

# AUTOSPORT

MAY 29, 1953

1/6

EVERY FRIDAY

Vol. 6 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



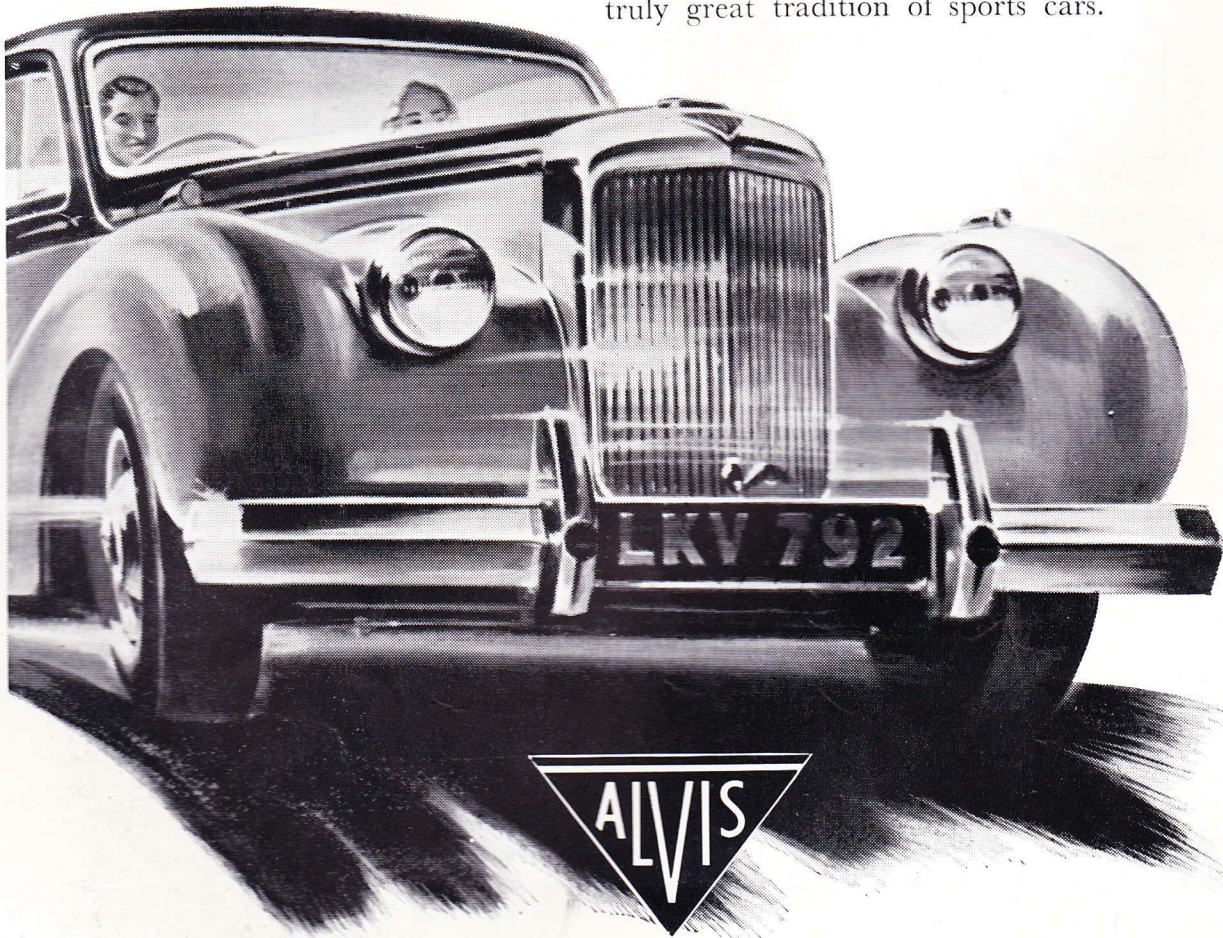
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*using Esso Fuel*

*(Subject to official confirmation)*

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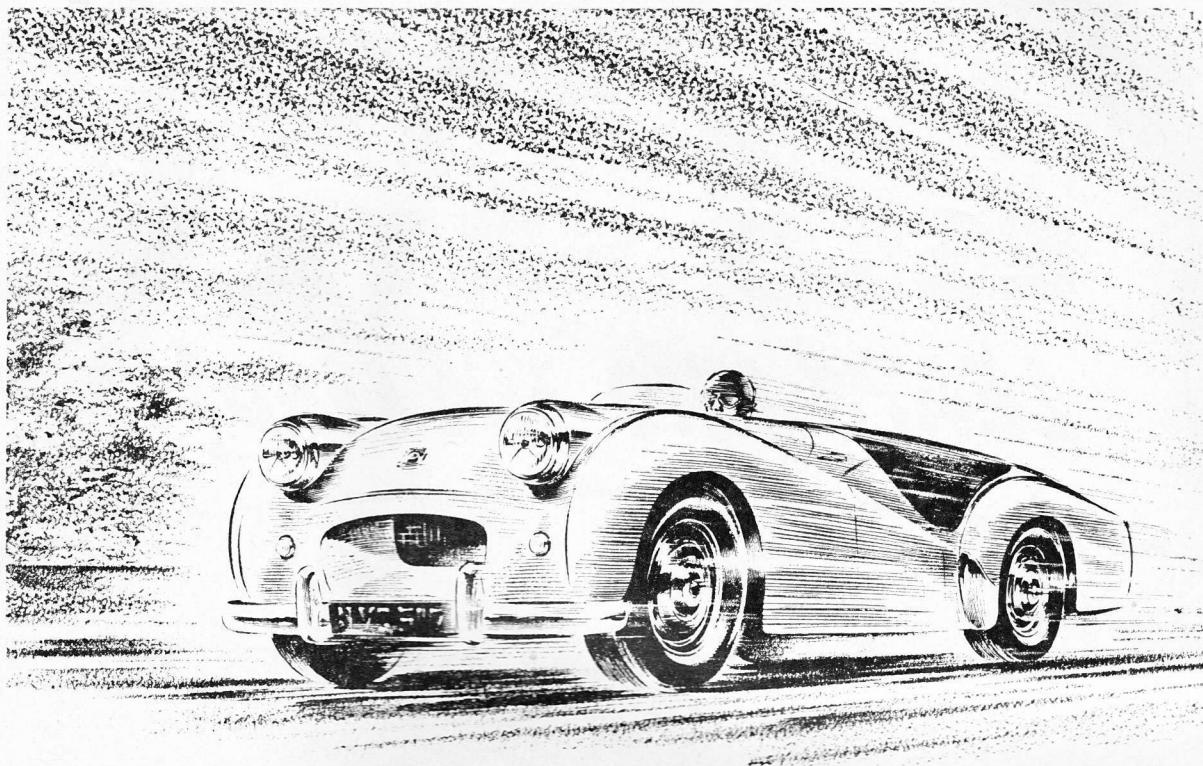


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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 22

May 29, 1953

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## NOTICES

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## EDITORIAL

JUNE 2nd, 1953, the Coronation Day of Queen Elizabeth II, marks a great occasion in the history of Great Britain. The present century is one of unending scientific and mechanical progress, in which the motor car plays an important part; motor sport, in its turn, plays an invaluable part in the development of the car. Whilst our pursuit may not be acclaimed as the Sport of Kings, it is gratifying that our graceful young Queen and her husband, H.R.H. The Duke of Edinburgh, have frequently given evidence of their friendly attitude to the movement. We feel greatly honoured that they, in the midst of their countless official duties, should find time to show such interest.

THE position regarding standard production cars in rallies is almost farcical. Unless an organizing club be prepared to strip down every competitor's car before the start of the event, there can be no guarantee that all entries comply strictly with the regulations. Obviously to do this would be an impossibility. AUTOSPORT feels that the time has come to allow a little more latitude in the production car class, and that in order to encourage good preparation and careful tuning, certain modifications should be permissible. For example, any equipment listed by the manufacturers for a particular model should be allowed. There should be no limit to the compression ratio permitted, but normal pump fuel only should be used, with the threat of frequent samples for analysis being taken during the event. Cars should be not more than (say) 2 per cent. lighter than the manufacturers' catalogue weights, otherwise ballast must be carried during the entire course of the event. With this amount of latitude, there would not be the ridiculous state of affairs which exists at the present time, where competitors eye each other's cars with the suspicion that everything is not entirely standard. The lesson of the Tulip Rally has now been assimilated, and the great majority of regular rally competitors would welcome any move which will alter the curious production touring car position, when all realize that hardly any car in an event is genuinely standard. The insistence of 1,000 exactly similar models (500 if over 2-litres) being built in a 12 months period to qualify for the touring category is not popular with competitors, and is certainly not fair on small manufacturers. By all means have definite requirements for touring cars, but modify the quantity clause, and permit a certain amount of alterations, provided that these alterations (or equipment) are available from the manufacturers for the models listed.

CONGRATULATIONS to the London County Council for their enterprise in bringing racing back to Crystal Palace (after a lapse of 14 years), in eliminating the tiresome wiggles of the pre-war layout, and in securing the excellent organizing ability of the B.A.R.C. for the racing itself. But for the near-chaotic conditions in the car parks, the paucity of attendants, unappetizing refreshments and inadequate signposting, less credit is due; we trust that these "teething troubles" will be overcome to ensure renewed popularity for the venue.



pioneer British firm; another Royal car will be a 1906 Renault once owned by King Edward VII and subsequently used by Queen Alexandra. First car will leave Hyde Park at 8.30 a.m.

\* \* \*

**NEXT SUNDAY AT ALBI**

**T**HREE heats, the first for Formula 2 cars, the second for Formula 1, and the third a *repêchage* for finishers other than the first four in Heats 1 and 2, will precede the final of this year's Albi race on Sunday, 31st May. This is the organizers' novel solution to the problem—F1 for spectacle or F2 for entries? Two B.R.M.s, the Thin Wall Special and two big Ferraris are amongst nominations so far announced. The race, the 15th of the Albi series, carries the title: the Prix de Président de la République.

\* \* \*

**T**HE handicap was too much for Guelfi's 4½-litre Talbot and similar cars in the recent 3 hours Circuit de Safi, in North Africa. Winner was Lacaze (4CV Renault), followed in by a modified Dyna-Panhard, an Osca, two more Panhard's, an Aston Martin, a Peugeot and Guelfi's Talbot, which tore round the circuit breaking records, all to no avail.

\* \* \*

**N**INIAN SANDERSON, going "Continental", is to drive the Leston Special in the Formula 3 Circuit of Orléans next Sunday, and Les Leston's Cooper in the Picardy race.



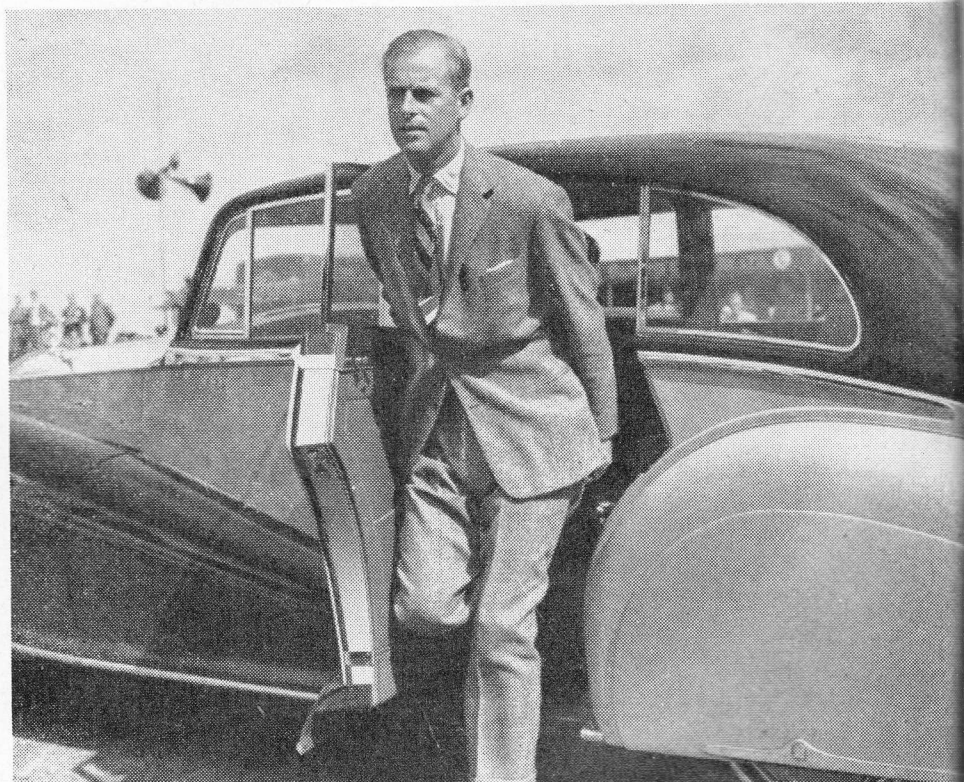
*A happy picture of Her Majesty Queen Elizabeth, whose Coronation takes place on 2nd June.*

*His Royal Highness, the Duke of Edinburgh, arriving at Silverstone in 1950 in a Rolls-Royce, to watch the B.R.D.C./Daily Express race meeting.*

**PAGEANT OF MOTORING**

**T**wo hundred and twenty historic cars, the earliest of 1895 vintage, the latest dating back to 1916, have been entered for the Vintage C.C.'s special Coronation run from Hyde Park to the Royal Borough of Windsor on Sunday, 7th June. The Mayor of Windsor, Ontario, in London for the Coronation, will send the cavalcade off on their journey; the Mayor of Windsor, England, and Lt.-General Lord Freyberg, the famous New Zealand V.C., will await them at the other end.

The 1900 Daimler built for King Edward VII will be driven by Frank Lanchester, of the famous





# SPORTS-NEWS

## TRINTIGNANT (GORDINI) WINS AT CHIMAY

André Loens (Kieft) First in  
Formula 3 Race

LAST Sunday's G.P. des Frontières, held on the Chimay circuit in Belgium, proved an easy victory for Maurice Trintignant in a works 2-litre Gordini. He beat Roger Laurent's Ferrari by well over a minute in the 135-mile race, while another Gordini, handled by Fred Wacker, Jr., over from the U.S.A. on a Continental tour, finished third.

Bira (Maserati) and Claes (Connaught) retired, while a Veritas driven by Henri Oreiller, champion skier, caught fire, the pilot escaping serious injuries. Hans Stuck drove the V8 AFM into fourth place.

The 500 c.c. race was won by André Loens in his Kieft, with Lex Beels of Holland and Bossaert's BMW-engined Special second and third.

### RESULTS

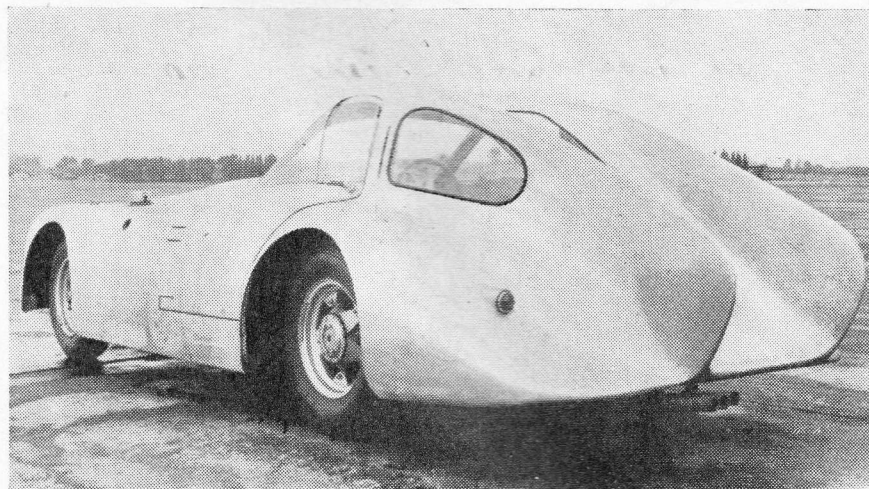
**G.P. des Frontières, Formula 2 cars (20 laps, 135 miles):** 1, M. Trintignant (Gordini), 1 hr. 25 mins. 59 secs., 94.26 m.p.h.; 2, R. Laurent (Ferrari), 1 hr. 27 mins. 11 secs.; 3, F. Wacker, Jr. (Gordini), 1 hr. 28 mins. 27 secs.; 4, H. Stuck (AFM); 5, M. Meunier (Jacey); 6, J. Delabarre (BMW). **Fastest lap:** Trintignant, 4 mins. 11 secs., 96.87 m.p.h.

**Circuit de Chimay, Formula 3 cars:** 1, A. Loens (Kieft), 30 mins. 53 secs., 78.73 m.p.h.; 2, L. Beels (Cooper), 32 mins. 57 secs.; 3, A. Bossaert (BMW), 33 mins. 48 secs.; 4, M. Fournier (Cooper).

## TRANS-AUSTRALIAN RALLY

A MARATHON 6,500-mile, 14-day Rally across the Continent of Australia, is being organized by the Australian Sporting Car Club of Sydney, under the sponsorship of Redex Products (Australasia) Pty. Ltd. The event, entitled the Redex 6,500 Miles Reliability Trial, starts from Sydney on 30th August, the route passing through Brisbane, Darwin, Alice Springs, Adelaide and Melbourne, amongst other towns, and finishing at Sydney after an estimated 14 days of arduous motoring.

Normal production-type cars only will be eligible to take part, but modifications such as protection to fuel tanks, sump, radiators, lights, etc., are permitted, as is the installation of extra tanks and spare wheels. The prize fund is most generous, including £1,000 for the outright winner, £100 for first place, and £25 for second place, in each of four capacity classes: up to 1,100 c.c., 1,101-1,500 c.c., 1,501-2,500 c.c. and over 2,500 c.c.; and £200 for the winning one-make team of cars.



NEW FOR LE MANS: The sensational Bristol 450 streamlined coupé, with twin stabilizing fins. Two are entered for the 24 Heures du Mans.

## THE EIFELRENNEN

GERMANY'S Eifel race meeting at the Nürburgring on Sunday next, 31st May, includes events for Formula 2 and 3 racing cars, and sports cars. Stirling Moss, Rodney Nuckey, George Wicken, André Loens, Eric Brandon and Bernard Ecclestone are amongst the 500 c.c. entrants. Moss and Nuckey will also take part in the F2 race, in which the H.W.M. team are running; de Graffenried, Bira, Paul Pietsch and "Chico" Landi are down to drive Maseratis.

\* \* \*

## PANHARD WIN AT SPA

ALTHOUGH Paul Frère won the speed classification in the Production Car G.P. for Belgian nationals, held at Spa on 17th May, it was a Dyna-Panhard driven by Welter which took first place in

general classification on aggregate performance, and won the fuel consumption event. Frère's Chrysler "New Yorker" caught John Claes in the final stages of the speed event, heading two Lincolns and two other Chryslers in a contest dominated by large American cars.

\* \* \*

## 124 M.P.H. FOR £555

THAT long, straight stretch of road at Jabbeke, Belgium, saw a remarkable performance by a British car on 20th May last, when Ken Richardson, chief test driver of the Standard Motor Co., covered the measured mile at an average speed of 124.095 m.p.h. in a Triumph 2-litre sports car. The car, which in its original form was shown at Earls Court last year, was in "speed trim"—i.e., fitted with a cockpit cowl and minus spare wheel and other extras.

When delivery of the new Triumph model commences in July, there should be a keen demand for such a high performance at a basic price of £555 (2,300 dollars in the U.S.). Many modifications have been made since the Motor Show, and the engine now gives 90 b.h.p. at 4,800 r.p.m. on pump fuel, while the car as a whole weighs about 18 cwt. Its showing at Jabbeke—officially observed by the R.A.C. de Belge—suggests an exceedingly efficient aerodynamic shape; last October the estimated maximum speed was quoted as 90 m.p.h. The capacity of 1,991 c.c., derived from the use of a lined-down Standard Vanguard power unit, makes this new model ideally suited to use in competitions, and should bring new life to the 2-litre class when it comes into the hands of private owners.

Many further prizes are offered, and already the Redex Trial, biggest of its kind ever to be staged in Australia, has attracted considerable interest, with 100 prospective entrants so far. Competitors from Britain are invited, and special prizes are to be put up for successful British-built cars. The route will certainly be a uniquely difficult one, with hundreds of miles of rough, often corrugated, gravel roads, plus unusual hazards in the shape of wandering kangeroos, low-flying eagles, owls, and myriads of grasshoppers to contend with.

It is considered that any normal British car could compete successfully, save for those with very low ground clearance, as, for example, the pre-war S.S. Jaguar 100 model. Australia is a long way off, but anyone seeking further details of this event should write to the Secretary, Australian Sporting C.C. Ltd., Regent Street, Redfern, Sydney, N.S.W. Australia.

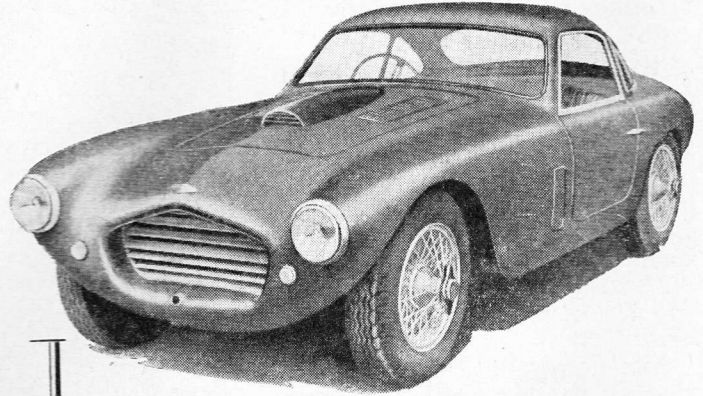


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## Bristol 403 Saloon

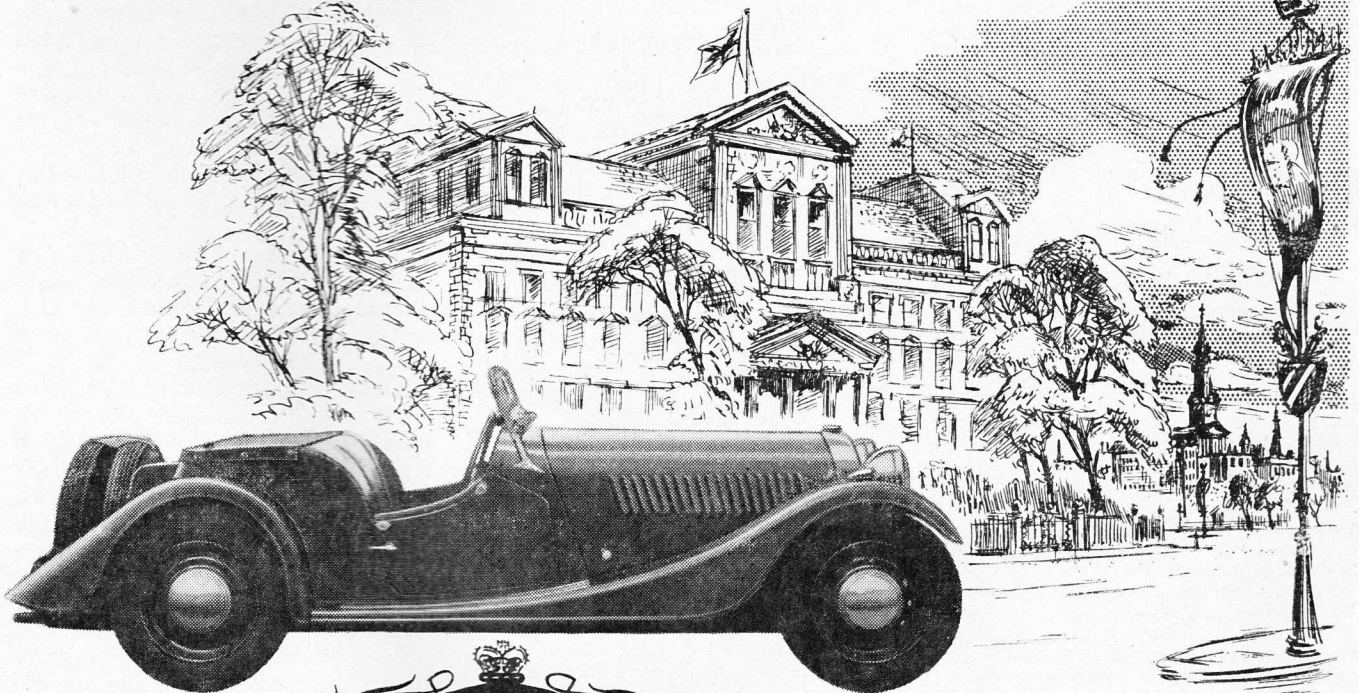
May we supply your new Bristol? Apart from possessing all the requisite facilities for exceptional "service-after-sale", we have an unrivalled knowledge of the Bristol engine and chassis, by reason of our close association in its production, together with an established tradition of personal service to our owners based on 25 years' experience as manufacturers in our own right of a famous sports car.

Attractive closed body-work, designed and built by hand at our works. Basic price £2,000, to "Turismo" specification, with 100 b.h.p. (7.5:1 compression ratio). Also available at extra cost to full competition specification, with 132 b.h.p. (8.5:1), 140 b.h.p. (9:1) or 150 b.h.p. (10:1)—all output figures at 5,750 r.p.m.

The orders taken for this model already indicate some enforced delay in deliveries, so may we ask anyone interested to get into touch with us as early as possible.

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# SILVERSTONE HOLIDAY

ONCE again, I decided to make a holiday of the B.R.D.C. *Daily Express* International Trophy meeting. On this occasion, I lived at the Blisworth Hotel, a foxhunting hostelry which, at Silverstone time, becomes full of Press and B.B.C. types. I was, for the nonce, a somewhat junior member of the latter great Corporation, and I was excellently housed among good company.

The practice period, on the Thursday and Friday, was as abundantly interesting as it always is. One saw, in the paddock, the Connaught of Salvadori that was to distinguish itself on the great day. The Hilborn Travers injection system is neatly installed, and the very long ramming pipes curve downwards inside the bonnet to avoid producing a "power bulge". Just as exciting was Webb's new Turner, which marked the entry of the S.U. injection system into racing. The pump, with its ingenious speed-density metering device, is driven from the offside camshaft of the Lea-Francis engine. A copper pipe from each throttle body keeps the "brain" informed as to the pressure side of the equation, and a temperature bulb, close beside one of the intake throats, gives the necessary heat compensation. It all looks most workmanlike, and we shall hear very much more of the S.U. plot shortly.

Another car that I examined carefully was Ken Wharton's Cooper-Bristol. This one was lapping so much faster than others of the same make that I just had to find out why. We know, of course, that Ken can press that little pedal harder, and keep it down longer, than most chaps. That has a lot to do with the splendid results achieved. Ken, however, gives the credit to the Armstrong Siddeley preselective gearbox, which has replaced the normal Bristol unit. This is the E.R.A. type box, and has very similar ratios to a Manx Norton. Consequently, the best part of the power curve can be used at all times, and the engine is given a chance to keep above the lower, and less productive, revolution range.

As I predicted in this column, the brief vogue for stub exhausts has died, and almost everybody had fairly long pipes, with manifolds arranged to take due cognisance of firing order. Fuel injection, with the opportunity it gives for enhanced ramming effects, will lay increased emphasis upon correct exhaust tract design. Incidentally, from careless talk in the pits, it is certain that many racers are about to throw away their carburetters.

Silverstone is a funny circuit, for although it looks harmless enough, it is a terror for finding out defects in road-holding. The immensely fast Gordinis were in sorry trouble, and on the back leg of the course their antics had to be seen to be believed. The use of a conventional rear axle on a machine of this high speed and light weight is a pretty hopeless proposition, and the large number of accidents suffered by the *marque* can probably be put down to just that one feature. I was relieved when Harry Schell told me that they had decided to scratch from Dundrod, for on that course they would have been too alarming for words. Even the relatively heavy Jaguars seemed a bit rear-axle-conscious at Silverstone, though both makes should be much happier on the Le Mans billiard table.

I thought that the production sports cars, as a whole, were much less steady than the racing cars. Situated as I was at the pits, I was rather concerned at the considerable difficulties that some drivers were obviously experiencing in straightening out after Woodcote corner. It may have been safer than it looked, but on more than one occasion a car first visited the grass on the left of the road and then seemed all set to shoot straight across into the pits. By contrast, the little 500 c.c. machines were superb, and I have never seen a more evenly matched, or harder driven, race than that between Don Parker and Reg Bicknell.

By far the most impressive thing at Silverstone was the enormous and luxurious caravan of Sir James Scott Douglas. Impressive, too, was the hospitality which was there dispensed, most welcome after the arduous of paddock prowling.

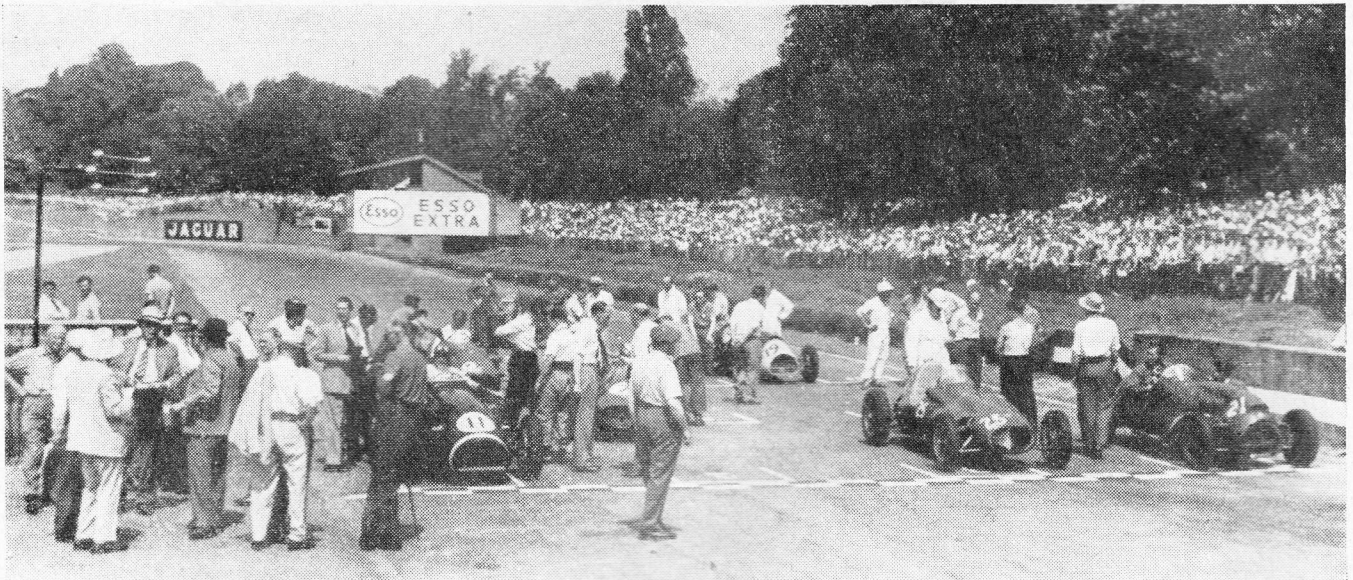
I suppose one cannot very well write about the International Trophy without mentioning the regrettable false-start penalization of Baron de Graffenried. It is argued that, as a one-minute penalty is specified in the international regulations, the stewards had no option but to impose it, although the Baron at once stopped when he saw his mistake, and waited, like the gentleman he is, for the rest of the front row to overtake him. Now, I am all for punishing a man who *genuinely* false-starts, but this was nothing of the kind, and as the only object of the penalty is to negate the advantage that a driver gains by stealing the first corner, the question simply does not arise. If, in fact, this absurd rule did exist, it would be up to us to have it altered, and that quickly. The truth, however, is that it is specifically stated that the rule may be modified by a supplementary regulation.

This means that, in future race regulations, it should be laid down that one minute will be added to a driver's time when, by an unauthorized movement on the starting line, he gains for himself an unfair advantage. De Graffenried gained no advantage, but actually lost by his error, and so the thing would be covered. A massed start is a pretty shattering experience, and I hope that no judge will ever be employed who has not survived a few in the driving seat. On the line, one feels that the car is made of glass, and one is above all afraid of getting it damaged in the *mêlée*. The reason why chaps in the front row tend to jump the start is not due to a reprehensible attempt to cheat, but simply because they don't want the blokes behind to drive up their exhaust pipes. It's as simple as that.

I am very sorry that this unfortunate incident should have spoilt the race for our popular guest, and we must see that future race regulations are so framed that the stewards, by their common sense, are enabled to judge each case fairly.

From a broadcasting point of view, everything went off very well. There were no technical hitches, and Mike Hawthorn said all the right things when I gave him the microphone, in spite of having won a very fast race only a few seconds before. Above all, the officials were most helpful to me, and gave me every possible assistance. I would like, belatedly, to thank them for the contribution they made to any success I attained.





FOURTEEN YEARS AFTER: Line-up for the Coronation Trophy, Heat 1, last Sunday, the first racing event to take place at Crystal Palace since August, 1939.

## MOTOR RACING IN THE METROPOLIS

Crystal Palace Revival—Tony Rolt (Connaught) Wins  
Coronation Trophy—Stirling Moss a Winner Again

ESTIMATES of the crowd at last Monday's Crystal Palace race meeting—the first since August, 1939—varied from 60,000 to 100,000, but whatever the exact figure, there was certainly a terrific public attendance. From north, south, east and west London they flocked to the grounds, filling every enclosure, lining the walls and terraces and every possible vantage point around the rebuilt, shorter, faster 1.39 mile course. From beneath sun hats, caps, eyeshades, kerchiefs or humble head protectors such as newspapers, they watched, in blazing sunshine, the running off of six races within three hours. And the organizers, the B.A.R.C., staging the meeting on behalf of the London County Council, did it with all the slickness characterizing the old Road Racing Club of pre-war "Palace" days.

Clearly, much remains to be done in the way of car parking facilities, service roads and other circuit amenities before full efficiency is again achieved at the London circuit, but the start has been made, and if Brooklands has gone for ever and Donington Park seemingly so—well, at any rate, we've got Crystal Palace back. . . .

Of the quality of the racing itself none could complain. The entry was excellent,

and although the Connaught team were lamented non-starters, a fully varied field remained to give the sun-drenched crowds a magnificent afternoon's entertainment. At 1.40 p.m. the Chairman of the London County Council, Mr. A. E. Middleton, introduced Earl Howe, doyen of British motor racing, who officially opened the revised Crystal Palace circuit in a "Palm Beach" Allard. Then out came the cars for the first race, Heat 1 of the Coronation Trophy for Formula 2 cars; and at 2 p.m. sharp the starter's flag released the seven runners.

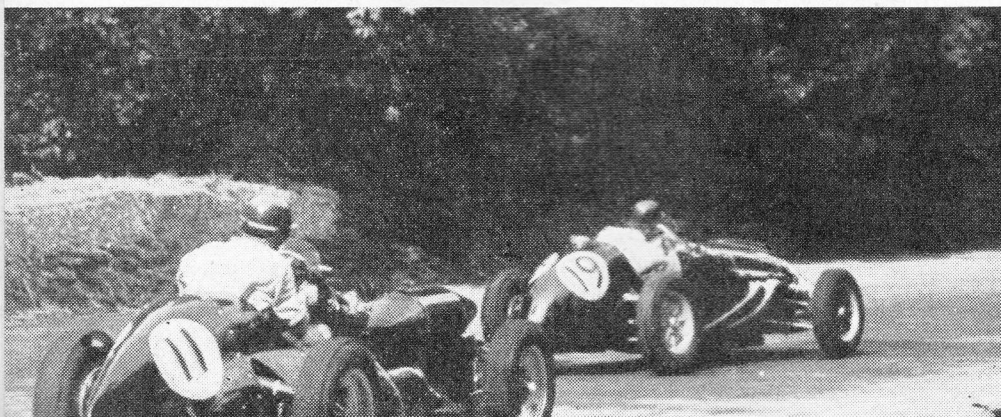
Lance Macklin instantly catapulted his H.W.M. forward, to snatch a lead from Tony Rolt (Connaught) and Ken Wharton (Cooper-Bristol). Under the bridge at Ramp Bend sped the cars, up steep Maxim Rise and round South Tower Corner. Down Terrace Straight they slammed, to brake hard for the turn at The Glade, then down to the site of old Fisherman's Bend and straight on to the new link; in an amazingly short time they were past the start area and away on their second lap.

By then Macklin's lead was lost to Rolt, and soon Wharton's Cooper, too, slid past the H.W.M. Rolt very calmly and efficiently led thereafter to the end

of the 10 laps. Archie Bryde (Cooper-Bristol) dropped back on round 5, then pulled off the road at Terrace Bridge three laps later, leaving six finishers.

In Heat 2, it was again an H.W.M.—Peter Collins's—which led initially, while Alan Brown (Cooper-Alfa) and "Pathfinder" Bennett (Cooper twin) failed to leave the line, the former with fuel pump failure, the latter with a broken chain. Collins was relegated to second place on lap 2 by Peter Whitehead, going strong in his Cooper-Alta, while next astern was Graham Whitehead (Cooper-Bristol), this "two Peters, two Whiteheads" business tying up the commentators somewhat. Order of the leaders remained unchanged to the finish, but Tony Crook (Cooper-Alta) retired on lap 3, while Bobbie Baird's Ferrari got out of hand at The Glade, its shapely tail suffering in contact with the bank. J. D. Barber's Cooper also packed up at The Glade.

While old "Palace" habitués discussed these significant successes by Rolt and Peter Whitehead—both old hands at the circuit—the 500s were marshalled on the grid, 15 of them, with Leston, Brown, Brandon and Bicknell a formidable front row quartet. Leston's Cooper, distinctive with white sidewall tyres, led the pack away, pursued by Stirling Moss and S. Lewis-Evans, both of whose Coopers came up from row 2. Lap 2, and Moss was clearly gunning for Leston, while Lewis-Evans had yielded to Bicknell and Brown. Lap 3, and Moss was leading; lap 5 and he was 4 secs. ahead, while Alan Brown's Beart Cooper, already lacking third gear, then shed a valve collet, the result ending a lively scrap with



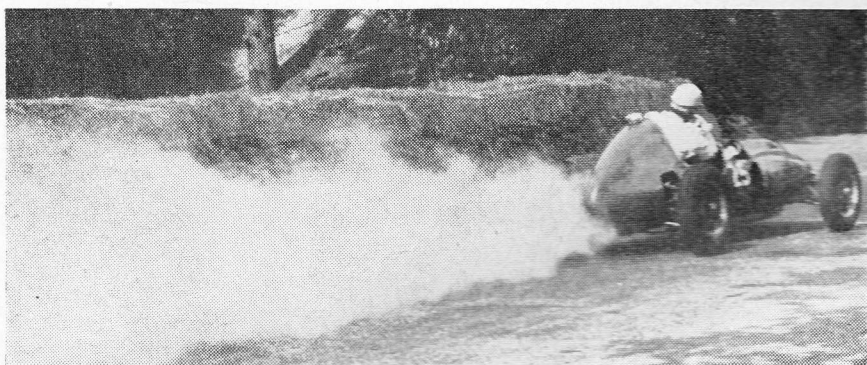
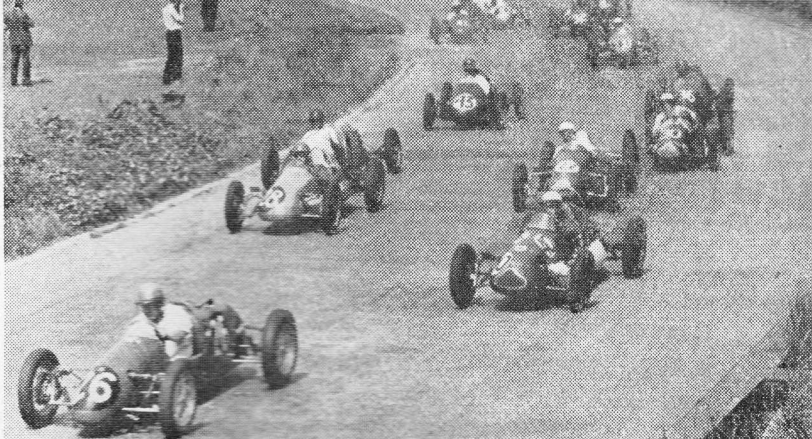
IN FOR THE KILL: Tony Rolt (Connaught) on the tail of Ken Wharton's Cooper-Bristol in the Glade, during the final of the Coronation Trophy race.



Bicknell's Staride for third position. Now Bicknell began to close on Leston, to pass him on the very last lap; the excitement did not end there, for Leston charged the sandbank at The Glade and was out, letting Lewis-Evans up into third spot after a typically exciting F3 race.

Then came the race for the blown 1,500s, the blare of sundry E.R.A.s bringing back memories of their pre-war domination of this circuit. It was fitting that the marque should win again, Graham Whitehead getting the ex-Howe, ex-Harrison mixed B/C type car out ahead on round 1, there to stay unassailable to the finish. Roy Salvadori,

★  
**F3 EN MASSE:**  
 (Right) Alan Brown in Francis Beart's Cooper leads the 500 c.c. field through Ramp Bend on lap 1.  
 ★



*IT'S THE TOBACCO THAT COUNTS!:* Bill Aston takes up smoking in the Aston-Butterworth during the final of the Coronation Trophy race.

deprived of a Connaught drive, took over Tony Rolt's place in the grand old Delage-E.R.A., running second throughout. Alastair Birrell in his blue E.R.A. R.1A made a fine start from the back row to establish himself firmly third, followed by Peter Reece in his new Shorrock-blown Cooper twin.

So to the Final of the Coronation Trophy, curiously over 10 laps only, as in the heats. Macklin, Peter Whitehead, Wharton and Rolt occupied row 1, ahead of Moss, Graham Whitehead and Collins. Unleashed, it was Wharton and Macklin quickest away, Wharton getting the lead to the first turn. The eleven runners became ten when Leslie Marr, lost in the smoke screen emitted by Bill Aston's A.B., ran his Connaught inadvertently off the road, again at that trick turn through The Glade, and now Tony Rolt was making his challenge to Wharton, pulling right up to his tail and slip-

streaming down the straights. Lap 5, and he'd done it, the Connaught was leading—and behind the pair a battle was developing between Lance Macklin and Peter Whitehead for third place.

Eight laps saw Rolt comfortably ahead and about to lap tail-ender Torrie Large in Baird's de Dion-axled Alta Special. Nine laps and Peter Whitehead was nearing Macklin's tail; 10th and last lap and Tony Rolt won the race, his fine victory acclaimed by much clapping, cheering and waving of programmes: Wharton was a sure second, and third, after a terrific last lap struggle, came Peter Whitehead's Cooper-Alta, just  $\frac{1}{10}$  of a second ahead of Macklin's H.W.M.

After that the final race of the day, a 10 lapper for sports cars up to 2 litres, seemed comparatively tame. Only seven cars turned out, most formidable amongst them Cliff Davis's Tojeiro and Alan Brown's Cooper, both relying on

the ubiquitous Bristol engine for motive power. Davis assumed an unshakable first place from the start, although Alan Brown, his car high-g geared, tried hard—too hard, in fact—for he lost ground spinning on lap 3, then again ran out of road at Park Curve, doing the beautiful lines of the Cooper's tail no good at all. He retired on the penultimate round.

H. A. Mitchell ran second from lap 3 onwards and C. A. S. Brooks (Frazer-Nash) chased and caught Michael Keen's central-seated Kieft to finish third.

So that was that, and very nice too. It was grand to see those two very consistent and highly skilled drivers Tony Rolt and Peter Whitehead taking "firsts"; grand, too, to see Stirling Moss win again. His 500 c.c. record lap at 70.68 m.p.h. was very little slower than Whitehead's best lap in the Coronation Trophy. Fastest lap of the day, 72.73 m.p.h., was achieved by Tony Rolt both in his Heat and the Final—an increase of 12 m.p.h. over Raymond Mays's pre-war circuit record.

C. P.

**RESULTS**

**Coronation Trophy, Heat 1 (10 laps, 13.9 miles):** 1. A. P. R. Rolt (Connaught), 11 mins. 47.4 secs., 70.78 m.p.h. 2. K. Wharton (Cooper-Bristol), 11 mins. 48 secs. 3. L. Macklin (H.W.M.), 12 mins. 6.2 secs. 4. S. Moss (Cooper-Alta). 5. W. S. Aston (A.B.). 6. T. Large (Alta Spl.).

**Fastest Lap:** Rolt, 1 min. 8.8 secs., 72.73 m.p.h.

**Coronation Trophy, Heat 2 (10 laps):** 1. P. N. Whitehead (Cooper-Alta), 12 mins. 0.8 secs., 69.40 m.p.h. 2. P. J. Collins (H.W.M.), 12 mins. 12.2 secs. 3. A. G. Whitehead (Cooper-Bristol), 12 mins. 12.8 secs. 4. J. E. G. Fairman (H.W.M.). 5. L. Marr (Connaught).

**Fastest Lap:** P. N. Whitehead, 1 min. 10.6 secs., 70.88 m.p.h.

**500 c.c. Race (10 laps):** 1. S. Moss (Cooper), 12 mins. 12.6 secs., 68.26 m.p.h. 2. R. G. Bicknell (Staride), 12 mins. 18.4 secs. 3. S. Lewis-Evans (Cooper), 12 mins. 31 secs. 4. G. Wicken (Cooper). 5. D. Parker (Kieft). 6. J. Brown (Martin).

**Fastest Lap:** Moss, 1 min. 10.8 secs., 70.68 m.p.h.

**1,500 c.c. supercharged Cars (10 laps):** 1. A. G. Whitehead (E.R.A.), 12 mins. 21.6 secs., 67.26 m.p.h. 2. R. F. Salvadori (Delage), 12 mins. 33.6 secs. 3. A. Birrell (E.R.A.), 12 mins. 35.6 secs. 4. P. B. Reece (Cooper). 5. F. Kennington (Maserati). 6. F. Tuck (Maserati).

**Fastest Lap:** A. G. Whitehead, 1 min. 13 secs., 68.55 m.p.h.

**Coronation Trophy, Final (10 laps):** 1. A. P. R. Rolt (Connaught), 11 mins. 42.2 secs., 71.28 m.p.h. 2. K. Wharton (Cooper-Bristol), 11 mins. 44.4 secs. 3. P. N. Whitehead (Cooper-Alta), 11 mins. 56.2 secs. 4. L. Macklin (H.W.M.). 5. S. Moss (Cooper-Alta). 6. A. G. Whitehead (Cooper-Bristol).

**Fastest Lap:** Rolt, 1 min. 8.8 secs., 72.73 m.p.h. (Circuit record).

**2,000 c.c. Sports Cars (10 laps):** 1. F. C. Davis (Tojeiro), 12 mins. 30 secs., 66.72 m.p.h. 2. H. A. Mitchell (Frazer-Nash), 12 mins. 30.4 secs. 3. C. A. S. Brooks (Frazer-Nash), 12 mins. 54.4 secs. 4. M. J. C. Keen (Kieft). 5. R. G. Shattock (R.G.S.-Atalanta). 6. W. B. Black (Frazer-Nash).

**Fastest Lap:** Mitchell, 68.55 m.p.h.

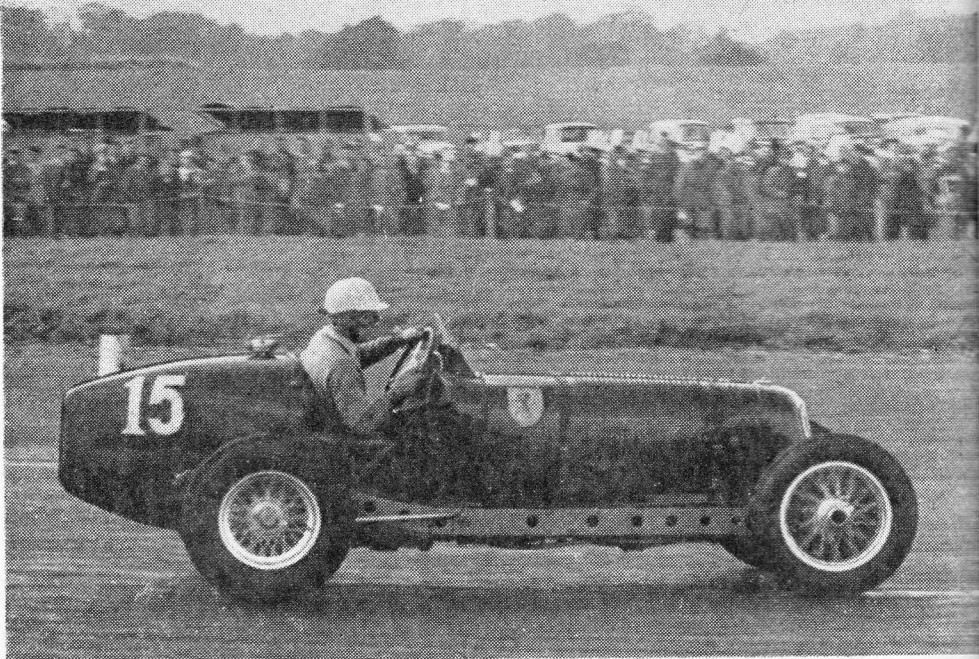
**NORTH TOWER CRESCENT:** Peter Whitehead leads Stirling Moss, both in Cooper-Altas, while Rolt prepares to pass. Behind is Peter Collins (H.W.M.).





**FLYING SCOT:** Ron Flockhart aiming the ex-Mays D-type E.R.A. down the straight at Charterhall, on his way to winning the Formule Libre race from Bob Gerard (E.R.A.) and Ken Wharton (B.R.M.).

**L**AST Saturday's National meeting at Charterhall, organized by the Winfield Joint Committee and the Glasgow *Daily Record*, attracted a very large crowd to the border's circuit. Hero of the day was young Ron Flockhart, whose magnificent drive with the ex-Mays E.R.A. brought him victory in the *Formule Libre* race, from Bob Gerard's E.R.A. and Ken Wharton's B.R.M., which spun on lap six when rapidly



## CHARTERHALL

### History Repeated at Scottish Meeting—Wharton's B.R.M. Spins, Losing Formule Libre Race to E.R.A.s

closing on the Scottish E.R.A. Wharton established a new Charterhall circuit record with 1 min. 24.8 secs. (85.7 m.p.h.).

Wharton had an easy win with his very fast Cooper-Bristol in the F2 event, whilst Bob Gerard (Cooper) drove an impeccable race to take the well-supported 500 c.c. event. In the unlimited sports car race, Reg Parnell, in the very swift Le Mans DB3 Aston Martin, won after a thrilling struggle with the Ecurie Ecosse C-type Jaguars.

\* \* \*

**T**HE presence of Ken Wharton and a B.R.M. was undoubtedly a star attraction, and when the Smethwick driver circulated the bumpy little circuit in 1 min. 24.8 secs. during practice, it was obvious that this was the fastest car ever to appear in a Scottish race. However, Ron Flockhart's 1 min. 25.5 secs. in the beautifully-prepared ex-Mays D-type E.R.A. made him a serious rival to the Bourne entry.

Tyrell was quickest of the F3 drivers with 1 min. 39.3 secs., but newcomer Leslie Thorne was only  $\frac{1}{10}$  sec. slower. Ian Stewart (Connaught) was a shade faster than Ken Wharton (Cooper-Bristol) in the F2 section.

Reg Parnell appeared with the new Le Mans type DB3 Aston Martin which was rumoured to be many m.p.h. faster than any of its predecessors.

Race 1, for 1½-litre supercharged, and 2½-litre unsupercharged sports cars, saw P. J. Kenneth's crisp-sounding Frazer-Nash win from Raymond Fielding in the ex-John Brown H.W.M. The 1,200 c.c. (S) and 1,500 c.c. (U/s) event proved to be a victory for C. K. W. Schellenberg's

veteran Riley Nine, after Ian Hopper lost a wheel from his very fast Hopper Special at Kames Curve on the last lap. Edgar Wadsworth drove his 1½-litre Connaught into second place, ahead of Craig's PB-engined M.G. special.

Pat Melville was a non-starter in the vintage event, the engine of his immaculate 30/98 Vauxhall being newly assembled and on the tight side. This race was a real battle of the Bentleys, McDonald winning from Gordon Lockhart, with Miller's 30/98 in third place ahead of Schellenberg's swift little Riley.

The unlimited sports-car event was a most exciting affair. Ian Stewart (Jaguar) seized an early lead, chased by Reg Parnell (Aston Martin) and Ninian Sanderson (Jaguar). After one lap, Stewart was nearly 3 secs. ahead of Parnell, and Sanderson was right on the tail of the Aston Martin. Tony Gaze (Aston Martin) headed a group comprising Jimmy Stewart (Jaguar), Bob Dickson (Aston Martin) and Bobbie Baird (Ferrari).

After three laps, Stewart was firmly in the lead, driving impeccably. Then came a set back. A plug lead came adrift and the Ecurie Ecosse driver dropped back to ninth place after stopping to have it fixed. However, no sooner had Parnell swept into the lead than Ninian Sanderson came through to challenge the Derby driver and passed him on the fifth tour. "Ecurie Ecosse" was putting on the pressure, as Jimmy Stewart disposed of Gaze and closed up on Parnell. Sanderson was really driving, not allowing himself to be rattled by the DB3 ever in his mirror. Meanwhile Ian Stewart was going like the wind, and had already got to grips with Dickson and Baird.

Parnell bided his time. For lap after lap he sat on the Jaguar's tail waiting

for the mistake which Sanderson never made. The Glasgow driver kept a 2 secs. lead, but on the unlucky 13th tour something went wrong with the Jaguar's brakes, the car crabbed badly at Paddock Bend, and Parnell hurtled ahead. For the last two laps, Sanderson tried desperately to re-take the Aston, and almost succeeded, only to be in trouble again with brakes. Reg took the checkered flag and for the second time this season finished in front of C-type Jaguars. It transpired that Sanderson's car had developed a cracked brake drum.

Jimmy Stewart came home third, but close behind was Ian Stewart who had driven a storm of a race, robbed of an almost certain victory by that loose plug lead.

Ian Stewart's hoodoo appeared once more in the Formula 2 race when an oil pipe burst on the Ecurie Ecosse Connaught, just after he passed Bobbie Baird's Ferrari into second place behind Ken Wharton's tremendously fast Cooper-Bristol. Wharton was absolutely uncatchable in this race, and established a very long lead over the red Ferrari. Jimmy Stewart kept Ecurie Ecosse in the picture with a well-driven third place in the 1952 Cooper-Bristol.

Although Bob Gerard (Cooper) was an easy winner of the Formula 3 race, the tremendous battle for places kept the crowd on tiptoes of excitement for the entire 15 laps. R. K. Tyrell and Ninian Sanderson passed and repassed each other in their Coopers, shadowed by Leslie Thorne (Cooper). Sanderson went out with a broken universal joint, and Thorne, a real F3 discoverer, joined combat with Tyrell. The last-named lay second briefly to Gerard, was taken by Thorne, managed to edge ahead again, but braked suddenly coming into Kames Curve and only superb handling on the part of Thorne avoided what looked like a certain collision.

Thorne swept ahead again and almost immediately slowed—a broken clutch cable put him out of the race after a magnificent drive. Behind Tyrell, there

**A MINUTE TO GO:** Formula 2 race line-up, with Ian Stewart (Connaught), Ken Wharton (Cooper-Bristol), W. R. Baird (Ferrari), James Stewart (Cooper-Bristol) and Frank Curtis (H.W.M.) occupying the front rank.





was a free-for-all featuring David Blane (J.P.), J. K. Hall (Cooper) and Jackie Reece in Dennis Done's Triumph-powered Cooper. Gerard went on his way unchallenged, his drive a model of accuracy. Paulson's Kieft came up to tackle the trio behind Tyrell, but it was Hall who took third place. Bob Gerard kept increasing his lead over his nearest rivals by about 2 secs. a lap through practically the entire race.

Practice times in the *Formule Libre* section put Ken Wharton (B.R.M.) on the front line of the grid, accompanied by the 2-litre E.R.A.s of Ron Flockhart and Bob Gerard. Flockhart made a lightning getaway and shot into the lead, followed by Peter Walker (Cooper-E.R.A.), Bob Gerard (E.R.A.), Ken Wharton (B.R.M.), Jimmy Stewart (Cooper-Bristol), Ian Stewart (Connaught), Alastair Birrell (E.R.A.), Bobbie Baird (Ferrari), Tony Gaze (Maserati) and Ninian Sanderson (Jaguar).

The wonderful exhaust of the B.R.M. shrieked its joyous song as Wharton hurtled into second spot and began to

close on Flockhart. Gerard passed Walker, and Ian Stewart also came up to challenge the green Cooper-E.R.A., which, after only three laps, began to lose its original tune.

After four tours, Flockhart was 5 secs. ahead of the B.R.M., but in one lap Wharton wiped this out and the two cars came through with less than a second between them. Tony Gaze whistled past both Ian Stewart and Pete Walker to take fourth place behind Gerard.

It was only a matter of time before Wharton took the lead, but, coming into Toft's Corner, a front brake grabbed and the B.R.M. spun round and stopped. On re-starting the Bourne car had dropped back to seventh place.

Flockhart, out in front, was driving a beautiful race. Then it was Gaze's turn to catch the eye. The Australian swept past Gerard's E.R.A. to take second place, whilst the unfortunate Ian Stewart stopped at the pits to fix yet another loose plug lead.

Wharton was certainly not hanging around with the B.R.M., but his was an

impossible task to catch Flockhart in a 20-lap race. Gerard was harrying Gaze, and on lap 11 Wharton took Walker and set about passing Baird's Ferrari, a job which took him two further laps. Gaze's engine faltered and Gerard moved up to second place, and began to close relentlessly on Flockhart. However, the young Edinburgh driver kept his head and his lead, and finally shot over the finishing line about 50 yards ahead of Gerard. Wharton's fine effort brought him a well-earned third place—and a new circuit lap record. Walker packed up a few laps from the end, with cylinder head lifting bothers. Baird held off the now misfiring Maserati to take fourth place.

Although that spin certainly cost Wharton the race, not a single person present could fail to have been thrilled by the sight and sound of that very rapid piece of F1 machinery. Nevertheless Flockhart's victory was well-earned, and this young man showed that a well-prepared E.R.A., well handled, is still a force with which to reckon in *Formule Libre* races.

**RESULTS**

**Sports Cars**

**Up to 1,500 c.c. S and 2,500 c.c. U/s:** 1, P. J. Kenneth (Frazer-Nash), 72.2 m.p.h. 2, Raymond Fielding (H.W.M.). 3, James Nielson (Frazer-Nash).

**Up to 1,200 c.c. S and 1,500 c.c. U/s:** 1, C. K. W. Schellenberg (Riley), 65 m.p.h. 2, Edgar Wadsworth (Connaught). 3, A. H. B. Craig (M.G. Spl.).

**Unlimited:** 1, Reg Parnell (DB3 Aston Martin), 78.4 m.p.h. 2, Ninian Sanderson (C-type Jaguar). 3, Jimmy Stewart (C-type Jaguar).

**Vintage:** 1, G. G. McDonald (Bentley), 66.2 m.p.h. 2, James Gordon Lockhart (Bentley). 3, A. R. Miller (Vauxhall).

**Racing Cars**

**Formula 3:** 1, Bob Gerard (Cooper), 73.4 m.p.h. 2, R. K. Tyrell (Cooper). 3, J. K. Hall (Cooper). 4, R. E. Paulson (Kieft).

**Formula 2:** 1, Ken Wharton (Cooper-Bristol), 81.3 m.p.h. 2, Bobbie Baird (Ferrari). 3, Jimmy Stewart (Cooper-Bristol).

**Formule Libre:** 1, Ron Flockhart (E.R.A.), 81.4 m.p.h. 2, Bob Gerard (E.R.A.). 3, Ken Wharton (B.R.M.). 4, Bobbie Baird (Ferrari).

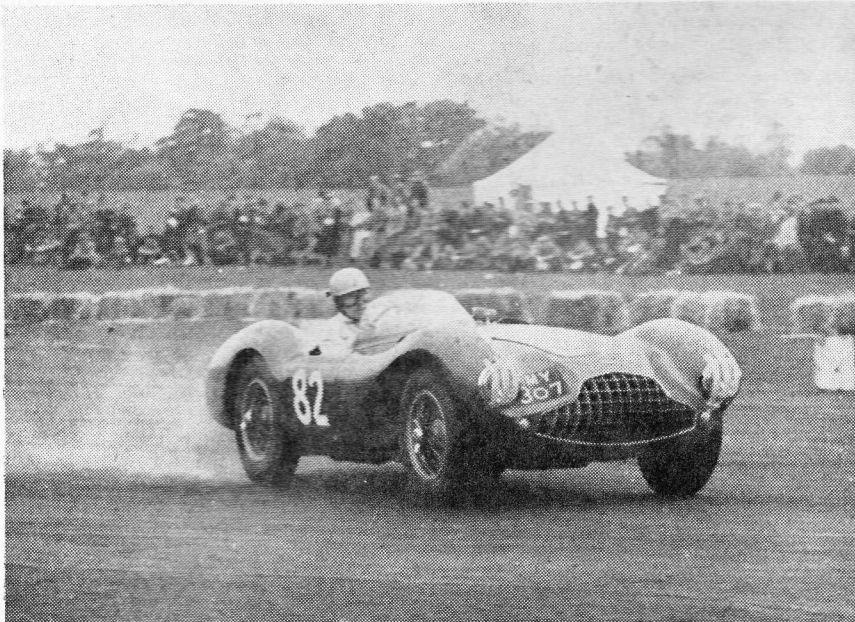
**Fastest lap:** Wharton (B.R.M.), 1 min. 24.8 secs. (85.7 m.p.h.). New circuit record.

\* \* \*

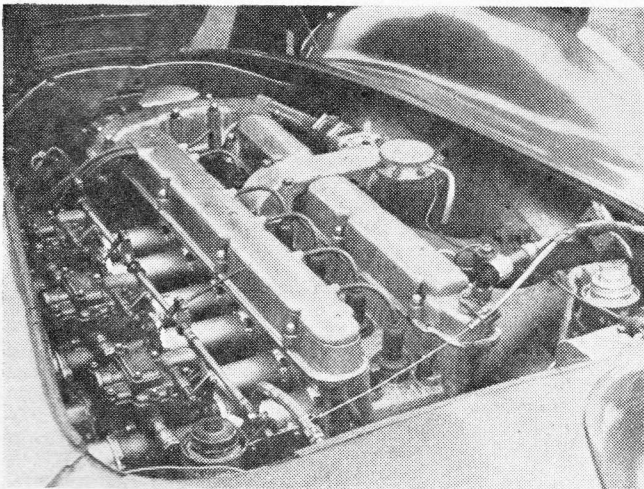
**RILEY TRIAL**

**A**N exceedingly good entry came in for the Riley M.C. (Scottish Highland Centre) Timed Trial held recently. Results were as follows:—

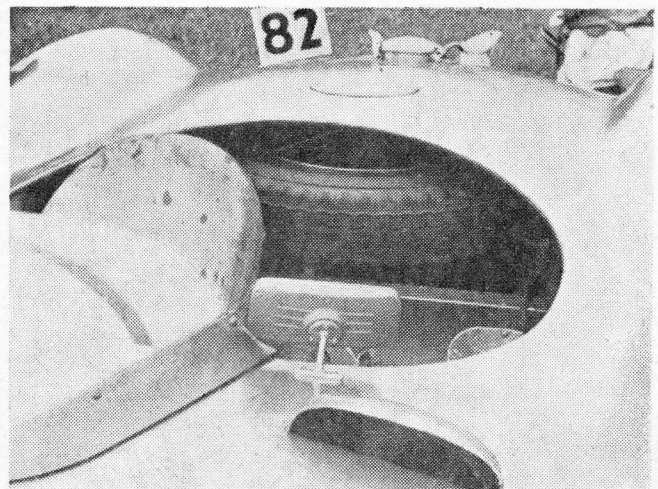
1, A. Wildgoose, 57.6 marks lost; 2, G. W. Philip, 57.8; 3, A. R. Davidson, 65.



**FIRST OUTING:** Reg Parnell in the new DB3 Aston Martin burns rubber at Paddock Bend during his pursuit of Ninian Sanderson's Jaguar.



The 6-cylinder, triple carburetter, twin o.h.c. power unit of the latest Aston Martin, destined for Le Mans.



Spare wheel mounting behind the cockpit; the intake in the foreground directs air on to the inboard rear brakes.



# SUNNY SUNDAY at BRANDS

A FULL programme of thirteen races, in ideal weather, delighted a large crowd of "regulars" at Brands Hatch last Sunday. The most prominent drivers were Leston, Parker and Fenning, each of whom won three races apiece, with keen opposition, from Wicken and Bicknell in particular. To Les Leston fell the honour of winning the 25-lap Coronation Trophy Race, after an excellent scrap which ended in Parker's retirement.

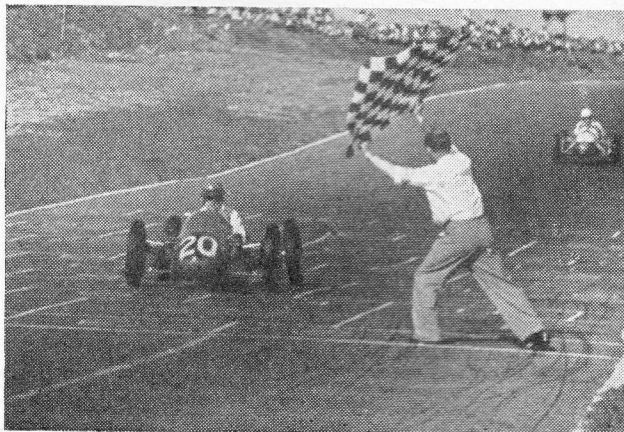
The Leston Special also won the Open Challenge Race, although Parker had the consolation of taking first place in the Senior event. Staride driver Fenning won the Junior race and, with a fine display of driving, the Juniors v. Seniors handicap event.

**Open Challenge Race, Heat 1 (10 laps):** Only six runners were left in this heat after a first-lap mix-up at Paddock Bend which put out H. Walker's Walker and J. D. Habin's Staride. The first three positions remained unchanged throughout the race.

**Heat 2 (10 laps):** In the fast second heat, Les Leston (Leston Spl.) passed Reg Bicknell (Staride) after three laps and stayed well in front, while Wicken (Cooper) claimed third spot at the same time, and "Pop" Lewis-Evans (Cooper) provided all the excitement with repeated excursions into the dust at Paddock.

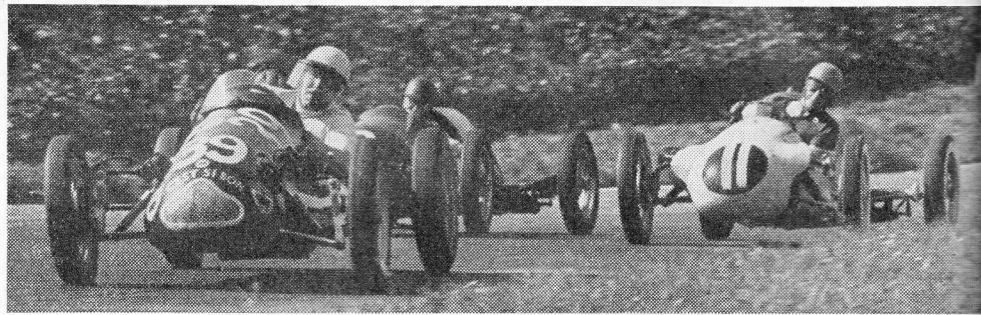
**Heat 3 (10 laps):** This was a private duel between Stuart Lewis-Evans (Cooper) and Parker (Kieft), the latter taking the lead at Clearways on the eighth lap. Both were far in front of third man Gray (Kieft), and there was a fine tussle for fourth place between the Arnotts of Wood and Bueb, ending in a dead heat. Paul Emery (Emeryson) retired, and Don Truman (Cooper) slid off the course at Paddock on the first lap.

**Junior Race, Heat 1 (10 laps):** J. Russell (Cooper) led this heat throughout, building up a 15-second advantage over T. J. H. Bennett's Cooper, which was pressed hard by A. Cowley's Martin. Bennett finished only half a length ahead of the Martin.



★  
**A FLAG FOR FENNING:** Staride driver Fenning takes the checkered flag in the final of the Junior Race. He also won his heat, and the Juniors v. Seniors handicap event.

★



**OPEN CHALLENGE:** Don Parker (Kieft) tries to take both Leston (Leston Spl.) and Wicken (Cooper) at Clearways in the final of the Open Challenge Race. The attempt failed, and Parker made one of his rare mistakes by running out of road on this corner.

**Heat 2 (10 laps):** Fenning (Staride) made a poor start, but worked right up from fourth position to first place in four laps, finishing eight seconds in front of F. Hobart-Smith (Martin) and R. A. Anderson (Cooper). R. K. Hutton had his Arnott's exhaust come adrift on the fifth lap and baled out just in time, before the fuel tank went up in flames.

**Senior Race, Heat 1 (10 laps):** Parker led this heat all the way, but not without some opposition from J. K. B. Brise (Cooper), who had passed Bueb's Arnott on the fifth lap. Two laps later, Bueb lost his place to Headland's Kieft.

**Heat 2 (10 laps):** This proved a very exciting race, equal in speed to the second heat of the Open Challenge event. Stuart Lewis-Evans led the field until George Wicken and Reg Bicknell went gunning for him, the former passing on the inside at Clearways and the latter—also on the inside—at Paddock, in a fantastic last lap.

**Open Challenge Race, Final (15 laps):** Another fast and enjoyable race this, with Leston getting past Parker to fight a ding-dong battle with Wicken. The pair changed places again and again until Leston (keeping something up his sleeve?) pulled away to win fairly comfortably. Don Parker astonished everybody by sliding off the course at Clearways on the seventh lap, and on the last round Bicknell followed his example, leaving third spot to Taylor's Martin.

**Junior Race, Final (15 laps):** Fenning, driving remarkably well, again started slowly but soon took Russell to build up a lead of half a lap. Hobart-Smith also went past as Russell's engine faltered, while the other front-line men, Bennett

and Cowley, dropped out. In fourth place for the first couple of laps, J. Rolls was given the black flag because his Cooper's engine cover was flapping.

**Senior Race, Final (15 laps):** Parker hurried to fit another engine to the Kieft before the start of the final, and his effort proved worth while; after three rounds he took first place from Wicken and kept it to the end. "C'est si bon" was passed repeatedly by Stuart Lewis-Evans, but the latter always overslid at Clearways to be repassed by Wicken. On the 11th lap he did it properly, and let Bicknell through as well, while Leston took a very quiet fourth place.

**Consolation Race (15 laps h'cap):** D. G. Walker (Kieft) led the way in the consolation event for four laps, after which he was taken by Labrum's Labrani. L. Wood (Arnott) led the Seniors (started 30 secs. behind) and caught Labrum on the 12th lap, only to be unexpectedly passed by R. A. R. Bell (Cooper) in the closing stages. Noises-off were provided by the Lewis-Evanses, Stuart losing a wheel at Paddock on the 11th tour, and "Pop" revolving in front of several other drivers at Clearways on the penultimate lap.

**Coronation Trophy Race (25 laps):** 70.04 m.p.h. is quite an average for a 25-lap event, and the Coronation Trophy was quite a race. As Stirling Moss dropped the flag, Leston made for Clearways with Bicknell and Wicken on his tail; by three laps it was Parker in third place; by five he was second, and on the seventh the maroon Kieft headed Leston's machine into Clearways. Then began a remarkable duel between the two cars, both stripped to the rear of the cockpits in the heat. Leston would pass Parker, then wave him past, then repass him; he really seemed to be playing with the Kieft driver, and on the 13th lap Parker retired. Behind, Bicknell held third spot until pressed by Wicken, he slid off the course at Clearways on the last lap. Taylor drove a steady race to finish third, and the rest of the field were nowhere.

**Juniors v. Seniors (12 laps h'cap):** The meeting closed with another victory for the up-and-coming Fenning, who led all the way from Russell and crossed the line side-by-side with a lapped Luke (Cooper). Wicken headed the Seniors, but could not get closer than 10 seconds behind the two determined Juniors, while Stuart Lewis-Evans followed and Leston's hard-worked car gave out on the fifth lap.

F. W. McC.



**BRANDS HATCH RESULTS**

**OPEN CHALLENGE RACE:**

Heat 1.—1, D. Taylor (Martin), 8 mins. 48.4 secs. (68.13 m.p.h.). 2, R. D. Brown (Martin). 3, G. G. Smith (Kent-Smith). 4, H. L. Daniell (Emeryson).

Heat 2.—1, L. Leston (Leston), 8 mins. 40.0 secs. (69.23 m.p.h.). 2, R. G. Bicknell (Staride). 3, G. Wicken (Cooper). 4, C. D. Headland (Kieft).

Heat 3.—1, D. Parker (Kieft), 8 mins. 42.8 secs. (68.86 m.p.h.). 2, S. Lewis-Evans (Cooper). 3, D. H. R. Gray (Kieft). 4, L. Wood (Arnott) and I. L. Bueb (Arnott)—dead-heat.

Final.—1, L. Leston (Leston), 12 mins. 52.6 secs. (69.89 m.p.h.). 2, G. Wicken (Cooper). 3, D. Taylor (Martin). 4, S. Lewis-Evans (Cooper). 5, J. K. B. Brise (Cooper).

**JUNIOR RACE:**

Heat 1.—1, J. Russell (Cooper), 9 mins. 14.4 secs. (64.93 m.p.h.). 2, T. J. H. Bennett (Cooper). 3, A. Cowley (Martin). 4, J. Rolls (Cooper).

Heat 2.—1, E. Fenning (Staride), 9 mins. 21.0 secs. (64.17 m.p.h.). 2, F. Hobart-Smith (Martin). 3, R. A. Anderson (Cooper). 4, G. Henrotte (Ettorne).

Final.—1, E. Fenning (Staride), 13 mins. 41.0 secs. (65.78 m.p.h.). 2, F. Hobart-Smith (Martin). 3, J. Russell (Cooper). 4, P. Murdoch (Cooper). 5, P. A. Luke (Cooper).

**SENIOR RACE:**

Heat 1.—1, D. Parker (Kieft), 8 mins. 59.6 secs. (66.72 m.p.h.). 2, J. K. B. Brise (Cooper). 3, C. D. Headland (Kieft). 4, I. L. Bueb (Arnott).

Heat 2.—1, G. Wicken (Cooper), 8 mins. 40.0 secs. (69.23 m.p.h.). 2, R. G. Bicknell (Staride). 3, S. Lewis-Evans (Cooper). 4, L. Leston (Leston).

Final.—1, D. Parker (Kieft), 12 mins. 57.6 secs. (69.44 m.p.h.). 2, G. Wicken (Cooper). 3, R. G. Bicknell (Staride). 4, L. Leston (Leston). 5, G. G. Smith (Kent-Smith).

**CORONATION TROPHY RACE:**

1, L. Leston (Leston), 21 mins. 25.0 secs. (70.04 m.p.h.). 2, G. Wicken (Cooper). 3, D. Taylor (Martin). 4, D. Truman (Cooper). 5, C. D. Headland (Kieft).

**JUNIORS v. SENIORS:**

1, E. Fenning (Staride), 10 mins. 41.6 secs. (67.34 m.p.h.). 2, J. Russell (Cooper). 3, G. Wicken (Cooper). 4, S. Lewis-Evans (Cooper). 5, F. Hobart-Smith (Martin).

**CONSOLATION RACE:**

1, R. A. R. Bell (Cooper), 14 mins. 3.4 secs. (66.38 m.p.h.). 2, L. Wood (Arnott). 3, V. P. Labrum (Labrani). 4, I. L. Bueb (Arnott).

**NO TUBES—NO TROUBLE**

**Dunlop Introduces Britain's First Tubeless Tyre**

AFTER many years of research and experiment, the Dunlop Rubber Company have now produced, and are offering to the public, a tubeless tyre. Instead of an inner tube the new tyre has a rubber lining of similar gauge, bonded to the inside of the casing. The usual valve is fixed through the valve hole of a standard rim, pressure of the

**WHY WORRY?:**  
A demonstrator nonchalantly drives nails into a tubeless tyre.

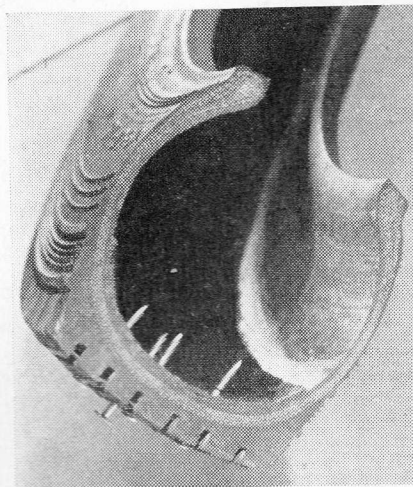


beads on the rim seats giving a seal completely proof against any escape of air. The rubber lining stops the air from getting through the fabric of the rim; spoked wheels are, naturally, unsuitable.

Should the tyre be accidentally run for a few miles at low pressure, the casing will not suffer damage, while a further great advantage lies in the incorporation, inside the casing, of a puncture seal layer of special composition. This composition will cling to a nail or whatever else may puncture the tyre and prevent the air from escaping.

The Dunlop tubeless tyre will be made only in a limited range of car sizes, as follows: 5.00 x 14; 5.25 x 16; 5.50 x 15; 5.50 x 16; 5.75 x 16; 6.00 x 16; 6.50 x 16. In cushion types, the following are available: 5.20 x 13; 5.40 x 15; 6.70 x 15; 7.10 x 15; 7.60 x 15.

At present, prices of the tubeless tyre will be the same as the combined price for the equivalent Dunlop cover and tube plus 20 per cent. Future developments should eventually result in lower figures.



**YESTERDAY'S NIGHTMARE:** Holes made by nails piercing the tyre are instantly sealed by the inside layer of puncture-proof composition.

**STUBBERFIELD FASTEST AT STAVERTON**

It was rather a pity that the Cheltenham M.C.'s organization was not up to the standard of their course at the club's Speed Trials on Sunday, 24th May. With a well-surfaced kilometre, including two good bends, at Staverton Airfield, and a large and enthusiastic crowd lining one side of the course, a really excellent meeting could have been the result. But a delay of over an hour in the start, a good deal of lassitude in the running of the event, and an ill-informed P.A. commentary disappointed the spectators, who were not even given the times of all the runs. Peter Stubberfield walked off with B.T.D., but mention must be made of yet another courageous attempt by Ted Lloyd-Jones with the terrifying Flying Saucer—easily the most popular performance with the crowd.

**RESULTS**

**Racing Cars up to 500 c.c. U/s:** 1, C. A. N. May (Cooper), 32.2 secs. 2, E. J. Moor (Wasp), 33.8. 3, I. Smith (Monaco), 34.2.

**Racing Cars, 501-1,100 c.c. U/s, up to 500 c.c. S:** 1, F. W. Morice (Cooper-Riley), 36.4.

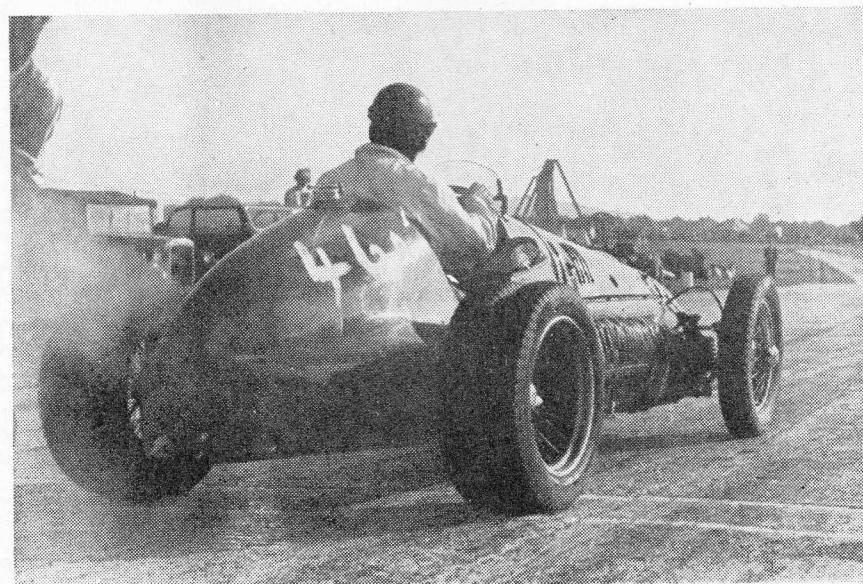
**Racing Cars, 1,101-2,000 c.c. U/s, 501-1,100 c.c. S:** 1, C. R. Instone (Djinn), 30.8. 2, J. Broad (Austin) and B. Baxter (L.M.C.), 33.0.

**Racing Cars, over 2,000 c.c. U/s, over 1,100 c.c. S:** 1, P. J. Stubberfield (Bugatti), 30.2. 2, J. Berry (Bugatti), 32.4.

**Sports Cars, up to 750 c.c. U/s:** 1, J. S. French (Simplicity Itself), 43.0. 2, G. Buckingham and J. Hinchcliffe (Simplicity Itself), 43.8.

**ANCHORS AWAY:** J. Berry (modified 2.3-litre single-seater Bugatti) leaving the line at Staverton to clock 32.4 secs., over the one-kilometre course.

- Saloons, up to 1,100 c.c. U/s:** 1, G. Wilkins (Dyna-Panhard), 44.8.
- Saloons, 1,101-1,500 c.c. U/s, up to 1,100 c.c. S:** 1, J. Readings (M.G.), 45.0.
- Saloons, 1,501-2,500 c.c. U/s, 1,101-1,500 c.c. S:** 1, R. P. Lane (Riley), 40.8.
- Saloons, over 2,500 c.c. U/s, over 1,500 c.c. S:** 1, J. Readings (Armstrong Siddeley), 39.8.
- Best Time of Day:** P. J. Stubberfield (Bugatti), 30.2.
- Best Time by Sports Car:** B. Baxter (L.M.C.), 33.0.
- Best Time by Saloon Car:** J. Readings (Armstrong Siddeley), 39.8.





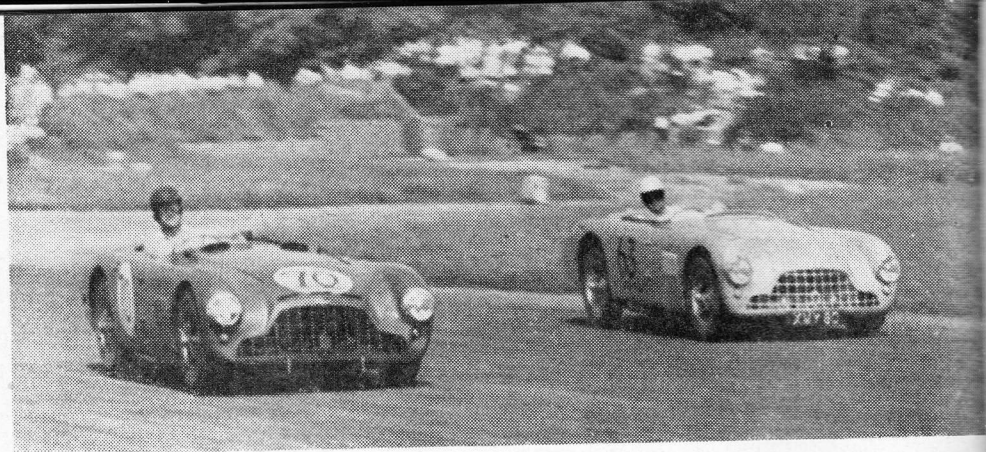
# HOLIDAY THRUXTON

ON Whit-Monday the Bristol M.C. & L.C.C., in conjunction with the Sporting Owner Drivers Club, ran a very successful race meeting on the Thruxton Circuit. A glorious summer sun shone down from a cloudless sky, and brought forth feminine fashions which vied in originality and colour with many of the cars.

Race one, for sports cars up to 1,200 c.c., brought forth a large field. Archie Scott-Brown leaped into the lead at once with the Tojeiro-J.A.P. and had things more or less his own way right through, but interest centred on a terrific fight for second place between Watling-Greenwood, Metcalfe's Fiat, and Jeff Sparrowe's Morgan, the places changing with every lap. H. E. Roberts (Riley) went grass cutting on several occasions, finally spinning round abruptly. The 750s were rather outclassed, but Macklin and Adamson had a great fight, both enjoying themselves tremendously. West's Austin blew up most expensively; Mallock, after treating the awe-stricken spectators to some amazing drifts, blew a water hose, with drastic results. Scott-Brown finally won with great ease, while Watling-Greenwood beat Sparrowe for second place by a few yards.

The second race brought forth some heavier metal, and Peter Gammon in his fleet M.G. leapt into the lead, Scott-Brown hard on his heels. At Apex, the latter essayed to pass Gammon on the outside, but the motor fell sick, and he lost his place to C. M. Sears, whose Tojeiro suspensions worked overtime on the bends. H. J. Goldschmidt had bad luck, and retired with engine trouble early on. Gammon finally won handsomely, from Sears and Scott-Brown.

The 500 c.c. entries suffered in the counter-attraction of Crystal Palace and Davidstow. E. Fenning's Staride jumped into the lead from Clarke's C.B.P.2 and Tyrell's Cooper. Fenning built up a useful lead, and won by ten seconds from Clarke, while Moore displaced Tyrell on



*DB3 IN DUPLICATE: Dennis Poore, winner of the 3-litre sports car race, passing Eric Thompson at Anchor Bend.*

the final rounds. Boshier-Jones' Kieft seemed off form, and the driver appeared to be studying his rear tyres, on the straights.

In Race four, for unlimited sports cars, the Ecurie Ecosse Jaguars leapt into the lead in impressive fashion, with Sydney Allard within striking distance in the Le Mans Allard, and Dennis Poore in fourth place with a DB3 Aston Martin. For several laps Jimmy Stewart led team mate Ian, both cars travelling very fast downhill to Anchor Corner, occasionally weaving under the brakes. Then Allard split the leading Jaguars, and a mighty battle seemed imminent when fate, in the shape of transmission trouble, struck at Sydney and he pulled into the paddock to retire. This left the two blue Ecosse Jaguars first and second, with Dennis Poore a well judged third.

Race five saw Eric Thompson (DB3) leap into the lead at the start, only to spin in front of everyone on the difficult Club Corner. Some phenomenal avoidances were seen, and out of the mêlée came Poore, to take a lead which he held to the end. Thompson, driving really hard, came back through the field to take second place from Ken Downing, in another DB3. Goldschmidt and Sears drove hard, the latter's front wheels assuming some odd angles at Apex Corner, and the car sliding on to the grass on the outside.

The last race brought forth all the faster cars, and promised a good tussle. The crowd was not disappointed. Richardson's R.R.A., showing a surprising turn of speed and led in the opening laps, closely followed by Jimmy Stewart's

C-type Jaguar. A terrific fight ensued. Richardson on one occasion sliding broadside in front of the following cars, but holding his lead by a narrow margin. At the half-way mark, Ian Stewart (Connaught) came up with the leaders, and both Ecosse cars passed the R.R.A. on the tricky back stretch. Richardson made a great effort, actually retaking second place behind the Connaught, but then was seen to be furiously pumping fuel pressure on the back stretch, with the car slowing up appreciably. He finally came to rest on Home Straight with fuel trouble, hard luck after such a good effort. Sparrowe's Cooper-Bristol came into Apex very fast, and when the throttle spring broke at a critical moment, the car went into a high speed spin reminiscent of the films of Indianapolis! Sparrowe continued, with the throttle stuck wide open, controlling his engine from the ignition switch, but finally retired after a good effort. Shea-Simonds, on the blown Rapier, was having a great fight with Sir James Scott-Douglas (Jaguar) and was obviously trying every way he knew to pass on the corners, finally succeeding. Ian Stewart's Connaught engine began to sound a trifle unhappy, and on the last lap the other Stewart's Jaguar whipped past within sight of the finish, to win by a few yards. Dennis Poore finished third, with the DB3, driving a beautifully judged race with no fireworks.

Altogether a most pleasant afternoon's sport, enjoyed by competitors and spectators alike.

A. HOLLISTER.

## Results

**Race 1. Sports Cars up to 1,200 c.c. (6 laps):**  
1, W. A. Scott-Brown (Tojeiro-J.A.P.), 14 mins. 21.2 secs., 69.16 m.p.h. 2, R. Watling-Greenwood (R.W.G.), 14 mins. 45 secs. 3, J. M. Sparrowe (Morgan), 14 mins. 46.2 secs.

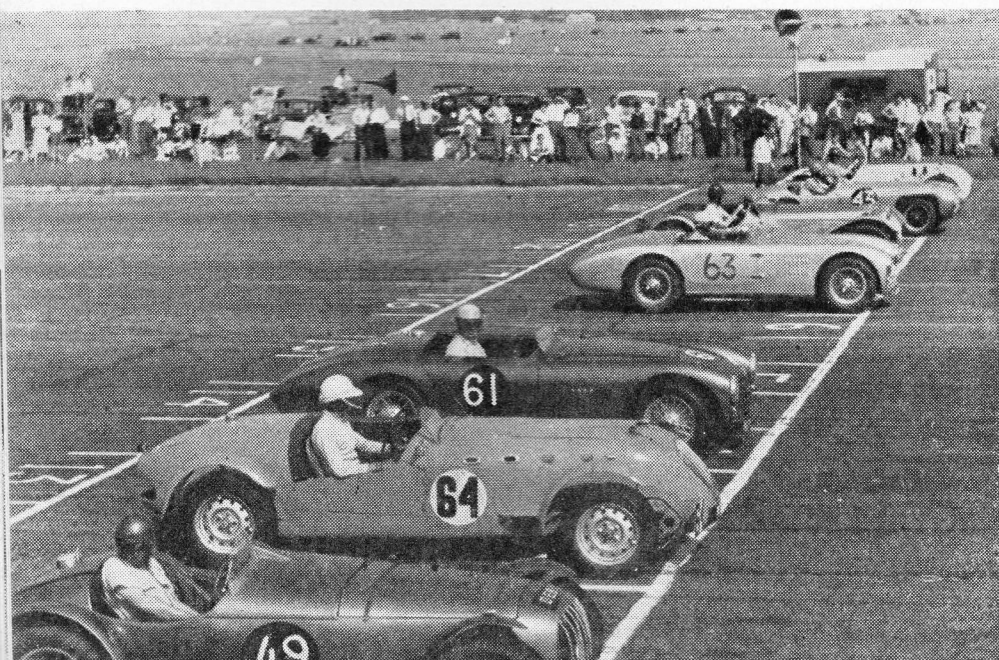
**Race 2. Sports Cars up to 1,500 c.c. (6 laps):**  
1, P. D. Gammon (M.G.), 13 mins. 26.2 secs., 73.88 m.p.h. 2, C. M. Sears (Tojeiro), 13 mins. 57 secs. 3, W. A. Scott-Brown (Tojeiro-J.A.P.), 14 mins. 8.8 secs.

**Race 3. Racing Cars up to 500 c.c. (10 laps):**  
1, E. Fenning (Staride), 21 mins. 23.6 secs., 77.33 m. h. 2, T. J. Clarke (C.B.P. 2), 21 mins. 33.4 secs. 3, A. Moore (J.B.S.), 22 mins. 20.20 secs.

**Race 4. Sports Cars, unlimited capacity (15 laps):** 1, J. Stewart (Jaguar), 30 mins. 50 secs., 80.49 m.p.h. 2, I. Stewart (Jaguar), 30 mins. 53 secs. 3, R. D. Poore (Aston Martin), 31 mins. 18 secs.

**Race 5. Sports Cars up to 3,000 c.c. (6 laps):**  
1, R. D. Poore (Aston Martin), 12 mins. 48.6 secs., 77.49 m.p.h. 2, E. Thompson (Aston Martin), 12 mins. 55.4 secs. 3, K. H. Downing (Aston Martin), 13 mins. 21.6 secs.

**Race 6. Racing Cars, unlimited capacity (15 laps):** 1, J. Stewart (Jaguar), 30 mins. 52.2 secs., 80.39 m.p.h. 2, I. Stewart (Connaught), 30 mins. 53.8 secs. 3, R. D. Poore (Aston Martin), 31 mins. 4.8 secs.



*SEPTET: Line-up at Thruxton before the start of one of the sports car races.*



*THE WINDING ROAD: Ian Cowan (Rover) during Test 3, which involved nearly a mile of fast motoring, and was marshalled with the aid of "walkie-talkie" apparatus.*

**B**ILL DOBSON, notable for his exploits with *Ecurie Ecosse*, took the Jaguar he raced last year to its—and his—first rally on 3rd May and proceeded to scoop the pool. Ninian Paterson chalked up yet another class win for his M.G. and, among the invited clubs, Falkirk and District M.C. gave a remarkably good show by collecting five of the day's 10 awards.

The occasion was a day rally, organized by the Lothian Car Club, at which the sun shone magnificently on an entry of 39 cars and made the eight road sections and six driving tests a thoroughly enjoyable day's sport.

The first road section gave little trouble, although it did catch D. Paterson (M.G. TC) napping, but ended in a driving test which, if it did not pull the wool over many eyes, certainly made everybody's smart. Set in a disused lime



## DAY RALLY IN THE LOTHIANS

### Success to W. H. Dobson (Jaguar) in his First Rally

works, it comprised a roundabout dash from and astride the starting line amidst clouds of white dust. One of the Traill small fry had recently poked a finger in his father's eye, and with the lime dust as an additional hazard R. J. Traill was definitely unprepared to argue with the marshal who suggested he had fouled a line, so a penalized Austin Sports pressed on "with due care and attention" leaving the best time to be clocked by Dobson in the Jaguar.

A crop of penalties were harvested in the second road section amid such pleasant Lothian villages as Blackshields, Gifford and Lamerlaw. Even such M.G. types as Duggie Adamson and Ronnie Gray, who should know the area, were found lacking and were glad to arrive at the second test, a double forward and double reverse on a recently surfaced road. The tarred surface was very slippery and caused George Hendry (Ford coupé) to stage a magnificent broadside highly reminiscent of the days when he earned his cognomen of "speedy". Best performance was laid on by Charles Robertson (Morgan).

The countryside of the third section made pleasant motoring and ended in a test amid surroundings highly resembling Yorkshire Dales country. The test was cleverly laid out to start on a cattle grid that extended wheelspin beyond its usual course and involved almost a mile of rapid motoring so that it had to be marshalled by Bob Welsh and Bill Lamb with "walkie-talkie" outfits. Dobson (Jaguar) was easily the day's best in 78 secs., approached only by Jack Hally's 83 in his green Jaguar coupé while the Neil sisters (Morgan) clocked a useful 87.

And so to Charterhall and a test that made little use of the circuit, being merely a series of forward and reverse movements to straddle many lines. Bob Hamilton, in a big Vauxhall saloon,

found the reverse gear that he lost at his Falkirk club's own rally, and made the best time with consistent Tom Leggat not very far away in his Ford Pilot.

Hump-back bridges and a multiplicity of gates were the hazards of the fifth section. Teddy Allsop, in Bob Waddell's Austin, opened the gates but always made sure he didn't have to close them, and David Horne, in the little Torrance Special, was unlucky enough to lose marks before arriving at the fifth test. This was a speed hill-climb with a hair-pin and a crafty bend where the Jaguars of Dobson and Hally went very fast, indeed, but Bill Shepherd (H.R.G.) and Ninian Paterson (M.G.) actually managed to get to the top within a second of the Jaguar times.

Jim Murray (M.G.) did not find the sixth section to his liking but there were others in the same boat and, before test six, the clean sheets were whittled down to 24 in number. The sixth test, set on

an open country road, was an odd concoction that relied more on luck than on good judgment but it perhaps helped to balance other tests which favoured those cars with powerful workshops. However, it did its share towards sorting out the entry which was something that the final and tricky road section did not, since all the performers with clean sheets got through it unscathed.

A. N. FORD.

#### Results

**Premier Award:** W. A. Dobson (Jaguar).

**Cars up to 1,200 c.c., Open:** 1, W. Young (Young Spl.); 2, Sandy Morrison (Singer).

**Cars up to 1,200 c.c., Closed:** 1, R. J. Traill (Austin); 2, Andy Morrow (Hillman Minx).

**Cars over 1,200 c.c., Open:** 1, N. L. Paterson (M.G.); 2, W. Shepherd (H.R.G.).

**Cars over 1,200 c.c., Closed:** 1, C. M. M. Gillespie (Vauxhall); 2, J. Hally (Jaguar).

**Team Award:** W. Young (Young Spl.), R. Hamilton (Vauxhall).

## SCOTTISH INTERNATIONAL CORONATION RALLY

### Thunderstorms and Floods Wreak Havoc in the Highlands

**T**HE R.S.A.C.'s International Coronation Rally started from Glasgow on Monday morning, and on the first day competitors had to cope with fierce thunderstorms and severe flooding, which caused great damage to roads in the Highlands through landslides. The going was so rough in some sections, particularly at Loch Awe, that 18 competitors retired at the end of the day, including Dennis Scott (Allard), who broke a torsion bar, Frank Grounds, who ditched his Jupiter and damaged it severely, and Bill Maidens (Aston Martin), who broke his front suspension.

Mrs. Lorna Snow (Jaguar) badly damaged her car in collision with a non-competitor, but managed to continue.

Many people were penalized in a starting test on Rest-and-be-Thankful, and later competitors did the timed hill-climb in a violent cloudburst. In Tuesday's Regularity Test, 51 competitors were penalized for not observing a Halt sign. Class leaders at time of going to press were as follows:

Class 1: Tie between J. O. Grieve (H.R.G.) and F. P. Dundas (Cooper-M.G.), 59 marks gained.

Class 2: Rex Neate (Riley), 68. Class 3: James Ray (Morgan), 50. Class 4: F. M. Marsh (Healey), 59. Class 5: D. O'M. Taylor (Jaguar), 64. Class 6: D. S. Hughes (Allard), 62.

There are three more tests yet to be held.



# The Elis

Outstanding British  
Our Prestige and  
by GRE



(Above) Ken Wharton in a Cooper-Bristol, seen at the Hairpin during the recent Ulster Trophy Race at Dundrod. (Right) Mike Hawthorn (Ferrari) at the same spot, but coming out of the bend.



IN this, the Coronation Year of Her Majesty Queen Elizabeth, it is only fitting that the present should be discussed, rather than to delve into the past. It is a strange fact that every Royal occasion brings forth countless articles relating to historical incidents which connect the Royal Family with motoring—ever since the introduction of the first “horseless carriage”. Interesting as these things are, I am sure that readers of AUTOSPORT would sooner read about contemporary affairs, than absorb details of what took place years and years before Her Majesty ascended the throne.

Both Her Majesty and H.R.H. the

Duke of Edinburgh have shown that they take a keen interest in all things relating to motoring sport. As President-in-Chief of the British Racing Drivers' Club, His Royal Highness is in close touch with motor racing, not only at home, but abroad. It is also a well known fact that H.R.H. is a sports car enthusiast, and drives whenever the opportunity arises.

When Prince Philip presented Stirling Moss with a Gold Star at last December's Jubilee Dinner of the B.R.D.C., it was brought home to the majority of the people present

that this young driver is one of the several who are rapidly putting British Racing Green on the map. In other words, these are men of the Elizabethan Age. By their efforts this country stands to gain far more



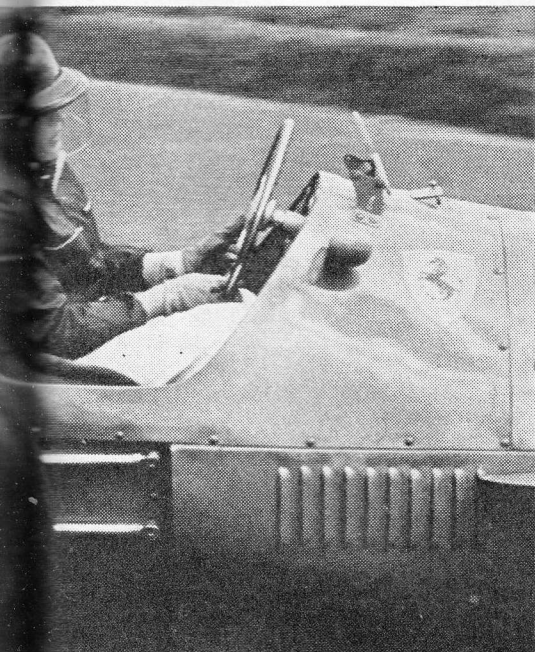
(Above) Reg Parnell in the Grand Prix car

(Left) George Abecassis in one of his 1952 Formula 2 H.W.M.



# Elizabethans

Drivers Who Uphold  
at Home and Abroad  
**PER GRANT**



in prestige—and in overseas trade—  
than is realized. Lined up with  
them are the men who ride Britain's  
motor-cycles, and pilot her aero-  
planes and motor-boats. For this  
is the mechanical age—a period



the Wall Special Ferrari, one of the many  
very fine driver has handled.

the (Right) Bob Gerard and his famous light  
green E.R.A.



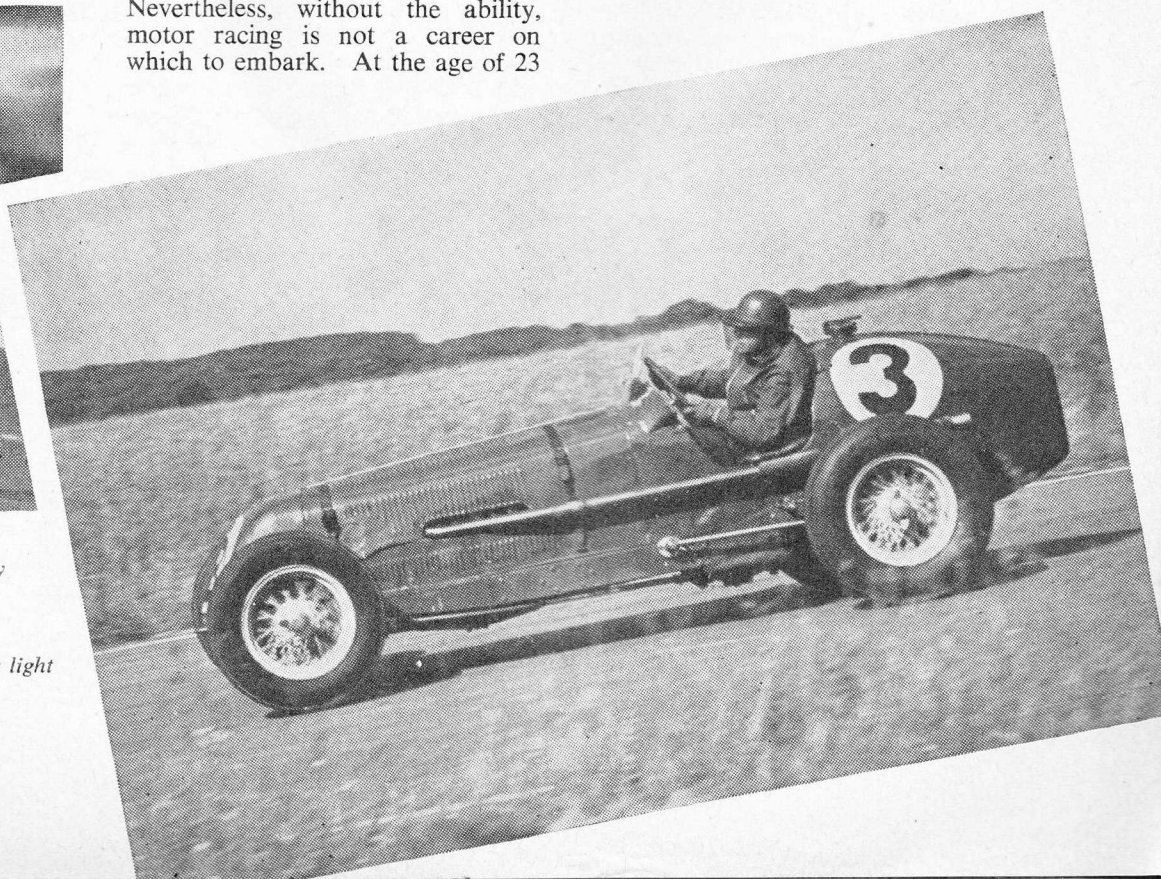
(Above) Stirling Moss, during one of his winning drives with a C-type Jaguar.

when the products of a nation can  
best be demonstrated by skilful  
young men, who regard their en-  
deavours purely from a sporting  
point of view, although they realize  
full well the importance of success  
to their country's future well-being.

Stirling Moss is a typical example  
of the Elizabethan young man. His  
interests are wide, but his heart lies  
in motor racing. At the early  
age of 16 he was thoroughly familiar  
with motor cars. Perhaps he was  
luckier than most youngsters, for  
both his parents are motor racing-  
minded, and are experienced com-  
petition drivers themselves. Stirling  
began his motor racing career in  
1948 with a Cooper-J.A.P. "500",  
and later raced a Cooper "1,000".  
It was his fine performances in the  
latter that caused him to be invited  
to join the H.W.M. team in 1950.  
Nevertheless, without the ability,  
motor racing is not a career on  
which to embark. At the age of 23

Moss has become a driver in the top  
class, and is a world-famous per-  
sonality. He has raced Coopers,  
Jaguars, Kiefts, Connaughts,  
E.R.A.s, H.W.M.s, B.R.M.s and  
Frazer-Nashes — all British-built  
cars. To him has gone the honour  
of winning the B.R.D.C.'s coveted  
Gold Star for three years in suc-  
cession. In addition to his racing ex-  
ploits, Stirling has gone rallying and  
record-breaking with Jaguars, Sun-  
beam-Talbots and Humbers. One  
of his most-prized trophies of a vast  
collection, is the very hard-to-win  
Coupe des Alpes—reward for a  
clean sheet in that most strenuous  
test of man and motor car, the  
International Alpine Rally.

The blond young man with the  
bow-tie, nicknamed "Le Papillon"  
by the French, and the "Farnham





"Ecurie Ecosse" with (l. to r.) David Murray, "Wilkie" Wilkinson, Ian Stewart (in car), Bill Dobson and Sir James Scott-Douglas.



Flyer" by his countrymen, has had a rapid rise to the top of the tree. In just one year, Mike Hawthorn has graduated from the driving seat of a privately-owned Cooper-Bristol to a place in the most outstanding motor racing organization in the world today, the formidable Scuderia Ferrari. At 24 years of age, Hawthorn is recognized as being one of the best half-dozen Grand Prix drivers of today, and, in the opinion of World Champion Alberto Ascari, about the most promising driver of the present time. Although Mike drives nowadays for an Italian concern, it must not be forgotten that it was due to his skilful handling of his British-built Riley and Cooper-Bristol that he came to the notice of Enzo Ferrari. Like Moss, Hawthorn is also the proud possessor of a Coupe des Alpes. His record in Great Britain this year is phenomenal; in five starts he has had five victories—all for Ferrari!

In Ken Wharton, this country possesses the most versatile driver ever to sit at the wheel. Trials, rallies, sprints, hill-climbs, races—

Wharton has been outstandingly successful in all of them. Although he raced at Donington before the war, it was not until 1946 that Wharton began his sensational run of successes in trials, which led to his entry into rallies. In this sphere also he was remarkably successful, winning several important Continental events. In hill-climbs he has emulated Raymond Mays by winning the R.A.C. Hill-climb Championship two years in succession (he won the Trials Championship three times) and has broken record after record. Recently he has emerged as a really great racing driver; after making his debut with a Cooper "500" and "1,000", and a supercharged pre-war E.R.A., he was given a place in the B.R.M. team. He justified his choice by winning at Goodwood this Easter, and setting up a new circuit lap record. He drove a Frazer-Nash last season in sports and F2 events, and in 1953 has shown superb form with a Cooper-Bristol, with a couple of "seconds" to his credit at Silver-

stone and at Dundrod, to Hawthorn's works Ferrari.

Reg Parnell has been in the top-flight of British motor racing for such a long time that he has almost become an institution. Although he is a very busy farmer these days, he still finds time to turn out for B.R.M. and for the Aston Martin sports racing team. No one will ever forget the great courage displayed by Parnell and Peter Walker in the British Grand Prix at Silverstone in 1951. Driving B.R.M.s, the exhaust systems of which were faulty, causing intense heat to reach both drivers' legs, they struggled on to finish, suffering excruciating pain from severe burns. Reg himself has seen the checkered flag on countless occasions, and was the only British driver ever to be offered the wheel of a works Grand Prix 1½-litre Alfa Romeo. This year he was second at Sebring (with George Abecassis), highest-placed British driver of a British car in the Mille Miglia (5th), and winner of the 3-litre class in the B.R.D.C. Daily Express Production Sports Car Race at Silverstone—all with DB3 Aston Martins. His performances with Maseratis, the Thin Wall Special Ferrari and the B.R.M. at the B.A.R.C. circuit, earned for him the title of "Emperor of Goodwood".

Looking at Tony Rolt it is hard to realize that this young man was a first-class racing driver even before the Hitler War. He started his career at the age of 17, with one of the "Alfa" 8-cylinder Triumph  
(Continued on page 692)



Ron Flockhart, of Edinburgh, E.R.A. driver.



Another Scot from Edinburgh, Ian Stewart, of "Ecurie Ecosse".

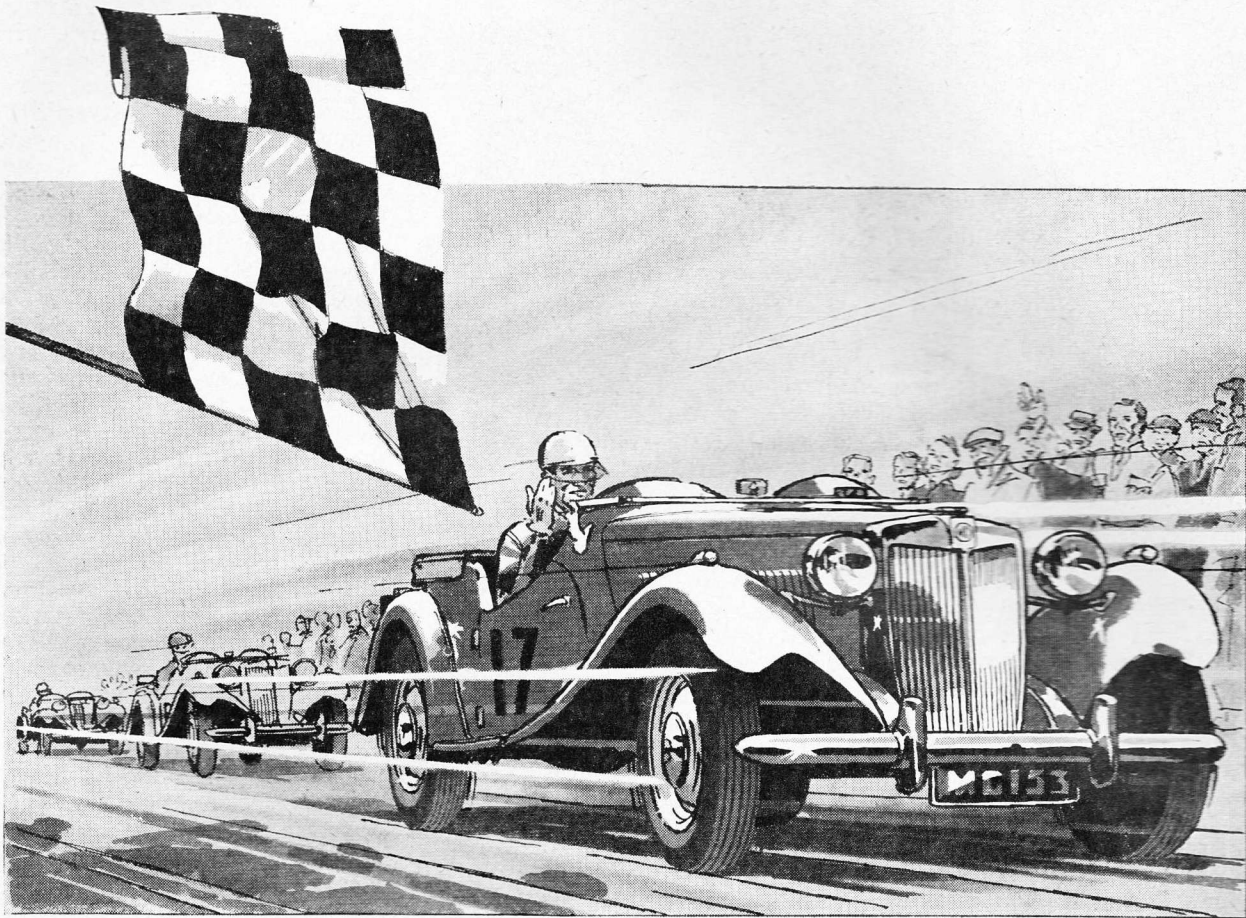


Duncan Hamilton, spirited performer with H.W.M., Jaguar and Lago-Talbot.



Peter Collins, brilliant 21-year-old pilot for Aston Martin and H.W.M. He hails from Kidderminster.





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(Top) Alan Brown, be-laurelled, of Cooper "500" and Cooper-Bristol fame.

(Left) Jack Fairman, Bristol team driver.

(Right) Lance Macklin, Aston Martin and H.W.M. pilot.



### The Elizabethans—continued

Dolomites, and then went on to a 1½-litre E.R.A. which he drove with great verve and skill. Rolt is one of the most able, fastest and safest drivers this country possesses. In motor racing circles most B.R.D.C. folk will say: "I'd much rather drive a fast car in the same race as Tony Rolt than with any other drivers!" Rolt started racing post-war with a Dixonized Alfa Romeo; later he became associated with Rob Walker in the E.R.A.-Delage, and more recently has driven Walker's F2 Connaught with great success. He has also been outstanding with Nash-Healey and Jaguar sports cars, and in the latter set up a T.T. lap record at Dundrod in 1952, after being called to take over Leslie Johnson's car at half-distance.

Peter Walker was also driving quick machinery before the war, and with his friend, Peter Whitehead, made E.R.A.s go rather faster than most. Walker's exciting cornering methods—later developed into the technique of four-wheel-drifting—earned him the nickname of "Skid" Walker. It was fitting that both the Peters, who have done so much to uphold the prestige of British motor racing, should win Le Mans outright in 1951, to record that famous victory for the marque Jaguar. Both are official members of the Jaguar team, but Walker has not raced regularly in G.P. events, preferring to concentrate on *Formule Libre* and sprints with his supercharged, E.R.A.-powered Cooper Bristol. Whitehead, on the other hand, has probably taken part in more Grand

(Right) Graham Whitehead, another promising young British driver, seen at Crystal Palace last Monday with Tom Cole's blue and white Cooper-Bristol.

Prix races at home and abroad, with the possible exception of Reg Parnell, than any other British driver. He has had many successes with E.R.A. and Ferrari formula cars, and, of course, Jaguars. Lately he has formed "Ecurie Atlantique" with the Anglo-American driver Tom Cole, to race Ferrari and Cooper G.P. cars.

Peter's younger brother Graham has also come quickly to the front, and his handling of pre-war type E.R.A.s has been much admired. Co-driving with Tom Cole (Ferrari) he was runner-up in the 1952 Goodwood Nine Hours' Race. His most recent acquisition is a DB3 Aston Martin, and if he handles it with the skill he showed when driving his brother's C-type Jaguar in the Sports Car Race at

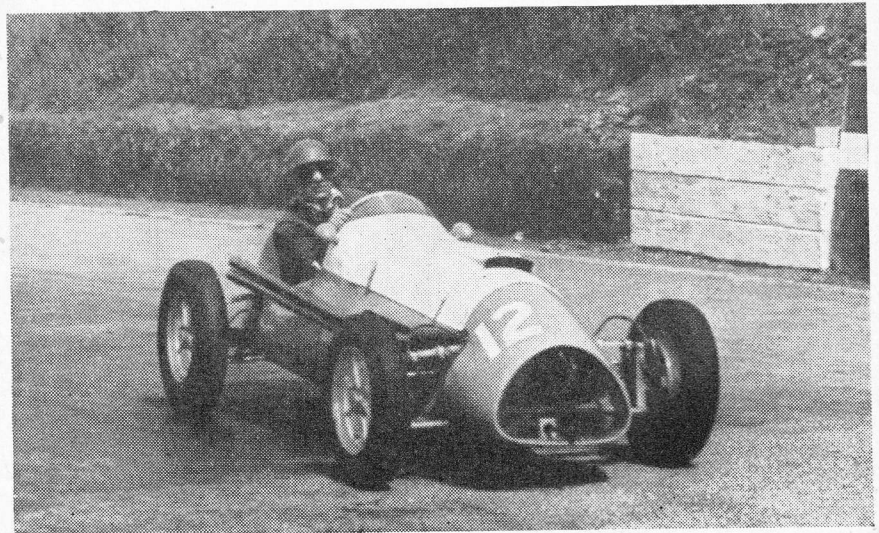
Silverstone on 9th May, Britain has found yet another star racing driver.

Duncan Hamilton is one of the greatest triers in the game, and his spectacular driving has made him extremely popular with the crowds. One of the highlights of his racing career was when he defeated the entire DB2 Aston Martin team, including Reg Parnell and the late Raymond Sommer, with a Silverstone Healey in the B.R.D.C. *Daily Express* Production Car Race in 1950. Duncan is often seen at the wheel of a Lago-Talbot in *Formule Libre* events, drives for the H.W.M. stable, and is also a member of the Jaguar team. To see Hamilton cornering at full chat is to watch motor racing at its most thrilling.

Lance Macklin is a post-war discovery. Son of the late Sir Noel Macklin of Silver Hawk and Invicta fame, Lance began racing with a Mercury-engined version of the once twin-engined ex-Waddy Fuzzi. He then graduated to a 6C Maserati, and was invited to become a member of the first official DB team of Aston Martins for Le Mans in 1949. He has since raced with great success for both Aston Martin and H.W.M., winning the 1952 B.R.D.C. *Daily Express* International Trophy Race at Silverstone in 1952. He is still a member of the H.W.M. set-up, but has recently signed with Bristols to drive their new sports-racing car.

Peter Collins is only 21, but in the four years he has been racing he has become one of this country's fastest and most dependable drivers. Like Moss, he started his racing with 500s, and soon showed his mettle by winning the International Trophy Race at Goodwood. More recently he has been an active

(Continued on page 694)





# A Triumph on Castrol

# 124 m.p.h!

## by Triumph Sports Car

*(Subject to official confirmation)*



using



At Jabbeke, Belgium (20/5/53), the low-priced Triumph Sports Car, in speed trim, made by the Standard Motor Co. Ltd. and driven by K. Richardson (chief test driver), was officially timed by the Belgian Automobile Club to cover both ways of a measured mile at an average speed of 124 m.p.h.

THE MASTERPIECE IN OILS





★  
*The two Peters, Whitehead and Walker, being congratulated after their Le Mans victory in 1951, by M. le Tourneau, a Sarthe deputy minister.*  
 ★

### The Elizabethans—continued

member of the H.W.M. Formula 2 and Aston Martin racing teams. With Pat Griffith—another excellent young driver—Pete won the 1952 Goodwood Nine Hours' Race with a DB3 Aston Martin.

Bob Gerard has been one of the most successful British drivers in home events since the war. Few will forget his remarkable performances with his light green B/C-type E.R.A. at Douglas, Jersey and Silverstone. A superb tactician and extremely fast driver, the bespectacled man from Leicester stands for all that is best in sportsmanship, and never questions a decision. More recently he has been seen in Cooper F2 and F3 cars, as well as a Frazer-Nash in sports car events.

George Abecassis will always have a go. Long before he became associated with John Heath in the construction of the H.W.M., Abecassis had established his reputation as an extremely fast driver. He was easily the most successful of all Alta pilots, and his handling of the famous silver single-seater at Crystal Palace in pre-war days will always be remembered. He has been one of the stalwarts of the Aston Martin team ever since the DB series appeared, and has a whole string of successes to his credit.

Eric Thompson has given many fine performances, particularly in the Aston Martin team. He began his racing career with an H.R.G., and, like many another man racing today, has a lot for which to thank that grand sportsman, Peter Clark. Jack Fairman was also a "Hurg" driver, then graduated to the Jaguar team in 1951, sharing a wheel with Stirling Moss, and producing some remarkable wet-road and night driving to keep the car in the lead. Fairman has not always had his share of good fortune, but there is little doubt that he is a very fast driver indeed, and should be an

asset to the new Bristol team. A very up-and-coming young man is H. A. Mitchell, whose very spirited performances with a Frazer-Nash have made him one of Britain's best sports car drivers. Peter Gammon handles his M.G. with great verve, and young Donald Beauman in the ex-Hawthorn Riley is another who doesn't hang around on a circuit.

"Ecurie Ecosse" has become a familiar name in motor racing. David Murray's venture began with a team of three XK 120 Jaguars, the drivers being Ian Stewart, Bill Dobson and Sir James Scott-Douglas. Lately their activities have spread to the ownership of Formula 2 cars such as Connaught and Cooper-Bristol, and the XKs have been replaced by C-types. The stable has also been enlarged to include Ninian Sanderson and Jimmy Stewart, both very promising young drivers. Of the team, Ian Stewart has been the most successful, and is also an official member of the Jaguar works team. "Ecurie Ecosse" is extremely popular wherever it appears, and has a name for immaculate turn-out of its vehicles, and a reputation for never failing to keep an engagement.

More of a lone wolf in Scotland is Ron Flockhart, a driver of rare ability, whose performances with the ex-Mays E.R.A.s have stamped him as a young man with a great future. He first drove a J.P.-Vincent successfully, then switched to the original R1A, and now uses the blown, 2-litre R4D.

Cliff Davis has become one of the fastest of Britain's sports car drivers, and his victories with his Cooper-M.G. JOY 500 and Tojeiro LOY 500 have been extremely numerous. Assisted by that clever engineer, Lionel Leonard, Davis has shown that it is not necessary to have a wealthy concern in the background to build and race winning cars.

Both Alan Brown and Eric Brandon hit the headlines in 1951 as members of "Ecurie Richmond",

easily the most successful British racing organization of that year. With Cooper 500s, they won race after race, and took all the main Formula 3 honours; Brandon won the AUTOSPORT Championship, and Brown took other awards. The last-named was also the first British driver of a British car to win a national Grand Prix since Segrave did so with a Sunbeam: he won the F3 Luxembourg G.P. in May, 1951. Brandon, of course, has been associated with the marque Cooper ever since the very first car was built in 1946.

Don Parker is now the leading 500 c.c. exponent. With his Kieft he won the AUTOSPORT Championship in 1952. Of slight stature and light weight, Don is one of the hardest drivers to beat on any circuit. Les Leston is another F3 expert, while yet another, Reg Bicknell, jumped to fame by his clever driving of his home-built Revis, with which he won the AUTOSPORT Non-Series-Production Car Award for 1952. Lately he has been seen at the wheel of a Staride, and at both Goodwood and Silverstone has shown that he is every bit as fast as Don Parker.

Hill-climb experts are not particularly numerous. There are many drivers who will motor up difficult hills extremely rapidly, but comparatively few who are consistent record breakers. Of this company, one must mention Dennis Poore, whose driving of the big 3.8-litre Alfa Romeo has been one of the brighter features of post-war sprint events, gaining for him the R.A.C. Hill-climb Championship in 1950. Poore has also shown himself to be a top-class circuit driver, as witness his performance with a Connaught in the British Grand Prix in 1952—his very first G.P. Sydney Allard is the complete all-rounder, winning the R.A.C. Hill-climb Championship in 1949, the Monte Carlo Rally in 1952, and countless premier awards in trials and circuit races. He is one of the many car manufacturers in the world who regularly drive his own products in competitions.

However, one could fill a book with "mentions". The drivers given are those who are recognized to be Britain's best. Naturally some folk will grumble at names being left out, but one must draw the line somewhere. The men referred to are the Elizabethans, and when the time comes to write the history of British motor racing during the 1950s, they will doubtless be featured.



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# News from the Clubs

By Wilson McComb

IT is just fifty years (minus five weeks) since the first-ever motor race was held in the British Isles, the Gordon Bennett Trophy on 2nd July, 1903. Then as now, racing on public roads was forbidden in England, Scotland or Wales, so the first British motor race was held on Irish roads, over three and a half laps of a 100-mile course south of Kildare. It was won by Jenatzy's Mercedes, at a speed of 55 m.p.h.

To commemorate the Golden Jubilee of racing in these isles, the Leinster M.C. have decided to hold their sixth annual Veteran Car Run over part of the original Gordon Bennett course on Saturday, 20th June. There will be four classes, for cars manufactured up to 1905, 1906-1910, 1911-1912 and 1913-1914, and the *grand prix d'honneur* will be the Naas Trophy for the best-preserved car of all. Entries close on Monday, 1st June, and the Secretary of the Meeting is Dudley Colley, 27 South William Street, Dublin.

On such a special occasion, I do hope the organizers will receive a good entry for the event. The number of veteran cars in Ireland is not large, but some successful runs have been held recently in the South; in the North, however, no veteran runs have been held since that at Larne, Co. Antrim, in 1947.

## EXMOOR M.C. RALLY

STARTING from Bristol, Taunton and Salisbury on the evening of Saturday, 20th June, the Exmoor M.C.'s next Rally will cover some 315 miles and finish on the sea front at Minehead. Entry forms from Miss Nydrle, 1 The Chalet, North Hill, Minehead.

## SURREY M.C. ACTIVITIES

Now recognized by the R.A.C., the recently formed Surrey Sporting Motor Club has won more than 150 members, and the president is Lt.-Col. "Goldie" Gardner. As from June, club H.Q. will be the "Warwick Arms", Redhill, where regular monthly meetings will be held and informal meetings every week.

The next event for car-owning members will be a 100-mile Navigation Trial on Sunday, 31st May, which will be observed by the R.A.C.

## CITROEN NIGHT TRIAL

MEMBERS of the London M.C., A.C.O.C., Brighton and Hove M.C., Surrey Sporting M.C. and Chiltern C.C., are invited to take part in the Citroën C.C.'s Southern Counties Night Trial, which starts from the Ace Service Station, North Circular Road, Stonebridge Park, at 10 p.m. on Saturday, 6th June. O.S. Sheets 170-181 and 182 will be needed, and the event will finish with breakfast at the Bath Club, Worthing. Regs. and entry forms from D. Porteous, Lawn Cottage, Manygate Lane, Shepperton, Middx.

## EAST ANGLIAN DRIVING TESTS

MEMBERS of the Eastern Counties M.C., West Essex C.C., Cambridge 50 C.C., Falcon M.C., Thames Estuary A.C., Sporting C.C. of Norfolk and London M.C. are invited to take part in the East Anglian M.C.'s Regional Driving Test Championship at Wormingford Airfield, Bures, nr. Colchester, on Sunday, 14th June. The event will consist of five rally-type tests, each to be attempted twice. Entries close on Monday, 8th June, and the Secretary of the Meeting is E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds.

## SCOTTISH VETERAN RUN

J. C. SWORD, of Craigwell House, Ayr, has offered to lend members of the motor trade cars from his private collection for the R.S.A.C.'s Coronation Veteran Car Run on Saturday, 11th July. Cars manufactured prior to 1914 will start from the R.A.C., Blythswood Square, Glasgow, and visit Renfrew, Port Glasgow, Greenock, Gourrock, Wemyss Bay, Largs, Ardrossan, Saltcoats, Kilwinning, Irvine, Dreghorn and Kilmarnock.

## MID-CHESHIRE CLUB

NAME of the Mid-Cheshire Car Club has been changed to the Mid-Cheshire Motor Club (soon to become a limited company).

## BRIGHTON CORONATION CONCOURS

ENTRIES close on Monday, 1st June, for the Brighton and Hove M.C.'s Coronation Concours d'Elégance on Sunday, 7th June, in which judging will commence at 2.30 p.m. on Madeira Drive, Brighton. This year, in addition to the Mermaid Trophy, there will be a new award for the best car in the opposite class to the winner, and new classes include one for sports-racing cars. Entries to the Organizing Committee, 296 Madeira Drive Arches, Brighton 7.

## B.A.R.C. REGULARITY TESTS

ON Saturday, 6th June, at 2 p.m., the B.A.R.C. (S.W.) will stage a series of Regularity Tests at Goodwood, consisting of three 4-lap regularity tests and a one-hour speed test. Entries, which will be divided into teams of two, should be sent to R. E. Orman, 51 Bassett Green Road, Southampton, and offers to assist in marshalling or timekeeping will be appreciated.

## CHILTERN C.C. TOURING RALLY

WHAT should be a pleasant and not unduly strenuous event will be held on Sunday, 14th June, in the shape of the Chiltern C.C.'s eleventh annual Touring Rally. There will be seven driving and two regularity tests in the 54-mile route, full details of which will be given on the route card. Clubs invited are the Cemian M.C., Gosport A.C., Harrow C.C., M.G.C.C. (S.E.), North London E.C.C., Sporting O.D.C. and Windsor C.C., and entries close on Thursday, 4th June, with R. N. Richards, 3 Overstone Road, Luton, Beds.

## "AUTOSPORT" DIRECTORY OF THE CLUBS—48

### Fiat '500' Club



(Founded 1948)

**President:** The Rt. Hon. The Earl Howe, P.C., C.B.E., V.D., R.N.V.R.

**Vice-President:** Dr. Atkinson Reddell.

**Open to:** Fiat 500 owners only.

**Caters for:** Sporting events, technical and social meetings.

**Principal Events:** Concours d'Elégance—May.  
Rally—June.  
Annual Dinner—October.

**Headquarters:** 71 The Grampians, Western Gate, London, W.6.

**Meetings:** Once monthly.

**Bulletin:** Quarterly, duplicated; 24 pp. Editor: John Fulton, 4 Bowes Road, Walton-on-Thames.

**Whether associated with R.A.C.:** No.

**Approximate membership:** 90.

**Prominent Past and Present Members:** Kaye Don.

**Annual Subscription and Entry Fee:** Entrance Fee, 5s. Annual Subscription, £1 1s.

**Hon. Secretary:** J. A. James, 71 The Grampians, Western Gate, London, W.6. Telephone: SHEpherds Bush 3529.



# CRYSTAL PALACE

500 c.c. Race

1st **COOPER**

Stirling Moss

Race for 1,500 c.c. Supercharged Cars

1st **E.R.A.**

A. G. Whitehead

*Equal fastest lap of day*

**COOPER-BRISTOL**

Ken Wharton

# BRANDS HATCH

The Coronation Trophy

1st **LESTON SPECIAL**

L. Leston

2nd **COOPER**

G. Wicken

3rd **MARTIN SPECIAL**

D. Taylor

*Also 4th and 5th places*

Open Challenge Race

1st **LESTON SPECIAL**

L. Leston

2nd **COOPER**

G. Wicken

3rd **MARTIN SPECIAL**

D. Taylor

*Also 4th and 5th places*

The Senior Race

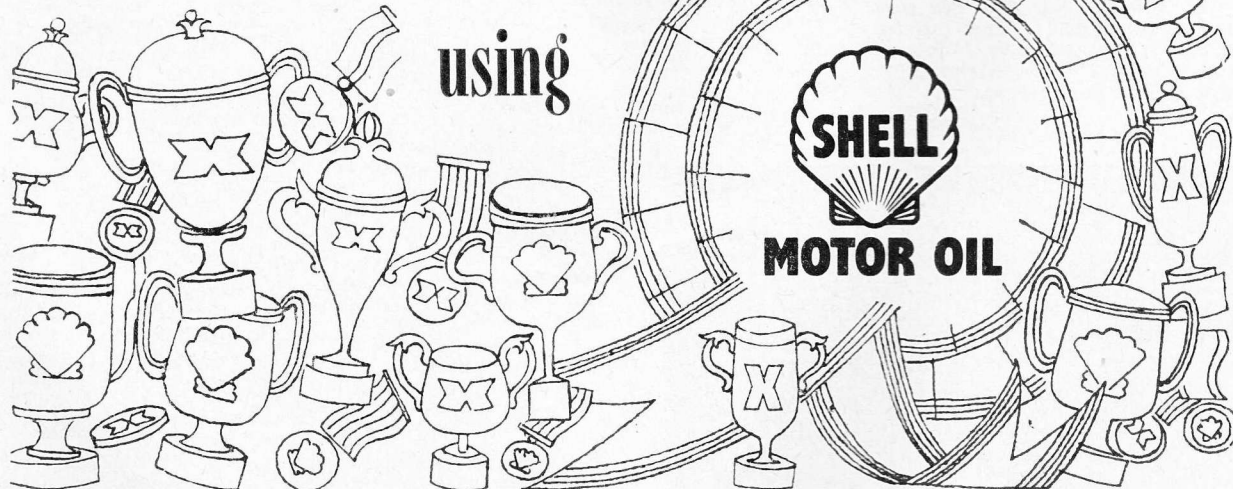
1st **KIEFT**

Don Parker

2nd **COOPER**

G. Wicken

(Subject to official confirmation)



using

**SHELL  
MOTOR OIL**

and Shell Fuel





THEN THERE WERE THREE! M. D. Joyce's fast Ford-engined J.R.S. at Farmer's Cross, seconds before a big-end bearing went.

## MUNSTER HILL-CLIMB

**Billy O'Connell (Ford Special) Makes B.T.D.**

RUN over an extremely fine course nearly  $1\frac{1}{2}$  miles long at Farmer's Cross, near Cork, the Munster M.C. and C.C.s recent hill-climb was marred only by the very poor car entry received. The hill at Farmer's Cross is perfect for a speed event, not too steep, but well equipped with fast and interesting bends plus two sets of very tricky hairpins. The surface is smooth concrete, flanked by high banks ideal for good and safe spectating.

First man up was J. Carroll in his Karlford, a sound little Ford-based special using an 8 h.p. engine bored-out to 940 c.c. This proved to be surprisingly fast, clocking 1 min. 30½ secs. which time gave Carroll a win in the 1,250 c.c. handicap, second place in the 1,250 c.c. scratch class and a further win in the "allcomers" handicap; his subsequent runs each proved over one second slower.

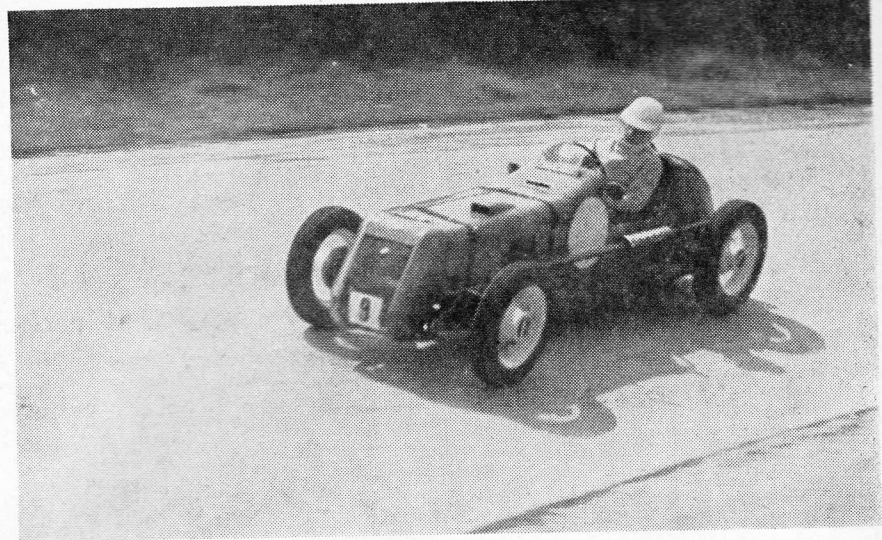
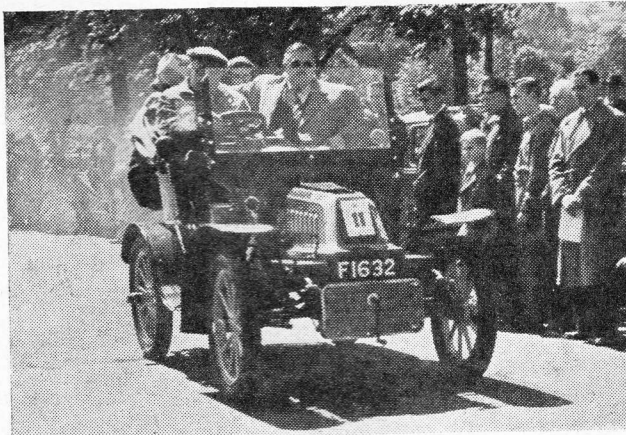
Dermot Conway in his M.G. TD gave his usual display of fireworks in the corners, but was dogged by petrol pump trouble and consequent starvation. On his second run he spun the TD round in the lower hairpins, badly put off, no doubt, by the engine completely starving at the wrong moment. Billy O'Connell, his "Prefect" Special still looking most unfinished, made a wild and dust-scattering first climb in 1 min. 28½ secs. which proved to be the best time of the day.

M. D. Joyce's single-seater, the J.R.S., began its climb well, sitting down nicely on the road and displaying quite fierce acceleration, but higher up a big-end bearing went, his run finishing with an ominous under-bonnet clatter. Some idea of this Wolsley-chassis Ford 10-engined special's performance can be gained from the fact that Joyce's time was only 1 min. 31½ secs. in spite of easing-off completely on the last part of the climb!

At the close of the day the four fastest competitors had a final run for B.T.D., and once again Billy O'Connell was fastest with 1 min. 29½ secs., 1½ secs. slower than his first run.

H. A. O'B.

(Results published in last week's issue.)



## VETERANS' OUTING AT CHESTER ROODEE

SUNDAY, 17th May the day, 10 a.m. the hour, Chester Roodee the place, usual site of R.A.C. and *Daily Express* Rally Controls. This time, however, the air echoed with a different sound of engines as some 50 veterans, ranging from 1899 to 1915, made their stately, if somewhat erratic way down the leaf-strewn lanes to the Dee-side rendezvous.

Spectators—and they were legion—were vastly impressed by the immaculate condition of these vehicles, paintwork and brass gleamed in the sunlight. For the expert there was the very beautiful 1899 Decauville with its open crown wheel and pinion, an unusual 1901 Dürkopp, several de Dion Boutons, a grand Riley Tri-car and, in the later models, many elegant Rolls-Royce limousines with which one could just imagine lace crinolines.

Technically, one of the most interesting exhibits (to your reporter, anyway), was a 1912 Alfonso Hispano with a 4-speed box; also interesting were a couple of very fine examples of the one and only Model T Ford.

At 11 a.m., in line astern and surrounded by animated crowds, the cars made their way through Chester to the Four Ways Country Club, Oakmere, the very aged to average 10 m.p.h. and the not-so-young 20 m.p.h. over the 10-mile journey.

After the return journey was completed a procession followed by a civic reception rounded off a very fine and enjoyable different type of rally.

Forty-nine out of the 50 cars competing completed the course, with only one late at the arrival test—a very good show!

FRANCIS PENN.

★  
G. F. Hodgkinson's beautifully conditioned 1904 de Dion goes manfully through Chester with full load of passengers.

## COVENTRY AND WARWICKS M.C.

THE M.C.C. Cup Car Trial was run on 17th May over a course of 80 miles, finishing in the Cotswolds.

From the start, a cross-country run of 12 miles at an average speed of 26 miles an hour brought competitors to the observed hill at Chesterton. Heavy rain during the previous night made this hill impossible, and all the competitors lost marks; G. A. Lewis, B. S. March and W. E. Langton were the only competitors to reach section 4. A driving test was held in the same field, and competitors were faced with another cross-country run and a stop and restart test. Here hasty amendments had to be made to the route card owing to the heavy rain, making one of the lanes impassable for cars, other than specials. Lunch control was at Fish Hill and a further regularity test at 20 miles an hour brought competitors to Kineton Village, where they forded a stream and immediately had to undergo an acceleration and braking test. The trial finished four miles from Stow-in-the-Wold, early in the afternoon.

### RESULTS

M.C.C. Cup: G. A. Lewis (H.R.G.), 13 marks lost.

Cornthwaite Cup (Ladies' Award): Mrs. Osborn (H.R.G.), 29.

First-Class Open: J. C. Winby (M.G. TD), 17; G. March (Morris Spl.), 18; B. S. March (Austin Spl.), 20. First-Class Closed: R. B. James (M.G. 1½-litre), 18; D. Underwood (Aero Minx), 25; S. Ray (Morris Oxford), 30. Second-Class Open: E. Partridge (Lea-Francis), 29; B. Holland (Austin Spl.), 30; W. E. Langton (Ford), 31. Second-Class Closed: R. S. Henson (Sunbeam-Talbot), 33; D. A. Pattison (Sunbeam-Talbot), 36; J. Horobin (1½-litre Riley), 36.

Team Award: Three Rajahs (G. A. Lewis, B. Nash and J. C. Winby).

## HAWKES CUP RALLY

GOOD weather graced the Margate and District C.C.'s Hawkes Cup Rally on Sunday, 10th May. The morning section was run at a set average speed but with the addition of a questionnaire, consisting of a number of photographs of various points along the route. A secret check caught out almost everyone.

An economy run into Sussex was the afternoon's tribulation and it proved very pleasant indeed. Over 50 members, including many new ones, took part. Final placings were: 1, R. Bass (Ford Consul), 2, L. Pout (Jaguar); 3, A. Laxton (Austin).

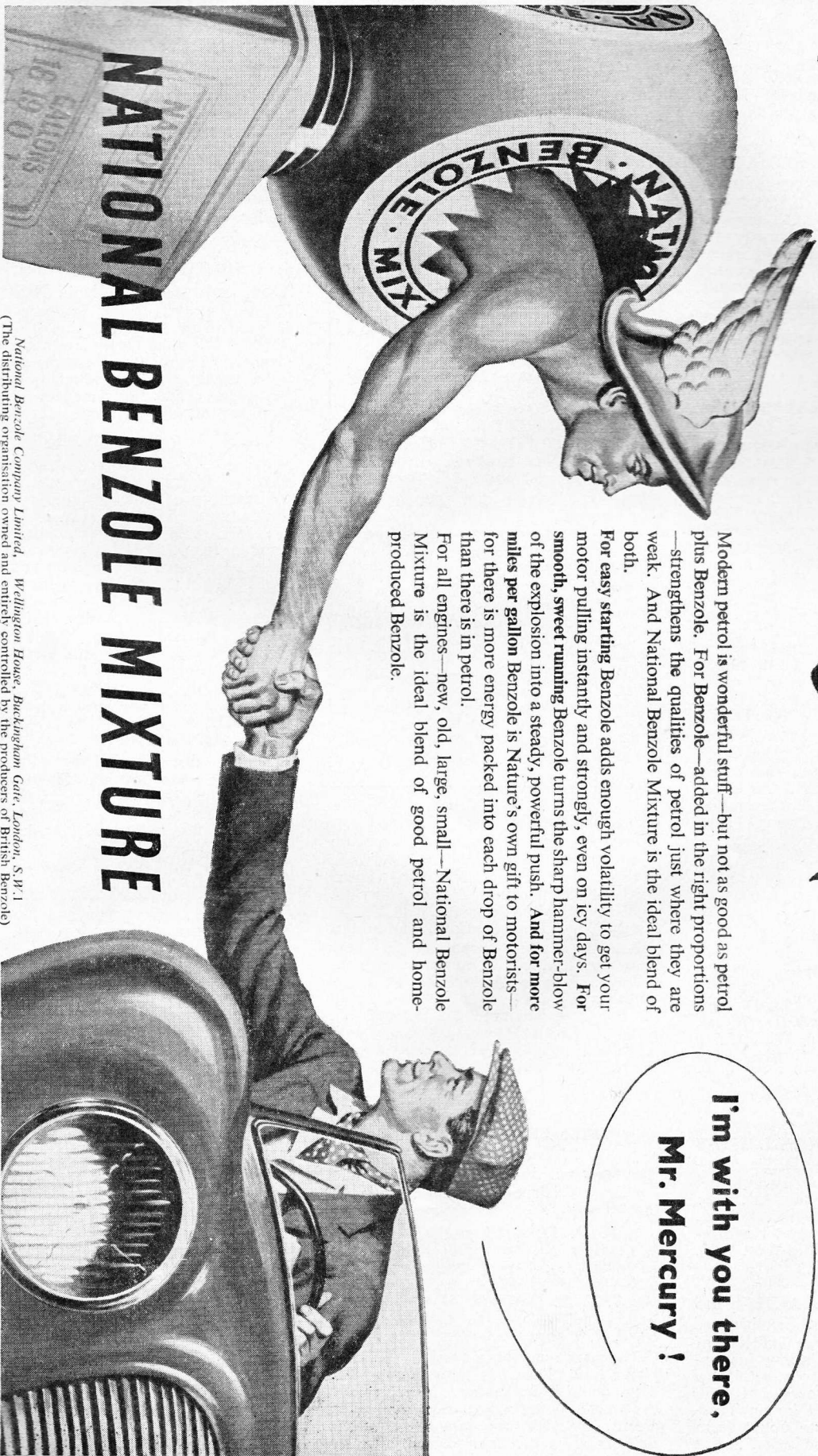


# Benzole makes good petrol better!

Modern petrol is wonderful stuff—but not as good as petrol plus Benzole. For Benzole—added in the right proportions—strengthens the qualities of petrol just where they are weak. And National Benzole Mixture is the ideal blend of both.

For easy starting Benzole adds enough volatility to get your motor pulling instantly and strongly, even on icy days. For smooth, sweet running Benzole turns the sharp hammer-blow of the explosion into a steady, powerful push. And for more miles per gallon Benzole is Nature's own gift to motorists—for there is more energy packed into each drop of Benzole than there is in petrol. For all engines—new, old, large, small—National Benzole Mixture is the ideal blend of good petrol and home-produced Benzole.

I'm with you there,  
Mr. Mercury!



## NATIONAL BENZOLE MIXTURE

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(The distributing organisation owned and entirely controlled by the producers of British Benzole)*



### CANCELLATIONS

OWING to lack of entries, the Welsh Counties C.C.'s Coronation Rally, planned for 29th/30th May, will not take place. Also cancelled is the Caernarvonshire and Anglesey M.C.'s Coronation Speed Trial on 6th June.

### SEVERN VALLEY TREASURE HUNT

SUNDAY, 17th May, saw 24 members of the Severn Valley M.C. engaged in a true treasure hunt. Armed with spades, they proceeded to a map reference, and there D. H. Honeychurch unearthed half a bottle of whisky and a box of chocolates. Other "treasure" was taken by P. Fullwood and H. T. Smith, and the event concluded with tea at the Bell Hotel, Shrewsbury.

### PLYMOUTH MANOR TROPHY TRIAL

G. H. TURNBULL (Morgan), winner of the North Devon M.C.'s recent Ilfracombe Rally, scored another success on Sunday, 17th May, in the Plymouth M.C.'s Manor Trophy Trial. On a circular course through Cadover and Shaugh, starting and finishing at Elfordleigh, there were 10 tests including a timed hill-climb. Other results were: **Runner-up:** C. R. Parsons (Dellow, North Cornwall M.C.). **Best Non-Trade Driver:** D. Hussell (Plymouth M.C.). **Team Award:** Turnbull, Parsons and R. Way (Morris, Plymouth M.C.).

### BMW MEASHAM DRIVING TESTS

RESULTS of the BMW C.C.'s Driving Tests at Measham on Sunday, 26th April, are as follows: **Open Car Class:** M. Crump (Type 40). **Closed Car Class:** G. Machell (Type 327/80). **Special Ladies' Prize:** Mrs. M. Crump (Type 40).

### GOSPORT A.C. SPEED TRIAL

IN addition to the class results of the Gosport A.C.'s Speed Trial on 26th April, published in our issue of 8th May, the following awards are announced: **Osborn Trophy (B.T.D.):** C. R. Instone (1,098 Djinn S), 13.36 secs. **Aldridge-Riddle Trophy (Runner-up):** F. B. Sowrey (996 Cooper), 14.01 secs. **Fastest U/s Sports Car:** M. Wick (5,420 Allard), 15.20 secs. **Best Time by Club Member:** R. R. C. Walker (1,960 Connaught), 14.31 secs.

### BENTLEY INTER-REGIONAL TESTS

RESULTS of the Bentley D.C.'s Inter-Regional Team Tests at Esso House, Abingdon, on Sunday, 17th May, are: 1, Mid-West "A"; 2, Mid-West "B"; 3, London "A". **Best Individual Performance:** D. M. Armstrong (Mid-West "B").

### ALLARD O.C. SOCIAL ACTIVITIES

ON Tuesday, 12th May, members of the Allard O.C. heard Goff Imhof deliver an amusing talk about his experiences in three consecutive Tulip Rallies. The next club meeting, at "The Anchor", Shepperton, will be on Tuesday, 9th June, and will no doubt form a post-mortem on the Goodwood Sprint Meeting of 30th May.

### COMING ATTRACTIONS

May 29th/31st. *Acropolis Rally, Greece.*

May 30th. **500-Mile Race (R), Indianapolis, U.S.A.**

*S.S.C.A. Golden Gate Road Race, San Francisco, U.S.A.*

*West Essex C.C. Coronation Race Meeting, Snetterton, nr. Thetford, Norfolk. Start, 1.30 p.m.*

*Westmorland M.C. Hill-Climb, Barbon, nr. Kirkby Lonsdale, Westmorland. Start, 2 p.m.*

*Allard O.C. Second Annual Sprint Meeting, Goodwood, nr. Chichester. Start, 10 a.m.*

*Omagh M.C. Hill-Climb, Syonfin, Co. Tyrone. Start, 2 p.m.*

May 30th/31st. **Montreux Rally, Switzerland.**

*Northern One-Make Joint Committee Time Trial.*

*Wirral 100 M.C. Coronation Rally. Start, New Brighton Promenade, Wallasey, 2 p.m.*

May 31st. **Albi G.P. (F1 and 2), France.**

**Eifelrennen (F2, 3 and S), Nürburgring, Germany.**

**Circuit of Orléans (F3), France.**

**Spring Cup Meeting (R, S, T), Monthéry, France.**

*Sheffield and Hallamshire M.C. Spring Sprint Meeting, Bircoates, nr. Bawtry. Start, 12 noon.*

*Surrey S.M.C. Navigation Trial.*

*750 M.C. Ballamy Trophy Driving Tests, Frimley, nr. Farnborough, Hants. Start, 11.30 a.m.*

*Southern Jowett C.C. Rally, Balls Cross, Sussex. Start, 2 p.m.*

### CAMBRIDGE "50" AFFAIRS

SATURDAY, 13th June, is the date on which the Cambridge "50" C.C. hope to run their postponed April Speed Trial at Snetterton. Details from J. Richard Aley, "Beggars' Roost", 53 Hinton Way, Great Shelford, Cambridge.

Results of the club's annual May Rally on Sunday, 17th May, are as follows: **Premier Award:** K. R. Clark (Hillman 10). **Up to 1,500 c.c., Open:** L. R. Lord (Paramount); **Closed:** R. Rand (Morris 8). **Over 1,500 c.c., Open:** J. H. Michaels (S.S. 100); **Closed:** R. T. Harris (Citroën).

### DEES LEADS IN B.T.D.A. TRIALS STAR

PRESENT position of the B.T.D.A. Gold "Star" Trials competition for 1953 is the following:—

1, B. H. Dees, 95 marks (4 events); 2, E. Harrison, 84 (4); 3, R. Chappell, 75 (max.) (3); 4, E. J. Chandler, 63 (3); 5, N. H. Coates, 62 (4); 6, M. Wilde, 61 (4); 7, T. C. Harrison, 41 (2); 8, J. C. Jenkins, 40 (4); 9, R. Oakes, 39 (2); 10, T. R. Wood, 27 (3).

The next qualifying event is the West Hants and Dorset Club's Knott Cup Trial on 27th September. Members are, of course, permitted to nominate eight events, of which eventually marks of the best six are taken to find their ultimate position.

### M.C.C. TRIALS AT SILVERSTONE

ENTRIES close tomorrow, 30th May, for the M.C.C.'s High-speed Reliability Trials at Silverstone on Saturday, 20th June, to which are invited members of the Bentley D.C., M.G.C.C., B.A.R.C., Civil Service M.A., Vintage S.C.C. and Vincent H.R.D. O.C. There will be eight car events, including 5-lap scratch and handicap races, one-hour trials and a team relay race. Entries to J. A. Masters, 76 Kinnerton Street, Knightsbridge, London, S.W.1.

### SOUTHSEA M.C. EVENTS

PORTSDOWN HILL, Cosham, Hants, will see the start of the Southsea M.C.'s Cannon Cup Rally at 10.45 a.m. on Sunday, 7th June; main awards are the Cannon Cup for the best performance by a saloon, the Maxwell Cup for the best sports car performance, and the Winnicot Challenge Trophy for the best lady driver.

Saturday, 11th July, is the date scheduled for the club's "Autosport", a series of six tests on Southsea Common, followed by a Concours d'Elégance on the Sunday. Entries close on Tuesday, 7th July, with A. E. Symonds, 4 Old London Road, Hilsa, Portsmouth, and invited clubs are the Brighton and Hove M.C., B.A.R.C. (S.W.), Gosport A.C., Horsham and D.M.C., London M.C., Isle of Wight C.C., West Hants and Dorset M.C., Bognor Regis M.C., Chichester M.C., Hants and Berks M.C. and Caravan Club of G.B. and I.

### SHEFFIELD AND HALLAMSHIRE KENNING CUP TRIAL

NEXT Wednesday, 3rd June, is entry closing date for the Sheffield and Hallamshire M.C.'s Kenning Cup Trial, which starts at 2 p.m. on Sunday, 7th June, from the bottom of Pindale, Hope, nr. Sheffield. The Secretary of the Meeting is W. Lister, 7 Prospect Place, Sheffield.

### CLUB FIXTURES

750 M.C.—Meeting (N.W.), 29th May, Royal Thorn Hotel, Wythenshawe, Manchester. Meeting, 1st June, Abbey Hotel, Stonebridge Park, N.W.10. Coronation Night Barbecue, 2nd June.

Mid-Cheshire M.C.—Club Night, 29th May, "Black Greyhound", Wincham, nr. Manchester, 8 p.m.

Cheltenham M.C.—Whist Drive, 29th May, Priory Lawn, Cheltenham, 7.30 p.m.

North London M.C.—Social Run, 29th May, "Salisbury Crest", Essendon, Herts.

Epping Forest M.A.—Motoring Exhibition and Film Show (Conclusion), 29th May, 7.30-10.30 p.m.

Welsh Counties C.C.—Dance, 30th May, "The Merric Friars", Barry.

Bentley D.C.—Meeting, 30th May, Elcot Park Hotel, Newbury, Berks, 7 p.m.

Coventry and Warwicks M.C.—Gymkhana, 30th May.

North London E.M.C.—Chessington Rally, 31st May. Meet Chessington Zoo, Surrey, 11 a.m.

King's Lynn and D.M.C.—Shortest-distance rally, 31st May.

Singer O.C.—Coronation Run and A.G.M., 31st May, "King's Head", Little Marlow, Bucks.

Wolsley Hornet S.O.C.—Noggin and Natter, 1st June, "Derby Arms", Upper Richmond Road, Sheen, 7.30 p.m.

Northampton and D.C.C.—Coronation Gymkhana, 2nd June, Lower Abington Park, Northampton, 2.30 p.m.

Vintage S.C.C.—Meetings, 4th June, Phoenix Hotel, Hartley Wintney, Hants, "King's Head", Telby, nr. Market Rasen, Lincs, and Scott's, Rose Street, Edinburgh.

Nottingham S.C.C.—Meeting, 4th June, "Five Ways", Valley Road, Nottingham, 7 p.m.



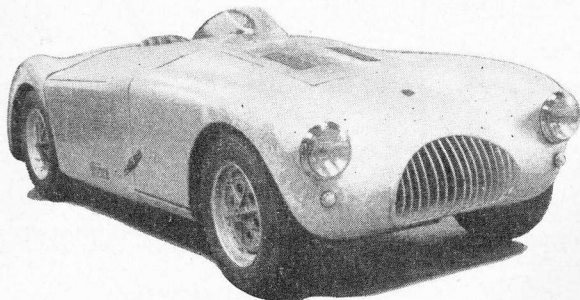
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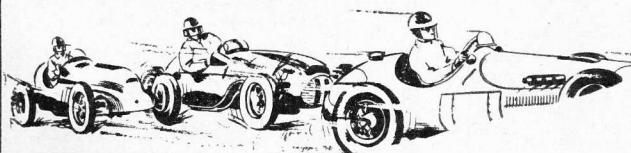
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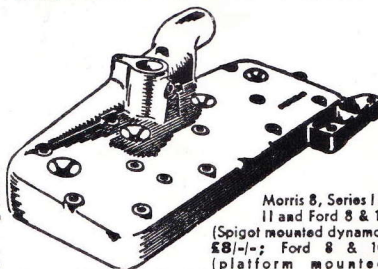
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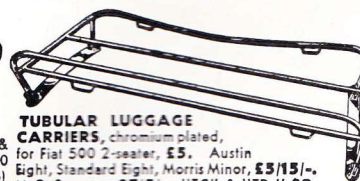
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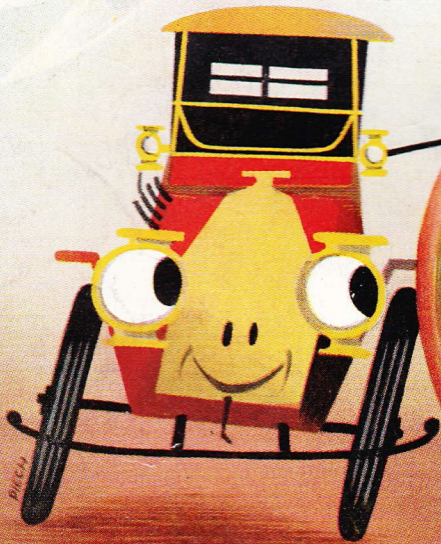


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