

SPECIAL RHEIMS REPORT

JULY 10, 1953

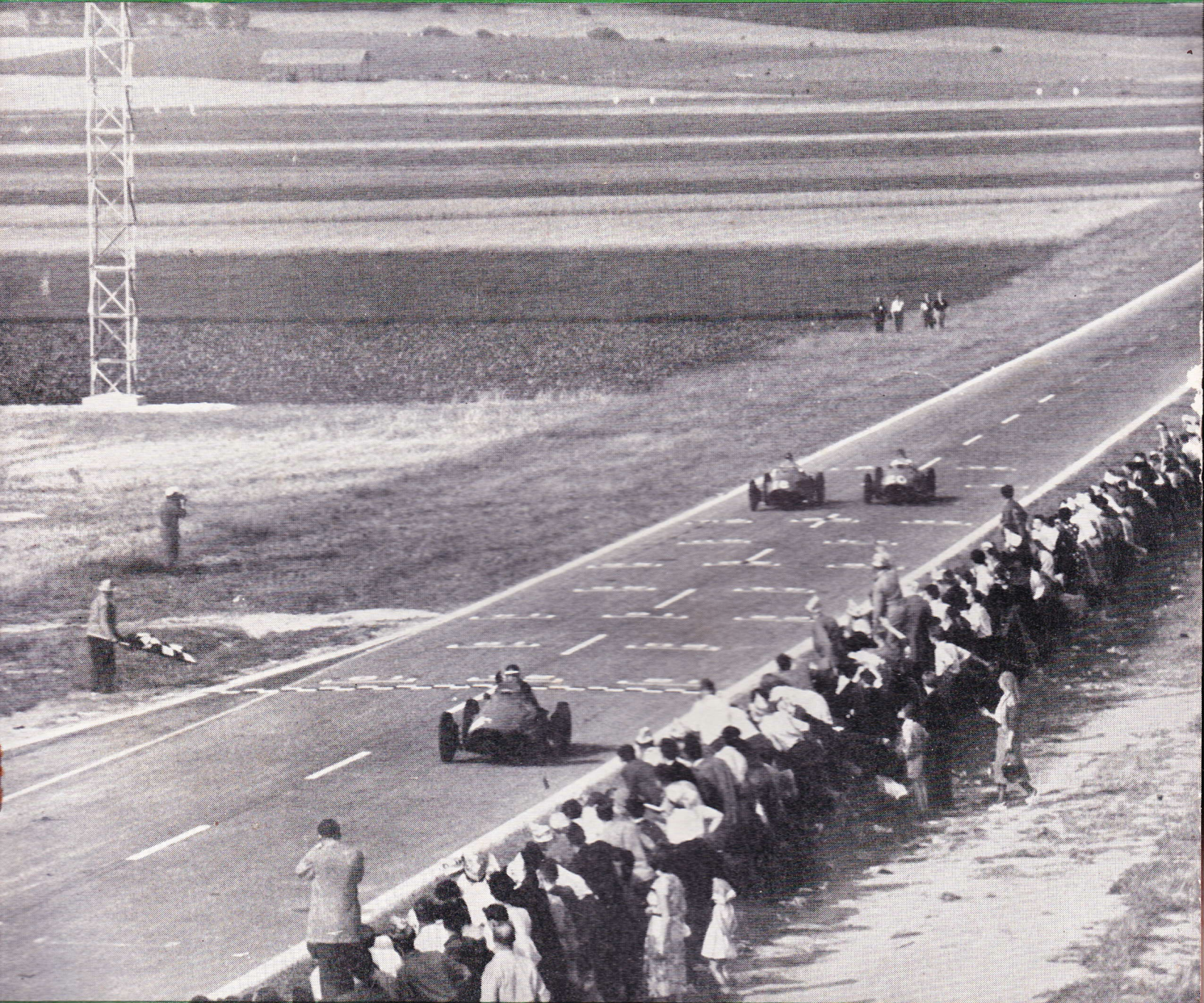
AUTOSPORT

1/6

EVERY FRIDAY

Vol. 7 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

JAGUAR AND BRISTOL VICTORIES IN RHEIMS "12 HOURS" : MIKE HAWTHORN WINS "RACE OF THE CENTURY" FRENCH GRAND PRIX : REST-AND-BE-THANKFUL HILL-CLIMB : M.G.C.C. AT SILVERSTONE : THE CHALLENGE OF THE MOUNTAINS : THE GREAT BRITISH RACE AT SILVERSTONE

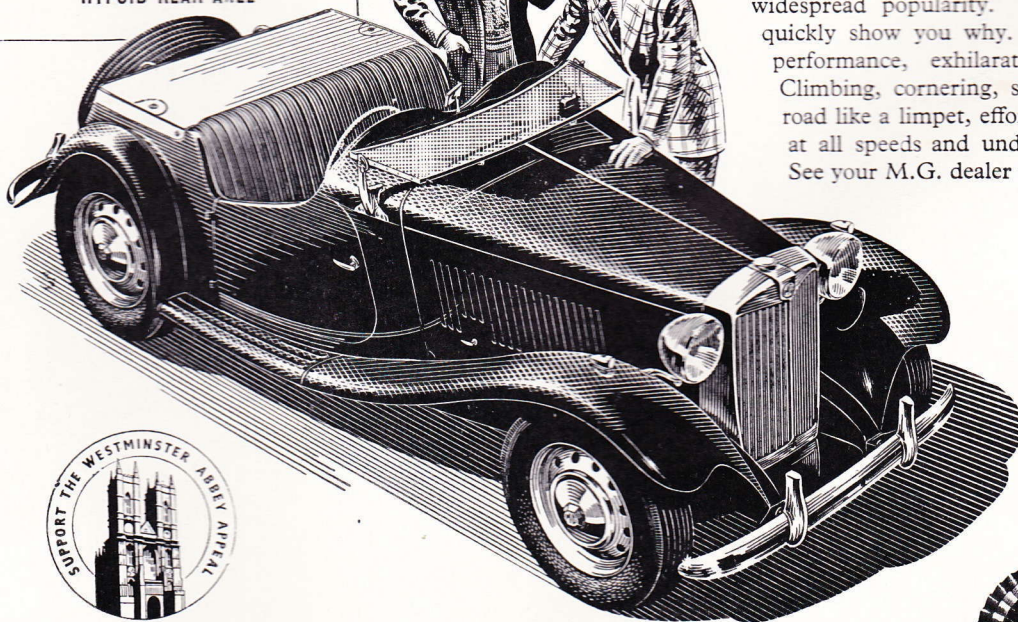
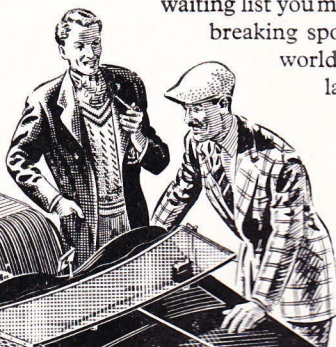
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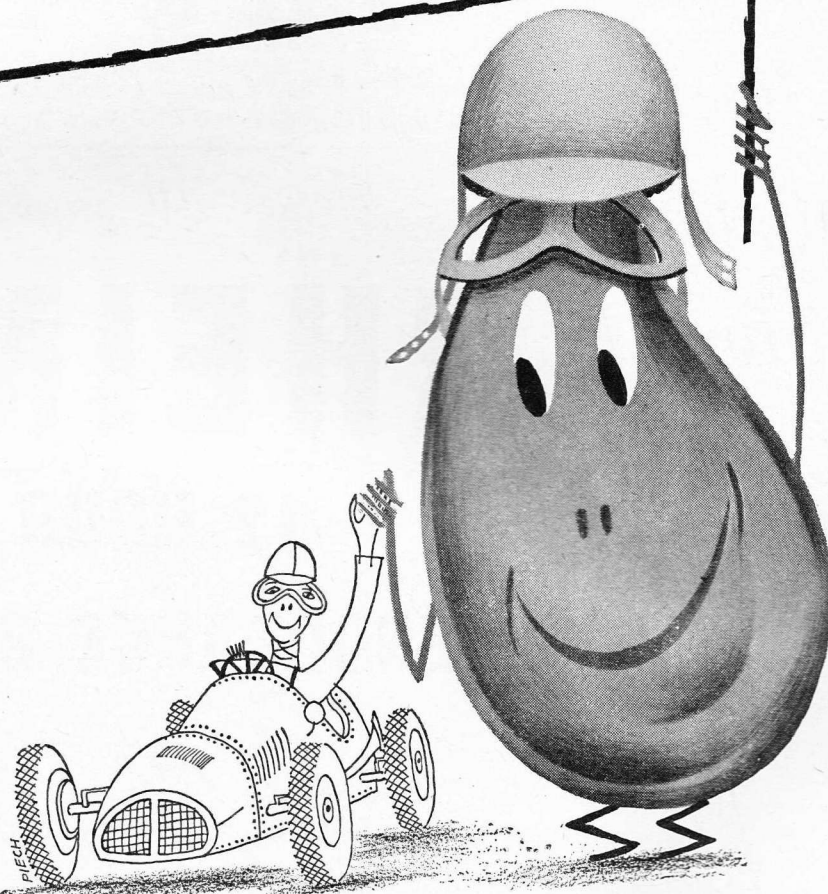
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*(Stirling Moss and
Peter Whitehead)*

*(Sir James Scott-Douglas
and N. Sanderson)*

in

RHEIMS

12 HOUR

ENDURANCE RACE

In winning this major sports car race at an average speed of 105.5 m.p.h. for 12 hours, against many of the world's leading cars and drivers, Jaguar confirm their Le Mans triumph where they finished 1st, 2nd, 4th and 9th.

(Subject to Official Confirmation)

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 2

July 10, 1953

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EDITORIAL

THE existence of world's championships undoubtedly adds to the competitive value of motoring sport, and enthusiasts follow closely the Grand Prix, Sports Car and Touring Car placings. However, despite the large number of F3 cars in existence, there is no world's championship as such, for this class of machine. The AUTOSPORT Championship is, of course, confined to British drivers, but this magazine feels that a fully International competition would do a great deal to encourage participation from drivers in other countries. It is suggested that the R.A.C. approach the F.I.A. with the idea of instituting an F3 World's Championship for 1954, naming specific events as is done in the other universal competitions. AUTOSPORT feels certain that the Half-Litre Club would co-operate fully with other organizations to ensure the success of such a championship, and that the billing of certain Formula 3 events as World's Championship races would enhance even more the status of 500 c.c. racing.

* * *

BRITISH sports cars march on from success to success. At Rheims last Sunday, Peter Whitehead and Stirling Moss won the over 2-litre class in the 12 Hours Sports Car Race and covered the greatest distance, whilst Peter Wilson and Jack Fairman captured the 2-litre category with the startling new Bristol coupé. Furthermore, Britain's Mike Hawthorn defeated the world's finest drivers in the French Grand Prix—probably the greatest event that has ever been run. The Maserati-Ferrari struggle produced an extraordinary race, and the first five cars crossed the line, just 7.6 secs. separating them. Hawthorn drove an inspired race, and duelled with Fangio for 30 laps, after Gonzalez's leading Maserati had a refuelling stop. The great Argentinian driver did all he knew to force a Maserati victory. Hawthorn alone prevented that happening, and came over the line one second ahead, with another Maserati (Gonzalez) on Fangio's tail. Ascari was fourth, and Farina fifth. Thus the "Farnham Flyer" defeated no less than three world champions, and became the third British driver to win the classic French Grand Prix, and the fourth to win a *grande épreuve*. The others, of course, were the late Sir Henry Segrave (Sunbeam), the late Dick Seaman (Mercedes-Benz), and W. Williams (Bugatti).

For these Rheims achievements AUTOSPORT proudly pays tribute to Whitehead/Moss, Wilson/Fairman, Jaguars and Bristols, and to Mike Hawthorn—with the fifth green cover of 1953.

OUR COVER PICTURE

RACE PICTURE OF THE YEAR: The amazing finish of the French Grand Prix at Rheims, with Faroux giving Hawthorn the flag, and Gonzalez closing up to challenge Fangio for second place. Only 1.4 secs. separated the three cars. Ascari has not yet appeared in sight to finish fourth—4.4 secs. behind Hawthorn!



TROUBLE? No — just Ninian Sanderson making adjustments at Bo'ness to his 500 c.c. Staride the easiest way.

ALFRED NEUBAUER and Karl Kling never missed anything of technical importance at Rheims. The portly Mercedes team chief even lay under a Ferrari!

BRISTOLS are to be highly commended for going to Rheims after the Le Mans failure—and their journey bore fruit with a class victory.

THE B.R.M. performance at Albi has boosted Bourne stock abroad and the Italians particularly do not under-rate their chances in the 1954 Formula with a new car!

PIT AND PADDOCK

AT least five 2½-litre unsuper-charged racing machines are being built by Mercedes-Benz for next year's Formula 1 races. The cars are expected to make their debut in the French Grand Prix.

A FOUR-CYLINDER 2½-litre Talbot for Formula 1 racing next year is promised from Suresnes by Tony Lago.

CONTINENTALS are showing interest in the Goodwood Nine Hours sports car race on 22nd August. Ferrari, Gordini, Talbot and Porsche have all made enquiries re entry. The official Jaguar team has been entered.

STAN BOSHIER, seriously injured in the Monte Carlo Rally, is now out of the nursing home. His movements for the time being are confined to a wheelchair, but he is ready to take on all comers at sprints, hill-climbing or circuit racing with this class of vehicle! He hopes to be back in racing next season.

NOT bad for a five-year-old!—the 2.4-litre Healey of A. P. Hitchings finished second in its class to Fayen's Ferrari in the Coupe de Paris 100 kms. race at Montlhéry on 31st May, showing its tail to Delages, Delahayes, two blown Peugeots, etc.

VEE eight 2½-litre Stanguellini will be evolved for 1954 Formula 1 racing. A blown "750" is also being experimented with.

IAN APPELYARD'S famous white LXX 120 Jaguar NUB 120 is to go into honourable retirement in the Jaguar Museum. Ian and his wife Pat are off on the "Alpine" today (10th July) with a new Jaguar, RUB 120.

FERODO LTD. have sponsored the entry of a Jaguar XK 120 for the Alpine Rally to gain technical information; special instruments will be installed to record braking effects. Drivers are Technical Liaison Officer Sid Henson and John ("Autocar") Cooper.

BILL PROCTER, of Westport, Connecticut, U.S.A., has ordered a Kieft-M.G. sports car.

ALEX FRANCIS, the H.R.G./Mercury trials exponent, has purchased E. A. Jauncey's "Otter". This car was originally the Marden Spl., owned by Tim Crump.

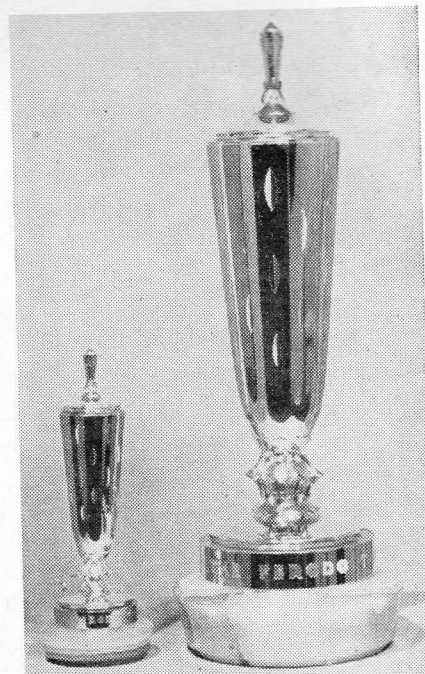
DUNCAN HAMILTON broke two ribs, his jawbone, and loosened all his teeth when his Jaguar crashed at Oporto recently, following some disgraceful driving by a local driver. You can't keep a good man down. The Le Mans winner will drive at Crystal Palace tomorrow!

ALEC ULMANN intends to make the Sebring 12 Hours Race on 6th March, 1954, the greatest ever American road event. As a "shop-window" for the U.S.A. market, it may attract Jaguar, Aston Martin, Alfa Romeo, Ferrari, Lancia, Porsche, Gordini and Mercedes-Benz entries from Europe.

PERFORMANCE CARS TROPHY

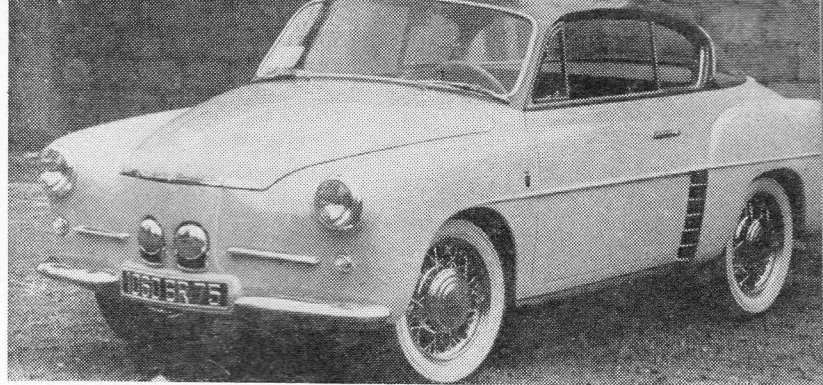
CURRENT placings in the Performance Cars Trophy contest are the following: 1, Peter Gammon (M.G.), 34 pts.; 2, Cliff Davis (Cooper-M.G.), 30; 3, Archie Scott-Brown (Tojeiro), 14; 4, Pat Griffith (Kieft-M.G.), 11; 5, P. A. Desoutter (Ford-Lotus), 10; 6, Jim Mayers (Kieft-M.G.), D. M. Small (D.M.S. Spl.) and D. Beauman (Riley), 8; 9, H. J. Goldschmidt (Performance Car) and L. West (Austin), 7.

First prize in this competition is the Trophy, replica and £100; second, £25; third, £10; 4th, 5th and 6th, £5. Clubs promoting qualifying events, i.e., sports car races up to 1,500 c.c., are requested to send race results, including number of starters and finishers, to Performance Cars, Windmill Garage, Gt. West Road, Brentford, Middx.



TROPHY AND REPLICA: Presented by Ferodo Ltd., this solid gold trophy is to be awarded annually to the driver, or car, engine or component manufacturer making the greatest British contribution to the sport.

SPORTS-NEWS



SEEN AT ROUEN: (Above) A highly individualistic "750" Renault with sports coupé body by Ghia of Italy.

Staride, R. G. Bicknell, Arnott, L. Wood, I. L. Bueb, P. A. Taylor, Leston Spl., L. Leston, J.B.S., A. Moore, V. J. Firm, Kent-Smith, G. G. Smith, Creamer, S. W. Creamer, Kumbang, C. G. Summers, Mackson, I. Burgess, Walker, H. W. Walker, Ertorne, G. A. Henrotte, Grose, W. L. Grose, C.H.S., C. W. A. Heyward, B. A. Heyward, Labrani, V. P. Labrum.

THE EIGHTH BRITISH G.P.

THINGS are warming up nicely for the British G.P.—the eighth of the series which began at Brooklands in 1926. Four works Ferraris have been entered, drivers Ascari, Farina, Villoresi and Hawthorn. Full Connaught and H.W.M. teams are down to run, while Tony Rolt is entered to drive R. R. C. Walker's "independent" Connaught. Four of the latest Maseratis are down to run, drivers as at Rheims, and Gordini entries are anticipated.

The day's programme comprises four races: a 105-mile sports car race, for which two Cunninghams from the U.S.A., Moss (Jaguar), Hans Ruesch (Ferrari), Bill Spear (Ferrari) and Parnell, Collins and Salvadori (Aston Martins) are amongst nominations; a 500 c.c. race, a *Formule Libre* event, in which the B.R.M.s will be seen, and doubtless heard; and the Grand Prix itself, over 90 laps of the 3-mile Silverstone circuit.

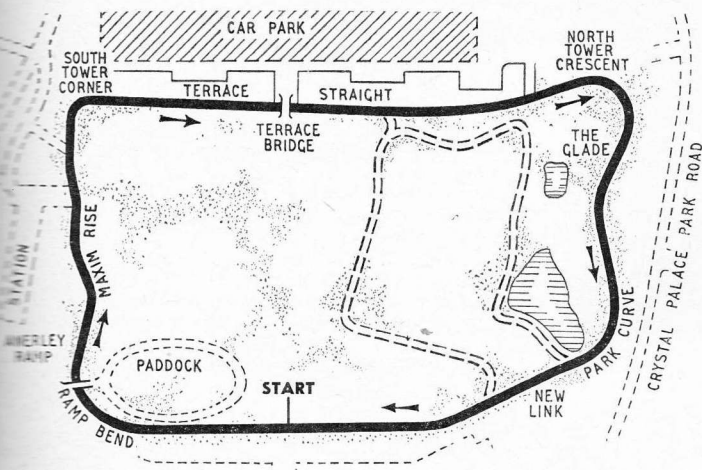
SHORTER AND FASTER: (Left) The post-war edition of the Crystal Palace road circuit, 1.39 miles long, and set in the heart of London.

Crystal Palace Entries

Formula 2 Race: Connaught, R. Salvadori, K. McAlpine, F. C. Davis, A. P. R. Rolt, H.W.M., L. Macklin, J. D. Hamilton, A. J. Nurse, Cooper-Alta, P. N. Whitehead, Cooper-Bristol, J. Somervail, Turner, J. H. Webb, Emeryson, P. R. Emery, Aston-Butterworth, W. S. Aston, Cooper-J.A.P., L. Leston, and another.

Formula 3 Race: Cooper, Alan Brown, G. H. Wicken, L. Lewis-Evans, S. Lewis-Evans, J. K. B. Brise, C. M. Lund, A. J. Nurse, C. L. Graham, A. A. Butler, J. Abbott, J. Nicholson, P. A. Seymour, I. E. Raby, G. Thornton, W. T. Leigh, S. Bloor, T. J. H. Bennett, P. Thornton, H. A. Frow, A. Cowley, R. D. Biss, J. Higham, C. A. N. May, R. A. Anderson, C. Mauritzen, M. Mather, J. K. Hall, D. K. Swan, I. Mackay, R. H. Coulson, Martin, J. Brown, N. Berrow-Johnson, C. Headland, D. Taylor, Kieft, D. H. R. Gray, J. Rolls, G. Rolls, Emeryson, P. Jopp, H. L. Daniell, J. S. Burnett.

full details being given in the adjoining columns.



CRYSTAL PALACE—11th JULY An All-Elizabethan Day—Record Number of F3 Entries—H.W.M., Connaught and Cooper for F2 Race

SATURDAY, 11th July, is Elizabethan Day at Crystal Palace. In the Elizabethan Trophy Race, no less than 60 half-litre cars will compete, including Cooper, Kieft, Arnott, Martin Spl., J.B.S., and three front-drive Emerysons. Amongst the drivers are the majority of the world's best F3 exponents, such as Reg Bicknell, Alan Brown, Les Leston, Stuart Lewis-Evans, Harold Daniell, Paul Emery, Kenneth Brise, Don Gray, George Wicken, Charles Headland and Ken Smith.

The F2 race contains the names of three successful Le Mans drivers; Tony Rolt (Connaught) and Duncan Hamilton (H.W.M.) were, of course, outright winners with a Jaguar, and Peter Whitehead, who pilots a Cooper-Alta at the "Palace", was fourth in the great 24 Hours Race. An interesting feature of this event is that three Connaughts and the Turner will have fuel-injection equipment, the last-named being of British S.U. manufacture. Bill Aston will drive the air-cooled, A.J.B.-powered Aston-Butterworth, and it is also hoped that at least two of the very rapid Cooper-J.A.P. twin-cylinder cars will appear.

AUTOSPORT is organizing one of its very popular camera competitions in connection with this event,

CRYSTAL PALACE CAMERA CONTEST

Cash Prizes for Spectators in "Autosport" Photographic Competition

SPECTATORS at Crystal Palace on 11th July for the Half-Litre Club meeting have the chance to win cash prizes for their photographic efforts. The AUTOSPORT Photographic Competition is open only to persons who have not been issued with a Press Pass, given an official job to do in connection with the organization, nor received any special facilities which would permit them to take photographs from any place other than spectators' stands or enclosures.

AUTOSPORT offers a prize of £5 5s. for the photograph which the Competition judges consider to be the best submitted of any incident taken at Crystal Palace on 11th July, 1953. Consolation prizes will also be awarded, photographs

published being paid for at the usual contributors' rates.

Negatives must not be sent, and all prints submitted should preferably be no smaller than 7 ins. x 5 ins., and finished on glossy paper. No prints will be returned unless accompanied by a stamped, addressed envelope.

There is no entry fee, but prints (no limit to the number) must be accompanied by the Entry Coupon, which will be found on page 59. Closing date is Friday, 17th July. Winning entries will be published in the issue dated 24th July.

No correspondence may be entered into in connection with this competition, and entrants must accept the decision of the Editor of AUTOSPORT, and the judges, as final.

TOMORROW'S LEINSTER TROPHY RACE

THE Leinster Motor Club have received a most interesting entry for their Leinster Trophy Race on the famous Wicklow road circuit tomorrow. Starting from the scratch mark together will be the "C"-type Jaguars of Ian Stewart, Sir James Scott-Douglas and J. B. Swift, Bobbie Baird's 4.1-litre Ferrari, the Baird Griffin-Maserati, J. Lawrence's Cooper-Bristol, then R. E. Dickson's DB3 Aston Martin and Torrie Large's Alta.

This gives promise of a real scrap amongst the faster machinery over such a twisty and interesting circuit. Last year's winner, Desmond Titterington, will be defending his position with the same well-known "J2" Allard, whilst a very dark horse is the 1½-litre Gordini recently acquired and entered by Redmond Gallagher of Leprechaun fame.

Freddie Smyth, fourth last year, will be there with his wonderful little Ford Special to challenge the many M.G.s and other Ford Specials. Donald Beaman

AT MONZA: (Above) A Lancia pace car leads the field in last week's Auto-drome G.P. for sports cars, where a flying start à la Indianapolis was employed. (Right) An incident in the second race when eventual winner Villorosi (Ferrari) slid on to the grass, almost ramming Farina in rejoining the road. Bonetto's open 3-litre Lancia is leading.

WATKINS GLEN IS ON

A NEW course, 4.6 miles long, has been found three or four miles outside Watkins Glen, for the staging of this year's G.P. on 19th September. Restriction on using State highways in New York State precluded use of the old S.C.C.A. circuit.

INTERNATIONAL SHELSLEY

REGULATIONS and Entry Forms for the International Hill-climb at Shelsley Walsh on 29th August are now obtainable from the Secretary, Midland A.C., 87 Edmund Street, Birmingham, 3.

Racing and sports cars will compete, B.T.D. gaining £100 and the Shelsley Challenge Cup; second and third best times earning £50 and £25 respectively. B.T.D. by a sports car secures the Attwood Challenge Trophy, while first place in each of the nine classes gains £10, and second place £5. Entry closing date is 10th August.

HOLLAND'S TORCH RALLY

FIRST promoted five years ago to celebrate the liberation of the Dutch town of Eindhoven, this year's International Torch Rally starts from Bayeux in Normandy on 13th September, passing through



France and Belgium and ending at Eindhoven on 14th September after a 1,400 km. run.

Full regulations and entry forms are now obtainable from the Secretariaat, Fakkels-Rallye, Dommelstraat 27, Eindhoven, North Brabant, Holland.

"1952 SHELL Successes" has nearly 100 photographs, recording many of last year's achievements on land and in the air. Contributors include Stirling Moss, Ken Wharton, Ian Appleyard, Leslie Johnson and Fergus Anderson.

Book is free on application to any Shell-Mex divisional office or from Shell-Mex House, Strand, London, W.C.2.

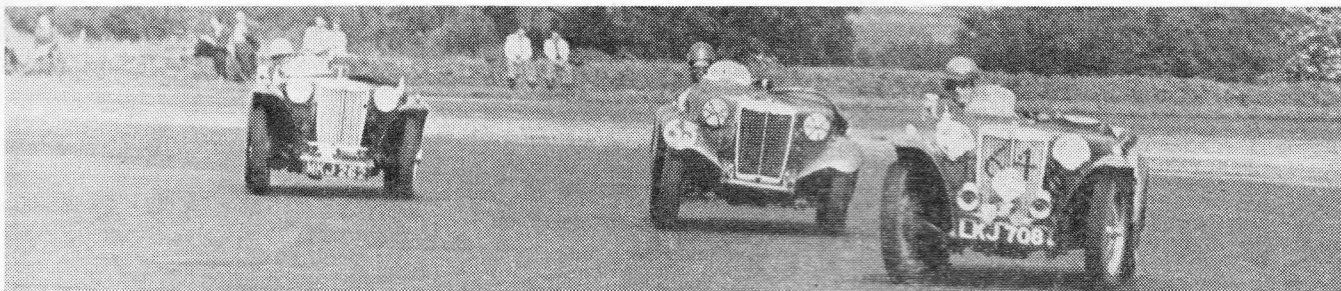
is running the ex-Hawthorn 1½-litre Riley, while Joe Kelly is entered with either the Alta-Bristol or his Jowett "Jupiter".

Some fine racing is guaranteed and spectators would be well advised to make an effort to be in their positions well before the roads close at 2.30 p.m.

H. A. O'BRIEN.

LEINSTER TROPHY ENTRIES

- Jaguar (XK 120C): I. M. M. Stewart, Sir J. Scott-Douglas, J. B. Swift.
- Jaguar (XK 120): F. E. A. Bigger.
- Cooper-Bristol: J. Lawrence.
- Baird-Griffin: Driver unannounced.
- Ferrari 4.1-litre: W. R. Baird.
- Alta-Bristol: J. Kelly.
- Alta Spl.: T. N. Large.
- Riley: D. Beaman.
- Aston Martin D.B.3: R. E. Dickson.
- Frazer-Nash: R. E. Odium.
- W. J. Skelly, M. L. Currie.
- Leprechaun II: L. Collen.
- Gordini (1½-litre sports): R. Gallagher.
- J.P.-Vincent: M. Watson.
- Martin-Leat: Mrs. J. Howard.
- Iona Spl.: M. P. Cahill.
- Allard J2: J. D. Titterington.
- H.R.G.: C. W. E. Maunsell.
- Ford Spl.: F. D. Smyth, S. Pentland.
- Jirano: C. Norton.
- T.R.S.: A. Thompson.
- Vanguard Spl.: L. G. Earl.
- S.A.M.: J. Quinn.
- Todd Spl.: W. T. Todd.
- Fiat: T. Murphy.
- M.G.: R. G. Lovell-Butt, N. Gleeson, B. McCaldin, T. Lord, J. A. Garvey, N. O'D. Browne, W. Leeper, Lee Wye Chye, J. E. Wylie, A. C. O'Hara, A. Coleman.
- Lititz Spl.: M. J. Higgins.



K. Sloman (TC), C. Shove (TD) and J. Shove (TC) take Beckett's Corner during the M.G.C.C.'s Silverstone meeting.

AT SILVERSTONE

As everybody knows, the recipe for a successful race is to gather together as many cars of similar performance as possible, put them on a starting grid, wiggle a suitable flag, and stand clear; the drivers will do the rest. A reasonable compromise is to select an ill-assorted bunch of vehicles and ask some benighted being, with seven stopwatches and second sight, to let them go in such an order that they will all arrive at the finishing line in a jostling mass, hubcap to hubcap and radiator to tail. This is known as handicap racing.

The second alternative was adopted by the M.G. Car Club for their programme of eight races at Silverstone last Saturday, in which Abingdon products naturally predominated. But, over the years, the Octagon has come in a variety of shapes and sizes, and the handicapper's task was as difficult as ever. There were one or two runaway wins, but the determined efforts of limit men to stay in front, and scratch men to get in front, made the racing well worth seeing. Peter Gammon's excellent TC special was treated most cruelly, having to give 30 secs. to an XK 120 Jaguar in a five-lap race; although he withdrew from the later events, he took part in this one, and drove as never before, finishing four places ahead of the XK 120 and two ahead of a C-Type Jaguar which started only 15 secs. behind him.

One-Hour High Speed Trial. Ted Lund's ex-works TD, distinctive with alloy bonnet, set the pace in the first event, while Oram's ex-Lund car seemed in a much more breathless condition,

and had to pay visits to the pits. Ken Shipside's attractive TD special went well, but later retired at Copse; another Copse casualty was F. A. Attwood's blown TC, which had also performed well in the early stages. The oldest M.G. running, B. H. Waters's Q-type, made loud but unhealthy noises and stopped frequently for attention. J. Tymon (TD) had his brakes fail, and spun on to the grass after Woodcote.

Results. First Class Awards: W. P. U. Constable (TD Mk. II), R. H. Litton (TC), T. Lund (TD), S. A. Mitchell (PA Spl.), C. Shove (TD), J. Shove (TC) and H. Whiteside (TA). **Second Class Award:** R. H. Berens (TC).

Novice Handicap, Heat 1 (5 laps). With an allowance of 1 min. 30 secs. it wasn't long before R. D. Steed's J.A.G., driven by R. P. N. Stark, took the lead in the first race. The John A. Griffith chassis, with coil-and-wishbone i.f.s. and Zephyr rear axle, carries a two-carburettor Consul engine stroked to 1,498 c.c., and this is a very rapid vehicle, weighing only 12 cwt. The TCs of R. H. Litton and K. T. Sloman were second and third from the same mark. Denis Wilkins was, rather unkindly, pushed back to the 30-secs. mark in his new Lotus, which has a single-carburettor, lined Consul engine, and weighs a little more than the J.A.G. Not yet run in, and taking part in its first race, the Lotus managed seventh position.

Results: 1. R. P. N. Stark (J.A.G.), rec'd 1 min. 30 secs., 8 mins. 20.8 secs. (59.58 m.p.h.). 2. R. H. Litton (M.G. TC), rec'd 1 min. 30 secs., 8 mins. 26.4 secs. 3. K. T. Sloman (M.G. TC), rec'd. 1 min. 30 secs., 8 mins. 30.2 secs. 4. C.

Shove (M.G. TD), rec'd. 1 min. 15 secs., 8 mins. 49.4 secs.

Novice Handicap, Heat 2 (5 laps). A slower event, this, in which G. S. Claybourn (TC) worked his way to the fore after one lap, tailed most gamely by A. F. S. Dean in a Y-type saloon. Dean, however, was taken on the last lap by T. L. James, who drove Haynes's multi-coloured Healey Silverstone fast and well from the scratch position. Worth mentioning is the performance of G. Green, who gained fifth place with an allowance of only 15 secs. for his Healey saloon.

Results: 1. G. S. Claybourn (M.G. TC), rec'd 1 min. 15 secs., 9 mins. 19 secs. (54.17 m.p.h.). 2. T. L. James (Healey Silverstone), scr., 9 mins. 27.2 secs. 3. M. J. Taylor (M.G. TC), rec'd. 55 secs., 9 mins. 37.2 secs. 4. H. Whiteside (M.G. TA), rec'd. 45 secs., 9 mins. 37.6 secs.

Unlimited Handicap (5 laps). Event 4 attracted every sort of car from a Morris Minor, on the limit mark of 2 mins. 15 secs., to J. B. Swift's C-Type Jaguar with — 45 secs. S. A. Mitchell's 1,100 c.c. PA special galloped to the front after one lap, chased by G. B. Hewitt (TC), who had started 5 secs. behind. With two laps to go, the TC slipped into the lead, while the fast J.A.G., now driven by Steed, worked up to third place. Haynes (Healey) and Williamson (Bentley) made life interesting further back, but all eyes were on Gammon's terrific battle with an impossible handicap. Not slow at the best of times, Gammon excelled himself in this event, and it is doubtful if he has ever driven a better race.

Results: 1. G. B. Hewitt (M.G. TC), rec'd 1 min. 25 secs., 8 mins. 29.6 secs. (62.98 m.p.h.). 2. S. A. Mitchell (PA Spl.), rec'd 1 min. 30 secs., 8 mins. 30 secs. 3. R. D. Steed (J.A.G.), rec'd. 45 secs., 8 mins. 38.6 secs. 4. B. G. W. Haynes (Healey Silverstone), rec'd. 30 secs., 8 mins. 40.6 secs.

M.G.C.C. Race (25 laps). Pointing out that his TC special is now eating up tyres at the rate of one set per three meetings, Peter Gammon non-started in the Club event, but it was none the less thrilling. A. C. Hillwood gave most joy to the spectators by his efforts with the modified K3 Magnette. Apparently determined to turn his road wheels into fashionable octagons, he spun at Copse, at Beckett's and at Woodcote, and then collected a couple of marker drums at Beckett's. Finally, on his 15th lap, he did another pirouette at Woodcote and gave it up as a bad job. With a 10-min. (yes, minutes!) allowance, R. H. Litton led for eleven laps, then had the misfortune to break a throttle link on his TC. This let Mitchell through to first place, and there the red PA stayed. On the 21st lap a front wing came adrift, but the quickest pit-stop of the day sufficed to have it wrenched off, and on went Mitchell to victory. Hewitt, lying third, ran a big end after six rounds, and Eastwood (TD) also dropped out. This

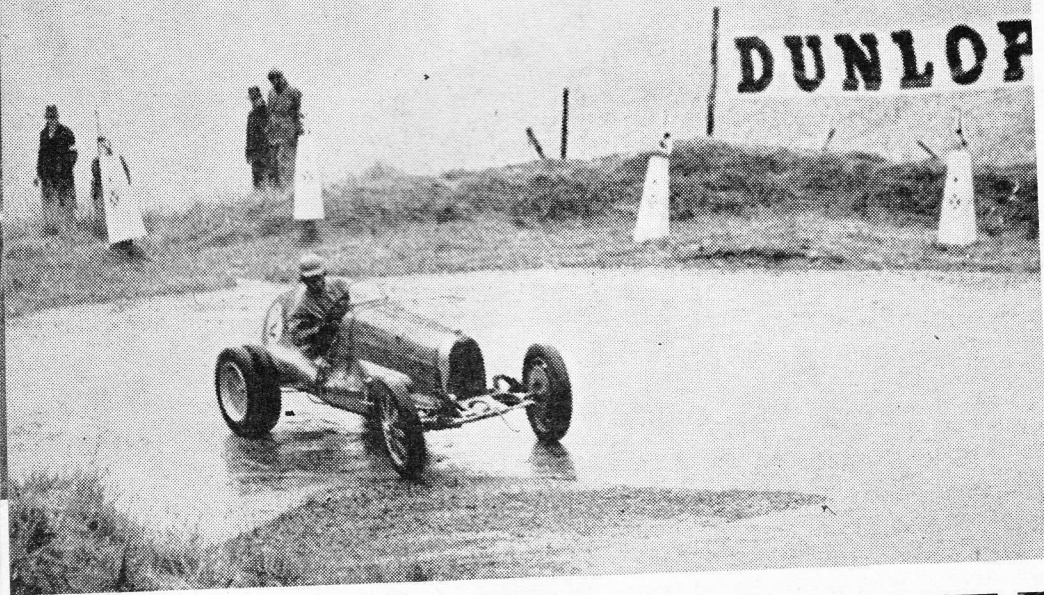
(Continued on page 41)



★
RELAY RACE: K. Sloman, representing the B.A.R.C.'s Team "F", sprints with head down to hand over the baton to R. D. Steed (J.A.G.). Steed, unfortunately, had to retire, putting an end to this team's fine effort in the last event.

★

Damp and desolate scene at Rest-and-be-Thankful, with Peter Stubberfield sliding the tail of his Bugatti around the Hairpin.



climbs was he able to better Greenall's figures.

Bertie Bradnack introduced us to his new Cooper in the class for blown cars of 501 and 1,100 c.c. and, in a single climb at 59.55 seconds, set the mark for the rest of the entry. The bright yellow Kennedy Burdmonk and Archie Craig's fleet little red M.G. were the Walsall driver's only serious rivals. As at the Bo'ness meeting the M.G. pipped the Burdmonk, but neither of them really managed to make it worth-while for Bradnack to have another go in the rain.

Although M. A. H. Christie ended a good climb by missing a gear at the final hairpin he clocked the day's fastest time of 55.81 seconds in his Cooper. Competing in the same class—1,101 to 1,500 c.c. non-supercharged—was J. D. Sleeman (Cooper) who made a very gallant try to beat Christie, recording the day's second best time in the doing, and

FLOODED FINALE

Rain mars Rest-and-Be-Thankful — Ken Wharton among the non-starters — M. A. H. Christie (Cooper) Makes B.T.D. and Ron Flockhart (E.R.A.) wins his Class

THERE seems little doubt that last Saturday's International speed hill-climb on Rest-and-Be-Thankful will be the last Royal Scottish Automobile Club promotion at this venue. The event was poorly attended, continual rain fell from very shortly after the start to make driving conditions very treacherous and times were, therefore, poor and the climbs unspectacular. Our sympathies are with A. K. Stevenson, R.S.A.C. secretary, and his many helpers who have worked so hard to make this event successful and keep it on the calendar, but obviously the club cannot continue to be responsible for the organization of an event which fails to pay its way. We can only hope that the resourceful "A.K." will find some interesting hill nearer our more populous centres—particularly one that will not allow a large proportion of the spectators a free view—and that a new International event will grow from Saturday's soakings.

To add to the day's misfortunes the anticipated renewal of the Bo'ness duel between Ken Wharton and Ron Flockhart did not materialize. During practice, where he clocked the second best time in his Cooper, Wharton not only threw a connecting rod in the Cooper, but his E.R.A. was beset by transmission bothers which refused to respond to treatment, and neither car was fit to climb in the actual event.

The meeting opened with the half-litre drivers performing on a dry course, and Peter Gordon gave an initial climb that looked as if the sport was going to be interesting for, although he swerved

fairly wildly at Cobbler Bend and reduced the earthwork around the final hairpin, his time in the Cooper was only bettered by Leslie Thorne (Cooper) whose return to the sport has produced some enterprising performances. The second runs for the class were made amid the rain and no one bettered his first climb.

A poorly supported class for cars from 501 to 1,100 c.c. non-blown saw E. G. Greenall and Alex McGlashan matching their Coopers. Alex has not got the ex-Haddow machine *au point* as yet and it could be heard cutting out all the way up the hill. The brakes locked as he was taking it round the final hairpin in his first climb and in neither of his

again the rain interfered to slow down both drivers' second runs and spoil a promising duel.

Only competitor in the class for cars of 1,101 to 1,500 c.c. supercharged was V. Thomas in "Remus" the ex-Bira E.R.A. Making his first run in the wet Thomas broadsided at Stone Bridge. The car spun right round to face down hill and, deciding discretion to be the better part of valour, Thomas took the car back down to the paddock. He did, however, manage a second run, but the E.R.A. was patently not in the best of health.

After trimming his class record at Bo'ness, Bob Dickson was out for another on the Rest. His DB3 Aston Martin was going extremely well and, despite



Bob Dickson rounds a turn smoothly with his Aston Martin DB3 to win the up to 3-litre class.

the fact that the rain was now coming down in dead earnest, he managed to get very close to the Jimmy Gibbon figure of 62.24 by going up in 62.46 seconds. Jimmy was there to defend the title in his new Rover Special and although not managing to beat the Dickson figure it is obvious that once he gets over his carburation troubles Jimmy is going to have quite a car at his command.

Second runs in the class showed no improvement, but provided the day's only accident. Making the very last run of the event J. E. Robinson came into the bend at Stone Bridge just a little too fast, and his Aston Martin clouted the parapet. Fortunately the only damage was to the car, and Robinson was able to make his self-propelled way down the hill.

Ron Flockhart had things pretty much his own way in the class for cars of 1,501 to 3,000 c.c. supercharged. The E.R.A. was obviously a handful on the streaming hill, and Flockhart was certainly not as happy and unflurried as he was at Bo'ness. He still managed to win his class but, as usual, Peter Stubberfield made stout efforts to thwart him in his single-seater Bugatti.

We delight in making a particular mention of Desmond Titterington, whose beautifully turned out Allard won the class for non-blown cars over 3,000 c.c. New to our Scottish hills, the Belfast driver gave grand displays at both Bo'ness and this Rest-and-Be-Thankful meeting. Competing in a class which made both its runs in pouring rain, Titterington had a duel on his hands

Michael Christie with his Trophy for setting up B.T.D. in the 1,107 c.c. Cooper.

with R. M. Bateman (Ford), who had clocked 75.67 seconds to equal the Allard's first run. Desmond refused to be beaten and his 72.03 seconds in his second run was a full 3 seconds better than Bateman's second time.

This was the best class of the day, as practically every competitor improved on the time for his first run and the class winner had to overcome the opposition of R. M. Bateman (Ford) and Charles Sleigh (Jaguar), who definitely went motoring. It made a good ending to a disappointing day and prevented us being entirely disconsolate as we hung ourselves up to dry.

A. N. FORD.

Results

Class 1, up to 500 c.c.: 1, L. Thorne (Cooper), 61.31 secs., 2, P. Gordon (Cooper), 61.98, 3, J. Walker (J.P.), 66.15, 4, J. E. Wilson (Kief), 70.29.

Class 2 (501-1,100 c.c. U/s): 1, Hon. E. G. Greenall (1,100 Cooper-J.A.P.), 59.10, 2, A. McGlashan (996 Cooper), 60.91.

Class 3 (501-1,100 c.c. S): 1, B. E. Bradnack (1,098 Cooper), 59.55, 2, A. H. B. Craig (939 M.G. Spl.), 69.08, 3, N. A. Kennedy (1,086 Burdmonk), 69.16, 4, K. Flint (1,087 Cooper-M.G.), 69.30.

Class 4 (1,101-1,500 c.c. U/s): 1, M. A. H. Christie (1,107 Cooper), 55.81, 2, J. D. Sleeman (1,132 Cooper), 57.81, 3, I. Hopper (1,496 Hopper Spl.), 64.89, 4, F. D. Dundas (1,250 Cooper-M.G.), 69.92.

Class 5 (1,101-1,500 c.c. S): 1, V. Thomas (1,496 E.R.A.), 87.49.

Class 6 (1,501-3,000 c.c. U/s): 1, R. Dickson (2,922 Aston Martin), 62.46, 2, J. F. Gibbon (2,310 Rover Spl.), 63.12, 3, R. Fielding (1,960 H.W.M.), 63.34, 4, J. E. Robinson (1,960 Aston Martin), 67.34.



Class 7 (1,501-3,000 c.c. S): 1, R. Flockhart (1,980 E.R.A.), 68.45, 2, P. J. Stubberfield (2,261 Bugatti), 70.01, 3, C. S. Henderson (2,270 Bugatti), 73.47, 4, T. Robins (2,262 Bugatti), 83.86.

Class 8 (Over 3,000 c.c. U/s): 1, J. D. Titterington (3,917 Allard), 72.03, 2, R. M. Bateman (3,917 Ford), 75.03, 3, C. E. W. Sleigh (3,442 Jaguar), 75.52, 4, J. G. Lockhart (4,398 Bentley), 76.27.

Best Time of Day (£100 and "The Motor World" Challenge Cup): M. A. H. Christie (1,107 Cooper), 55.81 secs.

Second B.T.D.: J. D. Sleeman (1,132 Cooper), 57.81 secs.

Ladies' Prize: Miss Doreen Reece (1,496 Cooper), 72.94 secs.

Best Time by R.S.A.C. Member: A. McGlashan (996 Cooper), 60.91.

M.G.C.C. at Silverstone—continued from page 39

let Pigott into third place, and second when, after a quick stop at the pits, he repassed Llewellyn's TD. But both were caught by back-marker Dargue on the 16th lap, his TD special going extremely well. Coundley, on the virtual scratch mark of 50 secs., had constant trouble with his R-type, and covered less than half a dozen laps before retiring.

Results: 1, S. A. Mitchell (PA Spl.), rec'd. 7 mins. 30 secs., 43 mins. 14.6 secs. (61.07 m.p.h.), 2, T. W. Dargue (TD Spl.), rec'd. 2 mins. 5 secs., 44 mins. 0.6 secs. (24 laps), 3, T. A. M. Pigott (M.G. TC), rec'd. 4 mins. 35 secs., 44 mins. 35.4 secs. (24 laps), 4, M. R. G. Llewellyn (M.G. TD), rec'd. 3 mins. 45 secs., 43 mins. 24.6 secs. (23 laps), 5, B. H. Waters (O-type M.G.), rec'd. 3 mins. 45 secs., 43 mins. 35.4 secs. (23 laps).

1,500 c.c. Handicap (5 laps). This proved a less interesting race, in which limit man Sloman led throughout, followed by J. E. Pollitt (TC). A. H. Greig (TC) worked hard to reach fourth place from scratch, followed by Constable, who had a nasty moment when his TD dropped a wheel into the rut on the outside of Woodcote. From the same mark as Constable, Llewellyn achieved third place in three laps.

Results: 1, K. T. Sloman (M.G. TC), rec'd. 1 min. 35 secs., 8 mins. 20.2 secs. (57.86 m.p.h.), 2, J. E. Pollitt (M.G. TC), rec'd. 50 secs., 9 mins. 2.2 secs., 3, M. R. G. Llewellyn (TD), rec'd. 20 secs., 9 mins. 12.4 secs., 4, A. H. Greig (M.G. TC), ser., 9 mins. 21.4 secs.

Novice Handicap, Final (10 laps). Stark really showed what the J.A.G. was capable of in the final. Starting 3 mins. 20 secs. behind limit man Freedman (Crossley), he was in third position by half-distance, causing the

commentators to disbelieve their lap-chart and push him back out of sight. But that's where he was, and very soon he was in front, where he continued to press on and lap most of the field again. Quite a duel developed between Freedman and R. Oakes (Morris Oxford); the saloon, 10 secs. behind at the start, finally pipped the T.T. car on the ninth lap.

Results: 1, R. P. N. Stark (J.A.G.), rec'd. 1 min., 17 mins. 52.6 secs. (66.49 m.p.h.), 2, R. Oakes (Morris Oxford), rec'd. 4 mins. 10 secs., 19 mins. 5.8 secs., 3, V. Freedman (Vernon Crossley), rec'd. 4 mins. 20 secs., 19 mins. 6.4 secs., 4, M. J. Taylor (M.G. TC), rec'd. 2 mins. 15 secs., 19 mins. 14 secs.

Final Handicap (15 laps). The highest placed men in the earlier races now assembled to do battle in another handicap event, with Haynes's Healey on scratch and Freedman taking a 6 mins. 15 secs. allowance. Freedman was caught by Taylor (TC) after five laps, but the TC slowed on the 13th and dropped out. His place was taken by Pigott, who had worked confidently through the field with his radio aerial waving in the breeze. Sloman and Pollitt followed with their TCs, and Greig managed another fourth position. Llewellyn retired at half-distance, but a battle royal was waged by Steed in the J.A.G., Dargue in his special, and Williamson in the big Bentley.

Results: 1, T. A. M. Pigott (M.G. TC), rec'd. 2 mins. 55 secs., 26 mins. 1.8 secs. (63.76 m.p.h.), 2, K. T. Sloman (M.G. TC), rec'd. 4 mins. 5 secs.,

26 mins. 15.8 secs., 3, T. C. Pollitt (M.G. TC), rec'd. 4 mins. 5 secs., 26 mins. 20.6 secs.

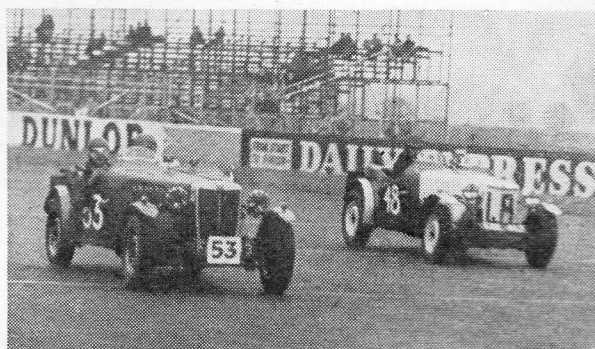
Team Relay Race (16 laps). Last of all came the team relay, in which five teams of three cars started. The first representative of each carried the handicap for the entire team, and covered half a lap to the changeover point between Maggott's and Beckett's, in addition to his five laps; the last man in each team also covered an additional half lap, to the finish line.

The first man for Team "D" of the M.G.C.C.'s S.W. Centre was Taylor, who had retired from the previous race. However, he covered half a lap in his crippled car and handed over to Llewellyn, who shared the remainder of the distance with Toomer's XK 120. The scheme worked perfectly, and on the last lap Toomer caught Berens (TC), who was representing the S.E. Centre's Team "A". Wilkins (Lotus) and Sloman (TC) worked hard for the B.A.R.C.'s Team "F", but just after handing over to Steed, the J.A.G. shed a fuel filter and had to retire.

Results: 1, M.G.C.C. (S.W.) Team "D" (Taylor, Llewellyn and Toomer), rec'd. 1 min. 10 secs., 25 mins. 52 secs. (60.22 m.p.h.), 2, M.G.C.C. (S.E.) Team "A" (J. Shove, C. Shove and Berens), rec'd. 2 mins., 26 mins. 7.8 secs., 3, B.A.R.C. Team "H" (Reid, Dixon and Hughes), rec'd. 3 mins., 26 mins. 14.8 secs.

F. W. McC.

Ted Lund (TD No. 48), laps L. G. W. Oram, driving Lund's old car (TD No. 53), during the One-Hour Trial.





TAKE-OFF: The amazing start of the French G.P., with Gonzalez (Maserati, No. 20) who streaked through from the third row being watched with a certain amount of astonishment by both Fangio (Maserati No. 18), and Bonetto (Maserati, No. 24). Behind are Ascari (Ferrari, No. 10), Villoresi (Ferrari, No. 12), Marimon (Maserati, No. 22), de Graffenried (Maserati, No. 46), and Hawthorn (Ferrari, No. 16).

THE RACE OF THE CENTURY

Mike Hawthorn Wins French Grand Prix After Tremendous Ferrari-Maserati Duel—Fangio Has to Give Best to British Driver—Lap Record Broken Time After Time and Ends up at 115.9 m.p.h.

(PHOTOGRAPHY BY GEORGE PHILLIPS)

IN one of the greatest motor races ever run, Mike Hawthorn saved the day for Scuderia Ferrari after being involved for more than half the distance of 60 laps of the new Gueux circuit at Rheims, in a fantastic battle with Juan Manuel Fangio (Maserati). On 10 separate occasions, their cars came past the pits dead level; the Argentinian did all he knew to snatch victory, but Hawthorn drove an inspired race, and finished one second ahead.

José Froilan Gonzalez (Maserati) led the race for 28 laps, but had to stop for fuel when he had 24 secs. in hand from Alberto Ascari (Ferrari). Despite his pit-stop, the "Prairie Bull" came through to take third place, almost catching Fangio on the line.

The crowd were so excited that Hawthorn was mobbed when he came in to receive his victor's laurels. It was a proud moment

when "The Queen" was played for the third British driver to win a Grand Prix de l'A.C. de F.—the late Sir Henry Segrave (Sunbeam) won in 1923 and W. Williams (Bugatti) in 1928 and 1929.

OWING to the disqualification of the Maglioli/Carini 4.5 Ferrari in the "Twelve Hours", there were rumours that Scuderia Ferrari had packed up and gone home in high dudgeon. Then came stories of an intention to start, but only for a sufficient number of laps to fulfil their contract. As it so happened, all four cars were unloaded and there was no more talk of any trouble.

Reg Parnell's name mysteriously appeared in the programme with a Connaught, and he was also credited in the local papers with doing several practice laps on the Friday evening. He was certainly a real Invisible Man—so invisible in fact that he wasn't in Rheims at all. The two fuel-injection Connaughts were driven by Roy Salvadori and Bira. The remaining British entries were Bob Gerard (Cooper-Bristol), Ken Wharton (Cooper-Bristol), Stirling Moss (Cooper-Alta), Peter Collins (H.W.M.),

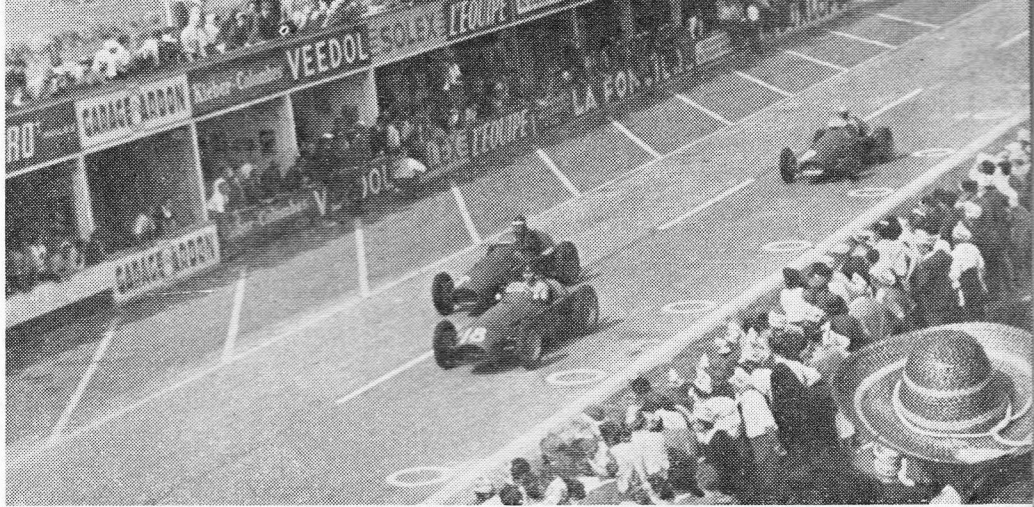
Lance Macklin (H.W.M.), and a third H.W.M. driven by Giraud-Cabantous.

The start itself was unbelievable. So soon as Charles Faroux unfurled his flag, there were hoots and hisses from a section of the crowd which was not too pleased with the sports car race disqualification. However, M. Faroux is too old a stager to be affected overmuch, and he carried on as if nothing were the matter.

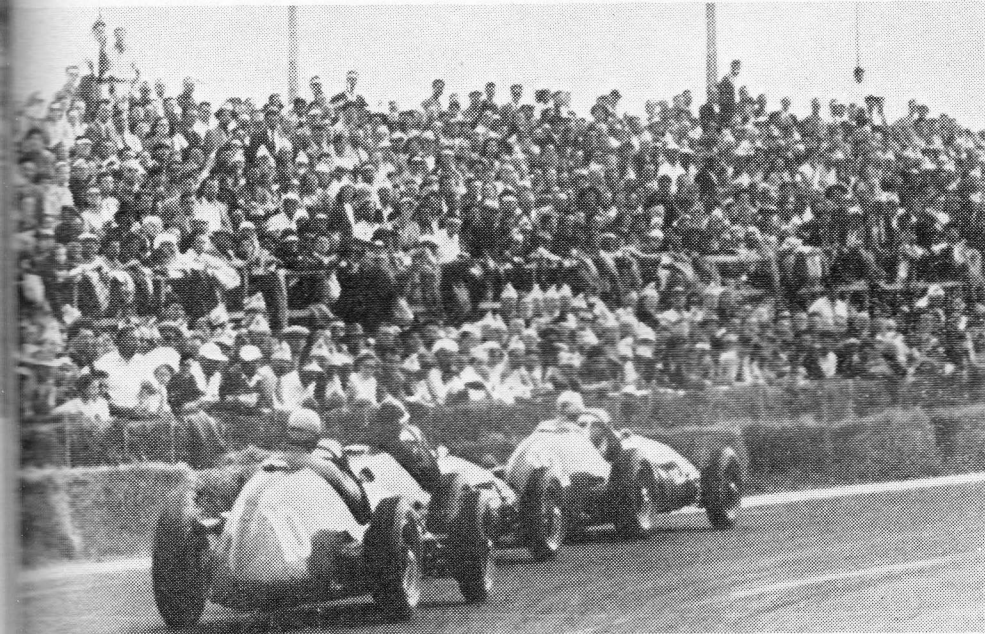
Down went the flag, and Gonzalez rocketed from his third row, to draw away from Fangio and Bonetto as the field of 24 cars shrieked past the tribunes and under the new Dunlop Bridge en route for the reconstructed Gueux section. They were out of sight until onlookers could pick up the flashes of red as the cars flashed down Garenne straight towards the Thillois right-hander. Sure enough, it was Gonzalez in front, leading by a couple of seconds from a tight bunch consisting of Ascari, Villoresi, Fangio, Hawthorn, Bonetto, Marimon and Farina, with Bira also in the picture. Maserati, Ferrari, Ferrari, Maserati, Ferrari, Maserati, Maserati, Ferrari and Connaught—they went past in a solid mass of red, relieved by Marimon's blue and yellow car and Bira's green one.

Lap 2 and Gonzalez had 4 secs. over his pursuers. Then began a titanic struggle for second place featuring Villorresi, Ascari and Hawthorn, with Farina and Fangio just behind. Bonetto dropped back after overdoing things at Thillois; Harry Schell put a rod through the side of his Gordini. This left Trintignant, Mieres and Behra to carry the flag for "The Sorcerer". Salvadori's engine cut out, and he retired after two laps when in 13th place but Bira was going like a train in the other fuel-injection Connaught.

There was no stopping Gonzalez. Preferring to run with half-full tanks and come in to refuel about half-distance, the Argentinian was setting about piling on the biggest possible lead. On lap 4, Villorresi, Hawthorn and



(Above) Fangio (Maserati), Hawthorn (Ferrari) and Ascari (Ferrari) struggling for the lead after Gonzalez's pit-stop.



(Above) Hawthorn sandwiched between his team-mates Ascari and Farina at Thillois, in pursuit of Gonzalez.

Ascari went through wheel to wheel, 5½ secs. behind Gonzalez. Farina still headed Fangio, whose protégé Marimon was keeping on the tail of the master, and drawing further away from Trintignant. De Graffenried (Maserati) was leading Bonetto and Bira, whilst Moss was battling with Behra and Mieres. The last-named went out with a broken back axle.

With Gonzalez out in front, the fierce struggle behind never let up for a moment. The Maserati did the first five laps at an average speed of over 112 m.p.h. Fangio began to close up on Farina, whilst Ascari, Hawthorn and Villorresi continually chopped and changed their places—less than half-a-second separating all three. After eight laps, the first seven cars lapped the tail-enders, and on lap 9 Macklin's H.W.M. stopped at the pits with clutch failure. Moss appeared to be having a spot of trouble changing gear, and began to drop back; he was beginning to be overhauled by Gerard and Wharton.

After 10 laps, the leader was 7 secs. ahead, and the top men's positions were as follow:—

1, Gonzalez (Maserati), 27 mins. 32.8 secs., 181.814 k.p.h. (112.98 m.p.h.). 2,

Hawthorn (Ferrari). 3, Ascari (Ferrari). 4, Villorresi (Ferrari). 5, Farina (Ferrari). 6, Fangio (Maserati). 7, Marimon (Maserati). 8, Trintignant (Gordini). 9, de Graffenried (Maserati). 10, Bonetto (Maserati).

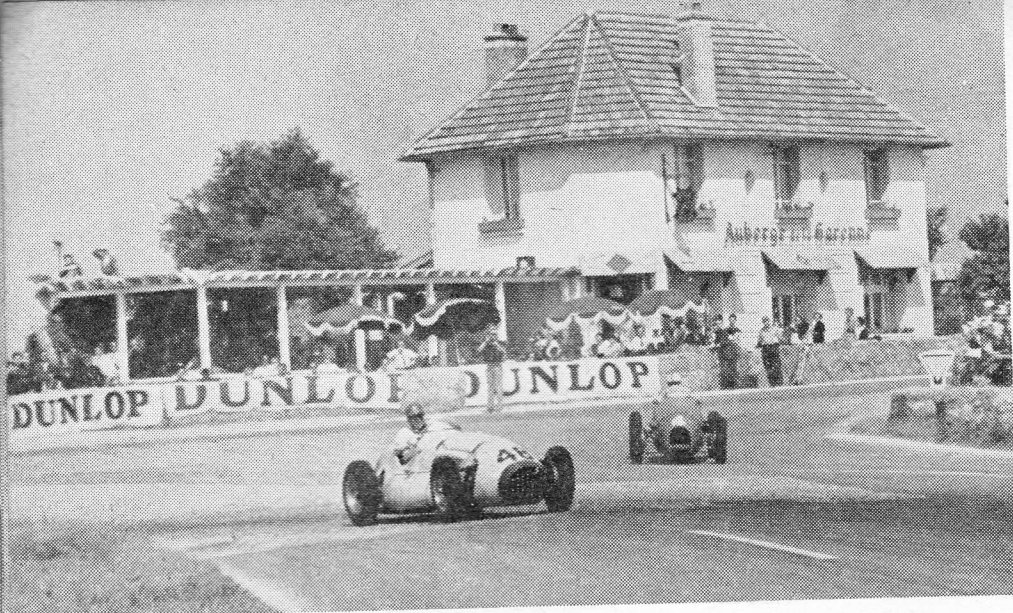
Four laps later came another blow to Gordini. Trintignant coasted in and retired with transmission bothers, leaving Jean Behra as sole survivor—in 11th place. Gonzalez kept increasing his lead, and at 20 laps had 18 secs. advantage, with four Ferraris still battling it out. However, Fangio thought it about time that he should get amongst the circus act, and swept past Farina under the Dunlop Bridge, only to be retaken into Thillois.

Lap 24 saw a most extraordinary sight. After Gonzalez went through, the entire group of Ascari, Villorresi, Hawthorn, Fangio, Farina and Marimon—all trying to pass each other—hurtled past the tribunes. Even the Maserati and Ferrari pit staffs were shaken, and



The breath-taking duel nears its end. Hawthorn and Fangio pass the new Press Tribune on their last lap. Bets are being freely made and taken: will it be Argentina's Juan Manuel Fangio, or Britain's Mike Hawthorn?

Farina had managed to edge ahead of Ascari. Gonzalez was pressing Marimon, and Villorosi had dropped back to seventh place. Further back came Bonetto, de Graffenried, Behra, Chiron (Osca), Rosier (Ferrari) and Gerard (Cooper-Bristol). Moss was still circulating, but Wharton had given up following a lengthy pit-stop, after covering 17 tours. Peter Collins (H.W.M.), Yves Giraud-Cabantous (H.W.M.) and Johnnie Claes (Connaught) were also

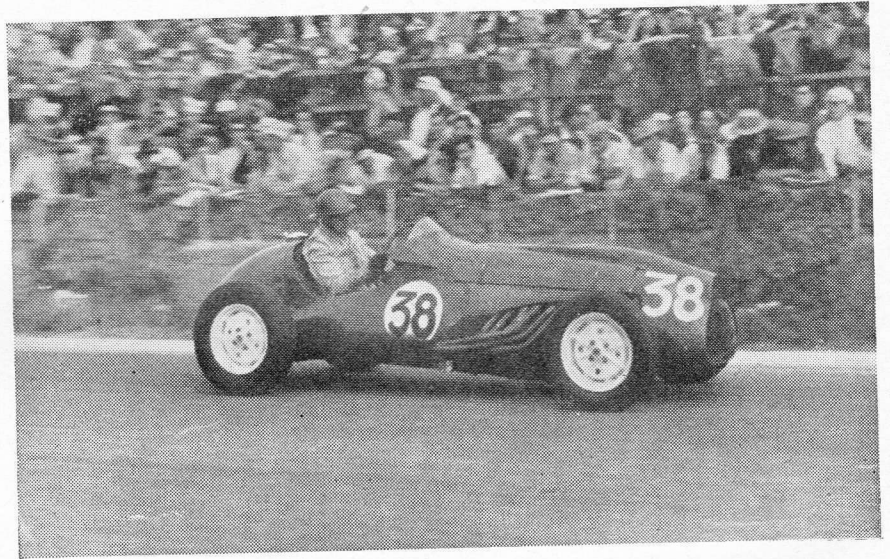


(Left) Trintignant (Gordini) spins at Thillois as Claes (Connaught) goes past. (Below) Highest-placed British car was Bob Gerard's Cooper-Bristol which finished 11th.

one felt sorry for the respective team managers attempting to convey positions to the drivers.

Fangio then went to town, and whistled past Farina, Villorosi, and Ascari in that order, to sit on Ascari's tail. Gonzalez signalled he was coming in to refuel, and Fangio acknowledged a mysterious legend on the board with a wave of his hand. On lap 29, the leader came in, and was away in about 28 secs., dropping to sixth place. On the same lap, Villorosi did everything wrong at Thillois, and Farina came through giving the revolver's sign.

One lap later, Fangio, Ascari and Hawthorn started a tremendous dog-fight for the lead. Fangio held it for a couple of tours, then Hawthorn for three more. On lap 35 they went past the pits absolutely wheel-to-wheel, and



(Below) Puzzle—find Mike Hawthorn! The amazing scene as the Ferrari driver came up to receive his victor's garland.





MIDNIGHT: Start of the 12 Hours Sports Car Race with Bob Said's white Osca prominent. The event was started Le Mans fashion, with cars lined up in echelon in front of the brightly-illuminated pits.

still in the race, but Bayol's Osca had been retired after 18 laps and Bira's Connaught with a broken differential, after 28.

The crowd had eyes for nothing else other than the superb Ferrari-Maserati argument. On lap 38 Hawthorn had nearly 2 secs. over Fangio, whilst the incredible Gonzalez had not only taken Marimon and Farina, but had shrieked past an astonished Ascari. The lap record was taking a battering. Ascari did 2 mins. 42.5 secs. on his 16th lap. Four tours later Fangio knocked off the odd half-second; four more, and Farina whittled it down to 2 mins. 41.6 secs. Next time round, Fangio cut half-a-second off that for an average of 186.531 k.p.h.

Marimon, in sixth place, came into his pit with a burst oil-cooler, chucking out lubricant all over the place. Whilst this car was being fixed, Bonetto coasted in to retire. Chiron stopped out on the circuit, and was reported to be pushing his blue Osca.

Fangio versus Hawthorn

The fight at the front continued unabated. Farina swept past Gonzalez, but was re-passed at Garenne, with Ascari trying desperately to force his way through. Fangio and Hawthorn kept up their epic ding-dong, and the crowd all round the circuit were almost berserk with excitement. The Argentinian was bringing all his vast experience into play, but could make no impression on that cool, green-clad figure in the Ferrari. Everyone seemed to sense that Fangio had met another master of motor racing. This was certainly Mike Hawthorn's hour, and

Enzo Ferrari must have blessed the day he signed up the Farnham Flyer.

Mere words cannot describe the closing laps. Never before has such a desperate struggle been waged on a Grand Prix circuit. Ascari, with his reputation at stake, went all out to get ahead of Gonzalez, but José Froilan would have none of it. Farina was still there, but Villorosi had dropped back considerably. Behra's Gordini was wuffling round on five cylinders; Chiron was loudly cheered for managing to push-start his ailing Osca which toured round sounding like a 125 c.c. two-stroke. Bob Gerard (Cooper-Bristol) was easily first of the remaining green machines.

In the Ferrari pit, Ugolini was definitely foxed by Gonzalez's earlier refuelling stop. The puzzle for the "Prancing Horse" was—could Fangio carry on non-stop? All four Ferraris could go the full distance, but the tank capacity of the Maseratis was not revealed. Possibly Fangio's comparatively "slow" opening laps were due to the weight of fuel he was carrying.

With five laps to go, Fangio came past a wheel-width ahead of Hawthorn, but they went round chopping and changing. Four left to go, and Fangio weaved as Hawthorn tried to pass. Mike took to the grass momentarily in front of the new timing box, recovered and was level as the two cars disappeared under the Dunlop Bridge. Gonzalez was holding Ascari, and Farina had dropped back a trifle.

The excitement was indescribable. Everyone was on his (or her) feet, and in the tribunes scores of field-glasses were

levelled towards Thillois. "C'est Howtorn—Non, c'est Fangio" howled the P.A. announcer. Up in the Press tribune the Argentinian commentator was practically in a state of collapse. After all, he'd been jabbering non-stop for over 2½ hours, and could scarcely obtain any breathing space!

Three more laps. Again the cars were dead-level past the timing box, as were those of Gonzalez and Ascari. Hard-headed journalists, veterans of dozens of *grandes épreuves*, threw nonchalance to the winds and became madly-excited onlookers. One gentleman even went so far as to tear up his notes, stand on his hat and finally fall over his desk.

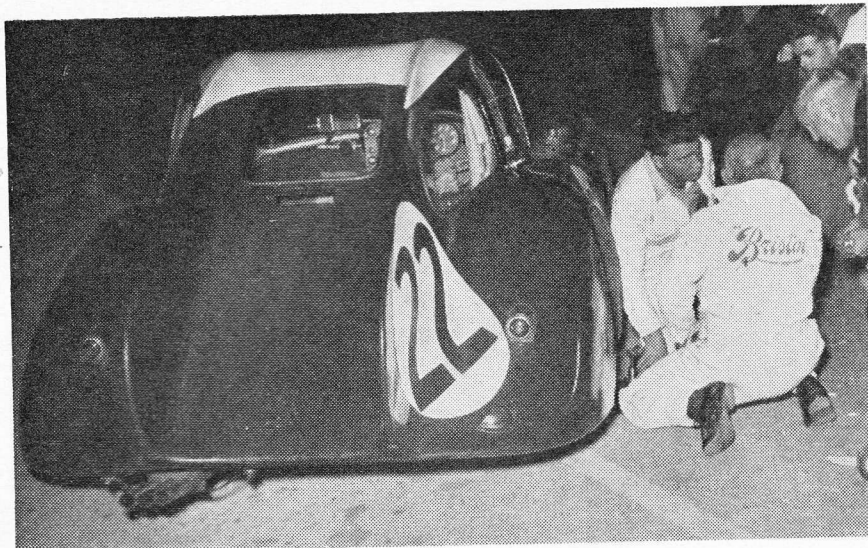
Faroux unfurled his flag. Two laps to go. Surely this couldn't go on? Over in the timing box, the photo-finish equipment was ready—and it looked certain to be needed!

The Last Lap

The last lap: for the tenth time the leaders dead-heated over the line, and Gonzalez led Ascari by about a centimetre. Farina panted on behind, whilst Villorosi was practically exhausted.

None will ever forget that finish. At Thillois, Hawthorn edged ahead of his rival, and the Ferrari held its slender lead all down the straight, with Fangio crouching down in his car to try to get every ounce of speed out of the Maserati. But Hawthorn's getaway at Thillois gave him that little bit of advantage.

Down went the flag, with the Ferrari about 40 yards in front of the Maserati. Before everyone could collapse completely, there was another terrific thrill.



Percy Kemish and Vivian Selby of the Bristol Racing Dept. discuss the suspected clutch trouble on Graham Whitehead's car in the early hours of the morning.

Making a last-minute bid, Gonzalez left Ascari standing out of Thillois, and tore down the straight at such a pace, that he all but caught Fangio on the line.

In this "Race of the Century", only 7.6 secs. separated the first five cars. Maseratis so nearly topped the proud Ferraris, but with second and third places—and the lap record—they can afford to feel confident of the future.

Mike Hawthorn emerged from this race as a real champion. He alone kept Ferrari from defeat. Obviously it was a case of every man for himself, and "Le Papillon" took his chance and proved to the racing world that he ranks with the best post-war drivers. G.

* * *

RESULTS

- 1, Mike Hawthorn (Ferrari), 2 hrs. 44 mins. 18.6 secs., 182.888 k.p.h. (113.65 m.p.h.)
 - 2, Juan Manuel Fangio (Maserati), 2 hrs. 44 mins. 19.6 secs.
 - 3, José Froilan Gonzalez (Maserati), 2 hrs. 44 mins. 20 secs.
 - 4, Alberto Ascari (Ferrari), 2 hrs. 44 mins. 23.2 secs.
 - 5, Giuseppe Farina (Ferrari), 2 hrs. 45 mins. 26.2 secs.
 - 6, Luigi Villoresi (Ferrari), 2 hrs. 45 mins. 34.5 secs.
 - 7, Baron de Graffenried (Maserati), 2 laps behind.
 - 8, Louis Rosier (Ferrari), 4 laps.
 - 9, Onofre Marimon (Maserati), 5 laps.
 - 10, Jean Behra (Gordini), 5 laps.
 - 11, Bob Gerard (Cooper-Bristol), 5 laps.
 - 12, John Claes (Connaught), 7 laps.
 - 13, Peter Collins (H.W.M.), 8 laps.
 - 14, Yves Giraud-Cabantous (H.W.M.), 10 laps.
 - 15, Louis Chiron (Osca), 17 laps.
- Fastest lap:** Fangio, 2 mins. 41.1 secs., 186.531 k.p.h. (115.91 m.p.h.)

The Gignoux/Peron D.B., the Mme. Simon/Hémar Monopole and the Pons/Redele Renault passing the pits during the night.

their Le Mans "Index" success, by winning the 750 c.c. category with their Panhard, fitted with a 745 c.c. engine instead of a 611 c.c. unit.

After leading the race for nearly five hours, the 4½-litre Ferrari driven by Maglioli and Carini was disqualified for infringement of race regulations. This led to remarkable scenes, with the crowd almost getting out of hand. Ferraris insisted on carrying on, despite the black flag being continually given to the car. Eventually it was called in, after the officials had informed the team manager that no times were being recorded by the timekeepers.

* * *

THE A.C. de Champagne certainly did things in style for the novel 12 Hours Race on the much-altered Gueux circuit

JAGUAR AND BRISTOL WIN IN "12 HOURS"

Peter Whitehead and Stirling Moss Average 105.52 m.p.h. — Bristol takes 2-Litre Class — Remarkable Scenes When Leading Ferrari is Disqualified

DRIVING a privately-entered C-type Jaguar—actually the Le Mans practice car—Peter Whitehead and Stirling Moss won the over 2-litre class in the Rheims 12 Hours Sports Car Race. They covered 1,265.39 miles at an average speed of 105.52 m.p.h. A Talbot was runner-up, a Cunningham third, and a Scottish-entered Jaguar fourth.

Bristols made up for their disappointing show at Le Mans by winning the 2-litre class. Peter Wilson and Jack Fairman covered 1,121 miles to average 92.67 m.p.h. David Clark and Peter Scott-Russell were third with Gerard's Frazer-Nash.

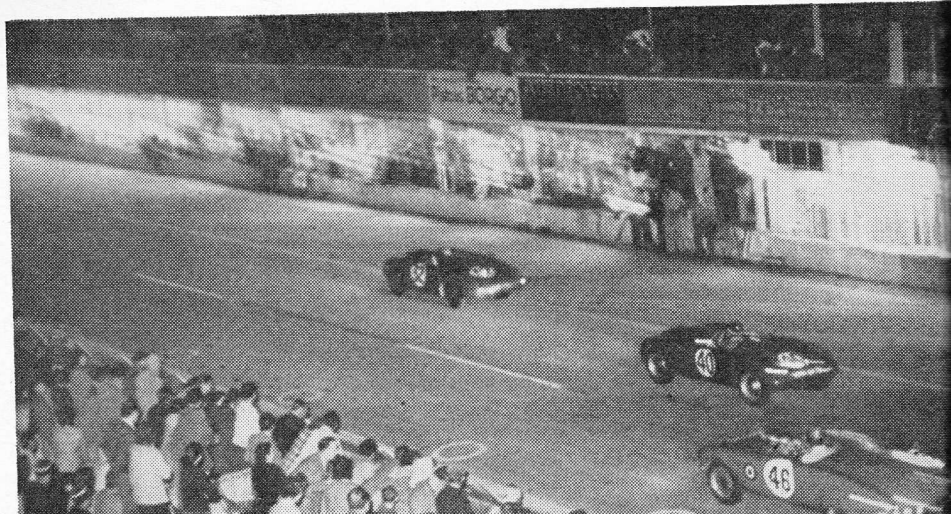
The Chancel brothers repeated

at Rheims—first ever International race to start at midnight.

From 8 p.m. onwards there were plenty of attractions: dancing girls galore, wrestling matches, acrobats, cabaret turns from Paris's Bal Tabarin and Moulin Rouge, nine dance bands for open-air dancing, a mammoth fireworks display—and, of course, unlimited champagne. Few of the great crowd there are likely to forget "La Grande Nuit des Étoiles et du Champagne".

However, this was merely the overture to motor racing. The organizers had gone to endless trouble to equip the circuit for night-racing, even to the extent of erecting gigantic flood-lighting pylons.

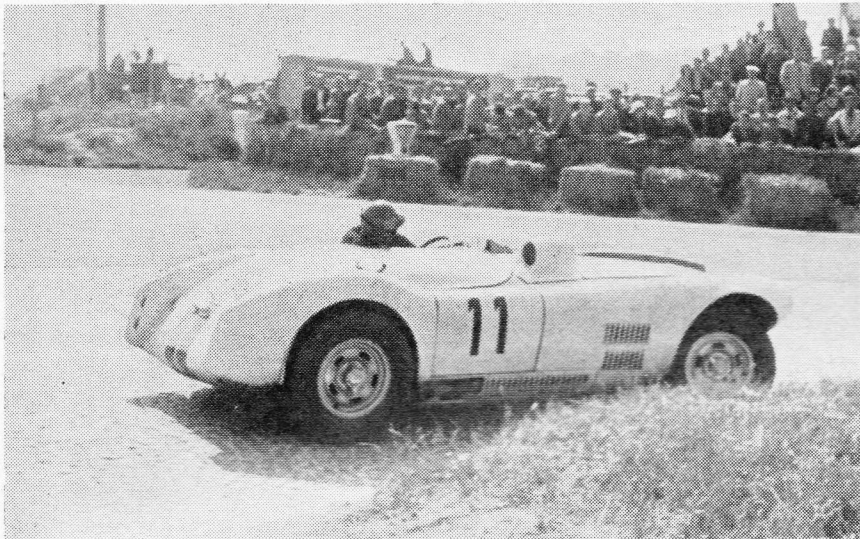
In all, 37 starters lined up for the Le Mans start. Great Britain was represented by the Jaguars of P. Whitehead/Moss, Scott-Douglas/Sanderson, the H.W.M. of Abecassis/Frère (not



Abecassis frères as printed in the local paper), the Bristols of G. Whitehead/Macklin, and the Frazer-Nashes of Salvadori/Crook, Clark/Scott-Russell.

Gordini were out in force, with the new eight-cylinder, a 2.5-litre, and a couple of 2-litre cars. Cunningham had two entries, one the "beam axle" car. There were four Talbots, and Scuderia Ferrari's 4½-litre Le Mans car, and a host of 750 c.c. Panhards, Renaults and their variants. The Mieres/Guelfi Gordini broke its accelerator pedal just before midnight: it was welded by the Cunningham people just in time for the line-up.

The start was a thrilling spectacle. As the drivers sprinted to their cars, dozens of flash-bulbs went off and head-lamps were quickly switched on, giving the effect of a mass-searchlight display. Peter Whitehead did a "Moss-getaway"



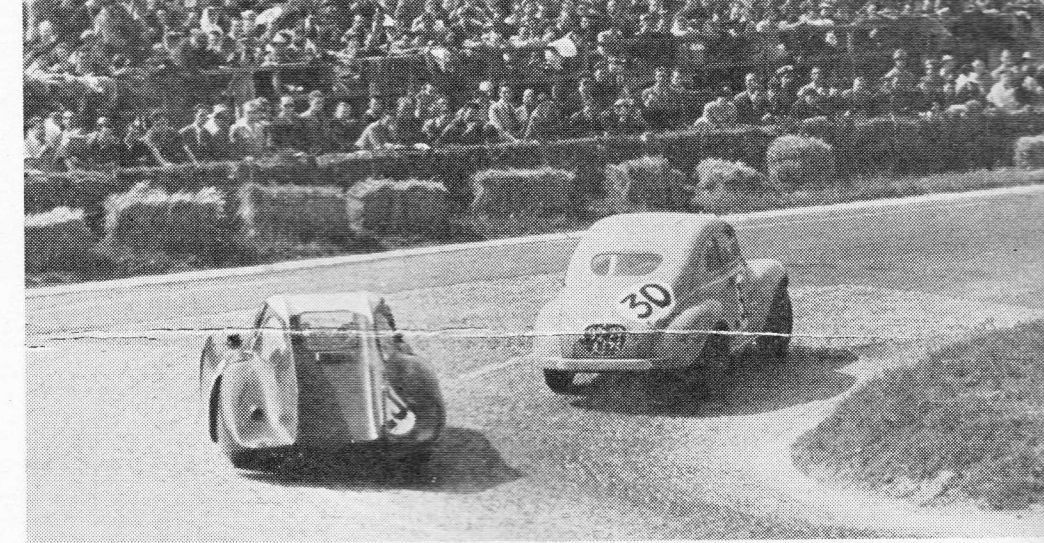
and was first under the Dunlop Bridge. Moynet pulled the starter of his D.B. out by the roots, and had to operate the solenoid by hand before he eventually got away.

The sight of so many headlights approaching Thillois was unforgettable, and as the pack swept past the tribunes to complete their first lap, the eight-cylinder Gordini (Behra) was in the lead, followed by Whitehead's Jaguar, Maglioli's Ferrari and Abecassis's H.W.M. in that order. Touzot's tiny D.B. cheekily passed Constantin's blown Peugeot, but already the smaller cars were being left far behind.

Next time round the red 4.5 Ferrari coupé was in front, and the Fitch/Shermann Cunningham had closed up on Behra's Gordini, with the Trintignant/Sparken Gordini close behind Whitehead's Jaguar, and the H.W.M. ahead of the Mairesse/Grignard Talbot.

Already the Ferrari has lapped at 178.870 k.p.h. (110.8 m.p.h.) and has drawn well away from its rivals. After a quarter of an hour's racing, the Salvadori/Crook Frazer-Nash coupé comes in with clutch toggle trouble, and is retired. Not long afterwards the D.B.s of Moynet/Grousset and Bonnet/Burney stop for attention, and Jean Behra comes in to change a wheel. The V.P. (Renault) also has a wheel change. Leygonie's red 2-litre Ferrari coupé stops to repair a broken rear-lamp.

After one hour's racing the 4.5 Ferrari



(Above) The class-winning Bristol of Wilson and Fairman about to overtake Constantin's supercharged Peugeot at Thillois.

(Left) Sherwood Johnston at Thillois. Co-driving with Briggs Cunningham, the American sports car champion finished in third place.

The Cunningham comes in to refuel, the Ferrari once more takes the lead and Carini starts to crack lap record figures. At 4 a.m. the position is: 1, Ferrari, 82 laps; 2, Cunningham, 81; 3, Gordini, 81; 4, Jaguar, 80; 5, Talbot, 80; 6, H.W.M., 79. The "Ecurie Ecosse" Jaguar is running ninth with 76 laps completed.

In the 2-litre class, the Loyer/Rinen Gordini has covered 75 laps to the 72 of the Wilson/Fairman Bristol.

As the first light appears, it is announced that the 4.5-litre Ferrari has lapped at the astonishing pace of 184.584 k.p.h. (2 mins. 42.8 secs.). The Cunningham is still in second place, but the Whitehead/Moss Jaguar is creeping up.

The Ferrari Sensation

Just before 5 a.m. the Ferrari is seen to be circulating with its lights switched off. It comes in to refuel and is immediately surrounded by mechanics. It is known that it is against the regulations to switch off lights before 5 a.m., so the race director hurries to the Ferrari pit. There appear to be more than the permitted number of mechanics working on the car, and to make matters worse, it is pushed off before the engine re-starts—also contravening the regulations. Maglioli takes over from Carini.

The team-manager is informed that the car has been disqualified. In vain he protests, but the officials are adamant. It is alleged that the Ferrari was pushed to clear it from spilt fuel, but the fact remains that it was pushed—in the forbidden area. Also the number of mechanics working on the car made disqualification almost a certainty—although the Italian pit staff were not the only offenders!

Out comes the black flag, which Maglioli chooses to ignore. The crowd boos, stamps, cheers, yells and generally creates bedlam. Flowers are plucked from displays and chucked on the track. Officials demand that the car be stopped, but the Italians refuse.

leads the Trintignant/Schell Gordini by 1 min. 43.4 secs. The Fitch/Shermann Cunningham is third, and the Whitehead/Moss Jaguar fourth. Two Gordinis head the 2-litre class, but both Bristols are running extremely well, and the surviving Frazer-Nash sounds most healthy. Plantivaux's Panhard is ahead of Bayol's D.B. in the small car class.

At 1.30 a.m., the Mieres/Guelfi Gordini breaks its accelerator pedal again and is retired, and a few minutes later Jean Behra turns up on foot, having run out of road with the new 3-litre car.

Meanwhile Graham Whitehead pulls in at his pit with the Bristol, complaining of clutch-slip. Mechanics examine the car, but nothing can be done to rectify the component and it is pushed to the dead car park.

The sight of the fast cars hurtling past the "small fry" is somewhat frightening. The 4.5 Ferrari is travelling at a tremendous pace, Maglioli pushing it for all he is worth. Bob Said's Osca goes out with clutch trouble and the score of retirements has already mounted to eight.

Maglioli sets up a new lap record on every other lap, but a lengthy pit-stop for refuelling at 3 a.m. puts the Cunningham of Fitch/Shermann in the lead. Carini takes over the Ferrari, but not long afterwards the Chinetti/Phil Hill 4.1-litre car is retired with non-existent brakes.



Happy British supporters from the West Essex C.C. proudly drape a Union Jack in honour of the Jaguar and Bristol victories, in the main tribune, rapidly becoming deserted as lunch-time approaches.

Ugolini is told that no times are being recorded. Eventually the "Prancing Horse" come-in sign is produced and Maglioli comes to a standstill amidst scenes of complete and utter chaos.

Meanwhile the race still goes on. The Fitch/Shermann Cunningham now leads, with the Whitehead/Moss Jaguar second. The Bourelly/Crespin Gordini retires, as does the Trintignant/Schell 2.5-litre car. However, the sole surviving Gordini (Loyer/Rinen) still leads the 2-litre class from the Bristol, and the Clark/Russell Frazer-Nash is behind Picard's Ferrari.

The Jaguar takes the lead, but shortly afterwards something happens to the steering mechanism of the Cunningham, and Fitch crashes at high speed on the swerves near Garenne. The car is completely wrecked, but Fitch escapes unhurt.

At 6 a.m. Whitehead/Moss have covered 123 laps, and Rosier/Cabantous (Talbot), 121. With 118 laps completed Briggs Cunningham and Sherwood Johnston have brought their Cunningham up to third place. The Scott-Douglas/Sanderson Jaguar is now fourth, and the Bristol seems to be creeping up on the Gordini.

At 7 a.m. the position is unchanged. With the disappearance of the Ferrari, Cunningham and 2.5 Gordini, much of the interest has gone out of the race. However, the Jaguar is being circulated

at very high speed, and sounds as if it will go on for ever. Jack Fairman and Peter Wilson are going extremely well in the Bristol, and are lapping much faster than the leading Gordini. Grignard's Talbot runs out of fuel and is abandoned.

Loyer's Gordini becomes slower and slower. It transpires that it has only top gear. The gearbox finally packs up altogether, leaving the Bristol with a comfortable lead in the 2-litre class.

The sun rises higher and higher and it becomes very hot. Moss takes over the leading Jaguar for the last phase, and, barring trouble, is a certain winner. The Bristol sounds as healthy as ever, and hopes are high for a couple of British victories.

Eventually Moss comes over the line to win a sports car race at Rheims for the second successive year. He and Whitehead have driven a magnificent race and are loudly acclaimed by the crowd. "The Queen" is played for both the Jaguar and the Bristol, but it is sad to relate that the French band tried to compete with the raucous PA, and lost by several bars.

Just before the finish, Ninian Sanderson lost all the brakes on the Scott-Douglas Jaguar, went straight on at Thillois, and nearly finished up in Rheims. He turned back, regained the course and had great difficulty in stop-



Mrs. Alfred Moss, Stirling Moss, Bill Heynes and others are prominent in this group just over the line.

ping the car at the pits for the finish.

The Chancel's little Panhard gained a well-deserved win in the 750 c.c. class, whilst Bob Gerard's Frazer-Nash was piloted into third place in the 2-litre category by competent drivers Clark and Scott-Russell.

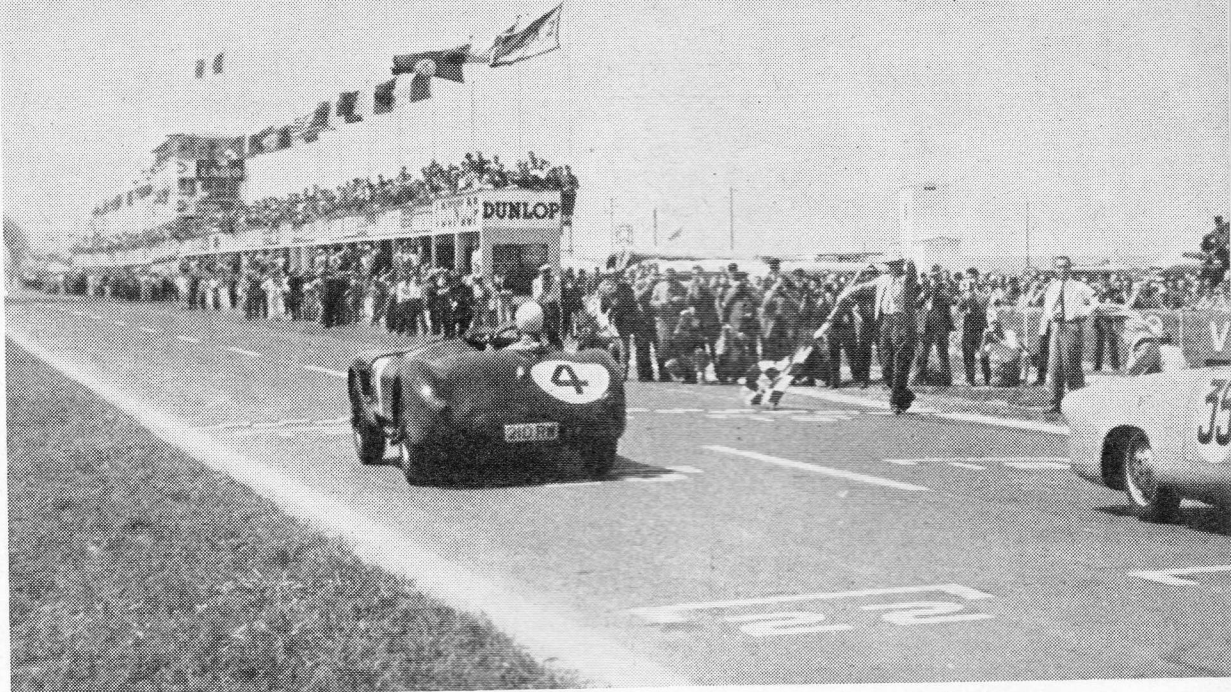
RHEIMS ROUND-UP: From the official programme: Stirling Moss; Bob Gerard; Bob Wharton: J. Scott—Douglas Bart—Sanderson-Murray. . . . Ascari made best practice time in 2 mins 41.2 secs. (186.416 k.p.h.). . . . The prototype sports 3½-litre H.W.M. was most impressive. It was eliminated in the "12 Hours" by a broken torque arm. . . . Connaught mechanics were overwhelmed by the hospitality of the French Esso organization. . . . Onofre Marimon is rated as a future star driver by the Italians. . . . Bira was pleased with the road-holding and steering of the Connaught. . . . Fangio drove for the last few laps with oil-splattered goggles. . . . Incidentally, he and Hawthorn had their cars touch each other on at least one occasion. . . . Bar of the "Welcome" at Rheims was the rendezvous for British and American drivers, and the Press. . . . Supporting the Scottish-entered Jaguars were Irvine Chalmers-Watson, Ian Mitchell, pre-war Le Mans driver Ludovic Ford, David and Jennie Murray, "Pop" Sanderson—all from North of the Border. . . . Peter Whitehead's night-driving of the winning Jaguar was brilliant. . . . Failure of Silver City aeroplanes to take off from Le Touquet owing to fog caused a minor road-race to Dunkirk to get on the ferry. Early arrivals were Roy Salvadori and Tony Crook in a Bristol. The Connaught team arrived just in time to get aboard. . . . Moss had the clutch of his Cooper-Alta burst near Thillois and walked back to the pits.

Amongst this cheery group in the No. 6 Jaguar pit are (L. to R.) David Murray and "Wilkie" Wilkinson of "Ecurie Ecosse", Sir James Scott-Douglas, "Pop" Sanderson, Ninian Sanderson, Pete Ayles and Barclay Inglis.





Whitehead and Lofty
Birling brings the Jaguar



Stirling Moss gets the chequered flag from Charles Faroux at mid-day—to win the over 2-litre class and cover the greatest distance in the 12 hours with the Jaguar he shared with Peter Whitehead.

RESULTS

Over 2-litres

- 1, Peter Whitehead/Stirling Moss (Jaguar), 2,036.356 km. (1,265.39 miles), 169.696 k.p.h. (105.52 m.p.h.).
- 2, Louis Rosier/Y. Giraud-Cabantous (Talbot), 2,002.806 km.
- 3, Briggs Cunningham/Sherwood Johnston (Cunningham), 1,970.758 km.
- 4, Sir James Scott-Douglas/Ninian Sanderson (Jaguar), 1,905.828 km.
- 5, A. Constantin/J. Poch (Peugeot S), 1,522.955 km.

751-2,000 c.c.

- 1, Peter Wilson/Jack Fairman (Bristol), 1,789.620 km. (1,112.07 miles), 149.135 k.p.h. (92.67 m.p.h.).
- 2, Francois Picard/Charles Pozzi (Ferrari), 1,745.452 km.
- 3, David Clark/Peter Scott-Russell (Frazer-Nash), 1,740.557.

Up to 750 c.c.

- 1, P. and R. Chancel (Panhard), 1,613.106 km., 134.425 k.p.h.
- 2, Plantivaux/van den Bruwaere (Panhard), 1,594.044.
- 3, Bayol/Dannenmuller (D.B.-Panhard), 1,546.369.
- 4, Michel/Malieret (Renault), 1,539.528.
- 5, Gignoux/Penon (Panhard).
- 6, Mme. Simon/P. Hémar (Panhard-Monopole).
- 7, Trouis/Barbey (D.B.-Panhard).
- 8, Rosier Jr./Lesur (Renault).
- 9, Touzot/Storez (D.B.-Panhard).
- 10, Cornet/Fanfani (D.B.-Panhard).
- 11, Vernet/Pairard (V.P.).

Fastest Lap: Carini (4.5 Ferrari), 2 mins. 42.8 secs., 184.584 k.p.h. (114.69 m.p.h.).

The Rosier/Giraud-Cabantous Talbot which came home in second place, seen at Thillois. It shows visible signs of contact with another machine—a somewhat odd coincidence when one studies the Cunningham picture on page 47.

THAT TV HILL-CLIMB

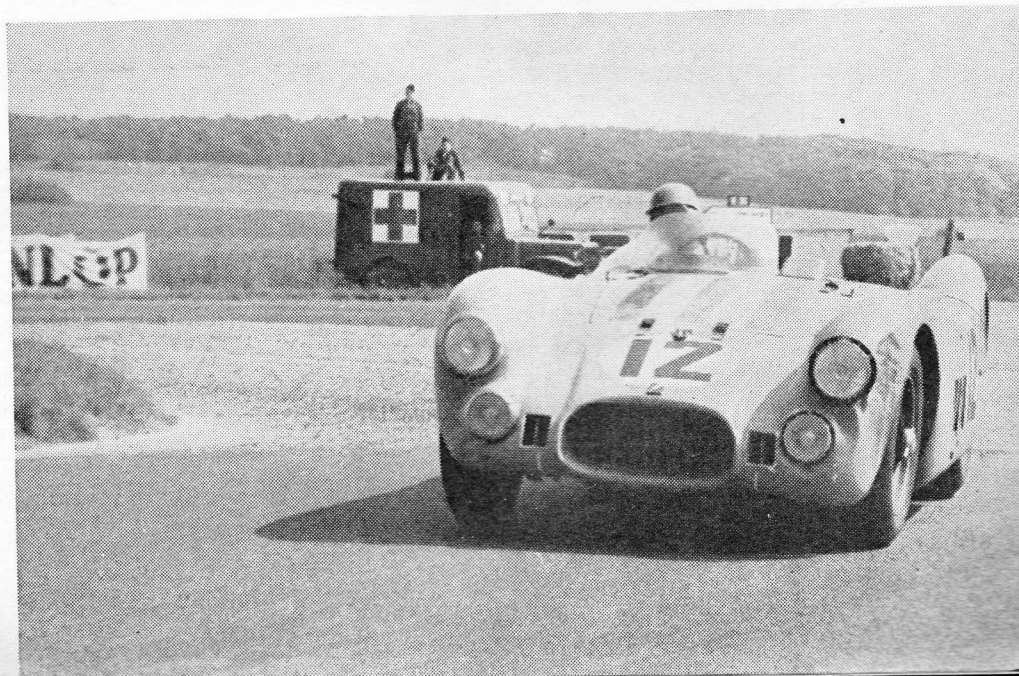
THE specially promoted speed hill-climb at Bo'ness on the evening of 29th June proved one of the most interesting autosport programmes that has ever been seen on television. Six English drivers were matched against six Scots, and as one of the English representatives, Ken Wharton demonstrated what a worthy British Hill-climb Champion he is by demolishing the record for Kinneil Hill which Ron Flockhart had set up only two days before. In his own masterly fashion Wharton worked his Cooper through the Courtyard, put his foot down hard through the Snake and, in his first climb of the evening, brought the 33.82 secs. clocked by the Scottish driver in his E.R.A. down to 33.61.

The contest was arranged by the Scottish Sporting Car Club and the method of scoring was that each driver received two points if he beat his opponent, plus three if he set a new class record. The measure of the English drivers' superiority lies in the final score with England 26 against Scotland's 16.

Notable performers for England were Jack Walton who, in his new Cooper-Bristol sports car, proceeded to break his own class record in each of his two runs and C. H. Threlfall, who had obviously got the feel of the hill and, in his Tojeiro, trimmed the class record which Peter Hughes had newly set up in the same car, on the Saturday.

Best of the Scots was Ninian Sanderson (Cooper) who, like Jack Walton, made two record breaking runs during the evening.

	First Run secs.	Pts.	Second Run secs.	Pts.
<i>England</i>				
K. Wharton (Cooper)	33.61	5	44.18	0
C. H. Threlfall (Tojeiro)	39.67	5	39.73	2
J. Walton (Cooper-Bristol)	37.11	5	36.69	5
J. Bailey (Bentley)	41.09	2	41.51	2
J. B. Smith (Cooper)	39.18	0	—	0
P. Reece (Cooper)	43.70	0	41.99	0
<i>Scotland</i>				
R. Flockhart (E.R.A.)	33.94	0	33.74	2
I. Hopper (Hopper Spl.)	41.34	0	40.41	0
J. Gibbon (Rover Spl.)	40.06	0	39.63	0
G. Lockhart (Bentley)	41.54	0	41.62	0
N. Sanderson (Cooper)	37.42	5	37.25	5
A. McGlashan (Cooper)	37.33	2	37.47	2



TECHNICAL & OTHERWISEBy **JOHN BOLSTER**

NITROMETHANE

IN a recent article, I mentioned the controversy that has arisen over the use of certain special fuels at Indianapolis. An examination of the problem has now convinced me that this is not a parochial matter, but that it affects motor racing all over the world very deeply. In brief, the unlimited use of these fuels must bring about the construction of an entirely new type of engine, bearing little relationship to anything we have yet seen. Whereas these motors will develop far more power per unit volume than any current machinery, their reliance on fabulously expensive and dangerously unstable chemical compounds ensures that their contribution to progress will be zero.

If I am correct in the above assumption, it could mean that the eagerly awaited new Formula I, instead of bringing forth "practical" engines at reduced cost, would tend to produce more fabulous monstrosities than its predecessor. Before asking that these concoctions be outlawed, however, let me explain the theories on which I base my judgment.

The first thing to do, I think, is to consider the basic principles upon which a normal engine operates. It is commonly stated that the internal combustion engine runs on air, and that what we call fuel is merely there to burn that air. That is so, up to a point, but what we should really say is that the device is a heat engine which operates by burning oxygen. Now the air we breathe, and also use in our engines, contains only about 21.3 per cent. of oxygen. The rest, ignoring such things as argon which are only present in tiny quantities, is made up of nitrogen. Thus, some 78.7 per cent. of the air which we take so much trouble to get into the cylinders, is completely inert, and does no work at all. It's rather frustrating, isn't it?

Oxygen—and Acrimony—at Brooklands

All this has been known for many years, and in the early Brooklands days, large and heavy oxygen cylinders were secreted in the tails of certain cars. It was found that only a very short burst of speed could be enjoyed before the engine seized or melted, and the quantity of gas that could be carried was limited, too. Nevertheless, a carefully timed "sprint" to the finishing line gave a much publicised victory to an oxygen-burning Napier, and then the feathers really flew. In some of the most acrimonious correspondence that the motor papers have ever carried, Charles Jarrott and S. F. Edge belaboured each other. The protagonists having branded one another howling cads and no gentlemen, the matter was settled by an official ban on oxygen cylinders. In fact, the clause prohibiting their use continued to appear in many regulations up to the middle nineteen-thirties.

After all that, alcohol fuels became popular because they had a higher latent heat of evaporation and octane number than petrol-benzole. Note, however, that, again unlike petrol, alcohol fuels have some oxygen in their composition, the formula for methanol being CH_3O . One can go still further, and include certain compounds in the fuel which liberate oxygen in large quantities.

Alcohol fuels require about three times their own volume of oxygen for complete combustion, and so, if

a "dope" could be mixed which would produce this quantity, no air at all would be needed. At the present early stage of development, a racing engine has yet to run without induction of the atmosphere, but by mixing nitromethane with methanol, the ordinary fuel-injection Offenhauser, as used at Indianapolis, has had its power increased by a full 100 b.h.p. During the war, the Germans built a submarine power-unit which had no inlet valves. It got its oxygen from the injection of concentrated hydrogen peroxide, a fuel which I have always associated with blondes rather than engines.

Be that as it may, the writing on the wall is clear. If nitromethane and similar oxygen-producing compounds are permitted, the ordinary engine, which inspires that 78.8 per cent. of inert hydrogen, will be as dead as the dodo. There are very great difficulties to be overcome, notably detonation and piston lubrication, but these are far from insuperable. Quite simply, the improvement in performance is so great that no designer, however much he deplores this development, will be able to ignore it.

A Dangerous Fuel

Apart from its high cost, this type of fuel presents many dangers. It is unstable chemically, and may be "set off" in a variety of ways. Writing in *Hot Rod Magazine*, B. J. Navarro gives examples of explosions that have actually taken place. It would appear that empty cans which have previously contained the "nitro" are particularly unsafe; chemical reactions may occur which produce salts so sensitive that vibration or static electricity are enough to cause a violent explosion. Motor racing is dangerous, we are told, but this seems a bit too dicey!

I have always championed the use of alcohol fuels, because they tend to reduce the cost and increase the life of racing engines. By their employment, a near-production engine may be developed for racing without too severe heat-flow problems. Nitromethane certainly has no such virtues, and I feel that this, and kindred compounds, should be banned, and that speedily. One only hopes that nobody has already laid down a special engine for consuming these mixtures, since this would inevitably force all other constructors to do likewise.

Indifference to Consequences?

It may well be that it is the general desire of those concerned in racing that oxygen-bearing fuels should *not* be barred. If that is so, and they really know what they are doing, I have nothing further to say. At the present moment, however, I feel that nobody is worrying enough about the probable consequences, and that the stuff is creeping up on us. Tomorrow we shall all be addicts. If any worthwhile development can come from using these fuels, we must, of course, accept the dangers along with the benefits. For my part, I regret that Mercedes-Benz ever discovered nitrobenzene and started us off on this crazy bender.

Let these powerful peroxides be reserved for supersonic rockets and supersonic blondes. They give excellent results for both these applications, but please keep them away from racing cars!

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

The Length—and Printing Costs—of Supplementary Regs.

SOME short time ago you published a number of letters concerning entry fees being asked for club events, the general tone of which was a desire to see these entry fees reduced from the present levels. May I be permitted to offer some additional comments on this subject?

On looking through the accounts for an invitation club event for which I was an official, I have been appalled to find that the cost of printing the Supplementary Regulations we issued has accounted for nearly half our receipts—and worked out at nearly 10s. per competitor. In drawing up these Supplementary Regulations, we endeavoured to follow the advice given in the R.A.C. instructions to organizers regarding the subjects to be included and we used their suggested layout. The adoption of this procedure resulted in a somewhat lengthy document. Comparison of our Supplementary Regulations with those of other clubs has shown that the majority of these supplementary regulations have a lot in common.

As an alternative to the present system of each club printing the same things over and over again, would it not be possible for the R.A.C. to expand their General Competition Rules to include as much as possible of this essential material? If this was done, the clubs would be able to employ a very simple document as a notice that they were proposing to hold a particular type of event on a specified date and that entries, or prospective entries, should be sent to a given address. Additional information, not covered by the expanded general rules, would be included in the final instructions which would be sent only to those from whom entries had been received.

Apart from the saving in printing costs which the adoption of this suggestion should bring, competitors should find life much easier as, having familiarized themselves with the new General Competition Rules, they would know that the whole of their special instructions for any particular event was to be found in a single document and not, as at present, partly in Supplementary Regulations and partly in Final Instructions.

N. V. NEEDHAM.

STANMORE, MIDDX.

* * *

Crystal Palace

MAY I associate myself with your correspondent Mr. J. A. Ruckworth in querying whether the increase of around 10 m.p.h. in the lap speed of the new Crystal Palace circuit is sufficient to justify the shortening of an already small circuit.

Admittedly, speed is important but it is not the only factor essential for interesting racing, and the recent meeting did seem to me to lack some of the appeal of pre-war races.

Certainly the inroad section of the pre-war circuit included several interesting corners, particularly Stadium Dip, which called for considerable skill, while its sinuous nature did not prevent close finishes.

R. S. MARRIOTT.

CHINGFORD, E.4.

Atonement by the B.B.C.

HAVING cried "Hear! Hear!" to C. H. Bowles's letter concerning the B.B.C. coverage of Le Mans I feel that we should, however, apologize to the B.B.C. for any con. rods thrown in their direction, for I have just seen the Bo'ness hill-climb on TV.

One could follow the cars all the way up the hill and it was indeed a very pleasant evening's motoring; my only grouse being that it was too short.

KEITH FENWICK.

BRACKLEY, NORTHANTS.

* * *

Mystery Magnette

ON the subject of the Nuvolari/M.G. controversy raised by Wilson McComb, I can say for sure that Nuvolari drove an M.G. only once in the T.T., and this was a K.3 in 1933, with which he won the race. Records do not show which of the K.3s (K.3001 to K.3015) was used, and Alec Hounslow, who rode mechanic with Tazio, cannot remember, so this point must remain a matter for conjecture.

Where the fun and games over 1934 has crept in is that an NE Magnette was prepared for Nuvolari to drive in the 1934 T.T., and we can say quite definitely that this was NA.0518, with registration number JB 4607. Nuvolari did not start, but it is quite certain that the car did, though who drove it I cannot be sure.

To the best of my knowledge, Charlie Dodson's winning NE was chassis number NA.0522, registration number JB 4750. This car was subsequently converted to a trials car and driven by A. Langley, of the Musketeers team. It is now fully and beautifully restored as an NE, and is owned and driven by Betty Haig.

JOHN THORNLEY,
M.G. Car Company, Ltd.

ABINGDON, BERKS.

* * *

SOMETHING has certainly been started in Wilson McComb's NE versus K.3 argument.

JB 4607 was purchased by us as an NE Magnette in answer to an advertisement. Also obtained was a complete history of the car, which unfortunately we have mislaid. However, on the log book it was stated that this vehicle was an NE Magnette and the description read from our advertisement by Mr. Meikle also said NE Magnette.

To add our own slight knowledge on the subject we maintain that the K.3 was blown with a Powerplus supercharger and, as we had one of the latter in stock at the time, we tried unsuccessfully to fit it. We are quite sure from our experiment that at no time was the vehicle blown.

PORTLAND SPORTS AUTOS.

SHEFFIELD, 8.

More Correspondence on page 54



THE CHALLENGE OF THE MOUNTAINS

The Sixteenth Rallye Internationale des Alpes, 10th - 16th July, 1953

THE XVI^{me}. Rallye Internationale des Alpes, now so commonly known as the "Alpine Trial" that its official subtitle is "Criterium de la Montagne", has this year been selected as the French event counting towards the European Touring Championship. In a country whose motoring calendar contains so many first class Rallies, this is indeed an honour. The Automobile Club de Marseille et Provence have, however, fully justified the confidence placed in the Club.

Although the 2,078-mile route is but some 20 miles longer than in 1952, when only 23 crews finished out of 90 starters, it is much more difficult. The 1953 Rally runs over very similar ground, but the controls have been cunningly resited to provide the maximum of Alpine motoring with the minimum of main road on which the cars can make up that time inevitably lost on the steep, narrow and winding mountain roads. It may, indeed, rank in severity with the 1949 classic in which G. Gautruche (Citroën) alone retained a clean sheet on the Road Section.

The Rally will be run in five stages, as set out below.

1st Stage. Marseilles to Cortina d'Ampezzo, 932 km. (583 miles). 10th/11th July.

Starting from Marseilles at 9.30 p.m. on Friday, the first crews should arrive at Cortina at about 6 p.m. on Saturday. The first real mountain hazard will be the Col d'Izoard (7,743 ft.), which will be tackled at dawn. The crews will then descend into the Italian plain, which is usually tropically hot, and, after a high-speed run along the Turin-Milan Autostrada, will undergo a timed standing kilometre at Monza.

The stage concludes with an extremely difficult section of 175 km. (108 miles) from Male to Cortina, over the Mendola (4,462 ft.), Costalunga (5,751 ft.), Pordoi (7,356 ft.) and Falzarego (6,945 ft.) Passes.

Judging on past Rallies, it is probable that, even as early as this, less than a third of the field will have retained clean sheets and at least a third will have retired.

2nd Stage. Cortina d'Ampezzo to Cortina d'Ampezzo, 303.8 km. (190 miles). 12th July.

As a curtain raiser to the seventh Coppa Internazionale delle Dolomiti, the Rally is routed over the circuit, at a much increased average speed. The first 38 km. (30 miles) is a timed test. Although the circuit is closed to other traffic, this does not greatly reduce the risk. The course is notorious for sudden showers of rain which make it incredibly slippery. In 1952 18 Rally cars were involved in accidents, some of which were serious.

3rd Stage. Cortina d'Ampezzo to St. Moritz, 724 km. (453 miles), 13th July.

Whilst this stage might be regarded with alarm in some rallies, for the "Alpine" it is reasonably easy, although its length means a start at 4.30 a.m. The tightest section is likely to be from

Passo di Resia to the Frontier Post on the top of the Stelvio (9,042 ft.), of which the last 14 km. (8½ miles) are a timed test.

The Stelvio not only possesses more than 35 hairpins, but usually reserves a heavy snowstorm for the passage of the Rally.

After this climb, competitors will be relieved to enter Switzerland, which country insists on a greatly reduced

Previewed by JOHN GOTT

average speed, and still more relieved to be able to recuperate during the official Rest Day on 14th July.

4th Stage. St. Moritz to Val d'Isère, 601 km. (376 miles). 15th July.

This stage, owing to the dislike of the Swiss authorities for high-speed motoring during the height of the tourist season, has been considerably modified since the regulations were first issued. As a result, the toughest section yet used in the "Alpine" has been inserted in the route. This is the 61 km. (38 miles) from Bormio to Edolo over the Gavia Pass (8,599 ft.), which has never before been used in the Alpine, although all too familiar to Liège-Rome-Liège competitors. In this event the time check was at Ponte di Legno, and over this distance (42 km. (26 miles)), the fastest car in Liège-Rome-Liège, 1952, Polensky's Porsche, was 5 mins. 43 secs. late, whilst the fastest Jaguar (Laroche/Radix) was 6 mins. 56 secs. late. Assuming that the Alpine crews can equal these performances, it will be difficult indeed to reduce the deficit in the 19 km. (12 miles) of narrow, twisting road between Ponte di Legno and Edolo. It can safely be asserted that any crew retaining a clean sheet over this section is driving a superb car on the top of their form.

After this "dice", another high speed run along the Bergamo-Turin Autostrada and a timed climb of 7 km. (4½ miles) on the Col de Petit St. Bernard (7,178 ft.) may well appear somewhat of an anticlimax.

5th and Final Stage. Val d'Isère to Cannes, 577 km. (361 miles). 16th July.

Although largely over the familiar route which has earned the name of the "Milk Run", this stage has been much stiffened by shortening the distance

between controls, and including a new section from Castellane to Cannes through the Canon du Verdon. From the moment that they tackle the Col d'Iseran (9,085 ft.), immediately after the start, and therefore with a cold engine, until they thread their way through the holiday traffic into Cannes, the remaining crews will have little time in hand and many anxious moments.

Particularly difficult will be the loop of 65 km. (40 miles) from St. Jean back to St. Jean over Col du Glandon (6,401 ft.) and Col de la Croix de Fer (6,847 ft.). Another very tight section will be the 72 km. (45 miles) from Briançon to the summit of the Col de Vars (6,926 ft.), which includes the final timed climb on the Col d'Izoard. Over this testing route the cars are expected to maintain the average speeds as shown in the table below.

As in 1952 Coupes des Alpes, awarded for an unpenalized run, were won in all classes except the 1,500 c.c. class, the organizers apparently feel that the 750 c.c. class had the easiest schedule.

There is again a General Classification, decided by a co-efficient applied to the performance of all cars in the timed tests. This is exactly similar to last year, and makes for an interesting result. On those tests where sheer power is not a great advantage, and acceleration and manoeuvrability are more important, the smaller cars are favoured by the co-efficient, but the larger cars come into their own on the later tests, where there are sufficient straights for their power to tell. Again judging from the 1952 results, the 1,300 c.c. class is most favourably handicapped, followed by the 2-litre and the unlimited classes. The Road Section is, however, the main criterion, for the car which in 1952 achieved easily the best Index of Performance figure was penalized on the Road Section and did not rank above the crews retaining clean sheets.

The cars which undergo this strenuous test must be strictly catalogue models, and the minor modifications permitted must have been made to at least 30 similar cars prior to 1st May, 1953.

Particularly interesting is the regulation forbidding the carriage of more than a two-gallon tin of spare petrol for cars over 1,500 c.c. and a one-gallon can for cars of lesser capacity. Not more than two spare wheels or tyres are allowed, and changing on to tyres which are not stamped at the start will be penalized. This sets a nice problem of throttle control, especially to the drivers of the heavier and faster cars. Open cars are

(Continued on page 54)

REQUIRED AVERAGE SPEEDS, 1953 ALPINE RALLY

	General Average m.p.h.	Autostrade m.p.h.	Dolomite Circuit m.p.h.	Swiss Section m.p.h.	Comparison with 1952 speeds
Unlimited	37.2	68.6	43	31	Unchanged
2,600 c.c.	36.6	65.5	42	31	Unchanged
2,000 c.c.	36	64	41.5	30.5	Unchanged
1,600 c.c.	35.5	62.2	40.5	30.5	Unchanged
1,300 c.c.	34.7	61	40	29.8	New class
1,000 c.c.	34	59.2	39.3	29.2	New class
750 c.c.	33.6	56	38.6	29.2	Increased

RHEIMS

**BRITISH DRIVERS' GREAT DAY
USING SHELL X-100 MOTOR OIL**

12 Hours Sports Car Race

1st JAGUAR

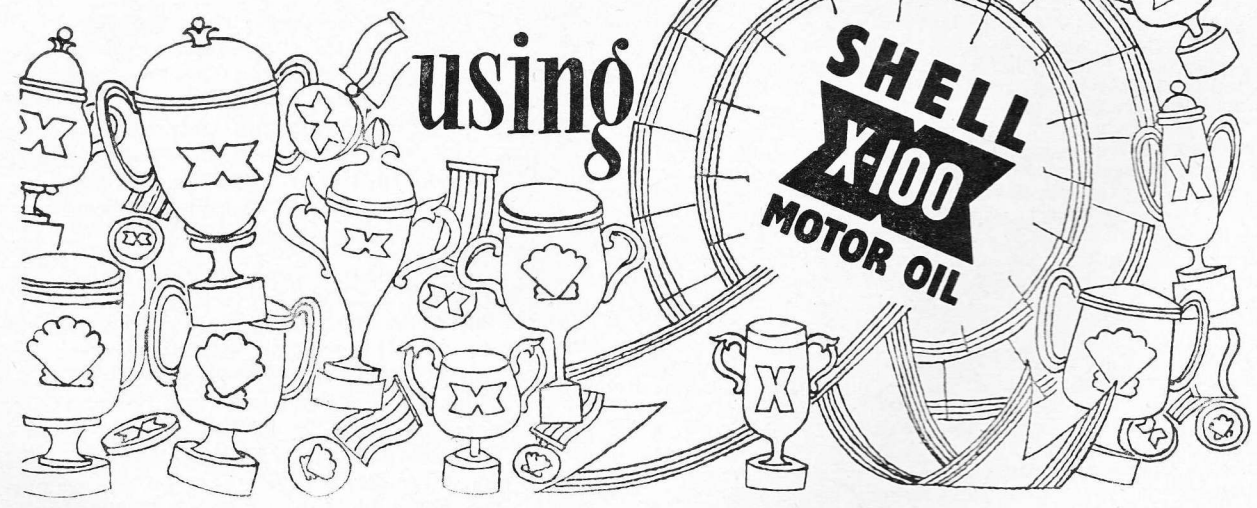
STIRLING MOSS &
PETER WHITEHEAD

Formula II G.P. Race

1st FERRARI

MIKE HAWTHORN

(Subject to official confirmation)



And fuel by Shell



The Challenge of the Mountains—contd. permitted, but must carry hoods and side-curtains and some tests will have to be run with these erected.

British cars have always done well in the "Alpine" and there is again a strong contingent of seasoned British crews and cars. Only 36 drivers have won Coupes des Alpes in the history of the event; of these 11 are British. Ian Appleyard, holder of the only Coupe des Alpes en Or ever awarded, is the spearhead of the British attack in his new Jaguar. He is, however, ably supported by Tommy Wisdom (Jaguar), Edgar Wadsworth (Healey), George Murray-Frame and Stirling Moss (Sunbeam Alpines), all previous Coupe winners.

Sunbeam-Talbots, with 15 cars in the entry list, are obviously out to repeat their performance of last year, which won for them the Dewar Trophy. Leslie Johnson, Peter Collins, John Fitch and Sheila Van Damm are on Sunbeam Alpines and are ably backed up by George Hartwell's independents, of whom Hartwell and Fraser are driving Hartwell

coupés, which are prototypes of the Sunbeam Alpine. It will be interesting to see whether the Sunbeam Alpines, whose record-breaking feats have shown that they have speed, have also the stamina and reliability which are an essential ingredient for success in the event from which they derive their type names.

Jaguars also have 15 cars in the entry, driven by such Alpine experts as Horning (Switzerland) and Soler (Spain), who were in the 1951 winning team with Ian Appleyard, Fraiken (Belgium), and Walter Grant Norton. Wally Waring and R. S. Henson are also using these cars for their first "Alpine".

The Frazer-Nash team of Alex. von Falkenhausen (Germany), last year's winner, Lt. Colonel Hal O'Hara Moore and Harry Sutcliffe, must also, however, be considered as formidable challengers for premier honours: the cars are provenly potent and the crews very experienced. Bill Banks, who went so close to winning the Tulip Rally, has entered a Bristol, which make also has a good Alpine record. The foreign contingent is, however, equally experienced

and mounted upon extremely suitable cars, such as Dyna-Panhard's, Porsches, Lancia Aurelias, Fiats and Renaults.

Whilst they have little chance of premier honours, the entrants of family saloons such as Hillman Minx (Needham), Standard Vanguard (Charles Fothergill), Ford Zephyr (Gatsonides and Mrs. Mitchell), together with the works which have sponsored the entries, are to be congratulated upon their enterprise. More will be learnt from these cars' behaviour in the furnace-like test-bed of the "Alpine" than from any amount of road-testing and participation in easier events, such as the Rallye Monte-Carlo.

By amending their regulations so that it is possible to be up to 2 hrs. 20 mins. late in any one stage before being disqualified (the previous margin was only half an hour), the Club have encouraged such entries.

Certainly a Finisher's Plaque in the 1953 "Alpine" will, from the aspect of crew and car stamina and reliability, be worth more intrinsically than the premier awards in lesser events.

Correspondence—continued

Nothing New Under the Sun . . .

IT is interesting to note how many of our present new ideas are, in reality, very, very old ones.

Readers may perhaps be interested to hear that in the Reception Hall of Short Bros. & Harland, Limited, suitably encased in glass, is to be seen a model, the only one in the world we are told, of the first aircraft engine they ever built. Four cylinders, overhead valve and, here it comes . . . petrol injection model, built to the design of Orville Wright.

COVENTRY.

H. L. BROOKE.

* * *

"Wire Wheel" Jaguars

WITH reference to the recent correspondence on the definition of a standard car specification in trials and rallies, how is it that certain XK 120 Jaguars can run in, and win, these events when fitted with knock-on or wire wheels in place of the standard pressed bolt-on type? Surely this modification is far more non-standard than, say, a sports coil? The makers cannot even supply me with such wheels and parts at any price. The definition of a standard car should be severely correct or abandoned.

INGATESTONE, ESSEX.

J. I. HAMILTON.

* * *

Too Many Splines?

WHILST contemplating motoring sport matters, it occurred to us that we could see no earthly reason for the large number of splines normally present on a Rudge hub. Some years ago, there was a Dunlop hub which instead of splines had a sine wave contour to the periphery of the hub. This did not last very long, possibly due to a high rate of wear; but we see no reason why the number of splines should not be reduced to six or perhaps eight, and why these splines should not be made in square section instead of triangular, thus eliminating the possibility of slippage. Will some kind engineer please enlighten us on this matter?

As a casual thought, may not the torque converter now replace the differential?

LONDON, S.E.22.

"CROWN WHEEL" AND "PINION."

* * *

A "Major" for the Relay Race?

I OWN a vintage car. Its age, gearbox and petrol consumption proclaim it as such, but from there on it tends more to hearse than anything else. Yes, a real fug box in the grand manner—a Morris Major.

Yet as I trundle majestically along and gaze down upon the modern cars scurrying around my running boards I am glad. I have leg room, head room and general comfort. I also have an oil gauge, ammeter, petrol gauge and, most important of all, an accurate thermometer adorning my radiator.

As I depart from the various race meetings throughout the season I continually bemoan the fact that my car doesn't seem to fit into any class in competition, but after watching Peter Binns's effort in the Riley at the Eight Clubs-I am prompted to ask if there are two or three enthusiasts with comparable, if not similar cars to my "Major", who are prepared to form a team (organizers willing), for the 750 Club's Six Hour Relay Race.

R. J. KEMP.

10 SUTTON ROAD, HESTON, MIDDX.

BOOK REVIEWS

Title: The "Daily Mail" Motoring Guide, 1953.

Size: 7¼ x 4¾ ins., 160 pages.

Publishers: Associated Newspapers, Ltd., Northcliffe House, London, E.C.4.

Price: 2s.

FOR once, the writer finds himself searching for Hollywood superlatives. The 1953 edition of the *Daily Mail Motoring Guide*, edited by Courtenay Edwards, is without question the best two shillings' worth to be had in this country. The technical side of motoring, the law, the sport, road tests of 35 British cars—all are within its compact dimensions, together with articles about crossing the Channel, foreign motoring terms and road signs, and the cost of petrol abroad. Are you interested in caravans, gadgets or accessories? Do you want a 1953 sporting calendar and a list of R.A.C. recognized clubs? All this information, and more, will be found in this splendid publication.

F. W. McC.

* * *

QUEEN VICTORIA driving her pony carriage on rubber-rimmed wheels opens an attractive picture gallery in *The Story of Dunlop Through the Reigns*. The review recalls that the first land speed record was set up by Chasseloup-Laubat in 1898; and that, four years later, Charles Jarrott rode 42 miles 235 yards in one hour on his 8 h.p. de Dion-Bouton tricycle; together with many other interesting facts. Copies of this souvenir can be obtained by application to any Dunlop factory or depot.

Another "BRISTOL" Success!

RHEIMS 12 hour race

FRANCE, SUNDAY · JULY 5th

1st **BRISTOL** 450 COUPE
IN CLASS Drivers: Peter Wilson, Jack Fairman

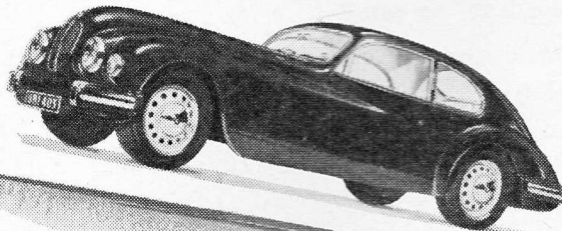


5TH

In General Classification

All results subject to official confirmation

The Bristol 450 Coupe is powered by basically the same 2-litre engine as that in the Bristol 403 Saloon.



THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, BRISTOL, ENGLAND

London Showrooms: 80, Piccadilly, W.1

NEWS FROM THE CLUBS

By Wilson McComb

WHEN Dagenham brought out the o.h.v. Consul and Zephyr models in 1951, sporting enthusiasts immediately began to drool (if you will pardon the Americanism). For years they had used the rough, tough and sturdy 10 h.p. engine, but longed for an o.h.v. Ford, and this was the answer to their prayers. Allards were not slow to take up the new power units for their Palm Beach model, and lined or stroked versions of the 1,508 c.c. Consul engine are now beginning to make their appearance in sports car racing.

The most successful Consul-based special now racing would appear to be R. A. Steed's J.A.G., the twin-carburettor engine of which is capable of 6,800 r.p.m. on a Zephyr back axle; it performed remarkably well at Silverstone last Saturday. Also running at Silverstone, and making its racing debut, was the Consul-engined Lotus of Denis Wilkins, with Lotus chassis built by P. J. (Building and Racing My 750) Stephens. After the meeting, I managed to wangle a hurried lap of the course in this car; the tachometer was disconnected, so it is rather hard to give details of its performance, but even this single-carburettor car obviously had power to spare. With split Ford axle at the front and coil springs at the rear, the roadholding is very good indeed.

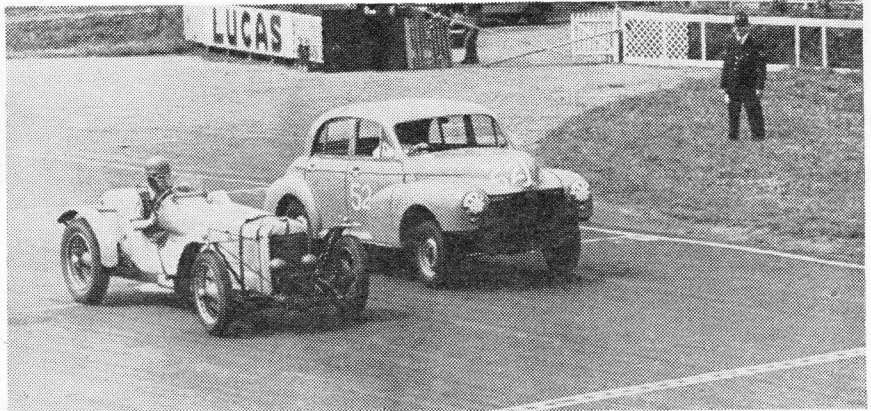
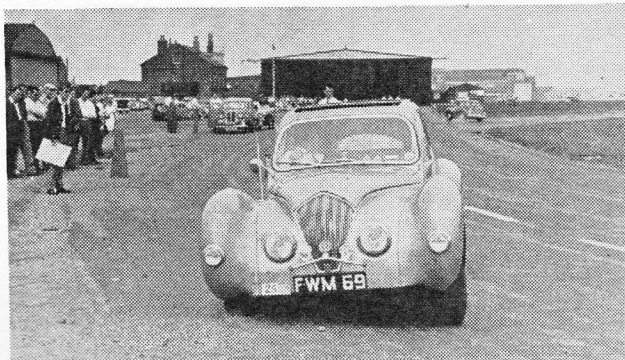
The Nuvolari Magnette controversy having now grown too large for this section, readers will find more letters on the subject in "Correspondence".

BUGATTI O.C. PRESCOTT MEETING

JOHN BROAD was placed second in Class 8 with his blown, 750 c.c. Austin at the Bugatti O.C. Members' Meeting at Prescott on 14th June. Rupert Instone (Djinn), whom we gave this placing in our report, was a non-starter.

HARROW C.C. SECRETARY

THE address of the Harrow C.C.'s secretary, David Drew, is now 39 Southfield Park, North Harrow. His telephone number is PINner 6676.



'32 VERSUS '52: V. Freedman's Crossley, built by Vernon Balls for the 1932 T.T., fights it out with R. Oakes's Morris Oxford at Silverstone, during the M.G.C.C. meeting last Saturday.

33 CLUBS AT PRESCOTT ON SUNDAY

PETER WALKER (Cooper-E.R.A.), Peter Stubberfield (Bugatti), Bertie Bradnack (Jaguar), Jack Walton (Cooper sports), Ian Hopper (Hopper Spl.), G. E. Pinkerton (Steyr-Allard), and Gillie Tyrer (Supermotor) are amongst the 100-plus drivers competing in the Bugatti O.C.'s Inter-Club hill-climb at Prescott this Sunday, 12th July. A total of 33 motor clubs from England, Scotland and Wales have been entered for this meeting.

RAMSGATE SPRINTS

SUPPLEMENTARY Regs. are available for the Herts County A. and A.C./N. London Enthusiasts' C.C. joint speed trial at Weston Undercliff Drive, Ramsgate, on 19th July. Entries, open to "Berko", Bugatti O.C., B.A.R.C., Falcon, Half-Litre, West Essex and Maidstone and Mid-Kent Club members, close on Monday next, 13th July. Secretary of the Meeting is D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts.

NORTH LONDON CONTEST

ANY interested motorist or motorcyclist is invited to take part in the North London M.C.'s Night Navigation Contest on 18th/19th July, which will start at 10 p.m. from Messrs. Glanfield Lawrence, Ltd., at the junction of the North Circular and Great North Roads. Entries close next Tuesday, 14th July, and regulations may be had from Geoffrey Waple, 62 Longmore Avenue, New Barnet, Herts.

BENTLEY D.C. SILVERSTONE MEETING

MEMBERS of the promoting club, driving Bentleys, members of the A.M.O.C., driving Aston Martins, and members of the V.S.C.C., driving Vintage, Post-vintage Thoroughbred or Edwardian cars, are invited to take part in the Bentley D.C.'s Silverstone meeting on Saturday, 1st August. Starting at 11.30 a.m., the programme will consist of a high speed reliability trial and a series of scratch and handicap races. Entries close on Monday, 13th July, and the Secretary of the Meeting is Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury.

LIVERPOOL M.C. DRIVING TESTS

THE third series of driving tests organized by the Liverpool Motor Club was held at Speke Airport on Sunday, 28th June. Under glorious weather conditions some forty competitors, driving widely assorted makes of vehicles, indulged in six tests of a varied nature, all on a good tarmac surface. As usual, the awards comprised a percentage of the entry fees together with club trophies, performances being assessed on the Tulip Rally type of bonus system.

As an innovation, the Liverpool club invited the North Western Centre of the Invalid Tricycles Association to be their guests, and to compete in a series of gymkhana tests. The many spectators were loud in their applause of the undoubted skill and enthusiasm shown by these handicapped drivers.

Of the six tests, the fifth proved to be the most difficult. Good performances were made by C. Kinns (H.R.G., 50 secs.); G. Roberts (Dellow, 52); J. Cunningham (XK 120, 52); and J. Reece (Anglia, 53).

Many American service personnel were interested spectators and, indeed, one, Fred Waring, entered and became a club member on the spot. Driving a Ford Consul, he displayed considerable dash, and with more practice should go far.

FRANCIS PENN.

Results

Premier Award: C. Mudie (Morris 8 S); 2, J. Reece (Ford Anglia 10); 3, T. Cunningham (Morgan Plus Four). **Remaining Class Winner:** W. Holt (Dellow). **Ladies' Award:** Mrs. C. Mudie (Morris 8 S).

More News from the Clubs on page 58

★
LIVERPOOL HEALEY: F. M. Marsh of the Liverpool M.C., takes his Healey through a reversing test at Speke Airport on 28th June.
★

**RHEIMS 12 HOUR
SPORTS CAR RACE
2-LITRE CLASS**

1st Peter Wilson	} - - BRISTOL
Jack Fairman	
3rd David Clark	} - - FRAZER- NASH
Peter Scott- Russell	

**REST-AND-BE-THANKFUL
HILL CLIMB**

WON BY

M. A. H. Christie	- - COOPER
<i>also 500 c.c. class winner</i>	
Leslie Thorne	- - - COOPER

(Subject to Official Confirmation)

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K.L.G

The fastest Plug on Earth

one of **SMITHS** accessories for better motoring

News from the Clubs—continued

CHILTERN TOURING RALLY

WITH seven driving and two regularity tests within a route of only 55 miles, the Chiltern C.C.'s 11th annual Touring Trial on 14th June could hardly be termed arduous. Nevertheless, there was not a single clean sheet amongst the 46 competitors who took part. From the start at Thame, competitors commenced the first of the regularity sections, with a speed of 26 m.p.h. to be maintained along pleasant country lanes around Haddenham and towards Wendover. Shortly afterwards they came to the first driving test, a forward and reverse affair at a "T" junction. Here Michael Hughes with his blown Dellow was a conspicuous performer, and Cyril Crosby spoilt an otherwise good run by running over the grass verge in his Vauxhall.

The second test, a couple of miles farther on, consisted of the well-known "see-saw". The route then skirted Wendover and took competitors to Long Marston for Test 3, which had been laid out on a loose surface. From Long Marston the route card showed a direct run to Bovington aerodrome for the lunch check, after which came Tests 4, 5 and 6. On these tests many were caught out amongst them being Peter Jackson (Allard), who failed to carry out No. 5 correctly, and Lionel Eckett, who went the wrong way round No. 6.

The second regularity test started from the aerodrome, and at a set average of 21 m.p.h. took competitors, via a circuitous route which had been planned to avoid all towns and, as far as possible, main roads, to Penn Street where the seventh and final test took place. Here Michael Brettell (Ford Consul), after putting up a good performance, blotted his copy book by sliding over the finish line with all four wheels locked. Peter Jackson, having lost marks earlier, decided to enjoy himself and flung the car around in a manner which was enjoyed not only by himself but by the large crowd of spectators. Mike Hughes had the misfortune to move the very last pylon. Arthur Baker (Land Rover) had a clean and deceptively fast run, as did last year's winner, R. G. Forster, in his B.S.A. Scout, with his dog sleeping soundly in the back.

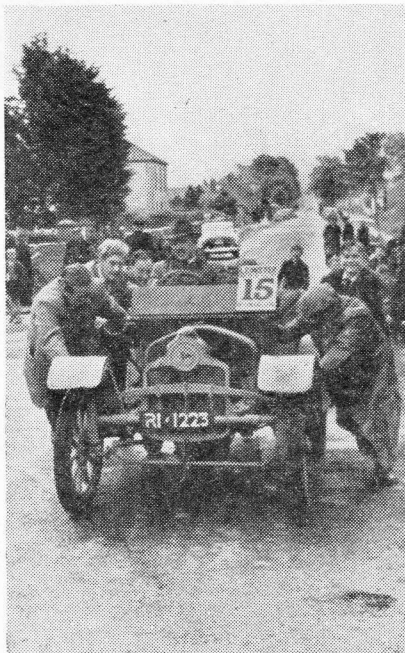
And so to the Bell House Hotel at Beaconsfield for tea and the results. As two competitors, F. L. Rourke (Ford Ten) and C. Shove (M.G. TD), had lost only two marks each, the stewards were called in to adjudicate. They decided in favour of Rourke, who had lost his marks on a regularity section, whereas Shove had lost his two in one of the tests.

R. N. R.

Results

Best Performance: F. L. Rourke (Ford 10).

Class 1: 1, F. L. Rourke; 2, G. Connelly (Austin A40). **Class 2:** 1, W. E. Bartlett (Ford Consul); 2, M. C. Brettell (Ford Consul). **Class 3:** 1, C. E. Shove (M.G. TD); 2, G. P. Liddell (Overton); 3, M. Hughes (Dellow S). **Class 4:** 1, A. Baker (Land Rover); 2, J. A. C. Talbot (Jaguar XK 120); 3, F. Allott (H.R.G.).



SIZAIRES NO GO: Willing helpers come to Peter Thomas's rescue during the Leinster M.C.'s recent Gordon Bennett Jubilee Run, when his 1907 Sizaire Naudin breaks down. Note the transverse leaf spring i.f.s.—forty-six years ago!

WINDSOR TOURING TRIAL

HOLLAND BIRKETT (Austin Spl.) made the best performance in three of the four tests included in the Windsor C.C.'s third annual Midsummer Touring Trial on 21st June, and shared b.t.d. in the remaining one, but had the misfortune to submerge almost completely at a watersplash which concluded the third section. There were four sections in the 100-mile route, starting at Winkfield and finishing near Bracknell. The first test was staged at Odiham Aerodrome before lunch, and two more afterwards, followed by the third section and the final test.

Results

Brightman Cup and Open Class: B. W. Hindes/G. A. B. Day (Consul-Dellow); 2, R. Tubbs/W. Hibkins (M.G. TD); 3, G. Connelly/F. Daor (Austin A40) (and Saloon Class).

On Monday, 13th July, the club are holding their annual Concours d'Élégance at the "Jolly Gardener", Winkfield, starting at 8 p.m.

* * *

HEREFORDSHIRE SOCIAL RUN

A SOCIAL run for members of the Herefordshire M.C. on 21st June gave 12 crews the opportunity of admiring Wye Valley scenery, and provided a few exciting moments for J. D. Moon (Austin 7) and S. Southgate (Morris 8), when they tried to cross a swollen river.

"AUTOSPORT" DIRECTORY OF THE CLUBS—52

The Half-Litre Car Club Limited



(Founded 1950)

Patron: The Rt. Hon. Earl Howe, P.C., C.B.E., V.D.R.

President: S. C. H. Davis.

Vice-Presidents: F. J. Findon; H. R. Godfrey.

Open to: Any person interested in 500 c.c. racing.

Caters for: A non-territorial Club catering exclusively for half-litre racing.

Principal Events: *Daily Telegraph* International Challenge Trophy—August Bank Holiday Monday.

International Formula 3 Race Meeting, Crystal Palace.

Various Club Race Meetings at Brands Hatch.

Silverstone Race Meeting—July or August.

Annual Dinner—February.

Headquarters: 20 William IV Street, Strand, W.C.2.

Meetings: Various meetings during the winter at the Albert Hotel, Kingston, and the Jolly Farmer, Enfield. Film shows and social meetings at the Royal Empire Society Hall.

Bulletin: Incorporated in *Motor Racing*, published 15th each month. Printed and illustrated. On sale to public, but distributed free of charge to all members. Editors: Roy Pearl, D. H. Delamont.

Whether associated with R.A.C.: No. **Approximate Membership:** 450.

Prominent Past and Present Members: Stirling Moss; Alan Brown; Eric Brandon; Les Leston; Don Parker; Reg Bicknell; John Cooper; Clive Lones; Colin Strang; the late A. J. Bottoms.

Annual Subscription and Entry Fee: No Entry Fee. Annual Subscription: £2 2s.

Secretary: K. A. Gregory, 20 William IV Street, Strand, London, W.C.2. Telephone: TEMple Bar 2206.

Note: The Half-Litre Car Club incorporates the 500 Club which was formed in 1946. The Club was mainly responsible for the foundation of International Formula 3, devised to bring a cheaper form of racing to a wider section of the community.

JERSEY SAND MEETING

THE Jersey M.C. and L.C.C.'s Sand Meeting on 16th July has been cancelled, to avoid any risk of depletion of entries for the Bouley Bay hill-climb on 23rd July. However, another meeting will be held on 13th August, to be known as the Inter-Island Meeting. Entries close on Friday, 31st July, and regulations are now available from P. Duvey, 51 Halkett Place, St. Helier.

BRISTOL M.C.'s NAISH HILL-CLIMB

A FULL entry of 61 was received for the Bristol M.C. and L.C.C.'s hill-climb at Naish House on Saturday, 20th June. As the 765-yard course was still wet after heavy rain, no records were broken. Wally Cuff (Hells Hammers V) made B.T.D. in 44.8 secs. Class results are as follows:—

Saloons, up to 1,500 c.c.: E. H. Goodenough (M.G.), 58.6 secs.

Over 1,500 c.c.: Dr. Parkes (Mk. VII Jaguar), 54.4.

Sports, up to 1,300 c.c.: G. E. Bath (Pegasus), 48.6. **1,301-2,000 c.c.:** A. W. Morrish (M.G.), 48.4. **Over 2,000 c.c.:** E. D. Scobey (Dellow), 50.0.

Racing, up to 1,100 c.c.: T. J. Clarke (C.B.2), 45.2.

Specials, up to 1,100 c.c.: W. C. Cuff (Hells Hammers V), 44.8. **Over 1,100 c.c.:** T. J. Clarke (C.B.2), 45.0.

Vintage Sports Cars, up to 1,500 c.c.: J. S. French (Simplicity), 51.2. **Over 1,500 c.c.:** R. Bickerton (Frazer-Nash), 50.8.

EASTERN COUNTIES' SNETTERTON

DESPITE the counter-attraction of Crystal Palace on 11th July, an excellent entry has been received for the Eastern Counties M.C.'s race meeting at Snetterton on the same day. Peter Walker, George Abecassis, Oscar Moore, Leslie Marr, Alastair Birrell, Bill Black, John Barber, Don Parker, Don Truman, Cliff Davis and the Monkey Stable drivers are all expected to take part in the programme of scratch and handicap races. The meeting starts at 2 p.m., and entrance charges have been reduced.

ALVIS CONCOURS D'ELEGANCE

RESULTS of the Alvis O.C.'s (S.E. Section) Concours d'Elégance, held at Felpham on 21st June, are: 1, E. C. Clarke (1934 Speed 20); 2, C. Smart (1923 12/40); 3, C. Cooper (1931 12/60); 4, G. Chace (1933 Firefly).

Members of the Morgan 4/4 Club and 12/50 Register are invited to take part in the Midland Section's Pershore Rally on Sunday, 19th July. Regulations from G. N. S. Davies, 33 Vicarage Lane, Water Orton, Birmingham.

A.N.C.C. MEETING

ON Wednesday, 1st July, the 25th meeting of the Association of Northern Car Clubs was held in the Grand Hotel, Manchester, under the chairmanship of K. R. Bailey, assisted by secretary F. S. Davies. Clubs whose representatives were present were the Mid-Cheshire C.C., Liverpool M.C., Bolton-le-Moors M.C., Lancashire A.C., Chester M.C., B.A.R.C. (N.W.), York-

shire S.C.C., Lancs and Ches C.C., North Midland M.C., Sheffield and Hallamshire M.C., M.G.C.C. (N.W.) and Knowidale C.C.

An application for membership of the Association was received from the Allard O.C. (Northern Centre) and approved. Other matters discussed included the standardization of rally regulations, racing at Oulton Park, and the joint promotion of events (in view of the overcrowded calendar. The B.A.R.C. representative stated that two or more rallies were frequently run on the same day, in the same district. On one occasion two were staged at night, in opposite directions, over narrow lanes. It was agreed that much greater co-operation between clubs was essential.

CAN YOU TAKE A RACING PICTURE? ENTRY FORM

Name

Address

I hereby declare that the photograph(s) submitted for the AUTOSPORT competition was (were) taken by me at Crystal Palace, on 11th July, 1953, and that I did not possess a Press pass, was not present in an official capacity, and received no special facilities to enable me to take photographs.

(Signature)

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FOOT PUMPS 2 of

LICENCE HOLDERS 2/-

Ropes pulls 11/6 pair

MUST get a good ROAD MAP *

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MARGATE RALLY AND CONCOURS D'ELEGANCE

RESULTS of the Maidstone and Mid-Kent M.C.'s Margate Rally and Concours d'Élégance, on 26th/28th June, are as follows:—

RALLY:

Margate Corporation Challenge Trophy: C. Wick (Allard).

Committee Cup: C. Shove (M.G.).

Sunbeam Challenge Trophy: D. J. Watkin (Dellow).

Epps Challenge Trophy: L. Davey.

Class A: 1, S. Moore; 2, C. A. Pilley.

Class B: 1, A. Gordon; 2, R. A. Harris.

Class D: 1, J. W. Castle; 2, L. F. Parham.

Class E: 1, J. F. Montgomery; 2, H. Birkett.

Class F: 1, Mrs. Joan Johns; 2, P. A. Barden.

Winning Team: Hants & Berks (Mrs. Joan Johns, S. Moore and H. Birkett).

CONCOURS:

Maidstone Challenge Trophy: P. A. Barden (Mark VII Jaguar).

Sunbeam Challenge Cup: P. A. Barden (Rolls-Royce Silver Wraith).

Margate Chamber of Commerce Rose Bowl: S. W. Ingram (Vauxhall Velox).

Class A: S. J. Skinner (1913 Rover).

Class B: J. Bond (1929 Mercedes-Benz).

Class C: R. Way (1937 Rolls-Royce).

Class D: A. F. Pickett (1953 Singer).

Class E: R. H. P. Alston (1950 Jaguar) and G. Morelli (1951 Austin).

Class F: P. A. Barden (1952 Rolls-Royce).

Class H: I. S. Hewison (1952 Austin).

Class J: P. A. Barden (1953 Jaguar Mark VII).

Class K: Mrs. L. D. Snow (1952 Ferrari).

Classes L & M: Henrys (1952 Bradford).

COMING ATTRACTIONS

July 10th/16th. French Alpine Rally.

July 11th. Half-Litre C.C. Race Meeting (F2 and 3), Crystal Palace, London. Start, 2 p.m.

Leinster Trophy Race, Co. Wicklow, Eire.

Vintage S.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 12.15 p.m.

Eastern Counties M.C. Race Meeting, Snetterton, nr. Thetford. Start, 2.0 p.m.

Rhyl and D.M.C. Rally.

Veteran C.C. Hastings Rally and Speed Trials, Start, Robertson Terrace, Hastings, 2.15 p.m.

Brighton and Hove M.C. Rally. Driving Tests, Brighton Sea Front, 2.45 p.m.

R.S.A.C. Coronation Veteran Run. Start, Blythswood Square, Glasgow.

M.G.C.C. (Scot.) Grass Hill-climb. Southsea M.C. "Autosport", Southsea Common, 2.30 p.m.

July 11th/12th. Hedemora Races (F3, S), Sweden.

Singer O.C. Prescott Night Navigational Rally.

July 12th. Dolomite Cup Race (S, T), Cortina, Italy.

Bugatti O.C. Inter-Club Hill-climb, Prescott, nr. Cheltenham. Start, 10.30 a.m.

Southsea M.C. Concours d'Élégance. Start, Castle Field, Southsea, 3 p.m.

Leicestershire C.C. Summer Driving Tests. Start, Lee Street Car Park, 2.30 p.m.

July 14th. Circuit of Perigueux (F3), France.

July 15th. Sunbac Midsummer Evening Trial. Start, Royal Oak, Hockley Heath, nr. Birmingham, 6.30 p.m.

Newry and D. M.C. Driving Tests, Cranfield, Co. Down.

CLUB FIXTURES

Southsea M.C.—Meeting of Officials, 10th July, Southsea Common, 7 p.m.

Bentley D.C.—Meetings: 11th July, The Crown, Brackley, after V.S.C.C. Silverstone meeting, 12th July, The Dixon Arms, Chelford, Cheshire, 12.15 p.m. 13th July, The Swan Inn, Stanway, Essex, 8 p.m. 14th July, The Bear, Cowbridge, Glam., 7 p.m. 15th July, King's Head Inn, Old Bexley, Kent. 16th July, King's Head Hotel, Roehampton, London, 8 p.m.

A.C.O.C.—Concours d'Élégance and Gymkhana, 12th July, Grove Hall Hotel, Twyford, Berks. Start, 11 a.m.

Windsor C.C.—Concours d'Élégance, 13th July, The Jolly Gardener, Winkfield, Berks., 8 p.m.

750 M.C. (Oxon).—Meeting, 13th July, Shepherds

Hall, Handborough, 8 p.m.

Vintage S.C.C.—Meetings: 14th July, Bridge Hotel, Bedford. 16th July, White Lion, Cobham, and Frogmill Inn, Andoversford, Cheltenham.

Allard O.C.—Meeting, 14th July, Berkeley Arms Hotel, Bath Road, Cranford, West Hounslow, 7.30 p.m.

Northampton and D.C.C.—Meeting, 14th July, Overstone Solarium, 7.30 p.m.

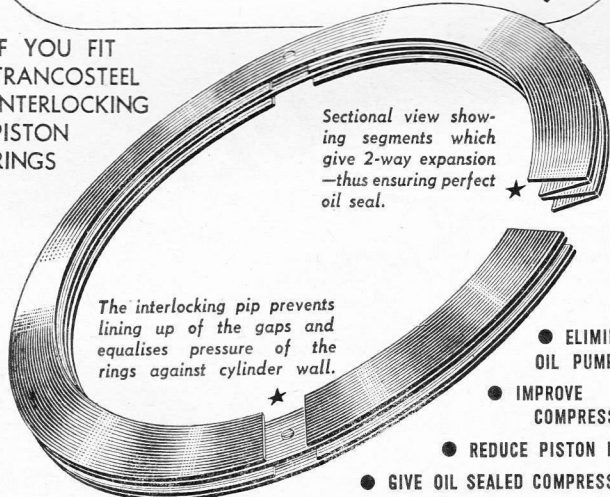
Citroën C.C.—Meeting, 14th July, Marquis of Granby Hotel, Esher, 7.30 p.m.

Singer O.C.—Meeting, 15th July, Aston's Hotel, Praed Street, W.2.

Alvis O.C. (S.E.).—Meeting, 16th July, Sceptre Hotel, Southborough.

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ALVIS 4.3, 3 carburetter 100 m.p.h. Vanden Plas Sports 2-seater drophead coupé, £295.—J. H. Bartlett Ltd., 27a Pembridge Villas, W.11. Bayswater 0523.

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ASTON MARTIN 1935 12 h.p. Mark II, l.w.b. saloon, grey and black, good condition. £295.—7 North Parade, Leeds, 6.

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H.R.G. ENGINEERING CO., LTD., for makers' spares, repairs and service. Works reconitioned cars also available.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

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M.G. 1938 TA 2-seater in very good condition, well shod. £295.—60 Pretoria Road, N.18.

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(Continued overleaf)

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1936 **LYNX-SPRITE** 12/4 tourer, excellent condition. £325.—Riches, "Marmont's Acre", Tabernaacle Walk, Rodborough, Glos.

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£195 1928 20 h.p. owner-driver saloon, excellent throughout.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

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ROVER 10 h.p. special sportsman's coupé, 1939, very scarce model, distinctly attractive lines, coachwork in dove-grey, usual Rover performance. £395.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines.)

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C.S.M. SPECIAL 2-seater open sports, 1949. Mercury engine with copperized head, remote control gears, slab tank, 100 m.p.h. speedo, very modern radiator treatment, good hood and six excellent heavy duty tyres (twin spares), very fast. £195.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines.)

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OWNER Javelin Saloon requires two other Javelin owners or other make to form team for Six Hour Relay Race, August 29 at Silverstone.—Full details to Box 1171.

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SINGER Le Mans 9 h.p. special sports coupé, late 1935, amazing performance for its very modest horsepower, a nice-looking little car in Ensign red with fawn leather, excellent set of tyres £165

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RILEY 9 h.p. sports saloon, Sept. 1936, good history, two owners since new, details of mechanical overhauls for past four years available, including rebore less than 6,000 miles back, outstanding performance £165

RILEY 2½-litre special foursome drophead coupé, 1950, maintained since new by Messrs. Riley Cars and completely overhauled by them this Spring, bills available, immaculate appearance and in the finest possible mechanical order, radio, heater, etc. £1,095

RILEY Kestrel 6-light sports saloon, 1937, low streamlined body styling with swept tail, a very graceful-looking sports car with typical Riley spts. performance, bronze with red lthr. £295.

RILEY Alpine sports saloon, whilst obviously not as brand new this car has been excellently maintained by expert mechanics, engine rebored 1952, well shod £145

ALVIS Speed 25 sportsman's saloon by Charlesworth, 1938, performance definitely in keeping with the tradition of this magnificent series, one owner for past eight years, beautiful finish in beige with red leather interior, Andre Telecontrols, heater, etc. £395

ALVIS 14 h.p. drophead foursome coupé, 1948, one owner since new, fitted radio and screen-wash, low mileage, silver-grey £635

B.S.A. 10 h.p. front-wheel drive special sports coupé, 1938, black/red, recommended £165

B.S.A. 10 h.p. Scout front-wheel drive open sports 2-seater, 1939, British Racing Green, much mechanical reconditioning last year, good hood and full set of screens, oil coil, rimblishers, outstanding £195

M.G. PA 2-str. Midget, 1936, British Racing Green, stoneguards, aeroscreens, passlights, etc., a nice little car in above average order mechanically £235

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M.G. TC Midget 2-seater, 1947, beige with red leather, super de-luxe equipment, Ace discs, heater, oil coil, chromed luggage rack, Tapley brake meter, etc., one owner has fastidiously maintained this car £445

M.G. Midget TC series 1949, green/beige, overhauled this year at M.G. works, new Avon H.M. tyres, Lucas flame-thrower passlights £495

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TRIUMPH Vitesse 2-litre sports saloon, 1936/7, dark green with fawn leather, very modern lines and instruments, motors delightfully, very good tyres £195

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(Continued overleaf)



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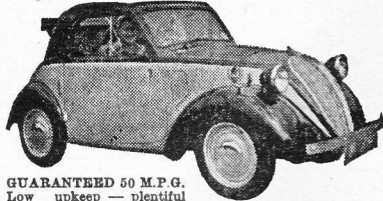
£175 1934 Kestrel 9 h.p. engine rebuilt by Treen. A sound car.

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News from the Clubs—continued.

PETERBOROUGH NIGHT RALLY

PLANNED by E. A. Murkett and W. Southam, the Peterborough M.C.'s Summer Night Navigational Rally on 4th/5th July was run under almost ideal conditions, only the ingenuity of the organizers and the silence of the marshals preventing some very close scores.

Two sections, the first a 30-mile/27 m.p.h. run with two secret checks, the second a 120-mile drive over widely varied roads, with set time allowances between map references, gave the 14 starters a busy night. Provisional results showed H. A. Lyall and S. E. A. Stroud the best performers in a Morris, losing 31 points to the 33 of runner-up R. A. Johnson (Jowett Javelin). Third was R. H. Pinder (Triumph Renown), while R. G. Neave (Sunbeam-Talbot 90) won the Novice's Award.

* * *

LANCIA MEETING AT THRUXTON

ON Sunday, 28th June, the Lancia M.C. held their Challenge Trophy meeting at Thrupton. First place was taken by the Morgan 4/4 Club's "A" team of Peter Morgan, T. A. Parkes and G. J. Stallard, who scored 2,210 points. The runners-up were the M.G.C.C. "C" team of B. D. Frost, J. Shove and J. Tyman, with 2,114 points. L. Yarranton, of the Morgan "B" team, won the Torino Award for the best performance, scoring 769 points to 761 by runner-up G. J. Stallard.

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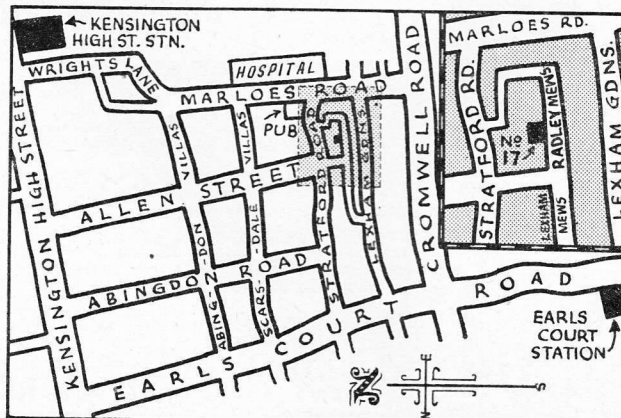
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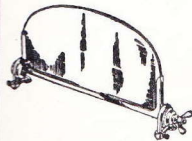
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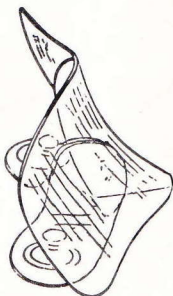


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MORRIS MINOR

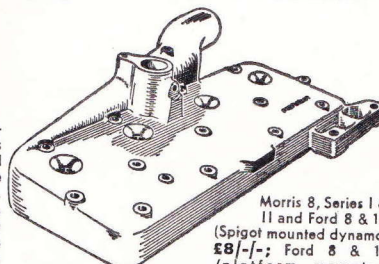
TWIN CARB. UNITS semi-down draught S.U.s, mounted on high efficiency manifold and with linked controls and petrol pipe. Gives 25% better acceleration and hill climbing, 34-36 m.p.g. £26 complete. Inner valve springs 7/- per set, special exhaust valves 8/- each. KE965 12/6, sports coils, Delco or Lucas 37/6. Hand operated ignition controls 30/-. Deep note exhaust systems £4/5/-. Gear lever extensions 6/6. Plastic gear knobs 2/6. Chrome badge bars 30/-.

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JULY 10, 1953

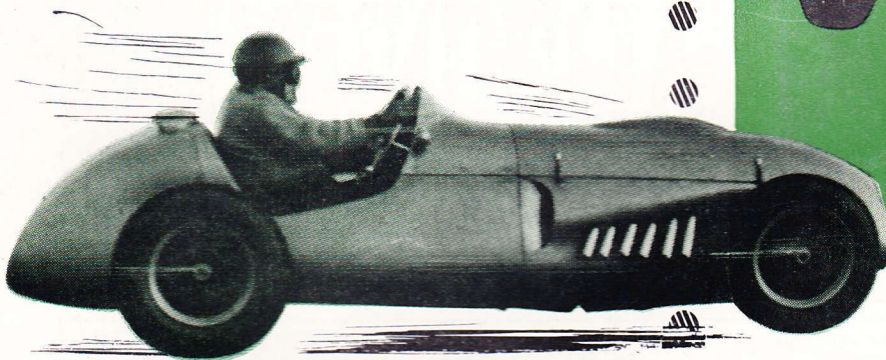
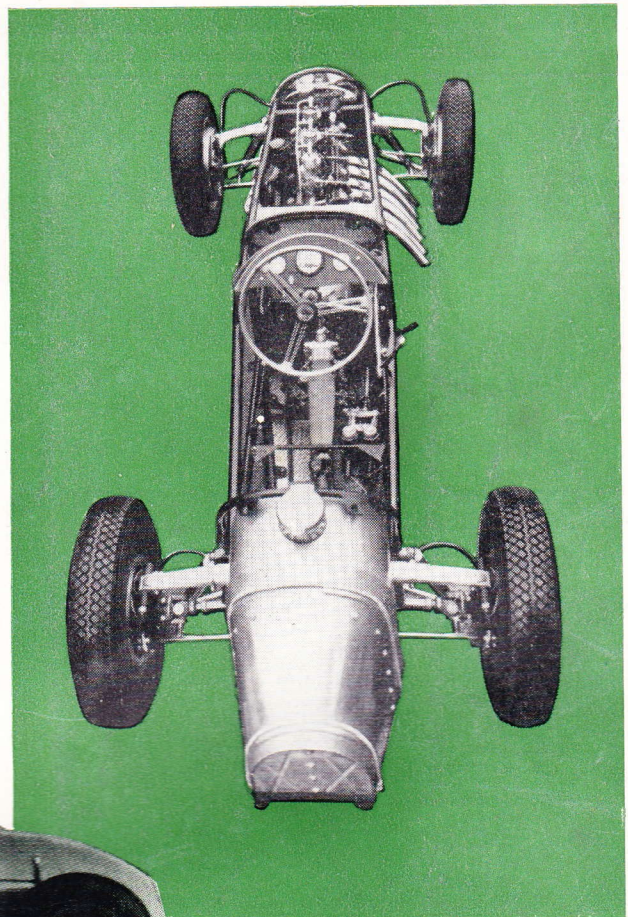


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