

AUTOSPORT

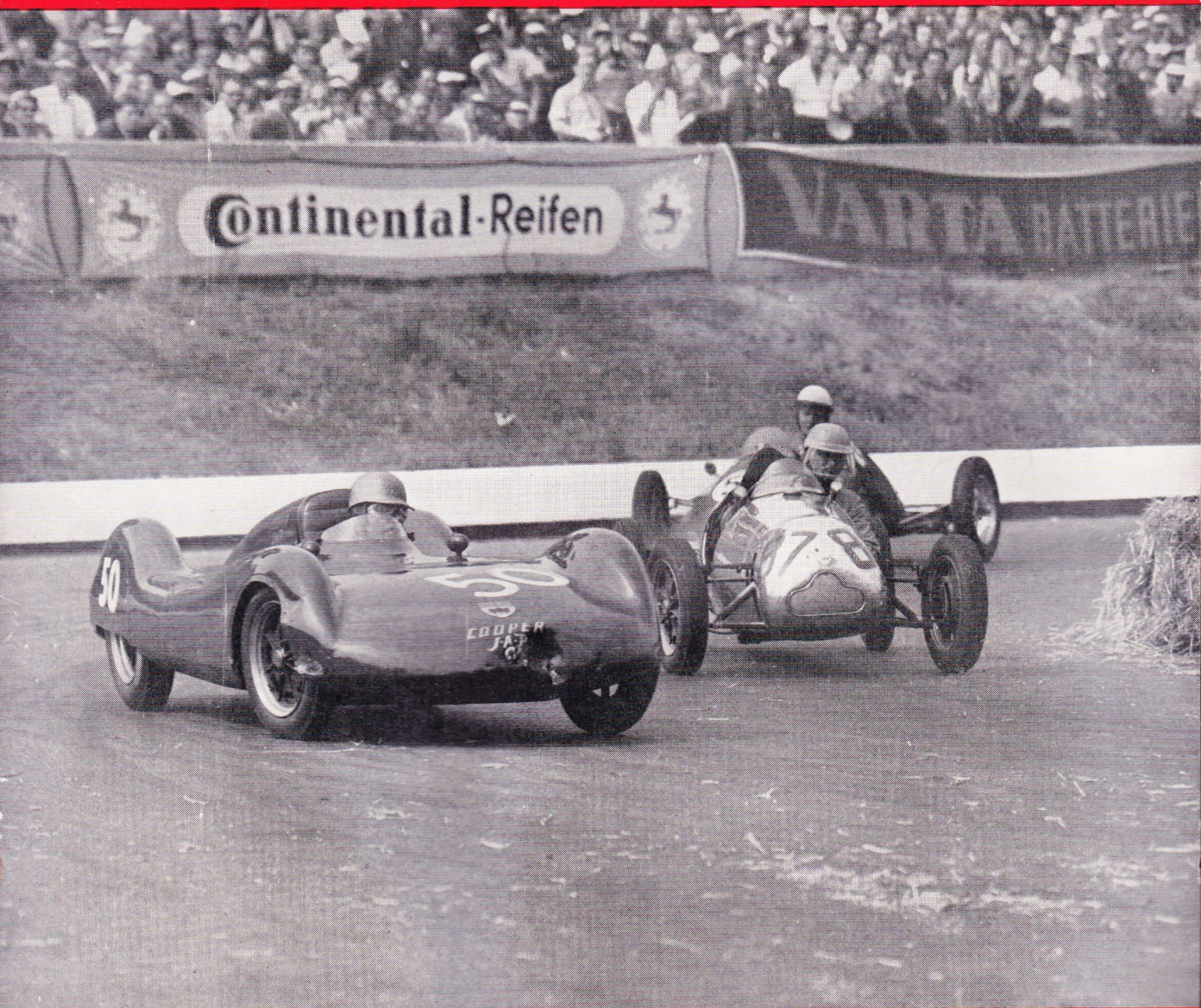
JULY 31, 1953

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EVERY FRIDAY

Vol. 7 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY



STAR-SPANGLED SNETTERTON : FERRARI WIN AT SPA : CRYSTAL PALACE CAMERA

CONTEST WINNERS : RACING AT CAEN, GOODWOOD AND AIX-LES-BAINS : SOUTH

AFRICAN SPORT : BOULEY BAY HILL-CLIMB : EVIAN-MONT BLANC-MEGÈVE

JOHN BOLSTER : W. A. McMASTER : RAYMOND FLOWER : GERARD CROMBAC

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2nd Roy Salvadori · Aston Martin

3rd P. Collins · Aston Martin

International Formula Libre Race

2nd J. M. Fangio · B.R.M.

3rd Ken Wharton · B.R.M.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 5

July 31, 1953

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NOTICES

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EDITORIAL

THE bouquet paid to the Silverstone flag-marshals by the Ferrari team was indeed well earned, and stresses the care and attention given by the B.R.D.C. to choosing intelligent and experienced men for this very important job. On this occasion, waving of blue flags was kept to the minimum, a fact which was appreciated by all drivers who realized immediately that the men with the flags were only displaying the blue when it was obvious that a driver was not pulling over as much as he might have been as some of the faster machines were approaching to overtake. When Gonzalez began to drop oil on Woodcote, the oil flag was produced with remarkable celerity, and there is little doubt that several incidents were thereby averted. This red and yellow flag is all-important, and it is satisfying to know that it was invented, and first used by the B.R.D.C., before being adopted by the F.I.A.

* * *

REALIZING that the 1953 event was not nearly so arduous as it could have been, the organizers of the Monte Carlo Rally have introduced a speed-regularity test as part of the road section, in place of having it as an eliminating test. What is more, they have planned the route to take in what can be a highly difficult section if there is plenty of snow and ice around. To average a speed between 50 and 65 k.p.h. is none too easy under average winter conditions over places such as the Col de Leques, where the short 12 kilometres stage provides the basis for calculating the entire regularity contest. The final eliminating test reverts to the popular speed event on the Monte Carlo Grand Prix circuit, in which the first 100 cars in the general classification of the road section will take part. To the relief of all intending entrants of small-capacity machines, the braking-and-acceleration arrival test has been scrubbed, and the G.P. affair is to be worked out to a formula which takes engine capacity into account.

* * *

MOTOR-RACING is supposed to provide components-manufacturers with the greatest possible opportunities to test their products. Much of the equipment of the modern motor-car owes its development to racing, and it is generally admitted that there is no better method of "improving the breed." Nonetheless, it is most disturbing to learn that a prominent British racing marque has had car after car eliminated in races through the failure of one important component. The manufacturer of the cars in question is not in a position to construct these components, and, like many others, has to rely completely on the makers. It would appear that the components, to say the least, require a considerable amount of redesigning, based on the experience of this racing team!

OUR COVER PICTURE

AVUSRENNEN: John Cooper's streamlined Cooper, showing visible evidence of the first-lap fracas in the recent Avus 500 c.c. race, overtakes Ahrens's Mark VI Cooper, and a Finnish Elhoo. Cooper went on to win at 93.58 m.p.h.

Pit and Paddock

WORK is quietly proceeding on David Blakeley's H.R.G., first car to be fitted with the new "double-knocker" head.

* * *

NEW class in the 1953 Pan American road race (19th-23rd November) will be for sports cars of up to 1,500 c.c.

* * *

AT least one well-known sports car manufacturer is carrying out experiments with plastic bodies, both open and closed, and a "Fibreglass" car may be on view at Earls Court next October.

* * *

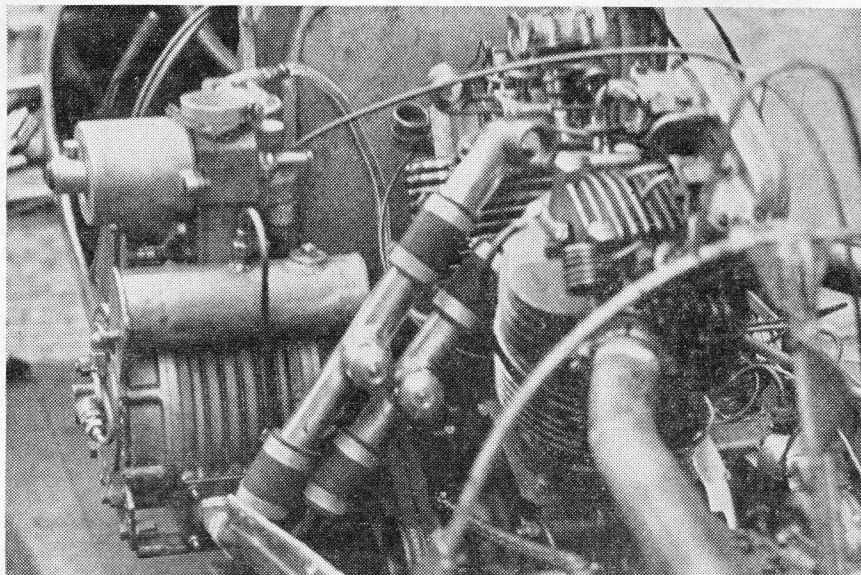
GEORGE EYSTON is going out in search of stock car records at Bonneville next September with an Austin-Healey, at the same time as Goldie Gardner goes to Ostend with the just over 1½-litres 4-cylinder M.G. engine, to have a crack at Class E figures. Donald Healey will share the driving with Eyston at Bonneville.

* * *

CHARTERHALL on 15th August will see many South of the Border drivers make the trek north, including Ken Wharton and the B.R.M. It is hoped to have the Thin Wall Special made ready in time, and of course Scotland's own Ron Flockhart will be there with his E.R.A.

* * *

PARAGRAPH relating to Gulf petrol at the Spa 24 Hours Race (issue dated 17th July) might have been misconstrued. Although almost unknown in this country, the concern supply large quantities of high-grade fuel on the Continent, suitable for racing cars.



PUFFER: Forced-induction on the J.A.P. twin-cylinder engine of Peter Reece's Cooper is supplied by a belt-driven Shorrock supercharger.

"AUTOSPORT" 500 c.c. CHAMPIONSHIP

DON PARKER (Kieft), in winning the F3 race at Snetterton last Saturday, and sharing fastest lap with Lewis-Evans (Cooper), receives 6 more points, bringing his total up to 54—exactly double that of his nearest rival.

Leading Positions (up to 28th July) (Subject to confirmation)

	Points
1. Don Parker (Kieft)	54
2. Les Leston (Cooper and Leston Spl.)	27
3. Stirling Moss (Cooper)	22
4. Reg Bicknell (Staride)	21
5. Don Truman (Cooper)	14
6. R. K. Tyrell (Cooper)	13
George Wicken (Cooper)	13
8. Charles Headland (Headland-Martin)	11
9. Ken Smith (Smith)	9*
10. E. Fenning (Staride)	8
11. G. G. Smith (Kent-Smith)	6†
12. R. A. R. Bell (Cooper)	5

* Leading in Non-Series-Car Award.
† Second in Non-Series-Car Award.

SEEMS that André Loens (Kieft) was erroneously blamed for running into the back of Brandon's Cooper at Avus. It was a German driver who shunted the Kieft into the tail of the Cooper.

* * *

THE Morgan coupé at Prescott during the recent Inter-Club meeting was driven by John Moore. Peter Morgan was driving his green, open two-seater.

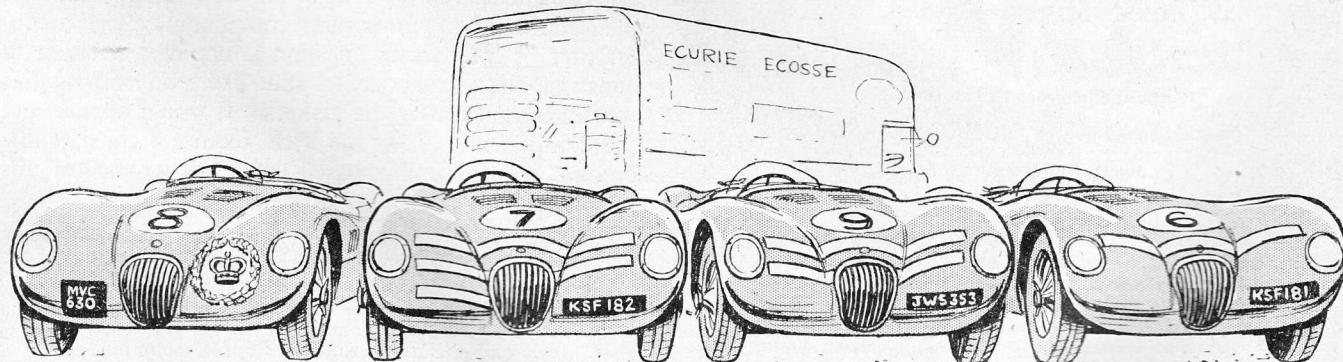
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THE WORLD CHAMPIONSHIP

PRIOR to next Sunday's German Grand Prix, positions in the World Championship are as follow:—

	Points
1. Alberto Ascari (Ferrari)	36½
2. Mike Hawthorn (Ferrari)	18
3. J. F. Gonzalez (Maserati)	16½
4. J. M. Fangio (Maserati)	13
L. Villoresi (Ferrari)	13
6. G. Farina (Ferrari)	12

Ascari and Gonzalez each have ½ mark for sharing fastest lap at Silverstone.



—Raymond Jones—

SPORTS NEWS

THE GERMAN GRAND PRIX

THIS Sunday's XVI Grosser Preis von Deutschland at Nürburgring, has attracted the full Ferrari, Maserati, Gordini and Connaught teams, with a supporting cast comprising Cooper-Bristol, AFM, BMW, Veritas and an intriguing Cooper-Jaguar entry from the Cooper Car Co., Ltd. (Stirling Moss), which would seem more optimistic than realistic!

Amongst the sports car entries are the Monkey Stable Kieft-M.G.s, a couple of American-driven Oscas, two streamlined Borgwards, and the formidable Le Mans-type Porsches.

A full report of the German classic will appear in next week's AUTOSPORT.

Entries

Ferrari: Ascari, Villorosi, Hawthorn, Farina, Rosier, Swaters, Adolff. **Maserati:** Fangio, Gonzalez, Bonetto, Marimon, de Graffenried. **Connaught:** Bira, Salvadori, McAlpine, Claes. **Cooper-Bristol:** Brown, Nuckey, Glockler. **Cooper-Jaguar(?)**: Moss. **Gordini:** Behra, Trintignant, Schell. **Veritas:** Seidel, Heeks, Helfrich, Klenk, Herrmann, A. Lang. **BMW:** Barth. **BMW-Egb.:** Krause. **BMW-Heck:** Klodwig. **AFM:** Stuck, Bles, Fitzau.

Sports Car Race

Up to 1,100 c.c.: **D.B.-Panhard:** Trouis. **Porsche Special:** Cappenberg, Hofmann. **Porsche:** L. Fischer, Hampel, Trenkel, Merkel, Bulla, Kornekauer, Brandt. **Fiat:** Kulzer, Gaudigs.

1,101-1,500 c.c.: **Oscas,** Said, du Puy. **Porsche:** Glockler, Herrmann. **Porsche Special:** Hezemans. **Kieft:** Brandon. **Kieft-M.G.:** Griffith, Keen. **M.G.:** Gast, van der Lof. **BMW:** Hammernick, Bechem, Rosenhammer. **Veritas:** Adolff, Lautenschlager, Wahlberg. **Lancia-Egb.:** Muller, Fischaber. **Gordini:** Dieu, Bourelly. **Borgward:** Brudes, Klenk.

SECOND TIME NUCKEY

British Formula 3 driver wins for second year at Falkenberg, Sweden, before 40,000

DRIVERS representing seven different nations took part in the "West Coast" race meeting, held on Sunday, 19th July, near the small Swedish town of Falkenberg. The race was run in two heats, the best drivers qualifying for a 10-lap final over the 2½-mile circuit. R. Nellemann of Denmark won heat 1 comfortably with his Cooper after T. Larsson's Effyh had led for three laps, then spun round and retired.

Heat 2 was an easy victory for Rodney Nuckey in his Cooper, Curt Lincoln, the Finnish Cooper driver, getting in second. In the Final, Nuckey took the lead from the start, although Lincoln tried hard, hanging on to the green car for four laps, then dropping back to finish second, 9.4 secs. behind. The German, Kurt Kuhnke, also Cooper-equipped, was third.

Swedish drivers were outpaced by the foreign opposition, seventh position being the best achieved by a home-based competitor. A few new Formula 3 cars to supplement the now ageing Effyhs might well inject new vigour into Scandinavia's Formula 3 events.

HANS FRIES.

THE Third Annual Conference of the Association Internationale de Directeurs de Circuit will be held at the Nürburgring from 26th/30th September.

W. R. BAIRD

IT is with sincere regret that we announce the death of W. R. Baird, as the result of injuries sustained in a practice crash at Snetterton last Saturday. Bobbie Baird made his racing début with an M.G. in the early 'thirties, and competed regularly and enthusiastically, not only in Irish events, but in Grands Prix throughout Europe. Although in a position to acquire the best of factory-built cars, he preferred to race specials made in his own workshop at Belfast, where he was Chairman and Managing



The late W. R. (Bobbie) Baird.

Director of the *Belfast Telegraph*. His was a mercurial disposition, of a type more common amongst Continentals, and it was often his lot to establish the fastest lap of the day, only to retire later in the race. Some of his performances since he turned his attention to Ferrari cars—in the 1951 Tourist Trophy and, more recently, in this month's Leinster Trophy Race—will long be remembered.

At least one small motoring club has survived a difficult period as a result of Bobbie Baird's generosity, and he was no less open-handed with the youthful enthusiast who wanted advice, assistance, or the opportunity to drive one of his cars. His well turned-out *entourage* and his amiable eccentricities were a feature of every local speed event, and his untimely death is a sad blow to the Ulster motoring fraternity. To his young wife and two children, we extend our deepest sympathy.

CARAVANS AT GOODWOOD

B.A.R.C. MEMBERS bringing caravans for the Goodwood "Nine Hours" on 22nd August will have special parking space allotted them for practice and race days. Admission charges, for car and caravan, for the entire or part period, are £1 10s. for those with current B.A.R.C. Goodwood season car labels, and £2 for other members.

Unreserved space for caravans will be available for the same 3-day period (Thursday, Friday, Saturday) at £1. Application for admission labels, with remittance, to the Gen. Sec., B.A.R.C., 55 Park Lane, W.1, before 19th August.

THE MONTE CARLO RALLY

New Features for 24th Event

REGULATIONS have just been received for the XXIVth Rallye Automobile Monte Carlo, which starts on 18th January, 1954, and ends on 25th January.

New features include an Athens starting point, the overall average speed increased to 55 k.p.h., and a regularity speed test on the Gap—Monte Carlo section.

Starting points are: Athens, Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm. The average speed for all competitors will be 55 k.p.h., except for the 264 kiloms. Gap—Monte Carlo section, where the speed will be governed by the rules of the regularity test. Distance between the five controls in this section are: 1st, 126 kiloms.; 2nd, 12; 3rd, 67; 4th, 59. Competitors may choose any average speed between 50 and 65 k.p.h., the speed averaged on the 2nd section being taken as the basic speed in determining the formula. The formula itself is:—

$$P = \frac{t + e1 + e2 + e3}{10} + 10u$$

The letter "t" represents in seconds the time taken to cover the 12 kiloms section (Col de Lecques); e1, e2 and e3 represent the difference between the time actually taken to cover each of the other sections, and the time which would have been recorded had they covered the aforementioned sections at the same speed as the 12 kiloms. section.

Competitors have to cover No. 2 section between 50 and 60 k.p.h., i.e., 864-665 secs., which represents "u". Thus:—

- (1) If "t" is within those limits "u" = 0.
- (2) If "t" exceeds 864 secs. (under 50 k.p.h.), "u" = difference between "t" and 864.
- (3) If "t" is less than 665 secs. (over 65 k.p.h.), "u" = difference between 665 and "t".

The first 100 competitors in general classification of the road section will take part in a speed-performance test on the Monaco G.P. circuit (3.145 kiloms.). Results will be calculated on:—

$$S = t \times \frac{C}{C + 150}$$

C = cylinder capacity in cubic centimetres.

t = time of best laps in seconds and tenths of seconds.

There will also be a speed hill-climb (not counting for classification in the rally), for which competitors will be selected by the organizers.

Applications for entries close on 26th October, 1953; qualification of candidates by national automobile clubs on 29th October, 1953; entries close on 11th November, 1953. Entry fees are 30,000 francs per car (including personal and third party insurance).

The event is confined to touring cars, regulations defining which will be issued in the final regulations available in August, 1953. Any further information can be obtained from XXIVth Rallye Automobile Monte Carlo, Commission Sportive, Avenue de Monte Carlo, Monte Carlo.

Sports News—continued

EDWARDIAN RACERS AT BRANDS HATCH

As an interval attraction during the Half-Litre race meeting at Brands Hatch on August Bank Holiday, an invitation handicap for Edwardian racing cars is to be held. This will constitute the finest gathering of such machines that has ever been seen, and should certainly provide a contrast to the 500 c.c. cars. The vehicles range in size from Lord Charnwood's 3-litre Delage to Bob Ewen's 12-litre Itala, and in age from Francis Hutton-Stott's 1902 De Dietrich to B. M. Samuelson's 1914 Peugeot.

Famous cars include the Hutton and Sunbeam that won the T.T. in 1908 and 1914 respectively, and the Delage that was victorious in the 1911 Coupé de L'Auto. All the old controversies, such as chain drive versus shaft, may again raise their hoary heads, and this event should certainly provide motor racing with a difference.

JOHN V. BOLSTER.

EIRE'S INTERNATIONAL ROAD RACE

THIRTY laps (148 miles) of the 4.94-mile long Curragh Circuit will constitute the full distance of the Wakefield Trophy race meeting which the Irish Motor Racing Club will stage on Saturday, 12th September.

Both scratch and handicap classes will be incorporated in this event, the latter being effected by a combination of credit laps and time allowances, based on the promoters' estimate of the speed capabilities of individual cars and drivers. The entry list is open until Monday, 24th August. Secretary of the meeting is T. J. Duffy, I.M.R.C., 37 Exchequer Street, Dublin.

Previous Wakefield Trophy winners are: Anthony Powys-Lybbe (Alfa Romeo) in 1949; Duncan Hamilton (Maserati) in 1950; Stirling Moss (H.W.M) in 1951, and Ian Stewart (Jaguar), last year.

SUSA-MONT CENIS HILL-CLIMB

WILLY DAETWYLER, of Switzerland, driving a 4½-litre Alfa Romeo, beat Umberto Maglioli (Ferrari) of Italy and Hans Stuck (AFM) of Austria in the recent International Susa-Mont Cenis Hill-climb. His time of 13 mins. 51.8 secs. constitutes a new record.

Stagnoli (2.7 Ferrari) was fourth, Macchieraldo (1½-litre 4CLT Maserati) fifth, and the French driver André Simon sixth in a 2-litre Ferrari. Castellotti won the sports car class with a 3-litre Ferrari, narrowly beating G. Bracco, similarly mounted.

THE MONTENERO CUP

ALTHOUGH Italy's once famous Coppa Ciano road race is, of course, no longer held, the ancient seaport of Leghorn (or Livorno) still echoes to the sound of racing cars, albeit on a far shorter circuit than in days gone by. The Coppa Montenero, held there recently, is a National event for sports cars up to 1,100 c.c., with a subsidiary

class for 750 c.c. cars qualifying for the Italian 750 c.c. Championship.

The first part of the race was most exciting, there being a tremendous fight for the lead between the Oscas of Sgorbati, Venezian and Giardini, and the Stanguellini of Rossi and Sighinolfi. The Oscas lost in speed down the straights but gained through the corners, where the Stanguellini suffered considerable wheelspin on acceleration.

The pace soon told; Venezian's Osca disappearing, followed a lap later by Sighinolfi. Then Rossi's Stanguellini seized its gearbox, and the race ran out a 1-2-3 success for Osca, in the order Sgorbati (at 86.578 k.p.h.), Giardini, Bini, followed by Brandi and Ricci with Erminis.

In the 750 c.c. event, Casella (Stanguellini) led easily for two-thirds of the race. He then missed a gear, breaking a valve spring and, incidentally, the rev. counter, which went up to 10,000 r.p.m. and stayed there! Leonardi (Giaur) went on to win despite a failing motor, chased in by Berardo Taraschi (Giaur), Bandini (Bandini) and Zannini (Giannini). The winner's average was 82.523 k.p.h.

THRUXTON

TONY ROLT (Connaught), Peter Walker (Cooper-E.R.A.), Ian and Jimmy Stewart (Ecurie Ecosse Jaguars), Geoffrey Richardson (R.R.A.) and Cliff Davis (Tojeiro) are prominent names in an excellent list of entries for the Bristol M.C. and L.C.C.'s meeting at Thruxton on Bank Holiday Monday. The five races in the programme are for sports cars up to 1,500 c.c. (15 laps), over 1,500 c.c. (15 laps), Formula 2 racing cars (20 laps), Formula 3 (20 laps) and *Formule Libre* (30 laps).

First race is at 12.30 p.m. The Thruxton circuit is near the town of Andover (off A303), in Hampshire.

THE JOHORE G.P.

THIS Sunday, 2nd August, is Malayan racing enthusiasts' big day, when the annual Johore G.P. takes place over 40 laps of a very enterprising 2-mile road circuit. Jaguar and Allard J2 sports cars, plus possibly a DB3 Aston

Martin, will oppose various Malayan specials and one or more Coopers.

MOTOR RACING IN MADAGASCAR

MADAGASCAR, that enormous island off the east coast of Africa, would not seem a likely place for the staging of a motor race, but in point of fact the French populace in the town of Antananarivo are exceptionally keen, and the meeting promoted by the A.C. de Madagascar last June proved a great success.

Not unnaturally the event was for sports and touring cars only, racing machinery being non-existent on the island. A short, winding course, 1.7 miles long, had to be covered 50 times, making a distance of 85 miles to be covered. Amongst cars competing were small Renaults and Dyna-Panhard's, Simca Arondes, Renault Frégates, an A40 Sports Austin, D.B.-Panhard's, Hotchkiss and Talbot.

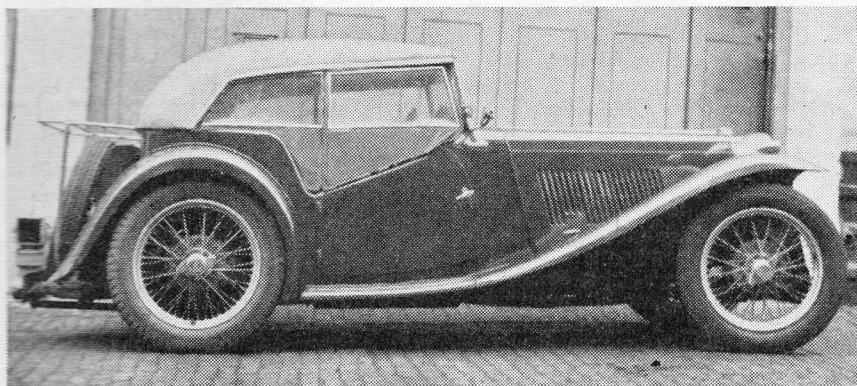
A sports version of the Simca Aronde driven by Moretti won the 1,100-1,500 c.c. class from Ratinaud (Simca); Redon (D.B.-Panhard) beat two Frégates home in the 2-litre category, while the unlimited class went to Saulnier (Talbot), who set up a circuit record at 60.49 m.p.h. Second was Lavigne (Hotchkiss).

A Le Mans-style endurance race, to be known as the Four Hours G.P. of Antananarivo, is being planned for later in the year, to be contested over the Ivato circuit.

BANK HOLIDAY DAVIDSTOW

A VERY full programme of racing will be seen at Davidstow, North Cornwall, on 1st August. Formula 3 entries include Don Parker (Kieft), Les Leston (Leston Spl.), Stuart Lewis-Evans ("Beart" Cooper), Don Truman (Cooper), J. K. Brise (Arnott) and about 20 others. In the 1½-litre sports class we find Peter Jackson (Lester-M.G.), A. T. Currie, Nigel Allen and Colin Chapman (Lotus Specials), H. H. Gould (Cooper-M.G.) and C. M. Clairmonte (Clairmonte). The larger sports car class will see Jaguars, Allards, Healeys, Frazer-Nashes, a Delahaye and possibly a "works" Aston Martin.

Further details can be had from Cornwall Motor Racing, Ltd., Sherwell House, Plymouth. Davidstow is near Launceston.



Fibreglass hard-tops for sports cars are becoming increasingly popular. Here is an example fitted to an M.G. TC by Universal Laminations, Holland Park Mews, London, W.11. Hard-tops are available also for M.G. TDs and XK 120 Jaguars.

EVIAN—MONT BLANC—MEGÈVE

Salvi/Cannac (Panhard) Outright Winners: A.V.-M. and Mrs. Bennett (Jaguar)
and R. Flower (M.G.) Only British Finishers in Difficult French Alpine Event

WATCHING the leisurely arrival of "Alpine" competitors at Val d'Isere, Marcel Becquart was heard to remark: "No one will get through my rally clean!" The rally in question was the 7th International "Evian", and 71 competitors set off in pouring rain on 23rd July on a course which looked perfectly frightening even on a small-scale map.

Fog on the "Forclaz", and lashing rain on the "Revere", made certain that Becquart and the A.C. de Mont Blanc folk had the weather on their side when it came to sorting out the field. During the first two stages, withdrawals were announced with monotonous regularity.

In its present form, the "Evian" is nothing short of a 36 hours road race around the French Alps, non-stop apart from a short breather during the night after the second stage. The variety of road conditions is astonishing. One moment it is necessary to do brisk cornering through such towns as Chambéry; the next, one finds oneself having to achieve four-wheel-drifts round farm tracks.

Naturally such an event relies extensively on the full co-operation of the local gendarmerie. However, it was always a toss-up whether or not the blue-uniformed gentry would gaily wave one on, or stop the car and deliver a lengthy homily on "défense de parler au Wattman." Nevertheless there were no kicks against the organization, and in the majority of places the entire population turned out to give competitors an enthusiastic reception.

The British contingent was minus certain well-known "Evian" regulars, such as Roy Clarkson, Nancy Mitchell, Mrs. Needham, and Mr. and Mrs. Harry Sutcliffe. On the other hand, A.V.-M. "Pathfinder" Bennett and Mrs. Bennett, Cyril Wick and E. A. L. Snow were Jaguar-mounted, and Dave Price followed Jack Newton's example in the 1953 "Monte", by entering a British built Renault against the French editions. I was in the M.G. TD, which ran so well in the "Alpine", and went straight on this event with only the merest look-over. Nahum's co-driver in his Aston Martin was the one-armed George Smith, who accompanied him on the "Tulip".

The First Section

First section comprised a night run of 478 kilometres, starting from Evian and finishing at Val d'Isere. The 36 kilometres section from Martigny to Le Praz de Chamonix over the "Forclaz" and the "Montets", would have been tight enough in good weather. With fog and driving rain, maintaining the required average was almost impossible—particularly for the larger cars. Only three crews reached Le Praz without penalty: Salvi/Cannac (Panhard), Guiraud/Jumas (Peugeot) and Laroche/Radix (Osca). Rain and poor visibility kept on during the night, and even many local drivers got themselves lost. Practically every car paid an interesting, but entirely unnecessary visit to the observatory on the summit of Mt. Revard,

and a number went wrong at Rumilly and Annecy. No serious incidents were reported, but Ziegler/Mlle. Orsat (Jowett) argued with a telegraph pole near Regnier, and Milles. Pagot and Filloux inverted their Renault in the same area. Near Sallanches, the Mermet/Berra Simca hurtled past my M.G., and ran out of road with Gallic fervour. Conveniently enough this operation took place within a hundred metres of the Mermet household!

Many Retirements

After a breakfast halt at Val d'Isere, the second section began with the Col de l'Iseran, which is the highest pass in Europe, topping the Stelvio by a couple of feet. Competitors then negotiated the Galibier, Lauteret and Izouard passes in quick succession, continuing with an agricultural detour via the narrow goat-tracks of the Dauphiné area—and a particularly tricky little effort known as the Col du Noyer. The majority failed to make Pont Haut control in time, and further difficulty was experienced on the next 45 kilometres through Pont du Pretre and La Morte, to Sechillienne. However, it was all very picturesque.

By the beginning of Section Two, the field had been reduced to 36, and another five dropped out during the day's run. Delliere (Simca) lost his brakes on the Izouard Pass, accomplished several somersaults, but managed to get his car on the road again to reach Guillestre control with little head-room and no glass—only 19 minutes late!

After a brief night stop the third section took off from Evian, and in brilliant Alpine sunshine the convoy of now rather tired machinery toiled up the cols du Cou, Marais and Esserieux, to Annecy and then the Leschaux, des Pres, Granier, Cucheron and Porte passes to Grenoble; after which a detour was made to include the Alpine and Liège-Rome-Liège favourites, the Glandon and Croix de Fer. A timed dice over the Col des Saissis, destined to eliminate any intrepid souls still clean, fell flat, as practically everyone made it on time, to the well-ventilated disgust of the organizers! Only one entry, Salvi (Panhard), was penalized at this stage and careful examination of his car revealed an ominous scratch on a rear mudguard, which set him back 20 points. Three anxious competitors who were 30 points down eloquently declared that yet another scratch was visible on a second fender (which would have cost Salvi another 20 points and put them in the money), and at this juncture opinion ran so high that the harassed organizers called in four British competitors, as impartial judges, to decide the matter. Examination by magnifying glass failed to reveal the required damage, and consequently Salvi on the Panhard was declared outright winner with 20 points penalization.

Of the British teams only two completed the circuit. They were my own M.G., which lost an aggregate of 140 points and Air Vice-Marshal Bennett's Jaguar, which lost 310 points. Bennett,

who suffered from a host of minor worries during the last stage, was placed first in the Unlimited class.

So thin on the ground were certain categories that finishers were almost certain of gaining some sort of a "coupe", and it appears, to the perhaps not altogether disinterested viewpoint of your correspondent, that the fiercest competition for class placing was in the 1,500 c.c. category, in which battle royal was waged between Fontaine (Porsche Super 1,500), Laroche (Osca) and my own M.G. Mk. II. At the moment of writing it appears likely that the final placing will be in the above order, although the eligibility of the Osca, which turned turtle at a corner on the hill-climb at Megève, and was liable to disqualification, is still in doubt.

Three special tests took place concurrently with the road trial, for which all competitors who had started from Evian, whether still in the Rally or not, were eligible to take part. These were the hill-climb up the Col du Colombier, the Acceleration test at Evian and the final hill-climb at Megève up the Mt. Jaillet. The best time for the Colombier was put up by Cyril Wick in Snow's Jaguar; Vegler's Ferrari won the speed test at Evian, and was also the fastest up the Jaillet, beating Wick's XK 120 by 1½ secs.

In all, only 25 crews finished, of which 20 were French, two Swiss, two British and one Dutch. The last-named, M. and Mme. Marx (Ford), lost the immense total of 940 marks, but struggled on to the finish. The "Evian" can surely lay claim to be one of the world's toughest rallies, despite being comparatively short.

RAYMOND FLOWER.

Provisional Results

General Classification

1. Salvi/Cannac (Panhard), 20 marks lost.
2. Bonaldy/Cognet (Citroën 15).
3. Fontaine/Munger (Porsche).
4. Douchet/Berseau (Panhard).
5. Laroche/Radix (Osca).
6. Genoud/Derolland (Simca).
7. Pilliat/Freiss (Panhard).
8. Millet/Funel (Simca).
9. Botchaco/Bieheron (Simca).
10. Lavollay/Metin (Peugeot).
11. Renfer/Rossat (Peugeot).
12. M. and Mme. Parsy (Panhard).
13. Baiolle/Lecomte (Peugeot).
14. Flower/Orfanelli (M.G.).
15. Regy/Hornard (Panhard).
16. Deiardin/Delerüe (Panhard).
17. Epprecht/Schaad (Porsche).
18. A.V.-M. and Mrs. Bennett (Jaguar).
19. Regamey/Davier (Panhard).
20. Vegler/Giraud (Ferrari).
21. Slotine/Mercier (Simca).
22. Renaud/Bailly (Panhard).
23. Bougerolles/Guillemoteau (Peugeot).
24. Ghesquiere/de Beauquesne (Delahave).
25. M. and Mme. Marx (Ford).

Special Awards

- Coupe R. K. N. Clarkson:** Flower/Orfanelli (M.G.).
- Coupe de l'A.C. de Suisse:** Fontaine/Munger (Porsche).
- Coupe du R.M.U. de Liège:** Verbustal/Fricq (Singer).
- Coupe de l'A.C. du Rhône:** Renaud/Bailly (Panhard).
- Coupe de l'A.C. de Savoie:** Salvi/Cannac (Panhard).
- Coupe du Président de C.S. de l'A.C.M.B.:** Millet/Funel (Simca).
- Coupe de M. Chevallier (Team Award):** Ecurie Nord (Panhard).
- Coupe de M. Bompard (Coupe des Dames):** Mmes. Francois/Largert (Renault).
- Coupe du Casino de Megève:** M. and Mme. Parsy (Panhard).

WINNING PICTURE: An excellent impression of Charles Headland (Kieft), John Brown (Martin Spl.) and Don Gray (Kieft) going into South Tower Bend. It depicts clearly the action of the rear suspension on all three swing-axle cars. Submitted by W. E. Tasker.

coming into South Tower Bend is well worth studying, as the action of the rear suspensions is of absorbing interest from a technical angle. Mr. Tasker's photograph therefore gains the first prize of £5 5s. 0d.

The same photographer also submitted other pictures, any one of which could have gained a prize. However, in fairness to other competitors, it was decided to award a consolation prize of £1 1s. 0d to R. S. Drewitt, Fenners', Merley, Wimborne, Dorset, for his picture of Headland's Kieft taking to the grass at South Tower Bend.

The interesting thing about this entry is that the photographer is a schoolboy at Tonbridge School, and the headmaster generously permitted a party of the boys to go to the Half-Litre meeting at Crystal Palace for the day. It may be some consolation for this sporting "head" to know that at least one of his boys had a reward for enthusiasm.

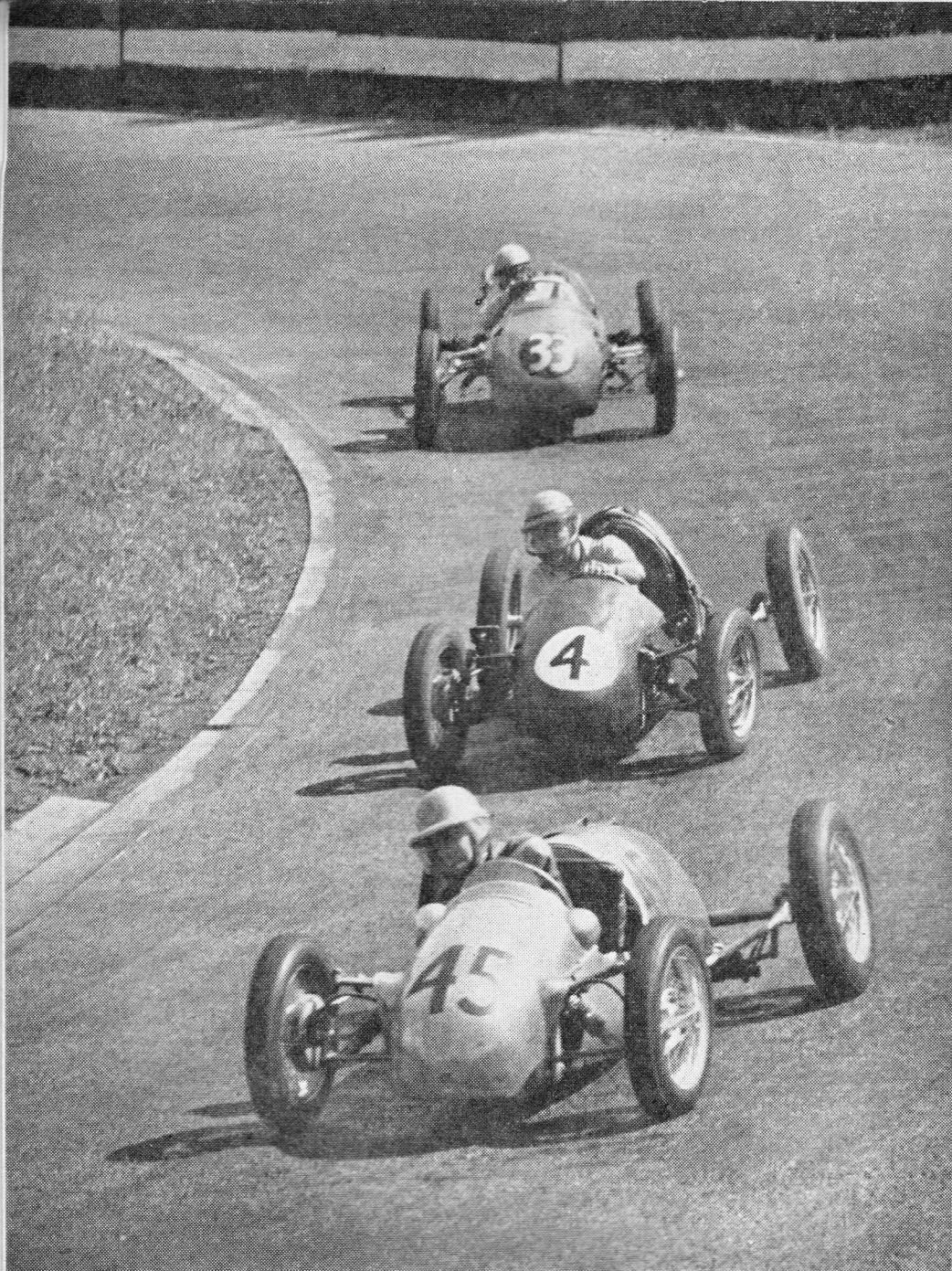
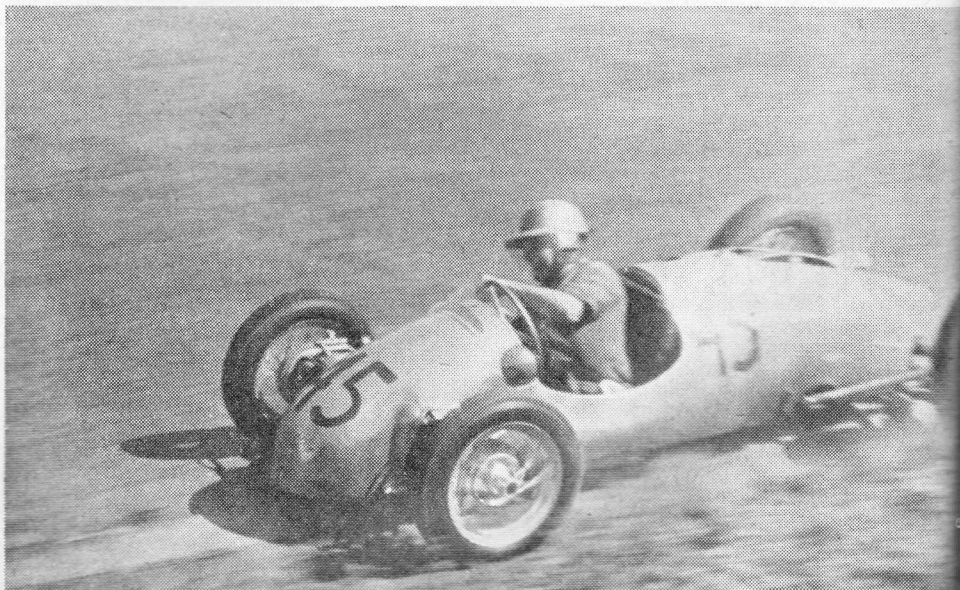
"UMBRELLA" insurance policy has been taken out by the Half-Litre Club under which all Formula 3 drivers at H.-L.C.C. meetings are covered against racing accident by a maximum of £500, with scaled benefits. Payment is made partly by the driver (10s. from his starting money) and remainder by the Club.

CRYSTAL PALACE CAMERA CONTEST

Results of "Autosport" Motor-Racing Photograph Competition

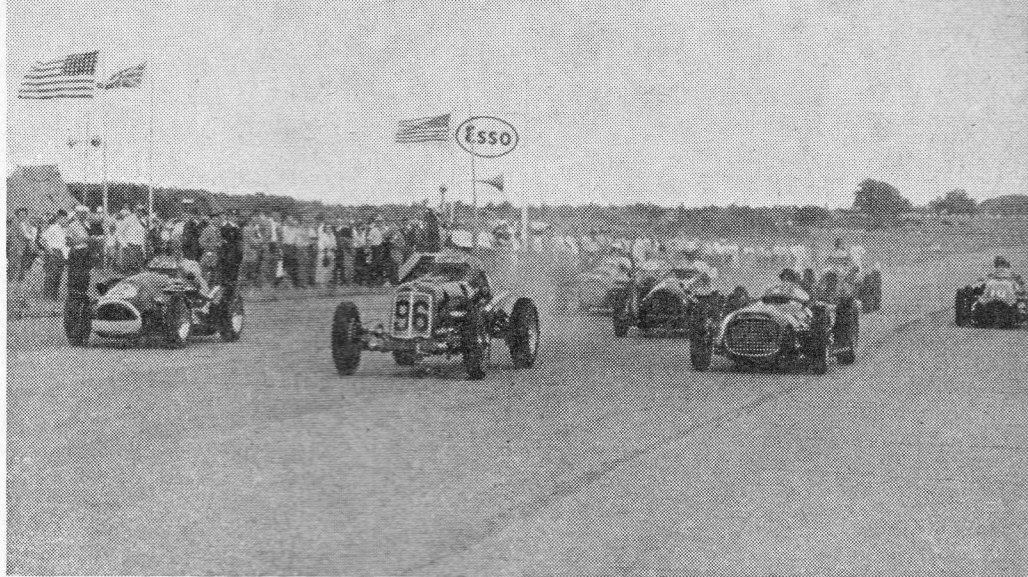
SUCH an overwhelming entry was received for AUTOSPORT'S Crystal Palace Camera Contest that the task of the judges was made extremely difficult. After deliberation, it was decided that Mr. W. E. Tasker, of 14 Whitehall Road, Woodford Wells, Essex, had submitted the best picture taken from any of the public enclosures. His shot of the three swing-axle cars

CONSOLATION PRIZE: Charles Headland again—this time taking to the grass with his Kieft at South Tower Bend. Submitted by R. S. Drewitt.



FORMULE LIBRE: (l. to r.) Tony Rolt (Connaught), Ron Flockhart (E.R.A.) and Ken Wharton (B.R.M.) at the start of the Snetterton event. Behind can be seen Geoffrey Richardson's R.R.A. and Leslie Marr's Connaught.

LAST Saturday's Aston Martin L.O.C. United States Air Force Trophy meeting was an outstanding success in every way. A large crowd—probably the biggest that has yet attended the East Anglian motor-racing centre—saw a day of first-class racing, made memorable by the presence of a B.R.M., with which Ken Wharton won two races, and set up a new Snetterton lap record in 1 min. 47.4 secs., 90.50 m.p.h.



STAR-SPANGLED SNETTERTON

Ken Wharton (B.R.M.) Smashes Lap Record at U.S.A.F. Trophy Meeting—Ron Flockhart (E.R.A.) Laps at 90 m.p.h.—Another Win for Reg Parnell (Aston Martin)—Tony Rolt (Connaught) Captures F2 Race

Nevertheless, Wharton had plenty of opposition in the shape of the ex-Mays D-type E.R.A., superbly driven by Ron Flockhart. The latter can also claim the proud honour of a 90 m.p.h. lap on the tricky circuit.

Tony Rolt (Connaught) and Bob Gerard (Cooper-Bristol) had a 15-lap tussle for the U.S.A.F. Trophy, victory going to Rolt in a race which kept the crowd on tip-toes of excitement from the fall of the flag. Reg Parnell chalked up another victory for Aston Martin in the over 2,000 c.c. sports car event, in which American driver Major John Farrow (Jaguar) was runner-up. Don Parker (Kieft) had a comparatively easy win in the F3 race, a feature of which was the close finishes for places.

Unhappily Bobbie Baird was involved in an accident, when his 4.1-litre Ferrari overturned at Riches Corner during the morning practice

session. It came as a terrible shock to his many friends to learn that the popular Belfast driver had succumbed to his injuries.

* * *

WITH the Stars and Stripes flying proudly beside the Union Jack, Snetterton circuit welcomed the presence of many hundreds of American servicemen for the United States Air Force Trophy meeting, organized by the A.M.O.C. The 3rd U.S.A.F. must have bribed their various "met men", for the weather was perfectly glorious. As a result, long queues of cars converged on the circuit, and every possible vantage point was crowded to capacity by eager enthusiasts.

The day opened with a half-hour regularity contest for touring and sports cars, in which drivers were given a set speed, varying from 32.4 m.p.h. for an Austin Seven, to 59.4 m.p.h. for the faster sports cars. During the event, all cars had to make a pit stop to remove a wheel. Competitors were penalized for early or late arrival.

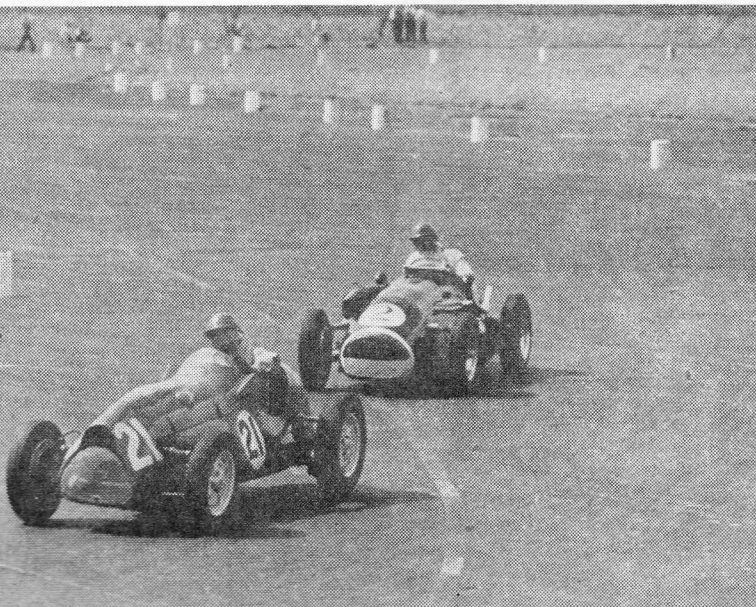
S. C. Norman (Austin Seven) put up the best performance in the touring

group with 2 secs. penalty. Stuart Lewis-Evans (Morris Minor) was runner-up with 3 secs. Jimmy Caprara (Alfa Romeo) won the sports car section with 4 secs. penalty, while second place resulted in a tie by three drivers, all with 6 secs. To the delight of the American contingent, J. Farrow (Jaguar) of the U.S.A.F. was one of them.

In the 10-lap Formula 3 race, Don Parker made a wonderful start from the rear of the grid, to take a lead which he never lost. The 1952 AUTOSPORT champion lapped at 2 mins. 1.2 secs. (80.12 m.p.h.), a figure which was equalled by Stuart Lewis-Evans (Cooper). Eric Brandon (Cooper), Bob Gerard (Cooper) and Les Leston (Leston Special) were involved in a fierce battle for second place, and on the last lap there was nothing between the three of them, with Brandon pulling out through the Esses to cross the line two-fifths of a second ahead of Gerard and Leston, who appeared to have dead-heated for third place, but actually passed the timing strip with the Leicester man one-fifth of a second in front.

Reg Parnell, not in a DB3S, but the more standard machine, completely overwhelmed the opposition in the 15-lap sports car event, and lapped the entire field. Major John Farrow (Jaguar XK 120), after a slowish start, came through to take an unchallenged second place, E. Proteroe (Jaguar XK 120) being unable to hold the American driver who swept past him on the third lap. Despite an excursion into the cabbage patch at Riches Corner, A. C. Baxter managed to bring his red Silverstone Healey into fourth place, behind Proteroe. Although Parnell was out on his own and never pushed, he put in a lap at 1 min. 59.8 secs. (81.14 m.p.h.).

Bob Gerard (Cooper-Bristol) early took the lead in the U.S.A.F. Trophy



U.S.A.F. TROPHY: Bob Gerard (Cooper-Bristol) leading Tony Rolt (Connaught) in the Formula 2 race, which was won by the last-named.



(Above) Not only do these American enthusiasts sport their Burtonwood Auto Sport Club T-shirts, but one of them has a copy of AUTOSPORT in his hip pocket.

(Right) (l. to r.) Col. Dorrington, Bill Spear, Maj.-General Francis H. Griswold and Phil Hill—all of U.S.A.—were interested visitors to Snetterton.

Snetterton—continued

event, pursued by Tony Rolt (Connaught), Ken McAlpine (Connaught), H. H. Gould (Cooper-Bristol), Leslie Marr (Connaught), and Tony Crook (Cooper-Alta) in that order. Gerard held off Rolt for a couple of laps, but his brakes soon lost their earlier efficiency and he was caught on the approach to the hairpin on the Norwich straight. The Connaught went ahead, but Gerard soon made up the leeway, and on lap 5 was right on the tail of the blue car.

It was on this lap that McAlpine packed up, leaving Marr's Connaught in third spot. Behind, Gould and Crook were having a private battle, as were Somervail (Cooper-Bristol) and Salvadori with the sports, de Dion-axle Frazer-Nash. Fairman inadvertently switched



off the ignition when being bumped up and down in the cockpit of the Turner—the car has a duel ignition arrangement—and was absent for some time investigating the strange lack of r.p.m.

On the seventh lap, Gerard retook Rolt and held a narrow lead for four more tours. However, coming into the hairpin the engine of the Cooper-Bristol stalled, and Bob was fortunate to have sufficient momentum to restart without getting out of the car. Rolt went on his immaculate way, with Gerard never giving up the pursuit, and driving really well. Marr also impressed in his Connaught, and outstripped the rest of the field to hold a safe third place behind the leading pair. Crook's engine began to misbehave, and he dropped further and further behind Gould, who was putting up an excellent show in his recently acquired Cooper-Bristol. Salvadori gave Somervail something of a shock by making to pass the single-seater with his road-equipped car—and actually did so, only to be retaken on the straight.

Tony Rolt finally came home 2.2 secs. ahead of Bob Gerard after a thrilling struggle which had lasted the entire race. The beam on Rob Walker's face as he rushed to congratulate his driver was something to remember; the pair are certainly having a wonderful season with the Connaught! Gerard had the consolation of putting up the fastest lap in 1 min. 51.4 secs. (87.25 m.p.h.).

The pace of the de Dion Frazer-Nash was patent in the F2 event, and it occasioned no surprise to see Roy Salvadori running away with the under 2,000 c.c. sports car race. A long way behind came B. Wyatt's very Cooper-looking Frazer-Nash, and Bill Black's Le Mans Replica.

Then came the moment for which everybody had been waiting. A series of car-splitting banshee wails from the direction of the paddock heralded the

Miss Mary Griswold presenting the magnificent U.S.A.F. Trophy to Tony Rolt. The aircraft motif used on the lid was the property of her father.

presence of the B.R.M. Team manager Tony Rudd warmed up the 16-cylinder motor, whilst every available camera in the paddock area was levelled on the dark green machine. Unfortunately, when winning the *Formule Libre* race at Silverstone, Farina more or less wrecked the engine of the Thin Wall Special Ferrari, and Reg Parnell, instead of driving, became a spectator. Nevertheless, Ron Flockhart in the b'own 2-litre E.R.A. could safely be predicted to give the Owen boys a run for their money.

At the fall of the flag, Rolt (Connaught), Wharton and Flockhart moved off as one, with the B.R.M. slightly in front when they reached Riches Corner. As they swept past the paddock to complete the first lap, the irrepressible Flockhart was shadowing the shrieking



(Above) American air force officer Major Farrow (XK 120) was runner-up to Parnell in the sports car race. He is seen here pursued by E. Proteroe (Jaguar).



(Left) H. H. Gould (Cooper-Bristol), leading Tony Crook (Cooper-Alta) in the F2 event. Crook is busy dodging through the marker tins after an involuntary excursion.

the crowd will discuss for some time to come. Without a doubt, the Alfred Owen car is the greatest spectator-attraction motor-racing has ever had; people will travel miles merely to hear that fantastic exhaust note. Eventually Wharton cantered home, to win from Flockhart by over 20 secs., with Rolt firmly in third place.

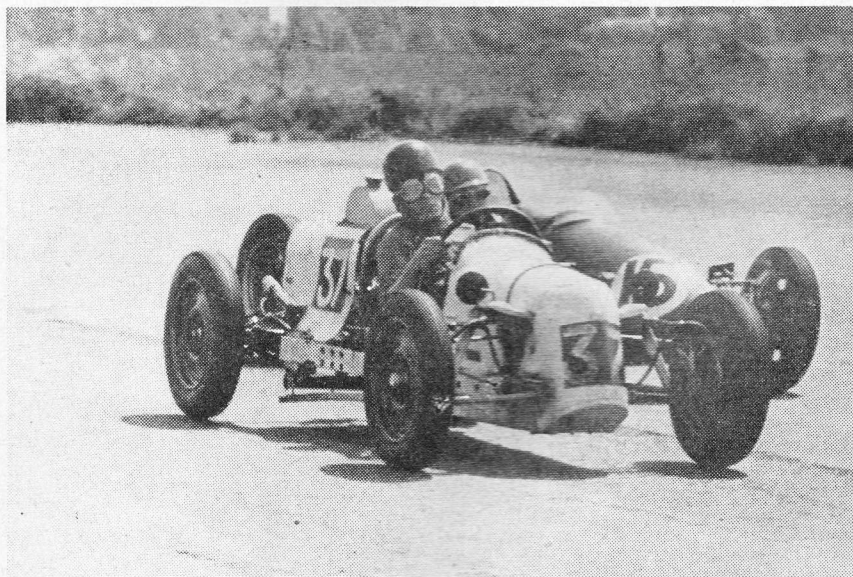
The limited lock of Goldie Gardner's record-breaking M.G. made it impossible to have the car driven round the circuit with its sharp hairpin. However, after a few production cars headed by Raymond Mays and his Zephyr had covered a couple of parade tours, out came Tony Rolt to let the crowd have a looksee at No. 18—the Le Mans-winning Jaguar.

Winding up an excellent day's racing
(Continued overleaf)

B.R.M., and Rolt had understandably dropped behind the two supercharged machines, followed by Geoff Richardson (R.R.A.), Leslie Marr (Connaught) and J. Somervail (Cooper-Bristol). Bringing up the rear were J. H. Webb (Turner), Louis Manduca (Alta) and E. N. White-way in Parnell's old B.H.W.

Wharton and Flockhart were both driving magnificently, but the B.R.M. obviously was miles an hour quicker on the straight. On his second tour, Wharton became the first driver to do a 90-m.p.h. lap at Snetterton by clocking 1 min. 48 secs. Not long afterwards, he reduced this to 1 min. 47.4 secs. Flockhart pluckily kept on, but the B.R.M. soon began to pile up an impressive lead, and Wharton had over 12 secs. in hand when they completed the 10th lap. Behind, the order remained unaltered till Webb retired on his ninth tour, putting Manduca and Co. up one place. The red of the B.H.W. had turned to russet, as streams of rusty water from the radiator plastered the bonnet—and Whiteway.

Snetterton could hardly be called a B.R.M. circuit, and Wharton showed that he has complete mastery of the car by putting up a faultless performance which



FIRST OF THE MANY: G. N. Foulger in the historic Strang "500", pioneer F3 car, being overtaken by Eric Brandon (Cooper) in the Formula 3 race, which was won by Don Parker (Kieft).

The Grand Prix of Caen

Victory for Chancel (Panhard) After Confusing Finish—Mathieson (Maserati) Makes Fastest Lap—Graham Whitehead (Aston Martin) and George Abecassis (H.W.M.) Do Well Although Out-handicapped

by Gerard Crombac

OPEN to Le Mans-type sports cars, the Grand Prix de Caen was run last Sunday to a handicap formula, on the Circuit de la Prairie on the outskirts of the city. This circuit measures 3.523 kilometres, and the race distance was 86 laps. In practice, the faster cars were lapping at around 130 k.p.h.

Although Pierre Chancel (Panhard) won, it was a most unsatisfactory finish, being another Chancel v. Bonnet affair, reminiscent of the Index of Performance at Le Mans last June. To be fair and interesting, handicap races should be exceptionally well organized, and this was hardly the case at Caen. Information made available to the public and to competitors was so sparse as to be scarcely existent!

Seventeen cars faced the starter, the two D.B.s of Moynet and Bonnet, and the Panhards of Plantivaux and Chancel being the limit cars. Veuillet's 1,100 c.c. Porsche, with a handicap of 9 mins. 24 secs., didn't start until the odd-looking little Panhard of Plantivaux had completed its fourth lap—in the lead. Five laps had gone when Peron's Osca joined the fray (handicap, 10 mins. 35 secs.), but soon stop-watch timing revealed that the Osca could do little against the remarkable speed displayed by the Panhards. The pair of them, leading in turn, were lapping around the 115 k.p.h. mark, closely followed by the D.B.s.

Rouen winner Bob Said (Osca) was on the 16 mins. 3 secs. mark. His car bore the insignia "Ecurie Yankée"—an enterprising French painter having added the acute accent. Said and Mières (Gordini) were race favourites, but the former came completely unstuck at the fast bend past the grandstand, and overturned three times. Peron in the other Osca was unlucky enough to arrive at the same time; blinded by flying dust and straw, he spun right round and charged the fences, bending his motor-car quite considerably. Both Osca's were rendered *hors de combat*, but apart from the loss of his bright red overalls, Bob Said was uninjured, and Peron also escaped with a shaking.

Olivier (Porsche), who was suffering from blood-poisoning, had to stop for medical attention. Veuillet's machine went out with a broken fan-belt. The Swedish driver Sam Gillberg (Frazer-Nash), on the 2 mins. 36 secs. mark, went off very slowly and continued to do so. In direct contrast was T. A. S. O. Mathieson, in the Scuderia della Guestella Maserati, prepared by Cattaneo. Starting off 22 mins. 3 secs. after the limit men, he shot off some 11 laps behind the leading Panhard. Soon he was circulating at great speed, and was shortly credited with a lap record of 1 min. 35 secs. (133.506 k.p.h.). Also 11 laps behind came Roberto Mières, whose spirited handling of the Gordini was one of the day's highlights.

However, as the remaining drivers were chatting, waiting their turn to start, there was a hissing noise. One of the Gordini's tyres had deflated. There was nothing for the unfortunate Argentinian

to do but to complete a lap with a flat tyre, and then change the wheel. This took a minute, after a slowish lap.

Crespin's brand-new 2.5 Gordini went out shortly after his start with falling oil pressure. Jean Lucas took out the 8-cylinder, 3-litre car (28 mins. 28 secs.), but the road-holding of this machine does not match the fantastic speeds of which it is capable. Lucas, gritting his teeth, kept on going, despite a few revolving acts.

Next off were Graham Whitehead (Aston Martin) whose car, heavier than the 8-cyl. Gordini, had mysteriously been given a more severe handicap. With 15 laps of arrears, George Abecassis set off in the H.W.M., six seconds behind Whitehead. Last away was Pierre Levegh (Talbot), whose race didn't last long, a locking rear brake making the car unmanageable on the tricky circuit.

Despite the brilliant driving of Mières, it was evident that he could not possibly catch the Panhards. Drenching rain and a slippery surface made his task even more impossible, but nevertheless, after 25 laps, he managed to lap Mathieson's Maserati, but had gained only two laps on the leading Panhard. With 61 to go, he was nine behind the leader.

The rain caused many drivers to go on involuntary excursions to Caen's surrounding countryside, including Plantivaux who retired with a battered front-end and peculiar steering. Chancel stopped at his pit, and Moynet went into the lead. The last-named also joined the "revolvers club", and walked back to the pits. After 60 laps, the race position was:—1, Bonnet (D.B.); 2, Chancel (Panhard), 5 mins. 40.2 secs. behind; 3, Mières (Gordini) five laps behind; 4, Mathieson (Maserati) five laps behind.

Both British cars were a long way behind, and Abecassis lost about three laps trying to discover why his car steered an erratic course. This was traced to a lifting tyre tread. Bonnet stopped to obtain a vizor, and said that he was worried about his fuel position—no additional fuel being permitted.

Everybody prepared to cheer Bonnet as the winner, but Chancel was announced as having gained the G.P. Bonnet pushed his car home with a dry tank after being flagged as winner, and this was more than confusing! Mières took third place, and Mathieson fourth. The last named was unlucky enough to overturn his Maserati during the extra lap after the finish, damaging the car considerably and cutting his face.

RESULTS

Sports Cars

1, Chancel (Panhard), 2 hrs. 53 mins. 17.2 secs., 104.905 k.p.h. (65.18 m.p.h.). 2, Bonnet (Panhard-D.B.), 2 hrs. 53 mins. 27 secs.). 3, Mières (Gordini), 2 hrs. 55 mins. 17 secs. 4, T. A. S. O. Mathieson (Maserati). 5, Graham Whitehead (Aston Martin). 6, Jean Lucas (Gordini). 7, George Abecassis (H.W.M.). 8, Gillberg (Frazer-Nash).

Fastest Lap: Mathieson, 1 min. 35 secs., 133.506 k.p.h. (82.96 m.p.h.).

Touring Class

Up to 750 c.c.: 1, J. Cornet (Panhard-D.B.), 102.341 k.p.h.

751-2,000 c.c.: 1, Barthe (Simca), 105.464 k.p.h.

Snetterton—continued

came a rather poorly supported U.S.A. invitation 10-lap race. With long distances to travel back, many of the racing cars were already *en route* for home, and others were loaded on their lorries. The organizers could dig up only five starters, headed by Wharton (B.R.M.) and Flockhart (E.R.A.). The Edinburgh driver got much closer to Wharton on this occasion, lapping at 1 min. 48 secs. in the process. After hanging on to the B.R.M. for seven laps, the E.R.A. motor went sick, and instead of finishing an easy second to Wharton, Flockhart was passed on the last lap by Leslie Marr's Connaught. Far behind came Wyatt's Frazer-Nash, and Whiteway's smoke-producing B.H.W., which still continued to spray its unfortunate driver with rusty water.

G.

RESULTS

Reliability Trials

Touring: 1, S. C. Norman (Austin 7), + 2 secs. 2, S. Lewis-Evans (Morris Minor), + 3 secs. 3, R. F. Waring (Ford Consul) and L. M. K. Janke (Morris Minor), + 5 secs. 5, A. Baker (Land Rover), + 7 secs.

Sports: 1, G. Caprara (Alfa Romeo 2½-litre), + 4 secs. 2, W. A. McMillan (F.N./BMW), J. Farrow (Jaguar XK 120) and C. D. Boulton (Silverstone Healey), — 6 secs. 5, D. S. Boston (Jaguar XK 120), + 11 secs. 6, D. Edwards (Aston Martin Inter.), + 14 secs.

Formula 3 (10 laps)

1, D. Parker (Kieft), 20 mins. 34.6 secs., 78.73 m.p.h. 2, E. Brandon (Cooper), 20 mins. 39.8 secs., 78.40 m.p.h. 3, F. R. Gerard (Cooper), 20 mins. 40.2 secs., 78.38 m.p.h. 4, L. Leston (Leston Special), 20 mins. 40.4 secs., 78.36 m.p.h.

Fastest Lap: D. Parker, S. Lewis-Evans (Cooper), 2 mins. 1.2 secs., 80.12 m.p.h.

Sports Cars, Over 2,000 c.c. (15 laps)

1, R. Parnell (Aston Martin DB3), 30 mins. 22.2 secs., 80.01 m.p.h. 2, J. Farrow (Jaguar XK 120), 32 mins. 18 secs., 75.23 m.p.h. 3, E. Proteroe (Jaguar XK 120), 14 laps. 4, A. C. Baxter (Healey Silverstone), 14 laps.

Fastest Lap: Parnell, 1 min. 59.8 secs., 81.14 m.p.h.

Formula 2 (15 laps)

1, Tony Rolt (Connaught), 28 mins. 21.2 secs., 85.70 m.p.h. 2, Bob Gerard (Cooper-Bristol), 28 mins. 23.4 secs., 85.59 m.p.h. 3, Leslie Marr (Connaught), 29 mins. 31.0 secs., 82.33 m.p.h. 4, H. H. Gould (Cooper-Bristol), 29 mins. 43.8 secs., 81.74 m.p.h.

Fastest Lap: Gerard, 1 min. 51.4 secs., 87.25 m.p.h.

Sports Cars, Under 2,000 c.c. (15 laps)

1, Roy Salvadori (Frazer-Nash), 30 mins. 48.8 secs., 78.85 m.p.h. 2, B. Wyatt (Frazer-Nash Mk. II), 31 mins. 34.6 secs., 76.96 m.p.h. 3, Bill Black (Frazer-Nash), 14 laps. 4, H. H. Gould (Cooper-M.G.), 14 laps.

Fastest Lap: Salvadori, 2 mins. 0.6 secs., 80.60 m.p.h.

Formule Libre (15 laps)

1, Ken Wharton (B.R.M. S), 27 mins. 23.8 secs., 88.79 m.p.h. 2, Ron Flockhart (E.R.A. S), 27 mins. 44.6 secs., 87.60 m.p.h. 3, Tony Rolt (Connaught), 28 mins. 24.4 secs., 85.55 m.p.h. 4, Geoffrey Richardson (R.R.A. S), 28 mins. 49.4 secs., 84.31 m.p.h.

Fastest Lap: Wharton, 1 min. 47.4 secs., 90.50 m.p.h. (Circuit Record).

U.S.A. Invitation Race (10 laps)

1, K. Wharton (B.R.M.), 18 mins. 27.2 secs., 87.79 m.p.h. 2, L. Marr (Connaught), 19 mins. 47.8 secs., 81.83 m.p.h. 3, R. Flockhart (E.R.A.), 20 mins. 23.4 secs., 79.45 m.p.h. 4, B. Wyatt (Frazer-Nash), 9 laps.

Fastest Lap: Wharton and Flockhart, 1 min. 48 secs., 90.00 m.p.h.

* * *

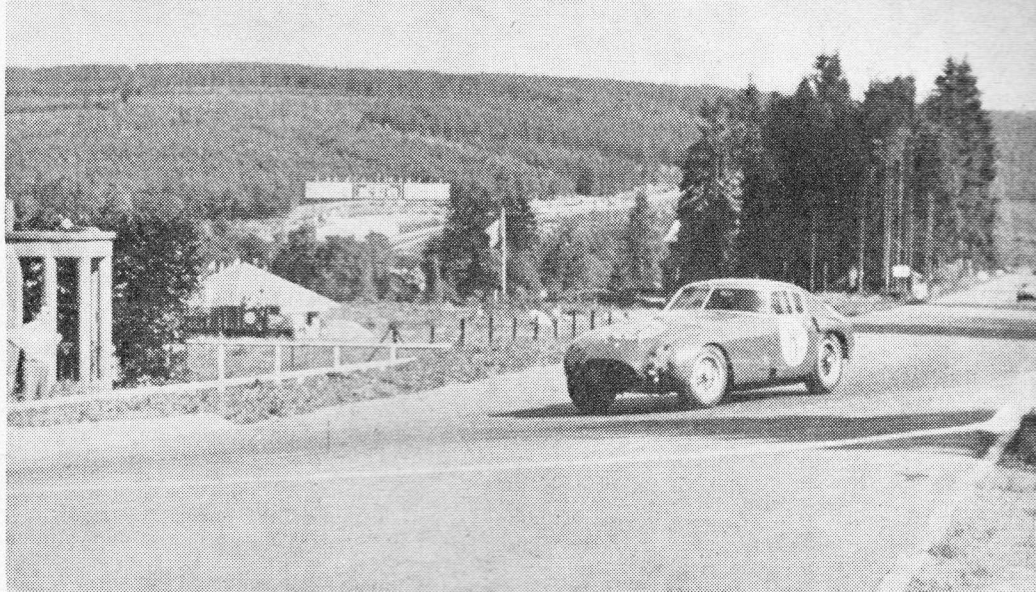
HAGLEY AND DISTRICT SPEED TRIAL

MEMBERS of the Bugatti O.C., Sunbac, Wolverhampton and South Staffs, C.C., Hereford M.C., Half-Litre Club and M.G.C.C. are invited to take part in the Hagley and D.L.C.C.'s Speed Trial at Westwood Park, Droitwich, on Sunday, 30th August. There will be capacity classes for racing, sports and saloon cars, and entries close on 15th August. The Secretary of the Meeting is J. W. Cox, 21 Dingle Road, Pedmore, Stourbridge.

VICTOR: The 4.5-litre Ferrari, driven by Mike Hawthorn and Giuseppe Farina, which won the 24 Hours Race, seen during the early stages of the Spa-Francorchamps event.

THE absence of "works" Jaguar, Aston Martin, Lancia and Gordini entries took away the main interest in the revived 24 Hours Race on the Spa-Francorchamps circuit. However, Scuderia Ferrari entered a full team comprising Hawthorn/Farina, Ascari/Villoresi and Maglioli/Carini, whilst Alfa Romeo sent Fangio and Sanesi with one of the Mille Miglia coupés.

During practice, Mike Hawthorn took the 4½-litre Ferrari round in 4 mins. 39 secs., 182.193 k.p.h. (113.3 m.p.h.). Belgian journalist Jacques Ickx, co-driver with Johnnie Claes in the 1951-winning Liège-Rome-Liège Jaguar, was badly injured when he was trying out Mlle. Thillois's touring Fiat "1,100".



FERRARI WINS AT SPA

Mike Hawthorn/Giuseppe Farina Bring Home Crippled 4½-litre Car in 24 Hours Race—Sir James Scott-Douglas/Guy Gale (Jaguar) Runners-up

Sir James Scott-Douglas entered his C-type Jaguar which was fourth at Rheims, with Guy Gale replacing Ninian Sanderson as co-driver.

A crowd of comparatively small dimensions saw the Ferraris early dominate the race, chased by the Alfa Romeo and the Scott-Douglas/Gale Jaguar. After four hours, Fangio crashed in the Alfa Romeo, leaving the race wide open for the Ferraris, with the British-entered Jaguar in fourth place. However, the Hawthorn/Farina car began to suffer from clutch trouble, and the Maglioli/Carini machine dropped a valve.

Brakes on the fast Spa circuit were a problem, and both Scott-Douglas and Gale wisely conserved their anchors

during the night. The Ascari/Villoresi car looked to be a certain winner, and led comfortably all through the hours of darkness. Hawthorn and Farina stopped several times with a bad oil-leak from the rear axle to add to their troubles.

Average speeds were gradually becoming lower. The Ascari/Villoresi Ferrari which had started off by lapping at about 110 m.p.h., dropped to under 100 m.p.h. A Talbot and an Aston Martin were retired, and a Porsche blew up. The Dutch-entered Jaguar of Roosdorp, with Toni Ulmen as co-driver (making a reappearance in racing for the first time since he announced his retirement early this year), was in fourth place as daylight appeared.

Towards midday, the Ascari/Villoresi

RESULTS

General Classification

1, Mike Hawthorn/Giuseppe Farina (4.5 Ferrari), 260 laps (3,671.200 km.), 152.742 k.p.h. (94.9 m.p.h.). 2, Sir James Scott-Douglas/Guy Gale (3,442 Jaguar), 242 laps, 142.131 k.p.h. (88.3 m.p.h.). 3, Roosdorp/Ulmen (3,422 Jaguar), 231 laps. 4, Gignoux/Storez (745 Panhard-D.B.), 211 laps. 5, Faure/Quetclart (745 Panhard-D.B.), 190 laps. 6, Bovens/Giraud (745 Panhard).

Index of Performance

1, Colton/Sigrand (Panhard). 2, Meunier/Sanders (Panhard). 3, Lauga/Averseng (Simca). 4, de Neuville/Mahy (Peugeot).

Touring Class

1, Vallagao/Narichkine (Mercedes "220"), 192 laps, 112.710 k.p.h. (70.03 m.p.h.). 2, Lauga/Averseng (Simca), 191 laps. 3, de Neuville/Mahy (Peugeot). 4, Pilette/van Wetter (Borgward). 5, Meunier/Sanders (Panhard).

Coupe des Dames: Mlle. Thirion/Mme. Bousquet (Fiat).

Team Award: Fiat 1,100 c.c.

car stopped for good, and the remaining Scuderia Ferrari car did not look as if it could possibly last. Scott-Douglas and Gale, firmly in second place, kept on circulating, lapping at well over 90 m.p.h.

With two hours to go, Farina brought in the leading Ferrari for Mike to take over. Strange noises were coming from the region of the rear axle, and Ugolini's mechanics looked worried. The axle was topped up, and Hawthorn set off, after making a most careful start.

How he managed to keep the car going was nothing short of miraculous. As it passed the pits each time, there were loud clanking noises suggestive of a broken diff. He went as fast as he dared, changing gear as smoothly as possible so as not to chance jerking the transmission. The British Jaguar, albeit several laps behind, seemed to be running as sweetly as ever—although the brakes were almost *non est*.

Hawthorn eventually managed to bring his crippled car over the line to win, at nearly 95 m.p.h., eighteen laps ahead of the privately-entered Jaguar, with the Roosdorp/Ulmen machine third. Only six of the 15 sports car starters struggled to the finish.

In the touring category, after Damonte's fast Alfa Romeo "1900" went

(Continued overleaf)



TOURISTS: The interesting 2-litre Ford-Siam (Gergaud/Ampoulie) and the Fiat "1800" of Radrizzi and Tissot at the start of the touring class group.

SUCCESS FOR OSCA

Elie Bayol Wins at Aix-les-Bains—Lance Macklin (H.W.M.) Third

LAST Sunday's Circuit d'Aix-les-Bains should have seen a Scuderia Ferrari entry, but, pending the result of a protest after the "Rheims incident", the Italian concern has decided not to race in France. The decision of the C.S.I. will shortly be announced.

The absence of Villorosi let in the American driver John Fitch (Cooper-Bristol) as one of the 12 starters. Best practice lap was put up by Harry Schell (Gordini) with 1 min. 20 secs. (108.450 k.p.h.), followed by Onofre Marimon (Maserati) with 1 min. 20.3 secs. Schell's time was 15.2 secs. better than Behra's existing lap record.

Run in two separate heats, each of 50 laps (90 kilometres), the only non-starter was Louis Chiron (Osca). In the first heat, Harry Schell took the lead, followed by Marimon, Trintignant (Gordini), Behra (Gordini) and de Graffenried (Maserati). Trintignant eventually took Marimon, with Bayol (Osca) duelling with Behra. Schell stopped at the pits with plug trouble, letting his team-mate Trintignant into the lead.

Marimon swept past the Gordini on lap 14, but almost immediately spun round and collided with a brick wall. Trintignant hastily abandoned his car when the engine went up in flames, leaving Behra in the lead, followed by Bayol, Rosier (Ferrari), Macklin and Collins (H.W.M.s). Schell, who had rejoined the

race, stopped again for plugs, but struggled on to finish. He had the satisfaction of setting up a new circuit record of 1 min. 20.3 secs. (108.048 k.p.h.). Behra eventually won by nearly 23 secs. from Bayol.

In the second heat, Bayol streaked ahead with his red Osca, slip-streamed by Behra. The battle between the Italian and French cars was a wheel-to-wheel business for lap after lap. After five tours, the Gordini went in front, and then the lead kept chopping and changing. Behra was slightly ahead on lap 20, when he abandoned with rear-axle trouble. Peter Collins retired with the inevitable H.W.M. clutch failure. Bayol won easily, followed by Rosier and Macklin. The result of both heats gave the Osca a comfortable victory, with Lance Macklin in third place, behind Rosier. John Fitch did well to achieve fourth.

RESULTS

Heat 1: 1, Jean Behra (Gordini), 1 hr, 11 mins. 33.8 secs., 101.029 k.p.h. (62.78 m.p.h.). 2, Elie Bayol (Osca), 1 hr, 11 mins. 56.5 secs. 3, Louis Rosier (Ferrari). 4, Lance Macklin (H.W.M.). 5, Peter Collins (H.W.M.). 6, Yves Giraud-Cabantous (H.W.M.).

Heat 2: 1, Bayol, 1 hr, 10 mins. 48.9 secs. 2, Rosier, 1 hr, 12 mins. 16.9 secs. 3, Macklin. 4, John Fitch (Cooper-Bristol). 5, Giraud-Cabantous.

Classification: 1, Bayol (101.291 k.p.h.). 2, Rosier. 3, Macklin. 4, Fitch. 5, Giraud-Cabantous. 6, Behra. 7, Schell. 8, Collins.

Fastest Lap: Schell (Gordini), 1 min. 20.3 secs., 108.048 k.p.h. (67.13 m.p.h.).

planned safety measures for the public well-being.

Cost of initial construction will, it is expected, amount to £25,000, and the ultimate cost of the completed project over £50,000. Width of the track will be 20 ft. along the straights, 24 ft. on the easier corners and 30 ft. on the tight ones.

Ultimately a minimum width of 30 ft. is aimed at, when the Union are hoping to promote G.P.-type racing and to attract European cars to South Africa, during the winter, as in pre-war days. In its initial form, the Roy Hesketh circuit should be in use by early in 1954.

Performance Cars "1,500" Trophy (Provisional Placings)

1, Peter Gammon (M.G.), 40 pts. 2, Cliff Davis (Cooper-M.G.), 33. 3, P. A. Desoutter (Ford Lotus), A. Scott-Brown (Tojeiro-J.A.P.), 14. 5, Donald Beauman (Riley), 12. 6, Pat Griffith (Kieft-M.G.), 11. 7, A. H. Greig (M.G.), T. W. Dargue (M.G.), S. A. Mitchell (M.G.), 9. 10, Jim Mayers (Kieft-M.G.), D. M. Small (D.M.S. Special), K. Sloman (M.G.), 8. 13, J. Goldschmidt (Performance Car), Harewood (M.G.), L. L. West (Austin). 7. 16, H. H. Gould (Cooper-Riley), Stark (Jaguar-Consul), Steed (Jaguar-Consul), Fyson, (Aston-Martin), Bendall (Ford Special), Mallock (Austin Special), R. W. Greenwood (R.W.G.), 6.

PORTUGUESE G.P.

THE Grand Prix of Portugal for sports cars was run at Lisbon last Sunday, and resulted in a win for Felice Bonetto (3-litre Lancia) who covered the course in 2 hrs. 2 mins. 34 secs. (83.51 m.p.h.). Runner-up was Stirling Moss (C-type Jaguar) who finished 26 secs. behind, followed by Pinto (4.1 Ferrari). Peter Whitehead (Jaguar) was sixth. Gonzalez (Lancia) was slightly injured when he collided with an official's car after practice; he was a non-starter. At the time of going to press, no confirmation could be obtained of the results of the 1½-litre class, in which British Kieft-M.G.s were running.

"FOURS" FOR BRANDS?

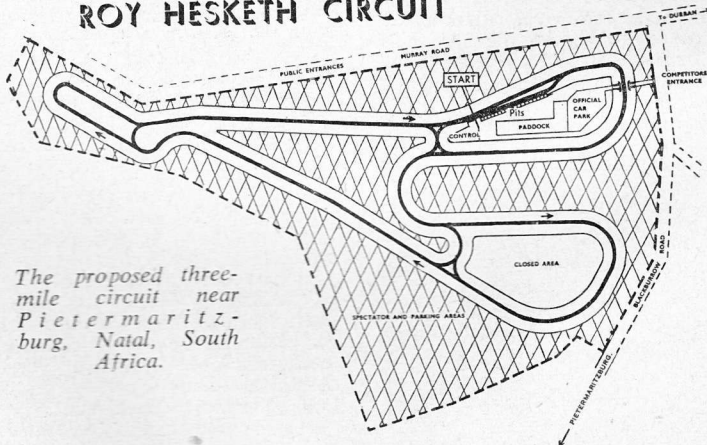
IT is hoped that a couple of Italian-built Volpinis will appear at Brands Hatch for the August Bank Holiday meeting on 3rd August. These cars have been raced on the Continent with 4-cylinder Gilera engines similar to those used on the successful motor-cycles. The majority of Britain's Formula 3 stars will compete for the Daily Telegraph International Trophy. Top-liners include Don Parker, Les Leston, Stuart Lewis-Evans, Don Truman and J. K. Brise.

Ferrari Win at Spa—continued

out, "Johnnie" Vallagao and his co-driver Narichkine went on to win with their type 220 Mercedes-Benz, chased home by the Lauga/Averseng Simca Aronde, one lap behind. Mlle. Thillois and Mme. Bousquet (Fiat 1,100) won the Coupe des Dames, the marque Fiat taking the team prize. Sole British entry in this category was the Jowett Javelin of Mr. and Mrs. Leavens, which crashed during the night. Mrs. Leavens, who was driving at the time, was uninjured.

All praise must go to Sir James Scott-Douglas and Guy Gale for their plucky effort, but it is a pity that one of the latest-type "disc-brake" Jaguars could not have been produced for a race which depended so much on efficient brakes.

ROY HESKETH CIRCUIT



The proposed three-mile circuit near Pietermaritzburg, Natal, South Africa.

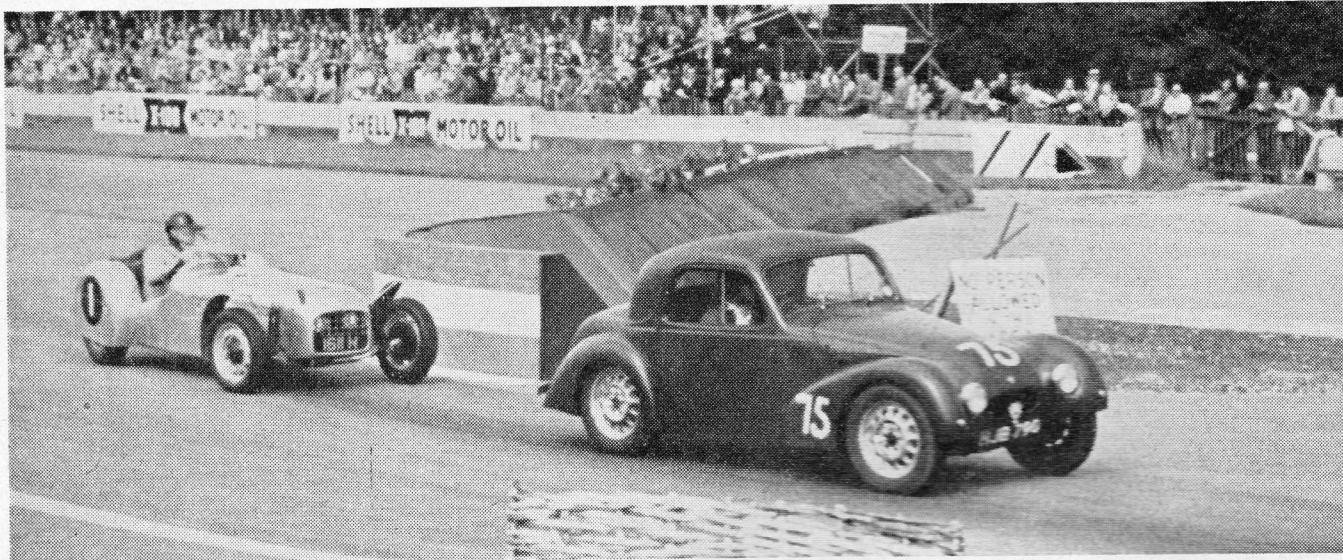
SOUTH AFRICA'S NEW CIRCUIT

THE sport of motor racing is a highly popular one in South Africa, and up to about five years ago enthusiasts out there were fortunate in having the use of public roads for planning their circuits. Since then, however, the hand of authority has been felt to an increasing degree, and it has become obvious that racing on the roads will soon be barred.

In consequence of this, motor sport followers from three major clubs in Natal decided to take steps in the provision of an enclosed racing circuit. They formed the Natal Motor Sport

Union (Pty) Ltd.—a non-profit-making company, and set to plan the layout of a course on a 250-acre piece of land outside Pietermaritzburg, leased for 20 years at a nominal rental from that city corporation.

The new course is to be called the Roy Hesketh circuit in memory of that fine South African driver who lost his life in an air crash in the Middle East during the Second World War. It will be approximately 3 miles in length, with corners banked to a maximum of 5 deg., a smooth tarred surface, and well-



GOODWOOD FINALE

IN almost perfect weather, the last of this season's B.A.R.C. Members' Meetings was held at Goodwood last Saturday, with the usual, pleasant atmosphere of strictly "amateur" racing. Honours were evenly divided, no one driver winning more than one race, and interest centred on the last-round fight between Mitchell, Davis and Gammon for the Brooklands Memorial Trophy. Cliff Davis emerged as the winner, with a lead of two points over Gammon and Mitchell, who tied for second place.

* * *

Event 1 (5 laps, handicap). Limit man Potter (Dyna Panhard) won the first race, for saloon cars, but was very nearly caught on the line by Grace's Riley in an exciting finish. This was a well-driven (and well handicapped) event, and scratch man Everard worked his DB2 Aston Martin through to third position.

Results

1, L. Potter (Dyna-Panhard), 12 mins. 24 secs. (58.15 m.p.h.). 2, G. H. Grace (Riley), 12 mins. 24.2 secs. 3, P. A. Everard (Aston Martin DB2), 12 mins. 33.6 secs. 4, G. Gelberg (Riley), 12 mins. 35 secs. 5, Sir Jeremy Boles (Aston Martin DB2), 12 mins. 45.4 secs. 6, H. Lester (Lester-M.G.), 12 mins. 45.8 secs. **Fastest lap:** Everard, 1 min. 54.2 secs. (75.66 m.p.h.).

Event 2 (5 laps, scratch). Metcalfe, in the Balilla Fiat, made a good start in the first scratch race for 1,100 c.c. cars, but was taken by the Lotuses (Loti?) of Chapman and Desoutter after one lap. The two little alloy cars pulled well ahead of the rest, although R. Watling-Greenwood's attractive R.W.G. showed a good turn of speed after a slowish start. Cuff Miller's Riley carried a surprisingly large load of hay for most of the race, and Mallock's Austin-Ford retired after one slow lap.

Results

1, A. C. B. Chapman (Lotus), 10 mins. 19.8 secs. (69.73 m.p.h.). 2, P. A. Desoutter (Lotus), 10 mins. 23 secs. 3, R. Watling-Greenwood (R.W.G.), 10 mins. 28.4 secs. 4, C. le S. Metcalfe (Fiat), 10 mins. 33.8 secs. 5, E. W. Cuff Miller (Riley), 10 mins. 37.2 secs. 6, L. Gibbs (Riley), 10 mins. 41.2 secs. **Fastest lap:** Chapman, 2 mins. 0.4 sec. (71.76 m.p.h.).

Event 3 (5 laps, scratch). The 1,500 c.c. race saw a fine scrap between Davis (Cooper-M.G.) and Gammon (M.G. Spl.), during which Davis made a rare mistake which gave Peter Gammon a one-point lead for the challenge trophy. Trying hard to catch the yellow M.G., Cliff spun at Woodcote on the third lap, slightly deranging his steering and falling back

LAST LAP—of the first sports car handicap, with A. J. Currie (Lotus) tailing Harry Lester's Lester-M.G. coupé at the chicane. Lester was caught by Currie, who gained third place almost on the finishing line.

behind Beauman's Riley. Risely-Pritchard (Riley) kept well forward at first, but retired on the fourth lap, while D. J. Calvert (H.R.G.), H. J. Goldschmidt (Performance), R. H. Everett (H.R.G.) and R. D. Steed (J.A.G.) also dropped out.

Results

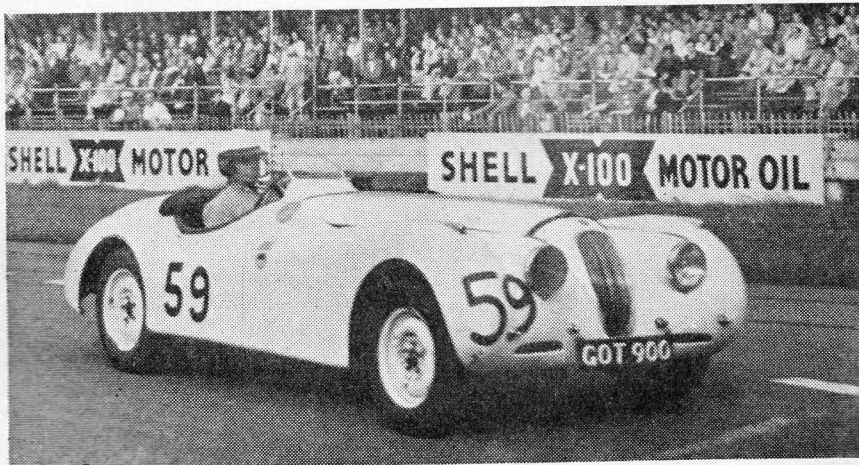
1, P. D. Gammon (M.G.), 9 mins. 30.6 secs. (75.79 m.p.h.). 2, D. B. Beauman (Riley), 9 mins. 43.2 secs. 3, F. C. Davis (Cooper-M.G.), 9 mins. 43.8 secs. 4, G. A. Ruddock (Lester-M.G.), 9 mins. 52 secs. 5, E. C. C. Harewood (M.G.), 9 mins. 58.8 secs. 6, T. W. Dargue (M.G.), 10 mins. 9 secs. **Fastest lap:** Davis, 1 min. 51.4 secs. (77.56 m.p.h.).

Event 4 (5 laps, scratch). Davis, now driving the Bristol-powered Toero in the 3-litre race, was determined to atone for his earlier mistake, and achieved the fastest lap of 1 min. 46 secs. (81.51 m.p.h.) in chasing H. A. Mitchell's Frazer-Nash. He failed to catch him by a bare second, but finished almost four seconds ahead of Brooks in Hely's 'Nash, converting a one-point deficit into a two-point lead over both Mitchell and Gammon.

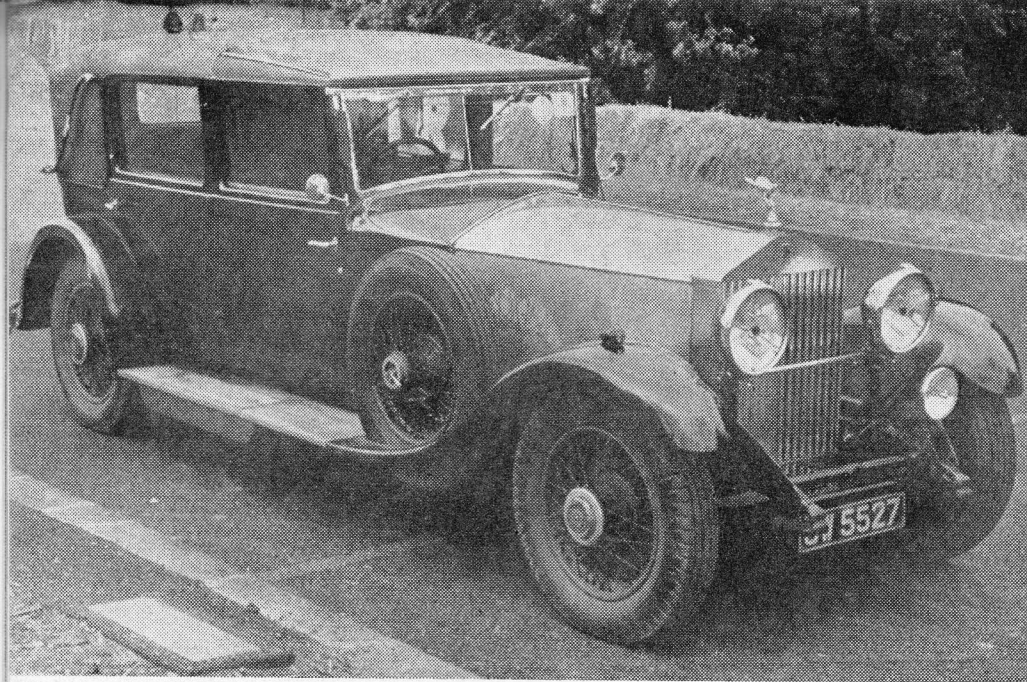
Results

1, H. A. Mitchell (Frazer-Nash), 9 mins. 1.4 secs. (79.85 m.p.h.). 2, F. C. Davis (Tojeiro), 9 mins. 2.4 secs. 3, C. A. S. Brooks (Frazer-Nash), 9 mins. 6 secs. 4, M. L. Currie (Frazer-Nash), 9 mins. 20.6 secs. 5, J. R. Stoop (Frazer-Nash), 9 mins. 21.6 secs. 6, C. P. Hazelhurst (Kieft), 9 mins. 45.4 secs. **Fastest lap:** Davis, 1 min. 46 secs. (81.51 m.p.h.).

Event 5 (5 laps, scratch). The usual bunch of Jaguars assembled for the "unlimited" race, together with Oscar Moore's H.W.M., a Lago-Talbot, a Darracq and a Bugatti. It was Goodhew who seized the lead with the Darracq, but he was taken by Moore and stopped at Woodcote on the first lap. Moore was then challenged by Michael Head (XK 120), and time after time Head passed the H.W.M. before Lavant, only
(Continued on page 147)



Michael Head (left) had a particularly successful day with his XK 120 Jaguar at Goodwood, taking second place to Oscar Moore (H.W.M.) in the "unlimited" scratch race, and third in one of the handicap events.

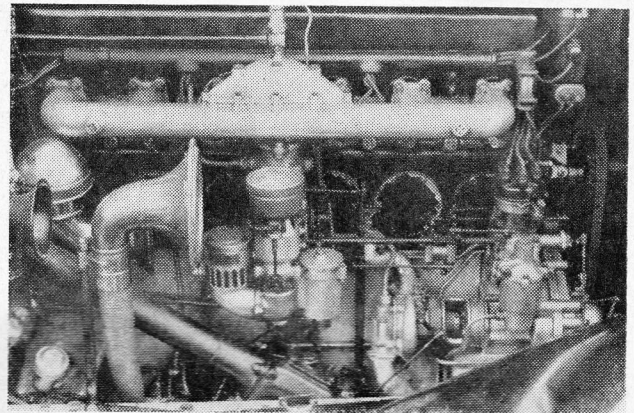


(Above) Two and a half tons of Rolls-Royce as exemplified by the Phantom II which is the subject of this article.

WHEN the Editor, who chooses the vehicles which I road test, asked me to write a short article on the Rolls-Royce "Phantom II", I was highly delighted. I have owned a considerable number of early Rolls myself, and in fact I consider that no gentleman's collection is complete without one. As Tim Secombe had a well-preserved example of one of the very first P.IIs, I hastened to borrow it for a long week-end.

The P.II was the last of the 40/50, h.p. six-cylinder Rolls-Royces, and

(Right) The superbly finished, six-cylinder, o.h.v. engine is of 7.7-litres capacity.



TECHNICAL & OTHERWISE

By JOHN BOLSTER

PHANTOM WEEK-END

was produced from 1929 to 1935, when it was replaced by the 12-cylinder Phantom III. The car I tested was without the synchromesh and ride control of the later versions, but was otherwise of broadly similar specification. Briefly, it had a six-cylinder engine, with pushrod operated overhead valves in a light alloy head, of 7.7 litres capacity. A dry single-plate clutch drove a four-speed "plain" gearbox with right-hand control, which was connected to an open propeller shaft and a spiral bevel rear axle. The suspension was by half-elliptic springs all round, with Hotchkiss drive behind and torque resisting members in front. This was a short chassis of "only" 12-ft. wheelbase, with a front track of 4 ft. 10 ins., a rear track of 5 ft., and a total weight of exactly two and a half tons.

From that short specification, one might wonder why such a car was

chosen for *Britain's Motor Sporting Weekly*, and I asked the Editor that very question. "Try it and see," was his reply, and how right he was!

On first taking over the P.II, one is surprised because one "feels" the engine a great deal more than in other Rolls-Royce cars. Obviously, it has a higher compression ratio and a longer stroke than these machines, and the big cylinders can really be felt doing their work. The Rolls testers used to describe the P.II irreverently as "guttily-rough", and if I would not go so far as that, I can at least see what they meant. I soon found that the sensation of a big, slow-revving engine, solidly mounted, was vastly preferable to a small "busy" unit, run it never so smoothly. The great car covered the miles in effortless ease, and a mere touch of the accelerator sent the needle surging round the dial.

Although 40 m.p.h. can be ex-

ceeded on second gear, and 60 m.p.h. on third, one soon realizes that the tremendous torque of the engine renders the lower ratios almost superfluous. I obtained the most pleasant results by moving off on second speed and shifting straight into top. The acceleration, even from a slow walking pace, is perfectly adequate on the direct drive, in spite of 50 cwt. to pull around.

As regards performance figures, a maximum speed of 80 m.p.h. was available on the car I tried. Naturally, a vehicle of this weight is relatively slow off the mark, but once on the move it accelerates to some purpose, as a standstill to 60 m.p.h. time of 18 seconds shows.

There are, of course, many open sports cars on the road which cannot equal these figures, and great is the umbrage of their drivers when the vast luxury-wagon comes floating past.

The roadholding, suspension and cornering are all first class, and this confirms my privately held opinion that for large, heavy cars independent suspension is superfluous. There is a complete absence of tyre scream and rolling, and the rear seat passengers are not thrown around in the way that occurs with some dipping and cavorting modern conveyances. The steering is light, responsive, and has no vices.

Up to this point, I have only considered matters of sheer performance, which is far from being the main object of the P.II. At least as important as the chassis is the body of this type of car. It was a Barker Sedanca de Ville, which

could be regarded in the first place as an ordinary owner-driver saloon. Then, one could put one's chauffeur and footman on the front seats, and retire to the back seat oneself. Naturally, there was a glass division to wind up between the gentry and the servants, and blinds could be pulled down if exceptional privacy should be desired. There were two extra folding seats, footstools, companions, ashtrays, and even a loud-speaking telephone for ordering James to drive home.

The third metamorphosis that this body could undergo was to place the front seats out in the open air while retaining full cover for the rear occupants. With the long, sweeping lines of the big Rolls, this arrangement gave a most patrician appearance, and the snob-appeal was immense. A delightful touch

was the separate speedometer in the back compartment, and there was a profusion of cupboards and trays for odd impedimenta.

Thus, the Phantom II provides almost sporting performance for those so inclined, combined with enough luxury for the most sybaritic tastes. To compare it with other Rolls-Royce models, with which some readers may be familiar, I would say that it is at least 10 m.p.h. faster than a Silver Ghost, but has not got the famous smoothness and "softness" of that model. It also has more steam than the Phantom I, coupled with a more stable chassis. In its turn, it is entirely surpassed in speed and acceleration by the Phantom III, an immensely fast 12-cylinder car. In comparison with the 20, 25, and 30 h.p. versions, the P.II seems very big indeed, and one

certainly cannot weave it through traffic as one can the "baby" Rolls.

To some people, a very large car seems awkward to drive, and requires too much concentration in threading through our inadequate roads. To others, of whom I am one, there is an effortless ease about a good, big motor that no ordinary car can give. If I have failed to convey the feeling of a 40/50 h.p. Rolls-Royce swallowing the miles, the whole charm of the thing is expressed in many of the books of Dornford Yates. Re-read his earlier novels, which are almost sure to be on your shelves, and you will understand why I enjoyed my Phantom Week-end, even though I paid for it at the rate of 12 m.p.g.

P.S.—Couldn't bear to part with the P.II afterwards—so bought it from Seccombe.—J. V. B.

Goodwood Finale—continued

to be retaken on the straight. On the third and fourth rounds, the white XK 120 retained its lead, but lost it by a hairsbreadth on the final lap. The rest of the XKs were led by that of J. A. Keeling, but none came within striking distance of Head and Moore.

Results

1, O. Moore (H.W.M.), 9 mins. 23 secs. (76.73 m.p.h.). 2, M. W. H. Head (Jaguar XK 120), 9 mins. 23.4 secs. 3, J. A. Keeling (Jaguar XK 120), 9 mins. 47.2 secs. 4, K. F. T. Nightingale (Jaguar XK 120), 9 mins. 47.8 secs. 5, T. Sopwith (Jaguar XK 120), 9 mins. 49.4 secs. 6, R. C. Symondson (Bugatti), 9 mins. 50 secs. **Fastest lap:** Moore, 1 min. 49.2 secs. (79.12 m.p.h.).

Event 6 (5 laps, handicap). Limit man Manning (Austin Spl.) had a *rencontre* at Lavant in the first sports car handicap, and retired, to leave Harry Lester (Lester-M.G.) in front. Lester worked hard to stay ahead but Watling-Greenwood, with a lap at 72.24 m.p.h., came through to capture him on the fourth round. On the last lap Cuff Miller, his Riley moving faster without its load of hay, pulled into second position, and A. J. Currie (driving Chapman's Lotus) just pipped Lester for third place. P. H. Scarf had a steering arm break on his Buckler, the car overturning at Woodcote; he suffered only minor injuries.

Results

1, R. Watling-Greenwood (R.W.G.), 11 mins. 20.8 secs. (69.90 m.p.h.). 2, E. W. Cuff Miller (Riley), 11 mins. 25.2 secs. 3, A. J. Currie (Lotus), 11 mins. 32.2 secs. 4, H. Lester (Lester-M.G.), 11 mins. 32.8 secs. 5, C. le S. Metcalfe (Fiat), 11 mins. 38.4 secs. 6, G. V. Coles (M.G.), 11 mins. 41.6 secs. **Fastest lap:** Watling-Greenwood, 1 min. 59.6 secs. (72.24 m.p.h.).

Event 7 (5 laps, handicap). The unfortunate Gammon found himself well and truly handicapped in this race, and with little hope of gaining any more points for the trophy. A. S. Lusty (M.G.), with a 1 min. 45 secs. allowance, was never in danger, and won easily, while Desoutter's Lotus held its position equally comfortably. Wilkins (Lotus) lost his third place to Harewood's fast M.G., and then to three other cars on the last lap.

Results

1, A. S. Lusty (M.G.), 10 mins. 49.6 secs. (66.51 m.p.h.). 2, P. A. Desoutter (Lotus), 10 mins. 58.2 secs. 3, E. C. C. Harewood (M.G.), 11 mins. 1.6 secs. 4, G. A. Ruddock (Lester-M.G.), 11 mins. 3.6 secs. 5, T. W. Dargue (M.G.), 11 mins. 7.4 secs. 6, D. Blakeley (Leonard-M.G.), 11 mins. 13 secs. **Fastest lap:** D. B. Beauman (Riley), 1 min. 52.6 secs. (76.73 m.p.h.).

Event 8 (5 laps, handicap). In the third sports car handicap, Mitchell was in the same position as Gammon—on the scratch mark, and unable to amass any points to improve his position. He came close to matching Davis's fastest lap of the day, but achieved only fifth place. A. H. Greig (M.G.), with a two-minute allowance, held the lead throughout, while Everard (Aston Martin) drove a spirited race to reach second place on the fourth lap. The Frazer-Nashes of Brooks, Stoop, Peacock and Currie had a fine old battle, which ended with Stoop in front, but none of them caught Sessions in the Healey.

Results

1, A. H. Greig (M.G.), 10 mins. 58.2 secs. (68.25 m.p.h.). 2, P. A. Everard (Aston Martin DB2), 11 mins. 1.8 secs. 3, D. H. Sessions (Healey), 11 mins. 12.8 secs. 4, J. R. Stoop (Frazer-Nash), 11 mins. 14 secs. 5, H. A. Mitchell (Frazer-Nash), 11 mins. 21 secs. 6, M. L. Currie (Frazer-Nash), 11 mins. 21.6 secs. **Fastest lap:** Mitchell, 1 min. 46.2 secs. (81.36 m.p.h.).

Event 9 (5 laps, handicap). The sky clouded over and rain began to fall as the grid assembled for the next race; rather a pity, for until then the weather had been perfect. From the limit mark, John Cooper led for three laps with the blown, 1,752 c.c. Alfa Romeo, before being taken by Symondson's Bugatti at Madgwick, but at least had the pleasure of lapping Longton's odd-looking Healey at the same moment. Sessions collected second place and Head, from the virtual scratch mark, showed up well again to reach third position. E. F. Densley had an interesting moment on the second lap, when his S.S.100 hit the barrier on the outside of the chicane.

Results

1, R. C. Symondson (Bugatti), 10 mins. 38.8 secs. (74.68 m.p.h.). 2, D. H. Sessions (Healey), 10 mins. 52 secs. 3, M. W. H. Head (Jaguar XK 120), 11 mins. 4. A. T. Bik (Jaguar XK 120), 11 mins. 3.4 secs. 5, C. P. Hazelhurst (Jaguar XK 120), 11

mins. 10 secs. 6, J. A. Cooper (Alfa Romeo S/c), 11 mins. 10.4 secs. **Fastest lap:** Symondson and Head, 1 min. 52.8 secs. (76.60 m.p.h.).

Event 10 (5 laps, handicap). The last race of the day developed into an argument between two "cart-sprung" vehicles, in the shape of P. J. Morgan's 3-litre Bentley and H. F. Day's Buckland A.C. The Bentley moved into the fore on the first lap, and on the last round the M.G.s of Llewellyn and Pigott, which had also been duelling, swept through to take second and third places. Behind the A.C. came an equally argumentative pack consisting of Mrs. Gibbs's H.R.G., Cooper's Alfa and Constable's M.G.

F. W. McC.

Results

1, P. J. Morgan (Bentley), 11 mins. 45 secs. (61.27 m.p.h.). 2, M. R. G. Llewellyn (M.G.), 11 mins. 56.4 secs. 3, T. A. M. Pigott (M.G.), 11 mins. 56.8 secs. 4, H. F. Day (A.C.), 12 mins. 3.6 secs. 5, Mrs. R. B. Gibbs (H.R.G.), 12 mins. 4.4 secs. 6, J. A. Cooper (Alfa Romeo S/c), 12 mins. 5 secs. **Fastest lap:** Greig (M.G.), 2 mins. 4 secs. (69.68 m.p.h.).

OULTON PARK OPENING

THE inaugural meeting at the new Oulton Park circuit will be held on Saturday, 8th August, with Formula 2 and 3 races organized by the Mid-Cheshire M.C., commencing at 2 p.m. The Mid-Cheshire's club night on Friday, 31st July, has been abandoned in favour of a social gathering after the race meeting at the Four Ways Restaurant, Delamere.

SUNBAC'S SILVERSTONE

SUNBAC'S Silverstone meeting on 5th September will feature a series of 6-lap scratch races for sports cars in capacity classes, for M.G. cars, Jaguars, 750 Formula and Ford 10-powered cars. There will also be a 10-lap race for 500 c.c. machines, a half-hour speed trial for motor-cycles and a 6-lap all-comers' handicap.

Invited clubs are the Half-Litre Club, Bugatti O.C., 750 Club, Aston Martin O.C., Bristol M.C. and L.C.C., Vintage S.C.C. and Midland M.E.C. Entries close on 22nd August; the Secretary of the Meeting is Jack Woodhouse, 106 Jockey Road, Sutton Coldfield.



THE GAVIA: (Above) The Herzet/Bianchi Ferrari, third in the Rally, makes a fast climb of the Gavia Pass, much dreaded hazard on the St. Moritz-Val d'Isère section. It proved less difficult than anticipated.

Another Gavia scene (below), featuring Hal O'Hara Moore's Frazer-Nash, co-driven by John Gott. They were the leading British crew in the early stages, but lost 50 points—and a Coupe des Alpes, by a late start from St. Moritz.



THE CH OF THE M

The not-so-difficult XVIe Rally



PORSCHE PEOPLE: Mme. Thirion of Belgium, seen with overall Rally winners Walter Schlüter and Helmut Polensky at Cortina.



THE STELVIO: Raymond Flower in his M.G. TD emerging from one of the innumerable hairpins on the Stelvio Pass, toughest test of the third stage of the Alpine Rally. The following week he competed in the "Evian".

CHALLENGE MOUNTAINS

International des Alpes in Pictures



THE APPELYARDS: Ian and Pat Appleyard before the start of the 450-mile Cortina d'Ampezzo to St. Moritz stage.



BEST IN '52: (Above) Alex von Falkenhausen drove a Frazer-Nash this year, here seen tackling the gruelling Stelvio climb.

BEST BRITISH IN '53: (Below) Mr. and Mrs. Appleyard in their newest Jaguar, RUB 120, leaving Cortina. They won a Coupe des Alpes, and the over 2,600 c.c. class, finishing fifth best overall.

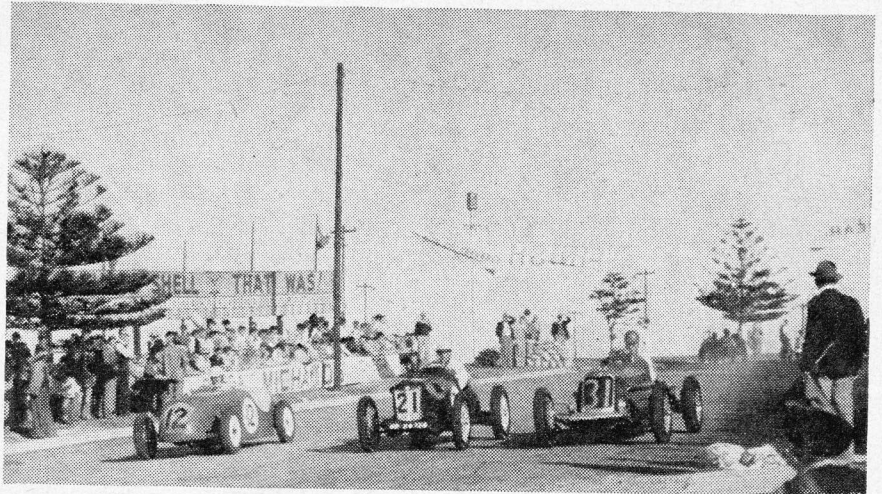


SOUTH AFRICAN WINTER HANDICAP

BRILLIANT winter sunshine, some of the finest South African drivers, and a crowd of 25,000 spectators, some of whom had travelled over 700 miles from Cape Town, Natal and the Transvaal to watch the race, combined to make the third East London Winter Handicap on 13th July a resounding success. The race, South Africa's winter classic, is run over 41 laps of a 1.85-mile circuit on the Esplanade at East London.

Entries were good, if motley, and included four Austin Seven Specials, one Ford Ten Special, one stripped M.G. TC, a flock of 10 single-seater M.G.s, three of which came from Ecurie Miller, a Cooper-J.A.P. from the same stable, a very good-looking Consul Special, a Riley Nine, two stripped 1936 T.T. Rileys, one with a new 2½-litre motor; a 650 c.c. B.S.A. Special, a Hudson Special, a Cooper-Norton, a Kieft—the first seen here; the 1934 3.7 G.P. Maserati, once owned and raced by Dr. Massacuratti, and an 1,100 c.c. Cooper-J.A.P.

The race was run on the credit lap system, whereby the Austins at the limit position received a nine-lap start from the two scratch men, Tex Kingon in the Maserati and Chris Fergusson in the 1,100 c.c. Cooper. "Mango" Pratt in the stripped TC took the lead on the 25th lap from Herman's Austin and stayed there until the 40th lap, when he was passed by Les Miller in a single-seater



TWO M.G.s AND A "MASER": Ray Lock (M.G., left), Les Miller, the winner (M.G.) and Tex Kingon with the 1934 G.P. Maserati leaving the start line.

duels going on right through the race: Tex Kingon (Maserati) and Tony Fergusson (Cooper-Norton) going at it hammer and tongs until the former retired on his 32nd lap with a broken throttle pedal.

The larger cars did not seem able to reach their maximum on the short straights.

The interest and technical knowledge displayed by the Bantu spectators was most surprising. Roy Humphries's Consul Special looks very like a 1952 H.W.M. and had much better road-holding than the M.G.s. The big 1934 Maserati seemed to be far more reliable if not quite as quick now that the blower has been removed. Edgar Hoal, apart from driving magnificently during the race, drove his Riley, minus wings, up

from Cape Town, a distance of 700 miles, the greater part of which is over dirt and gravel roads.

R. K. R. MACFARLANE.

Results

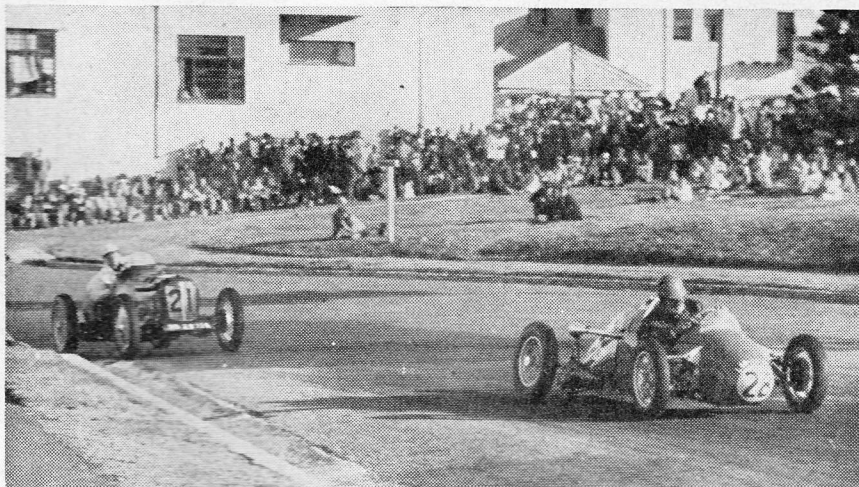
1, L. Miller (1,250 c.c. M.G.), at 67.96 m.p.h.; 2, N. Pratt (1,250 c.c. M.G.), 3 secs. behind; 3, D. H. Duff (1,498 c.c. Riley), 36 secs. behind; 4, D. E. Jennings (1,496 c.c. Riley); 5, F. Brodie (1,250 c.c. M.G.); 6, W. Maclean (1,250 c.c. M.G.); 7, E. Hoal (2,443 c.c. Riley).

OTHER S.A. NEWS

THE Sports Car Club of South Africa is holding a National Handicap for cars, racing or stripped, over 28 laps (70 miles) of the Grand Central Circuit, Johannesburg, on 29th August. This will be the first national car race in the Transvaal for some time. There has been a rumour going about that the next Algiers-Cape Rally will start here, to make it possible, for those who wish, to compete in the Monte Carlo. Arrangements are already going ahead for the third "False Bay" 100, which will again take the form of a scratch race with class distinctions. It is due to be run on January 1st, 1954, on, it is hoped, the Gunner's Circle circuit.

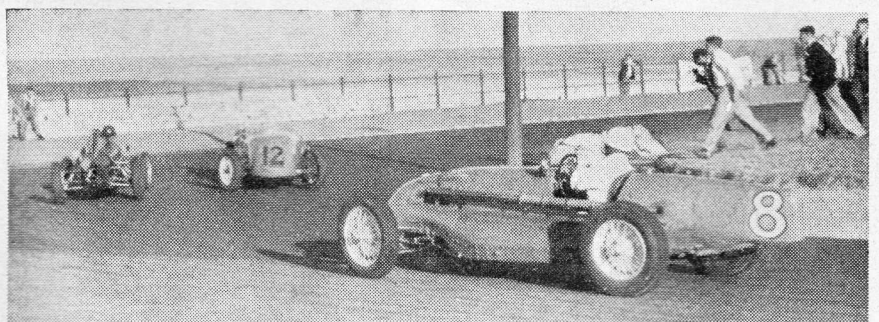
DON'T LOOK ROUND, BUT—: (Left) O. Fregona (Kieft) takes Beachy Hotel corner, with Les Miller's M.G. coming up behind.

FANCY MEETING YOU!: (Below) Ray Lock faces the wrong way at the Windmill corner and Chris Fergusson (Cooper 1,100) and F. Hartley (Riley) prepare to go round him.



TC, who went on to win the race for the second year in succession. On his upward climb to first place Miller pranged into Fregona's Kieft, which bent one of its kingpins while slightly out of control on the Windsor corner.

Douglas Duff's 1½-litre T.T. Riley came into contact with Edgar Hoal's similar 2½-litre model and then, undeterred, did the same to Chris Fergusson's Cooper two laps later. Despite this he finally finished third. Frank Brodie drove his single-seater M.G. as forcefully as usual, but the car seemed to lack its customary speed. There were a number of private



SPA 24 HOUR GRAND PRIX

Sports Car Race

1st FERRARI MIKE HAWTHORN & G. FARINA

SNETTERTON

U.S.A.F. TROPHY MEETING

Sports Car Race Over 2000 c.c. Class

1st ASTON MARTIN

R. PARNELL*

2nd JAGUAR

J. FARROW*

Sports Car Race Under 2000 c.c. Class

1st FRAZER-NASH

R. SALVADORI*

(Subject to official confirmation.)

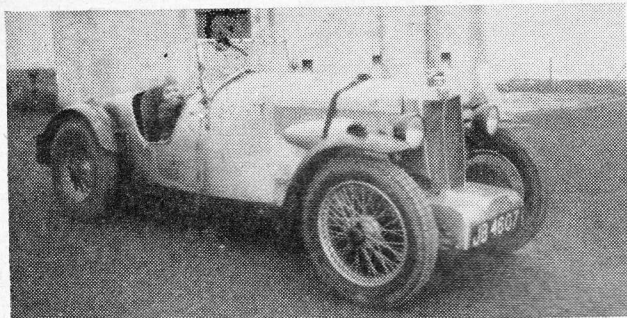


*Also used Shell Premier Petrol as sold from the Pump

CORRESPONDENCE

The Mystery Magnette Identified

J.B. 4607 was originally constructed as one of the NE-type Magnette team cars for the 1934 Tourist Trophy Race held on the Ards circuit. The chassis number is NA 0518 and the original 1,286 c.c. engine was numbered 758 AN. The car remained the property of the manufacturer until January, 1935, when it was acquired by Mr. H. B. Shaw who, I believe, used it in a number of events of a club nature in this country. During the winter of 1935-36 it went back to Abingdon, when various chassis alterations were carried out to enable the present 1,087 c.c. engine (No. 15 K 626) and pre-selector gearbox to be installed. It then had a No. 9 Powerplus supercharger, the drive for which was taken from the front of the crankshaft via a 7 $\frac{3}{8}$ in. shaft. At the end of the 1937 season Mr. Shaw sold the car to Dr. G. T. Allen, but I feel that Mr.



Mr. Meikle, the present owner, sends this photograph of JB 4607, showing the cutaway at the base of the radiator shell, to accommodate the original supercharger. He states that the drive spline is still fitted, as is a boost gauge in the dashboard.

Shaw must have been very fond of J.B. 4607, because he bought it back from the doctor in the middle of 1938 and kept it until 1943. It was owned during the following seven years by Mr. K. G. Reeves. In 1950 it was acquired by Mr. S. J. Pead, from whom I purchased the car in August, 1952, and three weeks later it was sold to the Portland Sports Autos concern.

So far as the existing engine is concerned, it will be noted that this does not carry a K.3 series identification. At the time of its installation the K.3 series was no longer in production, and I feel that it is likely that the power unit was specially constructed by the works largely, but not entirely, from the then obsolete K.3 components.

Incidentally, if the present owner is interested to learn details of the chassis modifications carried out when the 1,087 c.c. engine was installed, I shall be pleased to forward them to him. Similarly, if he proposes to convert to supercharged form I think that I may be able to locate the original No. 9 Powerplus and one other Powerplus supercharger which has at some time been used with his engine.

While on the subject of the NE-series M.G.s, I may perhaps add that I also purchased J.B. 4606 (Chassis NA 0517—Engine 761 AN) last winter in Yorkshire. This car also was one of the works entries in the 1934 T.T. Race and competed again in the 1935 event in the Belle Vue Garage Team. This was entirely original, with the exception of a smaller fuel tank, and had the manual gearbox and 1,286 c.c. engine with a compression ratio of 9.8:1. This was quite a motor-car and we saw 5,500 r.p.m. on top with more to come. On the existing axle ratio of 4.88:1 and 5.00 x 18 in. rear tyres this reading corresponds to around 91 m.p.h.

ARTHUR RUSLING,
CHILTERN CARS, LTD.

LEIGHTON BUZZARD, BEDS.

NE Magnettes in Trials

I AM somewhat diffident to cross swords with Mr. Thornley, but surely neither of the Langley Brothers ever used an NE-type in trials. A. B. Langley drove a supercharged Musketeer JB 6867 and

A. H. Langley occasionally used Bastock's blown P-type JB 3854 during this period. I was a frequent passenger in the late R. A. Macdermid's Musketeer Magnette and, as I recollect, the NE types appeared in trials in the hands of L. Welch, F. R. Kindell and Nash, JB 4750 being driven by Nash, I believe. Later appearances in trials by NEs were driven by Miss Margaret Allen and, for quite a long period, by H. B. Shaw (JB 4607).

On one occasion, whilst visiting Abingdon, I saw a K3 being adjusted. I seem to remember being told by Kindell, that this was the ex-Nuvolari K3, and that it was being prepared for shipment to Australia. As I believe Kindell left the works in the latter half of 1935, the date of this occurrence was probably about July, 1935. Unfortunately, this does not produce the chassis number, if otherwise accurate.

BRISTOL, 6.

W. M. G. MARSHALL.

"Nitromethane" and the New Formula 1

JOHN BOLSTER'S article on "Nitromethane" is timely, and his call for the banning of this and other dangerous fuels should receive the support of the motoring Press and all motoring organizations.

The urgency of the matter is emphasized by the announcement in the same issue that Stanguellinis are experimenting with a blown "750" and in the issue of 1st May that "Supercharged ultra-lightweight '750s' are receiving close attention by at least two marques—".

This provokes some thought. The "old" Formula 1 proved, I think to most people's satisfaction, the superiority of the unblown 4.5-litre car over the blown 1.5-litre. The capacities of these engines were in the ratio of 3:1. The new Formula 1 puts the blown car at a greater disadvantage by increasing this ratio to 3.3:1.

Now it is hard to imagine a manufacturer embarking on the development of a model unless he sees a reasonable prospect of success; manufacturers are down-to-earth people who realize the advertising value of racing success, and the market-shattering results of failure. If blown "750s" are to be developed to equal, and better, the performance of the 2.5-litre Ferraris and Gordinis that have already appeared, it is a fairly safe bet that the necessary performance will be sought chemically rather than mechanically.

There is no doubt that an engine obtaining all its requirements by direct injection, without inspiration of the atmosphere, would be of absorbing technical interest, and I personally would be as interested as the next man; but the place for developing such machines is in their sphere of application, i.e., in submarines under the sea and aircraft in the stratosphere. They have no more place in car racing than a car would have in a steeplechase.

J. L. HARDEN.

DUBLIN.

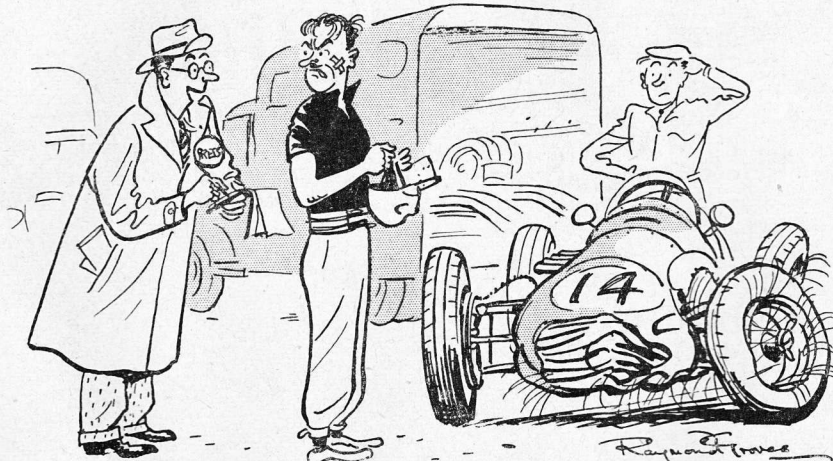
"Autosport" Air Mail Supplement

I HAVE received AUTOSPORT Air Mail News Supplement, Number 3, and I should like to say how much I appreciated it, and to congratulate you on producing it in such a short time. I received my copy on the 14th July. I think the idea is excellent.

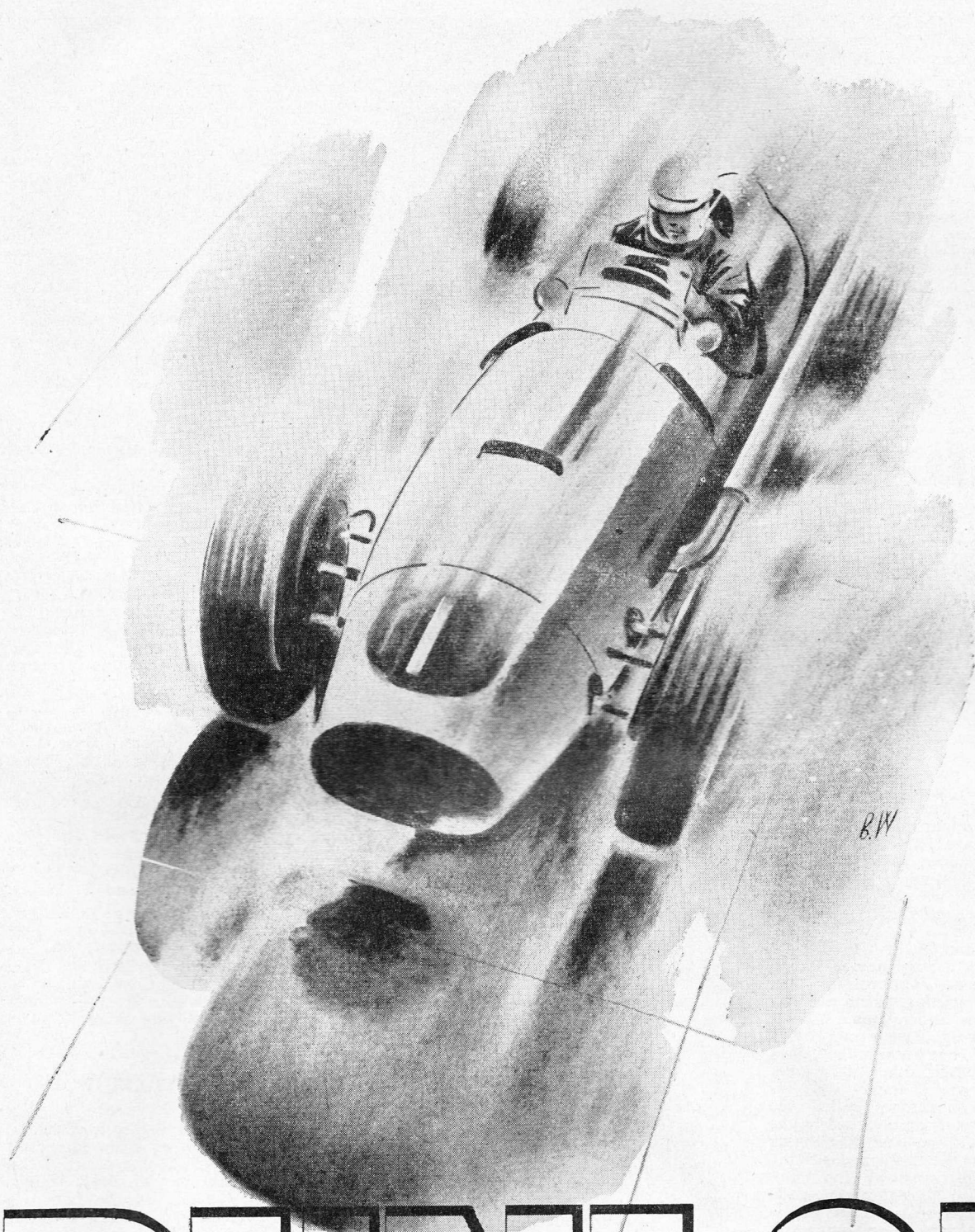
R. L. CHAMBERS.

CAPE PROVINCE, SOUTH AFRICA.

[The Air Mail News Supplement is a free service to all overseas (except Europe) subscribers to the weekly edition of AUTOSPORT.—Ed.]



"Would you mind just confirming that I've got the reason for your retirement correct?"



B.W

DUNLOP

The 1st tyre in the World!

CONNAUGHTS AWAY: Leslie Marr and Rob Walker leave the line at Ramsgate, both in Connaughts. Walker's car is that driven by Tony Rolt at Silverstone the previous day, when it retired with a broken half-shaft key.

THE Ramsgate Speed Trials, jointly organized by the North London Enthusiasts' C.C. and the Herts County A. and A.C., were held in excellent weather on Sunday, 19th July. Threatening rain clouds held off and the sun shone for most of the day, but a fairly strong head wind did not help very much. The course, set out for runs in pairs, was along the Western Undercliff Drive and, as in previous years, the speed trial was over a quarter mile from a standing start. It may be an optical illusion, but there appears to be a very slight uphill gradient from start to finish

BRADNACK BEST AT RAMSGATE

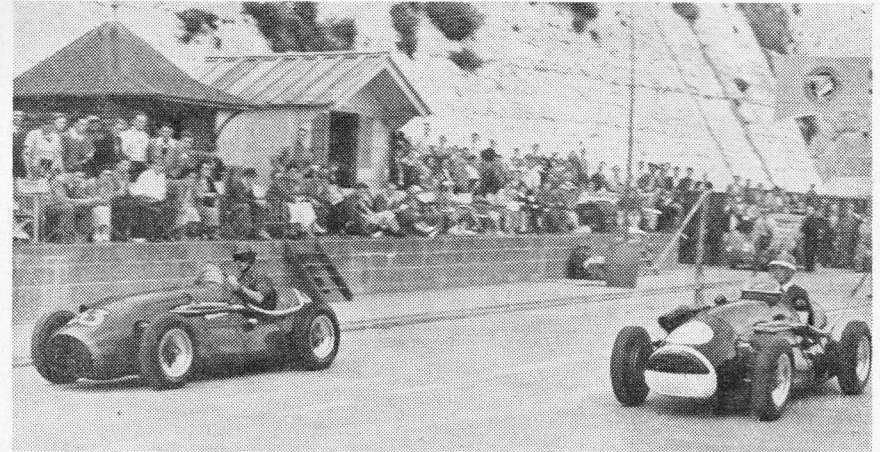
Blown 1,100 c.c. Cooper Achieves 14.26 secs.—Rob Walker Scores Two Class Wins with Connaught and D.B.2. Aston Martin—Parker (Jaguara) Makes Best Sports Car Time

which, coupled with the gradual right-hand curve and the bumpy road surface, may explain why Ramsgate speeds are usually lower than those of other venues.

Best time of the day fell to Bertie Bradnack with his 1,098 c.c. blown Cooper, in 14.26 secs., obtained on a masterly second run. The previous holder of this honour, Ted Lloyd-Jones, could only manage 14.48 secs. with the 21-litre Flying Saucer, having been disqualified on his first run for using both lanes. His time was better than last year by .03 sec., although he put up 13.97 secs. in 1951.

The smooth running of the day was rather marred by a large number of re-starts and re-runs. The former were caused by a bad starting system as much as by competitor anticipation. Three successive yellow lights were followed by a green for "off", but whereas the yellow lights followed each other at regular intervals, there was a longer wait for green, which completely spoiled the rhythm. The re-runs were caused by the wheel of a car in one lane overlapping the other lane at the finish and striking the wrong timing strip—all the more important since an allowance was made at the start for the greater radius of the outer curve. A typical peculiar result caused by this was when Rob Walker was shown to be .41 sec. faster than Leslie Marr, both with Connaughts, when in fact Marr reached the line several lengths ahead of Walker. However, all was sorted out to everyone's satisfaction in the end.

We were surprised and delighted to see Rob Walker in the Connaught at Ramsgate, after Tony Rolt's brilliant drive in the British Grand Prix, only the day before, had ended with a broken half-shaft key. A call at Connaught's did not produce a replacement, but a quick-witted mechanic of the Walker stable remembered he had a screw-driver of just the right size and fabri-



RESULTS

B.T.D.: B. E. Bradnack (1,098 Cooper S), 14.26 secs.

Best Sports Car: G. Parker (3,442 Jaguara S), 15.13 secs. **Best Saloon Car:** Capt. W. H. Bledsoe (1,488 Porsche), 18.63 secs. **Best 500 c.c. Car:** D. Walker (499 Kieft), 15.91 secs. **Best Lady Driver:** Mrs. E. M. P. Havard (3,474 Jaguar), 18.52 secs. **Best N.L.E.C.C. Member:** M. Wick (5420 Allard), 15.85 secs. **Best H.C.A. and A.C. Member:** E. Robins (2,262 Bugatti), 15.80 secs. **Best Foreign Car (Argentino Trophy):** E. Robins.

Saloons up to 1,300 c.c.: R. C. C. Palmer (1,200 Austin), 24.83 secs. **1,301-2,500 c.c.:** Capt. Bledsoe. **Over 2,500 c.c.:** R. R. C. Walker (2,580 Aston Martin), 19.32 secs.

Sports Cars up to 750 c.c.: G. P. Taylor (749 Austin), 28.98 secs., only runner. **751-1,300 c.c.:** F. C. Hill (746 Empire Lotus), 18.69 secs. **1,301-2,000 c.c.:** K. Flint (1,086 Cooper-M.G. S), 17.06 secs. **Over 2,000 c.c.:** G. Parker.

Racing Cars up to 500 c.c.: D. Walker. **501-1,100 c.c.:** S./Ldr. F. B. Sowrey (996 Cooper), 15.02 secs. **1,101-1,500 c.c.:** B. E. Bradnack. **1,501-2,500 c.c.:** R. R. C. Walker (1,960 Connaught), 15.40 secs. **Over 2,500 c.c.:** E. Lloyd-Jones (21,000 Triangle "Flying Saucer"), 14.48 secs.

CLERK HILL-CLIMB

FRANCIS PENN has forwarded to us a letter from Denis Flather in which he (Flather) states that he achieved second place in Class "C" of the Lancs A.C.'s Clerk Hill-climb on 11th July, with a climb in 32.6 secs. In the handicap event, he climbed in 32.2 secs. which, as he says, beats J. Clegg's best time by 0.2 secs.

GOSPURT A.C. RALLY

ENTRIES close tomorrow, 1st August, for the Gosport A.C.'s annual rally on Sunday, 9th August, although late entries will be accepted if possible. As previously announced, invited clubs are the West Hants and Dorset C.C., Chiltern C.C., Hants and Berks M.C., Bentley D.C., M.G.C.C., B.A.R.C. and Mid-Surrey A.C., and the Secretary of the Meeting is S. F. Warne, 11 Vectis Road, Alverstoke, Gosport. The event will start from the R.A.C. Car Park, Petersfield, at 9.30 a.m.

cated a new key from that. Valour was truly rewarded, for not only did Rob Walker manage to retain the 2½-litre racing car award with 15.40 secs. against his 16.61 secs. with the blown Delage last year, but he scored a second win with his DB2 Aston Martin in the over 2½-litre saloon car class, with 19.32 secs. against 19.20 secs. last year.

The saloon and sports car classes were altered this year, and one criticises the 1,301-2,000 c.c. sports car class, wondering what hope the two gallant 1½-litre H.R.G.s had against 2-litre Frazer-Nashes and the like. However, it was K. Flint's 9 cwt. of 1,086 c.c. blown Cooper-M.G. which won this class on its second run, in 17.06 secs., having lost its bonnet on the first run. Hely's Frazer-Nash was second with 17.35 secs., while W. S. Perkins upheld the name of H.R.G. with his 2-litre model in 17.38 secs. In the following places only .26 sec. separated Watkin's blown Dellow, Moorfield's 1,460 c.c. Delta and Pat Stephens, who was driving Wilkin's still undeveloped Consul-Lotus.

The Lotus flower blossomed in the 751-1,300 c.c. class, however, when Fred Hill took his 746 c.c. M.G.-powered version through in a brilliant 18.64 secs. Other noteworthy times were put up by Capt. Bledsoe, who beat a brace of 2½-litre Rileys with his 1,488 c.c. Porsche Super in 18.63 secs., and Gordon Parker with the 3½-litre blown Jaguara in 15.13 secs. Parker thus regained the large sports car class award from W. Coleman, who held it last year at 15.75 secs. with his old blown Jaguette. Coleman returned 15.90 secs. this year, being third to Maurice Wick's 5,420 c.c. Allard (15.85 secs.).

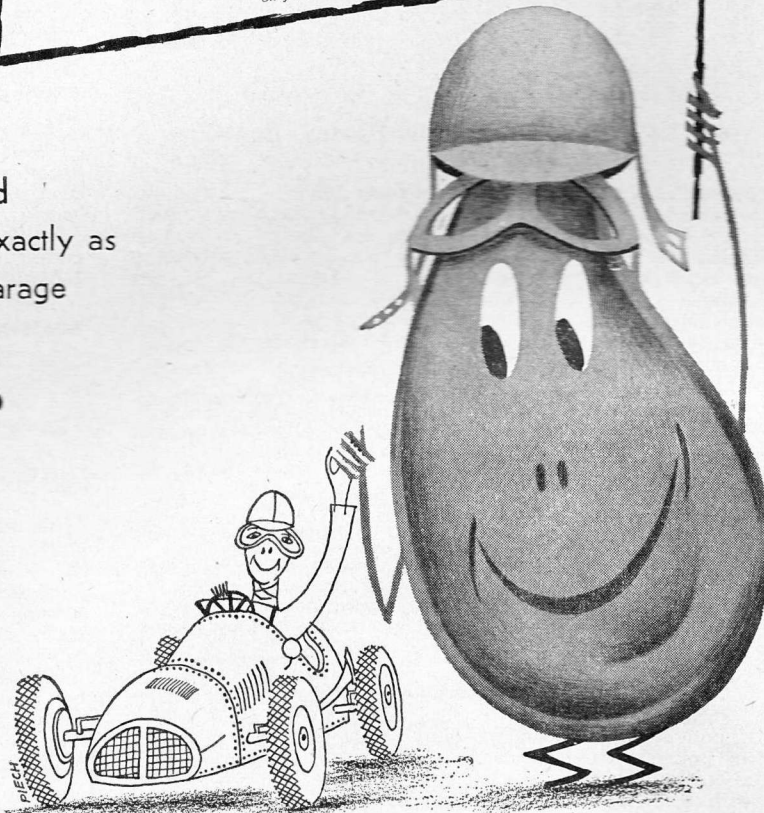
Commiserations of the day go to A. F. Rivers-Fletcher, who broke the back axle of his grand old 1,990 c.c. Bugatti at the start of his second run.

D. A. WILKINS.

U.S.A.F. TROPHY MEETING, SNETTERTON
U.S.A. INVITATION RACE
1st B.R.M. — KEN WHARTON
15 LAP SCRATCH RACE FORMULE LIBRE
1st B.R.M. — KEN WHARTON
Subject to official confirmation

The B.R.M.s used
ENERGOL 40 exactly as
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IF YOU REALLY CARE FOR YOUR CAR
ALWAYS USE BP ENERGOL—THE OILIEST OIL

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY, WHOSE SYMBOL IS



Ken Wharton (Cooper-J.A.P.), busy establishing a new record for Bouley Bay during the Jersey club's International Hill-climb.

500 M.R.C.I. DECISION

THE 500 Motor Racing Club of Ireland held a special meeting in Belfast on Sunday, 26th July, following receipt of the news of the tragic death at Snetterton of their president, Robert Baird. At this meeting, presided over by the chairman, Mr. Hector Graham, a message of sympathy was sent to Mrs. Baird on behalf of the club. It was decided that it would be in accordance with the wishes of the late Mr. Baird that the race meeting fixed for next Saturday, 1st August, should not be cancelled. The club decided to offer a new trophy, to be known as the Bobbie Baird Memorial Trophy, for competition on this occasion.

WOLSELEY HORNET MEETINGS

BECAUSE of August Bank Holiday, the Wolseley Hornet Special Club's next social meeting (London Area) will be held one day late, on Tuesday, 4th August. Midland area meetings, on the first Thursday of every month, will in future be held at the Red Lion, Church Street, Birmingham.

SOUTHSEA SPRINT AT GOODWOOD

THE Southsea M.C. have decided to cancel the Sprint Meeting which they had intended to hold at Goodwood on 19th September.

OLD MERCHANT TAYLORS' ACTIVITIES

THE first General Meeting of the Old Merchant Taylors' M.C. will be held at "Durrants", Croxley Green, near Rickmansworth, on Sunday, 9th August, starting at 8.30 p.m. Officers of the club will be elected, the draft rules approved and the question of R.A.C. recognition discussed. The meeting will be preceded by a navigational rally, starting from the same venue at 2 p.m. Regulations from G. Connelly, 98 St. Martin's Lane, London, W.C.2.

ANOTHER WHARTON RECORD

Hill-climb Champion Wins for Fourth Successive Year and Sets Up New Figures for Bouley Bay

DRIVING his supercharged Cooper-J.A.P., Ken Wharton made best time of the day at the Jersey M.C. and L.C.C.'s International Bouley Bay Hill-climb on 23rd July, and established a record for the hill of 52.8 secs.—1.4 secs. better than his own existing record. Runner-up was Michael Christie (Cooper-J.A.P.), who urged his unblown car up in 53.8 secs. Frank Le Gallais in his Jaguar-powered special set up a new native record of 55.2 secs.

A vast holiday crowd caused marshals a certain amount of trouble, and some of the events were held up whilst over-eager spectators were got under control. The under 2,500 c.c. sports class was poorly supported, and only three cars came under starter's orders, J. Bonhomme (1,248 M.G.) being first up. A. H. Le Tourneur (1,996 Connaught) was quickest of the trio with 74.8 secs., 0.6 secs. better than P. M. Salmon's Lea-Francis.

In the over 2,500 c.c. category, there was a duel between Lord Louth (C-Type Jaguar) and club president Bob Sangan (XK 120), victory going to the former in his newly-acquired car with 61.8 secs., as against Sangan's best of 64.4 secs.

First to clock under the minute was W. J. Reynolds (Taylor Special) in the under 1,100 c.c. racing class. He made two runs in the identical time of 58.6 secs. His car is mainly Fiat 500, the power being supplied by an ex-O.E.C. motor-cycle engine. However, this time was shattered by the Hon. E. G. Greenall (Cooper-J.A.P.) who improved a first run of 56.2 secs., to 55.4 secs.

Then came Ken Wharton, and the crowd settled down to watch the champion. His was a faultless performance, without any unnecessary fireworks but obviously very fast. Yes—52.8 secs., a new Bouley Bay record!

In the 1,100-1,500 c.c. class, Michael Christie (Cooper-J.A.P.) equalled Wharton's old record of 54.2 secs. on his first run, which he reduced to 53.8 secs. Bill

Sleeman (Cooper-J.A.P.) returned an excellent 55.6 secs. As already mentioned, Frank Le Gallais broke the native drivers' record with his interesting all-torsion bar De Dion axle, XK 120-powered special, running in the over 2,000 c.c. class.

R. H. LE VAILLANT.

RESULTS

Best Time of the Day: Ken Wharton (Cooper J.A.P. S), 52.8 secs. (Hill record).

Runner-up: Michael Christie (Cooper-J.A.P. U/s), 53.8.

Third: Frank Le Gallais (3,442 L.G.S.), 55.2.

Sports Cars

Up to 2,500 c.c.: 1, A. H. Le Tourneur (Connaught), 74.8. 2, P. M. Salmon (Lea-Francis), 75.4. 3, J. Bonhomme (M.G.), 76.2.

Over 2,500 c.c.: 1, Lord Louth (C-type Jaguar), 61.8. 2, R. L. Sangan (XK 120 Jaguar), 64.4.

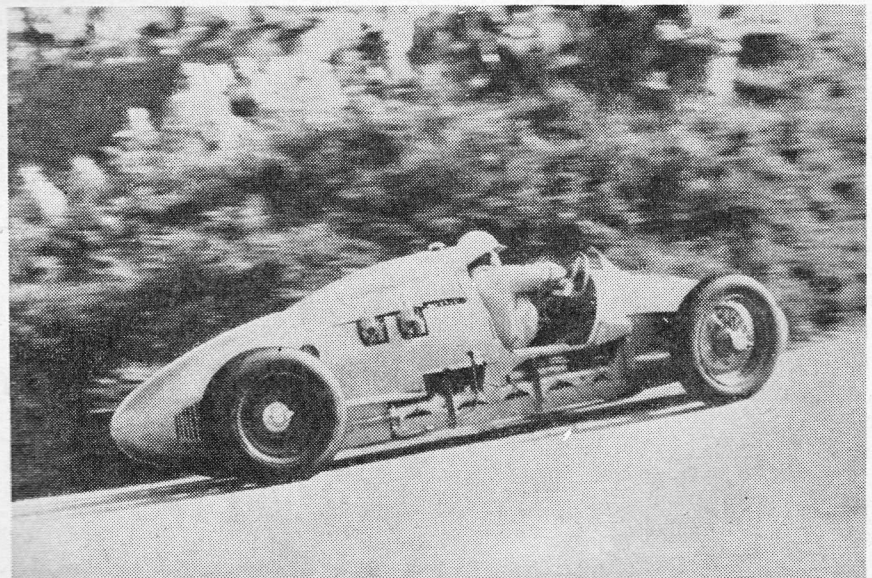
Racing Cars

Up to 1,100 c.c.: 1, Ken Wharton (Cooper-J.A.P.), 52.8. 2, Hon. E. G. Greenall (Cooper-J.A.P.), 55.4. 3, W. J. Reynolds (Taylor Spl.), 58.6.

1,101-1,500 c.c.: 1, Michael Christie (Cooper-J.A.P.), 53.8. 2, J. D. Sleeman (Cooper-J.A.P.), 55.6.

Over 2,000 c.c.: 1, Frank Le Gallais (L.G.S.), 55.2.

Frank Le Gallais (L.G.S.), who set up a new native drivers' record with his Jaguar-powered special.



NEWS FROM THE CLUBS

By Wilson McComb

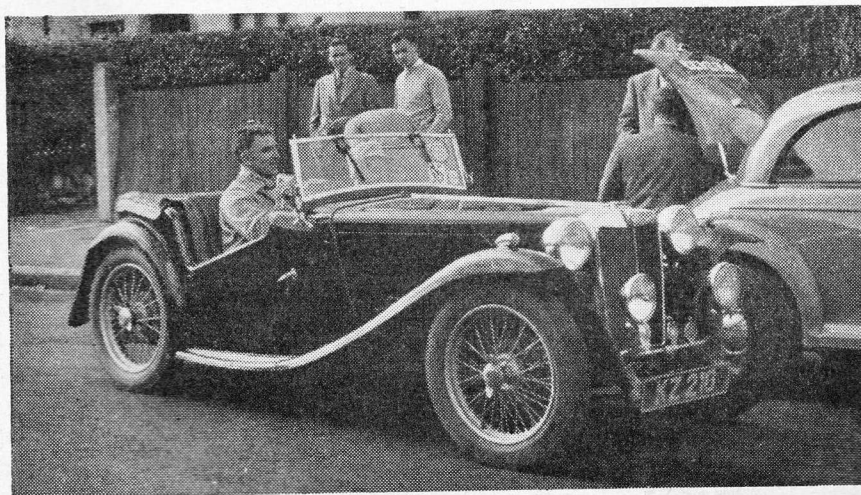
READERS have been most helpful on the subject of J. L. M. Meikle's "Mystery Mquette", and with their assistance we now seem to have identified the car. John Thornley of the M.G. Car Company has explained how JB.4607, an NE Mquette with chassis no. NA 0518, was prepared for Nuvolari to drive in the 1934 T.T. James Boothby has told us that this car was in fact driven by Bill Everitt, and this is confirmed by A. Ashton-Rigby, who says that a wheel collapsed and the car overturned at Dundonald hairpin.

In this issue, Arthur Rusling states that the original NE engine (758 AN) was replaced by a K-type power unit (16K 626), and the Company confirms that this was fitted on 9th December, 1935. A rubbing of the car's guarantee plate, sent by Mr. Meikle, bears the engine no. 16K 626 and chassis no. NA 0518.

Mr. Rusling also sends the photograph reproduced on this page of four 1½-litre sports cars, and offers a small prize to the first reader to identify them. Not merely type names, please, but a brief history of each car and its drivers.

Last week I remarked that the Winfield Joint Committee's charge of 30s. for the hire of a caravan during the 15th August week-end, at Charterhall, seemed very reasonable. No wonder secretary Bryan Groom has been overwhelmed by enquiries! The thirty bob charge is, of course, for parking a caravan adjacent to the circuit, not for hiring one.

CIRCUIT OF ULSTER: Ted Maguire (M.G.) leaves the Belfast control in the North of Ireland M.C.'s rally, watched by Billy McMaster and W. R. McMillan.



SOUTH CAERNARVONSHIRE ACTIVITIES

ON Saturday, 8th August, the South Caernarvonshire M.C. are holding a Gymkhana in the School Yard, Portmadoc, at 2.30 p.m. All members of motoring clubs holidaying in the district will be welcome to this event, and to the club's Flannel Dance at the Marine Hotel, Criccieth, on Wednesday, 12th August.

The date of the 1953 Birthday Rally has been changed to 24th/25th October, and details will be available later from D. A. Thomas, N.P. Bank, Criccieth.

* * *

CIRCUIT OF ULSTER

THE North of Ireland Motor Club's annual Circuit of Ulster rally on Saturday, 25th July, was won by Gordon McNally (Dellow) by a wide margin from Sammy Moore (Dellow), who had a fractional advantage over Wilbert Todd (Todd Special). In the closed car classes, R. J. Caldwell's little Renault just managed to hold off Andy Hutchinson's potent Wolseley Eight, with Jimmy Taylor's Austin Seven third in the small saloon class: M. Glover's Sunbeam-Talbot led Dr. Keatley's similar car in the "large" category, with another fractional division putting Sidney Pentland's

Citroën in third place. In the general classification the first five places were taken by open cars.

The new "Everest Trophy", presented by a Londonderry sportsman to commemorate the conquest of Everest, was won by Caldwell for his performance in the small, closed car class. Later it was revealed that yet another handsome trophy had been offered and this will go to the winner of the "Specials" class in future.

A record number of starters (83) contested the trial. Five starting-points were employed—Belfast, Londonderry, Omagh, Armagh and Kilrea, and from these places the cars headed for Ballygawley, Co. Tyrone, and then followed the same route to Portrush via Fivemiletown, Enniskillen, Omagh, Draperstown, Portglenone and Ballymoney, a total distance of 200 miles.

The original intention to hold 16 driving tests had to be modified when the police objected to some of the tests being held on main roads. Three tests were omitted and the site of another one changed. Despite showery conditions the rally proceeded smoothly, apart from an odd delay or two at some of the controls.

W.A.McM.

Provisional Results

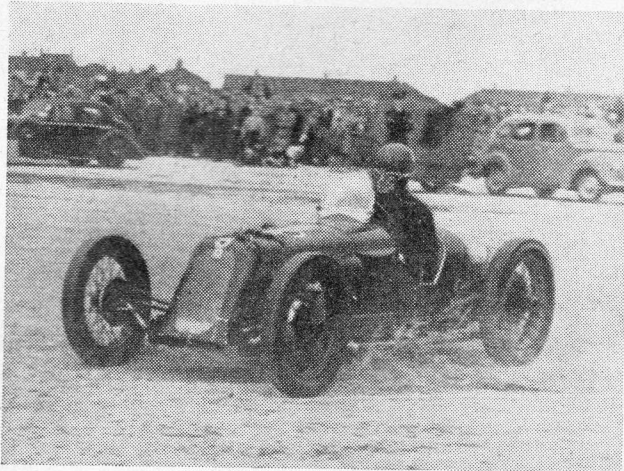
General Classification: 1, D. G. McNally (Dellow), 246.4 marks lost; 2, S. J. Moore (Dellow), 259.6; 3, W. T. Todd (Todd Special), 259.8; 4, W. McDonagh (Richford), 260.8; 5, J. Henry (Ford Special), 261.2.

Closed, up to 1,300 c.c.: 1, R. J. Caldwell (750 Renault), 281.6; 2, A. Hutchinson (918 Wolseley), 285.6; 3, J. J. Taylor (803 Austin), 298.6. **Over 1,300 c.c.:** 1, M. Glover (Sunbeam-Talbot), 296.2; 2, J. D. Keatley (Sunbeam-Talbot), 298.8; 3, S. Pentland (Citroën), 299.

Open Cars: 1, D. G. McNally (Dellow), 246.4; 2, S. J. Moore (Dellow), 259.6; 3, G. H. Reilly (M.G.), 288.2. **Specials:** 1, W. T. Todd (Todd Special), 259.8; 2, W. McDonagh (Richford), 260.8; 3, J. Henry (Ford Special), 261.2.

Best Lady Driver: Mrs. Eileen Atkinson (Ford).

Team Award: "The Specialists" (W. T. Todd, R. C. McKinney (Dellow) and D. G. McNally).



REDCAR SAND RACING

A COURSE on the Redcar-Coatham sands, reminiscent of that at Southport before the war, was used for the Middlesbrough and D.M.C.'s annual race meeting on 18th July. Large crowds lined the two one-mile straights, and were treated to some excellent racing from a small but keen entry.

In the first event, a one-mile sprint for 1,500 c.c. supercharged and 2,500 c.c. unblown cars, Gillie Tyrer won easily with his BMW-Fiat "Supermotor", finishing a good hundred yards ahead of F. Harrison (F.H.N.) and T. Goodwin (Austin Special). T. Sunter (Jaguar XK 120) and others then made an attempt on his flying kilometre record, but on the wet sand he was able to average only 116.5 m.p.h. against his 117.7 m.p.h. of last year. He was, however, the only driver to exceed 100 m.p.h.

A 20-mile handicap saw Schellenberg's ex-Dixon Riley 9 lead for eight laps with a 2 min. allowance over scratch man Sunter, mainly as a result of his capable cornering. But the Riley then began to misfire, and was passed by Chapman (Chapman Mercury), who had a 30 secs. start. In a grandstand finish, Sunter caught and passed the Mercury special with a bare ten yards to spare.

Chapman again took the lead, only to lose it to Sunter, in the final 10-mile handicap, after Snowden (Allard) had led until half-distance.

FRANCIS PENN.

Results

One Mile Sprint: 1. G. Tyrer (Supermotor), 74.7 m.p.h.; 2. F. Harrison (F.H.N.); 3. T. Goodwin (Austin Spl.).
Flying Kilometre: 1. T. Sunter (Jaguar XK 120), 116.5 m.p.h.; 2. G. Tyrer (Supermotor), 92.4.
20-mile Handicap: 1. T. Sunter (Jaguar XK 120), 69.5 m.p.h.; 2. C. Chapman (Chapman Mercury).
10-mile Handicap: 1. T. Sunter (Jaguar XK 120), 70.9 m.p.h.; 2. C. Chapman (Chapman Mercury); 3. J. Snowden (Allard).

SURREY S.M.C. SUCCESS

THE team entered by the recently-formed Surrey S.M.C. in the Inter-Club Prescott Hill-Climb, on 12th July, made a good showing in this, their first National event. Of the 33 clubs represented, the Surrey club came fifth, with an aggregate time of 251.97 secs. against the Scottish S.C.C.'s 237.31. The team comprised R. Watling-Greenwood, V. C. Freedman and N. G. Kelliher.

★

HARFORD WITH A DIFFERENCE: F. Harrison's Ford-powered F.H.N. at Redcar, where it finished second to Gillie Tyrer's "Supermotor" in a one-mile sprint, during the sand races staged by the Middlesbrough and D.M.C. on 18th July.

★

V.S.C.C. SILVERSTONE

WITH reference to our report on the Vintage S.C.C. Silverstone meeting in the 17th July issue, since Betty Haig was "under the impression that somebody was still ahead", her M.G. obviously was *not* the limit car, as was stated. Four or five competitors, in fact, started before Miss Haig. D. Wilkinson's E.R.A., which finished third in the Seaman Trophies Race, was driven by that noted Bentley exponent J. A. Williamson.

HARROW CAR CLUB

THE Harrow Car Club, which is the subject of this week's Directory of the Clubs, was originally started as the Kynaston Car Club. Shortly after its formation, and under the able guidance of Sammy Davis, it was re-named the Harrow Car Club and properly constituted. Joe Coyne, currently President of the Club, is now the only remaining Founder member.

Prominent amongst Club members in its early days were Mr. and Mrs. A. E. Moss, whose successes in winning numerous awards were not confined to Club events; readers will recollect that, as representatives of the Club, they won many of the Open and Invitation events of pre-war days. Mrs. Moss, competing as a Harrow member in her Singer and her Marendaz Special, took first place in almost every major trial and speed event in the country.

Later, the Harrow Car Club was to have the privilege of providing Stirling Moss with the opportunity of winning his first motoring award. Placed first in the Moss Trophy Trial, he received the Cup presented earlier by his father.

"AUTOSPORT" DIRECTORY OF THE CLUBS—54

Harrow Car Club



(Founded 1933)

President: F. J. Coyne.

Vice-President: Stirling Moss.

Open to: Drivers of four-wheeled vehicles.

Caters for: All types of sporting and social motoring events.

Principal Events: Cottingham Memorial Trophy Trial (R.A.C. and B.T.D.A. Star event)—November.

Moss Trophy Trial (for family-type cars)—March.
 Founder Member of the Eight Clubs.

Headquarters: No fixed headquarters.

Meetings: First Thursday of each month—usually at The Battleaxes, Aldenham, Elstree.

Bulletin: Monthly duplicated news sheet; quarterly magazine projected.
 Editor: Hon. Secretary.

Whether Associated with R.A.C.: No. **Approximate Membership:** 150.

Prominent Past and Present Members: The Earl Howe; Lord Brabazon; Oliver Bertram; Raymond Mays; T. G. Moore; G. E. T. Eyston; C. G. Cullen; Leslie Johnson; Kay Petre; L. G. Wilkins; Mr. and Mrs. Alfred Moss; Dr. Benjafield; Stanley Tett; N. V. Needham.

Annual Subscription and Entry Fee: No Entry Fee.
 Annual Subscription, £1 1s.; Passenger Membership, 5s.

Hon. Secretary: David H. Drew, 39 Southfield Park, North Harrow, Mddx.
 Telephone: Pinner 6676.

A.C.O.C. POINT-TO-POINT

As B. H. Martin of the A.C. Owners' Club will be going on holiday shortly, further inquiries about the Club's Point-to-Point meeting on 30th August should be addressed to George Grigs, 72 Redcliffe Gardens, London, S.W.10, who also points out that competitors in this event may visit the memorial chapel—they are not compelled to do so!

ULSTER A.C. TRIAL

THE Dellow v. Todd Special battle, which has enlivened Ulster reliability trials this year, was carried a stage further in the Ulster Automobile Club's trial on Wednesday, 22nd July. The total entry was below par with 30 starters, due, no doubt, to the prevailing holiday absences.

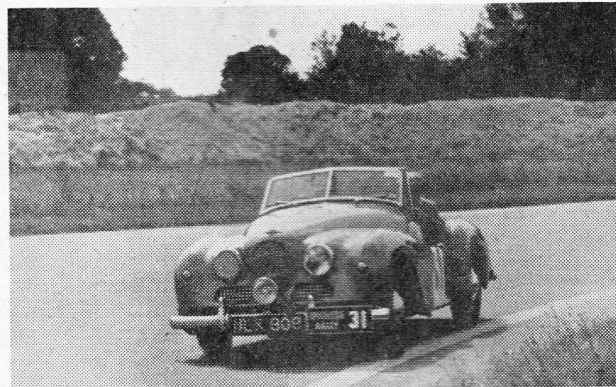
Starting from Stormont, Belfast, the trial covered a route of some 40 miles. The first control was at the Quarry, Newtownards, where the usual "double garaging" test was held, only this time competitors had to execute each "garaging" in both forward and reverse directions. The second control was at Ballyblack church and the test here consisted of a forward-and-reverse movement round a triangle. At Rubane the third test called for free-wheeling and forward and reverse movements and the trial ended with two tests at Killaghy airstrip.

It was a night out for the Dellow of R. C. McKinney and S. Moore, although Wilbert Todd struggled manfully to deal with the menace. It was not until the

★

GORDON AT GOODWOOD: Alec Gordon (Jowett Jupiter) puts in some lapping at Goodwood during the Brighton and Hove M.C.'s Brighton Rally on 11th July. He was placed second in the 2-litre open car class.

★



BRIGHTON RALLY

RESULTS of the Brighton and Hove M.C.'s Rally on 11th July were:

Clayton Trophy: A. C. Westwood (Fiat), 168.7 marks lost.

Up to 1,000 c.c., Closed: 1, C. Whitehall (Renault), 182.7; 2, A. E. Westbrook (Morris), 193.4. **1,001-1,300 c.c., Open:** 1, J. L. Dewar (M.G.), 179.6; 2, B. Bowman (M.G.), 181.0. **Closed:** 1, J. Shelton (Hillman), 207.3; 2, W. A. Mackenzie (Triumph), 212.7. **1,301-2,000 c.c., Open:** 1, F. M. Baker (Jowett), 181.7; 2, A. Gordon (Jowett), 194.4. **Closed:** 1, P. Pulver (Lancia), 188.2; 2, Dr. B. H. Goodrich (Jowett), 193.6. **Over 2,000 c.c., Open:** 1, M. H. Lawson (Jaguar), 174.1; 2, M. P. Anthony (S.S.), 175.0. **Closed:** 1, J. C. Smith (Allard), 194.2; 2, H. O. Cormacey (Austin), 195.3. **Specials:** 1, Simmonds (Austin), 231.3; 2, J. M. King (Ford), 241.9.

fourth test that the Todd Special was able to deal effectively with the opposition, Moore having had best performance in the first test, McNally (also in a Dellow) in the second and McKinney in the third. Todd was best in the fourth but had to share the honours with McKinney in the last test.

On balance, the verdict went to McKinney by a narrow margin, but Todd's second place was good enough to keep him ahead on points in the Victor Ferguson Memorial Trophy Competition, the struggle for which now lies dormant until October.

W. A. McM.

Results

1, R. C. McKinney (Dellow), 163.8 marks lost; 2, W. T. Todd (Todd Special), 164.2; 3, S. J. Moore (Dellow), 172.4; 4, A. Hutchinson (Wolseley), 180.4; 5, J. L. Dowling (Ford), 180.6; 6, A. Duncan (Austin Seven), 182.6.

announce their annual

THE

SPEED HILL CLIMB

at

HANTS

GREAT AUCLUM

BURGHFIELD COMMON, NEAR READING

on

AND

SATURDAY, 8th AUGUST

at 2.30 p.m.

BERKS

ENTRIES CLOSED

MOTOR

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CLUB

Full details from the Secretary of the Meeting:

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1953 M.G. TD. Mk II. 1,600 miles. £775

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500 M.R.C.I. TRIAL

HELD during the major holiday week in Ulster, the 500 Motor Racing Club of Ireland's trial at Kirkistown Aerodrome on Saturday, 18th July, produced only 14 entries but plenty of keen competition. Interest might have been heightened by Reiner Dorndorf's recently acquired Hotchkiss 686 but the car was withdrawn when, following sickness developing in one plug, the interesting situation arose that not one of the other competitors, or spectators, or Dorndorf himself could produce the essential 18 mm. spanner. The small entry must have made noises like opportunity knocking to Wilbert Todd for, having already entered his Todd Special in the open class, he decanted his wife and family from the comfort of their Hillman saloon and also entered that in the closed car class—and a very good thing too, as it transpired.

Seven extremely interesting—and new—driving tests had been devised by Secretary Jim Stirling, and battle was joined immediately between the Dellowes of Sammy Moore and Gordon McNally and the Todd Special. One of the outstanding examples of Stirling's craft was that in some tests the pylons were valued at 10 marks each and in others at 50 marks each. In Test 5, a manoeuvre very similar to a test held in the Circuit of Ireland (which he won), Todd astounded all and sundry by bashing a pylon good and hard. Everybody started trying to remember when Todd had last hit a pylon and only the elder brethren could name time and place. Naturally, this latest was a 50-mark bash!

On balance, Moore recorded best performance in four of the tests, while honours went to Todd in the other three. McNally was usually second and never lower than third. Of the saloon drivers Sydney Pentland (Citroën), Paddy Hopkirk (Volkswagen) and Roger McBurney (Singer Bantam) were among the neatest, but Dickie Lovell-Butt's handling of a Mk. V Jaguar in the narrow confines was a joy to behold.

W. A. McM.

Results

Open: 1, D. G. McNally (Dellow), 808 marks lost; 2, S. Moore (Dellow), 846; W. T. Todd (Todd Spl.), 867.

Closed: 1, W. T. Todd (Hillman Minx), 1,058; 2, P. H. Harding (Austin A40 Sports), 1,074; P. Hopkirk (Volkswagen), 1,089.

COMING ATTRACTIONS

July 31st. Bayonne-Pyrenees Rally, France.

August 1st. Cornwall Motor Racing Ltd. Meeting, Davidstow, nr. Launceston.

Bentley D.C. Race Meeting, Silverstone, nr. Towcester. Start, 11.30 a.m.

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

500 M.R.C.I. Race Meeting, Kirkistown, Northern Ireland.

August 2nd. German G.P. (F2, 3), Nürburgring, Germany.

Tour of Calabria (S, T), Italy.

August 3rd. Half-Litre C.C. Race Meeting (F3), Brands Hatch, nr. Fawkham.

Bristol M.C. and L.C.C. Race Meeting, Thruxton, nr. Andover. Start, 12.30 p.m.

West Cornwall M.C. Hill-Climb, Trengwainton, Madron, nr. Penzance. Start, 2.30 p.m.

August 5th. Omagh M.C. Trial, N. Ireland.

THE DAWN HANDICAP RALLY

HOLLAND BIRKETT, who in the course of his duties as a veterinary surgeon must surely have acquired a pair of feline eyes, made the best performance in yet another night trial on 19th/20th July. It was the Dawn Handicap Rally, organized jointly by the 750 M.C. and Hants and Berks M.C., in which the entry was divided into "Expert", "Skilled" and "Novice" drivers, and a handicap system applied to the results.

The event started at midnight from the Golden Arrow Garage, Colnbrook Bypass, with a simple road section to the first test at California-in-England, near Wokingham, where Pat Stark (Vauxhall Velox) made B.T.N. This was followed by a diabolically ingenious test in which the driver alone was given a map reference to visit, and sent off from California in the wrong direction. "Experts" were allowed 20 minutes for the trip, "Skilled" drivers 25, and "Novices" half an hour.

After supper the main road section commenced and, following a Morgan 4/4 Club idea, the route card gave a jumbled list of eighteen map references and eighteen public houses, the idea being, of course, to fit the right hostelry to the right map references. The non-expert categories had fewer pubs to visit, which was no hardship, as they were all closed anyway. The route being optional, one competitor frequently encountered another proceeding in the opposite direction, and at last the inevitable happened; Birkett came face to face with Arthur Tooth's Rolls-Royce in a lane just 2 ft. wider than that majestic carriage. He essayed, with some success, to climb an almost vertical bank, and damage was quite superficial.

The finish control was at Hurn airfield, where breakfast was taken and the Southern Centre of the 750 M.C. had laid on six tests. Here the handicap was on wheelbase, with a further bonus for closed bodywork, and with the exception of Test 1, which fell to Laver's Citroën, all gave best to Holly Birkett's Austin Seven. Birkett amassed 1,199 marks out of a possible 1,200 at Hurn, which seems reasonable.

Results

Premier Award: Birkett (Austin Seven, 750 M.C.), 3,665 marks gained. **Best in Opposite Club:** Stark (Vauxhall Velox, H. and B.M.C.), 3,571.5; 3, Elbra (Morris Minor, H. and B.M.C.), 3,501. **Best "Skilled" Competitor:** Laver (Citroën, H. and B.M.C.). **Best "Novice":** Crane (Morris Eight), 750 M.C.

More News from the Clubs on page 164

CLUB FIXTURES

750 M.C. (N.W. Centre).—Meeting, 31st July, Royal Thorn Hotel, Wythenshawe, Manchester. **London:** Meeting, 3rd August, Abbey Hotel, Neasden, 7.30 p.m.

N. London M.C.—Social Run, 31st July, Salisbury Crest, Essendon, Herts, 8 p.m.

Bentley D.C.—Meeting, 1st August, Weston Manor Hotel, Weston-on-the-Green, Oxon., after Bentley D.C. Silverstone meeting.

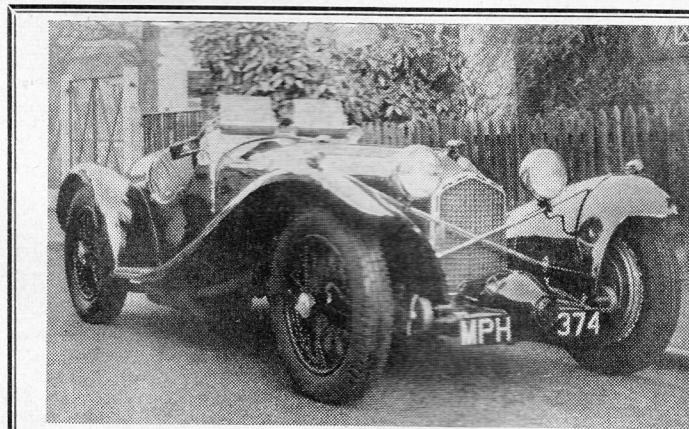
Wolsley Hornet S.C. (London Area).—Meeting, 4th August, Derby Arms, Upper Richmond Road, Sheen, 7.30 p.m.

Midland.—Meeting, 6th August, Red Lion, Church Street, Birmingham.

Vintage S.C.C.—Meetings: 4th August, Woolpack, Coggeshall, Essex. 6th August, Phoenix Hotel, Hartley Wintney, Hants. King's Head, Telby, near Market Rasen, Lincs., and Scott's, Rose Street, Edinburgh.

West Essex C.C.—Film Show, 5th August, Three Jolly Wheelers, Woodford Bridge, Essex, 8.15 p.m.

Notts S.C.C.—Meeting, 6th August, Five Ways, Valley Road, Nottingham, 7 p.m.



Alfa Romeo
2.9-litre Model P.3
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Autosport Souvenir Photographs

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(Continued overleaf)

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SHELSLEY SHOWER-BATH

Rain Mars Midland Gymkhana and Hill-Climb

RAIN, rain, and yet more rain was the keynote of an otherwise successful event held by the Midland A.C. at Shelsley Walsh on Saturday, 25th July. Primarily, this meeting was organized in response to requests from many neighbouring motoring clubs, for an opportunity to compete at Shelsley, and it was rather a pity that some of these clubs, having made such a request, omitted to enter for the event.

The day was divided into two parts, the first comprising a series of unusual tests in the car park, and the second a hill-climb. The first test, called "Highway Code", was laid out behind some hundreds of yards of screened matting, and negotiated *in camera*. The scene was a village street, complete with two parked cars with lights on, numerous "No Entry" and other signs and, at one end, a "chemist's shop". At the start, competitors were given the following instructions: *You are to call at the chemist's shop to pick up an urgent prescription—it is night, and you will conform to all details of the Highway Code!*

Well, it just wasn't true; no one completed the test without loss of marks. Engines were left running, horns were blown, cars were parked on bends or on the wrong side of the "street", lights were left unlit and signals were not given. In fact only one competitor, F. T. Lewis (Dellow), found the right place to park.

In a blindfold driving test, Mrs. Sutcliffe (Morris Minor) found herself very much off-course, as the result of following her husband's directions. Another good test involved driving round a stake, from which a 20-ft. string led

to the rear bumper. Then came the hill-climb, and never in its entire history can Shelsley have looked so bleak, wet and bare. Only two souls inhabited the Esses, a marshal and AUTOSPORT, both of whom sought shelter in the commentator's box.

The hill just streamed water, and times were poor, the competitors fighting their sliding cars all the way. The vintage Bentleys looked at their best—rather like blunt-prowed speedboats—but the best time was made by Berry's Bugatti. No praise is too high for the stalwart marshals who officiated in both gymkhana and hill-climb, although all of them were soaked to the skin.

FRANCIS PENN.

ANY NITROMETHANE, MISTER? E. Williams (Austin-Healey Hundred) calls at the "chemist's shop" during the Midland A.C.'s gymkhana at Shelsley Walsh.

Results

Hill-climb: B.T.D.: J. Berry (Bugatti S), 50.6 secs. **Class 1:** A. S. Marsh (Dellow S), 55.8. **Class 2:** H. Sutcliffe (Porsche), 62.7. **Class 3:** J. Berry. **Class 4:** J. Moore (Morgan), 55.4. **Harry Edmunds Trophy (Vintage):** J. Williamson (Bentley), 51.8 secs.

Gymkhana: 1, A. E. Marsh (Dellow S), 280 marks lost; 2, J. Moore (Morgan), 289.3; 3, J. Beasley (Buckler), 292.5.

Team Award: Worcester M.C. (Moore, D. R. Steele and Dr. McKeen).

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BEST WAS BERRY: In the hill-climb which followed the gymkhana at Shelsley, J. Berry made the best time with his Bugatti.



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