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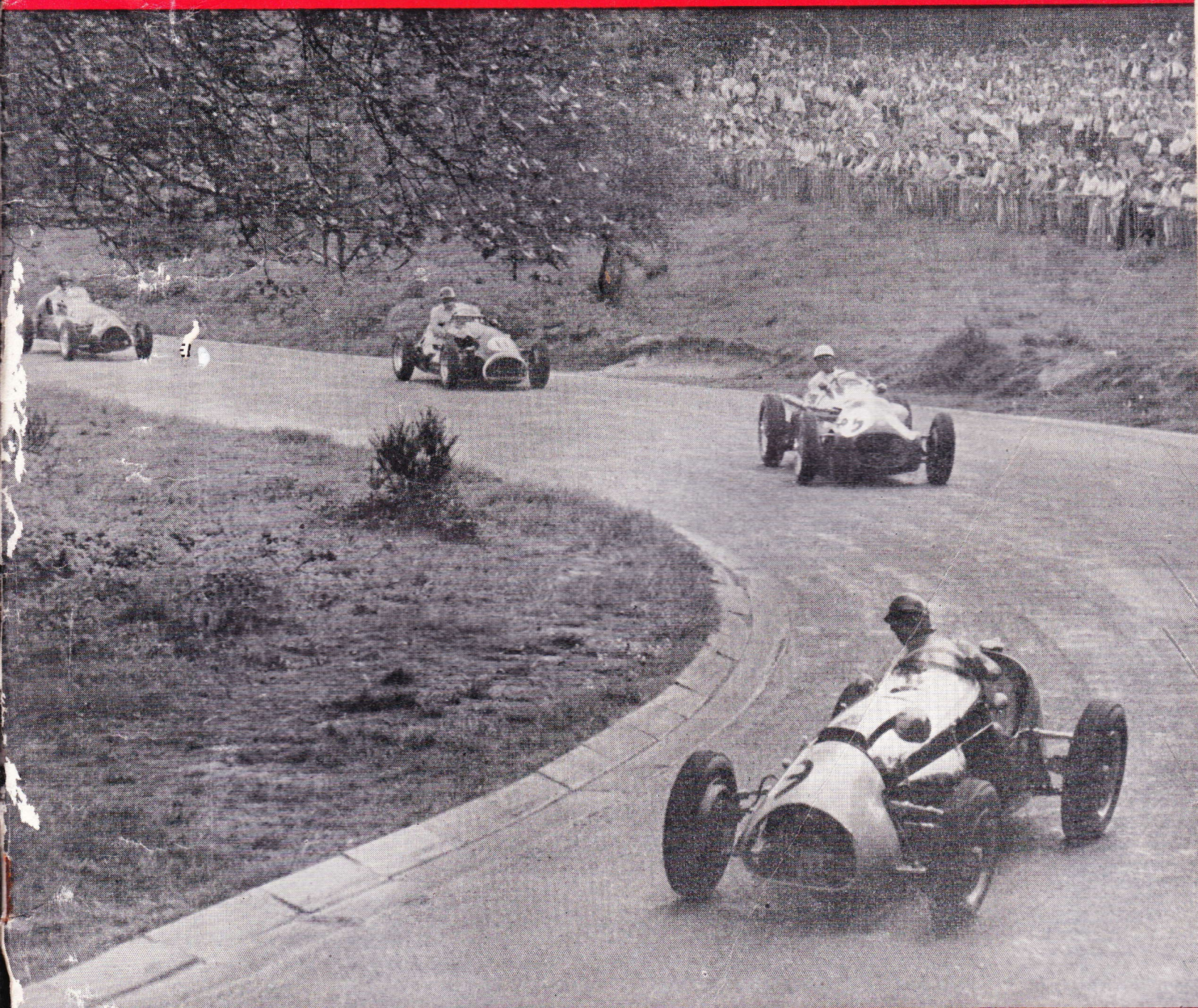
JUNE 5, 1953

1/6

EVERY FRIDAY

Vol. 6 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY

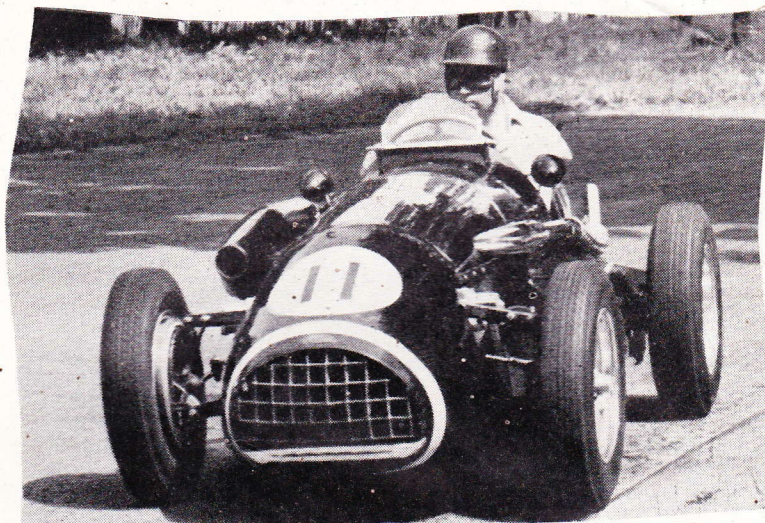


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THE ALBI GRAND PRIX : RACING AT SNETTERTON : THE CORONATION SCOTTISH RALLY
BRIDGEHAMPTON BOOMERANG : THE PORSCHE 1500 SUPER : BUSY WEEK-END

THE CORONATION TROPHY

Crystal Palace May 25th



1st

A. P. R. ROLT

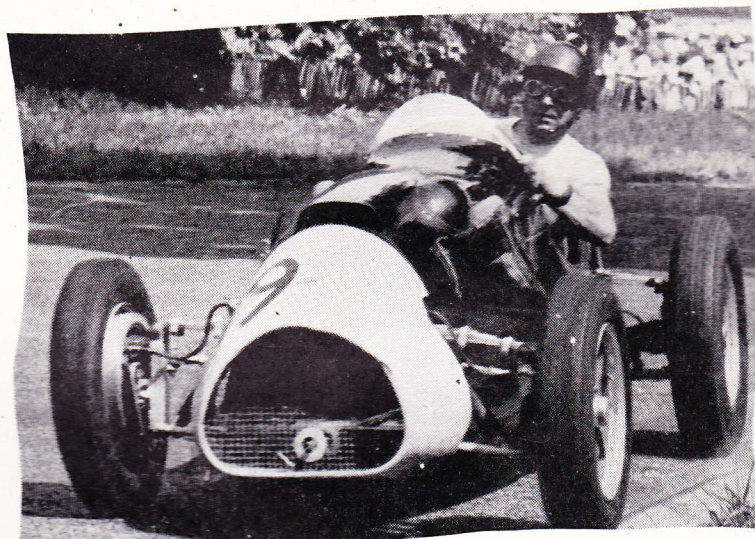
CONNAUGHT

(R.R.C. WALKER)

2nd

K. WHARTON

COOPER-BRISTOL



SPORTS CAR RACE

1st F. C. DAVIS *Tojeiro*

FORMULA 1 EVENT

1st A. G. WHITEHEAD *E.R.A.*

2nd R. SALVADORI *Delage*
(R.R.C. Walker)

(Subject to Official Confirmation)

All these cars used

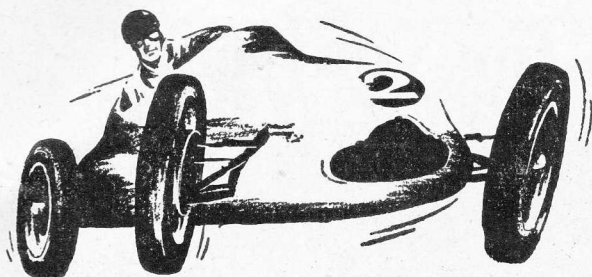
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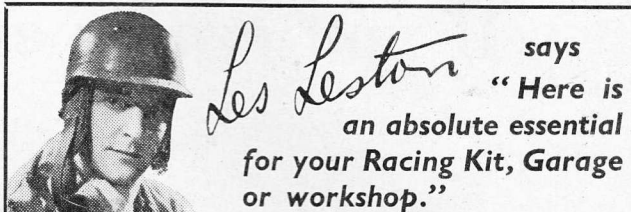
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children 1/-

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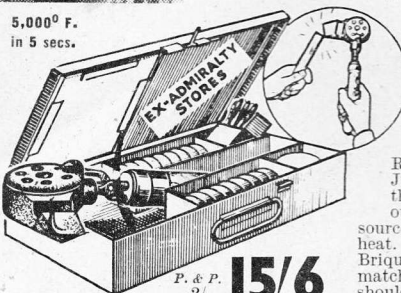
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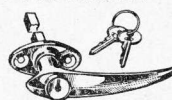
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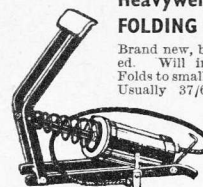
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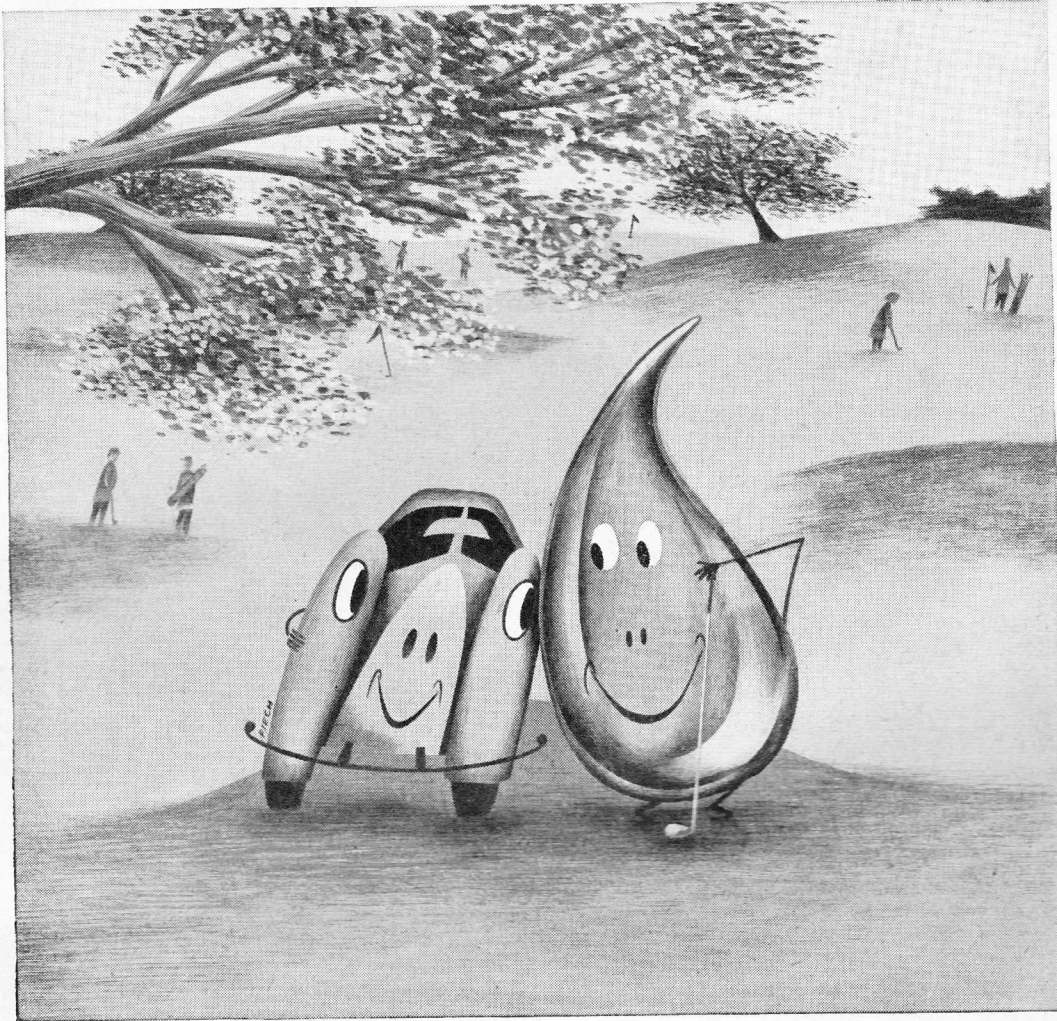
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 23 June 5, 1953

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EDITORIAL

CERTAIN rallies are tending to become a mixture of this type of event and a reliability trial. No regular rally competitor objects to a really tough route, provided that road surfaces are reasonably good. The recent International Coronation Scottish Rally contained certain sections that were apt to be damaging to cars, particularly those built as fast road machines, and consequently fairly expensive to repair. Once a competitor has suffered damage to his vehicle entirely due to route conditions, he (or she) will think twice about entering for the event again, unless with a machine more suited to a trial-cum-rally type of event. It is all very well to attempt to reduce the overall average speed between controls by introducing very rough sections, but this generally leads to dicing when more normal roads are reached. AUTOSPORT feels that rally organizers should leave out any section that can cause damage to a modern high-performance car, and concentrate on roads which, whilst difficult to average high speeds, are free from loose boulders and all the hazards of some of the little-used mountain tracks of Great Britain.

* * *

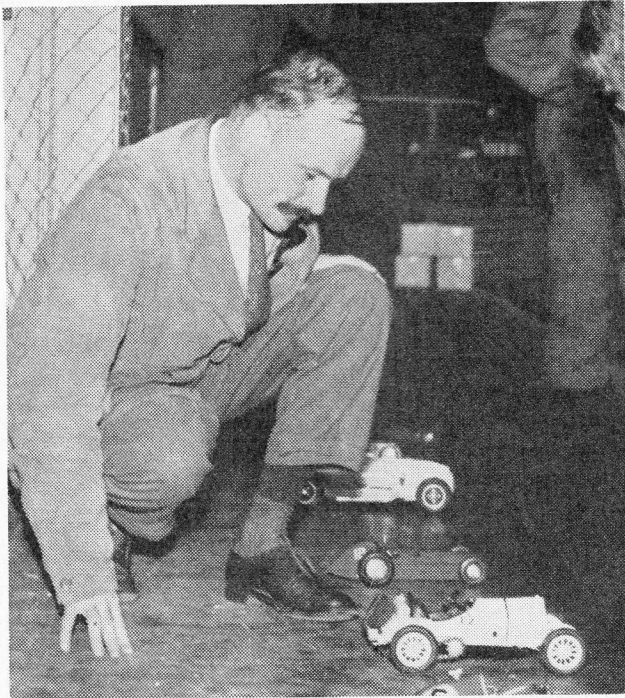
THE magnificent show put up at Albi last Sunday by the three B.R.M.s will not readily be forgotten. Fangio, Wharton and Gonzalez set such a cracking pace in the Formula 1 heat, that they forced out Ascari (Ferrari) with mechanical trouble, and Farina (Thin Wall Special Ferrari) also withdrew. Unhappily the Bourne cars were plagued by tyre trouble, and all three threw treads. In the final, Fangio went out when in the lead after a stripped tread damaged a rear hub. Wharton crashed, following a tyre failure, and Gonzalez threw another tread when leading Rosier. His pit stop cost him the race. The sight and sound of F1 Grand Prix machinery tearing round the fast Albi circuit was unforgettable, and the B.R.M.s may well have justified any claims to being the fastest cars ever to race since the big-engined Mercedes. At any rate, Juan Manuel Fangio pulverized the lap record—a record which may remain until such time as powerful supercharged machines reappear in Grand Prix racing. AUTOSPORT would like to congratulate all concerned with the B.R.M. for their Albi performance.

* * *

SCARCELY a motor race meeting occurs in Great Britain without at least one wheel-shedding incident. The danger to spectators can well be imagined, and it is surely up to the entrant to see that this very essential part of the vehicle is 100 per cent.—even if it means crack-testing before each event!

OUR COVER PICTURE

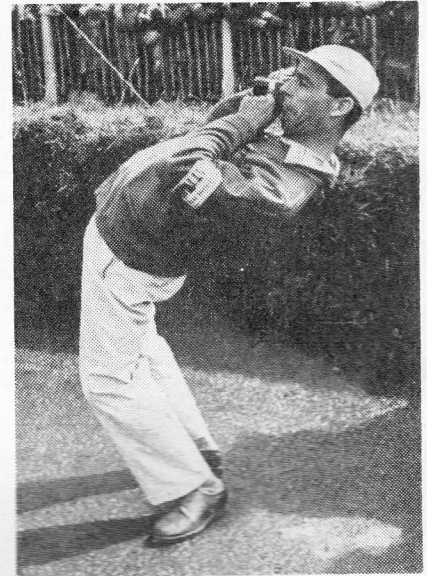
THE PALACE: A tightly-packed crowd of spectators at North Tower Crescent watches Ken Wharton (Cooper-Bristol) lead Lance Macklin (H.W.M.), the winning Tony Rolt (Connaught) and Peter Whitehead (Cooper-Alta) in the early stages of the F2 race.



PIT & Paddock

ONE of the first six prototype Austin Sevens built in 1922 was recently presented to the Science Museum, South Kensington, for permanent exhibition as a landmark in the evolution of road transport.

★
SCOOP!: John Bolster (left) plays with model cars at South Croydon, and apparently provides an unusual picture for an acrobatic photographer (right)—one of Hawthorn's Ferrari mechanics at Dundrod.



MOVEMENT is afoot to promote 500 c.c. racing at the Bury Stadium, near Manchester. Of miniature Indianapolis form, the track is $\frac{1}{4}$ mile in length and 40 ft. wide, with banked bends. Cars have already been tried there, with good results.

TWO recent Continental Rallies were won by Aston Martin cars: Da Silva Ramos (DB 2) took the premier award in the A.C. de l'Ouest's Rallye de Sablé-Solesme, while Raymond Castelain did likewise in the 1st International St. Quentin Rally.

THE central seating vogue in sports cars is spreading; latest convert is Amedée Gordini, whose new 3-litre Le Mans car will be so equipped.

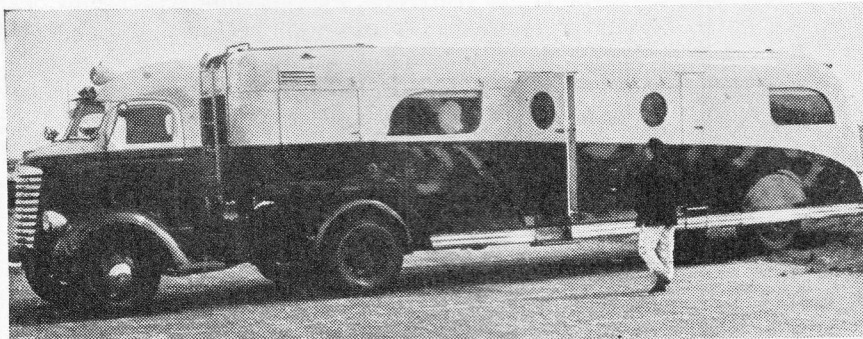
NOMINATIONS received for the G.P. of the A.C.F. at Rheims on 5th July include official Gordini, Ferrari and Maserati entries. Hawthorn will drive, so will Fangio and Gonzalez, while three H.W.M.s are expected.

J. N. DOBBS, who crashed at Castle Combe on 25th April, is now out of hospital. Unfortunately a slowly healing wrist will keep him out of racing for some time, so the CND-Buckler may be up for sale. He thanks all who wrote to him while in hospital.

JEAN HEURTAUX, successful French Jaguar exponent and winner of last year's Hyères 12-Hours race, was killed when his XK 120C crashed after breaking the Planfoy hill-climb record.

FRENCH Laffrey hill-climb, scheduled for 21st June, has been cancelled.

MONSIEUR ALEXANDRE AUTIER has assumed the Presidency of the A.C. de Monaco in place of Antony Noghes, who is retiring.



YOUNGER readers pursuing an engineering career may be interested in *The Engineer Apprentice*, a monthly journal published at 1s. 6d. from 65-66 Chancery Lane, Holborn, W.C.2.

STIRLING MOSS addressed students at the College of Aeronautical and Automobile Engineering at Chelsea on 12th May. Subject: motor racing, of course—he was bombarded with questions for more than an hour after the talk.

JOWETT maintenance manual, latest edition, can now be obtained by Jowett owners from agents, from the Service department of the Idle factory, or from London offices at 48 Albemarle Street, W.1.

TRAVEL from Victoria station to Le Touquet in 100 minutes is made possible on Silver City's newest air ferry service. Train goes to Gatwick, thence by Bristol "Superfreighter"; fares £7 4s. return, plus 10 guineas for a small car.

BIG BUS: Seen at Silverstone—Sir James Scott-Douglas's safari caravan, once the property of the Maharaja of Baroda. Dwarfed admirer is Lance Macklin.

SPORTS NEWS

FINE SHELSLEY WALSH ENTRY

NEXT Saturday's Hill-Climb at Shelsley Walsh, organized by the Midland A.C., has attracted all the established British hill-climbing stars and a number of interesting new contenders. Ken Wharton will be there with the famous Cooper twin, the E.R.A., a Frazer-Nash and the Arengo 500; Michael Christie drives the Kieft-A.J.B.; Peter Stubberfield his Bugatti.

Leslie Johnson will be introducing a supercharged XK 120C Jaguar to the famous Worcester-shire grade, and other débutants will be the new H.W.M. sports car, in George Abecassis's care, and Tony Crook's sports Cooper-Bristol. A.V.M. Donald Bennett has his rapid Cooper-Vincent down to run, and numerous other Cooper variants, plus E.R.A.s, Bugattis, Altas and Allards feature in the entry.

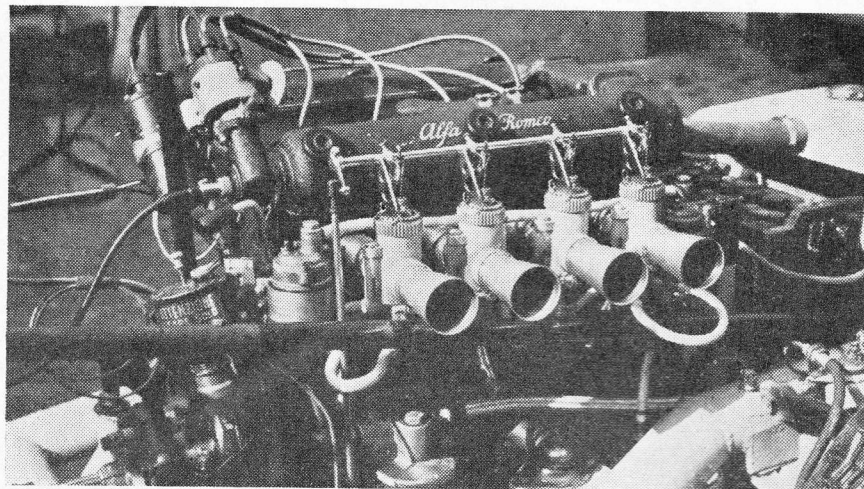
The course has undergone some notable improvements, the famous bump at the Crossing being levelled off, and widening effected at various points, so that, given favourable weather, odds should be on a new Shelsley record being established.

* * *

E.R.A. ANNIVERSARY HANDICAP?

NEXT year marks the 20th anniversary of the founding by Raymond Mays, Humphrey Cook and Peter Berthon of the marque E.R.A., which played so fine a part in re-establishing Britain's motor racing prestige during the pre-war era from 1934 to 1939, by winning numerous International voiturette events.

To commemorate the occasion it has been suggested that an E.R.A. race be promoted on a suitable circuit, cars being handicapped according to their types and capacity. There are several examples of A and B E.R.A.s in circulation in this country, as are the Bob Gerard and Graham Whitehead mixed B/C cars, whilst Ron Flockhart's ex-Mays 2-litre D-type would be an obvious scratch starter, even perhaps sharing the line with an E-type, should one still be in existence.



ONE FOR EACH: Reminiscent of early Dixon induction arrangements for Riley Nines is the 4-carburettor layout on the Alfa Romeo Sprint 1900 engine as used on the Swiss driver Robert Fehlmann's Conrero.

BOULEY BAY INTERNATIONAL

SUPPLEMENTARY regulations have Snow been issued by the Jersey M.C. and L.C.C. for their International Speed Hill-Climb on Thursday, 23rd July. This event qualifies for the R.A.C. British Hill-Climb Championship of 1953, and carries a prize of £100 for B.T.D., and £50 and £25 for second and third, plus £10 to each class winner and other awards.

The entry list, now open, will be closed on 8th July. Regulations and entry forms are available from the General Secretary, Jersey M.C. and L.C.C., H. W. Rawnsley-Gurd, Lyndhurst, Raleigh Avenue, St. Helier, Jersey. An allowance of £5 towards expenses will be paid to competitors from the mainland.

* * *

BRITISH HILL-CLIMB CHAMPIONSHIP

THE 1953 R.A.C. British Hill-Climb Championship will be decided on the following six meetings: Bo'ness, 27th June; Rest-and-be-Thankful, 4th July; Bouley Bay, 23rd July; Craigantlet, 8th August; Shelsley Walsh, 30th August; Prescott, 20th September.

Any individual driver of British nationality holding an F.I.A. Competition Licence issued by the R.A.C. is eligible to compete. Marking will be based on a driver's four best performances, only one marking per event to count.

B.T.D. will earn 10 marks, second best time 9 marks, third 8 marks, and so on down to 10th place.

FERRARIS FOR HYERES

FOUR Ferraris will be competing in the Hyères International 12 Hours race on 7th June; other marques down to run include Jaguar, Aston Martin, Maserati, Osca, Lancia, Porsche and Veritas, while France's colours will be carried by Gordini and D.B.-Panhard.

The race takes place on the Iles d'Or circuit, on the Mediterranean coast. A special trophy named after Jean Heurtaux, the Jaguar driver who died at Planfoy recently, is to be awarded.

* * *

RACING IN SARDINIA

BRUNO CASTELLOTTI (Ferrari) was the winner of the sports car race in the island of Sardinia, which started and finished at Cagliari. The event was marred by the accident to Diego Capelli, one of the two well-known brothers, who crashed in his 8V Fiat and was killed.

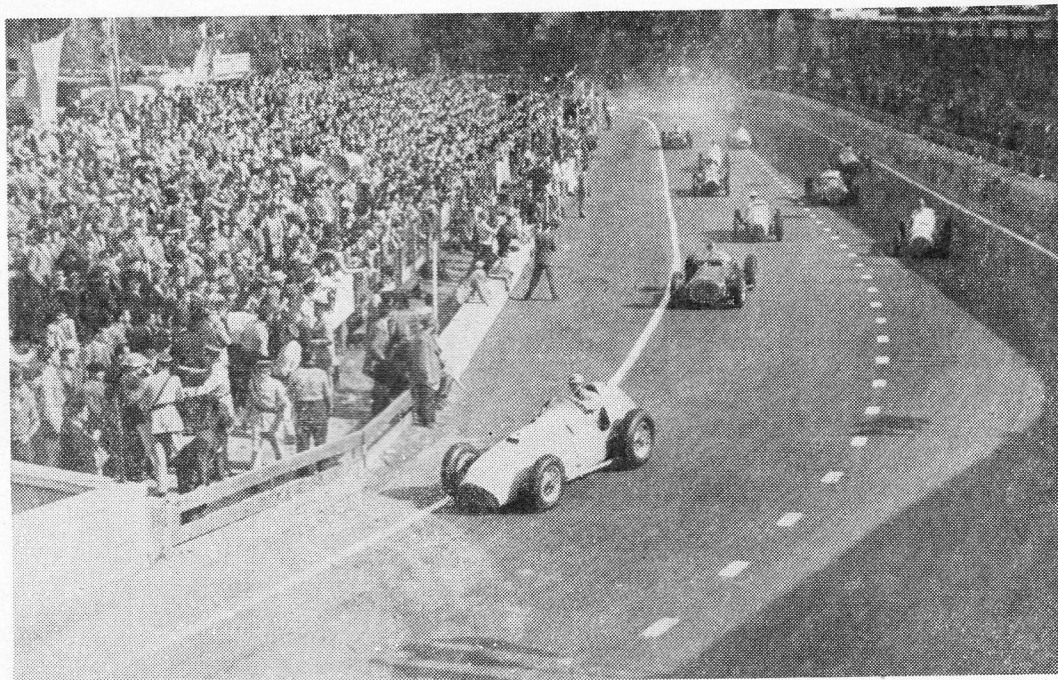
Results

1, Castellotti (Ferrari), 420 km. in 3 hrs. 1 min. 36 secs.; 2, Gerini (Ferrari); 3, Biondetti (Lancia); 4, Cornacchia (Ferrari); 5, Piotti (Ferrari).

* * *

ALGIERS 3 HOURS RACE

THIRTY-THREE cars took part in the sports and production car race meeting held recently on a circuit outside Algiers, North Africa, on Sunday, 24th May. A Simca driven by Lauga won the one-hour production event, whilst Pagnibon and his Ferrari finished first both on distance and on Index of Performance in the Three Hours sports car race.



★
FINAL: Louis Rosier (Ferrari) streaks into the first bend after the start of the final of the Albi G.P., followed by Fangio (B.R.M.), Trintignant (Gordini), Cole (Cooper - Bristol), Wharton (B.R.M.) and Bayol (Osca). Wharton reached the corner to take third place ahead of the others.
 ★

B.R.M.s BAD LUCK AT ALBI

Louis Rosier (Ferrari) Wins G.P. After Tyre Trouble Strikes Fangio, Gonzalez and Wharton—Fangio Sets Up New Lap Record for B.R.M. of 115.48 m.p.h. and Wins Formula I Heat

LAST Sunday's Albi Grand Prix consisted of two 10-lap heats for F2 and F1 cars respectively, and a final for the 12 fastest cars of 15 laps. Fangio (B.R.M.) easily won his heat, followed by Wharton (B.R.M.). Rosier (Ferrari) took the F2 heat, after Bayol's Osca spun. Rosier also qualified his 4.5-litre car which he drove in the final, and won, following a series of B.R.M. misfortunes. Fangio established a new Albi circuit record of 2 mins. 52.3 secs., a mere 13.7 secs per lap faster than Gonzalez's 1952 record, also with a B.R.M.

FORMULA 2 HEAT

WITH Rodney Nuckey (Cooper-Bristol) a non-starter, only nine cars lined up for the 10-lap Formula 2 race. The starting grid was as follows:—

Rosier (Ferrari)	Schell (Gordini)	Bayol (Osca)
Whitehead (Cooper-Alta)	Mieres (Gordini)	
Tornaco (Ferrari)	Claes (Connaught)	Cole (Cooper-Bristol)
Lyons (Connaught)		

Elie Bayol shot away in the lead with the very Ferrari-like 6-cylinder Osca, chased by Louis Rosier's blue Ferrari and Tom Cole's blue and white Cooper-

Bristol. After one lap, Bayol hared past the stands 3½ secs. ahead of Rosier, with Cole leading Harry Schell (Gordini). Rosier began to close on the red Osca, and Schell hurtled past Cole to take third place.

On lap 3 there was a heavy shower of rain—a phenomenon in Albi—and Mieres (Gordini) was the first to experience the greasy nature of the road, and almost turned round at the pits. Next lap, Schell stopped to change a plug, and dropped to sixth spot. On lap 5, Rosier sneaked ahead of Bayol. Peter Whitehead (Cooper-Alta) was now firmly in fourth place. Rosier did a side-slip in front of the stands but still kept ahead of Bayol. Next time round, the red Osca streaked into the Tribunes turn at an impossible speed and spun round right in front of Rosier, who cleverly avoided a collision. Thereafter it was Rosier's race: Bayol drove his Osca into second place, followed by Peter Whitehead's Cooper-Alta and Mieres's Gordini. Tom Cole finished with a damaged gearbox.

Results

1, Rosier (Ferrari), 33 mins. 41.4 secs. 158.521 k.p.h. (98.29 m.p.h.). 2, Bayol (Osca), 34 mins. 5.9 secs. 3, Whitehead (Cooper-Alta), 34 mins. 34.1 secs. 4, Mieres (Gordini). 5, Cole (Cooper-Bristol). 6, De Tornaco (Ferrari). 7, Claes (Connaught). 8, Lyons (Connaught).

Fastest Lap: Mieres, 3 mins. 14.3 secs. 164.918 k.p.h. (102.41 m.p.h.).

FORMULA 1 HEAT

TWO dark green cars occupied the front row of the grid in the F1 race: the positions were as follows:—

Gonzalez (B.R.M.)	Ascari (Ferrari)	Fangio (B.R.M.)
Farina (Thinwall)	Wharton (B.R.M.)	
Hamilton (Talbot)	Cabantous (Talbot)	Trintignant (Gordini)
Rosier (Ferrari)	De Riu (Maserati)	

The start was a battle of acceleration between Fangio and Ascari; although the Ferrari's tyres almost set the road on fire, it was Fangio who was first into the bend. Round they came after one lap, with only a second between them: behind were Farina, Wharton, Gonzalez and Trintignant in that order. Fangio's standing lap was covered in 2 mins. 58.2 secs. A lap later, and Ascari was doing all he knew to pass the superbly driven B.R.M. but Fangio was not to be taken.

The third lap was sensational. As Fangio screamed past the pits, Ascari drew in leaving a long trail of oil from a smoking engine—gearbox troubles they said!

No sooner had Ascari chucked off his crash-hat than Farina also pulled into the pits. It would seem that the pace set by Fangio and the B.R.M. was too much for the 4½-litre Italian cars. However, the crafty Rosier was moving up behind the three B.R.M.s, and when Gonzalez stopped on lap 4 with his near-side rear tyre almost disintegrated, the blue Ferrari marched into third place behind Wharton.

Fangio's speed was tremendous; on his third lap he set up a new circuit record of 2 mins. 52.3 secs. (Ascari's second lap took 2 mins. 57.5 secs!). Farina restarted but soon retired. Gonzalez's pit stop occupied over 1½ minutes, as there

was some difficulty in re-starting his engine. This dropped him back to sixth place.

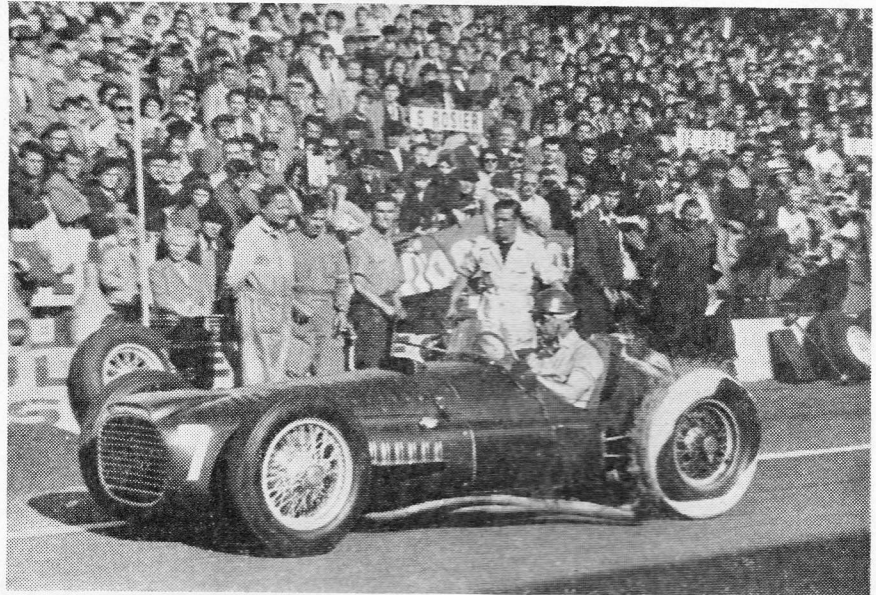
Behind the B.R.M.s, Rosier and Trintignant were scrapping merrily. The Gordini passed the Ferrari, but Rosier retook the Gordini on the ninth lap. Duncan Hamilton (Talbot) retired with gearbox trouble. Fangio sailed home an easy winner, with Wharton in second place. Hamilton's gearbox was irreparable and John Claes (Connaught) took his place in the final.

Results

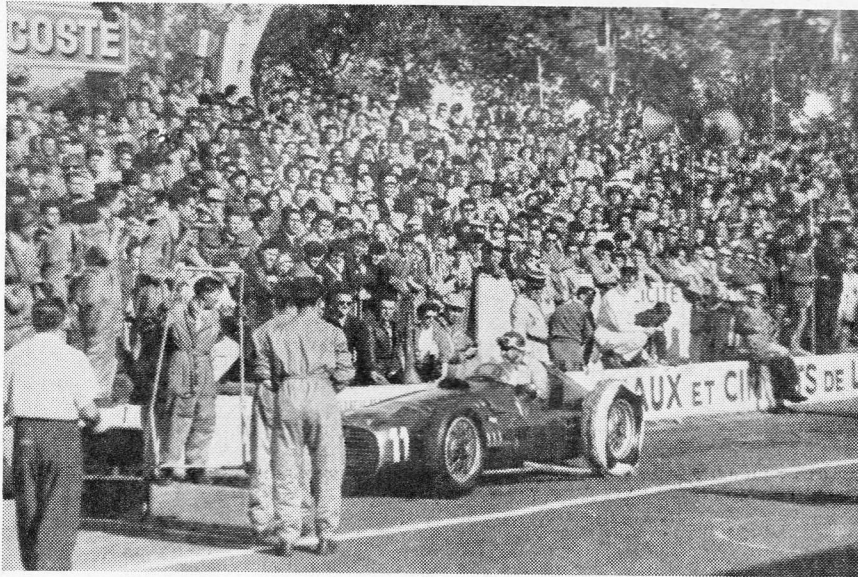
1. Fangio (B.R.M.), 29 mins. 57.8 secs. 178.237 k.p.h. (110.69 m.p.h.). 2. Wharton (B.R.M.), 31 mins. 9.3 secs. 3. Rosier (Ferrari), 32 mins. 4.4 secs. 4. Trintignant (Gordini), 32 mins. 8.3 secs. 5. Gonzalez (B.R.M.). 6. Cabantous (Talbot). 7. De Riu (Maserati).
Fastest Lap: Fangio, 2 mins. 52.3 secs., 185.976 k.p.h. (Circuit record).

THE G.P. FINAL

THE absence of Ascari and Farina brought in an extra couple of F2 machines for the 15-lap final. Gonzalez's halt for a wheel change in the F1 heat dropped his average speed down below that of some of the F2 cars for the 10-lap events, otherwise it would



TRIPLE TROUBLE: Exclusive AUTO-SPORT pictures of the tyre failures which robbed B.R.M. of almost certain victory in the G.P. final. (Above) Fangio coming in with his n/s cover in ribbons, a fate which also struck at Gonzalez (left) and Wharton (below). The last-named crashed afterwards at about 150 m.p.h., but was thrown clear.



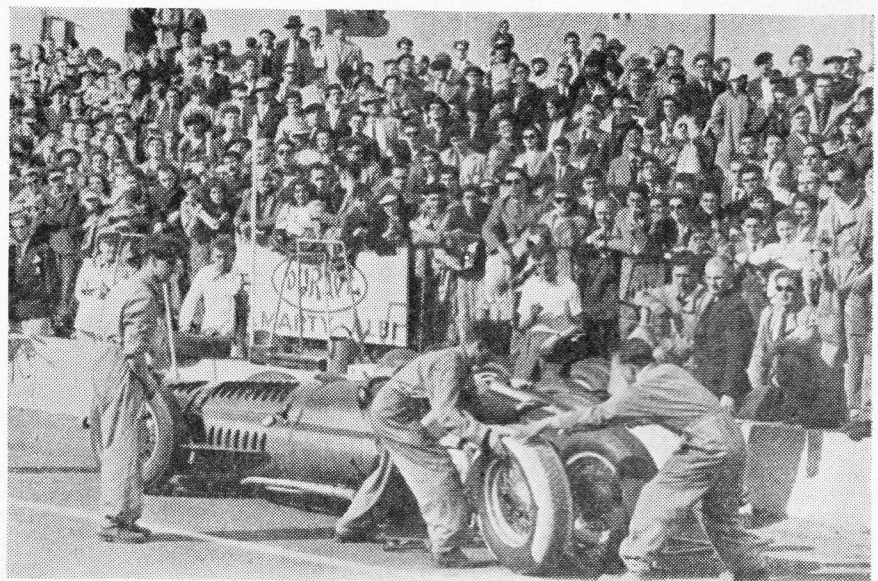
Wharton overtook Rosier and tucked in behind Fangio, whilst Gonzalez swept into fifth place ahead of Bayol. However, on lap 3, the red Osca failed to come round, and Gonzalez was relentlessly closing on Rosier's Ferrari. With five laps gone, Bayol motored slowly in to retire with clutch trouble, and a couple of laps later there occurred an historic event—B.R.M.s were 1-2-3; there was only one second between Fangio and Wharton. On lap 7, there was the stirring sight of all three B.R.M.s running in line ahead, and the fantastic howl from their exhausts as they

(Continued on page 730)

have been three B.R.M.s on the front row. Grid positions were as follows:—

Rosier (Ferrari)	Wharton (B.R.M.)	Fangio (B.R.M.)
Bayol (Osca)		Trintignant (Gordini)
Cole (Cooper)	Mieres (Gordini)	Whitehead (Cooper)
Tornaco (Ferrari)		Gonzalez (B.R.M.)
Cabantous (Talbot)		Claes (Connaught)

Nothing could possibly approach the sound emitted from the exhausts of the three B.R.M.s. As Charles Faroux raised the flag, the shriek of the 16-cylinder engines caused all in the neighbourhood to press their hands to their ears. Down went the flag, and already Rosier was on the move, shooting into the first bend with Fangio, Wharton and Bayol close behind. The blue Ferrari's lead did not last long, for Fangio howled through after one lap, 2 secs. ahead. Both Trintignant and Mieres (Gordinis) had edged in front of Bayol's Osca, but Gonzalez was getting ready to take all three.





MAURICE GATSONIDES gives his im

PORSCHE 1500

An Enthusiast's Car Demanding Capable

★
"In the hands of a good driver, the Porsche 1500 Super is a force to reckon with in competitions", writes AUTOSPORT'S Continental correspondent, Maurice Gatsonides.

which was perhaps why there were no protests when I explained my objectives in making so abnormal a road test.

My first impression of this Porsche was very favourable. From the Porsche works, just outside Stuttgart, it is only five minutes to the autobahn, which took me along 400 km. of beautiful twin-track road in the direction of Holland, with an interval of only 40 km. These 250 miles went in exactly three hours. Here and there where the sun had not penetrated a thin layer of ice occurred. I had to be careful then, but very quickly I got accustomed to the direct steering; which is very sensitive. The steering is very light and the car with its short wheelbase follows even the tiniest movement of the wheel immediately. Here I am touching upon one of those features for which the Porsche is sometimes blamed. People used to an "American" type of steering will have to be extra careful. When they follow their "normal" reactions they will undoubtedly give the wheel far too big a turn. At this maltreatment the Porsche is easily induced to slide, and many such drivers will lose all confidence in the car and call her dangerous.

As soon as one is accustomed to this very direct steering, it is a real pleasure

It was some time ago that I had my first experience of the Porsche car, that German thoroughbred which has come into the limelight so strongly in recent years with a series of performances in rallies and races which would be considered formidable even for a car of twice the engine size. Mine was but a short try-out of the marque, and one which probably impressed my passenger more than it did me. The not so new demonstration car had rather bald tyres, and the road was wet from a mild shower—ideal circumstances, indeed, to test the truth of those stories about a Porsche being dangerous on a slippery road.

A big open square, free from traffic, with a tarred road surface, was the ideal spot. A burst of acceleration, a turn of the wheel and yes . . . the tail whipped round. Not only did the car execute a nice *tête-à-queue*, but we turned through a full 720 degrees before coming to a standstill. Nor could anything be done either with steering wheel or throttle to alter things. My panicky passenger, the agent for the make, to whom I had given no warning of my "test", only regained his speech after I had made a turn round the block and was approaching the same square again, this time somewhat slower, to see whether I could keep the car under control. However, as I didn't wish to frighten the poor man too much, I ceased my "tests" and awaited a better opportunity.

This opportunity came a few years later, but to square things up, it was a test of 5,000 miles in three weeks, including the Sestriere Rally. Climbs to 6,000 feet, night driving through the wintry Alps and Apennines, fog, frozen ruts in the snow, high speeds on hot Italian autostradas and the same on iced

German autobahnen; all this was quite enough to gain a well-founded opinion of the test car.

This time the car was a 1,500 Super with which Porsche's Competition Manager, Huschke von Hanstein, had crossed Europe in all directions for a couple of months. I knew Huschke from the 1937 Liège-Rome-Liège trial in which I then participated for the first time. In that terrible holocaust only seven out of 43 cars finished, the starters including six "works" Auto Union sports cars. Von Hanstein and Bund were driving a Hanomag, and they just managed to keep in front of my Riley Kestrel. Thus, when I met von Hanstein again we were old acquaintances,



CLEAN FRONT: With an air-cooled, rear-mounted engine, no radiator complicates the smooth, rounded nose of the Porsche. Two body types, a saloon and a drophead coupé, are built.

expressions of the

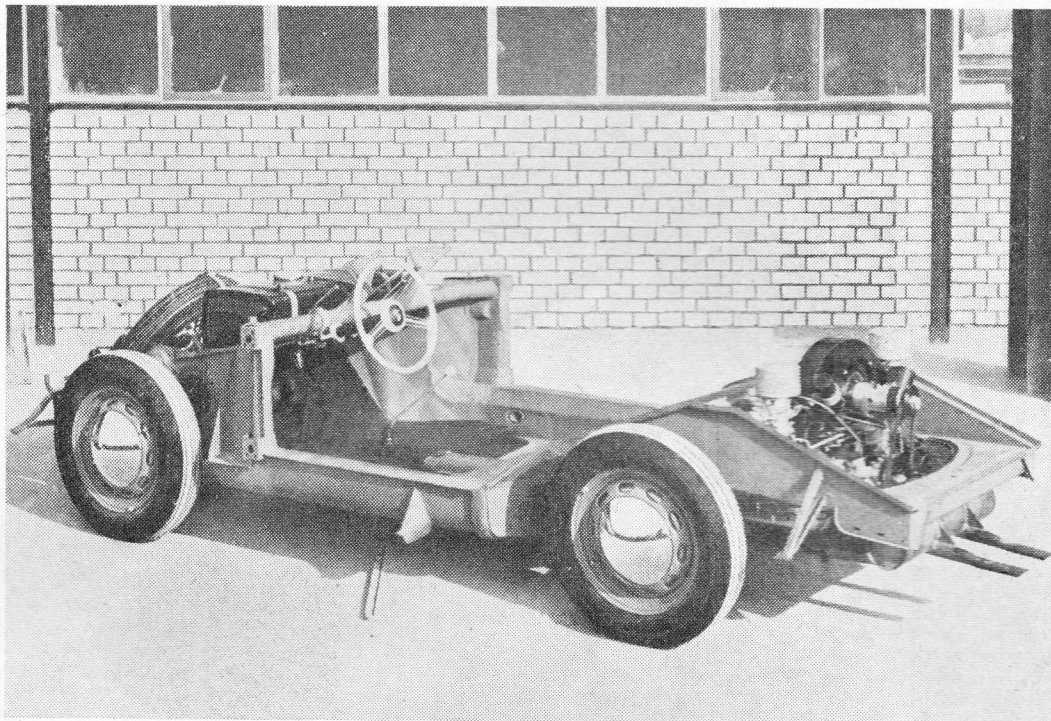
SUPER

Handling

★

PLATFORM: (Right)
This picture clearly shows the unconventional construction of the chassis.

★



to steer the car with two fingers at 100 m.p.h. Neither is driving tiring, for the engine is very quiet. Up to speeds of 80 m.p.h. conversation is possible without raising one's voice in the slightest degree. At higher speeds whistling of the wind round the windscreen begins, notwithstanding the fact that the out-sides of the screen are strongly curved for the last 10 ins. These curved ends cause a refraction which is stronger when sitting near the screen, but long-legged drivers, sitting further back, will not experience any trouble.

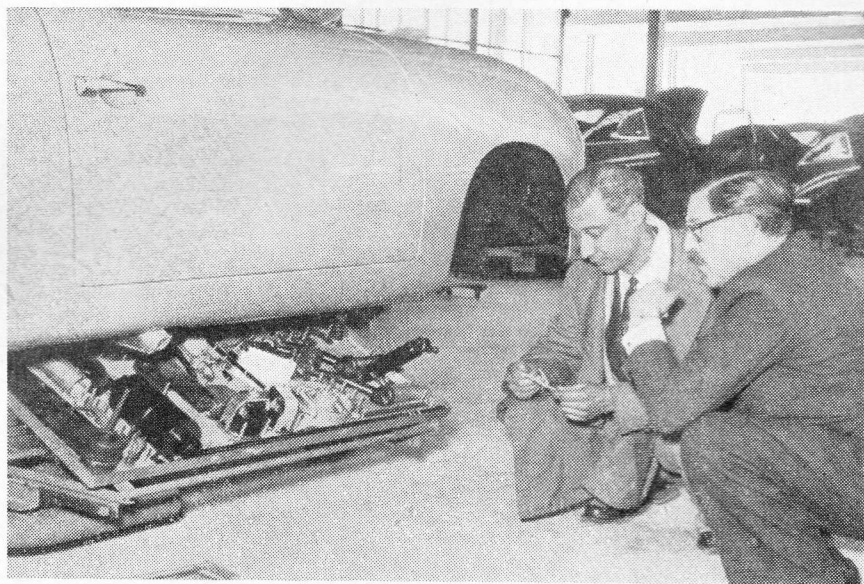
To revert to this first long trip: after leaving the autobahn and crossing the German-Dutch frontier I drove home in the dark, arriving hours before the appointed time, a very unusual procedure! When the account was made up and the time for stops had been deducted, I had covered 670 km. in 6 hrs. 13 mins., averaging 107.5 k.p.h. (67 m.p.h.). First thing next morning was to refuel to ascertain the fuel consumption. I had done those 670 fast kilometres on 68 litres of fuel, which gave me 9.9 km. per litre, or 28.3 m.p.g.—almost unbelievable!

The 75-octane Dutch fuel caused some pinking in the Super's engine, tuned for 80-octane Premium petrol. This was easily remedied by adjusting the ignition, which theoretically diminishes the urge. The difference, however, was quite negligible.

The rather exacting Sestriere Rally with speed tests in the mountains along many up and down grades proved the brakes fully adequate for their work. The drums are bigger than before and are of light alloy with steel liners. Sometimes the brake linings gave off a smelly warning that they were doing

(Continued on page 718)

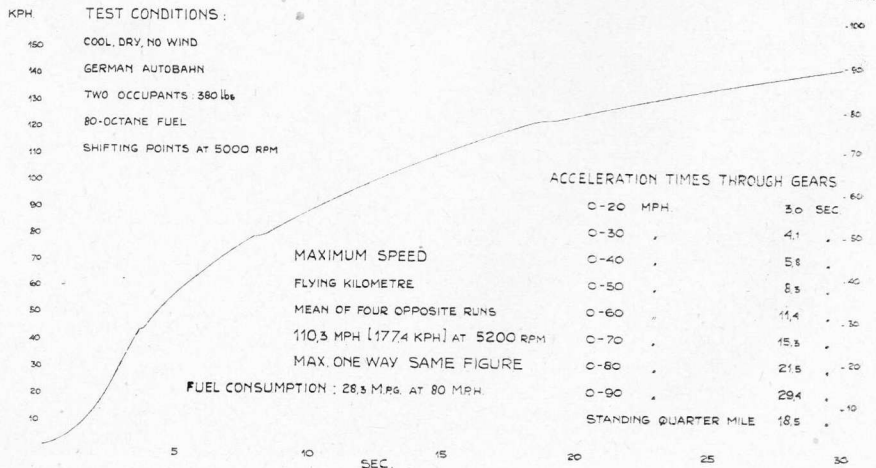
IN THE MAKING: (Centre, right) "Gatso" and Huschke von Hanstein study the Porsche assembly system. Chassis-cum-body unit is pushed along on small three-wheeled trolleys, attached trays containing all requisite components.



PORSCHE-1500-SUPER

ACCELERATION - CURVE

TEST CONDITIONS:
COOL, DRY, NO WIND
GERMAN AUTOBAHN
TWO OCCUPANTS, 360 lbs
80-OCTANE FUEL
SHIFTING POINTS AT 5000 RPM



EAST ANGLIAN MEDLEY

Fast, Mixed Racing at Snetterton—Another Win for Rolt (Connaught)—Baird (Ferrari) Sets New Sports Car Record—Exciting Dead-Heat Between Ian Stewart and Rodney Nuckey

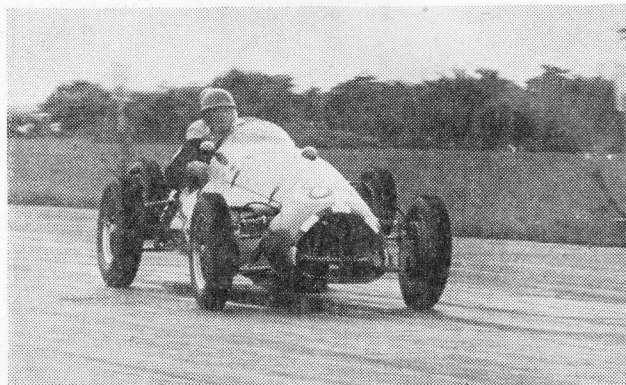
LUCKY in their weather and lucky in their entry, the West Essex C.C. presented a fine, mixed bag of fast racing at Snetterton last Saturday. The fastest lap of the day was shared by Rolt and Ian Stewart, both driving Connaughts, the first in winning the F.2 event and the second in chasing Rodney Nuckey (Cooper-Bristol) to an exciting dead-heat in the *formule libre* race. Ken Wharton's lap record of 1 min. 50.8 secs. for the 2.71-mile course (87.72 m.p.h.) established with his Cooper-Bristol at the A.M.O.C.'s meeting on 18th April this year, escaped destruction by a mere 0.8 secs.; the sports car record, held jointly by Cliff Davis (Tojeiro) and Roy Salvadori (Frazer-Nash) at 2 mins. 1.0 secs., was shattered by Bobbie Baird (Ferrari), who notched up a lap in 1 min. 55.4 secs.

To add to the interest, Reg Parnell took part in one of the short races with the Le Mans prototype Aston Martin, which had been undergoing tests at the circuit earlier in the week. During these trials, it is rumoured to have lapped the course in 1 min. 51.0 secs. If this be true, it bodes well for Britain's immediate future in sports car events; Snetterton is a bumpy, give-and-take circuit, with much more in the way of gradient and variety of corners than the average airfield in this country.

This was the first full-scale race meeting staged at Snetterton by the West Essex C.C., which is in any case a fairly youthful club, so one may forgive a certain amount of vagueness in the organi-

zation — a faulty P.A. system, non-starters which started and starters which non-started, unannounced changes of drivers and, in one case, a finish flag given to a 500 c.c. driver who was one lap behind. But to the R.A.C., this writer would suggest that more than a score of large-capacity sports cars is too large a number to inhabit Snetterton at one time, even in this year of Coronation traffic jams. The first-lap *contretemps* which occurred in one of the races came as a surprise to nobody, and it was remarkable only that no-one was hurt.

Event 1 (5 laps, handicap). Many non-starters left sixteen runners in the first race for sports cars of under 2 litres, of which two more dropped out in the first couple of laps. The limit man was R. M. Nash (M.G.), with a 1 min. 25 secs. advantage over W. B. Black (Frazer-Nash) and John Barber's very "Disco Volante" Golding-Cooper; a 10-second allowance was shared by Cliff Davis (Cooper-M.G.) and Don Beaman, not too happy with a new gearbox in the ex-Hawthorn Riley. Harewood, with a 35-second handicap, fairly screamed through the field in his 1½-litre M.G. to take the lead after two laps, followed by C. M. Sears in the 1¼-litre Tojeiro. The latter then disappeared, leaving Cliff Davis to move up into second spot. JOY 500 gained the lead on the last lap from Harewood, who was followed by scratch men Black and Barber.



Results

Event 1. 1, F. C. Davis (Cooper-M.G.), rec'd 10 secs., 12 mins. 1.6 secs (75.17 m.p.h.). 2, E. Harewood (M.G.), rec'd. 35 secs., 12 mins. 4.4 secs. 3, W. B. Black (Frazer-Nash), scr., 12 mins. 15 secs. 4, J. Barber (Golding-Cooper), scr., 12 mins. 20 secs. **Fastest Lap:** Davis, 2 mins. 5.2 secs. (77.64 m.p.h.).

* * *

Event 2 (5 laps, handicap). Good handicapping and the presence of some fast cars made the over 2-litre handicap interesting to watch. A. C. Baxter used his 1 min. 15 secs. allowance and his "Silverstone" Healey to the full, to hold first place from beginning to end. Davis, now in the Bristol-engined JOY 500, shared a 15-second advantage over Ken Watkins (Cadillac-Allard) with Baird (Ferrari), Oscar Moore (H.W.M.-Jaguar) and Roy Salvadori (Frazer-Nash), but it didn't seem to worry him. The Italian car moved into second place on the fourth round, followed by Moore and Davis, while Salvadori tagged on behind during the last lap. Baxter would appear to have something special under bonnet or crash-hat, for the other "Silverstone" Healey made only ninth position.

Results

Event 2. 1, A. C. Baxter (Healey), rec'd. 1 min. 15 secs., 11 mins. 2.2 secs (73.40 m.p.h.). 2, W. R. Baird (Ferrari), rec'd. 15 secs., 11 mins. 15.4 secs. 3, O. Moore (H.W.M.-Jaguar), rec'd. 15 secs., 11 mins. 20 secs. 4, F. C. Davis (Tojeiro), rec'd. 15 secs., 11 mins. 20.4 secs. **Fastest Lap:** Baird, 1 min. 58.2 secs (82.22 m.p.h.).

* * *

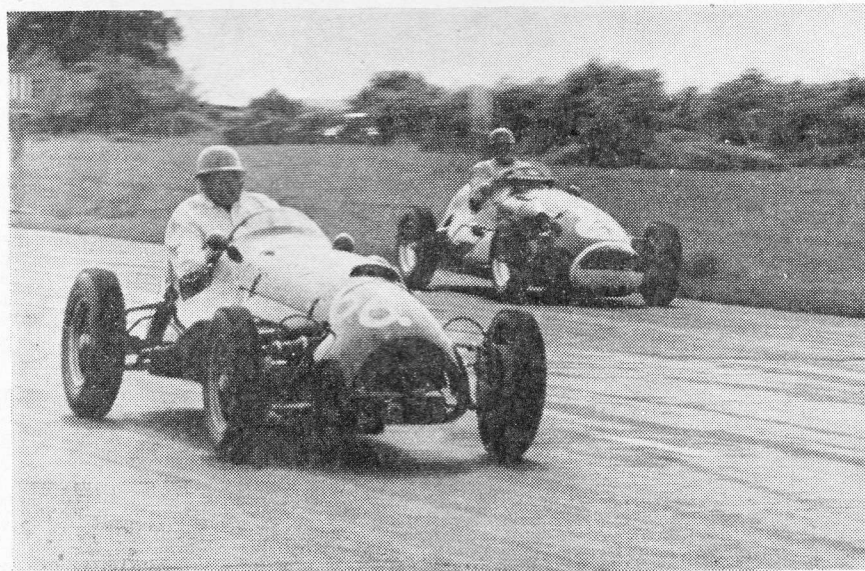
Event 3 (10 laps, scratch). This, the F.3 event, could scarcely be called a race at all, with Don Parker's familiar maroon Kieft out in front all the way, lapping the tail-ender on the eighth tour. Ken Smith (Smith) tootled round in second spot until rudely awakened by Don Truman's Cooper passing him on the penultimate lap, whereupon he had to press on to regain his place. R. K. Tyrell (Cooper) lay fourth until Rodney Nuckey's similar car went by at half distance.

Results

Event 3. 1, D. Parker (Kieft), 20 mins. 54 secs. (77.52 m.p.h.). 2, K. Smith (Smith), 20 mins. 58.6 secs. 3, D. Truman (Cooper), 20 mins. 59 secs. 4, R. Nuckey (Cooper), 21 mins. 13.6 secs. **Fastest Lap:** Parker, 2 mins. 2.4 secs. (79.4 m.p.h.).

* * *

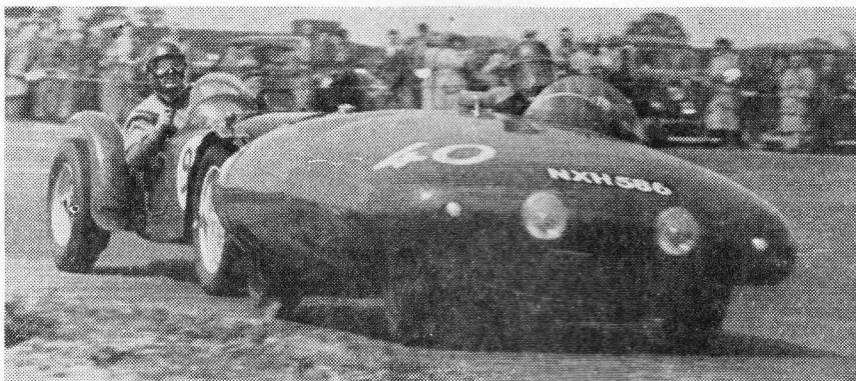
Event 4 (5 laps, handicap). A rather slow affair followed, in which a small number of large Bentleys trundled round



NEW COOPER FOR BROWN: (Left) Alan Brown's new Cooper-Bristol went well at Snetterton, taking second place in the Formula 2 race and third in the *formule libre* event. This third-lap shot shows Tony Rolt's Connaught passing him to win the former race.

(Left) Rodney Nuckey (Cooper-Bristol) took fourth place in the Formula 2 race, and led the formule libre until Ian Stewart caught him in an exciting dead-heat finish.

(Right) The first lap of the Sports Car scratch race ended John Barber's effort with the very "Disco Volante" Golding-Cooper, in a mix-up with Dennis Poore's DB3 Aston Martin. He is seen here in close (very close!) company with Don Beauman's Riley.



the circuit at no great rate of knots. D. McClure won from the virtual limit mark after F. Dyos had retired, and scratch man J. H. Bailey put in a fastest lap about equal to that of the slowest 500 c.c. car.

Results

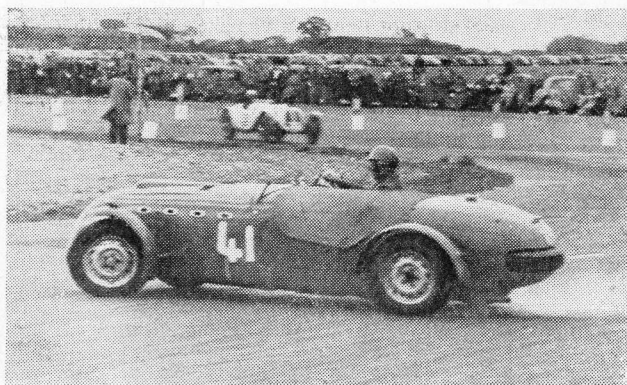
Event 4. 1, D. McClure (Bentley 4,398 c.c.), rec'd. 1 min. 36 secs., 13 mins. 35.2 secs. (64.71 m.p.h.). 2, A. J. Hollington (Bentley 4,398 c.c.), rec'd. 1 min. 12 secs., 13 mins. 35.6 secs. 3, R. H. B. Mason (Bentley 4,398 c.c.), rec'd. 1 min. 12 secs., 13 mins. 50.6 secs. 4, D. McKenzie (Bentley 2,996 c.c.), rec'd. 1 min. 36 secs., 13 mins. 53.2 secs. **Fastest Lap:** J. H. Bailey (Bentley 4,398 c.c.), 2 mins. 12.2 secs. (73.52 m.p.h.).

* * *

Event 5 (10 laps, scratch). Dozing spectators came to with a start as the F.2 machines assembled on the grid, with Nuckey (Cooper-Bristol), Black (Frazer-Nash), Baird (Ferrari), Salvadori (Frazer-Nash) and Alan Brown, in a new Cooper-Bristol, occupying the front row. It was Brown who took the lead on the first lap, followed by Nuckey and Rolt, but the second time round Rolt's Connaught was really on the move. He gained first place on the third lap and went on to repeat his Crystal Palace showing on a narrowish circuit, increasing his lead each time round and finally establishing the shared fastest lap of the day. The order was Rolt, Brown, Nuckey, Baird, Ian Stewart (Connaught), Jimmy Stewart (Cooper-Bristol), until at the end of the eighth lap Jimmy had his offside front, stub axle break clean. Coming out of Paddock Bend the wheel flew off, fortunately without injury to spectators, and with a display of magnificent driving the young Scotsman brought the car to rest on its alloy, brake backplate. After four laps Torrie Large retired his Alta Special owing to gearbox trouble, and B. Wyatt (Frazer-Nash) left the course on the *inside* after Coram Curve.

Results

Event 5. 1, A. P. R. Rolt (Connaught), 18 mins. 55.8 secs. (85.58 m.p.h.). 2, A. Brown (Cooper-Bristol), 19 mins. 10.8 secs. 3, W. R. Baird (Ferrari), 19 mins. 12.4 secs. 4, R. Nuckey (Cooper-Bristol), 19 mins. 14.6 secs. **Fastest Lap:** Rolt, 1 min. 51.6 secs. (87.08 m.p.h.).



Event 6 (5 laps, scratch). After such excitement, the onlookers were treated to the sight of twenty-one good-sized sports cars massed on the grid for a brief but furious struggle. The start was frightening to watch, and it just didn't seem possible that they could all come through Rich's Corner unscathed. Nor did they; Dennis Poore braked his DB3 Aston Martin to avoid another car, and was promptly rammed—*sideways*—by Barber's Golding-Cooper. Both came to a halt, the DB3 with its tail between its legs, so to speak, and the Cooper now a *Disco* distorted rather than *Volante*.

Oscar Moore took an early lead, but lost it after one lap to Ian Stewart (C-Type Jaguar), with Cliff Davis in third place. Baird, far behind at first, passed four cars in a fire-eating third lap to displace the Tojeiro; next time round he was leading Moore, and on the last lap Jimmy Stewart (C-Type Jaguar) also passed the H.W.M.-Jaguar. Parnell, in the prototype Aston Martin, chose not to mingle with the rabble ahead, and contented himself with slipping quietly into fourth spot. Baird's effort with the Ferrari earned him a new sports car record at 84.22 m.p.h., well in advance of the previous figure.

Results

Event 6. 1, I. Stewart (Jaguar), 9 mins. 56.8 secs. (81.45 m.p.h.). 2, W. R. Baird (Ferrari), 10 mins. 3.8 secs. 3, J. Stewart (Jaguar), 10 mins. 6.2 secs. 4, R. Parnell (Aston Martin), 10 mins. 9.8 secs. **Fastest Lap:** Baird, 1 min. 55.4 secs. (84.22 m.p.h.)—Sports Car Record.

* * *

Event 7 (10 laps, scratch). The last race, to *formule libre*, was a typical, end-of-the-day, ten-little-nigger-boys affair. There were fifteen non-starters (including, unfortunately, Ron Flockhart's D-Type E.R.A., which had had blower drive trouble) and six retirements,

leaving only nine runners. At the end of the first lap Tony Gaze led with the blown, 2.9-litre Maserati, followed by Richardson (R.R.A.) and Nuckey (Cooper-Bristol); at the end of the second, Richardson had retired, making it Gaze, Nuckey, Alan Brown (Cooper-Bristol); on the third lap Gaze blew up, leaving Nuckey, Brown and Eric Thompson (Connaught); then, to round off the series of misfortunes, Thompson also dropped out, bringing Ian Stewart's Connaught into third position. Stewart passed Brown during the fifth lap and set out to catch Nuckey, equalling Rolt's fastest lap in the process.

Further behind lay Leslie Marr's Connaught, Baird having retired the Ferrari on the third lap after doing a roller-coaster act on an oil-drum, flung back by another car. Then came two *Ecurie Ecosse* C-Type Jaguars, late entries with an unannounced change of drivers, and handled by Jimmy Stewart and Jim Lawrence. Stewart (or Lawrence) waged a race-long scrap with Marr, while Lawrence (or Stewart) kept station behind, followed by Alastair Birrell in the ex-Flockhart R1A and, after long intervals, Richards's H.A.R. and another *Ecurie Ecosse* C-Type, driven by a new (and unheralded) competitor. For six laps the positions remained unchanged, and all eyes were upon Ian Stewart's attempt to catch Rodney Nuckey. At the beginning of the last lap they were in close company, by Coram's Curve the two cars were nose-to-tail and to everyone's delight, both crossed the line together in a perfect dead-heat—a splendid ending to the day's fun.

Results

Event 7. 1, Dead-heat: I. Stewart (Connaught) and R. Nuckey (Cooper-Bristol), 19 mins. 3.8 secs. (84.98 m.p.h.). 3, A. Brown (Cooper-Bristol), 19 mins. 13.4 secs. 4, L. Marr (Connaught), 19 mins. 36 secs. **Fastest Lap:** Stewart, 1 min. 51.6 secs. (87.08 m.p.h.).

F. W. McC.

* * *

NORTHAMPTON AND D.C.C. OFFICIALS' EVENT

THE Northampton and D.C.C.'s annual trial for officials of the club, known as the "Committee Man's Waterloo", was held this year at Brixworth on Whit Sunday. Five serious tests and two more frivolous affairs were followed by an optional, timed hill-climb. The premier award was won by Mr. J. Harris, and other placings were: **Open Car Class:** Mr. Robertson. **Specials:** Mr. Holt. **Saloons over 1½-litres:** Mr. R. Frostwick. **Saloons under 1½-litres:** Mr. P. Russell Wilks. **Other awards:** Mrs. J. B. Thorne and Mr. T. Parks.

★
 W H O O P S ,
 HEALEY! A. C. Baxter, who led from start to finish in the over 2-litre Sports Car Handicap, here finds time for a "moment" with his Silverstone Healey.
 ★

BRIDGEHAMPTON BOOMERANG

Phil Walters (Osca) Wins S.C.C.A. Event

Reported by RUTH SANDS BENTLEY

A FAST-MOVING sports car out of control on a bend—rolling off the road and injuring three spectators who were standing in "non-spectator territory"—brought the fifth running of the annual Bridgehampton Sports Car Races to an untimely halt on Saturday, 23rd May.

If road racing becomes outlawed in the State of New York, it will be the spectators who are primarily responsible. (New York recently passed a law prohibiting road racing on State highways. County roads were not affected by the rule.) A driver cannot be expected to keep his eyes on the road and, at the same time (while travelling at speed), control the crowds around the course. Last September at Watkins Glen, the Grand Prix was stopped when a fatal accident occurred to a child who was standing *outside* the roped-off area. Watkins Glen and Bridgehampton are the two courses where road racing was brought back to America—after an elapse of nearly three decades—and each race has become traditional. Enthusiasts travel great distances (Palm Beach, Florida—1,250 miles; Houston, Texas—1,750 miles; Los Angeles, California—3,000 miles) to participate in one or both events.

In the printed programme for this year's Bridgehampton Sports Car Races, sponsored by the Bridgehampton Lions Club and the Sports Car Club of America, there was included a separate hand-out from *Bluebook Magazine*, written by its Editor, Maxwell Hamilton. Entitled "See you next year?" the Editor implored all spectators to read and learn 10 simple rules of safety for watching a sports car race. The tenth rule read: "A car travelling at 115 m.p.h. covers 168 ft. in a second. Before the race begins, test yourself to see if you can move faster on foot. If you can't, then go back and memorize the other nine rules above." Rule No. 2 reads: "STAY FAR AWAY FROM CURVES. A skidding car can come out of a skid and hurtle forward in any direction of the clock. It's not a nice way to die." The obeying of this simple rule would have kept the race in progress.

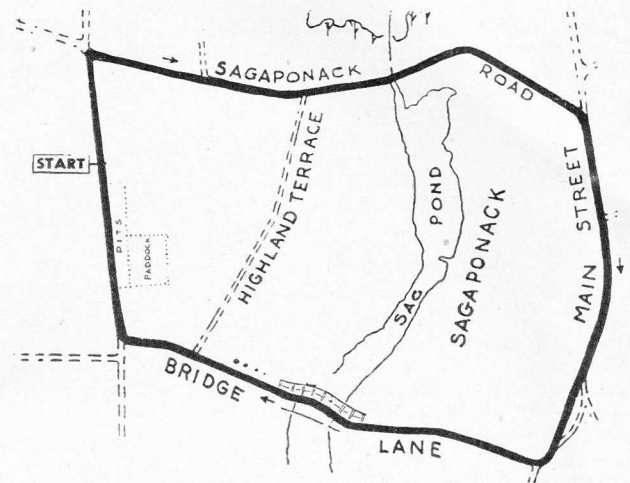
The first race of the day, the 72-mile Sagaponack Race for stock production cars under 1,500 c.c.—and starting in mid-morning under a brilliant sun—had in its starting line-up six MG TDs, five Porsches, one Jowett Jupiter and a Singer. Martin Block (of radio's "Make-Believe Ballroom" fame), driving a Nash-Healey pace car, led the small cars—at a respectable speed—down Ocean Road (the main straight) to the sharp turn into Sagaponack Road; then along winding Sagaponack Road to the deceptive bend at School House Corner that

leads into Main Street; through the nicely curved Main Street to the tricky right-angle turn leading to Bridge Lane; over the humped back bridge midway along Bridge Lane; and finally through another sharp turn back onto the start-and-finish stretch of the four-mile course. The pace car had scarcely left by the escape road before the loud-speaker system was announcing that a silver-green Porsche and a dark blue one were first and second and had pulled away from the rest of the field. When the cars rounded the last turn, the light-coloured Porsche, driven by Al Koster, was first in sight but the dark Porsche of Dr. Richard Thompson wasn't giving it a second in which to relax. Bill Fleming's cream-coloured Porsche was in third place, Brete Hannaway's light-blue Porsche was running fourth, and John Plaisted's bright green TD was fifth. Plaisted, who has performed so notably in the last two Thompson races, led the M.G. contingent for a couple of laps, and then started dropping back, finally coming to rest on his sixth lap. His M.G. was out on the fourth turn with a broken crankshaft. The doctor's car overtook Koster on the second lap and was six seconds ahead by the end of it. On the same lap, Hannaway passed Fleming and moved into third place.

By the end of the third lap, the doctor had added another two seconds to his lead, and on his sixth he lapped the Singer. Also on the sixth lap, the TD of E. E. Sterling slid into the hay bales and was black-flagged into its pits for inspection. Pit stewards allowed the car to return to the race, but it was retired a few laps later.

Dr. Thompson drove with great verve and received loud applause from an admiring gallery; his cornering was fantastically good, and by the end of his eighth lap he had a lead of 17.5 seconds. But Koster refused to give up, and by lap 11 he had cut the separation time down to six seconds. That seemed only to spur the good doctor on to greater activity, and by lap 15 his lead was 14 seconds, which diminished only slightly by the 18th and final lap.

The best M.G. performance of the race was made by George Rabe of Mamaroneck, New York. Starting in last position, he moved up to sixth place, behind the five Porsches, by the end of his third lap. He kept his light blue TD ahead of Pat Riedel's grey Jupiter until his tenth lap when a burned-out bearing



forced him into the pits. Bob Said, of Greenwich, Connecticut, finished seventh behind the five Porsches and the Jupiter flair of comedy, Bob, who wasn't satisfied driving Ed Witalis' TD. With always a with the speed he was getting out of the MG, put on a show each time he passed the official stand, pretending to be pushing the car—or sighing in desperation.

Results—Sagaponack Trophy Race

1, Richard Thompson (Porsche), 71.8 m.p.h.; 2, Alfons Koster (Porsche); 3, Brete Hannaway (Porsche).

The second race of the day, the Mecox Trophy Race of 72 miles for under-1,500 c.c. modified sports cars, was hotly contested and had 31 starters, including 10 M.G.s, three Porsche roadsters, two Lesters (one with M.G. engine and one Offy), five Siatas, two Osca, one SM (Singer with fibreglass body), one Fiat, three Bandinis, two Crosleys, one D.B.-Panhard, and a P.D.X. (Crosley). When the pace car pulled aside A. A. Garthwaite, who drew pole position, seized the lead with his Osca followed by Phil Walters, who had worked his Osca up from seventh starting position. John von Neuman (who flew in from Los Angeles, California, to drive Max Hoffman's Gloeckler-Porsche), had started in tenth position, but was now third; John Gordon Benett, driving his new works-prepared Mark II MG for the first time, had moved from ninth starting place to fourth position; and John Bentley, who started in twelfth position and was driving the ex-Cunningham Porsche (now painted white) was fifth. The cars passed so quickly on the two-lane road that they were little more than a blur of pastel colours interspersed with black, red and navy blue. Because of an over-anxious foot, Bentley's Porsche retired with a bent valve on the second lap. Meanwhile, a very potent little red Bandini started moving at great speed under the guidance of Jim Pauley, who was lying fourth at the end of the second lap. Benett was fifth, and Bill Lloyd's Offy-Lester was now in sixth spot, from a starting position of sixteenth! The two leaders now began *really* to motor race—Garthwaite completing his third lap at an average speed of 76.5 m.p.h. with Phil Walters' Osca just as fast. Von Neuman, Pauley, and Benett were huddled a few seconds behind the two Osca, and, on his fourth lap, Pauley took his Bandini by von Neuman's Porsche-Gloeckler.

This year saw the first lady driver ever

to participate at Bridgehampton; Isabelle Haskell of Red Bank, New Jersey, and Palm Beach, is not only a very pretty blonde but she knows a great deal about driving her little red Siata. Staying ahead of several cars in larger categories, she drove steadily and finished second in her class. Expert driving was discernible in the Class H category too. Candler "Candy" Poole's P.B.X., Hobart "Bill" Cook's D.B.-Panhard, and Charles "Chuck" Hassen's special-bodied Crosley (owned by George Schrafft) each kept up with cars in the next two higher classes, not getting in the way of the flying leaders. The bright blue, two-cylinder D.B.'s loud exhaust note always announced its approach before it could be seen making the last turn.

At the end of their fifth lap, the two Osca's had lapped a third of the field and were battling for first place, while Danny Todd's TD was coming to rest on the back stretch from swallowing a valve. Walters finally slipped by Garthwaite during their ninth lap and clocked 82.1 m.p.h. in the process. Pauley, von Neuman, and Benett continued to hold the next three spots, and a private duel for sixth place was being waged between Lloyd's Offy-Lester and Don Millians' Lester-M.G. The two cars had been neck-and-neck for several laps and the drivers were enjoying the contest as much as the spectators. Walters completed his tenth lap at the remarkable average of 83.8 m.p.h. and began pulling away from the second Osca, until on his next lap 56 seconds separated them. On this same lap, Bill Lloyd's Offy-Lester made a brief pit call and Millians' Lester-M.G. moved into sixth place, a moment later overtaking Benett; however, after a splendid performance, the Lester-M.G. left the race during its 13th lap. About this time, the Bandini of Pauley whizzed past Garthwaite's Osca and two laps later John von Neuman's Porsche-Gloekler also displaced the Osca.

As the leading cars were on their last lap, Tommy Luck's Siata Spyder left the road at School House Corner. Luck's safety belt broke and he was thrown clear of the wrecked car, but sustained a broken collar bone. Luck was hospitalized, and the cars in the race were considered finished where they were red-flagged.

Results—Mecox Trophy Race

Class F—Modified: 1, Phil Walters (Osca), 77.48 m.p.h.; 2, James Pauley

(Bandini); 3, John von Neuman (Gloekler-Porsche).

Class G—Modified: 1, Ken Denston (Cisitalia); 2, Isabelle Haskell (Siata); 3, Sheldon Morrill (Bandini).

Class H—Modified: 1, Chandler H. Poole (P.B.X.); 2, Charles Hassen (Crosley); 3, Hobart Cook (D.B.-Panhard).

An exhibition run of antique automobiles was held before the big race, and the 21 cars participating included Bentleys, Mercedes-Benz, Alfa Romeos, Mercers, Simplex, Moon, Hudson, Breese, Locomobile, Bugatti, and Duesenberg. Although this was not supposed to have been a race, some of the drivers enjoyed a little dicing. The judges awarded the following prizes:—

Trophy for Best-Appearing Vintage Car: Sam Bailey (1928 Bentley Le Mans).

Trophy for Most Unusual Car: Briggs Cunningham (1914 Mercedes-Benz).

The Hamptons Cup Race and Bridgehampton Cup Race, which were run concurrently and were stopped after 32 miles of an intended 100, had 30 cars in the line-up, including 12 Jaguars (three stock, seven modified, and two Type C), five Ferraris, two Allards, three BMWs, three supercharged M.G.s, one Frazer-Nash, one Osca, one Nardi, one Siata, and one Nash-Healey. Another interesting car that had been entered was the new J2X Le Mans Allard (with modified Oldsmobile engine) of Edgar de Meyer, and it was to have been driven in this race by Robert Wilder of Palmer, Massachusetts. Bob died during practice on Friday. Apparently he hit the hump of the bridge with too much speed and lost control of the car when it landed back on the road. His death was instantaneous. Not only was he extremely well liked by everyone, but Bob was one of the finest sports car drivers in the East. His most recent performance was at the Sebring 12-hour race where he and Sherwood Johnston finished third over-all, co-driving a Type C Jaguar. A year ago, he and Sherwood Johnston staged a terrific battle for sixth place in the Bridgehampton Cup Race, passing and re-passing each other lap after lap, with Johnston ultimately winning the race within a race. He'll be missed by his many friends, but we all know that he died doing the thing that was dearest to his heart.

If this year's Bridgehampton Cup Race had not been stopped, it unquestionably would have been very fast.

Whether Tommy Cole's record of 86.9 m.p.h.—set in 1951 with John Perona's Chrysler-Allard—could have been matched or exceeded will never be known. (Incidentally, Tommy Cole and John Perona were on hand to see this year's race.) John Negley's J2X Allard and Bill Spear's 4.1 Ferrari were far ahead of the other 28 cars at the end of the first lap, Harry Gray's Type C Jaguar was third, Briggs Cunningham's Inter-Ferrari was fourth, and James Carson's J2 Allard was fifth. At the end of the second lap, the Allard and Ferrari were still far out in front but running very close together; however, at the end of the main straight Negley's Allard took the escape road because of failing brakes and Spear's Ferrari moved into first position. Because of his win in the previous race, Phil Walters' Osca was permitted in the Bridgehampton Cup Race and he started in last (30th) position on a course where never at any time can more than two cars be side-by-side. By the end of the first lap, Walters was in 10th position, by the end of the second lap he was in third position, and by the end of the fourth lap he was second!

Harry Gray, driving David Hirsch's black Type C Jaguar, and Briggs Cunningham in his Inter-Ferrari, had been battling for fourth position from the second lap. Gray held fourth place for the second and third laps, then Cunningham's little red Ferrari shot ahead in the fourth lap only to see the Jaguar pass next time around. Cunningham again overtook the "C" on his sixth lap and was still holding that position when Gray spun out and turned over on his eighth lap, bringing the race to an end. Gray was uninjured.

There's little question but that Bill Spear, who won Bridgehampton last year in the same 4.1 Ferrari, and Phil Walters, in his Osca, would have staged a race long to be remembered, for when the red flags came out they were both on their ninth lap of a 25-lap race, already they had lapped half the field, and the Ferrari was moving at great speed with the Osca in hot pursuit.

THE LE MANS CUNNINGHAM

BRIGGS CUNNINGHAM'S new model for Le Mans (left) has the remarkable feature, in these days, of non-independent front suspension; springing, both front and rear, is by torsion bars. Another surprise is the size of the Alfin brake-drums—17 ins. diameter on 16 ins. Halibrand, cast magnesium wheels. As the picture shows, the body contours have been modified, and the whole car now weighs (with one gallon of fuel) 2,590 lbs.

Output of the Chrysler V8 engine is quoted as 310 b.h.p. at 5,200 r.p.m., with maximum torque of 344 ft. lbs. at 4,400 r.p.m.; the compression ratio is 8:1, and four Zenith carburetors are fitted. A modified form of Siata, four-speed transmission is used.

Drivers entered for Le Mans are Cunningham/Spear, Moran/Bennett and Walters/Fitch, with three reserves, including René Dreyfus. The cars, it seems, will have a busy season, for Cunningham also intends to run them in the Rheims 12-hours race, Nürburgring, the Belgian 24-hours race at Spa, and the Pan-American road race in Mexico at the end of the year.

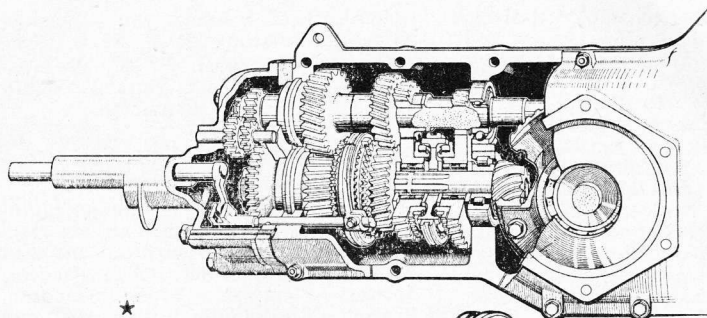


The Porsche 1500 Super—continued
their utmost, but at no time did brake fade occur.

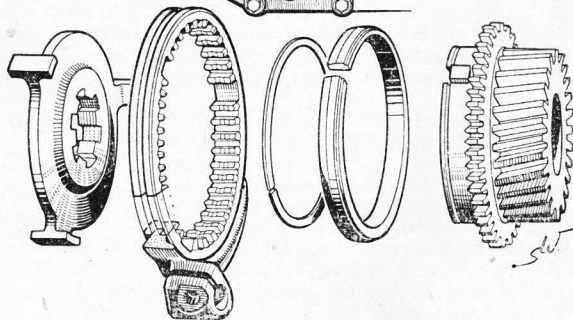
My test-car had the new gearbox, in which the synchronization of the gears takes place through a new Porsche patent (Italian racing car builders are very interested). This system is both fast and foolproof, and one can change gears quickly without double-declutching at all speeds.

One or two minor faults should be pointed out. The lights, possibly adequate for other types, are certainly not strong enough for the speeds possible with the Super. The test car had a big quick-filler petrol cap which leaked. As the fuel tank is built right over the legs of the occupants of the car, this leaking resulted in a strong smell of petrol. Rear seats are sufficient for two children, or for luggage, but will not even take one adult.

Luggage space in the front, between spare wheel and petrol-tank, is very small, and only a very small bag will find a place there. Travelling with two people up, however, all luggage can be put in the rear, on the seat, and then the Porsche 1500 Super is ideal; very



★
MAGIC RING: Another unconventional Porsche feature is the gearbox, which has an indirect top gear. Synchronizing is effected by means of baulking rings. (Below right) The light alloy cylinders of the Porsche bear thousands of regularly spaced chrome "spots".



TECHNICAL DATA

ENGINE	1.1-litre	1.3-litre	1500	1500 Super
Type	Flat 4-cylinder, air-cooled by fan, overhead valves. Mounted behind rear axle.			
Cyl. capacity	1,086 c.c.	1,286 c.c.	1,488 c.c.	1,488 c.c.
Bore	73.5 mm.	80 mm.	80 mm.	80 mm.
Stroke	64 mm.	64 mm.	74 mm.	74 mm.
Compression ratio	7:1	6.5:1	7:1	8.2:1
Max. power output	40 b.h.p. at 4,200 r.p.m.	44 b.h.p. at 4,200 r.p.m.	55 b.h.p. at 4,400 r.p.m.	70 b.h.p. at 5,000 r.p.m.
Con. rod bearings	Lead bronze shell bearings		Rollers	
Carburettors	2 Solex 32 PBI		2 Solex 40 PBIC	
Ignition	Bosch distributor, coil and plugs			

CLUTCH: Single dry plate, springloaded.

GEARBOX: Synchronized, helical gears, central gear lever. Ratios:
1st, 3.18:1. 2nd, 1.76:1. 3rd, 1.13:1. 4th, 0.815:1. Reverse, 3.56:1.

REAR AXLE: Spiral bevel final drive. Ratio: 4.375:1. Motive drive:
Over oscillating axles to rear wheels.

CHASSIS: Frame: Welded pressed steel, box type.

Front wheel suspension: Two independent parallel arms with continuous square laminated torsion rods.

Rear wheel suspension: Oscillating half axles through spring stays, independently sprung with individual torsion rod to each wheel.

Shock absorbers Telescopic, double acting front and rear.

Brakes: Hydraulic, two cylinders on front brakes, light alloy drums with cast iron rings of 280 mm. diam.

Steering Gear: Worm gear with divided track rod.

Wheels: Steel disc. **Tyres:** 5.00 x 16.

Fuel tank: Under bonnet; capacity 11 gallons, with 1 gallon reserve.

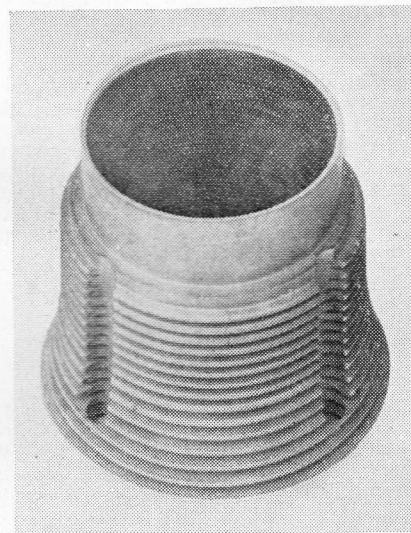
Turning circle: 33 ft. **Wheelbase:** 83 ins.

Track, front: 50¼ ins.; **rear:** 49¼ ins.

DIMENSIONS: Length: 12 ft. 11 ins. Width: 5 ft. 5½ ins. Height: 4 ft. 3¼ ins. Ground clearance: 6¼ ins. Weight: dry: 1,684 lb.; including accessories: 1,782 lb. Permissible load: 858 lb. Max. total: 2,640 lb.

Speedometer correction table (reading in k.p.h.):

Reading:	80	100	120	140	160	175 (Max.)
True speed:	78	96	117	138	161	177



fast, with good road-holding, comfortable, and very economical into the bargain.

Like all fast cars, the Porsche may be difficult for people who have no sense of speed, as the steering is much more direct than on other cars. When cornering, the speed should be kept somewhat lower, but on the other hand, acceleration and top speed are of such high order that this can easily be made up again on the straights.

The air-cooled engine has a longer span of life than the car, owing to cylinder-walls with an interior coating of thousands of hard-chrome spots. These chrome spots are set integrally with the light-alloy cylinders, another Porsche patent.

Summing up briefly, the Porsche 1500 Super is a very remarkable sports car and, in the hands of a good driver, is a force to reckon with in competitions.

Official Prices, including tax and duty (as quoted by the Colbourne Garage, Ripley, Porsche concessionaires).

1½-litre hard-top,	£1,971.
1½-litre convertible,	£2,200.
1.3-litre hard-top,	£1,842.
1.3-litre convertible,	£2,070.
1½-litre Super hard-top,	£2,147.
1½-litre Super convertible,	£2,378.

REFUELLING

WHENEVER I watch a long distance race from the pits I am horrified at the slapdash methods which are used in refuelling the cars. The amount of highly inflammable and volatile liquid which is allowed to cascade on to the road and surrounding personnel, carries possibilities of awful disaster, for numerous means of ignition are present all the time. Perhaps I am unduly sensitive on this subject, having almost been fried to a crisp at one major conflagration, or it may be that I have a very vivid imagination. At all events, I cannot watch a pit stop now without waiting apprehensively for that tremendous "whoosh!" followed by an impenetrable pillar of flame.

Not only is the racing car involved, and the driver and mechanics, but it is all too easy for the pits to catch fire, with all the fuel contained therein. Without wishing to paint too macabre a picture, one cannot avoid shuddering at the possible fate of anyone on the roof. Where spectators are massed thickly on top of the pits, all the ingredients of tragedy are present.

This state of affairs need not continue. There has been no worth while improvement in refuelling technique since Edwardian days, and yet the problem is a very simple one. To my mind, two solutions already exist, and it is up to us to adapt them to our needs.

The first of these is Sir Alan Cobham's Probe and Drogue method of refuelling aircraft in flight. Now, I am not suggesting that racing cars should be tanked up while on the move, but a simplified version of this apparatus would ensure absolutely safe handling of fuel, and would render any accident due to carelessness impossible. Many readers no doubt saw the recent television demonstration of the scheme. Briefly, a sort of open-ended funnel, or megaphone, is fitted to a hose, which trails behind the "mother" aircraft. Sticking out of the nose of the "thirsty" machine is a probe, and as soon as this enters the funnel, automatic valves allow fuel to be transferred at an immense rate.

The point is that there is no spillage or loss, and the connection is made instantaneously; furthermore, not a drop is spilt when the probe is withdrawn. What a marvellous thing this would be for refuelling a racing car! The mechanic would merely slam the funnel over the probe, and the valves would do the rest. Naturally, I am not suggesting that we should get ourselves put in clink for purloining a "top secret" piece of military apparatus, but there is no need to make a slavish copy of the original. If a reasonably elementary derivation of the design could be evolved, there would be a strong case for standardizing this method at all races.

There is also another system which may well have a future. This consists of the replacement of an empty petrol tank by a full one. It has already been used with success in America, in connection with record attempts on the salt flats. After the car has made a one-way run, only a few minutes are allowed for such work as tyre changing and refuelling before the return trip must be undertaken. It has been found possible to fling

away the old tank and install the new one in a matter of seconds, in fact it may be done at least as quickly as a good, normal pit stop.

The advantages are many. The tank may be filled slowly and carefully under conditions of almost surgical cleanliness. There is no fear of dirt or rain being introduced, and the fuel cannot be spilt. The most important feature, however, and the probable reason for the development of the plan, is its use in connection with unstable and dangerous fuels. In America, both for record work and Indianapolis, fuel additives of a highly explosive character are employed. An attempt has been made to ban such things by general agreement, but the increase in performance is so great that the drivers have insisted on accepting the risk. One assumes that such things as nitrobenzene and nitromethane are involved, but the resulting mixture is said to be both treacherous and unstable. Obviously, if one is going to use these concoctions, it is much better for the tank to be filled by fuel technicians in the laboratory than under the circumstances inseparable from racing and record breaking.

Interchangeable tanks present no problems, for they are already used, in moderate sizes, on some types of oil stoves. Certainly, a full tank may be heavy enough to be awkward, and it would probably be best to hang it on a small hoist for easy handling. It is usual these days to cradle the fuel tank in rubber, and secure it by elastic straps, so a self-connecting fuel line is about the only new fitting that is required.

In the past, many races have been won or lost on pitwork. It might be argued, I suppose, that by using a standardized and foolproof refuelling system, much of the necessity for careful drilling and rehearsal would be gone, and with it some of the interest of the race. Nevertheless, the fire hazard is so serious that dangerous methods of handling inflammable liquids should be discouraged, and it is likely that, with rising speeds, rapidity of wheel changing may become a decisive factor. Thus, the victory may still be shared by driver and pit staff.

Incidentally, it might be worth while to examine the facts in connection with the recent Indianapolis controversy on allegedly dangerous fuels. I have read all the Press cuttings on the subject, which have been very kindly sent to me by an American friend, but I shall take the advice of a scientist before I form an opinion. In any case, the extra power that "nitro" produces is very great indeed, and so we should adopt a ruling, one way or the other, as soon as possible.

Meanwhile, sensible precautions should accompany the use of existing refuelling methods. We have heard a great deal about the one-minute penalty for jumping the start, but the team which is guilty of spilling a churn of fuel in front of its pit might well be equally heavily penalized. Above all, the car with a leaking petrol tank should be regarded as a pariah, to be hurriedly flagged away from the pits and expire in a far place.

Busy U

British Motor Sporting



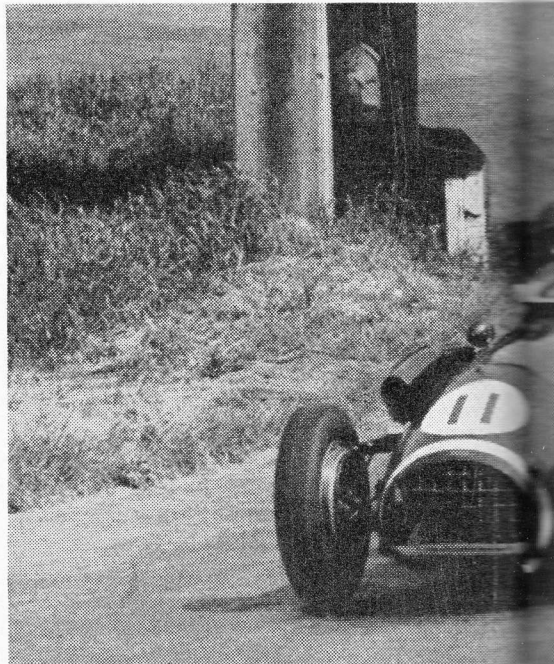
THRUXTON: Sydney Allard (Le Mans Allard) and Ian Stewart (Jaguar) embroiled in the duel which enlivened the sports car race in the Bristol M.C. and L.C.C./S.O.D.C. Whit-Monday meeting.



SCOTTISH RALLY: Francis Dundas in his Cooper-M.G. awaiting the "off" signal at Glasgow, starting point of the R.S.A.C.'s International Coronation Rally.



DAVIDSTOW: Down in Cornwall fog marred the race meeting. Here is R. E. Paulson, 500 cc motorbike at a



CRYSTAL PALACE: (Left) Earl Howe in a "Palm Beach" Allard breaking the tape to open officially the revised London circuit.



Week-end

Scenes from

Events of Whitsun, 1953



the Cornwall Motor Racing Club's first big winner, hunched determinedly in his Kieft



(Above) Tony Rolt, winner of the big race of the day in R. R. C. Walker's Connaught, leads Ken Wharton (Cooper-Bristol) through Ramp Bend.

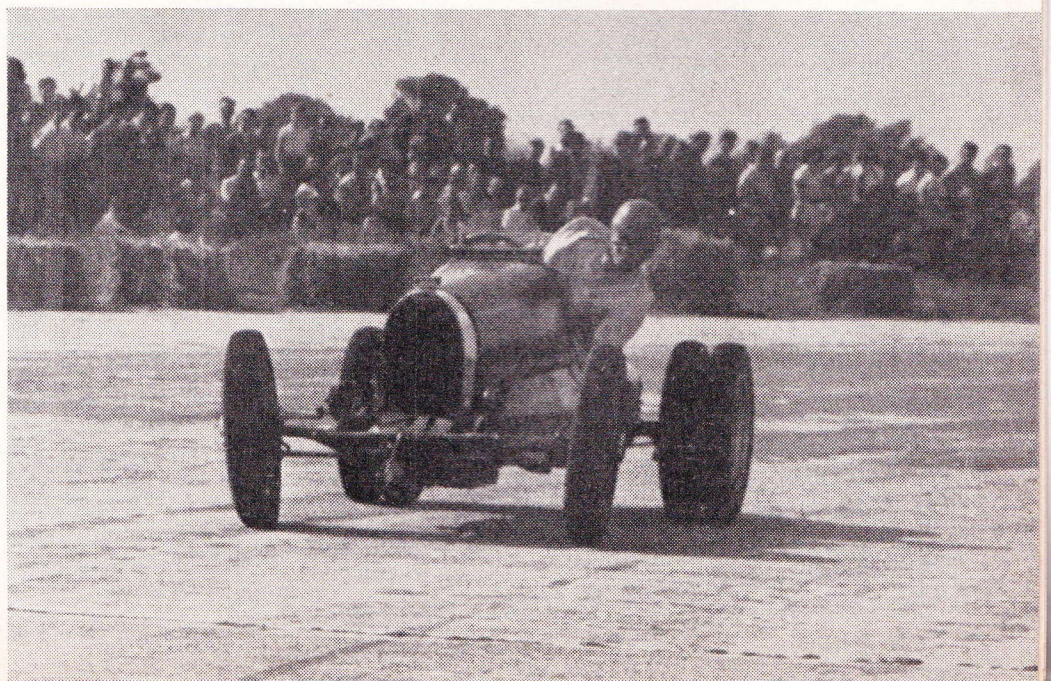


BRANDS HATCH: Don Gray, seeking more adhesion, applies a hacksaw to the tyres of his newly acquired Kieft.



THE "EDINBURGH": (Above) L. G. Nicholls (Vauxhall) strikes for altitude—a scene on Hardknott during the M.C.C.'s old-established event.

STAVERTON: (Below) Peter Stubberfield, fastest of the day in the Cheltenham M.C.'s sprints, assumes a purposeful attitude in his Bugatti.





Jimmy Caprara and his passenger with the former's striking Alfa Romeo at Blythswood Square. N. B. Shepperson's H.R.G. is on the right.

via the quaintly named New York Pier. The heavy rain had caused quite a number of landslides, and many tons of boulders and mud were to be met with unexpectedly on the "road". Things were not improved at points where timber-hauling was in progress.

It was on this road that Frank Grounds's Jupiter came to grief and was badly ditched. Denis Scott had the torsion bar bolts shear on his Allard Palm Beach, whilst Lorna Snow's Jaguar was damaged in a collision. Scott retired at Crianlarich, but Grounds managed to struggle on. Tail-enders on the Loch Awe road met up with a coal lorry driven by a gentleman named Donald, who was not exactly pleased to have had to pull off the road for a hundred or so cars!

The rough Kemore-Amulree section caused quite a few bumps and bashes on the lower-built (and generally more expensive) cars; silencers and exhaust pipes were often to be seen on the roadside.

THE CORONATION SCOTTISH RALLY

Sporting Sections Introduced in Successful R.S.A.C. International Event—Class Victories for Cooper-M.G., Riley, Morgan, Healey, Jaguar and Allard

THE International Coronation Rally, organized by the R.S.A.C., attracted the largest number of competitors from south of the border ever to take part in a Scottish event. The route, although some parts were rougher than they could have been, was extremely well chosen, giving entrants the opportunity to see some of the most magnificent scenery in the Highlands.

Results, of course, depended mainly on the series of tests, of which the regularity and the Taymouth Castle braking affairs caused havoc amongst the competitors. In fact, they were known respectively as the "Irregularity" and "Guessing" tests. Again, true to tradition, the R.S.A.C. popped in a swift one. During the regularity test, snoopers were placed near a Halt sign, and no less than 51 competitors were penalized five marks for failing to come to a complete halt.

There is no outright winner in the "Scottish", but the honour of amassing the largest number of points went to John Cunningham (Jaguar), closely followed by Fred Marsh (Healey) and Frank Dundas (Cooper-M.G.).

* * *

OUT of the original entry of 143, fourteen were posted as non-starters. In warm, bright weather, cars were despatched at half-minute intervals from Blythswood Square, headed for the

Highlands—and the two tests on Rest-and-be-Thankful.

Test No. 1, an apparently simple-looking business of restarting on a gradient, caught out a large number of people, to the joy of John Miller who was i/c timing, and of the tell-tale used to detect backward movements. Many cars had struck trouble on the way to the "wee Rest" in the shape of severe flooding, and several suffered from "drowned" engines.

Thirty-three folk failed this test and were unable to obtain the 10 marks awarded for doing it properly. Immediately afterwards came the timed climb of Rest-and-be-Thankful, where some competitors started off in torrential rain. During one particularly violent electrical storm, both Tom Forrest and Willie Gordon received shocks whilst operating the telephonic communication equipment. Particularly good climbs were recorded by John Cunningham (Jaguar), Dennis Taylor (Jaguar), Maurice Wick (Allard), Niall Campbell-Blair (BMW), Rex Neate (Riley), C. M. B. Kite (Jaguar), Norman Lithgow (H.R.G.) and John Melvin (Sunbeam Talbot).

Rest-and-Be-Thankful

Class 1. 1, Norman T. Lithgow (H.R.G.), 2, W. K. Stewart (H.R.G.), J. O. Grieve (H.R.G.).

Class 2. 1, Rex Neate (Riley), 2, Frank Grounds (Jupiter), 3, Gregor Grant (M.G.).

Class 3. 1, N. Campbell Blair (BMW), 2, J. H. Ray (Morgan), 3, Denis Scott (Allard).

Class 4. 1, J. D. L. Melvin (Sunbeam-Talbot), 2, F. M. Marsh (Healey), 3, A. P. Warren (Riley), J. W. E. Banks (Bristol).

Class 5. 1, C. M. B. Kite (Jaguar), John Cunningham (Jaguar), 3, Maurice Wick (Allard).

Class 6. 1, Peter Hughes (Allard), 2, Jessie Sleigh (Jaguar), 3, John Hall (Jaguar).

From the Rest, the way went by Inverary, Portsonachan and a rather dreadful road on the side of Loch Awe

On arrival at Gleneagles, A. K. Stevenson had news that the heavy storms had caused the closure of many roads including the Kinlochleven-Fort William and Fort Augustus sections. This meant an alternate route, but no sooner had this been done than it became known that special storm-squad gangs had managed to clear the roads sufficiently for traffic to be resumed.

The damage was frightful in places. Huge craters had appeared in several roads, which had to be filled in temporarily and, near Onchin, long queues of vehicles waited to attempt to force a way through what looked like a river of mud. Thousands of trees were blown down, and incalculable damage was done to young plantations. In one or two spots, trees and bridges had been carried away by landslides.

The day's motoring started off with a regularity test, in which an average speed of 26 m.p.h. (given at the start) had to be maintained from Gleneagles to an unspecified point not farther than 15 miles away. It was during this test that Stevenson's Gestapo operated their halt sign check with dire results. The actual distance was given as 14 miles exactly, but trip recorders varied from as low as 12 miles to as high as 15½ miles. One Jaguar driver took the wrong turning and motored through Crieff instead of Comrie, missing the control altogether. Inverfarigaig's notorious corkscrew hill caused a lengthy delay as car after car stuck on the many hairpins. Immediately afterwards came a trick map-reading turn, where many competitors went astray and did several miles of unnecessary cross-country motoring searching for the elusive Flidgety Inn.

At Taymouth Castle, a braking and reversing test was staged, B.T.D. going to Kite's Jaguar, followed by Ray's

Morgan, Hardman's Dellow, and the Jaguars of Cunningham and Lawson. Joe Lowrey (Morgan) lost his gear lever knob, but still managed to clock 22 secs. dead.

**Taymouth Castle
(Braking and Reversing Test)**

- Class 1.** 1, C. R. Hardman (Dellow), 20.6 secs. 2, Kay Hague (Riley) and F. Dundas (Cooper-M.G.), 21.2. 3, N. T. Lithgow (H.R.G.), 22.4.
- Class 2.** 1, A. Hutchinson (Wolseley), 23.0. 2, B. W. Fursdon (Renault), 23.4. 3, Rex Neate (Riley), Gregor Grant (M.G.), and P. G. Mallam (Ford), 23.8.
- Class 3.** 1, J. H. Ray (Morgan), 20.0. 2, G. Hoyle (Morgan), 21.2. 3, J. Lowrey (Morgan), 22.0.
- Class 4.** 1, A. P. Warren (Riley), 21.6. 2, Alan Stross (Riley), 21.8. 3, J. D. L. Melvin (Sunbeam-Talbot), 22.0.
- Class 5.** 1, C. M. B. Kite (Jaguar), 19.6. 2, J. H. Cunningham (Jaguar), 20.4. 3, M. H. Lawson (Jaguar), 20.6.
- Class 6.** 1, Peter Hughes (Allard), 21.2. 2, G. Wood (Allard), 22.4. 3, J. Watson (Allard), 23.0.

As many people were staying in hotels other than Gleneagles, cars did not have to remain in a *parc fermé*, and almost complete major overhauls were done during the night in some cases.

Wednesday began with the difficult parking test at Gleneagles, in which car after car stuck whilst trying to negotiate the first and most awkwardly placed of the "garages". Charlie Hardman (Dellow) looked like putting up B.T.D., but his gearbox disintegrated during the first reverse. Harold Gibbon (Rover) was another mechanical casualty. Best performance was made by Bert Westwood (Dellow), whilst B. K. Fursdon (Renault) was fastest in the saloon classes, followed by Andrew Hutchinson's extremely rapid two-carburettor Wolseley "Eight".

**Gleneagles
(Parking Test)**

- Class 1.** 1, A. C. Westwood (Dellow), 36.6. 2, F. D. Dundas (Cooper-M.G.), 37.6. 3, Sir Derek Verner (H.R.G.), 38.6.
- Class 2.** 1, B. K. Fursdon (Renault), 39.6. 2, A. Hutchinson (Wolseley), 40.6. 3, E. R. Herrald (M.G.), 41.6.
- Class 3.** 1, J. H. Ray (Morgan), 38.2. 2, G. Hoyle (Morgan), 39.4. 3, A. B. Fraser (Sunbeam-Talbot), 41.8.
- Class 4.** 1, F. M. Marsh (Healey), 41.0. 2, Mary Walker (Sunbeam-Talbot), 41.6. 3, Keith Elliott (Sunbeam-Talbot), and J. D. L. Melvin (Sunbeam-Talbot), 43.8.
- Class 5.** 1, J. H. Cunningham (Jaguar), 38.6. 2, I. Campbell-Blair (BMW), and P. Denham-Cookes (Jaguar), 40.6. 3, M. H. Lawson (Jaguar), 41.0.
- Class 6.** 1, A. Rayner (Austin A90), 46.6. 2, Peter Hughes (Allard), 47.2. 3, J. Hally (Jaguar), 47.8.

A restarting test was held at Cairn o' Mount, where once again the unfortunate Willie Gordon had to time people in appalling weather and was soaked through to the skin. One or two cars charged the bank on the bend. Easily the best performances were by Jimmy Ray (Morgan) and John Cunningham (Jaguar), whilst John Hally's Jaguar coupé was fastest in the closed classes.

**Cairn o' Mount
(Restarting and Acceleration)**

- Class 1.** 1, J. O. Grieve (H.R.G.), and Sir Derek Verner (H.R.G.), 25.3. 2, Kay Hayne (Riley), 25.6. 3, F. D. Dundas (Cooper-M.G.), 25.9.
- Class 2.** 1, Rex Neate (Riley), 31.1. 2, A. Hutchinson (Wolseley), 31.8. 3, Gregor Grant (M.G.), 32.0.
- Class 3.** 1, J. H. Ray (Morgan), 23.2. 2, F. D. Davis (Healey), 26.9. 3, Annie Neil (Morgan), 27.9.
- Class 4.** 1, F. M. Marsh (Healey), 27.0. 2, A. P. Warren (Riley), 27.1. 3, A. Stross (Riley), 27.9.

- Class 5.** 1, J. H. Cunningham (Jaguar), 23.4. 2, C. M. B. Kite (Jaguar), 23.8. 3, M. Wick (Allard), 23.9.

- Class 6.** 1, J. Hally (Jaguar), 24.7. 2, Jessie Sleigh (Jaguar), 25.2. 3, G. Wood (Allard), 27.7.

The over 308 miles of motoring concluded with an acceleration and braking test, where the majority of competitors braked far too early before entering the very tight-looking box. A. P. Warren (Riley) braked well in the box, and carried all before him—including the pylons. Maurice Wick (Allard) and Jimmy Ray (Morgan) headed the open classes; Marsh's Healey, Grant's M.G. and Hughes's Allard were best in the closed category.

**Gleneagles
(Acceleration and Braking)**

- Class 1.** 1, Kay Hague (Riley), and F. Dundas (Cooper-M.G.), 10.4. 2, J. O. Grieve (H.R.G.), N. T. Lithgow (H.R.G.), C. W. I. Jeffrey (H.R.G.), and N. B. Shepperson (H.R.G.), 10.6. 3, D. C. Mitchell (H.R.G.), 10.8.
- Class 2.** 1, Gregor Grant (M.G.), 11.0. 2, Rex Neate (Riley), 11.2. 3, P. C. Mallam (Ford), and A. Hutchinson (Wolseley), 11.4.
- Class 3.** 1, J. H. Ray (Morgan), 9.4. 2, J. Lowrey (Morgan), 10.0. 3, C. W. Whiteley (Morgan), 10.2.
- Class 4.** 1, F. Marsh (Healey), and E. B. Wadsworth (Healey), 10.4. 2, J. D. L. Melvin (Sunbeam-Talbot), L. S. Stross (Bristol), Charlotte Sadler (Rover), and P. D. Mallock (Riley), 10.6. 3, Paul Lee (Sunbeam-Talbot), S. G. Haithwaite (Bristol), and J. W. S. Utley (Sunbeam-Talbot), 10.8.
- Class 5.** 1, M. Wick (Allard), 9.2. 2, D. O'M. Taylor (Jaguar), 9.4. 3, J. H. Cunningham (Jaguar), 9.6.
- Class 6.** 1, P. S. Hughes (Allard), 10.0. 2, J. S. Dykes (Aston-Martin), 10.6. 3, G. Wood (Allard), and J. Hally (Jaguar), 10.8.

The final day's motoring was much shorter, but included the difficult and bumpy road over Glen Lyon to Killin. Just before leaving the main road, P. G. Mallam, who had been going well in his veteran Ford 10, had the wretched luck to break his gearbox.

Preceding this section was the famous "guessing game" at Taymouth. Competitors were required to average not less than 30 m.p.h., and not more than 35.2 m.p.h. between two lines 60 yards apart. Brakes had to be applied when a traffic light changed from green to red.

Either there is a trick in doing this, or the majority of competitors had dud stop-watches and faulty speedometers, because only seven people out of the entire entry gained any marks at all. The best performance was made by D. J. Morley (Austin). In classes 4 and 5 not a single driver gained marks.

On Glen Lyon, Mrs. Florence Barclay's car became ditched and held up dozens of cars before Jimmy Caprara (Alfa Romeo) organized a lifting party and got the car back on the road.

This entailed quite a dice to the Trossachs Hotel, where the secret route to Glasgow was disclosed. Actually it was fairly simple, the two check points being Buchanan Arms, Drymen and McEwen's Garage, Fintry. Several astute people, noticing an A.A. Scout farther down the road, had him mark their maps for them.

So to the finish at Glasgow, where a Coronation Ball and Prize-giving was staged in the R.S.A.C.'s spacious clubhouse. All were agreed that this was the most sporting of the "Scottish" series, but most people would like to see less use of the really rough sections.

Class Results

- Class 1.** 1, Frank Dundas (Cooper-M.G.), 216. 2, T. B. Hague (Riley), 199. 3, Kay Hague (Riley), 198. 4, N. T. Lithgow (H.R.G.), 197. 5, Sir Derek Verner (H.R.G.), 194. 6, C. W. I. Jeffrey (H.R.G.), 182.

- Class 2.** 1, Rex Neate (Riley), 208. 2, Andrew Hutchinson (Wolseley), 203. 3, B. W. Fursdon (Renault), 188. 4, Gregor Grant (M.G.), 183. 5, G. D. W. Organ (Javelin), 179. 6, Agnes Balfour (M.G.), 177.

- Class 3.** 1, James H. Ray (Morgan), 210. 2, F. D. Davis (Healey), 186. 3, Gerald Hoyle (Morgan), 179. 4, C. W. Whiteley (Morgan), 177. 5, Annie Neil (Morgan), 173. 6, Neil Buchanan (Riley), A. B. Fraser (Sunbeam-Talbot), and Joe Lowrey (Morgan), 164.

- Class 4.** 1, Fred M. Marsh (Healey), 219. 2, Alan Stross (Riley), 195. 3, R. E. Cunningham-Graham (Marauder), 194. 4, J. D. L. Melvin (Sunbeam-Talbot), 189. 5, Paul Lee (Sunbeam-Talbot), 189. 6, G. Read (Zephyr), K. G. Moss (Zephyr), and Sheila Van Damm (Sunbeam-Talbot), 186.

- Class 5.** 1, John H. Cunningham (Jaguar), 220. 2, Maurice Wick (Allard), 208. 3, Michael Lawson (Jaguar), P. Denham-Cookes (Jaguar), 207. 4, D. O'M. Taylor (Jaguar), 203. 5, J. Campbell-Blair (Jaguar), 201. 6, W. L. Sleigh, Jr. (Jaguar), 187.

- Class 6.** 1, Peter Hughes (Allard), 193. 2, J. Hally (Jaguar), 190. 3, D. J. Morley (Austin), 189. 4, A. Rayner (Austin), 187. 5, Dr. J. Watson (Allard), 173. 6, H. W. Underhill (Bentley), 163.

**General Classification
(For B.T.D.A. Star only)**

1. John H. Cunningham (Jaguar)	220
2. Fred M. Marsh (Healey)	219
3. Frank Dundas (Cooper-M.G.)	216
4. James H. Ray (Morgan)	210
5. Rex Neate (Riley)	208
6. Maurice Wick (Allard)	208
7. P. Denham-Cookes (Jaguar)	207
8. Michael Lawson (Jaguar)	207
9. Denis O'M Taylor (Jaguar)	203
10. A. Hutchinson (Wolseley)	203

* * *

RALLY NOTES: Jack Broadhead (Jaguar) broke his diff. at a spot named Archiestown. Presumably Archie was the chap in charge of the control. . . Ian Mitchell's fez was much admired, but worn by John Cunningham it gave him a remarkable resemblance to a certain famous exiled Middle Eastern monarch. . . At a certain spot in the Highlands, a request at the local pub (also the control): "Is the bar open?" was met by the ready response: "We never close!" . . . The 51 folk who were penalized for not stopping at the "Halt" sign were known as the Black Mark Brigade. . . Lacking a usable speedometer, Frank Dundas (Cooper-M.G.) depended on the accuracy of the driver immediately in front of him in the regularity test: he collected more marks than the other driver! . . . Mary Walker (Sunbeam-Talbot) won the Ladies' Prize: Dennis Taylor (Jaguar) the "Furth of Scotland"; Michael Lawson (Jaguar), the "Pre-War"; and Frank Dundas (Cooper-M.G.) the S.S.C.C.

* * *

PRESCOTT

KEN WHARTON did not win the F1 event at Prescott as stated in our issue of 22nd May, not having been entered in this class. The results were: 1, S. J. Smith; 2, W. Goodwin; 3, P. Shea-Simonds (Rapier).

* * *

HERTS COUNTY PANSHANGER RALLY

ON Saturday, 13th June, the Herts County A. and A.C. will hold their annual Rally at Panshanger Aerodrome, between Hatfield and Hertford, with driving tests and a short map reading section. Members of any R.A.C.-recognized club, and of the London Aeroplane Club, are invited to compete; regs. from D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts.

CORRESPONDENCE

The Drift Abroad

WHAT a pity it is that our finest racing drivers and motorcycle riders should drift away to drive or ride for the Italians. First Mike Hawthorn, now Geoff Duke—shall we hear next that Stirling Moss, Reg Parnell and Peter Walker have followed them?

Before the war our best driver, Richard Seaman, seeking a Grand Prix car, had to go to the Germans. Let us hope this is not going to become a habit—at the present rate of progress the entire membership of the B.R.D.C. will soon be on the Ferrari, Maserati, Alfa Romeo or Guzzi and Gilera pay rolls.

E. BACKWELL.

HATFIELD, NEAR DONCASTER.

Scrutineering Difficulties in the Morecambe Rally

AS a competitor in the recent Morecambe Rally may I, through the medium of your correspondence columns, comment on the specifications laid down in the regulations and the system of scrutineering employed to give them effect?

On Saturday the R.A.C. Scrutineer had an unenviable task to perform under difficult circumstances, inasmuch as he was expected to scrutineer one car per minute for approximately four hours on a very bleak sea front with no shelter. Inevitably the examination of each car was perfunctory, but nevertheless sufficient to impose upon a comparatively large number of competitors heavy penalties for minor infringements of the Rally regulations, such as fitting a sports coil.

The method of examination employed obviously failed to reveal internal modifications of engines, such as high lift camshafts, non-standard pistons, excessive boring, racing oil pumps, lightened flywheels, raising of compression ratios and modifications to valve porting, all of which can yield many more b.h.p. than a sports coil.

It is difficult to see how internal engine modifications can be spotted by a Scrutineer unless the engines of winning cars are completely stripped, and this, I suggest, would be impossible for National Rallies.

It seems to me therefore that the alternative is for the organizers of such rallies to face the problem squarely by permitting the use of proprietary modifications; after all, what is the difference between modifications made by car makers such as Jaguar and M.G., which are permitted, and the fitting by enthusiastic owners of sports coils, Aquaplane camshafts, Hepolite pistons, etc., etc., which automatically place a car in the Special Class?

If the existing regulations are to be administered fairly then obviously engines must be stripped, or certain modifications, such as I suggested, permitted. Failing this the "smart boys" will continue to get past the harassed Scrutineers.

In conclusion may I add that I am not directly interested in the motor trade and that I ran my car last week as a Special.

E. G. VANNER.

GARSTANG.

Information Required

I HAVE purchased a V8 3-litre Riley engine with a self-change box and have found it very difficult to obtain any facts or performance figures about it.

If any readers are able to supply me with any such particulars I would be very much obliged.

J. BEAUCHAMP-WARD.

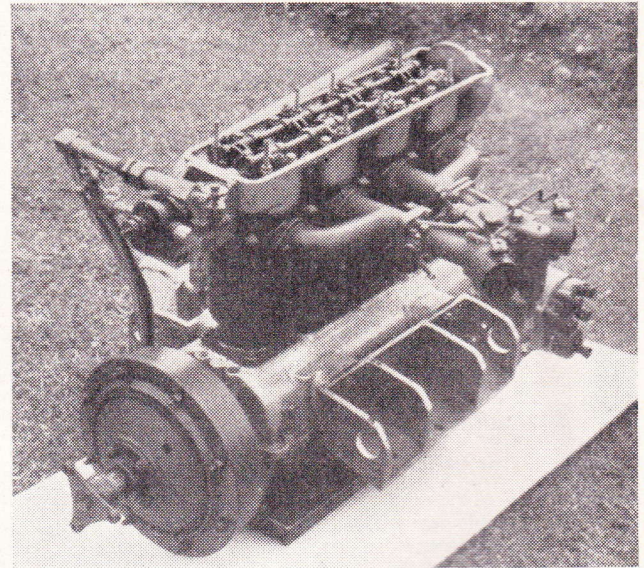
52 RHODES AVENUE, LONDON, N.22.

Tony Rolt

TONY ROLT has surely provided the best possible endorsement to J. Boothby's remarks in AUTOSPORT, 22nd May, 1953, by his performance at Crystal Palace on Whit Monday. This, with his drive on the Delage in the wet at Silverstone in 1951, his victory with the XK 120C at Goodwood in 1952 and his drive at Le Mans in 1951, must surely prove his supporters' claim, that he is one of our best drivers. He seems to thrive under adverse conditions.

D. HOCKING.

BANSTEAD, SURREY.



WHAT IS IT?: The unidentified engine owned by J. L. Payne of Ashford, Middx.

Mystery Engine

I WONDER if anyone can identify the engine depicted in the above photograph. The carburettor is a double-choke Zenith; the engine has four separate cylinders, single overhead camshaft, and crankshaft carried in five main bearings, and is full pressure fed. The capacity is about 1,500 c.c.

I haven't yet attempted to run this engine, so do not know if the pump driven from the back of the camshaft really will draw up oil all that way. In fact, the more time I spend on the lubrication system the less I like it. However, lots of your readers are far more knowledgeable than I am, and someone, I hope, will be saying "Ah, yes, I remember, that's a —? They never were any good!"

J. L. PAYNE.

ASHFORD, MIDDX.





Grace...Space...Pace.... **JAGUAR**

The finest car of its class in the world

HARRY SUTCLIFFE WINS FELIXSTOWE RALLY

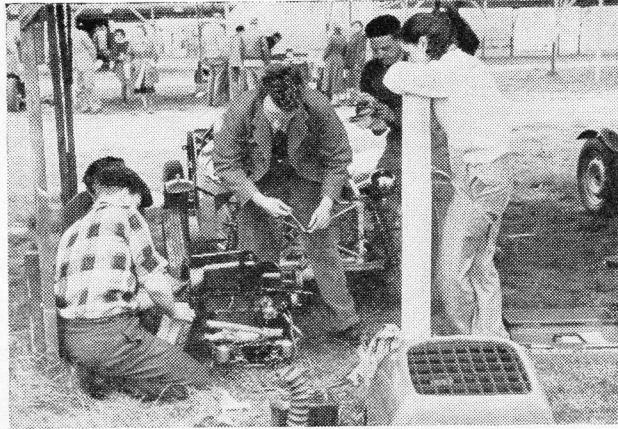
ONCE again the Eastern Counties Motor Club Felixstowe Rally has been won on the road. This year it was intended to be tougher than before and tough it certainly was. Out of 58 entries only 13 finished the course and only one of these without loss of marks; this was H. Sutcliffe in his beautiful, though noisy, Frazer-Nash. Five entrants were non-starters and eight were disqualified on the "over 40 miles in any one hour" clause, through catching up too much time on the one stretch of main road. All the remainder retired from mechanical bothers or were retired for being more than 30 minutes late at a control. The majority of these very sportingly carried on to finish the Rally and in future years the organizers might give some thought to extending the 30-minute limit, especially in view of the arduous nature of the event and the cumulative effect of lateness at controls.

Fifty-three starters left the Cavendish Hotel, Felixstowe, to the accompaniment of an interesting and amusing commentary on each car, and set off for the first control at Debach aerodrome. After being greeted by a marshal in natty city gent's suiting and a Homburg hat they completed the first test. Only one competitor was late and there were no startling occurrences in the test, although last year's winner, D. J. Morley (A90), was surprisingly slow due to clutch troubles. He went on to complete the Rally, then left the car for the local garage to change the clutch extremely smartly, whereupon the Morley brothers departed for the "Scottish".

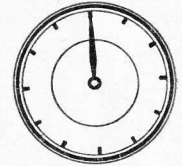
Raydon, the next control, found quite a handful of late arrivals but it was after that that the trouble really started. The sickness rate amongst navigators and fatality rate amongst rabbits both rose alarmingly; one navigator was not sick but really ill so he was taken home to bed, after which the driver carried on alone in his lovely 2-litre open Lagonda, a very sporting effort. A Peugeot suddenly found itself on a golf course, but motored on regardless to regain the correct route, skirting bunkers at a steady 30!

The control near Poslingford had a set of very busy marshals. There was a control and test in a narrow road and inevitably competitors arrived from the wrong direction. Much efficient sorting out took place. Incredibly narrow roads wandered through various hamlets appropriately named such as Church End, Blackmore End, Rotten End and Maggotts End. These all led to another test on an aerodrome near Stebbing—a simple left turn, reverse, left turn test but a surprising number of men and motors were obviously feeling the strain. The roads after this were even smaller and narrower, if that were possible, and it was fortunate that there were plenty of kind farmers with open gateways on corners. Many long black marks led up to these escapeways and in one case tyre marks were visible for 30 yards into a field.

After all the strain, it was a great relief to see the dawn coming up and a long simple section through the outskirts of Cambridge, then across country to Chedburgh for a round-the-pylon dice. In many cases, temptation to press on was too strong, and the R.A.C. secret



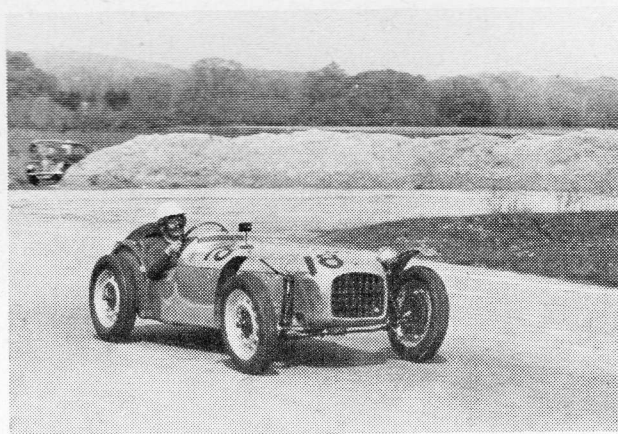
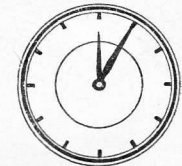
At a recent Goodwood meeting, P. A. Desoutter's Lotus developed trouble. Midday picture (left) shows the engine out, with designer Colin Chapman (check shirt) ministering to it.



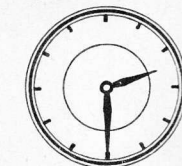
RACE AGAINST TIME

A Goodwood Drama in Three Acts

Driver Desoutter (in beret) and Chapman lift the engine back into the chassis.



2.30 p.m., and the fleet little Lotus is racing.



time check found these out. Following the rain during the night, the sun was now really warm for a leisurely drive through Bury St. Edmunds and various minor roads to Snetterton circuit. Here a high speed test provided a lot of fun on the wet surface, with J. R. Stoop's Frazer-Nash fastest at 66 m.p.h. One M.G. proceeded straight on sideways at the hairpin, causing a waiting competitor to select reverse somewhat hastily.

Following breakfast at Diss, the rest of the route was comparatively easy. It included a double regularity test which, unfortunately, was later cancelled because some competitors hadn't realized that the two sections were continuous. Three tests were held in Felixstowe after lunch, keenly watched by a large crowd. The first, an intricate to and fro garaging

test, produced a lot of overshooting and one M.G. which took a marker can with it for the rest of the test. Best here was J. E. Talbot (Meadows-Dellow) with 32 secs. The second was a figure-of-eight round two pylons, set 60 yards apart, at which the most spectacular were not always the fastest. Quickest in a very neat 30.2 secs. was Sutcliffe.

The third test was an excellent wobble-hill-climb in an ideal setting. J. R. Stoop and J. Shove (M.G.) tying for fastest time with 14 secs. Followed the Concours on Sunday, graced by blazing sunshine. It is obvious that the Felixstowe has become one of the toughest and most interesting rallies below National status.

R. G. B.

(Results on opposite page)

NEWS FROM THE CLUBS

By Wilson McComb

A CERTAIN XK120 Jaguar was to be seen in the car park of a Thetford hotel shortly after the Snetterton race meeting last Saturday, still wearing its competition numbers, and the owner refused to remove them when someone asked him to do so. It is surprising that this sort of behaviour still persists, and that the offenders seem unconcerned that their cars are so conspicuous when marked in this way.

The most critical attention is always paid to the movements of a numbered car by other road users, and every piece of exhibitionism means another black mark against the "mad fools who go racing." Not far from the circuit, I also saw a tricky corner on a hump-backed bridge, with a significant hole in the parapet. Probably it had nothing to do with the racing crowd, but I am sure everyone who passed that way decided that it had, and speculated on the fate of the "wild racer" who had met his deserts.

TAUNTON NIGHT NAVIGATION RALLY

ALL motorists in S.W. England are invited to take part in the Taunton M.C.'s Night Navigation Rally, which starts from Somerset Motors Ltd., Corporation Street, Taunton, at 11 p.m. on Saturday, 13th June, and finishes at the "Ace of Clubs", Lewdon, the following day. Entries to L. Tolman, 4 East Reach Hill, Taunton, by Thursday next, 11th June.

CHESTER SPRINT MEETING

THE Chester M.C.'s Sprint Trials on Saturday, 20th June, will be held on a half-mile course at Summers Drive, Queensferry. Entries close on Thursday, 11th June, with E. Damadian, "Rose Dale", Marlborough Crescent, Grappenhall, Cheshire.

SUNBEAM REGISTER AT WOLVERHAMPTON

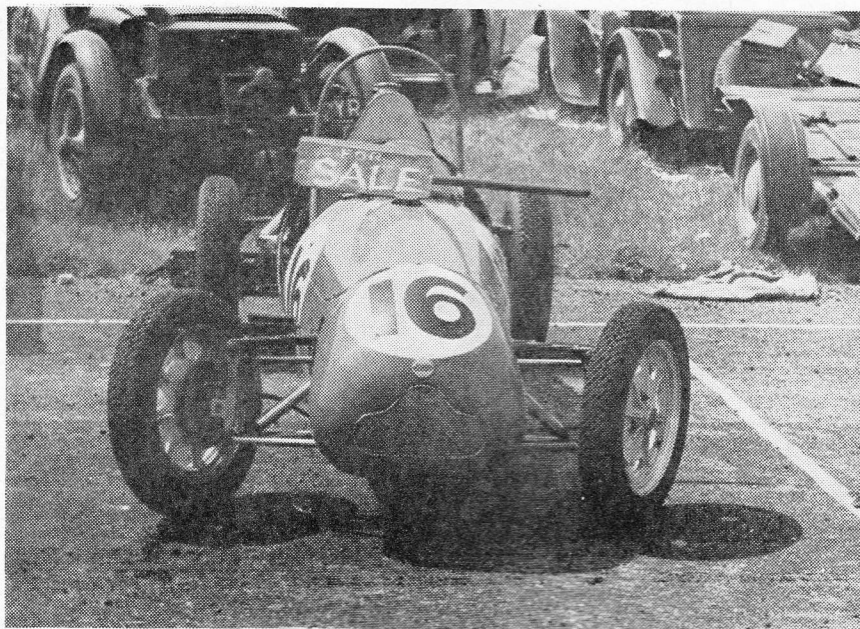
AN age/distance rally, a driving test and a Concours d'Elégance are included in the programme for the Sunbeam Register's Wolverhampton Week-end on 20th/21st June. Entries close on Saturday, 13th June, with Mrs. W. Boddy, "Carmel", Wood Lane, Fleet, Hants.

FELIXSTOWE CORONATION RALLY RESULTS

Premier Award: H. Sutcliffe. Runner-Up: S. Freeman.
Class A: S. Freeman. Class B: J. S. Rix.
Class C: H. Sutcliffe. Class D: L. J. Coe.
Class E: No finishers. Class F: Capt. G. Macgregor.

CONCOURS D'ELEGANCE

Premier Award: R. Way (1937 Rolls-Royce).
Class A: H. R. Smith (1911 Renault). Class B: Mrs. Sarginson (1929 Morris). Class C: R. Way.
Class D: G. C. Imrie (1952 M.G.). Class E: R. G. Playford (1949 Healey). Class F: J. L. Cooper (1953 Ford). Best Rally Competitor's Car: H. Cutting (1947 M.G.). Best Club Member's Car: R. G. Playford.



COMMENT: After a practice blow-up of his Cooper at Thruxton, G. Rolls thought up something new in pit signals.

MORGAN 3-WHEELER CLUB'S WHITSUN RALLY

THE Morgan 3-Wheeler Club held its second Rally at the Chateau Impney, Droitwich, Worcestershire, on Whit Sunday last, and was favoured by the hottest Whit Sunday for years for the occasion. Over a hundred members and friends were present, some 50 or 60 Morgans of all types filling the car park. Twenty-eight members had entered for the Rally, which consisted of a number of driving tests and a Concours d'Elégance, marking being on the total score put up in all events and in the Concours.

The proceedings opened with the judging of the cars in the Concours d'Elégance, the judges paying attention to the condition of the steering, brakes, etc., rather than mere polish, and having an unenviable task, as the standard of vehicles was very high; noticeably more so than at the club's last rally. No special prizes were given for individual classes, but D. H. Boyd's J.A.P. scored 49 out of a possible 50 in the Concours. As the judging of this event was completed the cars were despatched on the first driving test, which consisted of driving up a narrow "T" road and rolling (for the benefit of 2-speed devices!) back into an awkwardly placed "garage". No less than eleven of the entry completely failed the test, best performance being by P. A. Stephenson (J.A.P.), who parked neatly in 28.6 secs., against the 40 allowed for the test.

Lunch was then taken, followed by an acceleration and braking test which showed that Morgan brakes can be made to work; best performance was made by M. R. Cooke (Matchless). The next test consisted of an attempt to drive one's front wheel alternatively to right and left of a row of six matchboxes, and proved fairly simple when going forward but most difficult when doing it in reverse, which was also timed. The test claimed six victims, best performance

being by D. Archer (Matchless), who did not do the test "clean" but was very fast.

Finally, a "slow-fast" test was run, in which one drove over some 20 yards as slowly as possible, then as fast as possible over another 40 yards, no clutch-slipping being allowed in the "slow" section. E. Layton (Ford) showed how this should be done, while J. G. King's Brookland J.A.P. put up B.T.D. over the fast section but lost heavily on the slow one. Some games were also laid on, one, designed for back-seat drivers, having the driver roll (with dead engine) downhill between a crooked row of markers. This would have been easy except that the driver was blindfolded and had only his passenger's instructions (and those of the crowd) to go by.

Further items of this nature had been planned but were abandoned when some marvellous machinery of the Veteran Car Club arrived, causing so much interest that such things as mere Morgans were neglected, so the meeting terminated with the announcement of the provisional results which were, on subsequent checking: 1, S. G. Withens (357.6 marks); 2, J. Bone (353.0 marks); 3, E. Layton (352.0 marks); 4, A. L. Mainstone (346.1 marks).

NORTHANTS AND DISTRICT COTSWOLD RALLY

A COASTING test on a steep, loose-surfaced lane proved the most spectacular feature of the Northampton and D.C.C.'s third Cotswold Rally on Sunday, 10th May, producing some remarkable clouds of dust, and several rather frightening changes of direction by the competitors. The event started at Towcester and finished at Burford, with a lunch stop at Kingham, and provisional results gave the premier award to H. H. Mayes of the Leicestershire Car Club.

MOONFLEET RALLY

ON Saturday, 16th May, the West Hants and Dorset Car Club held its annual Moonfleet Rally, over a course comprising some of the finest scenery in Wiltshire and Dorset. An entry of over 30 cars was received, and competitors converged on Ibsley Airfield for the first test, which took place before the actual start of the road section. This consisted of two timed laps of a modified circuit, with a cunningly placed chicane half-way up a runway, to make things more interesting.

The weather was threatening, and the track was wet, which was the possible reason why most people were cautious. Notable exceptions were Southcombe and Langdon, who hurled their cars round the chicane, and Downs, who spun his Sunbeam-Talbot's wheels away from the corner. John Jesty's Morris Minor was also energetically driven, and an Austin Eight tourer seemed within inches of overturning. Lt.-Col. O'Hara Moore's Frazer-Nash was sedate, but very fast on the straights.

From Ibsley the field made its way via country lanes to the first control and the next test. This was a regularity hill-climb at White Sheet Hill, near Salisbury. This would be a magnificent venue for a speed hill-climb (if only the roads could be closed) with perfect natural grandstands, paddock space, a wicked S bend, and a sharp hairpin. Most people treated the hill in the proper manner, though the steep gradient and the enforced halt half-way prevented many cars from reaching high speed. Southcombe and Langdon took their Sunbeam-Talbots through the S bend with a resounding scream of tyres which echoed through the valley, and both fairly wrenched their cars round the full-lock hairpin at the top. O'Hara Moore's Frazer-Nash came up with a real Shelsley-sounding exhaust note, but overshot the final braking line. Several people overshot the finish line in clouds of rubber smoke.

Sundry controls of passage (where competitors had to note various items of local knowledge upon their route cards) and time checks led the way via Yeovil and Bridport areas to the final tests, on the hill overlooking the Weymouth district, known as "Hardy's Monument". This would be ideal country for an "Auto-Cross", and used to provide excellent cross-country training ground for Army vehicles during the war. The tests consisted of an observed hill-climb, a garaging test, and a speed trial. This latter comprised a rough course through a gravel pit (with several deep holes to trap the unwary) and a slippery track across the heath. By the time the first competitor arrived, the low lying clouds had reduced visibility to a few yards, and a howling gale was blowing. Cars and marshals loomed up like ghosts in the mist, and it was very difficult to see precisely what was happening.

The observed section was difficult, and many cars found themselves in the bottom of the valley, with no way out, and only concerted manpower could solve the problem. After a little preliminary inspection on foot, Southcombe simply rocketed over the top. Downs and Langdon were also outstanding, with their Sunbeam-Talbots, but Lanz's car of similar make failed on

its first attempt. Col. O'Hara Moore's Frazer-Nash appeared to lack urge, which was a little surprising, and had to be pushed up. An unidentified Hillman Minx made a remarkably good climb, but vanished into the murk before its number could be seen.

The timed run through the gravel pit was quite spectacular, though a number of people took things easily, in view of the bad visibility.

Southcombe, Downs, Langdon and Lanz were all very fast in their Sunbeam-Talbots, Langdon in particular having to work hard with the wheel, and Lanz holding a fine tail slide in the pit itself. Geoff Dear fought a succession of sudden slides on the final bends,

winding the wheel with a highly ferocious expression.

A short run over country lanes took competitors through the gathering mist to the finish, at the Moonfleet Hotel, where a dinner and dance was held, followed on Sunday morning by a gymkhana, rounding off a very pleasant, well organized event.

A. HOLLISTER.

RESULTS

Moonfleet Rally Challenge Cup and Replica: S. B. Southcombe (Sunbeam-Talbot).

Best performance by post-war car (other than the winner): G. N. Dear (M.G.).

Best performance by a car manufactured prior to 1940: O. L. Leighton (M.G.).

Navigator's Award: Mrs. S. B. Southcombe.

C. & A. PALFERMAN RALLY NO "PIECE OF CAKE"

ANY illusions the 30 starters might have had that the Caernarvonshire and Anglesey M.C.'s Palferman Trophy Rally was going to be a "piece of cake", were quickly dispelled when organizers Bill Blunt and Niall Campbell-Blair issued the route cards at Jones Bros.' Garage, Bangor, at midnight on Saturday, 9th May. One hundred and twenty-five miles at averages varying from 15 to 17 m.p.h. sounded simple, but the card bore such ominous instructions as: "Allow for more than normal petrol consumption", and "Beware of low-flying aircraft". There was a map reference on almost every line; one bridge was marked: "One at a time, please", and a special test had the caution: "Precipice on left".

Forewarned is forearmed. Petrol consumption was very heavy. No aircraft were encountered, but the bridge was very shaky, and the precipice, invisible in the darkness, kept down the speeds on the hill-climb. The route lay over Rhiwlas Mountain, with its boggy top, along the old coach-road to Ogwen Lake. There was a fine spot for a timed climb, then the route lay through a bog (and *what* a bog!) to Conway Falls. Faulty navigation caused Iain Campbell-Blair to park his Zephyr in an inaccessible field all night; later comers saw it there and marvelled at (a) how it got there, and (b) how it was going to get out.

Ysbytty Ifan, over the top to Llangwm, the minor road to Maerdy, over to Clawdd Newydd in Denbighshire, Gwyfiliog, Nantglyn, Llansannan

—this was familiar enough to the large contingent from Rhyl. But the *pièce de résistance* was a 200-yard-long water splash near the Conway Valley; there were many frayed nerves before the top of the Sychnant Pass was reached and the end was in sight.

Stan Kennedy drove his ageing S.S. 100 fast and well to win the premier award. Sutcliffe's Mille Miglia Frazer-Nash smashed its prop. shaft before Ogwen, and "Doc" Lilley's Ford Anglia had crown-wheel worries near the same lake. David Hammond's S.M. 1,500 saloon had petrol pump trouble near Ysbytty Ifan, when he was still unpenalized; he reluctantly turned round, headed for home, and was able both to pick up Mr. and Mrs. Sutcliffe, who had been trying to find a bed for the night, and to assist "Doc" Lilley.

Results

Palferman Trophy: S. Kennedy (S.S. 100), 22 marks lost.

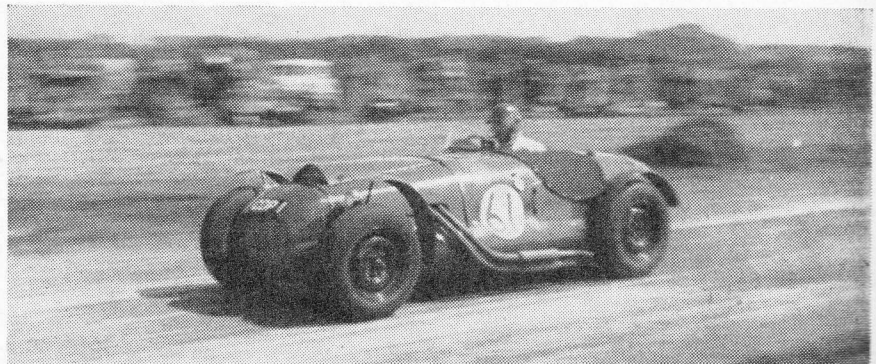
Committee Cup: D. Beer (Standard Vanguard), 22.

Class Awards, over 1,450 c.c.: 1. Kennedy; 2. I. L. Watkins (Sunbeam-Talbot), 24; 3. D. W. Jones-Williams (Jowett Javelin), 38.

Under 1,450 c.c.: 1. J. C. Chilwell-Davies (Wolseley Spl.), 32; 2. J. D. Williams (Hillman), 45; 3. W. R. Evans (Triumph Mayflower), 50.

Speed Hill-climb: 1. Kennedy, 32.2 secs.; 2. H. D. Pritchard (L.M.B.), 33.7 secs.; 3. Dr. D. N. Kiff (Riley), 36.4 secs.

More News from the Clubs on page 732



ABNORMAL "JAG": Gordon Parker's supercharged 3,442 c.c. Jaguara found its form in last month's speed trials at Gosport, clocking best sports car time.

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B.R.M.s Bad Luck at Albi—continued

accelerated downhill towards St. Juery was unforgettable.

However, the formation broke up next lap, when Wharton drew into the pits with his nearside rear tyre in ribbons. The halt cost him 47 secs. and dropped him to fifth place. B.R.M.s received another shattering blow when Fangio's nearside rear tyre stripped at Mon Plaisir and the car charged the bank. He re-started, but when he arrived at the pits the rear hub was found to be broken.

This left Gonzalez in the lead, with Wharton closing up on Rosier, and Trintignant in the 2½-litre Gordini heading Mieres (2-litre Gordini) and Peter Whitehead (Cooper-Alta). On the 12th lap, Gonzalez stopped with his offside rear tyre in shreds, and Wharton failed to come round. Apparently the B.R.M. got out of control whilst streaking down to St. Juery corner, when a tyre tread was thrown, cannoned off the bank, struck a telegraph pole and overturned. Fortunately Wharton escaped with only slight injuries, but was taken to hospital suffering from shock.

Gonzalez then set out on the hopeless task of winning back nearly a minute from Rosier, with only six laps left to go. In one lap he stole back 9 secs., but Rosier's pit had the situation well in hand, and the Frenchman came over the finishing line to record his fourth victory in the Albi Grand Prix.

Results

1. Louis Rosier (4.5 Ferrari), 56 mins. 36.8 secs., 169.802 k.p.h. (105.45 m.p.h.).
2. José Froilan Gonzalez (1.5 B.R.M.), 57 mins. 7.8 secs.
3. Maurice Trintignant (2.5 Gordini), 58 mins. 30.6 secs.
4. Mieres (2.0 Gordini), 17 laps; 5, Whitehead (Cooper-Alta), 17 laps; 6, Claes (Connaught), 17 laps; 7, Cole (Cooper-Bristol), 17 laps.

Fastest lap: Fangio (B.R.M.), 2 mins. 52.3 secs., 185.976 k.p.h. (115.48 m.p.h.) (Circuit Record).

CIRCUIT CHATTER: Tom Cole's Cooper-Bristol had a gearbox changed between the heat and the final. . . . Duncan Hamilton's lorry broke down at Tours, but with the full co-operation of the gendarmerie, Duncan drove the Lago-Talbot single-seater all the way to Albi. . . . Peter Whitehead's Cooper-Alta had a blowing Wills ring but kept going. . . . Ascari had a stone clean through his crash-helmet. . . . Farina had spares flown from England for the Thin Wall Special Ferrari. . . . Gonzalez tore off a tyre tread during Friday's practice. . . . AUTOSPORT covered Albi in a Miles Gemini piloted by Pete Ayles who taught Stirling Moss to fly. George Phillips developed his films on the aircraft, and printed them at Limoges with his portable enlarging equipment. . . . The crowd at Albi was a record for the circuit.

INDIANAPOLIS**Bill Vukovich's Fuel Injection Special Wins at Over 128 m.p.h.**

(By cable from Ruth Sands Bentley)

BILL VUKOVICH, who lost a certain victory in the 1952 Indianapolis G.P. when he crashed whilst leading the field, this year led from start to finish, except during his first pit stop, and won at 128.74 m.p.h. In fantastic heat (130 degrees on the track) his Fuel Injection Special was first home of only twelve finishers, taking an all-time high in lap money. Sixteen relief drivers were needed and on the 70th lap Carl Scarborough pulled into his pit suffering from heat exhaustion, later dying in hospital. Second was Paul Russo, relief driver Fred Agabashian, at 126.83 m.p.h., three laps behind Vukovich. Third came Art Cross at 126.82 m.p.h., and fourth Duane Carter, relieving Sam Hanks, at 124.8 m.p.h. Vukovich's race time was 12 seconds short of Ruttman's 1952 record. Yellow light slowed the field five times for crashes, but there were no serious injuries.

* * *

DUTCH GRAND PRIX

FIRST of the 1953 *grandes épreuves*, the Grote Prijs van Nederland next Sunday at Zandvoort has attracted official works teams from Ferrari, Maserati, Gordini, H.W.M. and Connaught. Line-up is as follows:

Ferrari: Ascari, Farina, Villoresi, Hawthorn (Scuderia Ferrari), and Louis Rosier; **Maserati:** Fangio, Gonzalez and Bonetto; **Gordini:** Behra, Trintignant and Schell; **H.W.M.:** Macklin and Collins; **Connaught:** Salvadori, McAlpine and Claes; **Cooper-Bristol:** Ken Wharton; **Cooper-Alta:** Stirling Moss.

* * *

LE MANS — LATEST

ALFA-ROMEO drivers for Le Mans on 13th/14th June will be Sanesi/de Graffenried; Fangio / Gonzalez and Kling/Riess. Roy Salvadori comes into the Aston Martin team as co-driver to George Abecassis. Taruffi/Maglionni and Manzoni/Chiron will be in the new 3-litre Lancias. Tom Cole will drive the Scuderia Ferrari 4.1-litre cars in company with Ascari, Villoresi, Hawthorn, Marzotto and possibly Farina. Talbots will be handled by Levegh/Pozzi, Rosier / Pagnibon, Mairesse / Vincent and de Cortanze/Chambas. Gordini's team is Behra/Lucas, Trintignant/Schell and Bordoni/Guelfi.

EIFELRENNEN — DE GRAFFENRIED AGAIN!**Maserati Victory at Nürburgring — Stirling Moss (Cooper) Wins F3 Event**

DRIVING the newest works type 6-cylinder Maserati Baron de Graffenried scored his third 1953 race victory last Sunday at Nürburgring. He won the Eifelrennen Formula 2 event over seven laps of Germany's unique 14.17 miles road circuit in the Eifel Mountains. The meeting was marred by steady rain, and attendance was below usual Nürburg standards. In view of next Sunday's Dutch Grand Prix, and the presence of Ascari and Farina at Albi, no Scuderia Ferrari cars appeared. The American driver, Fred Wacker, entered his recently-acquired Gordini.

Chief excitement of the race was provided by the two H.W.M. drivers, Peter Collins and Paul Frère, who waged a terrific struggle for second place, Frère gaining it when the fire extinguisher in Collins's cockpit wedged itself behind his brake pedal, causing him to take a corner too fast. He ran off the road hitting a tree, but speedily rejoined the race to finish third, 14.6 secs. behind Frère.

Other British competitors were Stirling Moss (Cooper-Alta), who finished sixth, and Lance Macklin (H.W.M.), who retired with magneto trouble. The Formula 3 race over five laps of the streaming wet circuit proved to be an overwhelming victory for the British Coopers. Stirling Moss drove masterfully to win by over three minutes from Eric Brandon, while two German drivers, Adolf Lang and Otto Kolan raced neck and neck for third place, Lang securing it by ½th second. John

Coombs, in a new Staride, and George Wicken (Cooper) retired.

Results

- Formula 2 Race (7 laps), 99.21 miles**
1. E. de Graffenried (Maserati), 1 hr. 24 mins. 32 secs., 70.40 m.p.h.
 2. Paul Frère (H.W.M.), 1 hr. 24 mins. 33.7 secs.
 3. Peter Collins (H.W.M.), 1 hr. 24 mins. 48.3 secs.
 4. K. Adolff (Ferrari); 5. E. Barth (E.M.W.); 6. Stirling Moss (Cooper-Alta); 7. T. Helffrich (Veritas); 8. W. Seidel (Veritas); 9. F. Wacker (Gordini); 10. H. Blees (A.F.N.); 11. B. Bira (Maserati); 12. A. Lang (Veritas).

Fastest lap: de Graffenried, 72.08 m.p.h.

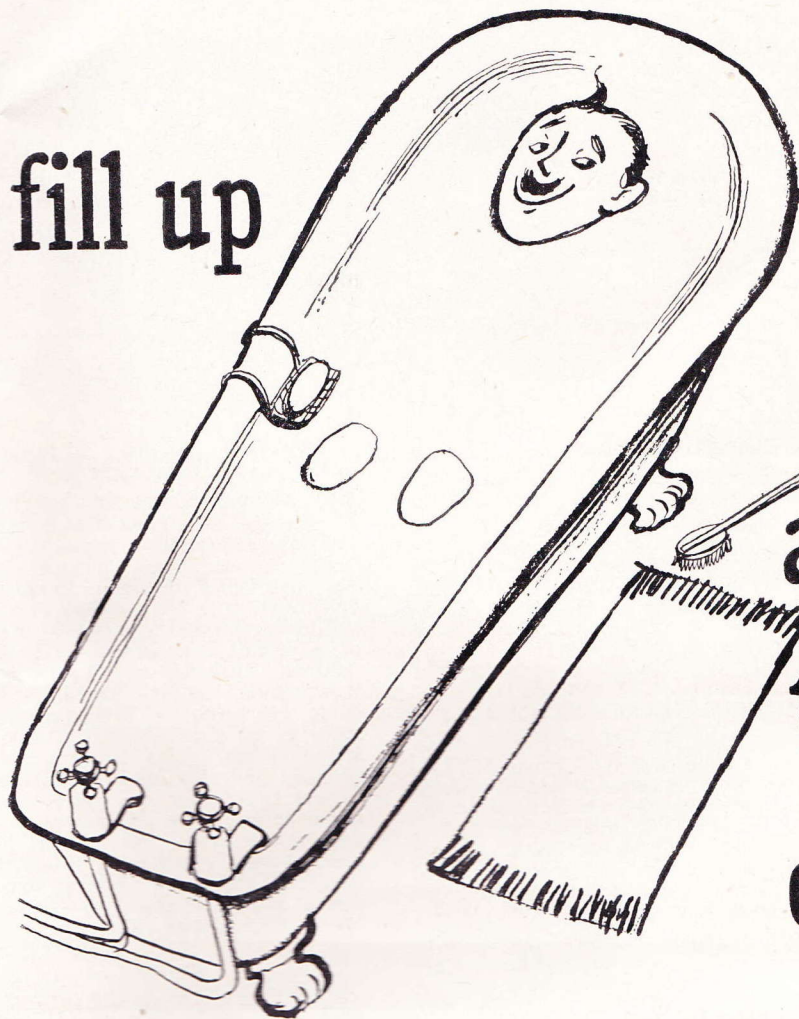
- Formula 3 Race (5 laps), 70.87 miles**
1. Stirling Moss (Cooper), 1 hr. 4 mins. 47.3 secs., 65.55 m.p.h.
 2. Eric Brandon (Cooper), 1 hr. 8 mins. 4.7 secs.
 3. A. Lang (Cooper), no times given; 4. O. Kolan (Cooper), no times given; 5. K. Kuhnke (Cooper), no times given; 6. W. Weeke (Weeke), no times given; 7. W. Lehmann (BMW), no times given; 8. J. Byrnes (Kieft), no times given.

Fastest lap: Moss, 66.42 m.p.h.

Sports Car Race Winners were: 1,100 c.c., R. Trenkel (Porsche); 1,500 c.c., H. Gloeckler (Porsche); 1,500 c.c. Series-built, H. Hermann (Porsche).

In the latter class Madame Thirion, of Belgium, amazed and delighted everyone by leading the entire entry in the opening stages until unfortunately she crashed, badly damaging her Porsche.

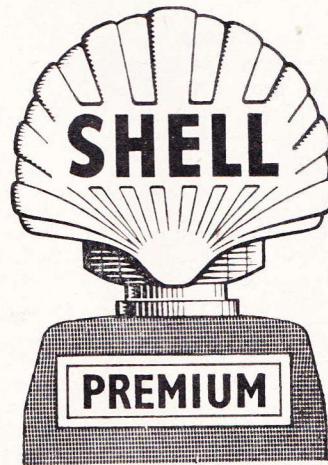
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CHAOS AT DAVIDSTOW Fog Spoils Cornish Meeting

WHILE crowds at Thruxton, Crystal Palace and elsewhere were enjoying the heat wave on Whit-Monday, a heavy fog had descended over Cornwall, rendering visibility so poor that the Cornwall Motor Racing Club were compelled to hold back the start of their race meeting at Davidstow Airfield until 6 p.m. This was wretched luck for the organizers, who had worked extremely hard to prepare the 1.9 mile circuit, situated near Launceston, for this, their first big meeting. Despite the coinciding of Davidstow with two other holiday meetings, a fair entry had been secured, and all was set fair—except the weather.

When finally it was deemed possible to start racing, there was time for only three events. Of these, the Formula 3 race was won by R. E. Paulson (Kieft)—reward for his making the long journey down from Charterhall; another Kieft, Jack Westcott's, was runner-up, and A. J. Nurse (Cooper) came in third. Three drivers, Westcott, Paulson and J. L. Bueb (Arnott) shared the fastest lap at 73.9 m.p.h.

Ash Cleave's very special Morris scored one more Cornish win in the up to 1,500 c.c. race, staving off Peter Jackson's Lester-M.G. In the unlimited capacity event Ken Watkins got his J2 Allard well out in front, to win at the fastest speed of the day, 73.93 m.p.h., also setting a record lap for the new Davidstow course at just over 75 m.p.h.

RESULTS

Formula 3 Cars: 1, R. E. Paulson (Kieft), 71.53 m.p.h.; 2, J. F. Westcott (Kieft); 3, A. J. Nurse (Cooper).

Up to 1,500 c.c. Cars: 1, W. A. Cleave (Morris), 64.04 m.p.h.; 2, P. Jackson (Lester-M.G.); 3, M. R. G. Llewellyn (M.G.).

Unlimited Capacity Cars: 1, K. Watkins (Cadillac-Allard), 73.93 m.p.h.; 2, J. S. Hubbard (Jaguar XK 120); 3, Lt.-Col. O'Hara Moore (Frazer-Nash).

Fastest Lap: K. Watkins, 1 min. 28 secs., 75.59 m.p.h.

BERKHAMSTED SPRINT POSTPONED

NO sprint meeting will be held at Tewin Water, by the Berkhamsted M.C. and L.C.C., on 8th June, or until further notice.

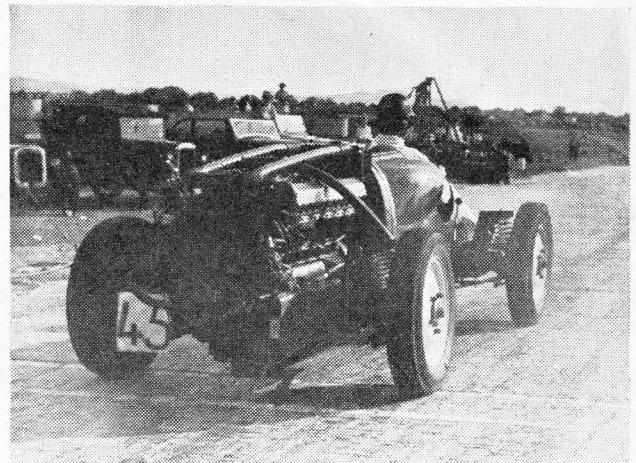
N.L.E.C.C. RADCAP RALLY

INVITED clubs for the North London Enthusiasts' C.C.'s Radcap Rally on 20th/21st June are the Cemian C.C., Hants and Berks M.C., London M.C., Public Schools M.C., Southsea M.C. and Thames Estuary A.C. Entries for the event, which will be about 300 miles in length, should reach G. Bance, 17 Elms Avenue, Muswell Hill, London, N.10, by Saturday, 13th June.

CHELTENHAM FUEL ECONOMY TEST

ENTRY closing date for the Cheltenham M.C.'s National Road Fuel Economy Test on 20th/21st June is Monday, 15th June. The Secretary of the Meeting is W. Dembowski, Hayden Court, near Cheltenham. There are seven capacity classes, and cars, complete with crews and luggage, will be weighed.

★
LOUD NOISE BEHIND: Always hard to handle, Ted Lloyd-Jones' enormous "Flying Saucer" failed to secure B.T.D. at the Cheltenham M.C.'s Sprint meeting at Staverton on Sunday, 24th May, but certainly thrilled the spectators.
★



EDINBURGH U.M.C. A.G.M.

AT the A.G.M. of the Edinburgh University M.C. on 20th May, the following officers were elected: *President:* D. Weir. *Secretary and Treasurer:* N. Somerville, University Union, Park Place, Edinburgh. *Vice-Presidents:* R. McLaughlin and R. Herdman. *Social Secretary:* A. Nairn. *Publicity Secretary:* M. B. Gledhill.

CEMIAN PRESIDENT'S RALLY

TORRENTIAL rain marred a good afternoon's sport for the Cemian M.C. on the occasion of their President's Rally, which this year took the form of driving tests, held near Whelpleyhill, Bovingdon, on Sunday, 17th May. There were six tests, each of which was attempted twice.

Results

Spring Trophy: E. W. Vero (Kentish Border C.C., Dellow). **President's Cup:** V. F. Gordon (Cemian M.C., M.G.). **Class A (up to 1,100 c.c.):** Best performance: G. E. Froy (K.B.C.C., Ford Utility). Best opposite: F. P. Liddell (Chiltern C.C., Overton Spl.). **Class B (1,101-1,750 c.c.):** Best performance: M. J. Lawrence (Falcon M.C., M.G.). Best opposite: B. H. Cox (K.B.C.C., Ford). **Awards of Merit:** A. C. Wood (Chiltern, Dellow) and N. H. Overton (Chiltern, Overton Spl.). **Class C (over 1,750 c.c.):** Best performance: D. I. Hamilton (Cemian, Jaguar). Best opposite: R. G. Parrish (Falcon, Rover). **Award of Merit:** D. W. Watkin (K.B.C.C., Dellow S.). **Kent Cup:** Cemian M.C. Team (A. A. Bolsom (M.G.), V. F. Gordon (M.G.) and D. I. Hamilton (Jaguar)).

WEST ESSEX SNETTERTON MEETING

ANOTHER race meeting at Snetterton will be staged by the West Essex C.C. on Saturday, 27th June, with scratch and handicap races for sports cars and racing cars to Formula 2, 3 and *Libre*. The handicap races include a 10-lap event for XK 120 and C-type Jaguars, for the "Bill Lyons" Trophy, and the meeting is open also to members of the Aston Martin O.C., Bristol M.C. and L.C.C., B.R.D.C., Eastern Counties M.C., Half-Litre C.C., M.C.C. and S.C.C. of Norfolk. Entries to G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex, by Monday, 22nd June.

IRISH NATIONAL PETROL ECONOMY CONTEST

DR. BRENDAN O'HARA returned 212 per cent. of his target figure and the amazing consumption figure of 50.88 m.p.g. to win the Connacht M.C.'s National Petrol Economy Competition, held recently in the Athlone area.

Competitors had to complete two laps of a circuit connecting the towns of Athlone, Ballymahon, Janesboro and Roscommon, the total distance covered being 110 miles, with the set average speed of 30 m.p.h. for all classes. No allowance was made for time spent at controls and the onus of finding the correct route and location of controls rested entirely with the drivers.

Some of the consumption figures realized were outstanding, as the results appended will show. Lowest consumption of all was recorded by a side-valve Morris Minor, with 73.14 m.p.g.

H. A. O'BRIEN.

RESULTS

Handicap: 1, Dr. B. O'Hara (Ford Zephyr), target 212 per cent., 50.88 m.p.g.; 2, Bienners-hasset (Ford Consul), 155, 55.84; 3, Newman (Morris Minor s.v.), 154, 73.14; 4, Giren (Ford Consul), 153, 55.17; 5, Sherry (Volkswagen), 152, 71.02; 6, Hurst (Austin A30), 152, 69.97; 7, Cole (Morris Minor), 137, 65.13; 8, Liddy (Morris Minor), 124, 60.54; 9, Cooney (Morris Minor), 124, 58.97; 10, Little (Austin A70), 119, 38.38; 11, Nundock (Ford Anglia), 105, 47.91; 12, Kearney (Ford Prefect), 104, 43.65; 13, O'Farrell (Austin A30), 99, 45.76.

Scratch Class (Cars between 750 and 1,100 c.c.): 1, Newman (Morris Minor), 73.14 m.p.g.; 2, Hurst (Austin A30), 69.97; 3, Cole (Morris Minor s.v.), 65.13; 4, Liddy (Morris Minor o.h.v.), 60.54; 5, Cooney (Morris Minor s.v.), 58.97; 6, Yelland (Morris Minor s.v.), 54.43; 7, Nundock (Ford Anglia), 47.91; 8, O'Farrell (Austin A30), 45.76.

RHYL AND DISTRICT RALLY

A 150-MILE rally will replace the standard car trial planned by the Rhyl and D.M.C. for Saturday, 11th July. Details from A. H. Rutt, Basingwerk, Greenfield, Holywell, Flintshire.

M.G.C.C. SILVERSTONE MEETING

ENTRIES close on Monday, 8th June, for the M.G.C.C.'s Silverstone meeting on Saturday, 4th July, comprising a one-hour high-speed reliability trial and eight handicap races. Invited clubs are the B.A.R.C., Chiltern C.C., M.C.C., Midland M.E.C., 750 M.C., Sunbac and Thames Estuary A.C., and the Secretary of the Meeting is Keith Hale, Box 1250, Dorland Advertising Ltd., 18/20 Regent Street, London, S.W.1.

More News from the Clubs on page 736

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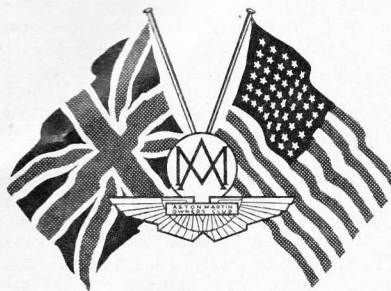
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ALVIS Crested Eagle sports saloon, 1935, remarkably sound in appearance, luxuriously equipped, remote control gears, flexible steering wheel, rev. counter, loose seat cushions, etc., smooth but satisfying performance .. £145

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M.G. MIDGET, very scarce 4-seater PA series, 1936, attractive condition all-round, full all-weather equipment, usual nippy M.G. performance, with vivid acceleration through the gears, several extras .. £265

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M.G. TA MIDGET, 1938, rebored early this year and in good mechanical condition, hood reproofed, screens and tonneau cover intact, fitted Sports coil and aeroscreens .. £295

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News from the Clubs—continued

UNITED HOSPITALS RALLY AND DRIVING TEST

GOFF TAPP and his colleagues devised a really amusing and original form of road section for their invitation event on 10th May. A basic route leading more or less directly from Virginia Water to Henley-on-Thames was laid down, with obligatory controls. A number of optional bonus points on either side of this were also named on the route card, and marks were gained by visiting these. Thus a number of alternatives offered, and the 20 minutes allowed before the "off" for plotting was critical. In fact, only three of the entry of 33 succeeded in completing the section; these were R. E. Snow and Pat Stark in Veloxes, and Tony Ambrose in a TC.

In the first half of the afternoon was a regularity section with secret checks and the required speed was exactly that achieved by each individual competitor in the morning, and many were the exclamations of horror when these were announced. Nevertheless, competitors who had no involuntary stops were able, without in any way devastating the native population, to accomplish this.

The driving tests were on a new and interesting site on Army ground. The first was a wiggle-wobble and garage affair, and the second not dissimilar except that it involved crushing a match-box with the nearside wheels in passing. This was at the beginning of a tight 180 degree right-hand turn, so that those who sighted the box from the passenger's seat were prevented by centrifugal force from regaining the director's chair unless they had stopped to ascertain from the observer whether the match-box had been hit or missed. It was all very subtle.

The third test was one of those horrible blindfold affairs where a driver has to rely upon instructions from his passenger whose lack of presence of mind is only exceeded by his inability to articulate. One competitor performed the most amazing evolutions, leaving the site of the test altogether and motoring far afield across country. When he eventually reached the finish line he explained, in tones of wild despair, that his passenger could only say "hard over" without indicating which way.

The fourth test was a really fast dice on a W-shaped course with a see-saw and turn at the end, and those with a knowledge of racing cornering technique were noticeably faster than the field, irrespective of the type of car.

It is evident that ingenious and enterprising organizers like these are performing a valuable service by demonstrating to competitors that there are better things in life than the conventional rally. Short and interesting road sections are in great demand in these hard times.

HOLLAND BIRKETT.

RESULTS

Best Performance: R. P. N. Stark, H. and B.M.C. (Vauxhall Velox), 891 marks.

Best Open Car: J. A. Ambrose, H. and B (M.G. TC), 705.

Best Closed Car: Mrs. J. Johns (driver D. C. E. Johns), H. and B. (Austin A90), 720½.

First Class Awards: E. G. Walsh (Dellow), 685; G. Knight (Buckler), 635; J. Billison (Ford Prefect), 632; R. Snow (Vauxhall Velox), 565.

COMING ATTRACTIONS

June 5th. *Horsham and D.M.C. and L.C.C. Lulworth Night Trial.*

June 5th/7th. *Frioul Alpine Rally, Italy.*

Thames Estuary A.C. Coronation Rally. Start, Chalkwell Park, Westcliff-on-Sea, 7 p.m.

June 6th. *Midland A.C. National Hill-Climb, Shelsley Walsh, nr. Worcester. Start, 12.30 p.m.*

Eight Clubs Race Meeting, Silverstone, nr. Towcester. Start, 11.30 a.m.

B.A.R.C. (S.W.) Regularity Tests, Goodwood, nr. Chichester. Start, 2 p.m.

June 6th/7th. *Circuit of Zürich (F3), Regensdorf, Switzerland.*

Citroën C.C. Southern Counties Night Trial. Start, Ace Service Station, Stonebridge Park, N.W.10, 10 p.m.

June 7th. *Dutch G.P. (F2, S), Zandvoort, Holland.*

Picardy G.P. (F3), France.

Hyères 12-Hour Race (S), France. Veteran C.C. Coronation Rally. Start, Hyde Park, London, 8.30 a.m.

Brighton and Hove M.C. Coronation Concours d'Elegance, Madeira Drive, Brighton, 2.30 p.m.

Sheffield and Hallamshire M.C. Kenning Cup Trial. Start, Earle's Cement Works, Hope, nr. Sheffield, 2 p.m.

Southsea M.C. 12th Cannon Cup Rally. Start, Portsdown Hill, Cosham, Hants, 10.45 a.m.

Riley M.C. Coronation Gymkhana, Brands Hatch. Start, 2 p.m.

Salford Coronation Safety Rally. Start, Salford Racecourse, 9.30 a.m.

Liverpool M.C. Summer Sporting Rally, Lancashire.

June 7th/8th. *Bol d'Or (S, T), Montlhéry, France.*

LANCIA WINS DEVON RALLY

THIRTY competitors took part in the first post-war rally of the B.A.R.C. (S.W. Centre), the North Devon Rally on 2nd/3rd May, starting from the Little Testwood Country Club, Totton, near Southampton, at 8 p.m. on the Saturday. Only eight entrants retained clean sheets on the 500-mile road section, and G. Cottle (Lancia) won the premier award.

The Castle Combe circuit was the location of the first test, a two-lap regularity test performed in darkness, in which a splendid performance was made by W. G. Cawsey (Ford Zephyr). From there the course lay through Bath, Shepton Mallett, Wells, Cheddar, Axbridge and Bridgwater to a control at Taunton. Porlock, Countisbury and Lynton Hills came next, on the way to Ilfracombe, after which the field turned southwards to Barnstaple, South Molton, Torrington, Okehampton and the breakfast halt at Two Bridges, Dartmoor.

Some tricky map-reading and another regularity test variant followed, with H. R. Fortescue (Jaguar XK 120), who later retired, outstanding here. At Totnes the route swung northwards again to two further tests near Southleigh, where P. R. Humphrey-Baker (Triumph Mayflower) and F. Downs (Sunbeam-Talbot

90) made the best performances. After a quick glimpse of the sea near Rousdon, the field turned inland through Crewkerne to Yeovil, and then to Dorchester for lunch, then made their own way to Ibsley for another regularity test, where Humphrey-Baker was best on formula. In the final acceleration-braking test W. Slocombe (Jaguar XK 120) was fastest with 23.6 secs., followed by Downs with 24.4 secs.

All but five of the starters reached the finish control at Totton, after a further drive of 40 minutes, for another meal and a wash. M. J. Crabb (M.G.) ran out of road near Cheddar during the night, and A. E. Hay's M.G. suffered from petrol-pump trouble, but managed to finish. Also among the finishers was C. P. Morgan-Giles, who suffered a steering defect on his BMW a few minutes before the start.

RESULTS

Premier Award: G. Cottle (Lancia), 37.58 marks lost.

Ladies' Prize: Mrs. E. Teare (M.G.), 374.19.

Up to 1,500 c.c., Open: O. L. Leighton (M.G.), 48.87. **Closed:** K. H. Stonham (Austin), 82.79. **Over 1,500 c.c., Open:** W. Slocombe (Jaguar XK 120), 50.31. **Closed:** F. Downs (Sunbeam-Talbot), 41.06.

First Class Awards: M. J. Reid (M.G.), P. R. Humphrey-Baker (Triumph) and J. Macklin (M.G.). **Second Class Awards:** C. A. Pilley (M.G.), T. H. Fisk (Austin) and W. G. Cawsey (Ford).

* * *

SINGER O.C. DRIVING TESTS

THE old-time rivalry between Singer and M.G. drivers flourished anew at Hunsdon aerodrome, Essex, on Sunday, 24th May, with victory going to the Abingdon cars. Teams taking part in this, the Singer O.C.'s first annual Driving Tests, were those of the M.G.C.C. (S.E.), Riley M.C. and Lancia M.C.

Provisional Results

Singer Challenge Trophy: M.G.C.C. (S.E. Centre). **Runners-up:** Singer O.C. Team 2.

Team Awards: J. Shove, G. B. Hewitt, W. S. Bland and R. W. Brown.

Best Individual Performance: A. Williamson (Riley M.C., Riley 1½-litre). **Runner-up:** A. Brooker (Singer O.C., Singer Le Mans).

CLUB FIXTURES

Cornwall Vintage C.C.—Meeting, 5th June, The Victoria Inn, Roche, 8 p.m.

750 M.C. (Oxon).—Meeting, 8th June, The Maybush Inn, Standlake, Handborough, 8 p.m.

Citroën C.C.—Meeting, 9th June, Albert Hotel, Kingston Hill, 7 p.m.

Lanes, and Ches. C.C.—Film Show and Discussion, 9th June, The Five Ways Hotel, Hazel Grove, 7.30 p.m.

Vintage S.C.C.—Meetings, 9th June, Bridge Hotel, Beresford.

11th June, Red Lion, Church Street, Birmingham, George and Dragon, Colney Street, nr. St. Albans, Wheatsheaf Hotel, Baslow, and Bull Hotel, Wrotham, Kent.

Allard O.C.—Meeting, 9th June, The Anchor, Shepperton.

Sunbac.—Meeting, 11th June, The Mason's Arms, Solihull.

Wolsley Hornet S.O.C. (Midland).—Meeting, 11th June, Royal Oak, Stratford Road, Hockley Heath, nr. Birmingham, 8 p.m.

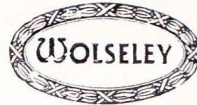
Southsea M.C.—Meeting, 11th June, The Aero Club, 8 p.m.

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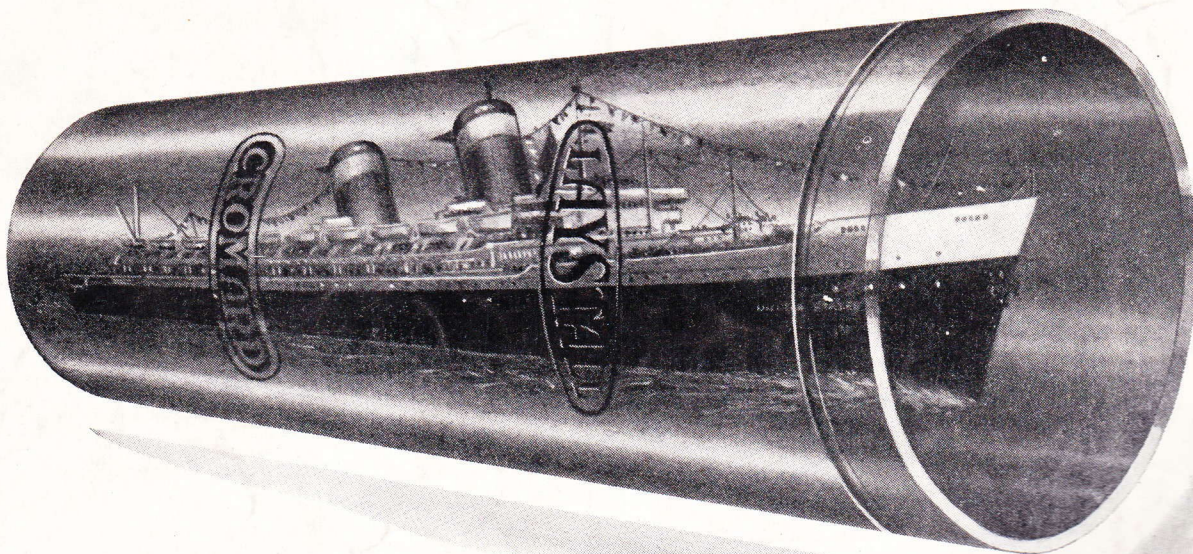
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