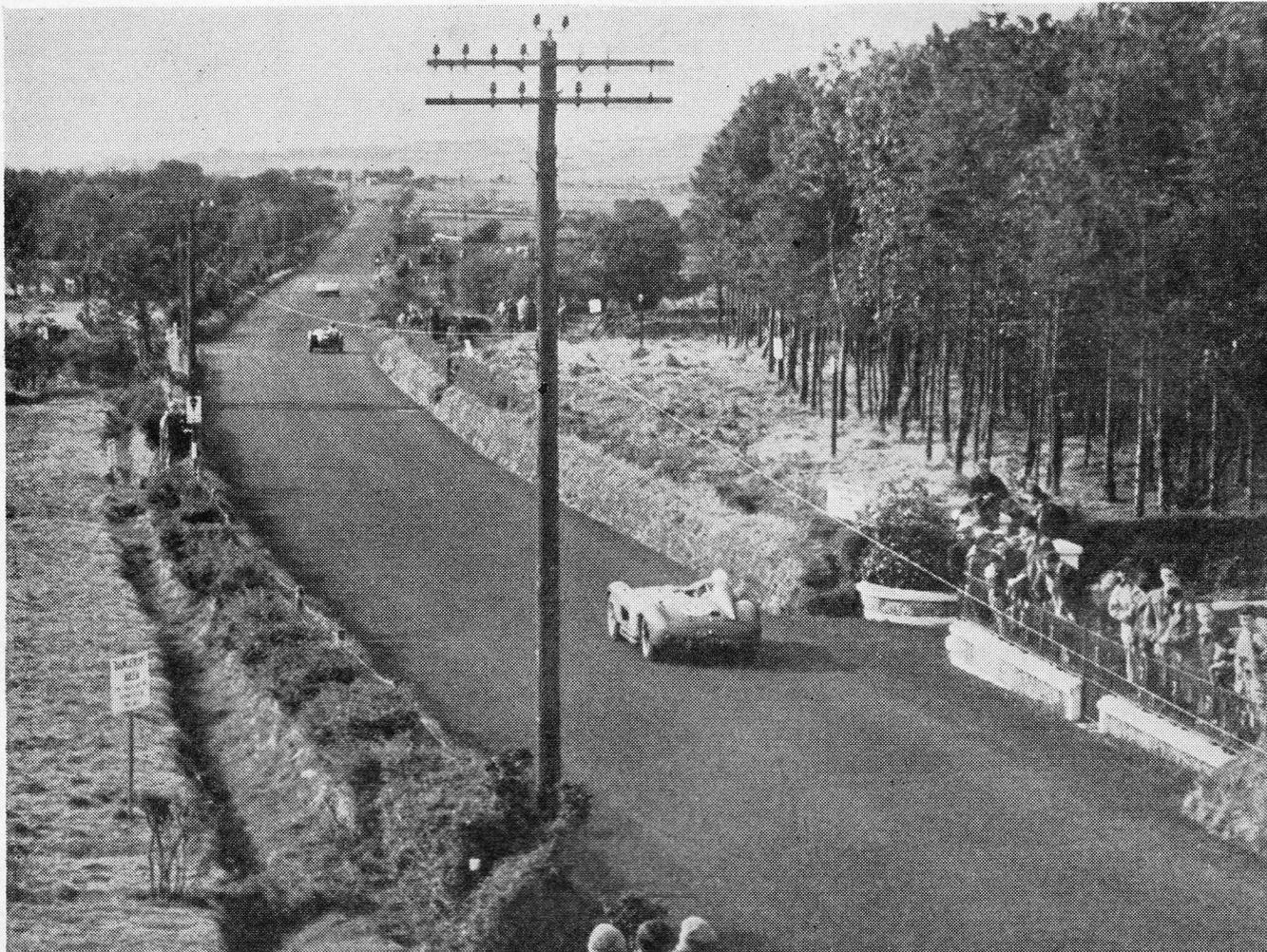


The Armagnac/Laureau D.B. comes in for a routine pit-stop. Last year's winners, they gained the Index of Performance class and were members of the victorious team.

emphasizing the efficiency of modern suspension systems. However Austin-Healey and M.G. were visibly airborne, the drivers being jerked almost out of their seats as their cars reached *terra firma* again. Johnnie Claes remarked on the presence of the concrete pillars on the approach to Cochranstown, and wondered why they had not been removed—a remark which, as it turned out, was tragically prophetic.

Drivers who appeared to take this section very fast included Tony Brooks (Aston Martin), Stirling Moss and Fangio (Mercedes), Jean Behra (Maserati), and Castellotti (Ferrari). Of the smaller cars, Chapman's Lotus-Climax and Shelby's Porsche were outstandingly rapid—and steady!

Several shuffles took place amongst announced teams for Saturday's race. Carroll Shelby and Masten Gregory were paired in a Porsche. The two 3-litre Ferraris were to be driven by Castellotti/Taruffi, and Maglioli/Trintignant. Mercedes-Benz nominated Moss/Fitch, Fangio/Kling and von Trips/Simon. Joe



A view from the footbridge looking down towards Leathamstown, showing Jean Behra (Maserati) and Joe Kelly (Frazer-Nash).

Kelly took over from Julian Threlfall in Tew's Frazer-Nash, and Lord Louth partnered Alan Rippon (Kieft). Brian McCaldin's TR2 had Charles Eyre-Maunsell as co-driver, Bill Smith and J. Young were in McAlpine's Connaught, Colin Chapman had Cliff Allison with him in his Lotus-Climax, the M.G.-powered car being given to Peter Jopp and Mike Anthony. Ken Rudd and Colin Vard were down to drive an open model DKW. André Loens (2-litre Maserati) was moved up from the reserve list, the Swedish driver Bonnier being co-driver.

The city of "Belshaft" was early awake on race-day, a continuous procession making its way to the circuit. Traffic arrangements were admirable, few holds-up being experienced owing to the adoption of one-way systems on the approach roads. By the time the roads were closed, the stands were packed. A tour of honour was made by Lord Howe, Rudolf Caracciola and George Eyston, all three being prominent in the Ulster T.T.s of pre-war days.

Everyone, with the exception of the tyre people, looked anxiously at the lowering skies. However, apart from a section at Wheeler's Corner, the roads were dry as the cars were lined up for the Le Mans-type start. Sarthe tradition was also followed in that the larger-capacity machines headed the row, no attention being paid to practice lap times.

As 10.30 a.m. approached, that familiar hush developed. The butterflies in the

stomachs of drivers were transferred to many of the spectators, for, to the true enthusiast, the realization of what lies ahead is just as real as to the competitors themselves. The flag fell. Two score and nine drivers sprinted sharply to their cars. First away was Bob Berry (Jaguar), followed by Mike Hawthorn (Jaguar), with Stirling Moss (Mercedes) going through like a rocket from his position behind the Ferraris. Peter Collins (Aston Martin) and Bellucci (Maserati) had trouble starting, and the last of the small-capacity brigade had departed before both got away. Moss hurtled past both Jaguars just before Jordan's Cross, and Hawthorn moved up over Berry. By Tornagrough, the Mercedes already was 30 yards ahead. At the hairpin Moss had increased his lead considerably, and the stands rose awaiting the appearance of the silver Mercedes at the Armagh stand. The murmur from the crowd grew to a roar as Moss came into sight a goodish way in front of the others, and as the cars flashed past the pits it was Moss, Hawthorn, Berry, von Trips, Walker, Behra, Fangio, Maglioli, Parnell, Castellotti, Musso, Whitehead, Swaters, Loens, Collins, de Barry, Wharton, Chapman, Kretschmann, Bueb, Jopp, Macklin—Mercedes, Jaguar, Jaguar, Mercedes, Aston Martin, Maserati,

Mercedes, Ferrari, Aston Martin, Ferrari, Maserati, Cooper-Jaguar, Ferrari, Maserati, Aston Martin, Mercedes 300SL, Frazer-Nash, Lotus-Climax, Porsche, Cooper-Climax, Lotus-M.G., Austin-Healey.

Lap 2 and Bob Berry was out, abandoning his Jaguar at Quarry Corner with a flat front tyre. Moss came through 9 secs. ahead of Hawthorn, von Trips held third place followed by Behra, but Fangio had overtaken Walker. Incredibly enough, Colin Chapman's 1,100 c.c. Lotus had moved up to 14th place, leading all the 2-litre and 1½-litre category. Collins and Bellucci had made wonderful recoveries, being now in 12th and 18th places respectively after leaving the line last. Glockler's Porsche now led the 1,500 c.c. category, closely followed by Carroll Shelby's similar car. Before the end of the lap, Moss had already lapped Faure's Stanguellini.

While awaiting the reappearance of Moss for his third lap, from my place in the Press box high up in the stands, I noticed a huge cloud of thick black smoke coming from the direction of Cochranstown. I pointed this out to my neighbour, Dennis Jenkinson, and we both hoped that it was not what it looked like. As the cars streamed past on lap 3, there was a considerable gap behind de Barry's blue Mercedes 300SL, before Shelby swept by leading the 1,500 c.c. category. Missing from our lap charts were some half-dozen cars, all of which had been in close company.

Gradually the news filtered through.

man and Bueb were a long way ahead of all cars of 2-litres and under.

By the fifth lap, Moss led Hawthorn by 21 secs. at 90.75 m.p.h., with Fangio a similar distance behind the Jaguar, and 9 secs. ahead of newcomer von Trips who was driving surprisingly well. In fifth place came Behra, followed by Peter Walker who was almost wheel-to-wheel with Musso. Peter Collins had made a fine recovery and was rapidly closing on his team-mate, while, not far behind, Castellotti and Parnell were dicing it out. An early blow came to M.G. hopes, when Flockhart stopped at his pits to have a complete plug change. By lap 6, Moss had "doubled" every car except the first dozen, Chapman still being on the same lap, but not so Bellucci and Bueb. Stirling was going at a tremendous speed, Hawthorn dropping back with every lap.

Flockhart got away again, but not long afterwards Ted Lund came in with

(Above) Mike Hawthorn at the Hairpin, with the re-shaped D-type Jaguar. He established an absolute record for the Dundrod circuit.

(Right) Baxter's Kieft, Poore's Aston Martin and Behra's Maserati at Leathemstown.

There had been a catastrophic crash at Cochranstown. It was many hours before things could be sorted out properly, but, after studying all reports and talking to drivers, it seems likely that it happened as follows. Vicomte de Barry's Mercedes was leading Wharton's Frazer-Nash past the pits as already reported. On the approach to Deer's Leap, Wharton made to pass, but, experienced driver that he is, decided against the manoeuvre before the "blind" hump, and fell back. Jim Mayers's Cooper-Climax then shot past him, and somehow or other hit the left-hand side of the road travelling at over 100 m.p.h. The car then struck the concrete pillars on the opposite side of the road, earlier mentioned by Johnnie Claes, and completely disintegrated.

Pieces of the machine flew all over the road, the fuel tank burst and the petrol caught fire. Although poor Mayers was still in the front part of the car as it was catapulted through the air, he must have been killed instantaneously in the first collision. Close behind the Cooper came Bill Smith's Connaught, which also shot past the Frazer-Nash, landed amongst the wreckage and also caught fire. Wharton, blinded by smoke and flames, also crashed and was dragged from his burning car. By the time aid came to Smith it was too late. The young driver must have received fatal injuries as he was thrown from the Connaught before it too burst into flames.

Through this scene of dreadful disaster came other cars. Kretschmann's Porsche somehow got through before crashing, the driver receiving burns to face and hands. Lance Macklin deliberately ditched his Austin-Healey, and Jim Russell drove his Cooper-Climax completely off the road before crashing, to avoid Macklin. Last victim was Peter Jopp, who crashed his Lotus-M.G. to keep clear of his fellow-drivers.

Out of the confusion came definite news that Macklin, Russell and Jopp had



escaped unhurt. Wharton and Kretschmann were burned on face and hands, but were not detained in hospital. Poor Smith succumbed to his injuries shortly afterwards.

Flag marshals showed great presence of mind in warning approaching cars. Yellow flags were waved, and drivers slowed down to pass the burning wreckage. The road was speedily cleared of obstructions. No spectators were involved, although one flag marshal was slightly injured. A fire engine was quickly on the scene, although little could be done to extinguish the burning cars.

Completely unaware of the tragedy, the thousands of spectators were watching the struggle between the leaders. Moss was increasing his lead, lap after lap, but Fangio was steadily closing on Hawthorn. Moss's second lap was a new sports-car record in 4 mins. 47 secs. (93.02 m.p.h.). Bellucci passed Loens to head the 2-litre class, Flockhart's 2-o.h.c. M.G. was getting very close to Shelby's class-leading Porsche, but the amazing 1,100 c.c. Climax-powered cars of Chap-

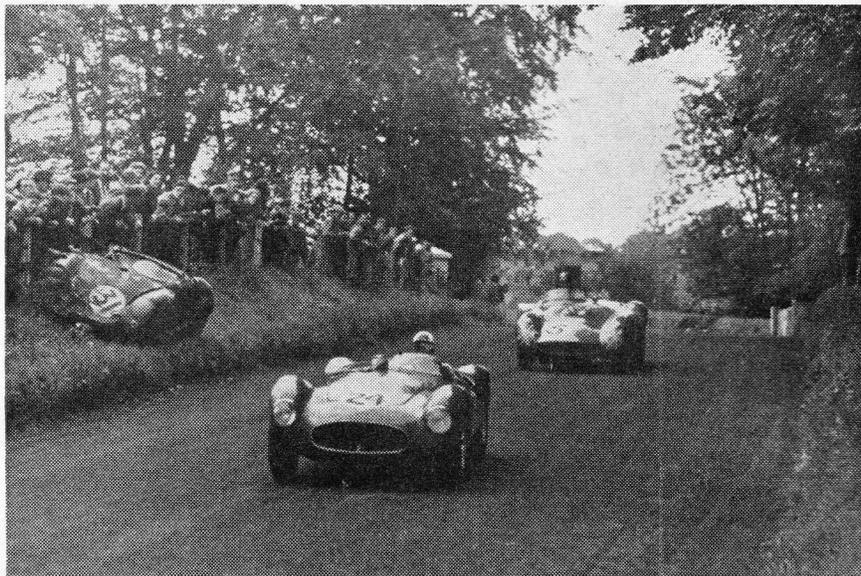
one of the push-rod cars, and was pushed to the dead car park with a split fuel tank. Loens's blue Maserati developed a bad misfire, and dropped back behind the Porsches of Shelby and Glockler. It was not until the seventh tour that Moss managed to lap Chapman, whose progress was absolutely fantastic, the little Lotus-Climax actually holding on to Swaters's 3-litre Ferrari.

Peter Collins had made up lost ground, and by lap 8 was actually in sixth place, closing relentlessly on Behra's 3-litre Maserati. Moss clouted the bank at Quarry, but continued unperturbed. Pete Whitehead's Cooper-Jaguar was harrying the Ferraris of Castellotti and Maglioli, with Parnell keeping just in front of the red cars. With 45 minutes of racing gone, nine cars were out and classes were led by Hawthorn (Jaguar), Moss (Mercedes), Bellucci (Maserati), Shelby (Porsche), Chapman (Lotus-Climax) and Bonnet (D.B.) respectively.

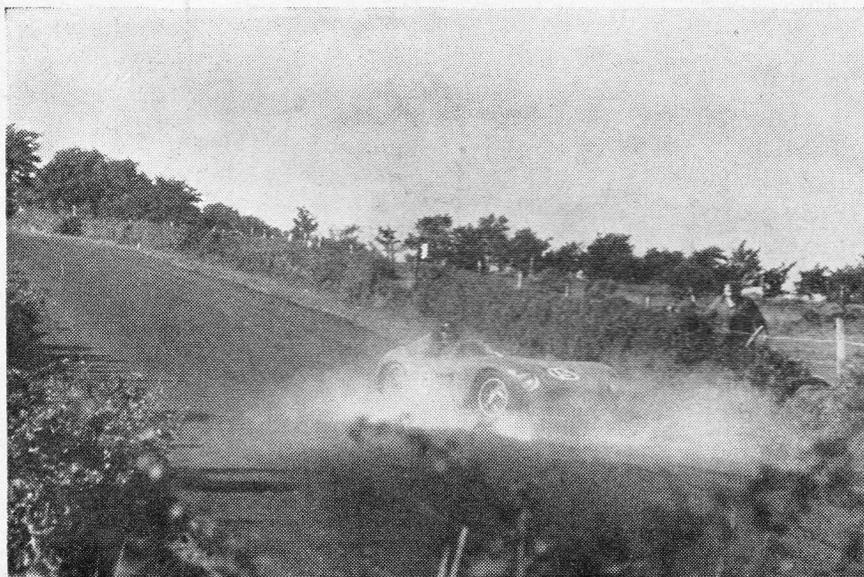
Fangio had now come right up on the tail of Hawthorn's D-type. At the end of 10 laps, Moss led Hawthorn by 47 secs., but the Jaguar was only 2 secs.

ahead of the World Champion. For three laps Hawthorn held off Fangio. On lap 14, the stands rose excitedly as both cars went through side-by-side, and the Mercedes shot ahead just before Deer's Leap. At the same time Whitehead overtook Maglioli, and Loens stopped to hand over his Maserati to Bonnier. Fisher's Kieft stopped to refuel and Ronnie Adams took over. Flockhart's sick-sounding M.G. was stationary at the pits for a long time before restarting.

With Moss holding a commanding lead, the interest was in the Fangio-Hawthorn duel. It was Le Mans again, and the Farnham Flyer was giving nothing away to the Champion of the World. Collins took Behra for fifth place and set about overhauling von Trips's Mercedes. The excitement was tremendous as Hawthorn once again passed Fangio; this was at the start of lap 17. He was credited with a record lap in 4 mins. 41 secs. over the P.A., and one of 4 mins. 35 secs. in the press hand-out. This was later amended to



(Above) Bellucci's 2-litre Maserati and Maglioli's Ferrari, passing Kretschmann's crashed Porsche near the scene of the second-lap disaster at Deer's Leap.



(Above) Bordini (Maserati) slides wildly coming out of Leathemstown Bridge.

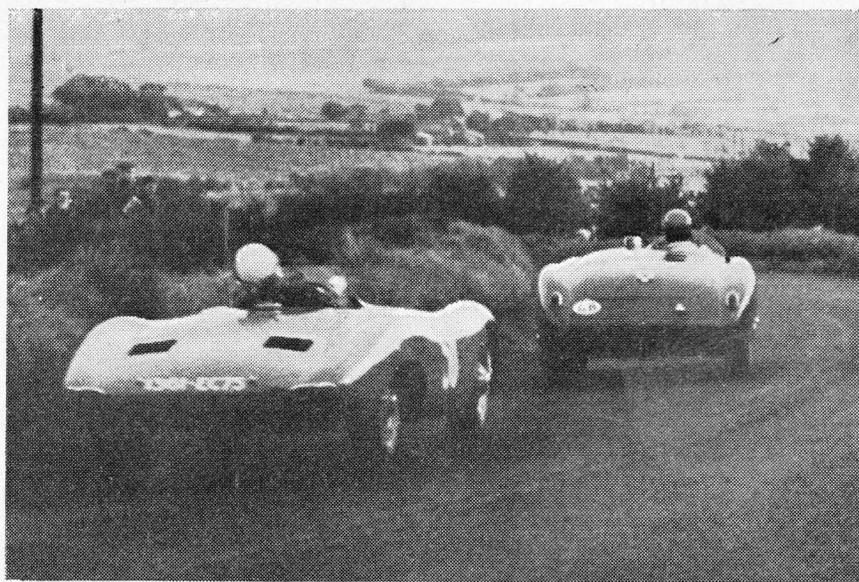
4 mins. 42 secs. (94.67 m.p.h.), an absolute record for the Dundrod circuit.

On lap 15 Moss overtook Maglioli's Ferrari, only eight cars now being on that same lap. Hawthorn proceeded to outstrip Fangio, but Moss went farther and farther ahead. The Mercedes race plan slowly emerged. It was evident that Moss was out to establish the largest possible lead before stopping for tyres and fuel; he would then hand over to John Fitch who would drive for a sufficient number of laps to give Stirling a rest, then the latter would take over till the end. Fangio's task was to wear down the lone Jaguar, but this plot seemed to be falling slightly apart. In case anything happened to the two top pilots, there was also the von Trips/Simon car. Again, the challenge of Peter Collins must have caused plenty of head-scratching in the Mercedes pit. His Aston Martin was a continual threat to von Trips.

At midday, after one and a half hours of racing, the position on the road

was: 1, Moss (Mercedes); 2, Hawthorn (Jaguar); 3, Fangio (Mercedes); 4, von Trips (Mercedes); 5, Collins (Aston Martin); 6, Behra (Maserati); 7, Musso (Maserati); 8, Walker (Aston Martin); 9, Whitehead (Cooper-Jaguar); 10, Maglioli (Ferrari); 11, Swaters (Ferrari); 12, Castellotti (Ferrari); 13, Chapman (Lotus-Climax); 14, Bellucci (Maserati). Castellotti had dropped it near the hairpin, and had to have badly damaged wings prised away from the front and rear wheels. He set off just ahead of Chapman, and thereafter had considerable trouble getting away from the tenacious little Lotus. Apart from Armagnac's D.B. taking over the 750 c.c. category, class leaders remained unchanged.

The Aston Martin pit signalled Collins's position every lap, and the



Jack Fairman (M.G.) and Laureau (D.B.) at Tornagrough. This was the only representative of the M.G. team to finish.

over Fitch. Behra went into fourth place when von Trips came in and handed over to André Simon—time, 1 min. 45 secs. The Frenchman was closing rapidly on Karl Kling. At 35 laps, Titterington led by 1 min. 24 secs. from Fitch, at an average speed of 91.10 m.p.h. Bellucci's class-leading 2-litre Maserati broke down at Leathemstown and was retired. Chapman's Lotus-Climax easily led the "Index" with the vast gain of 9 mins. 3 secs. on his estimated speed, as compared with 4 mins. 7 secs. by Armagnac in last year's winning D.B. Chancel's Panhard went out with a seized gearbox.

The continued advance of Titterington's Jaguar was putting Mercedes in the position of being more than considerably anxious, and wet-roads master Stirling Moss once more donned his helmet. At about 1.30 p.m., Fitch came in and handed over. The Jaguar was then leading by 2 mins. 13 secs., driven brilliantly by the young Irishman in the wet. Maglioli handed over his Ferrari

Four mechanics are required to service Fangio's Mercedes as Karl Kling takes over.

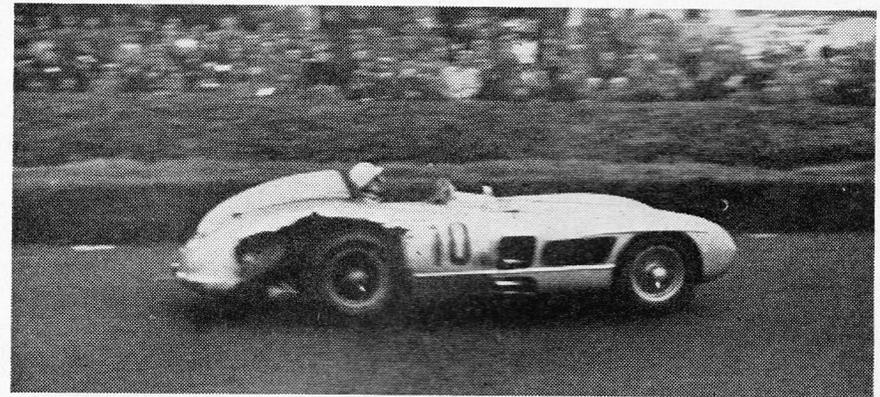
brilliant young Kidderminster driver began to close very rapidly on von Trips. At 20 laps there was 24 seconds between them, and Hawthorn had increased his lead over Fangio to 9 secs. Peter Whitehead handed over his Cooper-Jaguar to brother Graham; John Coombs's Lotus-Connaught started a series of halts for plugs, and Ian Burgess took over. Brian McCaldin's TR2 took to an escape road when the petrol pump packed up. This was replaced on the circuit and the car rejoined the race. It was leading the other two TR2s at this stage.

At 25 laps Hawthorn made a rapid pit-stop in 48 secs., and handed over to Desmond Titterington. Immediately the young Irishman got into the groove and began to lap extremely quickly in pursuit of Moss and Fangio, both of whom were due to make pit-stops any time now. Colin Chapman's meteoric driving had put his Lotus streets ahead of anyone else in the Index of Performance, and he went even farther ahead when Bueb stopped with his Cooper to refuel and hand over to MacDowel. On the 29th lap Fangio came in, the back wheels were changed, the tank was replenished, and Karl Kling took over. A time of 1 min. 50 secs. was somewhat leisurely for Mercedes!

One lap later and Moss came in for the same treatment, and handed over to John Fitch. One rear tyre was in ribbons, and part of the rear wing had to be removed, this involving the use of several mechanics! Nearly 2 mins. 3 secs. elapsed before the American got away, and, while the Mercedes was stationary, tremendous cheers ripped along the circuit as Irishman Titterington went into the lead with the British Jaguar. So, at 30 laps, the race order was:—

1, Titterington (Jaguar), 2 hrs. 27 mins. 0 secs., 90.81 m.p.h.; 2, Fitch (Mercedes), 2 hrs. 27 mins. 15 secs.; 3, Kling (Mercedes), 2 hrs. 28 mins. 24 secs.; 4, Collins (Aston Martin), 2 hrs. 28 mins. 33 secs.; 5, von Trips (Mercedes), 2 hrs. 28 mins. 37 secs.; 6, Behra (Maserati), 2 hrs. 29 mins. 52 secs.

During the excitement of the Mercedes



The damage to Stirling Moss's winning Mercedes was caused by a burst rear tyre.

pit-stops, Peter Collins had overtaken the von Trips Mercedes, and hand-timing indicated a lap at a little under 4 mins. 47 secs. in the process of so doing. Wilbert Todd slewed wildly in the pits area as a brake grabbed on his TR2 before handing over to Ian Titterington. Richard von Frankenberg, whose Porsche had been in trouble, stopped at the pits and mechanics fiddled with the gearbox. The lever was firmly jammed in second gear, and nothing could shift it. With a sigh of resignation, von Frankenberg climbed back into his car, and proceeded to race with only second gear operative—an amazing demonstration of engine reliability, as this meant a constant engine speed of around 7,500 r.p.m. Swaters handed over to Claes after a very efficient pit-stop, and at 1.05 p.m., both M.G.s were at the pits, Flockhart's car emitting clouds of steam.

Titterington was pulling away from Fitch at the rate of about 12 secs. a lap. Collins swept past Karl Kling to put his Aston Martin in third place. Alas, one lap later and the Aston Martin was at its pit, where it remained for more than five minutes, while mechanics changed a distributor which was soaked with oil. Tony Brooks took over, but went off with the engine misfiring badly. Two laps later, and the car was retired with a recurrence of the oil in the distributor trouble.

Meanwhile rain was falling heavily, and Titterington was piling up a big lead

to Trintignant. With 39 laps registered, the position was Titterington, Kling, Moss, Behra, Simon and Musso. Class leaders were: Titterington (Jaguar), Kling (Mercedes), Ian Titterington (Triumph), Shelby (Porsche), Chapman (Lotus) and Armagnac (D.B.).

Some interesting speeds had been recorded over the flying kilometre. These were: Hawthorn/Titterington (Jaguar), 147.1 m.p.h.; Fangio/Kling (Mercedes), 145.9 m.p.h.; Walker/Poore (Aston Martin), 127.4 m.p.h.; de Barry (Mercedes 300SL), 117.7 m.p.h.; Steed/Scott-Russell (Lotus-Climax), 107.4 m.p.h.

With 40 laps on the board, only the first four cars were on the same lap, Titterington leading from Kling by 3 mins. 10 secs., with Moss 14 secs. behind his team-mate, and 50 secs. ahead of Behra. One lap later and Moss was second. Musso and Simon were a lap behind the leaders.

Flockhart's 2-o.h.c. M.G., now driven by Johnnie Lockett, was retired, leaving Fairman and Wilson with the cooking-engine model as sole survivor of the Abingdon marque. Moss did not appear to be gaining much on Titterington, and after 45 laps was still 2 mins. 55 secs. behind the D-type. Jaguar's flag was in the ascendancy, but pit-stops would undoubtedly alter the order of things.

The Whitehead Cooper-Jaguar was retired, suffering from chassis breakage. Dennis Poore took over from Pete

Walker. Maseratis had a quick switch of drivers, Bordoni taking over from Musso, and Musso going into Behra's car. Chapman still led the "Index" comfortably, his Lotus being miles ahead of the Shelby/Gregory Porsche on the road, which car was also in front of the leading TR2, which was now being threatened by the Loens/Bonnier 2-litre Maserati.

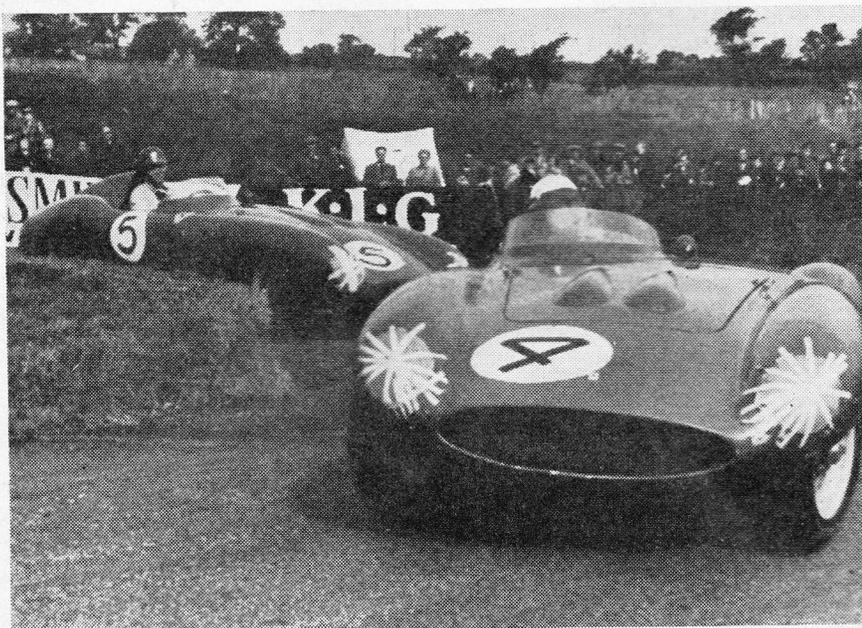
Lord Louth handed over the Kieft to Alan Rippon who had an alarming experience at Leathemstown. He was thrown out approaching the turn, and the car careered driverless down to the footbridge before crashing. Rippon escaped with a shaking. News came through of another tragedy. Dick Mainwaring crashed with his Elva at Torna-grough; the car overturned and caught fire, the driver losing his life.

Moss was going "all out to cut Titterington's lead, aiming to go in front during the Jaguar's forthcoming pit-stop. With 50 laps covered, the difference between them was 2 mins. 23 secs., the masterly driving of Moss in the wet saving vital seconds per lap. The rivals were a lap ahead of anyone else. But



(Above) Peter Walker (Aston Martin) is followed by Ron Flockhart (2-o.h.c. M.G.) through the hairpin.

(Left) The Ferraris of Castellotti and Maglioli are seen at the same spot.



on that lap the Jaguar came in, and Hawthorn took over after an efficient stop lasting just over a minute. To loud cheers the Jaguar restarted, with Moss still not in sight. Nearly a minute elapsed before the Mercedes roared through.

Moss went faster and faster, wet roads or no wet roads. Remorselessly he carved seconds off the Jaguar's lead. At 53 laps, he had cut this down to 22½ secs., and a couple of laps later to 5 secs. On lap 56 the Mercedes went ahead, and increased its lead by around 12 secs. a lap. Truly Moss is a genius in the wet, a fact which was supported by Rudy Caracciola, who, pre-war, was second to none on soaking roads. Meanwhile Kling stopped and handed back to Fangio, who immediately set about reducing the distance between his Mercedes and the Jaguar.

Moss piled up his lead on Hawthorn. By the 60th tour he was 1 min. 3 secs. ahead, but Fangio was 1 min. 23 secs. behind the Jaguar. On lap 61 Moss

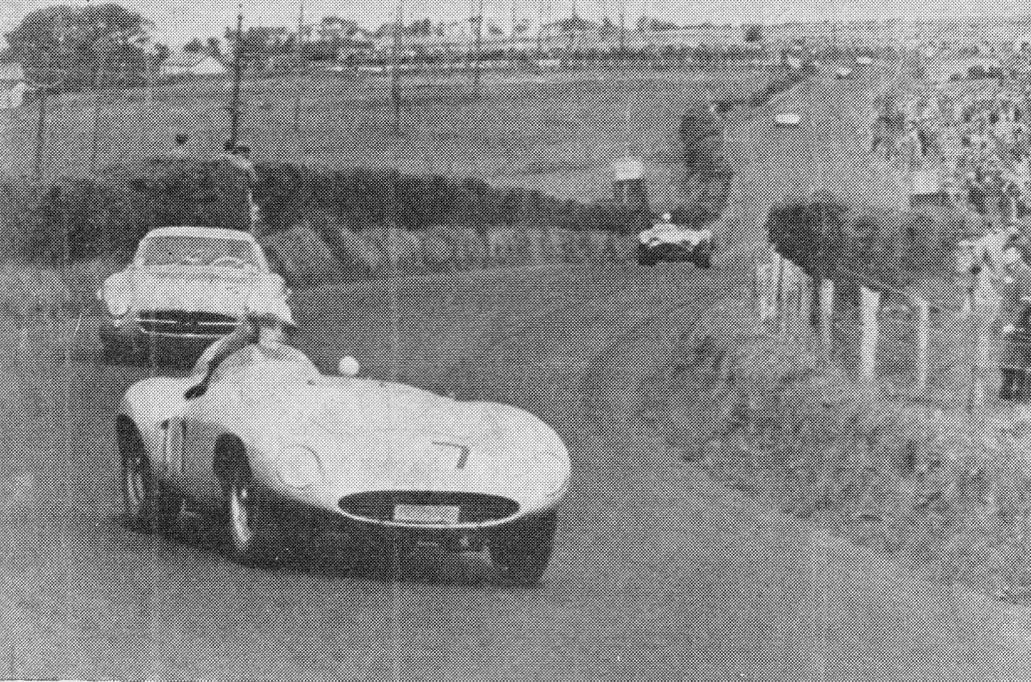
made a surprise pit stop, rear wheels were changed and the car was refueled, ready to go on non-stop for the remaining 23 laps. Just as the Mercedes restarted, Hawthorn shot past to take the lead, and at Leathemstown was 9 secs. in front. However, his advantage was short-lived, and as the Jaguar came into view at the stands, the Mercedes was on its tail, and before the end of the pits area, Moss was again in front. Fangio was driving at a tremendous pace, a lap ahead of the von Trips/Simon Mercedes and the Walker/Poore Aston Martin. Roy Salvadori had taken over from Reg Parnell, and came in to have a sticking throttle fixed. Colin Chapman's magnificent run came to an end when a rocker-box oil pipe broke. Fortunately a spare was available, but many minutes elapsed before the car was restarted, having lost all chance of the "Index", and conceding the lead in the 1,100 c.c. category to the Bueb/MacDowel Cooper and the Steed/Scott-Russell Lotus.

André Loens had taken over the 2-litre class from the TR2, in which category the consistent Tew/Kelly Frazer-Nash came up into fourth place after Maunsell retired with a second faulty fuel-pump. The Todd/Titterington machine was ahead of the Dickson/Richardson Le Mans car.

In the 1½-litre category, Masten Gregory had taken over from Carroll Shelby and the Americans held a commanding lead over the Glockler/Seidel machine and Frankenberg's single-speed model. Bueb and MacDowel easily led the Steed/Scott-Russell Lotus and the now-repaired Chapman car which was speedily reducing its deficit. In the "tiddler" section, the Armagnac/Laureau D.B. not only led, but was first on "Index". The little Stanguellini had disappeared some time earlier.

Musso came in with Maserati No. 14 and handed over to Behra, Bordoni having done a revolving act with Musso's original car which set him back considerably. On the 68th lap, Simon handed over to Kling for the last assault. Bordoni came through and signalled the Maserati pit that Behra had crashed. Apparently the little Frenchman went off the road at Leathemstown, receiving severe injuries to an arm, and losing part of an ear. Several laps later, Bordoni handed back to Musso. Hawthorn dropped back even farther behind Moss when he nearly ditched the Jaguar at the hairpin.

At 70 laps (14 to go) the race position was as follows: 1, Moss/Fitch (Mercedes), 5 hrs. 53 mins. 57 secs. (88.00 m.p.h.); 2, Hawthorn / Titterington (Jaguar), 5 hrs. 55 mins. 39 secs.; 3, Fangio/Kling (Mercedes), 69 laps; 4, von Trips/Simon/Kling (Mercedes), 68 laps; 5, Walker/Poore (Aston Martin), 68 laps (2 mins. 31 secs. behind the third Mercedes).



Swaters (Ferrari) and de Barry (300SL Mercedes) on the winding section between Wheeler's and Tornagrough.

The little green two-seater DKW went out with a seized engine near Jordan's Cross. Salvadori had part of his exhaust system come adrift, stopped to fix it temporarily at Ireland's Corner, and then came into the pits for a more permanent repair. Maurice Tew had severe leg cramp, and handed back to Joe Kelly who had changed into normal clothing, but speedily got back into his racing outfit, while a bitter wind played round his bare legs. Bueb stopped with the class-leading Cooper-Climax, mechanics had a look at the engine, while the Porsches went through in line ahead. Cliff Allison had passed Scott-Russell to put Chapman's car into second place in the class, the Steed/Scott-Russell machine now suffering from clutch maladies.

The end was now in sight. Round and round went Stirling Moss, always gaining on Hawthorn. Fangio tore round, and was timed over the flying kilometre at 148.9 m.p.h. Maglioli in the Ferrari

had now replaced Trintignant. With four laps left to go, Moss was 2 mins. 44 secs. in front of Hawthorn, and, barring accident, was a certain winner of the Golden Jubilee Tourist Trophy. Loens's Maserati came in and oil was added; it set off again, still leading the 2-litre section.

Just as Moss came through to finish, Hawthorn had everything lock solid on him at Quarry, the Jaguar revolved and went up a side road. As Moss passed, Mike was setting off ruefully to walk back to the pits, after having driven magnificently.

Stirling had a wonderful reception, and was presented with a cake to celebrate his 26th birthday after he did his lap of honour. He had shown everyone that he is the complete master of a racing car, and, but for his uncanny driving in the wet, Mercedes might have lost this race. Fangio came through safely in second place, followed by



Lofty England watches while the Hawthorn...

Kling, with the Peter Walker/Dennis Poore Aston Martin in fourth place, first British car to finish.

There was drama in the 1,100 c.c. class. Bueb's brief pit stop had enabled Allison to come closer with the Lotus, and there was only a matter of 5 secs. between them as they crossed the line, the Cooper-Climax being 10th in general classification, and the Lotus-Climax 11th.

The Americans, Shelby and Gregory, were ninth, and won the 1½-litre class by over a lap from the Glockler/Seidel

PROVISION

On Distance

1. Stirling Moss/John Fitch (Mercedes-Benz), 7 hrs. 3 mins. 11 secs., 88.32 m.p.h.
 2. Juan Manuel Fangio/Karl Kling (Mercedes-Benz), 7 hrs. 3 mins. 12 secs. for 83 laps.
 3. Von Trips/André Simon/Kling (Mercedes-Benz), 82 laps.
 4. Peter Walker/Dennis Poore (Aston Martin), 81 laps.
 5. Musso/Bordoni/Behra (Maserati), 79.
 6. Castellotti/Taruffi (Ferrari), 79.
 7. Reg Parnell/Roy Salvadori (Aston Martin), 79.
 8. Maglioli/Trintignant (Ferrari), 79.
 9. Carroll Shelby/Masten Gregory (Porsche), 75.
 10. Ivor Bueb/M. G. MacDowel (Cooper-Climax), 74.
 11. Colin Chapman/Cliff Allison (Lotus-Climax), 74.
 12. Glockler/Seidel (Porsche), 74.
 13. Jacques Swaters/Johannie Claes (Ferrari), 73.
 14. Raymond Flower/Mike Llewellyn (Austin-Healey), 71.
 15. Dick Steed/Peter Scott-Russell (Lotus-Climax), 71.
 16. Von Frankenberg/Linge (Porsche), 70.
 17. Armagnac/Laureau (D.B.-Panhard), 70.
 18. Loens/Bonnier (Maserati), 69.
 19. Cornet/Storez (D.B.-Panhard), 69.
 20. Jack Fairman/Peter Wilson (M.G.), 69.
 21. Wilbert Todd/Ian Titterington (Triumph TR2), 68.
 22. Bob Dickson/Ken Richardson (Triumph TR2), 67.
 23. Maurice Tew/Joe Kelly (Frazer-Nash), 66.
 24. Mouglin/Mercader (D.B.-Panhard), 66.
 25. J. Fisher/R. J. Adams (Kieft), 66.
 26. B. Baxter/M. Trimble (Kieft), 65.
 27. John Coombs/Ian Burgess (Lotus-Connaught).
- Fastest lap: Mike Hawthorn (Jaguar), 4 mins. 42 secs. (94.67 m.p.h.). Course record.



Armagnac's D.B. shadows Wilson's M.G. at Tornagrough.



...ington Jaguar, then in first place, is refuelled.

car. Frankenberg's performance was an amazing one, his Porsche having been driven for 4½ hours in second gear, and finishing just 14 laps behind Moss's Mercedes. The Armagnac/Laureau D.B. gained the Index of Performance as well as the 750 c.c. class, averaging 72.84 m.p.h. for the distance. The Fairman/Wilson M.G. was a lap ahead of the leading TR2 driven by Wilbert Todd and Ian Titterington, which, nevertheless, was second to the Loens Maserati in the 2-litre class.

RESULTS

Index of Performance

1, Armagnac/Laureau (D.B.), .99283; 2, Moss/Fitch (Mercedes), .98374; 3, Cornet/Storz (D.B.), .98356; 4, Bueb/MacDowel (Cooper-Climax), .97565; 5, Chapman/Allison (Lotus-Climax), .97539; 6, Fangio/Kling (Mercedes), .97205; 7, von Trips/Simon/Kling (Mercedes), .95202; 8, Walker/Poore (Aston Martin), .94949; 9, Mouglin/Mercader (D.B.), .94308.

Team Prize (Based on Index)

1, Automobiles D.B.; 2, Daimler-Benz A.G.

Production Car Award

Porsche 550: Carroll Shelby/Masten Gregory.

Class Results

Over 3 litres: No finishers.

2,001-3,000 c.c.: 1, Moss/Fitch (Mercedes); 2, Fangio/Kling (Mercedes); 3, von Trips/Simon/Kling (Mercedes); 4, Walker/Poore (Aston Martin); 5, Musso/Bordoni (Maserati); 6, Castellotti/Taruffi (Ferrari).

1,501-2,000 c.c.: 1, Loens/Bonnier (Maserati); 2, Todd/Titterington (Triumph TR2); 3, Dickson/Richardson (Triumph TR2); 4, Tew/Kelly (Frazer-Nash).

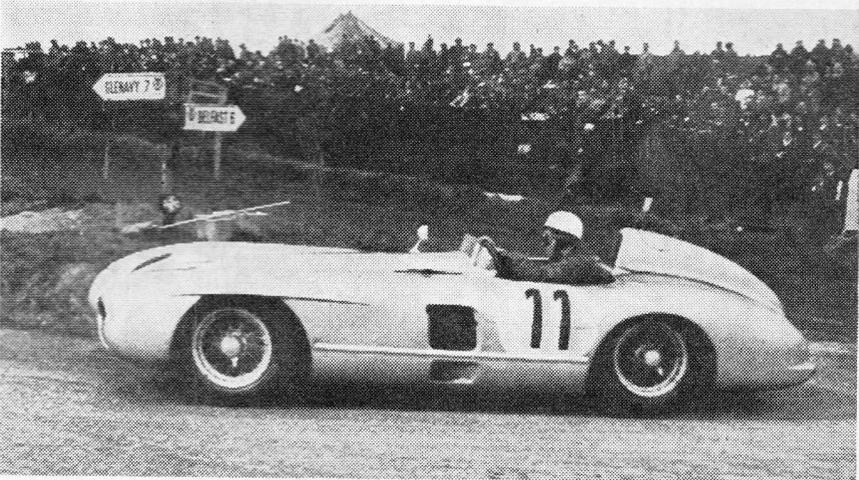
1,101-1,500 c.c.: 1, Shelby/Gregory (Porsche); 2, Glockler/Seidel (Porsche); 3, Frankenberg/Linge (Porsche); 4, Fairman/Wilson (M.G.); 5, Fisher/Adams (Kieft); 6, Coombs/Burgess (Lotus-Connaught).

751-1,100 c.c.: 1, Bueb/MacDowel (Cooper-Climax); 2, Chapman/Allison (Lotus-Climax); 3, Steed/Scott-Russell (Lotus-Climax); 4, Baxter/Trimble (Kieft).

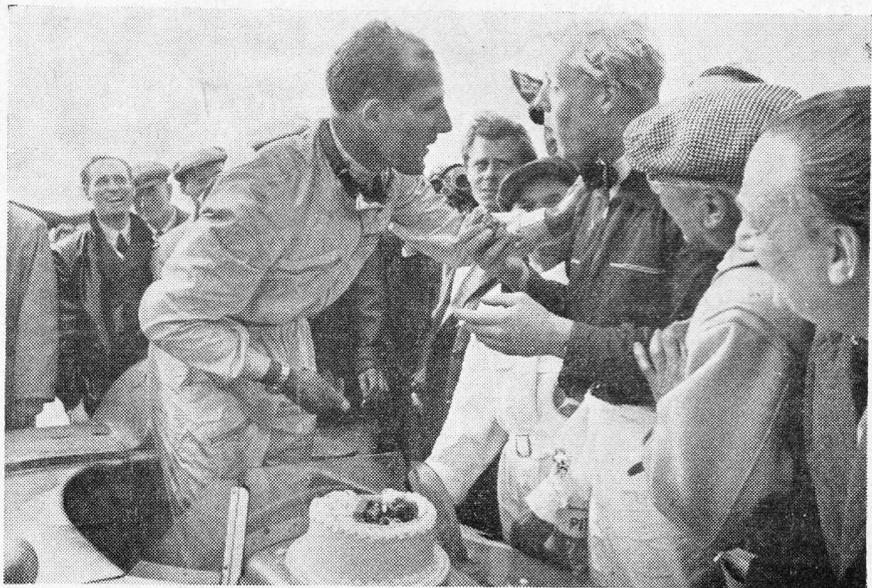
Up to 750 c.c.: 1, Armagnac/Laureau (D.B.); 2, Cornet/Storz (D.B.); 3, Mouglin/Mercader (D.B.).



Stirling Moss about to overtake Musso's 3-litre Maserati at Tornagrough, the Italian finished fifth in general classification.



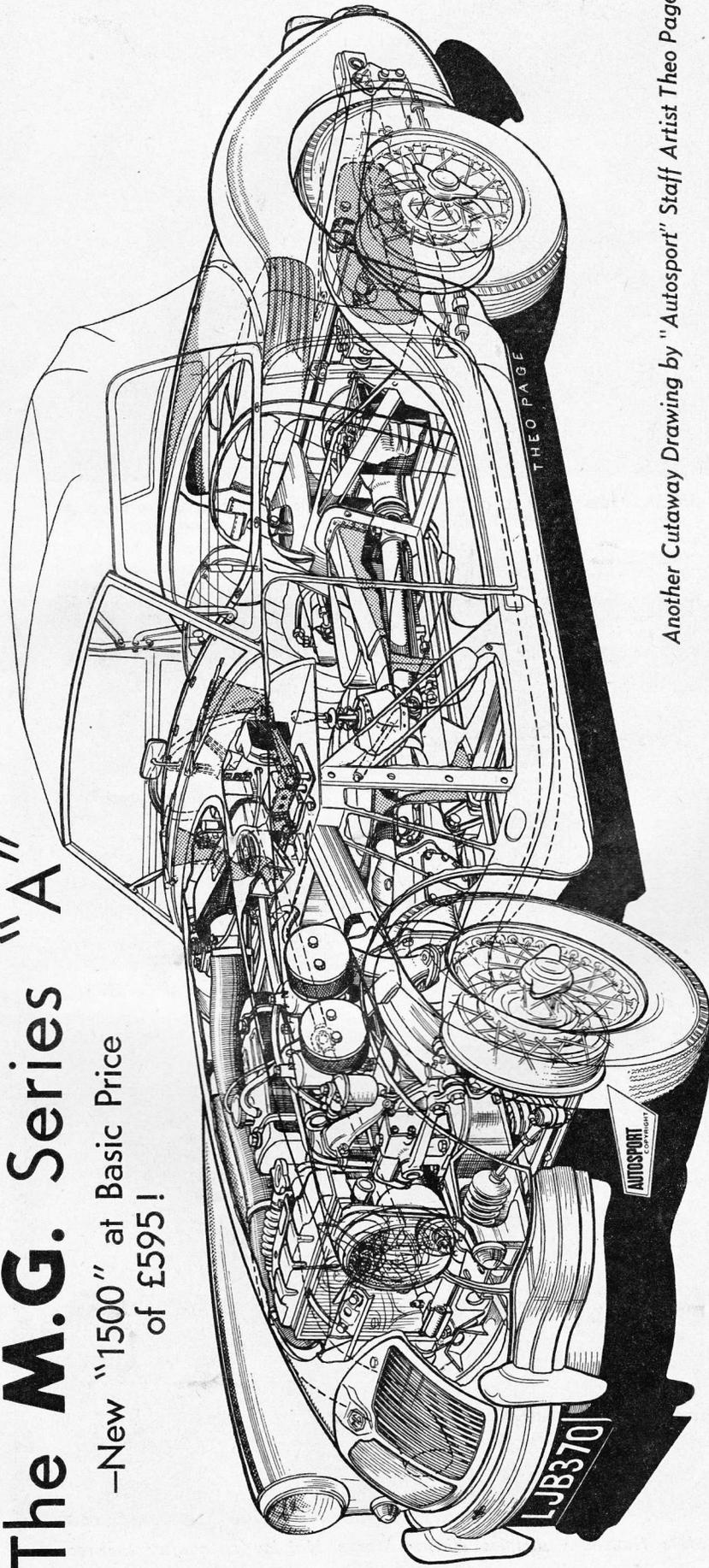
Count von Trips (Mercedes-Benz), who finished third, seen at the Hairpin.



Mike Hawthorn samples Stirling Moss's birthday cake after the race was over.

The M.G. Series "A"

—New "1500" at Basic Price
of £595!



Another Cutaway Drawing by "Autosport" Staff Artist Theo Page

BASED on the prototype Ex 182, which did so well at Le Mans, the Series "A" M.G. is the type of car for which M.G. enthusiasts have been waiting for several years. As can be seen from Theo Page's cutaway drawing, it bears a close resemblance to the prototype machine, but is, of course, completely equipped for road work.

The power-unit is developed from the four-cylinder, push-rod operated Magnette engine. Of 1,496 c.c. (73.025 x 90.88 mm.), it develops 68 b.h.p. at 5,500 r.p.m. on a compression ratio of 7.3 to 1. Twin semi-d.d. SU carburettors with separate air-cleaners are employed, drawing fuel via an SU electric fuel pump from a 10-gallon rear tank with quick-release filler cap. Lucas coil ignition is employed.

A box-section chassis is specially braced for rigidity, and the side-members are carried over the rigid rear axle, which is supported by semi-elliptical springs. Front suspension is independent, by means of helical springs and wishbones; hydraulic dampers are used front and rear. Transmission is via a hydraulically controlled 8 ins. Borg and Beck clutch, a four-speed synchromesh gearbox, Hardy-Spicer open propeller shaft to a three-quarter floating hypoid-bevel rear axle. Gear ratios are : 15.652, 9.520, 5.908 and 4.3 to 1 (reverse, 20.468 to 1). A remote control gear lever is employed. Four-stud fixing disc wheels are fitted as standard with 5.60 x 15 ins. tyres, but wire wheels are available if specified when ordering. The Lockheed hydraulic brakes work in

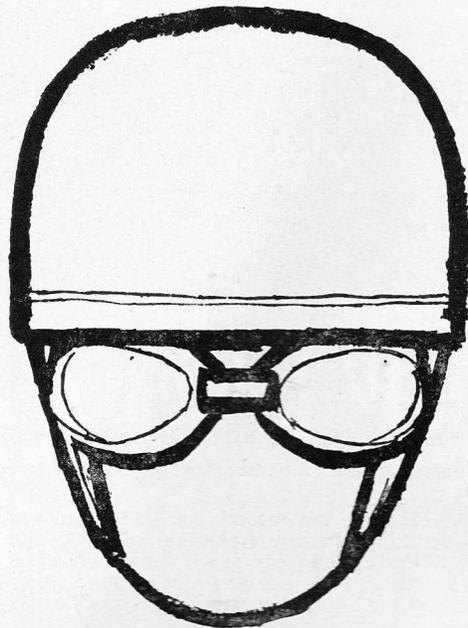
10 ins. drums, and the hand-brake is of the racing "fly-off" type. Steering is by direct rack and pinion.

Coachwork is of light-section steel, the bonnet being hinged at the rear. The luggage compartment also carries the spare wheel. A full-width, curved windscreen is fitted and the all-weather equipment consists of a waterproof fabric hood and detachable side-screens. The bucket seats are fully adjustable. Instruments include speedometer, revolution counter, oil, petrol, water temperature and ammeter gauges.

At a price of £844 0s. 10d. (including P.T.), this new M.G. represents real value in the sports car field. Left-hand or right-hand drive can be obtained, and amongst the extra equipment available are H.M.V. radio, heater, fog lamps, tonneau cover, exterior luggage rack, telescopic steering wheel, "Rad-blind" and twin-horns. A 4.55 to 1 axle may also be marketed.

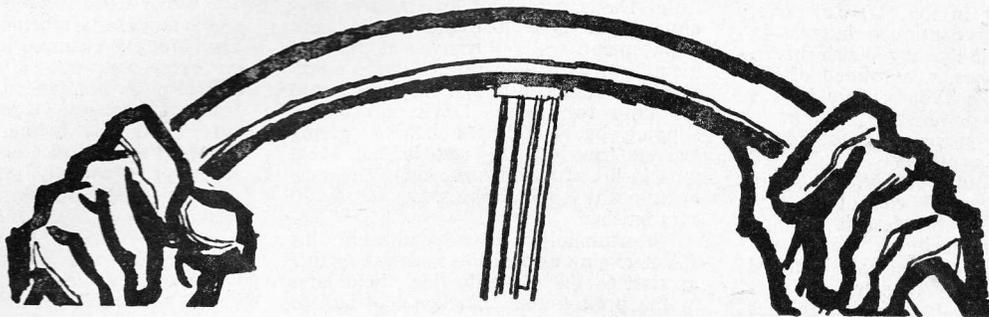
It is intended, also, to list certain competition equipment, including wire wheels with steel or alloy rims to carry 5.50 x 15 "Road-speed" tyres, racing windscreens, 20-gallon rear tank, alternative gear-ratios (3.7, 3.9 and 4.1 to 1), special valves and guides, competition camshaft, oil cooler, extra fuel pump, high-compression pistons and so on. The new "A" will be on view at next month's Earls Court Motor Show, and a road-test report by John Bolster will appear in a forthcoming issue.

Won



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MERCEDES-BENZ

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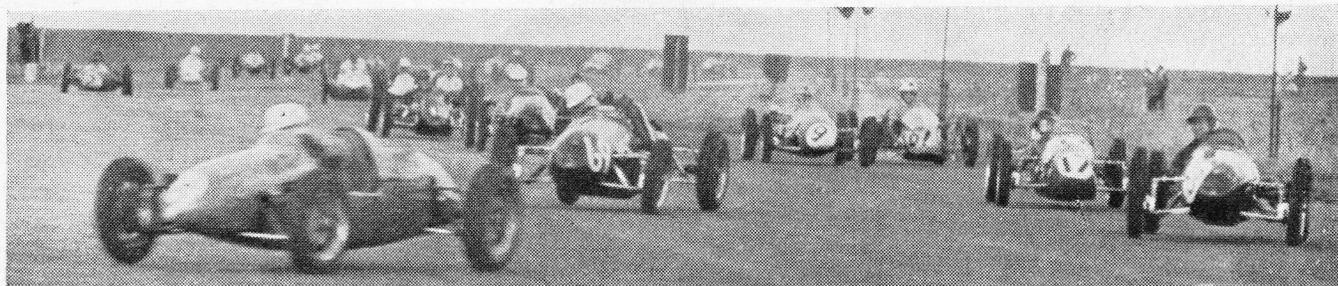
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GRAND NATIONAL AT SILVERSTONE

Formula 3, Formule Libre and Sports Cars in Joint B.R.S.C.C./B.R.D.C. National Meeting—Jack Westcott (Cooper) Wins Commander Yorke Trophy—Gerard (Cooper-Bristol) Beats Formula 1 Connaught—Sports Car Successes for Hamilton, Sears, Leston and Gammon

THE first joint effort of the B.R.S.C.C. and B.R.D.C., held at Silverstone last Saturday, must be adjudged a complete success. On an interesting new 2½-mile circuit, seven races were staged—the Commander Yorke Formula 3 event in two 10-lap heats and a 40-lap (100-mile) final, a consolation 500 c.c. race, two sports car events with separate capacity classes, and a magnificent *Formule Libre* race. Quite a large crowd came to watch these races and, of course, to see the Junior Grand Prix for Austin pedal cars, won by an eight-year-old nephew of Reg Bicknell at an average speed of 16.61 m.p.h.! Several new "names" made an excellent showing in the 500 c.c. races, giving promise of continued interest in the formula, and the young Welsh driver, David Boshier-Jones, was robbed of the Commander Yorke Trophy only by the shearing of one drive shaft, a mishap which befell an unprecedented number of competitors in this category. Established "stars" fared but poorly, and in Formula 3, at least, it cannot be said that domination by the few is spoiling the game for the majority.

Non-starters for the first heat included H. C. Taylor, S. W. Creamer, and Don Parker, who was busily changing engines in the paddock, so David Boshier-Jones was left to win as he liked. In fact, he lapped all but nine of the 26 starters, 17 of whom finished. Behind Boshier-Jones, Wicken, Tyrrell and Bridger argued the toss for second place, Wicken finally gaining the advantage on the fourth lap, while Tyrrell dropped back behind Bridger, but on the last lap Bridger disappeared to let Tyrrell into third and Westcott into fourth position.

The second heat was a good race, although won at a lower speed. Parker joined the 27 starters on the grid, but among the absentees was Dennis Taylor. When the field came round for the first time, to everyone's surprise they were led by a virtual "unknown"—Philip Robinson, who was seventh at the *Daily Herald* Oulton Park meeting and third at Charterhall. Second to him lay Raby, with Parker third and Colin Davis fourth,

but on the second lap the order was Raby, Parker, Robinson. Lap 3, and Parker led, only to be flagged off when his oil-tank split on the next round. Now "Red" Harrison was fourth, his Cooper weaving wildly because the offside drive shaft had sheared (he thought a brake was locking!), and behind him came "Can" May's J.A.P.-powered Cooper, going remarkably well. Last of all was Burgoyne's Kieft, although its 4-cylinder Turner engine sounded wonderful.

Lap 5, and Higham's Cooper (lying 13th) also threw a drive shaft, while Harrison fell behind May and then retired. On the sixth lap May also took Colin Davis, who had just fitted a new clutch and now lost the use of the replacement, while Burgoyne stopped at his pit—and the amazing Robinson again overtook Raby, although his lead lasted for only two laps. Davis, his clutch slipping badly, fell far behind, giving Barrett fourth place just behind May, who in his turn was more than a minute behind Raby and Robinson. In all, 20 cars finished.

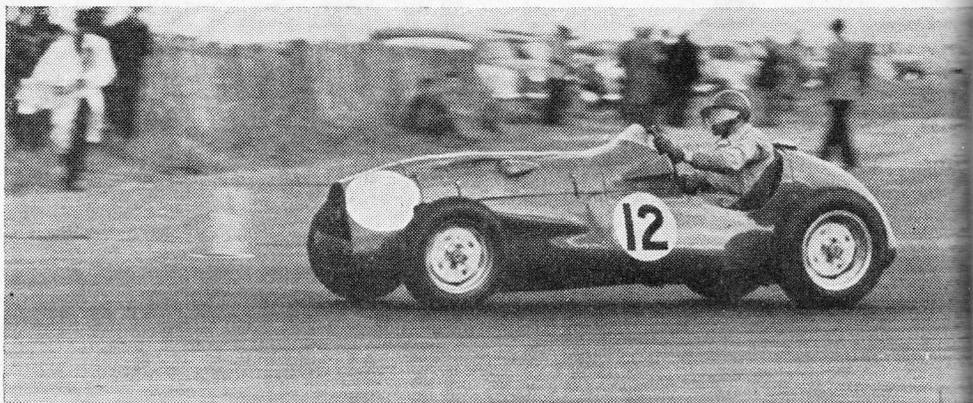
Unfortunately, May damaged his J.A.P. engine extensively and was unable to start in the 100-mile final, held later in the programme. Wicken had had to do a little chassis-welding, but was

among the 28 on the grid, and in fact led the field on the first lap, tailed closely by Raby, Boshier-Jones, Westcott and Bloor. On the second round Raby had the lead, only to be taken by Boshier-Jones on the next lap, while Tyrrell had sprinted up to fourth spot behind Westcott.

On lap 4, Raby was coming down the straight when his Cooper left the track, bending the chassis when it hit a marker and injuring a marshal. Raby later protested that Wicken had driven him off the road, and this protest was upheld, so that Wicken's name was deleted from the results. Actually, of course, Wicken was now second behind Boshier-Jones and retained that position for some time. The young Welshman improved his lead on every lap, but Tyrrell was having difficulty in holding his third place in front of Westcott. Robinson and Bloor, who were just behind Westcott, both slowed and lost several positions, Robinson eventually retiring.

The leader-board positions now stabilized, with Boshier-Jones in front of Wicken, Westcott, Tyrrell and, farther back, Anderson's Staride. By the 12th lap, the only other driver on the same lap as the leader was Howard (Cooper),

(Continued on page 374)



OUTSTANDING at Silverstone were Bob Gerard (above) and David Boshier-Jones (left). With his bored-out, 2,157 c.c. Cooper-Bristol, Gerard caught and passed Rolt's Formula 1 Connaught in the *Formule Libre* event. Boshier-Jones was leading the 100-mile Formula 3 race when, with only 20 miles to go, his Cooper sheared a drive shaft.



CASTROL WINS

R.A.C. TOURIST TROPHY

1st MERCEDES-BENZ
also **2nd & 3rd MERCEDES-BENZ**

1,100-1,500 c.c. CLASS

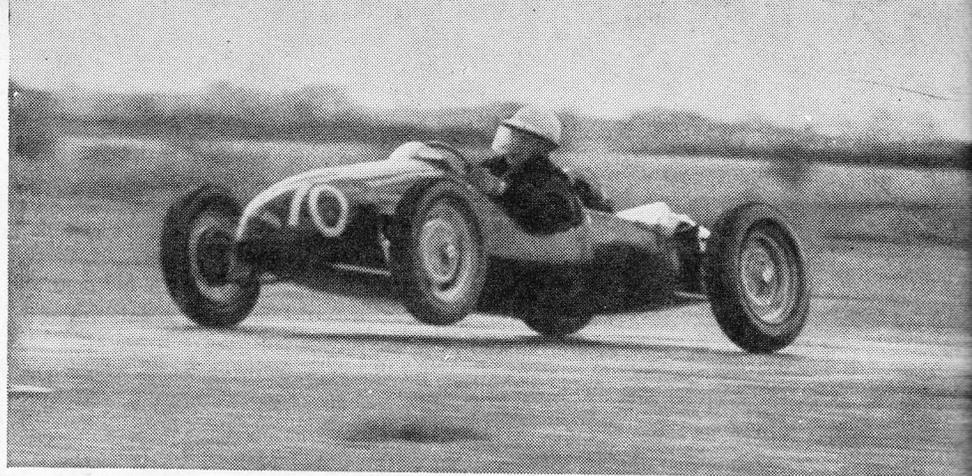
1st PORSCHE

(Subject to official confirmation)

THE MASTERPIECE IN OILS



FORCEFUL driving by George Wicken (right) gave his Cooper second place to Boshier-Jones in the first heat. He was also second in the final, but was disqualified following a protest.



Grand National at Silverstone—cont.

and Boshier-Jones looked absolutely safe. On and on he went, receiving regular signals from his pit staff and speeding up a little whenever Wicken closed the gap. Many refuelled at half-distance, but the leaders clearly had long-range tanks fitted. Positions held steadily until Tyrrell broke a drive shaft on the 23rd lap; he continued, but was passed by Anderson, who himself fell out of the running in the closing stages. On the 29th lap Westcott overtook Wicken, but Boshier-Jones still led by 23 secs.

But motor racing is—motor racing. As Boshier-Jones passed his pit for the 32nd time he pointed to his offside rear wheel—the drive shaft had sheared and, after battering the damper as it threshed about, finally been flung clear, leaving the Welsh driver with a machine which was very hard to hold on the corners. Naturally his lap times suffered, and on the 34th round he was overtaken by Jack Westcott.

Wicken also passed the slowing Cooper to take second place (although this was later disallowed), and the race came to an end. Six drivers pushed their cars over the line at the finish, Lewis-Evans and Haigh causing amusement by “duelling” as they did so, and Anderson claiming 10th place in this way. Counting those who were on foot, 19 competitors finished.

The consolation race was an enjoyable event which R. E. D. Harrison won after a lively scrap with Eccles (Staride) and Hall (Cooper). Jack Moor led for two laps with the Wasp, but had his engine go dead on the seventh lap, after which the runners were spaced out over the entire circuit. Five of the 17 starters retired.

The 100-mile Formula 3 race was also preceded by two sports car events, each with two capacity classes. In the first, Cliff Davis (Lotus-Bristol) tailed Duncan Hamilton's D-type for three laps, then stopped with the accelerator spring broken. It was replaced by the spring off the distributor—and he stopped two laps later with the ignition retarded. Even in a 20-lap race there is no time for this sort of thing, so Davis finished three laps in arrears. Meanwhile Michael Head, also D-type-mounted, worked his way through to second place, while Jack Sears retained an excellent third position with his Lister-Bristol to win the 2-litre class from that of Allan Moore, who finished fourth overall. Tony Gaze (H.W.M.), masquerading as Cuff Miller (Aston Martin) in the programme, retired

with clutch slip on the 13th round. McMillan took Gillie Tyrer's new D-type out for its first race, going well to achieve third place, only to retire on the 18th lap.

Les Leston, in Peter Bell's 1½-litre Connaught, won the second sports car race at a higher speed than that of Sears's Lister-Bristol, coming close to the race average of Hamilton's D-type Jaguar. Leston was the only driver in the 1½-litre class to stay ahead of the 1,100 c.c. Cooper-Climaxes, and the only one to cover the full 20 laps, although five cars in the up-to-1,200 c.c. category stayed on the same lap as he did. They were led by Peter Gammon, who was credited with a lap at 76.01 m.p.h., and the speed of the Cooper-Climaxes made a shambles of the opposition, only Brandon's Halseylec showing anything approaching their pace. Four Lotuses crashed or retired.

But the finest race of the day was unquestionably the last, a 12-lapper for *formule très libre* which kept the crowd on tiptoe from lap 1 to lap 12. Tony Rolt, in Rob Walker's Formula 1 Connaught, made a magnificent start from the front row, while Westley's elderly K3 M.G. stalled on the grid and Paul Emery (Emeryson-Alta) caused some excitement by spinning on the first lap, “boxing in” the unfortunate Geoff Richardson (R.R.A.). It was Rolt who appeared first round Woodcote, chased by Halford (Cooper-Bristol), Gerard (bored-out Cooper-Bristol), Tom Kyffin (Cooper-Bristol), Hamilton (D-type Jaguar) and—bless my soul!—Les Leston's 1½-litre Connaught! Lap 2 saw Gerard in second place and working hard to catch Rolt, while Halford then dropped to 10th spot. Richardson was fighting his way back up the field, taking someone on each lap until he was third on the fifth round, while Leston had the cheek to pull out and pass Hamilton's Jaguar—stupendous! Not content with that piece of impudence, he went gunning for Kyffin and passed him, too!

Meanwhile, Gerard was driving with all the old, magnificent Gerard wizardry. Clearly he was gaining on Rolt—and daylight showed under the inside wheels as he turned the heat full on and finally passed the Connaught at Maggott's on

the 10th lap. Both were far ahead of Richardson, who in turn was comfortably in front of Leston, Kyffin and Hamilton. Gaze slowed and again retired with clutch trouble, while Tony Marsh (Cooper twin) caused amusement by sitting firmly on the tail of Head's D-type. To round off a magnificent race, as they streamed across the line, the new hill-climb champion gave a burst of acceleration and just pipped the Jaguar for 10th place. Four of the remaining finishers were a lap in arrears, with Emery another lap behind.

—F. W. McC.

Commander Yorke Trophy Race (F3)

Heat 1 (10 laps): 1, D. Boshier-Jones (Cooper), 20 mins. 1.4 secs. (74.91 m.p.h.); 2, G. Wicken (Cooper), 20 mins. 28.6 secs.; 3, R. K. Tyrrell (Cooper), 20 mins. 34.0 secs.; 4, J. F. Westcott (Cooper), 20 mins. 49.2 secs.; 5, S. Bloor (Cooper), 21 mins. 9.0 secs.; 6, R. A. Anderson (Staride), 21 mins. 17.4 secs.

Heat 2 (10 laps): 1, I. E. Raby (Cooper), 20 mins. 35.8 secs. (72.83 m.p.h.); 2, P. Robinson (Cooper), 20 mins. 40.0 secs.; 3, C. A. N. May (Cooper), 21 mins. 42.6 secs.; 4, R. Barrett (Cooper), 21 mins. 46.4 secs.; 5, F. J. Mays (G.M.), 22 mins. 1.8 secs.; 6, C. Lones (Tiger Kitten), 22 mins. 7.2 secs.

Final (40 laps): 1, J. F. Westcott (Cooper), 1 hr. 22 mins. 24.6 secs. (72.81 m.p.h.); 2, D. Boshier-Jones (Cooper), 1 hr. 23 mins. 48.0 secs.; 3, H. S. Howlett (Cooper), 1 hr. 23 mins. 52.2 secs.; 4, W. Howard (Cooper), 1 hr. 24 mins. 29.4 secs.; 5, S. Bloor (Cooper), 1 lap behind; 6, L. W. Taylor (Cooper); 7, R. K. Tyrrell (Cooper); 8, J. Fergusson (Emeryson); 9, F. C. Finucane (Cooper); 10, R. A. Anderson (Staride).
Fastest lap: Boshier-Jones, 75.00 m.p.h.

Second Final (10 laps): 1, R. E. D. Harrison (Cooper), 20 mins. 57.2 secs.; 2, A. Eccles (Staride), 21 mins. 11.8 secs.; 3, E. Hall (Cooper), 21 mins. 42.0 secs.; 4, S. Foreman (Cooper), 21 mins. 52.0 secs.; 5, D. O. Johnson (Cooper), 22 mins. 31.0 secs.; 6, J. Middlehurst (Kieft), 23 mins. 16.0 secs.

Sports Cars, 2-litres and over (20 laps)

Unlimited: 1, J. D. Hamilton (Jaguar D-type), 40 mins. 1.0 sec. (74.97 m.p.h.); 2, M. W. Head (Jaguar D-type), 40 mins. 14.2 secs.; 3, J. Barber (Jaguar C-type), 41 mins. 37.4 secs.

Up to 2-litres: 1, J. G. Sears (Lister-Bristol), 41 mins. 8.6 secs. (72.92 m.p.h.); 2, A. Moore (Lister-Bristol), 41 mins. 19.6 secs.; 3, S. A. Hurrell (Triumph TR2), 18 laps.

Sports Cars, up to 1,200 c.c. and up to 1,500 c.c. (20 laps)

Up to 1,500 c.c.: L. Leston (Connaught), 40 mins. 11.4 secs. (74.34 m.p.h.); 2, Lt.-Col. R. White (Lotus-M.G.), 1 lap behind; 3, S. G. Young (Parson-M.G.), 2 laps behind.

Up to 1,200 c.c.: 1, P. D. Gammon (Cooper-Climax), 40 mins. 19.4 secs.; 2, A. E. Marsh (Cooper-Climax), 40 mins. 28.0 secs.; 3, E. Brandon (Halseylec), 41 mins. 57.6 secs.

Formule Libre Race (12 laps)

1, F. R. Gerard (Cooper-Bristol 2,157 c.c.), 22 mins. 57.2 secs. (78.42 m.p.h.); 2, A. P. R. Rolt (Connaught 2,472 c.c.), 23 mins. 2.8 secs.; 3, G. N. Richardson (R.R.A. 1,963 c.c. S), 23 mins. 38.6 secs.; 4, L. Leston (Connaught 1,484 c.c.), 24 mins. 11.0 secs.; 5, T. Kyffin (Cooper-Bristol 1,971 c.c.), 24 mins. 18.2 secs.; 6, J. D. Hamilton (Jaguar D-type), 24 mins. 24.4 secs.



JUNIOR GRAND PRIX (left) brought 20 Austin pedal cars to the Northants circuit for a 250-yard battle. It was won by eight-year-old Edward French, a nephew of Reg Bicknell, from Stuart Derrington and Jeremy Rivers-Fletcher.

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OFFICIAL PROVISIONAL RESULTS

1ST PEUGEOT
(C. Kennedy)

2nd VANGUARD
(G. & L. Kook)

3rd FORD (CUSTOMLINE)
(W. McLachlan)

Results subject to Official Confirmation

follow the experts – fit

FERODO

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NEWS FROM THE CLUBS

By Wilson McComb

A GLANCE at "Coming Attractions" will reveal that, this week-end, British and Irish motoring clubs propose running no less than 33 events—four races (one of them international), three sprints, two autocross meetings, three driving test meetings, and twenty-one rallies or trials. It may, perhaps, be worth pointing out that these fixtures are derived neither from the depths of a fevered imagination nor from a highly provisional R.A.C. calendar. No event is included in "Coming Attractions" without some communication from the organizers indicating that it is, in fact, likely to take place, so you may take it for granted that this unprecedented number really is going to happen. But don't ask me what the entries will be like. . . .

Do you, as a Surrey or Hants resident, own a Triumph TR2? If so, you may be interested to know that a special branch of the **TR2 Owners' Association** is being formed to cover this area, and a meeting will be held on 2nd October at the Otter Hotel, Ottershaw, near Chertsey. Starting time, 11 a.m. approx. . . . Members of the **Monte Carlo Rally British Competitors' Club** (phew!) who have bees in their bonnets are asked to send them (the bees) to Raymond Gough, 2 Malcolm Court, 38 The Avenue, Branksome Park, Bournemouth, before

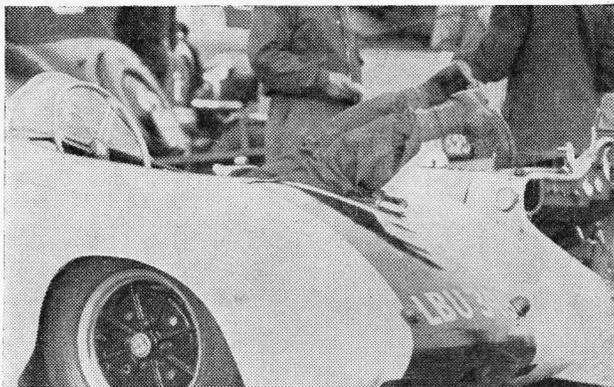
THE 1955 LONDON RALLY

OWING to pressure on space, our full report of the London M.C.'s national rally is being held over until next week. However, it can be said that it was the toughest "London" yet, with the largest entry of 454 starters, of which only 256 finished the course within the permitted three hours of lateness. The outright winner was Jimmy Ray, navigated by J. Dixon in a works TR2; this is his third win, only Wallwork's victory last year spoiling a triple successive victory. The winner was only 33 mins. late at the end of the 650-mile course with its 200 miles of night navigation, while runner-up and best saloon performance was made by R. E. S. Stokes/F. E. Girling in a Ford Anglia (44 mins. late). Another Ford Anglia was third (47 mins.), crewed by Douglas and Joan Johns, who also won the "Best Mixed Crew" trophy.

Provisional Results EXPERTS

Wick Challenge Trophy (best performance): J. Ray/J. Dixon (1,991 c.c. Triumph), 33 mins. late. **Northwester Challenge Trophy** (best in opposite class): R. E. Stokes/F. E. Girling (1,172 c.c. Ford), 44 mins. **Juniper Challenge Trophy** (best "Special"): J. R. Waller/P. Haffenden (1,489 c.c. M.G.), 100 mins. **Dent Challenge Trophy** (best saloon not winning Wick or Norwester Trophies): J. Pocock/M. J. L. Sykes (2,262 c.c. Vauxhall), 60 mins. **Raymond Way Challenge Trophy** (best open car not winning Wick or Norwester Trophies): C. D. Boulton/P. S. Clapham (2,448 c.c. Healey), 74 mins. **Best closed car in class not winning Wick, Norwester or Dent Trophies**: J. I. Bremner/T. G. Hedley (1,489 c.c. M.G.), 62 mins. **Best open car not winning Wick, Norwester or Raymond Way Trophies**: W. B. Heacock/B. Folwell (1,250 c.c. M.G.), 88 mins. **Coupe des Dames** (best all-ladies crew): Mrs. Y. B. Jackson/Miss L. Kinns (1,991 c.c. Morgan), 142 mins. **Committee Challenge Trophy** (runner-up in class winning Wick Trophy): W. D. Bleakley/B. Harrop (1,991 c.c. Triumph),

★
WHAT TO DO with your old mechanics — shove 'em head first into someone else's motor car, like this one at a recent Silverstone meeting.



1st October. They will then be considered at a committee meeting to be held on 6th October. . . . Would-be competitors for the National Rally of the Dams on 15th/16th October are warned by the **Sheffield and Hallamshire M.C.** that, although 1st October is the entry closing date, it looks very much as if the maximum will be reached before then. Better get moving with the entry form to T. McCulloch Sweetman, 88 West Bar, Sheffield, 3. . . . Likewise, **M.C.C. National Rally** entrants should note an error in the regs. for that event on 10th/12th November. Category 2 should be merged with Category 3 in Group 2, not with Category 1, we are informed by the organizers. . . . N. A. Bedford, secretary of the **Ilkley and D.M.C.**, has now moved his chattels to 1 Lowther Terrace, Swillington Common, near Leeds (Garforth 2435). From him may be had regs. for the sporting trial on 2nd October, which is also open to members of the B.A.R.C. and Yorkshire

51 mins. **Harradine Challenge Trophy** (best aggregate time in driving tests): A. L. Yarranton/D. Thompson (1,991 c.c. Morgan), 66 secs. **Members' Trophy** (best performance by L.M.C. member not winning any of the foregoing awards): H. H. George/A. Holby (1,991 c.c. Triumph), 55 mins. **Mixed Crew Challenge Cup**: D. Johns/Mrs. J. Johns (1,172 c.c. Ford), 47 mins. **Best Ten Trophies**: T. A. Gold/Mrs. Gold (1,991 c.c. Triumph), 55 mins.; W. C. Slocombe/H. C. Rumsey (1,991 c.c. Triumph), 57 mins.; Mrs. R. Beaumont/J. A. Beaumont (1,991 c.c. Triumph), 59 mins.; A. S. McDonald/T. Ambrose (1,496 c.c. H.R.G.), 62 mins.; F. E. Still/L. N. Needham (1,991 c.c. Triumph), 62 mins. **Best Twenty Trophies**: W. G. E. Mackintosh/G. S. Turner (1,131 c.c. Volkswagen), 62 mins.; B. H. Bowring/D. Turnbull (1,489 c.c. M.G.), 62 mins.; J. T. de Blaby/R. H. Dillow (1,172 c.c. Ford), 65 mins.; A. H. Grieg/T. Pigott (1,991 c.c. Triumph), 68 mins.; C. Shove/J. Shove (1,467 c.c. M.G.), 70 mins.; B. Leavens/Mrs. J. Leavens (1,486 c.c. Jowett), 74 mins.; S. D. Silverthorne/T. H. Fisk (748 c.c. Renault), 79 mins. **Team Awards**: 1, J. W. Wallwork/W. Bleakley, J. Ray, aggregate 252 mins.; 2, Dr. J. Spare, A. Yarranton, W. Goodall, 264. **Club Challenge Team Trophy**: 1 (Liverpool M.C.), J. W. Wallwork, W. Bleakley, J. Ray, 252; 2 (Lloyds M.C.), B. Bowring, J. Bremner, G. Whiteaway.

NOVICES

City of London Challenge Trophy (best performance): Dr. D. I. Segall/Fit-Lt. B. R. A. Cox (800 c.c. Austin), 7 mins. **President's Challenge Trophy** (best in opposite class): D. E. R. Harro4/T. Crawshaw (3,442 c.c. Jaguar), 17 mins. **Hazell Challenge Trophy** (best "Special"): N. E. Denison/B. C. Rogers (1,172 c.c. Dellow), 22 mins. **Mory Challenge Trophy** (best saloon performance, not winning City of London or President's Trophies): C. C. Rogers/St. F. Leeper (2,088 c.c. Standard), 27 mins. **St. Christopher Trophy** (best open car not winning City of London or President's Trophies): D. K. Lee/E. K. Hyde (1,250 c.c. M.G.), 33 mins. **Best performance by saloon not winning City of London, President's or Mory Trophies**: D. R. Rawson/R. B. Powell (1,465 c.c. Hillman), 33 mins. **Best performance by open car, not winning City of London, President's or St. Christopher Trophies**: J. Crack/J. G. Symes (1,991 c.c. Triumph), 39 mins. **Coupe des Dames**: No finishers. **U.S.A. Challenge Trophy**: Lt. J. Hanson/Lt. H. McKay (2,660 c.c. Austin-Healey), 121 mins. **Members' Trophy**: P. G. Pizey/B. Fazan (1,172 c.c. Ford), 30 mins. **Team Awards**: None qualified.

S.C.C. . . . From the **Circle C.C.** an invitation goes out to members of the Brighton and Hove M.C., Chiltern C.C., Hants and Berks M.C., Harrow C.C., M.G.C.C. (S.E.), North London E.C.C. and Sporting O.D.C., to join them in a night navigational rally on 15th/16th October. The course is 250 miles in Kent, Sussex and Surrey, and entries close on 8th October with G. S. R. Dewsnap, "Caer Glow", Rickmansworth Road, Northwood, Middx. . . . Members of any motoring club will be welcome at the Abbey Hotel, Stonebridge Park, N.W.10, at 7.30 p.m. on 6th October, for a film show run by the **Harrow C.C.** Programmes cost one shilling each. . . . The time has come, the walrus said, for R.A.C. Championship and B.T.D.A. Gold Star trials, and on Wednesday next, 28th September, entries close for the **Taunton M.C.'s Allen Trophy Trial** on 2nd October. In addition to Championship contenders, members of the Bristol M.C. and L.C.C., West Hants and Dorset C.C., Sunbac, London M.C., M.G.C.C. (S.W.), Cheltenham M.C. and West of England M.C. are invited to send their entries to E. A. Jauncey, Greenway Road Garage, Taunton, Somerset. . . . Last autocross meeting of the season for **Sporting O.D.C.** and **London M.C.** members will be held on the same Sunday, 2nd October, at the super-smooth new Dunstable course. For details, ring Norman Thomas (SHEpherds Bush 7591). . . . **Fairey Aviation M.C. and C.C.** will stage a speed trial at Brands Hatch on 23rd October, with D. L. McDiarmid, 65 Hayes End Road, Hayes, Middx., as Secretary of the Meeting. . . . Members of the Chester M.C., Lancs and Ches. M.C., North Midland M.C., Warrington and D.M.C., Wirral "100" M.C., Yorkshire S.C.C. and Rhyl and D.M.C. are invited by the **Mid-Cheshire M.C.** to enter for the 200-mile Southport Rally on 8th/9th October. Regs. from W. R. Wilshire, Cintra Lodge, 11 Ollerbarrow Road, Hale, Altrincham, Cheshire.

BATTLE OF BRITAIN RALLY

IRONICALLY enough, the R.A.F. Association M.C.'s Battle of Britain Rally on 10th/11th September was won by a Volkswagen—although it would have been worse had the winner driven a Messerschmitt Kabinenroller! Two thirds of the entry found the 300-mile route in North Wales so difficult that they had to retire. Non-finishers included such well-known drivers as Peter Reece, Barrie Davis and Brian Horrocks.

Results

Premier Award: R. M. Craig/D. A. N. Osborne (Volkswagen), 481 mks. lost; 2, R. J. Keeley/J. B. Oswin (Ford Zodiac), 878; 3, S. Marshall/K. Harland (Standard 8), 1,222; 4, F. B. Hartley/J. Roberts (Triumph TR2), 1,315.

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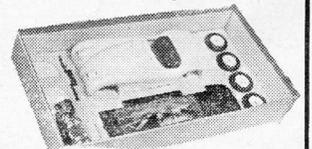


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7 P.M. WEEKDAYS • 6 P.M. SATURDAY • 1 P.M. SUNDAY

Coming Attractions

September 23rd/25th. *I.M.R.C. Irish Rally.* Start, Dublin, Limerick and Newry, 8 p.m.

September 24th. *Mid-Cheshire M.C. "Daily Dispatch" International Gold Cup Meeting, Oulton Park, near Tarporley, Cheshire.* Start, 12.30 p.m.

B.A.R.C. 20th Members' Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

Per Ardua M.C./Old Merchant Taylors' M.C. Night Rally.

M.G.C.C. Jackson Trophy Trial, Eire.

Omagh M.C. Trial, N. Ireland.

September 24th/25th. *Lancashire and Cheshire C.C. Lakeland "300" Rally.* Start, Manchester, Llandudno and Stoke-on-Trent.

Mid-Surrey A.C. "200" Rally. Start, Leatherhead and Brighton.

North London M.C. Harvest Night Rally. Start, Odeon Garage, Barnet Hill, 10.30 p.m.

September 25th. *Berlin Grand Prix (S, T), Avus, Germany.*

Karlskoga Race Meeting (F3, S), Sweden.

Snetterton M.R.C. Autumn Race Meeting, Snetterton, near Thetford, Norfolk. Start, 1.30 p.m.

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

North London E.C.C./Herts County A. and A.C. Sprint Meeting, Tempsford Aerodrome, near Biggleswade, Beds. Start, 2 p.m.

Hants and Berks M.C./750 M.C./U.H.U.L. M.C. Sprint Meeting, Rushmoor, near Aldershot, Hants. Start, 2 p.m.

Gosport A.C. Speed Trials, Gosport, Hants.

Northampton and D.C.C. Autocross Meeting, Castlethorpe, near Stony Stratford. Start, 2 p.m.

Worcestershire M.C. Autocross Meeting, Shelsley Walsh, near Worcester. Start, 10.30 a.m.

West Hants and Dorset C.C. 15th Knott Challenge Cup and Southern Inter-Club Team Trial. Start, Bovington Camp, near Wareham, Dorset, 12 noon.

Wolverhampton and South Staffs C.C. Autumn Trial. Start, Pigot Arms Hotel, Pattingham, Staffs, 2.15 p.m.

Cemian M.C./Lancia M.C. Knowland Trophy Driving Tests, Matching Airfield, near Epping, Essex. Start, 11.30 a.m.

Nottingham S.C.C. Driving Tests, Ossington Park, near Newark, Notts. Start, 2 p.m.

B.A.R.C. (East Sussex) Driving Tests, Ovingdean Garage, Ovingdean, near Brighton, Sussex. Start, 11.30 a.m.

Welsh Counties C.C./Barry A.C. Third Barry Coronation Cup Anniversary Rally. Start, Memorial Hall, Barry. 10.30 a.m.

Burnham-on-Sea M.C. Third Annual Carver Cup Rally. Start, South Esplanade, Burnham-on-Sea.

Lea-Francis O.C. Six Counties Rally. Start, near Milford, Surrey, 11 a.m.

Brent Vale M.C. Autumn Rally. Start, Byron Hotel, Greenford, Middx.

Bolton-le-Moors C.C. California Award Rally. Start, Jolly Crofters, Horwich, Lanes, 2 p.m.

Lindsey A.C. Rally. Start, Sleight's Garage, Westwoodside, Lincs, 2 p.m.

Midlands M.E.C. "Rally Minor". Start, Lapworth, near Birmingham, 2.30 p.m.

Public Schools' M.C. Cypher Rally. Plymouth M.C. Turnbull Trophy Rally.

A.C.O.C. Annual Point-to-point. Start, Bell Hotel, Aston Clinton, Bucks, 10.30 a.m.

Fiat "500" Club Annual Rally and Gymkhana, Heston Aerodrome, Middx. Start, 12 noon.

Sussex C. and M.C.C. September Night Trial.

OVERLAND TO SINGAPORE

By now, a group of six undergraduates from Oxford and Cambridge Universities, led by J. A. Cowell (Cambridge) and N. C. Newbery (Oxford), will be well on their way in an overland journey to Singapore and back. They expect to be away for 12 months on their 30,000-mile journey, which will take them through Greece, Turkey, Syria, Iraq, Iran, Pakistan, India, Burma and Thailand to Malaya in two Land Rovers.

Club Fixtures

Alvis Register—Meeting, 23rd September, Hare and Hounds, Wyke Green, Osterley, Middx.

Cambridge '50 M.C.—Meeting, 23rd September, Ancient Shepherds, Fenditton.

Plymouth M.C.—Annual barbecue and social evening, 24th September.

"W.O." Club.—Meeting, 24th September, Cross Hands, Old Sodbury, near Bristol.

Bentley D.C.—Meetings: 24th September, Elcot Park Hotel, Newbury, Berks; Halfway House Hotel, Aylesbeare, Devon; 27th September, Hautboy Hotel, Ockham, Surrey; 29th September, Bull's Head, Shenstone, Staffs.

Lagonda Club.—A.G.M. and Concours d'élégance, 25th September, Brompton Grange, Wheatley, Oxon. Concours, 1 p.m.; A.G.M., 5.30 p.m. Meeting, 27th September, Red Lion, Holme-on-Spalding-Moor.

Cheltenham M.C.—Social run to Stonehenge, 25th September start 10 a.m. from Priory Lawn, High Street Cheltenham. Skittles match: 28th September, Royal Oak, Bishops Cleeve, 7.30 p.m.

Romford E.C.C.—Navigational exercise, 25th September. Start, Romford Town Hall, 2.30 p.m.

750 M.C.—Meetings: 26th September, Sheer House Hotel, Byfleet; 29th September, Windmill Inn, Shelf, near Bradford, Yorks.

Eastern Counties M.C.—Meeting, 27th September, Red Lion, Martlesham.

London M.C.—Meeting, 27th September, Paviour's Arms, Page Street, Westminster.

Sussex C. & M.C.C.—Meeting, 27th September, Southwick & Fishersgate Community Centre, Southwick.

North London M.C.—Meeting, 28th September, Rising Sun, Chaseside, Southgate.

Chiltern C.C.—Meeting, 28th September, George Hotel, Beaconsfield.

A.C.O.C.—Meeting, 28th September, Marlborough Head, North Audley Street, London, W.1. Talk by Ken Rudd, 8 p.m.

Liverpool M.C.—Meeting, 28th September, Royal Hotel, Stanley Road, Hoylake.

Birmingham Y.C.M.C.—Extraordinary G.M. and Film Show, 29th September, Empire House, 96 Edmund Street, Birmingham, 3, 7.30 p.m.

B.A.R.C. (Yorks).—Talk on "Le Mans, 1955", 29th September, Liberal Club, Hough Lane, Bramley, Leeds 13, 8 p.m. **S.W. Centre:** Meeting and film show, 28th September, Little Testwood County Club, Salisbury Road, near Totton, Southampton.

Vintage S.C.C.—Meetings: 29th September, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Ches.

Sunbac.—Meeting, 29th September, Royal Oak, Lozells Road, Birmingham, 6.

Buckingham & D.M.C.—Meeting, 29th September, Folly Inn, Adstock, Bucks.

Surrey S.M.C.—Meeting, 29th September, Warwick Hotel, Redhill.

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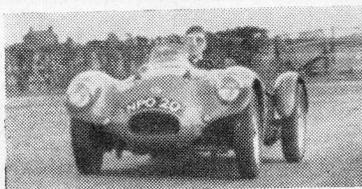
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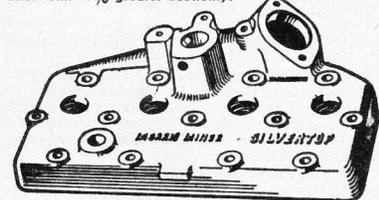
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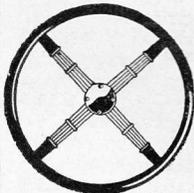


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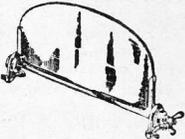


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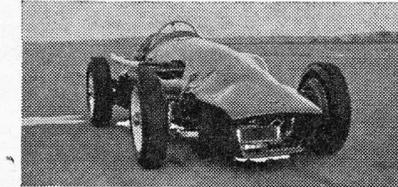
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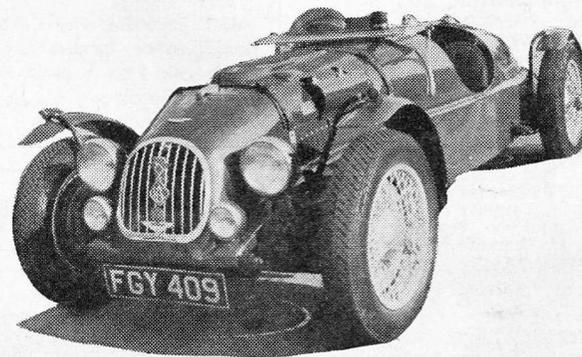
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